



Special Meeting Agenda

City Council

Rich Constantine - Mayor
Yvonne Martinez Beltran - Mayor Pro Tem
Larry Carr - Council Member
John McKay - Council Member
Rene Spring - Council Member

Wednesday, October 28, 2020 6:00 p.m.

Virtual Meeting

MEETING GUIDELINES

In accordance with Executive Order N-25-20 and guidance from the California Department of Public Health on gatherings, remote public participation is allowed. We will address the Order in the following ways:

Members of the public may NOT physically attend meetings at the Morgan Hill City Council Chamber.

The City Council Meeting will be live-streamed on Channel 17 and on the City's website. Those members of the public wishing to participate remotely may do so via the electronic meeting at: <http://bit.ly/102820CityCouncilMtg> or by calling in to: (669) 900-9128, then enter the meeting id: 820 7850 0068.

Public comment for City Council meetings will be accepted via email to ccpubliccomment@morganhill.ca.gov. Members of the public participating in the electronic meeting wishing to speak may do so during public comment.

SPECIAL MEETING

A Special Meeting of the City Council is called at 6:00 pm for continuation of the Industrial Ordinance Public Hearing from the October 21, 2020 City Council meeting.

CALL TO ORDER

Mayor Constantine

ROLL CALL ATTENDANCE

Deputy City Clerk Michelle Bigelow

DECLARATION OF POSTING OF AGENDA

Per Government Code 54954.2
Deputy City Clerk Michelle Bigelow

PUBLIC COMMENT

Members of the public are entitled to address the City Council concerning any item within the Morgan Hill City Council's subject matter jurisdiction. Public comments are limited to no more than three minutes. Except for certain specific exceptions, the City Council is prohibited from discussing or taking action on any item not appearing on the posted agenda. (See additional noticing at the end of this agenda)

ADOPTION OF AGENDA

CONTINUED PUBLIC HEARING

This item has been continued from the October 21, 2020 City Council Meeting.

1. ADOPT ORDINANCE AMENDING THE ZONING CODE TO PROHIBIT HEAVY DISTRIBUTION AND PARCEL SORTING USES, AMEND PROVISIONS RELATED TO LOCAL DELIVERY SERVICES AND CLARIFY THE DEFINITION OF SIGNIFICANT PROJECTS SUBJECT TO DESIGN REVIEW

Recommendation:

1. Open/close the public hearing;
2. Waive the first and second reading of the ordinance; and
3. Introduce the ordinance.

FUTURE COUNCIL INITIATED AGENDA ITEMS

Note: in accordance with Government Code Section 54954.2(a), there shall be no discussion, debate and/or action taken on any request other than providing direction to staff to place the matter of business on a future agenda.

ADJOURNMENT

NOTICE

Any documents produced by the City and distributed to the majority of the City Council less than 72 hours prior to an open meeting, will be made available for public inspection at the City Clerk's Counter at City Hall located at 17575 Peak Avenue, Morgan Hill, CA, 95037 and at the Morgan Hill Public Library located at 660 West Main Avenue, Morgan Hill, California, 95037 during normal business hours. (Pursuant to Government Code 54957.5)

PUBLIC COMMENT

Members of the Public are entitled to directly address the City Council concerning any item that is described in the notice of this meeting, before or during consideration of that item. If you wish to address the Council on any issue that is on this agenda, please complete a speaker request card located in the foyer of the Council Chambers and deliver it to the Minutes Clerk prior to discussion of the item. You are not required to give your name on the speaker card in order to speak to the Council, but it is very helpful. When you are called, proceed to the podium and the Mayor will recognize you. If you wish to address the City Council on any other item of interest to the public, you may do so during the public comment portion of the meeting following the same procedure described above. Please limit your comments to three (3) minutes or less.

Please submit written correspondence to the Minutes Clerk, who will distribute correspondence to the City Council.

Persons interested in proposing an item for the City Council agenda should contact a member of the City Council who may plan an item on the agenda for a future City Council meeting. Should your comments require Council action, your request may be placed on the next appropriate agenda. Council discussion or action may not be taken until your item appears on an agenda. This procedure is in compliance with the California Public Meeting Law (Brown Act) Government Code §54950.

City Council Policies and Procedures (CP 03-01) outlines the procedure for the conduct of public hearings. Notice is given, pursuant to Government Code Section 65009, that any challenge of Public Hearing Agenda items in court, may be limited to raising only those issues raised by you or on your behalf at the Public Hearing described in this notice, or in written correspondence delivered to the City Council at, or prior to the Public Hearing on these matters.

The time within which judicial review must be sought of the action by the City Council, which acted upon any matter appearing on this agenda is governed by the provisions of Section 1094.6 of the California Code of Civil Procedure.

For a copy of City Council Policies and Procedures CP 97-01, please contact the City Clerk's office (408) 779-7259, (408) 779-3117 (fax) or by email cityclerk@morganhill.ca.gov.

AMERICANS WITH DISABILITIES ACT (ADA)

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in this meeting, please contact the City Clerk's Office at (408)779-7259, (408)779-3117 (fax) or by email cityclerk@morganhill.ca.gov. Requests must be made as early as possible and at least two-full business days before the start of the meeting.

SUSTAINABLE MORGAN HILL



VISION

To sustain a safe, inclusive, socially responsible, environmentally conscious, and economically sound community

Choose Morgan Hill

The City of Morgan Hill is the best community for people to live, work, visit, and operate their businesses.

City Council Ongoing Priorities

- Enhancing Public Safety
- Protecting the Environment and Preserving Open Space and Agricultural Land
- Maintaining Infrastructure
- Supporting our Youth, Seniors, and Entire Community
- Fostering a Positive Organizational Culture
- Preserving and Cultivating Public Trust
- Preserving our Community History
- Enhancing Diversity and Inclusiveness
- Advancing Regional Initiatives

2020-2021 Strategic Priorities

- **Fiscal Sustainability**
- Affordable Housing and Homelessness
- Community Engagement and Messaging
- Economic Development
- Transportation



These strategic priorities were established prior to the COVID-19 pandemic. In light of recent events, we recognize that all of these goals and priorities will be viewed through the lens of the global pandemic, and we will continue to have equity, public health, and financial responsibility in mind.



CITY COUNCIL STAFF REPORT

MEETING DATE: October 28, 2020

PREPARED BY: Donald Larkin, City Attorney
APPROVED BY: City Manager

ADOPT ORDINANCE AMENDING THE ZONING CODE TO PROHIBIT HEAVY DISTRIBUTION AND PARCEL SORTING USES, AMEND PROVISIONS RELATED TO LOCAL DELIVERY SERVICES AND CLARIFY THE DEFINITION OF SIGNIFICANT PROJECTS SUBJECT TO DESIGN REVIEW

RECOMMENDATION(S)

1. Open/close the public hearing;
2. Waive the first and second reading of the ordinance; and
3. Introduce the ordinance.

COUNCIL PRIORITIES, GOALS & STRATEGIES

Ongoing Priorities

Preserving and Cultivating Public Trust

2020-2021 Strategic Priorities

Economic Development
Fiscal Sustainability

GUIDING DOCUMENTS

Economic Blueprint
Morgan Hill 2035 General Plan

POLICY CONSIDERATIONS:

Should the City of Morgan Hill create land use classifications for e-commerce uses and distinguish these businesses from warehouse and distribution uses?

Should the City of Morgan Hill prohibit large fulfillment centers and parcel sorting facilities?

Should the City of Morgan modify design permit standards to automatically elevate buildings and developments of certain sizes to Planning Commission for review?

REPORT NARRATIVE:

Background:

Council Members and members of the community have raised concerns about recently approved and/or proposed large development projects along the 101 Freeway corridor. There is particular concern that the City's current zoning regulations do not adequately regulate e-commerce facilities, so that large industrial buildings can be developed as e-commerce, heavy distribution "fulfillment centers" served by hundreds of large semi-

trucks daily. The Council has also directed staff to develop more specific criteria for determining what projects are referred to the Planning Commission for design review. This ordinance addresses these concerns by creating definitions for e-commerce facilities in the industrial zones, and by creating criteria that requires large projects to be referred to the Planning Commission for design review, while still giving the Community Development Director flexibility to elevate any smaller projects to the Planning Commission that she determines to be significant.

Initiative Measure:

As the Council is aware, there is an initiative currently circulating that also attempts to address e-commerce facilities and large development projects. The initiative takes a unique approach, by defining “fulfillment centers” by building features only, rather than by use. Staff is concerned that this approach will result in unintended consequences. There are several existing businesses in our industrial areas that would be classified as “fulfillment centers” under the initiative by building size, ceiling height and number of dock doors. These businesses would be unable to modify or expand their facilities to meet future needs, potentially driving them out of Morgan Hill. Other businesses would be prohibited from converting existing drive through doors or punch-outs to dock-high-doors. To address those concerns, staff recommends an approach that utilizes both building feature and use to regulate e-commerce facilities.

The initiative also attempts to modify the administrative authority to approve discretionary permits. However, as described under “Next Steps” below, it is anticipated that further action will be needed to limit staff approval of discretionary permits due to unique and specific development controls which exist by special action in some areas of the City. For example, administrative approvals of large projects are required by the PUD zoning for Phase 1 of the Morgan Hill Ranch Business Park (on the south side of Cochrane, west of Highway 101, including Sutter and Jarvis Drives). The initiative does not effectively amend the PUD zoning for the park. Changes to the zoning for the business park will require further discussion with affected property owners.

Proposed Ordinance:

Council has previously stated agreement with the intent of the initiative measure. Specifically, Councilmembers have discussed shared concerns about potential e-commerce businesses that could add significant truck traffic to Morgan Hill. Also, Council has requested staff to recommend new standards to meet the goal of increasing transparency in land-use approvals for large projects.

Fulfillment Centers:

The proposed ordinance prohibits “fulfillment center” type uses by clarifying that heavy distribution and parcel sorting uses are not permitted in any zone in the City. The proposed ordinance differs from the initiative in the manner of defining those uses. Whereas the initiative defines the fulfillment center use by identifying building features, the proposed ordinance defines the actual use. A comparison chart showing the differences between the proposed ordinance and the initiative is attached to this report as Attachment 2.

Local Delivery:

Under the existing code, local delivery services of any size are permitted in the industrial zones. With the increase in online ordering, there is a significantly higher demand for local delivery services. In recognition of this increased demand, staff recommends modifying the way the City regulates local delivery uses. The proposed ordinance replaces local delivery under the classification of “light fleet-based services” with a new classification of “parcel hub.” Staff proposes to permit parcel hubs with 75,000 square feet or less of floor area, provided delivery vehicles are rated 10,000 pounds or less (this is typically a van or other smaller vehicle), and deliveries occur primarily within the City of Morgan Hill zip code. For parcel hubs larger than 75,000 square feet, the same requirements would apply, but a conditional use permit would also be required.

The table below compares the land-use regulations in the initiative to the proposed ordinance.

Facility	MHRGC Initiative	Proposed Ordinance
Heavy Distribution	Prohibited*	Prohibited
Sorting Center	Prohibited*	Prohibited
Parcel Hub-Large	Permitted**	Conditionally Permitted
Parcel Hub-Small	Permitted	Permitted

*Permitted with fewer than 1 dock door per 25,000 square feet of floor area or with a clear ceiling height of less than 24 feet.

**As Parcel Hub is defined in the Proposed Ordinance, which requires local delivery using vehicles rated 10,000 pounds or less. These smaller vehicles do not use dock-high doors.

Site and Design Review:

Currently, except for projects in Phase 1 of the Morgan Hill Ranch Business Park, the Community Development Director has discretion to refer site and design review for “significant projects” to the Planning Commission. A project is determined to be significant based on subjective findings by the Director. The proposed ordinance would clarify that any project that proposes to add more than 100,000 square feet of floor area, is higher than 40 feet, or would add more than 200 housing units, is automatically significant. The proposed amendments would also give the Director the authority to refer a project to Planning Commission for review for any reason, even if it does not meet the current significance conditions.

Planning Commission Recommendation:

The Planning Commission (PC) considered the proposed ordinance at the September 22 meeting and recommended adoption of the ordinance on a vote of 5-2. Commissioners made several recommendations that were incorporated into the current draft. Most significantly, the “parcel hub” definition was modified to clarify allowing only

local delivery using vehicles rated 10,000 pounds or less. In addition, the PC recommended removing a separate classification for e-commerce, and consolidating e-commerce uses with the existing warehouse and delivery classifications.

The Commission also expressed a concern that there could be an overconcentration of parcel hub uses in a single part of town. The PC recommended addressing overconcentration by requiring a CUP for all parcel hub uses. However, staff does not believe that the CUP process is the most effective way to prevent clustering of uses. If Council is concerned about a concentration of parcel hubs in any one part of the City, staff would recommend adopting distancing or siting by area limitations instead.

The PC Staff Report and agenda materials can be found [here](#).

Next Steps:

Morgan Hill Ranch Business Park:

This ordinance is just one step to address some of the concerns that have been raised about the development process. One issue that is not addressed by either this ordinance or the initiative measure is the outdated Morgan Hill Ranch Business Park Planned Development Agreement, which was approved in 1981. This agreement requires all discretionary permits for projects in the Business Park to be issued by staff rather than Planning Commission or City Council.

Although the agreement has expired, it has been adopted as part of the Planned Unit Development Zoning for the Business Park. The PUD zoning was amended and partially restated by initiative in 1987. Staff is currently exploring options to modify the PUD zoning to remove the requirement for administrative approval of discretionary permits.

E-Commerce Land Uses in Commercial Districts:

In addition to online businesses, many brick-and-mortar shops have begun operating e-commerce delivery services. These services can be operated out of existing stores, out of adjacent or nearby facilities, or through smaller warehouse-type facilities. Staff is monitoring developments in retail delivery services and will bring forth recommendations regarding whether and how to permit and regulate those uses in commercial zoning districts.

COMMUNITY ENGAGEMENT: Inform

Residents on the City's e-mail lists were notified of the proposed ordinance on September 16, 2020. At that time, copies of the staff report and draft ordinance were posted to the City's website. The Planning Commission held a public hearing to consider the proposed ordinance on September 22, 2020.

This staff report was posted to the project [webpage](#), all City social media accounts, and send to the community via City email blast on October 9, 2020 in advance of the October 21 City Council hearing.

ALTERNATIVE ACTIONS:

The Council could modify any of the proposed provisions of the ordinance or choose not to amend the zoning ordinance at this time.

PRIOR CITY COUNCIL AND COMMISSION ACTIONS:

A public hearing was held before the Planning Commission on September 22, 2020.

FISCAL AND RESOURCE IMPACT:

Significant staff time will be required from the City Attorney's Office and Development Services Department to implement the ordinance changes. However, this work can be absorbed into the existing work plans.

CEQA (California Environmental Quality Act):

This ordinance is categorically exempt from environmental review pursuant to Section 15061(b)(3) of the California Environmental Quality Act (CEQA) Guidelines, the proposed text amendment to the Morgan Hill Zoning Code is not a project with potential for causing a significant effect on the environment requiring California Environmental Quality Act (CEQA) analysis.

LINKS/ATTACHMENTS:

1. 2020 Zoning Code Amendments--City Council
2. Ordinance Comparison
3. Presentation
4. Comments submitted by Joe Baranoski
5. Letter submitted by George Mersho with Shoe Palace

ORDINANCE NO. , NEW SERIES

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MORGAN HILL AMENDING TABLE 18.26-1 (PERMITTED LAND USES IN THE INDUSTRIAL ZONING DISTRICTS) OF SECTION 18.26.020 (LAND USE REGULATIONS) OF CHAPTER 18.26 (INDUSTRIAL ZONING DISTRICTS); SECTION 18.108.040 (DESIGN PERMIT) OF CHAPTER 18.108 (SPECIFIC PERMIT REQUIREMENTS; SECTIONS 18.124.050 (INDUSTRIAL USES) AND 18.124.060 (TRANSPORTATION, COMMUNICATION, AND UTILITY USES) OF CHAPTER 18.124 (LAND USE DEFINITIONS) OF TITLE 18 (ZONING) OF THE MUNICIPAL CODE OF THE CITY OF MORGAN HILL REGARDING E-COMMERCE DISTRIBUTION USES AND DESIGN REVIEW FOR LARGE PROJECTS

THE CITY COUNCIL OF THE CITY OF MORGAN HILL DOES ORDAIN AS FOLLOWS:

Section 1. Table 18.26-1 (Permitted Land Uses in the Industrial Zoning Districts) of Section 18.26.020 (Land Use Regulations) of Chapter 18.26 (Industrial Zoning Districts) of Title 18 (Zoning) is hereby amended to read as follows (additions in underline, deletions in strikeout):

18.26.020– Land Use Regulations

A. Permitted Land Uses. Table 18.26-1 identifies land uses permitted in the industrial zoning districts.

TABLE 18.26-1 PERMITTED LAND USES IN THE INDUSTRIAL ZONING DISTRICTS

Key P Permitted Use A Administrative Use Permit required C Conditional Use Permit required – Use not allowed	Zoning District					Additional Regulations
	CI	IO	IC	IL	IG	
Residential Uses						
Caretaker Quarters	-	-	-	C	C	
Public and Quasi-Public Uses						
Colleges and Trade Schools	C	C	C	C	C	
Community Assembly	C	-	-	C	C	
Instructional Services	A	-	-	-	-	
Medical Offices and Clinics	A	-	-	-	-	
Parks and Recreational Facilities	C	-	-	C	C	
Public Safety Facilities	C	-	-	C	C	
Commercial Uses						
Adult Businesses	-	-	P	P	P	18.92.020
Animal-Related Commercial Uses						
Animal Boarding	C	-	-	C	C	
Veterinarian Clinics and Hospitals	A	A	A	C	C	

Banks and Financial Institutions	C [4]	-	-	-	-	
Business Support Services	P	C	P	P	P	
Cinemas and Theaters	A	-	-	-	-	
Commercial Recreation, Indoor						
≤ 15,000 sq. ft.	P	C	C	C	C	
> 15,000 sq. ft.	C	C	C	C	C	
Eating and Drinking Uses						
Restaurants, Fast Food	C [4]	- [5]	- [5]	- [5]	- [5]	
Restaurants, Sit-Down	C [4]	- [5]	- [5]	- [5]	- [5]	
Tasting Rooms	P [6]	-	-	A [6]	A [6]	
Lodging Facilities						
Hotels and Motels	P	-	-	-	-	
Mini-Storage	-	-	-	C	C	18.92.100
Personal Service	C [4]	- [5]	- [5]	- [5]	- [5]	
Plant Nurseries	C	-	-	P	P	
Professional Offices	P	P	P	P	P	
Retail						
Building Materials	C	-	-	P	P	
Convenience Markets	C [4]	- [5]	- [5]	- [5]	- [5]	
General Retail	C [4]	- [5]	- [5]	- [5]	- [5]	
Home Improvement Centers	C	-	-	C	C	
Large Commodity Retail	C	-	-	C	C	
Vehicle-Related Uses						
Towing and Impound	-	-	-	C	P	
Vehicle Repair and Maintenance, Major	-	-	-	C	P	
Vehicle Repair and Maintenance, Minor	-	-	-	P	P [1]	
Wholesaling	P	-	-	P	P	
Retail						
Building Materials	C	-	-	P	P	
Convenience Markets	C [4]	- [5]	- [5]	- [5]	- [5]	
General Retail	C [4]	- [5]	- [5]	- [5]	- [5]	
Home Improvement Centers	C	-	-	C	C	
Large Commodity Retail	C	-	-	C	C	
Vehicle-Related Uses						
Towing and Impound	-	-	-	C	P	
Vehicle Repair and Maintenance, Major	-	-	-	C	P	
Vehicle Repair and Maintenance, Minor	-	-	-	P	P [1]	
Wholesaling	P	-	-	P	P	
Industrial Uses						
Construction and Material Yards	C	C	C	P	P	18.36.030.C
Food and Beverage Production						
< 5,000 sq. ft. [7]	A [2]	A [2]	A [2]	P [2]	P [2]	
5,000 sq. ft. to 10,000 sq. ft. [7]	C [2]	C [2]	C [2]	P [2]	P [2]	

> 10,000 sq. ft.	C	C	C	P [2,8]	P [2,8]	
Manufacturing, Light	P	C [3]	C	P	P	
Manufacturing, General	–	–	–	–	C	
Research and Development	P	P	P	P	P	
Salvage and Wrecking	–	–	–	–	C	
Warehousing and Distribution						
Warehousing and Distribution, Large	C	C [3]	C [3]	C	P	
Warehousing and Distribution, Small	C	C [3]	C [3]	P	P	
Warehousing and Distribution with Outdoor Storage	C	–	–	C	C	
Heavy Distribution	–	–	–	–	–	
Parcel Sorting Facilities	–	–	–	–	–	
Parcel Hub Small < 75,000 sq. ft.	–	–	–	<u>P</u>	<u>P</u>	
Parcel Hub Large > 75,000 sq. ft.	–	–	–	<u>C</u>	<u>C</u>	
Recycling Facilities						
Reverse Vending Machine	P	C	C	P	P	
Recycling Collection Facility	C	–	–	C	C	
Recycling Processing Facility	–	–	–	–	C	
Utilities, Major	–	–	–	C	C	
Wireless Communications Facilities	See Chapter 18.96					
Agriculture and Natural Resource Uses						
Crop Cultivation	–		–			
Other Uses						
Accessory Uses	See Chapter 18.44					
Temporary Uses	See Section 18.92.150					

Notes:

[1] Retail sale of automotive products allowed only when ancillary to a vehicle repair and maintenance use. Retail display areas for automotive products may not exceed 25 percent of the building floor area.

[2] Must be 150 feet or more from a residential zoning district, otherwise requires a CUP.

[3] Permitted only when ancillary to another permitted use.

[4] Allowed as a primary use only when the Planning Commission finds that the use supports the primary job-generating uses within a business park setting.

[5] Allowed when accessory to a permitted primary use subject to the limitations in Section 18.26.020.D (Accessory Uses).

[6] Allowed only when accessory to a brewery, winery, or other alcoholic beverage production facility. Tasting rooms must be located within the building occupied by the primary use and may not exceed 5,000 square feet or 10 percent of the gross floor area of the building, whichever is less.

[7] On-site wholesale or retail sales required.

[8] Conditional Use Permit required when the type of food being produced will emit a generally offensive odor. Examples include primary processing of seafood, coffee roasting, pickled foods, or processes involving primarily fat and oils.

Section 2. Section 18.08.040 (Design Permit) of Chapter 18.08 (Specific Permit Requirements) of Title 18 (Zoning) is hereby amended to read as follows:

18.108.040 – Design Permit

A. Purpose. A Design Permit is a discretionary action that enables the City to ensure that proposed development exhibits high quality design consistent with the General Plan and any other applicable specific plan or area plan adopted by the City Council. The Design Permit process is also intended to ensure that new development and uses are compatible with their surroundings and minimize negative impacts on neighboring properties.

B. Review Authority.

1. Except as provided below, The the Community Development Director shall review and act on all Design Permit applications.
2. The Community Development Director may refer-elevate any Design Permit application under their authority to the Planning Commission for review and final decision.
3. The City Council shall review and act on all Design Permit applications for new City projects (e.g., new municipal buildings, parks) determined by the Community Development Director to be significant in accordance with Subsection D below.
4. Except for new City projects, the Planning Commission shall act on any Design Permit Application for any other projects determined by the Community Development Director to be significant in accordance with Subsection D below.

C. When Required. The following types of projects require a Design Review permit:

1. Three or more new residential units.
2. One or more new residential unit on a sensitive site as defined in Subsection E (Sensitive Sites) below.
3. New non-residential buildings, structures physical site improvements determined to be significant in accordance with Subsection D (Significant Projects) below.
4. Additions to existing buildings, structures, or other physical site improvements visible from a public right-of-way and determined to be significant in accordance with Subsection D (Significant Projects) below. Single-family homes are exempt unless the home is on a sensitive site as defined in Subsection E below.
5. Additions to existing residences located on a sensitive site as defined in Subsection E below.
6. Site alterations that change the topography of the currently developed site area on a sensitive site as defined in Subsection E below.
7. Relocation of existing buildings, structures or other physical site improvements.
8. Exterior changes to existing buildings, structures or other site improvements determined to be significant in accordance with Subsection D (Significant Projects) below. Single-family homes are exempt unless the home is on a sensitive site as defined in Subsection E below.
9. Grading of more than 50 cubic yards on slopes greater than ten percent.
10. New accessory structures including secondary dwelling units or guest homes on a sensitive site as defined in Subsection E below.
11. City projects, including but not limited to municipal buildings, parks and open spaces, landscaping within the right-of-way, and street furniture.
12. Other projects determined by the Community Development Director to be significant or which may adversely affect the environment or adjacent development.

D. Significant Projects.

1. The Community Development Director shall determine whether a project in

Subsection C above is significant and thus requires a Design Review permit. When determining if a project is significant, the Community Development Director shall consider:

- a. The visual prominence of the project when viewed from the public right-of-way and/or private property;
- b. The project height, mass, and area of site disturbance;
- c. The type, character, and proximity of adjacent development; and
- d. The potential of the project to create adverse impacts on adjacent uses or the community at large.

2. Any structure with more than 100,000 square feet of floor area or a building height greater than 40 feet, not including projections allowed by-right under Table 18.56-1, is presumed to be significant for purposes of this Chapter.

3. Any residential development of more than 200 units is presumed significant for purposes of this chapter.

2.4. The Community Development Director's determination that a project is significant may be appealed to the Planning Commission in accordance with Chapter 18.112 (Appeals).

E. Sensitive Sites.

1. The Community Development Director may require a Design Permit for a project located on a sensitive site where a Design Permit may not otherwise be required.
2. The Community Development Director's determination that a site is sensitive and that a Design Permit is required may be appealed to the Planning Commission in accordance with Chapter 18.112 (Appeals).
3. The City shall consider a site to be sensitive if the site:
 - a. Contains a notable natural feature such as a hillside, ridgeline, watercourse, major drainage way or floodplain;

Section 3. Section 18.124.050 (Industrial Uses) of Chapter 18.124 (Land Use Definitions) of Title 18 (Zoning) is hereby amended to read as follows:

18.124.050 – Industrial Uses

A. Construction and Material Yards. Storage of construction materials and/or heavy equipment on a site other than a construction site.

B. Food and Beverage Production. A manufacturing establishment producing or processing food products or beverages for off-site consumption and wholesale distribution where the processing of food is primarily from previously prepared or farmed ingredients.

C. Heavy Distribution. A Fulfillment Center or similar use with a minimum gross floor area of 200,000 square feet and a minimum ceiling height of 24 feet. The Fulfillment Center's primary purpose is storage and distribution of e-commerce products to

consumers or end-users, either directly or through a Parcel Hub. Heavy Distribution is prohibited in all zones in the City of Morgan Hill.

B.D. Manufacturing, Light. The manufacture, predominantly from previously prepared materials, of finished products or parts, including processing, fabrication, assembly, treatment, and packaging of such products, and incidental storage, sales and distribution of such products, but excluding basic industrial processing and custom manufacturing. Includes manufacture of electric and electronic instruments and devices. Excludes saw and planing mills and manufacturing uses involving primary production of wood, metal or chemical products from raw materials.

E. Manufacturing, General. Manufacturing of products from extracted or raw materials or recycled or secondary materials, or bulk storage and handling of such products and materials. Includes operations such as agriculture processing, apparel manufacturing; photographic processing plants; leather and allied product manufacturing; wood product manufacturing; paper manufacturing; chemical manufacturing; plastics and rubber products manufacturing; nonmetallic mineral product manufacturing; primary metal manufacturing; fabricated metal product manufacturing; and automotive and heavy equipment manufacturing.

F. Parcel Hub. A “Last Mile” facility or similar establishment for the processing and/or re-distribution of parcels or products. A Parcel Hub’s primary function is moving a shipment from one mode of transport to vehicles with rated capacities less than 10,000 pounds, for delivery directly to consumers or end-users primarily within the Morgan Hill zip code.

1. Parcel Hub, Large. A parcel hub facility that occupies 75,000 square feet or more in building area.

2. Parcel Hub, Small. A parcel hub facility that occupies less than 75,000 square feet in building area.

G.G. Parcel Sorting Facilities. Establishments for the sorting and or re-distribution of parcels or products from Heavy Distribution (Fulfillment Centers) to a Parcel Hub via intramodal transit truck to truck.

D.H. Research and Development. A facility for scientific research and the design, development, and testing of electrical, electronic, magnetic, optical, pharmaceutical, chemical, and biotechnology components and products in advance of product manufacturing. Includes assembly of related products from parts produced off site where the manufacturing activity is secondary to the research and development activities.

E.I. Salvage and Wrecking. Storage and dismantling of vehicles and equipment for sale of parts, as well as their collection, storage, exchange or sale of goods including, but not limited to, any used building materials, used containers or steel drums, used tires, and similar or related articles or property.

F.J. Warehousing and Distribution. A use engaged in storage, wholesale and distribution of manufactured products, supplies, and equipment to retailers; to industrial, commercial, institutional, farm, or professional business users; or to other wholesalers; or acting as agents or brokers in buying merchandise for or selling merchandise to such persons or companies. Includes merchant wholesalers; agents, merchandise or commodity brokers, and commission merchants; assemblers, buyers and associations engaged in the cooperative marketing of farm products; and bottling works.

1. **Warehousing and Distribution, Large.** A warehousing distribution facility 75,000 square feet or more in building/or use area.
2. **Warehousing and Distribution, Small.** A warehousing distribution facility less than 75,000 square feet in building area, or as a secondary/companion use of no more than 75,000 sf ancillary to another activity contained within a larger building area.
3. **Outdoor Storage.** Storage of commercial goods in open lots.

Section 4. Subsection B (Light Fleet Based Services) of Section 18.124.060 (Transportation, Communication, and Utility Uses) of Chapter 18.124 (Land Use Definitions) of Title 18 (Zoning) is hereby amended to read as follows:

- A. Light Fleet-Based Services.** Passenger transportation services, ~~local delivery services,~~ medical transport, and other businesses that rely on fleets of three or more vehicles with rated capacities less than 10,000 pounds. Includes parking, dispatching, and offices for taxicab and limousine operations, ambulance services, nonemergency medical transport, local messenger and document delivery services, and similar businesses. Excludes towing operations (see “Towing and Impound”) or delivery services with two or fewer fleet vehicles on site (see “Business Support Services”).

Section 5. Severability. Should any provision of this ordinance be deemed unconstitutional or unenforceable by a court of competent jurisdiction, such provision shall be severed from the ordinance, and such severance shall not affect the remainder of the ordinance.

Section 6. Effective Date; Posting. This Ordinance shall take effect on _____, 2020. The City Clerk is hereby directed to publish this Ordinance or a summary thereof pursuant to Government Code Section 36933.

This ordinance was introduced at a meeting of the City Council held on the _____ day of _____, 2020, and adopted at a meeting held on the _____ day of _____, 2020, and said ordinance was duly passed and adopted in accordance with law by the following vote:

AYES: **COUNCIL MEMBERS:**

NOES: **COUNCIL MEMBERS:**

ABSTAIN: **COUNCIL MEMBERS:**

ABSENT: **COUNCIL MEMBERS:**

ATTEST:**APPROVED:**_____
IRMA TORREZ, City Clerk_____
RICHARD CONSTANTINE, Mayor**CERTIFICATE OF THE CITY CLERK**

I, IRMA TORREZ, CITY CLERK OF THE CITY OF MORGAN HILL, CALIFORNIA, do hereby certify that the foregoing is a true and correct copy of Ordinance No. _____, New Series, adopted by the City Council of the City of Morgan Hill, California at their regular meeting held on the ____ day of _____, 2020.

WITNESS MY HAND AND THE SEAL OF THE CITY OF MORGAN HILL.

DATE: _____

IRMA TORREZ, City Clerk

Comparison of Industrial Ordinance versus MHRGC Initiative

INITIATIVE	INDUSTRIAL ORDINANCE
18.08.020 Authority. The City Council delegates to the Community Development Director and the director's designees the authority to interpret the meaning and applicability of all provisions in the Zoning Code; <u>provided, however that, notwithstanding any other provision of this code, in no event shall any staff employee of the City of Morgan Hill have authority to approve a land use application for a large-Scale Development project which requires environmental review under the California Environmental Quality Act (Public Resources Code Section 21000, et seq., as amended), including without limitation, any application for a "project" (as defined in 14 CCR 15378) requiring discretionary approval (as defined in 14 CCR 15357). All such authority having been vested in the City Council of the City of Morgan Hill and/or the Planning Commission of the City of Morgan Hill, as appropriate.</u>	
Chapter 18.12 - Rules of Measurement 18.12.030 - Density. 18.12.040 - Distances. <u>18.12.045 - Dock-High-Door-and-Dock-High-Door-to-Square-foot Ratio.</u> <u>A. Dock-High-Door means an opening to the outside of a building used to interface with trucks for the loading and /or unloading of goods, products, merchandise or wares of any type and where the bottom of the opening is not at ground level but rather elevated by twenty-four (24) inches or more. Dock-High-Doors are used so that the bed of a truck and /or shipping container will match the building slab elevation at the opening. The typical configuration allows a semi-truck to back up to a building and directly align the back doors of the truck with a loading dock door. The elevation of the dock apron, the approach pavement area, is lower than the building slab elevation so that the bed of the truck will match the</u>	

building slab elevation. The typical offset is forty-eight (48) inches and the typical loading dock door is nine (9) feet wide by ten (10) feet tall. (Dock-High-Doors are also sometimes known as loading dock doors.)

B. Dock-High-Door-to-Square-Foot Ratio (DHDSFR) means the ratio of the total number of Dock-High-Doors that a building has to the total square feet of building floor area.

18.12.060 - Height

B. Clear Ceiling Height. Distance from the floor to the lowest hanging ceiling member or hanging objects, beams, joists or truss work descending down into a substantial portion of the area. This measure of the interior height of an industrial building defines the minimum height of usable space within the structure. Also known as clear height, clear headway, or clearance.

B.C. Number of stories.

18.12.065 – Large-Scale Development.

Large-Scale Development means any development which proposes the construction and/or addition of more than seventy-five thousand (75,000) square feet of new floor area, or a new building or addition to an existing building which is more than thirty-five (35) feet in height.

18.26.020– Land Use Regulations

A. Permitted Land Uses. Table 18.26-1 identifies land uses permitted in the industrial zoning districts.

TABLE 18.26-1 PERMITTED LAND USES IN THE INDUSTRIAL ZONING DISTRICTS

	IL	IG
Warehousing and Distribution		
Warehousing and Distribution, Large	C	P
Warehousing and Distribution, Small	P	P

		Heavy Distribution	-	-	
		Parcel Sorting Facilities	-	-	
		Parcel Hub Small < 75,000 sq. ft.	P	P	
		Parcel Hub Large > 75,000 sq. ft.	C	C	
Table 18.26-2: STANDARDS. * Structure Requirements [2] * Notes: [1] An FAR of 0.6 is allowed for industrial uses. An FAR of 0.5 is allowed for non-industrial uses. [2] Fulfillment Center structures, as defined in Section 18.124.050, are prohibited per Section 18.92.105.					
Chapter 18.92 - Supplemental Standards. 18.92.100 - Mini-Storage <u>18.92.105 - Fulfillment Centers</u> <u>Fulfillment Centers, as defined in Section 18.124.050, are prohibited uses in all Zoning Districts and Overlay Zones in the City of Morgan Hill. Fulfillment Centers lawfully existing prior to the effective date shall not be affected by this section.</u>					
18.108.020 - Administrative Use Permits. C. Review Authority. The Community Development Director takes action on <u>shall review and act on all</u> Administrative Use Permit applications. The community Development Director may refer any Administrative Use Permit application to the Planning Commission for review and final decision <u>other than applications relating to Large Scale Developments; provided, however, that the Community Development Director may refer any Administrative Use Permit application to the Planning Commission</u>					

<u>for review and final decision. The Planning Commission shall review and act on all Administrative Use Permit applications, which: (1) relate to Large-Scale Developments; and/or (2) are otherwise referred to the Planning Commission by the Community Development Director pursuant to this paragraph.</u> D. Public Notice and Hearing. Public notice of a pending action on an Administrative Use Permit application <u>other than applications relating to Large-Scale Developments</u> shall be provided in compliance with Section 18.104.100 (Notice of Pending Action). The Community Development Director shall hold a public hearing for a minor use permit application only upon receiving a written request for a public hearing as provided in Section 18.104.090. <u>The Planning Commission, shall review and act on an Administrative Use Permit application related to Large Scale Developments or an application otherwise referred to the Planning Commission at a noticed public hearing in compliance with Chapter 18.104 (Common Permit Requirements).</u>	
18.108.040 – Design Permit B. Review Authority. 1. The Community Development Director shall review and act on all Design Permit applications <u>other than applications relating to Large-Scale Developments; provided, however, that the Community Development Director may refer any Design Permit application to the Planning Commission for review and final decision. The Planning Commission shall review and act on all Design Permit applications, which: (1) relate to Large-Scale Developments; and/or (2) are</u>	18.108.040 – Design Permit A. Purpose. A Design Permit is a discretionary action that enables the City to ensure that proposed development exhibits high quality design consistent with the General Plan and any other applicable specific plan or area plan adopted by the City Council. The Design Permit process is also intended to ensure that new development and uses are compatible with their surroundings and minimize negative impacts on neighboring properties. B. Review Authority. 1. <u>Except as provided below, The the</u> Community Development Director shall review and act on all Design Permit applications. 2. The Community Development Director may <u>refer-elevate</u> any Design Permit application <u>under their authority</u> to the Planning Commission for review and final decision. 3. <u>The City Council shall review and act on all Design Permit applications for new City projects (e.g., new municipal buildings, parks)</u>

otherwise referred to the Planning Commission by the Community Development Director pursuant to this paragraph.

~~2. The Community Development Director may refer any Design Permit application to the planning Commission for review and final decision.~~

3. The City Council shall review and act on all Design Permit applications for new City projects (e.g., new municipal buildings, parks) determined by the Community Development Director to be significant in accordance with Subsection D below.

C. When Required.

The following types of projects require a Design Review permit:

*

12. Other projects determined by the Community Development Director to be significant in accordance with Paragraph D below, or which may adversely affect the environment or adjacent development or otherwise be considered a sensitive site in accordance with Paragraph E below.

D. Significant Projects.

*

2. The Community Development Director's determination that a project is or is not significant may be appealed to the Planning Commission in accordance with Chapter 18.112 (Appeals).

E. Sensitive Sites.

*

2. The Community Development Director's determination that a site is or is not sensitive and that a Design Permit is required may be

determined by the Community Development Director to be significant in accordance with Subsection D below.

4. Except for new City projects, the Planning Commission shall act on any Design Permit Application for any other projects determined by the Community Development Director to be significant in accordance with Subsection D below.

...

D. Significant Projects.

a. The Community Development Director shall determine whether a project in Subsection C above is significant and thus requires a Design Review permit. When determining if a project is significant, the Community Development Director shall consider:

- i. The visual prominence of the project when viewed from the public right-of-way and/or private property;
- ii. The project height, mass, and area of site disturbance;
- iii. The type, character, and proximity of adjacent development; and
- iv. The potential of the project to create adverse impacts on adjacent uses or the community at large.

b. Any structure with more than 100,000 square feet of floor area or a building height greater than 40 feet, not including projections allowed by-right under Table 18.56-1, is presumed to be significant for purposes of this Chapter.

c. Any residential development of more than 200 units is presumed significant for purposes of this chapter.

~~b.d.~~ The Community Development Director's determination that a project is significant may be appealed to the Planning Commission in accordance with Chapter 18.112 (Appeals).

appealed to the Planning Commission in accordance with Chapter 18.112 (Appeals).	
18.124.050 - Industrial Uses G. Warehousing and Distribution * * H. <u>Fulfillment Center. Any structure, building or other facility that has all of the following three attributes: (1) a floor area of seventy-five thousand (75,000 square feet or greater, and (2) a clear ceiling height of twenty-four (24) feet or greater over more than twenty-five (25) percent of the floor area, and (3) more than one dock-high door per 25,000 square feet of floor area (i.e., a proposed or as built DHDSFR greater than 1:25,000). For purposes of this section, "Fulfillment Center" shall include, but not be limited to, the following structures, buildings, and facilities: distribution center, sortable fulfillment center, e-commerce center, non-sort fulfillment center, transload facility, parcel hub, cold storage facility, short-term storage facility, high-cube warehouse, cross-dock facility, bulk break center, package handling center, order fulfillment center, logistics center or facility, receive center, sortation center, delivery station, specialty facility, last-touch facility, last-mile facility, last-mile distribution facility, city distribution facility, multi-market distribution facility, gateway facility, warehousing center; or any building, structure, or other facility, provided it has all three attributes listed above.</u>	18.124.050 – Industrial Uses A. Construction and Material Yards. Storage of construction materials and/or heavy equipment on a site other than a construction site. B. Food and Beverage Production. A manufacturing establishment producing or processing food products or beverages for off-site consumption and wholesale distribution where the processing of food is primarily from previously prepared or farmed ingredients. B.C. Heavy Distribution. <u>A Fulfillment Center or similar use with a minimum gross floor area of 200,000 square feet and a minimum ceiling height of 24 feet. The Fulfillment Center's primary purpose is storage and distribution of e-commerce products to consumers or end-users, either directly or through a Parcel Hub. Heavy Distribution is prohibited in all zones in the City of Morgan Hill.</u> G.D. Manufacturing, Light. The manufacture, predominantly from previously prepared materials, of finished products or parts, including processing, fabrication, assembly, treatment, and packaging of such products, and incidental storage, sales and distribution of such products, but excluding basic industrial processing and custom manufacturing. Includes manufacture of electric and electronic instruments and devices. Excludes saw and planing mills and manufacturing uses involving primary production of wood, metal or chemical products from raw materials. E. Manufacturing, General. Manufacturing of products from extracted or raw materials or recycled or secondary materials, or bulk storage and handling of such products and

materials. Includes operations such as agriculture processing, apparel manufacturing; photographic processing plants; leather and allied product manufacturing; wood product manufacturing; paper manufacturing; chemical manufacturing; plastics and rubber products manufacturing; nonmetallic mineral product manufacturing; primary metal manufacturing; fabricated metal product manufacturing; and automotive and heavy equipment manufacturing.

F. Parcel Hub. A “Last Mile” facility or similar establishment for the processing and/or re-distribution of parcels or products. A Parcel Hub’s primary function is moving a shipment from one mode of transport to vehicles with rated capacities less than 10,000 points, for delivery directly to consumers or end-users primarily within the Morgan Hill zip code.

1. **Parcel Hub, Large.** A parcel hub facility that occupies 75,000 square feet or more in building area.

2. **Parcel Hub, Small.** A parcel hub facility that occupies less than 75,000 square feet in building area.

D.G.Parcel Sorting Facilities. Establishments for the sorting and or re-distribution of parcels or products from Heavy Distribution (Fulfillment Centers) to a Parcel Hub via intramodal transit truck to truck.

E.H. Research and Development. A facility for scientific research and the design, development, and testing of electrical, electronic, magnetic, optical, pharmaceutical, chemical, and biotechnology components and products in advance of product manufacturing. Includes assembly of related products from parts produced off site where the manufacturing activity is secondary to the research and development activities.

F.I. Salvage and Wrecking. Storage and

dismantling of vehicles and equipment for sale of parts, as well as their collection, storage, exchange or sale of goods including, but not limited to, any used building materials, used containers or steel drums, used tires, and similar or related articles or property.

G.J. Warehousing and Distribution. A use engaged in storage, wholesale and distribution of manufactured products, supplies, and equipment to retailers; to industrial, commercial, institutional, farm, or professional business users; or to other wholesalers; or acting as agents or brokers in buying merchandise for or selling merchandise to such persons or companies. Includes merchant wholesalers; agents, merchandise or commodity brokers, and commission merchants; assemblers, buyers and associations engaged in the cooperative marketing of farm products; and bottling works.

1. **Warehousing and Distribution, Large.** A warehousing distribution facility 75,000 square feet or more in building or use area.
2. **Warehousing and Distribution, Small.** A warehousing distribution facility less than 75,000 square feet in building area, or as a secondary/companion use of no more than 75,000 sf ancillary to another activity contained within a larger building area.
3. **Outdoor Storage.** Storage of commercial goods in open lots.

18.124.060 - Transportation, communication, and utility uses

- A. **Light Fleet-Based Services.** Passenger transportation services, ~~local-delivery services,~~ medical transport, and other businesses that rely on fleets of three or more vehicles with rated capacities less than 10,000 pounds. Includes parking, dispatching, and offices for taxicab and limousine operations, ambulance services, nonemergency medical

	transport, local messenger and document delivery services, and similar businesses. Excludes towing operations (see “Towing and Impound”) or delivery services with two or fewer fleet vehicles on site (see “Business Support Services”).
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City of Morgan Hill City Council October 21, 2020 Item #17

ZONING TEXT AMENDMENT AMENDING CH 18.26

- 1 Land use regulations for industrial buildings
- 2 Design permit review for large projects
- 3 Use Definitions for E-Commerce
- 4 Warehousing & Distribution and Light Fleet-Based Services

Current Zoning Code

- Includes land use regulations for traditional warehouse (wholesale and business to business), but not direct-to-consumer warehousing (“fulfillment centers”)
- Does not use thresholds to determine what projects are required to go to Planning Commission for site and design review.
- Does not include definitions for e-commerce uses
- Permits local delivery services in all industrial zones regardless of size or intensity

Proposed design review regulations

Changes to Design Permit Process in the Municipal Code to require Planning Commission review of large projects.

B. Review Authority.

1. Except as provided below, The the Community Development Director shall review and act on all Design Permit applications.
2. The Community Development Director may refer-elevate any Design Permit application under his or her authority to the Planning Commission for review and final decision.
3. The City Council shall review and act on all Design Permit applications for new City projects (e.g., new municipal buildings, parks) determined by the Community Development Director to be significant in accordance with Subsection D below.
4. Except for new City projects, the Planning Commission shall act on any Design Permit Application for any other projects determined by the Community Development Director to be significant in accordance with Subsection D below.

Significant projects

Any structure of
100,000 SF or more

Any structure 40 feet
of building height or
greater

Any residential
development of 200
units or more

D. Significant Projects.

1. The Community Development Director shall determine whether a project in Subsection C above is significant and thus requires a Design Review permit. When determining if a project is significant, the Community Development Director shall consider:
 - a. The visual prominence of the project when viewed from the public right-of-way and/or private property;
 - b. The project height, mass, and area of site disturbance;
 - c. The type, character, and proximity of adjacent development; and
 - d. The potential of the project to create adverse impacts on adjacent uses or the community at large.
2. Any structure with more than 100,000 square feet of floor area or a building height greater than 40 feet, not including projections allowed by-right under Table 18.56-1, is presumed to be significant for purposes of this Chapter.
3. Any residential development of more than 200 units is presumed significant for purposes of this chapter.
- ~~2.4.~~ The Community Development Director's determination that a project is significant may be appealed to the Planning Commission in accordance with Chapter 18.112 (Appeals).



18-124-050 Industrial Uses

Added definitions
for E-commerce
uses

E-Commerce Distribution.

1. Heavy Distribution. A Fulfillment Center or similar use with a minimum gross 108- floor area of 200,000 square feet and a minimum ceiling height of 24 feet. The Fulfillment Center's primary purpose is storage and distribution of e-commerce products to consumers or end-users, either directly or through a Parcel Hub. Heavy Distribution is prohibited in all zones in the City of Morgan Hill.

2. Parcel Sorting Facilities. Establishments for the sorting and or re-distribution of parcels or products from Heavy Distribution (Fulfillment Centers) to a Parcel Hub via intramodal transit truck to truck.

3. Parcel Hub. A "Last Mile" facility or similar establishment for the processing and/or re-distribution of parcels or products. A Parcel Hub's primary function is moving a shipment from one mode of transport to vehicles with rated capacities less than 10,000 pounds, for delivery directly to consumers or end-users primarily within the Morgan Hill zip code.

- **Parcel Hub, Large.** A parcel hub facility that occupies 75,000 square feet or more in building area.
- **Parcel Hub, Small.** A parcel hub facility that occupies less than 75,000 square feet in building area.

Approach to Definitions

- Looked at numerous City's zoning definitions
- Reviewed Urban Land Institute working paper for nuances in manufacturing, warehouse and distribution definitions
- Communicated with other cities about best practices

Proposed land use regulations

Prohibits large fulfillment centers

Prohibits parcel sorting centers

Identifies areas where parcel hubs (sometimes called last mile delivery centers) to be permitted or conditionally permitted

Warehousing and Distribution						
Warehousing and Distribution, Large	C	C [3]	C [3]	C	P	
Warehousing and Distribution, Small	C	C [3]	C [3]	P	P	
Warehousing and Distribution with Outdoor Storage	C	–	–	C	C	
Heavy Distribution	–	–	–	–	–	
<u>Parcel Sorting Facilities</u>	–	–	–	–	–	
<u>Parcel Hub Small < 75,000 sq. ft.</u>	–	–	–	<u>P</u>	<u>P</u>	
<u>Parcel Hub Large > 75,000 sq. ft.</u>	–	–	–	<u>C</u>	<u>C</u>	

Other proposed changes

Removed “Local Delivery” from the definition of Light Fleet Based Services

- A. Light Fleet-Based Services.** Passenger transportation services, ~~local delivery services,~~ medical transport, and other businesses that rely on fleets of three or more vehicles with rated capacities less than 10,000 pounds. Includes parking, dispatching, and offices for taxicab and limousine operations, ambulance services, nonemergency medical transport, local messenger and document delivery services, and similar businesses. Excludes towing operations (see “Towing and Impound”) or delivery services with two or fewer fleet vehicles on site (see “Business Support Services”).

Other proposed changes

Added “(wholesale)” to Warehousing and Distribution definition

Added “or use” to definition Warehousing and Distribution definition for large and clarified that small Warehousing and Distribution includes facilities where the warehousing is a secondary use that occupies less than 75,000 square feet of building area.

F.J. Warehousing and Distribution. A use engaged in storage, wholesale and distribution of manufactured products, supplies, and equipment to retailers; to industrial, commercial, institutional, farm, or professional business users; or to other wholesalers; or acting as agents or brokers in buying merchandise for or selling merchandise to such persons or companies. Includes merchant wholesalers; agents, merchandise or commodity brokers, and commission merchants; assemblers, buyers and associations engaged in the cooperative marketing of farm products; and bottling works.

1. **Warehousing and Distribution, Large.** A warehousing distribution facility 75,000 square feet or more in building or use area.
2. **Warehousing and Distribution, Small.** A warehousing distribution facility less than 75,000 square feet in building area or as a secondary/companion use of no more than 75,000 sf ancillary to another activity contained within a larger building area.
3. **Outdoor Storage.** Storage of commercial goods in open lots.

Next Steps



Next Steps

- Address PUD Zoning for Phase I of the Morgan Hill Ranch Business Park
- Develop E-Commerce definitions for commercial zoning districts
- Further refine development standards. Consider regulations to prevent concentration of warehouse/e-commerce uses.

Other Factors and Considerations

- Design standards and articulation
- Landscaping requirements
- Parking ratios
- Set-backs
- Building orientation

Questions?



CITY OF MORGAN HILL

Who benefits from allowing more Distribution Centers?

1.d

Morgan Hill has proven it can attract companies that are the sustainable job generators of the future. Our Industrial Lands should be used to develop advanced manufacturing and R&D businesses not for Distribution Centers that are highly automated and create very few jobs. That is what residents want and our City budget needs. With no jobs and very little fiscal benefit, why should we permit development that will destroy the unique character of Morgan Hill? Who benefits from allowing Distribution Centers? Developers and commercial real estate brokers like JLL who is the source of the city's "Industrial Preservation Policy" - which was supposed to be completed in November 2019. **The city did nothing until the Responsible Growth for Morgan Hill Initiative**, and then after one 'forum'[1] in July 2020, JLL's needs became our industrial use policy. Cut & Paste. Just because commercial real estate brokers need more Distribution Centers doesn't mean Morgan Hill does.

Calling them 'Parcel Hubs', doesn't make Distribution Centers better. MH's economic development team may think Newark & Fremont are "shining examples" like their experts say but residents don't agree. Stop the smoke screens and quit misleading the public. The City proposal is a rush to **permit** turning Morgan Hill into a Newark-like Distribution Hub with devastating consequences for all of us.

[1] <https://www.youtube.com/watch?v=OdRcy3jDY8s&feature=youtu.be>

Item # 17

AGENDA DATE: 10/21/2020
SUPPLEMENT # 1

October 21, 2020



Packet Pg. 41

A flawed Industrial Preservation 'policy' --> flawed Zoning Amendment proposal

1.d

- After being a work item for more than a 1 1/2 years, the 'Industrial Preservation Policy' is essentially the output of JLL , the second largest commercial brokerage in the Bay Area with \$9.6B in sales and leasing transactions in 2019 that has Amazon as a Bay Area client. JLL needs more distribution centers, but does Morgan Hill?
- The entire 'policy' in a nutshell: "the whole notion of Advanced Manufacturing is great to promote but it doesn't get spec industrial built, e-commerce is the carrot that gets spec industrial built", from there"hope (unrealistically) you can come up with ways to make traffic impact and lousy economic benefit 'less bad' **and don't even talk about jobs.** Who does this benefit? Really ask yourself that question. Taxpayers funded ~\$95K for Strategic Economics 'studies', what do they say?
- **YES**, COVID-19 has increased demand, leasing rates and sales of Distribution Centers to all time highs! *the reality of social distancing has also dramatically increased the plans to accelerate automation and human replacement in distribution.*
- **YES** MH, with land near highway 101 *could* 'capitalize' on the market demand and allow a flood of DC's to be built
- The City's experts explicitly recognize that other industries concentrated in the Bay Area are forecast to grow faster than the national economy overall, and like other studies, points to artificial intelligence, automation & robotics, digital solutions, and life sciences as sectors that will thrive in a post-COVID world. But want MH to accept Distribution.
- The question isn't whether MH *could* attract 'speculative' built Distribution Centers, the question is *should* we?
- The very proponents of the plan explain why the answer is NO. **Low number of JOBS created, lots of Trucks, and very poor net revenue** (fiscal benefit) to the City. They ARE RIGHT! As justification, they claim companies that want to come to MH or expand in MH can't or won't do so without speculative Distribution space that is argued to be 'acceptable' for other uses. They ARE WRONG and the opposite is true. (Have they driven around MH?)
- <https://drive.google.com/file/d/1E32Abg15AzGf8F1gxMhI6suGdUsm7Kx9/view?usp=sharing>

Attachment: Comments submitted by Joe Baranowski (2900 : Industrial Zoning Ordinance

JOBS today and in the future - more than 'just' opportunities for residents

1.d

- Jobs don't 'just' represent opportunities for MH residents, **jobs drive the net revenue (economic benefit) to City**
- You HAVE to have a fact-based view on JOBS and in today's world that means appreciating the impact of **automation**
- Every fiscal impact analysis, including the one City did with \$45K of taxpayer money, uses Employment Density as key input. The number of employees per square feet of floor area (or per acre of total development) is a key parameter.
- [1] City's current analysis assumes 1 employee per 1,000 square feet floor area for Distribution Center.
- [2] Consultant used exact same density in 2015. But a lot has changed and 'best available' data is NOT 5 years old.
- Multiple factors including evolution of e-commerce business and automation impact number of jobs.
- Best available data shows Distribution Center employment density is ~ 1 employee per 2,000 square feet today
- Distribution Center jobs being displaced by automation, employment density will continue to decrease at *accelerating* rate
- Current analysis [1] does not even mention automation. In 2020?
- While automation is impacting many industries, almost no industry [3] will be more impacted by job displacement than distribution / logistics. Experts expect that automation will displace between 75% and 90% of Distribution Center jobs.
- The introduction of robotics in distribution centers started in 2012. Large scale use of automation is happening now at a breathtaking pace! https://drive.google.com/file/d/1yiQwSZQHE__I2hmT5ImckVibrZFzzxWg/view?usp=sharing

[1] Strategic Economics, *Economic and Fiscal Impact Analysis Memo*, July 1 2020 (pg. 10)

[2] Strategic Economics, *San Jose Overview and Employment Lands Analysis*, January 20, 2016 (pg. 76) and see slide 8 attached)

3 [3] McKinsey & Company, *Where machines could replace humans-and where they can't (yet)*, M. Chui, J. Manyika, M. Miremadi, July 2016



What about the City's favored ('Last-Mile' / 'Parcel Hub') Distribution case: 1.d



This is the 'shining example' in Fremont that City's experts point to. Pacific Commons 'industrial park'. Amazon has got approval from Fremont to 'convert' 566,000 square feet of space that was planned to be 'industrial' into a "Fleet Yard" that would be utilized 24/7. (https://www.fremont.gov/DocumentCenter/View/43022/PLN2020_00128-Pacific-Commons-South-Parking-Lot-rpt)

Amazon uses "Delivery Service Providers" which have been well documented in press to be a means to maximize their PROFIT. Drivers get no Amazon benefits and many service providers, lured by Amazon promise of 'starting a new business', are unscrupulous and put drivers under unsafe operating conditions.

What is net effective Employment Density?

~ 1 employee per 4000 - 5000 sq feet ???

Do we want to be a 'shining example' and allow Industrial Lands that SHOULD be used for JOB generating business to be converted into "Fleet Yards" whose only long-term purpose is to enable autonomous vehicles? Who does this benefit?



'Last-Mile' / 'Parcel Hubs' : Distribution Centers that should be banned.

1.d

- Amazon has begun massive expansion (1,500) of their 'Delivery Stations' across US. What Amazon does, others follow so can use recent, documented cases where cities have given permitted such facilities as being representative of 'Last-Mile Distribution' that Morgan Hill city staff has arbitrarily decided to call a "Parcel Hub". What do we learn from Fremont and American Canyon?
- **'Last-Mile' Distribution (aka Parcel Hub only in MH) has all the negatives of any other DC and MORE**
 - » Typical size 250,000 - 375,000 square feet, with clear ceiling heights ~32 feet or more.
 - » City would like to pretend all big rig (what Amazon calls 'line-haul') truck traffic just disappears. While 'line-haul' trip generation may be lower than some other types of DC's the facilities are designed to operate at peak throughput and product must be transported into the facility accordingly. There will still be significant big rig truck traffic!
 - » ~200 - 300 delivery vans, with high peak and total daily trips (~3,500+). There is NO SUCH THING as 'true last-mile'. Typical targeted delivery range is up to ~44 miles but it's absurd to believe delivery would be 'just' for MH residents.
 - » Fleet parking requirement results in VERY low net Employment Density and use of land for PARKING! HOW IS THAT 'preserving' job-generating industrial land?
 - » The driving / delivery jobs are outsourced to 'Delivery Service Providers' for ONE reason - Amazon PROFITS. Drivers get no Amazon company benefits, many of the 'Delivery Service Providers' are unscrupulous companies lured by Amazon's promise to fund their 'startup' business. (Amazon Pushes Fast Delivery but Avoids Responsibility for Human Costs)
<https://www.nytimes.com/2019/09/05/us/amazon-delivery-drivers-accidents.html>
 - » Most sales tax routed through county pools. Combined with low number of jobs and high impact to street maintenance costs, **what is realistic estimate of NET REVENUE for this favored use case?** It could be negative.

Attachment: Comments submitted by Joe Baranoski (2900 : Industrial Zoning Ordinance



ANY type of Distribution Center will generate Truck Traffic

1.d

- Trucks don't magically go away in 'Last-Mile' scenario. What is REALISTIC estimate for big-rig Truck traffic in "Parcel Hub" that City wants to allow and promote in Morgan Hill?
- Morgan Hill faces ~ **\$2,300,000** 'unfunded needs' required for street maintenance. Today!
- Our streets are going to get worse and there is no money to pay for needed maintenance.
- At public meetings and in emails to City staff over the past 12 months, MHRGC has pointed out many times that Trucks cause more damage to roads than cars, and cities that have permitted Distribution Centers have seen street maintenance costs skyrocket. The Fiscal Analysis mentions 'Truck' one time and completely ignores the impact to street maintenance costs they will have. How?
- Impact to street maintenance costs: 1 Big Rig Truck : ~7,000 - 8,000 Passenger Cars
- What is impact of a very high number of 'delivery vans' to MH streets? (MHRGC continues to research this to arrive at realistic fact-based answer, not hand-waving assumptions.)
- Impact & other 'developer fees' do NOT contribute to street maintenance. Projects don't magically 'pay for themselves'. Make assumptions to justify a project. Look up and find a \$2.3M dollar deficit.



Fewer jobs, More Trucks --> Very Low Net Revenue to City

1.d

Development Program	Distribution Center	Scenario 1	Scenario 2	Scenario 3
R&D/Office	0	0	540,000	0
Manufacturing/Assembly	0	522,300	22,500	0
Distribution	1,044,600	522,300	22,500	0
Retail	50,000	50,000	218,000	0
Administrative Office	0	0	305,965	0
Distribution Center Employment Density (gross square feet of building are per employee)	2000	1000	1,000	n/a
Revenues				
Property Tax	\$194,445	\$236,500	\$297,800	\$30,000
Property Transfer Tax	\$7,379	\$8,600	\$10,800	\$1,100
Sales Tax (Note: error in original version not fixed)	\$172,639	\$411,200	\$963,600	\$0
Property Tax in Lieu of VLF	\$83,166	\$101,100	\$127,300	\$12,800
Other Recurring Revenues	\$32,912	\$87,200	\$185,800	\$0
Per capita adjustments for realistic DC salary?	\$0	\$0	\$0	\$0
Impact on current city wide property & sales tax ?	\$0	\$0	\$0	\$0
Indirect / Induced revenue effects?	\$0	\$0	\$0	\$0
Subtotal, Revenues	\$490,541	\$844,600	\$1,585,300	\$43,900
Expenditures				
Police Cost (one new field officer for Real-World)	\$197,830	\$216,400	\$436,600	\$0
Fire & EMS Cost (needs separate category)	\$0	\$0	\$0	\$0
Recreation	\$7,975	\$21,100	\$45,000	\$0
Downtown Maint./Street Maint./Congest Mgmt.	\$104,954	\$21,300	\$45,400	\$0
Environmental Programs	\$1,267	\$3,400	\$7,100	\$0
Park Maintenance	\$14,800	\$14,800	\$31,500	\$0
General Government	\$58,648	\$155,367	\$331,100	\$0
Subtotal, Expenditures	\$385,473	\$432,367	\$896,700	\$0
Net Revenue	\$105,068	\$412,233	\$688,600	\$43,900
Net Revenue as % of Total Revenues	21.4%	48.8%	43.4%	100.0%

Assumptions

1) Same calculations & assumptions as Strategic Economics except for the following:

- Employment Density: One employee per 2,000 square feet gross floor area
- Street Maintenance & Congestion Management expenditures for Truck Traffic added. Based on conservative number of 400 daily truck trips and passenger car equivalent of 7000 cars per Truck. 'Per Employee' cost same as in report with Downtown Maintenance cost removed

The City paid ~40K for this fiscal impact analysis - why aren't they talking about it ???!
What is a REALISTIC estimate for 'Last-Mile' scenario? Close you eyes and hope is not a 'plan', it's a ponzi scheme.

The first column in this table was presented during the 2020 mid-year budget update based on the TC project. MHRGC is in process of updating it to model 'Parcel Hubs' that the City wants to bring to Morgan Hill.



Attachment: Comments submitted by Joe Baranoski (2900 : Industrial Zoning Ordinance

There is NO case for ANY kind of DC in our City

1.d

- City's own consultants are RIGHT. Low Jobs, High Trucks, Poor Use of Land, High Risk to General Fund.
- What about nothing will get built if you don't open your arms to Distribution as the 'carrot'?
 - » Golden State Assembly expansion
 - » Applied Motion Products
 - » Silicon Valley Glass
 - » Techcon
 - » Known interest and long term plans of existing businesses to stay and expand (e.g. Paramit)
- Economic winner is the developer. In today's environment building Distribution Centers is NOT 'speculative'. Typical (e.g. Trammel Crow) model is to sell entire project to REIT / Hedge Fund and they are currently able to do this even before the project is fully leased. Incentive to build and flip is ~\$35M - \$50M gross profit for ~500K sq ft project.
- Just because commercial developers and brokers want to build speculative Distribution Centers in MH does not mean that it is in the Public Interest to allow them! WHO DOES THIS 'PLAN' BENEFIT?
- **We can do better. The 'industrial land preservation' policy is flawed, and the very people who are proponents admit it. The 'shiny examples' of Fremont and Newark don't fit Morgan Hill in any way. A flawed idea is being used to propose Zoning Code Amendments with predictable results.**

Attachment: Comments submitted by Joe Baranoski (2900 : Industrial Zoning Ordinance

City's proposed Zoning Amendment

1.d

- The proposed Zoning Amendment is the realization of a “Industrial Preservation Policy’ straight from JLL and an attempt to subvert the Responsible Growth for Morgan Hill Initiative and would ALLOW TC’s original 192 Truck Dock proposal.
- **Heavy Distribution** is a completely made up definition with no common use in the industry or in zoning: *“A fulfillment Center or similar use with a minimum gross floor area of 200,000 square feet and a minimum ceiling height of 24 feet. **The Fulfillment Center’s primary purpose is storage and distribution of e-commerce products to consumers or end-users.....**”*
- Any denial of an application for a use that is permitted in the Zoning Code can only be made on findings based on facts in the record. The City knows this very well and knows their ‘ban’ is a misleading way to allow projects like TC to be approved by right. They don’t even make ANY attempt whatsoever to define HOW they would measure, monitor and enforce “primary purpose’. Just like Shoe Palace, where the City’s “plan’ to enforce 8 Truck Trips per day is literally to “wait for citizens to complain”. We are to believe that the MH Planning Commission and City Council have discovered a ‘truth serum’ to give applicants.
- ***“primary purpose is storage and distribution of e-commerce products” is not a crack that developers will attempt to use it is an OPEN DOOR.*** TC and any other applicant that says they are building a “Technology Center” would HAVE to be approved!
- “MH Technology Park” 192 Dock, 1,000,000 square foot Distribution Center was supposedly not ever going to be used ‘primarily for storage and distribution of e-commerce products’. The Responsible Growth for Morgan Hill Initiative recognizes you can NOT ban Distribution Centers based on the naive belief that developers have the Public Interest as their goal. What does Shoe Palace and 8 Truck Trips per day teach us? <https://drive.google.com/file/d/1nITDr77CM1fOa5xQMiuLpc5yMvh4bMnl/view?usp=sharing>
- City can’t even count trucks going in and out and has NO plans and NO ideal whatsoever how they would even monitor and enforce ‘primarily used for’. City Council members still want Citizens to believe that a 192 Dock facility is for Advanced Manufacturing.
- **Parcel Hubs** are no better than any other type of Distribution Centers so why explicitly ALLOW them?

Attachment: Comments submitted by Joe Baranoski (2900 : Industrial Zoning Ordinance

Why is the City using knowingly FALSE information?

1.d

- Why is the City using knowingly false information to purposely mis-characterize the Responsible Growth for Morgan Hill Initiative? Ask yourself why? **What does this tell us about their true motive?**
- Responsible Growth for Morgan Hill Initiative: “Fulfillment Center. Any structure that has **all** of the following 3 attributes: (1) a floor area of 75,000 square feet or greater, **and** (2) a clear ceiling height of 24 feet or greater over more than 25% of the floor area, **and** (3) more than one dock-high door per 25,000 square feet of floor area.
- At the September 21 PC Meeting the City Attorney showed a set of “large buildings in MH” as attached. These were shown because the City wants you to believe these companies would somehow be negatively impacted when the Responsible Growth for Morgan Hill Initiative becomes enacted. BTW: Where is Shoe Palace in the list?
- Specialized : 22 foot clear ceiling height. Is not a Fulfillment Center by definition. Would not be impacted in any way.
- NxEdge & Mission Bell: supposedly they have clear ceiling heights of ‘exactly’ 24 feet. Suppose that is true and they wanted to expand. Would a clear ceiling height of 23.99 feet really be ‘restrictive’?
- Sunbasket/Talamo Foods: City says their building has 28-32 ft clear ceiling heights which can’t possibly be correct because the exterior building height is 32 feet. When Sunbasket’s VP of Manufacturing was asked by the City if 24 foot clear ceiling heights would be a problem for that industry: “24 is pretty reasonable from what I can see, for a building inside a building so when you need to put a clean-room or you need to put in a refrigerated space for something, that gives you plenty of height within a production space to take care of that, you still have a nice 18-20 foot room inside”
- Airtronics: 18 foot clear ceiling height. Not impacted so why is it being shown in their ‘list’ of impacted buildings?
- Greif: 20+ foot clear ceiling height. Not impacted so why is it being shown in their ‘list’ of impacted buildings?

Attachment: Comments submitted by Joe Baranoski (2900 : Industrial Zoning Ordinance

Residents support the Responsible Growth for MH Initiative

1.d

- Residents see through the City's smoke screen and support the Responsible Growth for Morgan Hill Initiative (RG4MHI)
- Unlike the City's duplicitous proposal which would ALLOW and ENCOURAGE developers to turn Morgan Hill into a Distribution Hub, the RG4MHI prohibits more Distribution Centers from being built anywhere in the City.
- The RG4MHI is modeled after a commonsense definition that was enacted by planning professionals after they did a year long study in how to promote Advanced Manufacturing and Research & Development businesses and discourage trucking-intensive operations that had overwhelmed their city and caused significant harm to the city budget.
- The RG4MHI encourages industrial land be used for Advanced Manufacturing, Research and Development and other businesses that offer sustainable job growth; as opposed to highly-automated Distribution Centers that are full of robots and offer very few jobs for human workers. Why is the City not even talking about jobs?
- There has been NO good-faith effort to discuss the RG4MHI. After 16 months the City suddenly says there is a rush to 'get something done'. The only logical conclusion from their proposal is the 'rush' is a rush to permit developers to build more Distribution Centers. They are willing to use knowingly false information as a blatant scare tactic.
- The City should rush to adopt the RG4MHI. If there were legitimate concerns about being 'too restrictive' the City would be asking about modifications that would be acceptable to residents and there are some simple modifications that could be considered.
- No jobs, a lot of Truck Traffic, and little or negative net revenue to the City. Who would benefit from allowing more Distribution Centers in OUR City? The answer is clear. It's time to adopt the Responsible Growth for MH Initiative.



Attachment: Comments submitted by Joe Baranoski (2900 : Industrial Zoning Ordinance

Large Buildings in Morgan Hill

What is the REAL purpose of this list shown by the City Attorney and mentioned as being impacted by the Responsible Growth for Morgan Hill Initiative? Why is the City so willing to push these knowingly FALSE examples of businesses that would supposedly be impacted?

How come Shoe Palace is not shown as a 'large building in MH'?



Specialized Headquarters



- 312,000 sq. ft.
- 22 feet clear height
- Dock doors: 15 (13 dock high)

Young's Market

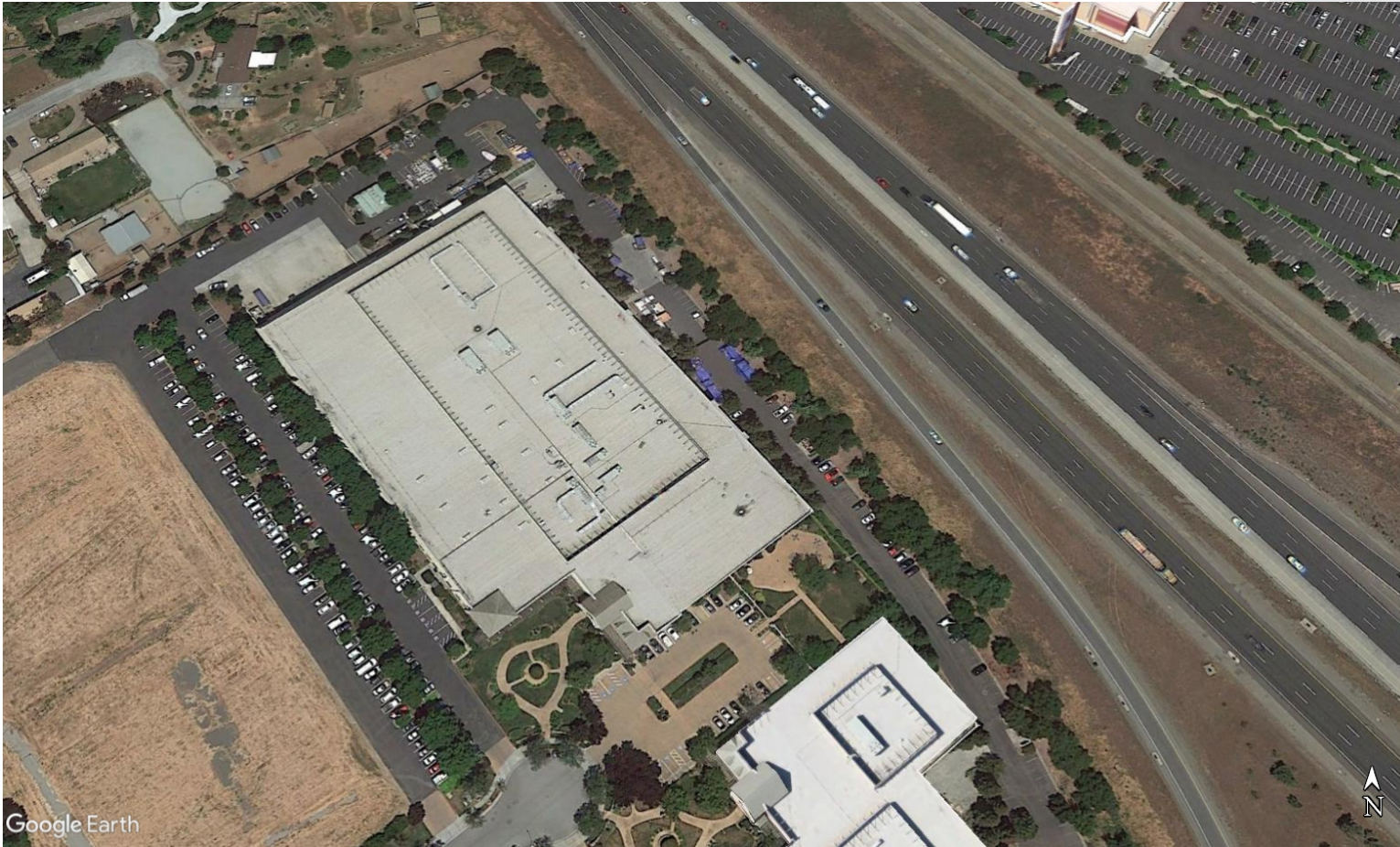


Young's Market is a Distribution Center. If we want more of these then the City's proposal will certainly bring many more building just like this one.

- 286,000 sq ft
- 32 feet clear height
- 40 dock doors (40 dock high)

NxEdge

1.d



- 155,520 sq ft
- 24 ft clear height
- 12 dock doors (8 dock high)

Attachment: Comments submitted by Joe Baranoski (2900 : Industrial Zoning Ordinance

Sunbasket/Talamo Foods



MHRGC does not know the actual clear ceiling height but Google Earth indicates the EXTERIOR building height is 32 feet. Also see comments from Sunbasket VP of Manufacturing in the presentation.

- 126,370 sq ft
- ~~28-32 ft clear heights~~
- 16 dock doors (12 dock high)

Mission Bell



- 103,000 sq ft
- 24 ft clear height
- 6 dock doors (4 dock high)

Creative Manufacturing/Pinnacle



MHRGC has not yet evaluated whether the information regarding this facility is accurate.

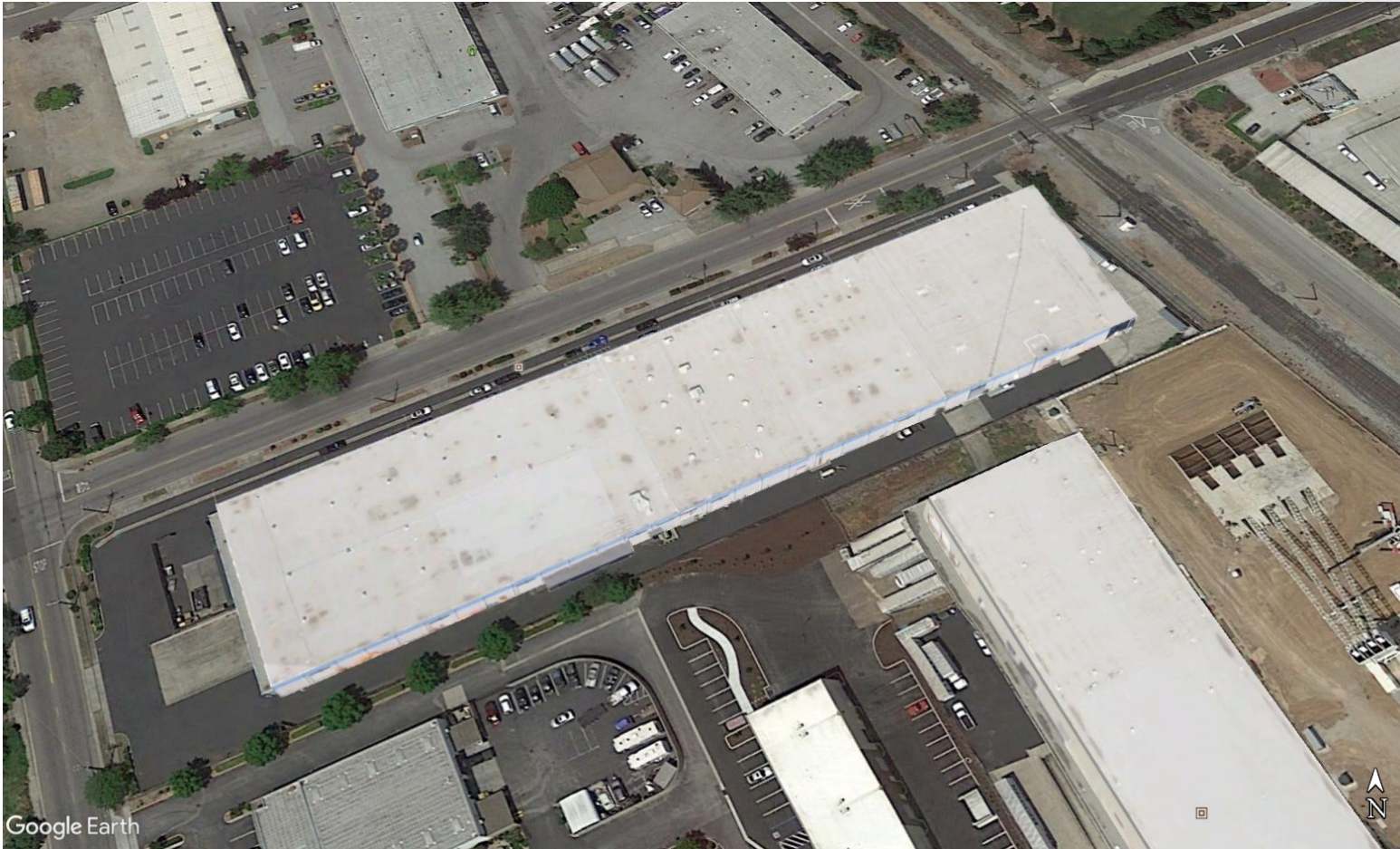
- 112,600 sq ft
- 24-35 ft clear heights
- 9 dock doors (6 dock high)



- 94,680 sq ft
- 20+ ft clear heights
- 22 dock doors (16 dock high)

Airtronics

1.d



- 88,350 sq ft
- 18 ft clear height
- 18 dock doors (2 dock high)

Attachment: Comments submitted by Joe Baranoski (2900 : Industrial Zoning Ordinance



October 21, 2020

Dear City Council,

I am writing this letter to address City Council about the proposed Industrial Zoning ordinance. While it is intended to provide a productive amendment to the City of Morgan Hill Municipal Code and ensure a continued high-quality living at the City, we believe If the City moves forward with modification as proposed, it will deter many new employers from entering Morgan Hill, which directly impacts the employment growth potential and the City's general fund fiscal generating uses.

Shoe Palace started its journey in 1993 with a single store in San Jose and a very strong commitment and philosophy to not only sell shoes, but to equally support and give back to the community. Throughout the years of our growth we have held true to this commitment and continue to hold it very close as one of our core values. We have provided assistance to those in need all around us through many different avenues. We have been fortunate enough to be able to grow the company into a strong national retailer with 170 locations and locally employing over 250 talented people in Morgan Hill alone. We most certainly could not have done this without the partnerships and support of the City.

I am not only a business owner and local employer, but am investing in the future of Morgan Hill and have acquired several properties in the Morgan Hill Ranch Business Park and Madrone Business Park. In recent months we have had to make many adjustments due to COVID-19 in order to maintain the long-term success of the company and its employees. Months ago, we were greatly impacted by the civil unrest in which entire stores were looted, set on fire and closed down only to find out that our insurance would not cover this type of acts and would cost us millions of dollars. We have endured a lot, as many have, but continue to stay true to our values and beliefs. Through this, we have maintained a strong company image and great partnerships, which will always be of the utmost importance to us.

Holding our operations in Morgan Hill has been crucial for our ability to push through recent turbulent times. For employers like Shoe Palace, there is a need for modern manufacturing, warehouse & light industrial buildings in Morgan Hill. In order for the City to succeed in both in the present and for the future, we will need to continue attracting employers to our industrial base and will also need to give existing employers the ability to grow within our City borders. Modern speculative industrial buildings are needed in the City business parks and industrial zoned areas to attract these tenants with skilled and higher wage workforces. Light Industrial, manufacturing, warehousing and distribution are currently permitted uses in the areas contemplated under the proposed Ordinance and are subject to Design Review and CEQA. Added red tape can stifle construction and thus, stifle the long-term prosperity of Morgan Hill.



Specifically, to a new building's physical attributes, modern manufacturing and light industrial buildings are best constructed to at least 32' clear to provide for flexibility in utilization of the space for equipment or processes. These are the clear heights in demand together with ESFR Fire Sprinkler Systems that can accommodate most uses without substantial building modifications and added costs.

Dock doors are more cost effective to install at the time of construction versus the added cost of installation at a future date. Significant building modifications become delays in occupancy and permitting approvals. Dock bays can also provide needed parking spaces on sites with limited land area.

If the City must move forward with modification to the zoning with this Ordinance, be aware this will likely deter many new employers from entering Morgan Hill as well as prevent existing employers from staying in Morgan Hill as they grow. If the City's goal is to adopt a new ordinance but still grow a solid employment base in the community, then we recommend at the very least for the City to spend more time on this ordinance to contemplate and ensure the policy is supportive of the community's short-term and long-term goals. We recommend proper engagement with local businesses, property owners and local developers who would be affected by the ordinance and who may not have voiced their opinion yet to City Council.

We encourage working with the City Planners and Officials on projects on a case by case basis, under the current rules and regulations. We recommend a business-friendly approach to your decisions for the long-term success of the City, employment and tax base.

Sincerely,

George Mersho
Chief Executive Officer
Shoe Palace

From: [Angie Gonzalez](#)
To: [Angie Gonzalez](#)
Subject: FW: Maybe something you can cover next Wednesday at the extension meeting?
Date: Friday, October 23, 2020 1:08:41 PM

From: Joe Baranowski <joe.b@mh-rgc.org>
Sent: Friday, October 23, 2020 12:49 PM
To: Michelle Bigelow <Michelle.Bigelow@morganhill.ca.gov>; Jenna Luna <Jenna.Luna@morganhill.ca.gov>
Cc: Migueljimenez22 <migueljimenez22@hotmail.com>; mhr gc <mhr gc@mh-rgc.org>
Subject: Fwd: Maybe something you can cover next Wednesday at the extension meeting?

Hi Michelle,

I am requesting that the email below be added to the supplemental material for the October 28th City Council special meeting on behalf of the Morgan Hill Responsible Growth Coalition.

Thank you,

Joe Baranowski

===== Forwarded message =====

From : Joe Baranowski <joe.b@mh-rgc.org>
To : "Donald.Larkin" <donald.larkin@morganhill.ca.gov>
Cc : "Rich.Constantine" <rich.constantine@for.ca.gov>, "Rene.Spring" <rene.spring@morganhill.ca.gov>, "yvonne.martinezbeltran" <yvonne.martinezbeltran@morganhill.ca.gov>, "Larry.Carr" <larry.carr@morganhill.ca.gov>, "john.mckay" <john.mckay@morganhill.ca.gov>, "Edith.Ramirez" <edith.ramirez@morganhill.ca.gov>, "Leslie.Little" <leslie.little@morganhill.ca.gov>, "Christina.Turner" <christina.turner@morganhill.ca.gov>, "rkent" <rkent@paramit.com>, "mhr gc" <mhr gc@mh-rgc.org>, "Migueljimenez22" <migueljimenez22@hotmail.com>
Date : Thu, 22 Oct 2020 15:48:30 -0700
Subject : Maybe something you can cover next Wednesday at the extension meeting?

===== Forwarded message =====

Hi Don,

For well over a year, the Shoe Palace building has been marketed for lease, highlighting all the wonderful features shown below. If there was ever a large 'e-commerce ready to move into' carrot to attract Advanced Manufacturing to MH this seems like it. More recently, Collier's commercial listing has noted that space is now available for tenant improvements, a seemingly good indication that the early 2020 grand opening is on track.

servis Drive // Morgan Hill // California



colliers.com/siliconvalley

**Warehouse/
Light Manufacturing**

503,400 sq. ft. Divisible

- 35,000 of second floor office space
- 32 ft. clear Height
- ESFR sprinkler system
- Power: 4000 amps 480volt 3 phase
- 56 Dock-Hi truck doors
- 8 Grade Level truck doors
- \$.90 NNN
- Completion date 6-1-2020

Given the building is currently limited to 8 Truck Trips per day and another environmental study will be required to increase that, I am guessing Mr. Mersho and his team are highly motivated to find tenants who only need those docks for flexibility and not for Truck trips, which again would point to this as being an ideal and 'best case' test for the Industrial Land Preservation Policy and the proposed Zoning Amendment.

I'm assuming the City has worked closely with Mr. Mersho to assist in finding the type of non-distribution businesses we all want. I obviously know you can't disclose any specifics, but I was hoping you would be prepared to give a general update at next Wednesday's continuation meeting.

While you seem to have some legitimate concerns about the Responsible Growth for Morgan Hill Initiative which we are ready to discuss and for which we see some straightforward (although seemingly unnecessary) mitigations, I do hope you can appreciate the community and MHRGC has some legitimate concerns about the City proposal?

High among them is that allowing more Distribution Centers in MH in order to eventually, or even immediately, get something better has a lot of risk. And the corollary: if the desired outcome does not result, what we would be left with may have a cascade of negative impacts. Thus, my question regarding the Shoe Palace. I think you will acknowledge, as your panel of experts did, that e-commerce square foot demand is going to outpace all other industrial use demand by a wide margin for quite a while. Additionally, as CBRE Research and others have noted, when there is a prolonged economic downturn, ecommerce will almost certainly be one of the least impacted sectors and the demand for distribution is likely to be impacted less.

If we allow more ecommerce buildings and the demand in MH is strong for distribution uses, how will other sectors compete for such space even if they are interested?

Do you foresee some way to either force or have developers voluntarily keep a certain percentage of a building vacant until a non-ecommerce tenant is found?

Or do we expect that, even located next to 101, we will eventually be oversupplied with ecommerce / industrial 4.0 buildings and advanced manufacturing would then step in? When would that be in terms of square feet of built ecommerce space?

It seems unreasonable that any developer would be agreeable to 'hold' space for a long period of time so there has to be some expectation that non-ecommerce companies will be ready to make a commitment of these speculative spaces.

Going back to Shoe Palace. Can you say what types of companies have generally shown interest in coming to MH? Have there been any specific obstacles to securing a non-ecommerce tenant? Do you expect that one or more of the tenants will be a non-ecommerce business when the facility opens next year?

Thanks we look forward to continuing the untimely meeting of this morning next week and hopefully hearing your thoughts on the questions herein,

Joe

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From: "Flynn, Dan" <Dan.Flynn@lfg.com>
Date: October 22, 2020 at 5:21:28 AM PDT
To: John McKay <john.mckay@morganhill.ca.gov>
Cc: Rich Constantine <Rich.Constantine@morganhill.ca.gov>, Larry Carr <Larry.Carr@morganhill.ca.gov>, Yvonne Martinez Beltran <yvonne.martinezbeltran@morganhill.ca.gov>, Rene Spring <Rene.Spring@morganhill.ca.gov>
Subject: Warehouses

Dear Council Member McKay,

I am unable to attend tonight's City Council meeting but wanted to send you what I wanted to say at the meeting.

My name is Dan Flynn and I live on Kennebec Place in Morgan Hill. With the limited time, I am going to be very direct. The MH Planning Department caused these problems. The Planning Department approved a 500,000 sq. ft. warehouse with 56 dock doors without going to the Planning Commission and without going to the City Council. The Planning Department did everything they could to ram through a 1.1 million sq. ft. warehouse distribution facility submitted by Trammell Crow. The Planning Department showed disinterest and/or thinly veiled contempt for any citizen who expressed a concern, voiced an objection, or opposed the Trammell Crow Warehouse project. There was a long discussion at one of the Planning Commission meetings on the Trammell Crow project where numerous commissioners asked how can you do an Environmental Impact Report (EIR) on a spec project when you don't know what it is going to be? You don't know if it is going to be 1.1 million sq. ft. of fulfillment center space or if it will be 1.1 million sq. ft. of advanced manufacturing or somewhere in between. The truck traffic and environmental impact would be very different. The Planning Department told the commissioners that the EIR will present the worst-case scenario. Given all of discussion and concern on fulfillment centers and other types of high throughput warehouses, it would be reasonable to expect the EIR to deal with this worst-case scenario. The Draft EIR did not. The Draft EIR did not even use readily available studies of truck traffic from fulfillment centers and other high throughput warehouse facilities such as the 2016 study done by The Institute of Transportation Engineers entitled "High-Cube Warehouse Vehicle Trip Generation Analysis". As a result, the truck traffic in the draft EIR was five to ten times lower than is typical in fulfillment centers and other high throughput warehouses.

At a recent Planning Commission meeting, several commissioners stated that this issue has scared the MH community. This issue has indeed scared the community. It has also made the community angry. Fear and anger are very strong emotions. As a result, a group of concerned MH citizens decided that an initiative was the only way to stop future high throughput warehouses in MH. Did the Planning Department engage the community to work out potential language changes that would meet the community concerns and Planning Department goals? No, they did not. The Planning Department met with themselves and now say that the initiative language is flawed, and they have rushed through the language that is before you today. I do not support the Planning Department language. Frankly, their explanation of unintended consequences is weak

and the examples they sight are weak at best. I don't know how you regulate and prevent high throughput warehouse facilities without limiting dock doors and ceiling heights.

The Planning Department has lost the trust of the MH community. I don't trust the MH Planning Department to exercise their judgement. Their poor judgement caused this problem in the first place. I urge you to direct the Planning Department to work with the concerned community to develop language to prevent any future high throughput warehouses in MH using the initiative language as the starting point.

Thank you,

Dan Flynn
1483 Kennebec Place
Morgan Hill

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Item # 01

AGENDA DATE: 10/28/2020
SUPPLEMENT # 2

From: "Flynn, Dan" <Dan.Flynn@lfg.com>

Date: October 22, 2020 at 5:21:28 AM PDT

To: John McKay <john.mckay@morganhill.ca.gov>

Cc: Rich Constantine <Rich.Constantine@morganhill.ca.gov>, Larry Carr

<Larry.Carr@morganhill.ca.gov>, Yvonne Martinez Beltran

<yvonne.martinezbeltran@morganhill.ca.gov>, Rene Spring <Rene.Spring@morganhill.ca.gov>

Subject: Warehouses

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I am unable to attend tonight's City Council meeting but wanted to send you what I wanted to say at the meeting.

My name is Dan Flynn and I live on Kennebec Place in Morgan Hill. With the limited time, I am going to be very direct. The MH Planning Department caused these problems. The Planning Department approved a 500,000 sq. ft. warehouse with 56 dock doors without going to the Planning Commission and without going to the City Council. The Planning Department did everything they could to ram through a 1.1 million sq. ft. warehouse distribution facility submitted by Trammell Crow. The Planning Department showed disinterest and/or thinly veiled contempt for any citizen who expressed a concern, voiced an objection, or opposed the Trammell Crow Warehouse project. There was a long discussion at one of the Planning Commission meetings on the Trammell Crow project where numerous commissioners asked how can you do an Environmental Impact Report (EIR) on a spec project when you don't know what it is going to be? You don't know if it is going to be 1.1 million sq. ft. of fulfillment center space or if it will be 1.1 million sq. ft. of advanced manufacturing or somewhere in between. The truck traffic and environmental impact would be very different. The Planning Department told the commissioners that the EIR will present the worst-case scenario. Given all of discussion and concern on fulfillment centers and other types of high throughput warehouses, it would be reasonable to expect the EIR to deal with this worst-case scenario. The Draft EIR did not. The Draft EIR did not even use readily available studies of truck traffic from fulfillment centers and other high throughput warehouse facilities such as the 2016 study done by The Institute of Transportation Engineers entitled "High-Cube Warehouse Vehicle Trip Generation Analysis". As a result, the truck traffic in the draft EIR was five to ten times lower than is typical in fulfillment centers and other high throughput warehouses.

At a recent Planning Commission meeting, several commissioners stated that this issue has scared the MH community. This issue has indeed scared the community. It has also made the community angry. Fear and anger are very strong emotions. As a result, a group of concerned MH citizens decided that an initiative was the only way to stop future high throughput warehouses in MH. Did the Planning Department engage the community to work out potential language changes that would meet the community concerns and Planning Department goals? No, they did not. The Planning Department met with themselves and now say that the initiative language is flawed, and they have rushed through the language that is before you today. I do not support the Planning Department language. Frankly, their explanation of unintended consequences is weak

and the examples they sight are weak at best. I don't know how you regulate and prevent high throughput warehouse facilities without limiting dock doors and ceiling heights.

The Planning Department has lost the trust of the MH community. I don't trust the MH Planning Department to exercise their judgement. Their poor judgement caused this problem in the first place. I urge you to direct the Planning Department to work with the concerned community to develop language to prevent any future high throughput warehouses in MH using the initiative language as the starting point.

Thank you,

Dan Flynn
1483 Kennebec Place
Morgan Hill

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From: [Donald Larkin](#)
To: [Rich Constantine](#); [Yvonne Martinez Beltran](#); [Larry Carr](#); [Rene Spring](#); [John McKay](#)
Cc: [Leslie Little](#); [Jennifer Carman](#); [Christina Turner](#); [Michelle Bigelow](#); [Angie Gonzalez](#)
Subject: Supplement for 10-28 Meeting
Date: Wednesday, October 28, 2020 3:54:32 PM
Attachments: [Ord4355--Kent WA.pdf](#)

Dear Mayor and City Council Members,

During the Planning Commission hearing on the City's draft industrial ordinance, representatives of the Morgan Hill Responsible Growth Coalition cited Kent, Washington as a model for ways that Morgan Hill may want to regulate e-commerce and other distribution uses. While there is not a direct comparison between Kent and Morgan Hill, we are attaching Kent's industrial zoning ordinance as a reference for your information. As you can see from the Resolution, Kent no longer applies the restrictions that the Coalition included in their initiative.

Donald A. Larkin
City Attorney
City of Morgan Hill
Tel: (408) 778-3490
Email: donald.larkin@morganhill.ca.gov

This e-mail may contain confidential and/or attorney-client privileged material. If you have received this message in error, please immediately notify the sender and delete this e-mail message from your computer.

ORDINANCE NO. 4355

AN ORDINANCE of the City Council of the City of Kent, Washington, amending the City's Comprehensive Plan to include the "Rally the Valley" subarea plan, establishing industrial design guidelines, amending the zoning code - Title 15 - and other related code sections, and amending the land use plan map and zoning districts map, to implement the industrial valley subarea plan.

RECITALS

A. In line with regional and statewide land use planning goals, it is the City's intention through the Rally the Valley subarea plan to encourage modern industrial development, promote diverse economic opportunity, promote the retention and expansion of existing businesses, and to stimulate the recruitment of new businesses, all within the capacities of public infrastructure. This industrial valley subarea plan and related development regulations work to ensure sustainable economic development and promote the health, safety, and quality of life of the greater Kent community and specifically the industrial valley employees.

B. The City has a regionally designated Manufacturing and Industrial Center ("MIC") consisting of approximately 2,000 acres of industrial land. Kent has a global reputation as a hub for manufacturing advanced technologies. Near two seaports, adjacent to markets in Seattle

and Bellevue, and along several major freight routes, Kent is also known as a prime location for distribution of materials and consumer goods.

C. The Regional Centers Framework adopted by the Puget Sound Regional Council requires that all regionally designated MICs have a locally adopted subarea plan by 2020, which meets the criteria set forth in the framework.

D. Kent's Comprehensive Plan, adopted in 2015, includes a policy directive to "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." In the Puget Sound Regional Council's Plan Review Report and Certification Recommendation for the City's Comprehensive Plan, the city was encouraged to implement this policy "in the near term," as Vision 2040 calls for jurisdictions with regional centers to develop subarea plans (DP-Action-17).

E. Understanding the regional interest and local importance of this work, staff proposed to include a "Manufacturing/Industrial Center Subarea Plan" in the 2015 Docket Report to the City Council. In 2018, the City Council adopted the 2019-2020 budget which included \$75,000 annually for this work plan item, which was subsequently titled "Rally the Valley."

F. While the Rally the Valley effort was still in its early stages, the City of Kent adopted interim zoning regulations related to trucking-intensive land uses on April 2, 2019, in response to an acceleration in development of trucking-intensive land uses, including retrofitting existing warehouses to increase the capacity and volume of truck utilization, as well as increased real estate speculation on bulk warehouse properties in the Kent Valley. The interim regulations were intended to temporarily slow the rate of large-scale, trucking-intensive development, reduce the

impacts of such uses on city infrastructure, and ultimately ensure that certain options or opportunities that subarea planning efforts may have provided would not be precluded in the interim by development or redevelopment within the study area.

G. The study area for the plan consisted of the following three nested geographies in ascending order of size: 1) Kent's regionally-designated manufacturing and industrial center, 2) Kent's jurisdictional industrial lands, and 3) the larger Kent Valley consisting of a sub-regional market area as defined by commercial real estate and property development industry leaders, which includes all of Kent's jurisdictional industrial lands, and portions of industrial lands in neighboring cities including Auburn, Renton, Pacific, Tukwila, Des Moines, SeaTac, Federal Way, Sumner, and Algonia.

H. The subarea planning process required balancing the goal of encouraging a broad spectrum of industrial and manufacturing business types with the current demand for trucking-intensive, high-impact, large-scale warehousing developments, while also ensuring that future industrial valley development is aligned with the capacity of public infrastructure. City revenue associated with trucking-intensive uses has declined substantially in recent decades due to a change in state sales tax structure (known as Streamlined Sales Tax, or "SST"). Whereas wholesale and related e-commerce uses previously generated significant sales tax revenue for the city that helped offset the costs to city infrastructure, the SST change to a destination-based local sales tax system in 2008 substantially diminished this source of tax revenue. The city now bears all the road maintenance costs associated with heavy freight use, with severely depleted resources and few options for generating revenue.

I. This fiscal position strains the city's ability to maintain roadway infrastructure and the required level of service for city programs and responsibilities generally. The subarea plan and related development

regulations allow the city to mitigate the impacts to city infrastructure and support its fiscal sustainability by tiering requirements by the size and scale of trucking-intensive uses and by encouraging smaller-scale building footprints associated with less trucking-intensive modern industrial businesses.

J. Modern industrial businesses seek locations where they can establish a presence, recruit talent, access customers and suppliers, and grow and expand their operations. Perception of the Valley is shaped by the physical environment. Visual cues can contribute to or detract from the Kent Valley's image as an attractive location for workers to seek employment and for businesses to invest. The subarea plan and related development regulations encourage functional, welcoming outdoor spaces that enhance employee wellbeing and aid in worker recruitment and retention, and ensure quality design choices that contribute to the visual appeal of the public realm and facilitate safe, logical, and welcoming multimodal movement.

K. Kent's investment patterns in the industrial valley tend to facilitate the efficient movement of freight to and from the industrial center. Externalities of this investment strategy have become apparent: the industrial valley is characterized by an environment that deprioritizes active transportation, and in which there are significant gaps in transit access, pedestrian connections, and the bicycle network. The subarea plan and related development regulations facilitate access to public trails with visible, welcoming design cues and functional, usable connections, for the health and wellbeing of employees and visitors.

L. The subarea planning process involved substantial engagement of public stakeholders and support from regional public entities; including an advisory panel comprised of Kent Valley representatives from aerospace/high-tech manufacturing, commercial/industrial real estate, general manufacturing, global trade and

supply chain management, and workforce development; a staff working group consisting of staff from Kent's ECD, Parks, and Public Works departments and neighboring Kent Valley jurisdictions; financial support from the Port of Seattle to development of the Economy and Employment section of the plan, and to support development of a technical companion study focused on Kent Valley regional trails opportunities; and a public outreach campaign consisting of 1:1 interviews with Kent Valley business representatives and an online survey of Kent Valley employees.

M. Through its Rally the Valley program, the city exercised special care and attention in evaluating, considering, and developing appropriate regulation that satisfactorily addresses the significant fiscal impacts of trucking-intensive land uses, meets the city's goal of encouraging modern, diverse industrial and manufacturing development, and is mindful of the daily experience of industrial valley employees and the capacities of public infrastructure.

N. On December 12, 2019, the SEPA Official issued an Addendum to the City of Kent Comprehensive Plan Review and Midway Subarea Planned Action EIS for the Rally the Valley Subarea Plan and related amendments to the land use plan map, zoning districts map and Kent City Code, finding the analysis in those SEPA documents included the range, types, and magnitude of impacts and corresponding mitigation for this non-project action. The SEPA Official reviewed the final subarea plan and related map and code amendments and determined no further SEPA analysis was needed.

O. On December 13, 2019, the Washington State Department of Commerce was notified of the proposed amendments. On January 24, 2020, updated materials were sent to the Department. No comments were received.

P. The Land Use and Planning Board considered and provided input on the Rally the Valley strategic framework, the draft industrial design guidelines, and portions of the zoning code amendments at regularly scheduled workshops on December 9, 2019 and February 10, 2020.

Q. The City Council considered the Rally the Valley subarea plan, draft industrial design guidelines, and zoning code amendments at workshops on December 10, 2019, and on February 18, 2020, and held a special public comment period at the full Council meeting of the evening of the latter.

R. Comments received throughout the process were incorporated into the plan document and proposed code changes after consideration and analysis. Specific comments at the special public comment period on February 18, 2020, related to cost and effects on feasibility of various regulations including fenestration, truck court orientation, modulation and massing, etc. Increased flexibility related to numeric standards was subsequently added to the design guidelines, as well as additional options for meeting design guideline intent.

S. A public hearing on the Comprehensive Plan amendments, the Rally the Valley industrial subarea plan, city code amendments, and related industrial design guidelines, was held on March 3, 2020.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF KENT, WASHINGTON, DOES HEREBY ORDAIN AS FOLLOWS:

ORDINANCE

SECTION 1. – *Amendment.* The Comprehensive Plan is amended to include the “Rally the Valley” industrial subarea plan as set forth in Exhibit A.

SECTION 2. – *Amendment*. The Land Use Plan Map is amended as shown in Exhibit B.

SECTION 3. – *Amendment*. The Official Zoning Map adopted in 15.03.020 is amended as shown in Exhibit C.

SECTION 4. – *Amendment*. Chapter 15.02 of the Kent City Code is amended as shown in Exhibit D.

SECTION 5. – *Amendment*. Chapter 15.03 of the Kent City Code is amended as shown in Exhibit E.

SECTION 6. – *Amendment*. Chapter 15.04 of the Kent City Code is amended as shown in Exhibit F.

SECTION 7. – *Amendment*. Chapter 15.05 of the Kent City Code is amended as shown in Exhibit G.

SECTION 8. – *Amendment*. Chapter 15.06 of the Kent City Code is amended as shown in Exhibit H.

SECTION 9. – *Amendment*. Chapter 15.07 of the Kent City Code is amended as shown in Exhibit I.

SECTION 10. – *Amendment*. Chapter 15.08 of the Kent City Code is amended as shown in Exhibit J.

SECTION 11. – *Amendment*. Chapter 15.09 of the Kent City Code is amended as shown in Exhibit K.

SECTION 12. – *Amendment*. Chapter 5.04 of the Kent City Code is amended as shown in Exhibit L.

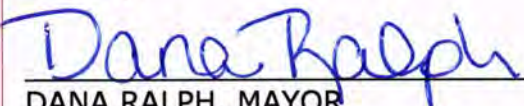
SECTION 13. - Amendment. Chapter 8.05 of the Kent City Code is amended as shown in Exhibit M.

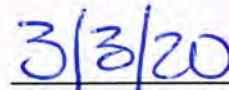
SECTION 14. - Adopt. The Industrial Design Guidelines are adopted as set forth in Exhibit N.

SECTION 15. - Severability. If any one or more section, subsection, or sentence of this ordinance, the subarea plan, the design guidelines, or code amendments is held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portion of this ordinance, the subarea plan, the design guidelines, and code amendments, and the same shall remain in full force and effect.

SECTION 16. - Corrections by City Clerk or Code Reviser. Upon approval of the city attorney, the city clerk and the code reviser are authorized to make necessary corrections to this ordinance, including the correction of clerical errors; ordinance, section, or subsection numbering; or references to other local, state, or federal laws, codes, rules, or regulations.

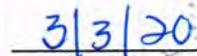
SECTION 17. - Effective Date. This ordinance shall take effect and be in force 30 days from and after its passage, as provided by law. Upon its effectiveness, Interim Zoning Ordinance 4320 shall be repealed in its entirety.

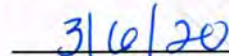

DANA RALPH, MAYOR


Date Approved

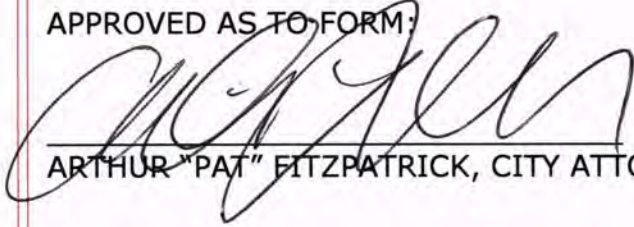
ATTEST:


KIMBERLEY A. KOMOTO, CITY CLERK


Date Adopted


Date Published

APPROVED AS TO FORM:

A handwritten signature in black ink, appearing to read 'Pat Fitzpatrick', written over a horizontal line.

ARTHUR "PAT" FITZPATRICK, CITY ATTORNEY

EXHIBIT A

Industrial Valley Subarea Plan

Chapter 1 Purpose and Vision

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Industry Transformation

Evolving technologies are transforming industry in the Kent Valley. Developments in commercial space, new categories of manufacturing and materials, and innovations in global trade/supply chain management mean the activities taking place in industrial spaces are fundamentally different from those of past decades. Kent Valley companies are at the leading edge of aerospace, developing technologies that will take people into space by the close of the decade. Composite materials made in Kent undergird modern automobile crash safety. Kent-made cable technologies, tooling, and machinery make possible a world of unique products, while new capabilities in logistics and supply chain management drive an increasingly precise, optimized, and just-in-time distribution apparatus that sustains regional commerce. At the threshold of this “fourth industrial revolution”, the Kent Valley is positioned for enormous opportunities in economic growth and global recognition.

At the same time, Kent’s ability to capitalize on these opportunities is bounded by outdated land use policies and state-imposed fiscal constraints. Much of the land in the Kent Valley is currently limited by land use policies aimed at preserving an outdated notion of industrial lands, and zoning codes that are based on obsolete conceptions of industrial uses as dirty, loud, smelly, and incompatible with other uses. Many of the regulations guiding development in the Kent Valley don’t consider modern industrial practices, or the layers of environmental regulations and minimum performance standards already in

place. They also fail to capitalize on existing assets, which, if made more visible and accessible, would stand to enrich not only the daily experience of industrial workers, but also that of the greater Kent community.

Rally the Valley seeks to address these issues through goals, policies, projects and programs that steer the Kent Valley over the short and long term toward the following vision:

The Kent Valley is recognized as a thriving, economically resilient industrial ecosystem, a center for productive business, and a healthy, desirable place to work.

Fiscal and Policy Limitations

Due to its geography and past investment patterns, the City of Kent is well-suited for industrial economic activity, particularly those characterized by significant warehousing and distribution operations. Reinforced by growing market demand and business-friendly regulations, Kent has become highly specialized in land-consumptive warehousing and distribution uses. This trend continues as e-commerce expands and competes with other uses for space. Meanwhile, the City, state, and region invest substantial resources to build and maintain infrastructure needed to support these freight-intensive operations.

Funding for infrastructure investments is constrained by state-imposed regulatory limits on taxes that can be collected and how they can be spent. Some revenue sources must be deployed for new capital investments, while others can be tapped for maintenance purposes. Property and sales taxes are flexible revenue streams that can be used to both build and maintain City infrastructure, but state legislative action in recent decades has reduced revenues from both. Property tax is capped at 1% growth per year for local jurisdictions, less than annual inflation. Sales tax revenues have also declined sharply; beginning in 2008, Streamlined Sales Tax shifted the state's sales tax collection to a destination-based model. This dramatically reduced Kent's revenues from its warehousing and distribution sector. The hit to these flexible, once strong and reliable revenue streams reduces the City's capacity to maintain the freight infrastructure needed to support its industrial users.

Limited regional grant funds are available, some of which are tied directly to Kent's Manufacturing Industrial Center (MIC) designation. Regionally funded projects serving Kent's MIC primarily include expansion of freight infrastructure through road widening and grade separations. Some repair and reconstruction projects have also received regional support, although these dollars are hardly commensurate with the increased demands on the City's maintenance program. Other types of infrastructure investments – transit, trails, and open space – are needed to mitigate the externalities and opportunity costs of freight infrastructure. Grant programs are available to support some of these projects, but the regional policy framework misses the fundamental link between ever-expanding freight infrastructure and the costs incurred to sustain it¹.

These limitations introduce a new urgency to explore different funding mechanisms and make the best use of the tools available. One of four main goals of Rally the Valley is to:

¹ See Chapter 4 – Infrastructure and Transportation for more discussion of the costs of freight infrastructure.

- 1) Optimize the City's financing mechanisms to support the public services and infrastructure that keep the City financially resilient and the Valley productive.

Proposed outcomes of this goal will be to make targeted, strategic changes to the fees collected from developers and businesses to encourage positive investments that generate jobs, revenues, and valuable assets for the City. The proposal also promotes formalized funding partnerships with businesses and regional partners to share the costs of building new freight infrastructure and maintaining it into the future. Part of achieving financial resilience will be a re-evaluation of the types of investments the City has historically prioritized, and shifting focus to investments that have cascading positive effects for the City's economy, such as pedestrian, bicycle, and transit projects that aid in workforce retention.

Worker Experience

People's experience of the Valley is shaped by the physical environment and what they perceive visually while moving in, around or through the Valley. Visual cues – components of the physical environment that distinguish one place from another – can contribute to or detract from the Kent Valley's image as an attractive location for people to be and for businesses to invest.

Kent's branding is strong in the real estate sector, and the City's business-friendly policies are familiar to industrial businesses nationwide. For the industrial workforce, however, there are fewer indicators signifying the unique and dynamic activities taking place, or the value and care that may be important to employee satisfaction.

There are also many non-business-related assets in the Valley, like a regional trails system and award-winning parks and natural spaces. Many would-be users aren't aware of these assets, largely attributable to the lack of visibility and accessibility; few of them are marked with high-visibility signs or wayfinding markers. Today this results in significant underutilization, but positions them as hidden gems if a strong re-investment strategy is deployed.

A second goal of Rally the Valley is to:

- 2) Elevate people's experience of the Valley by introducing visible cues of dynamic business activity and desirable amenities.

Investments in design and aesthetics, both public and private, will signal that the Kent Valley is a place worth caring about and investing in, and can reshape the perception of the Valley into a place that people and people-focused businesses are welcome.

Realization of these investments are envisioned in several ways in Rally the Valley. Zoning and development standards will require elevated design components including visible entries, more windows, and encouraging smaller building footprints, while simultaneously simplifying overly complicated regulations and reducing unnecessary restrictions such as height. The enormous scale of certain classes of industrial buildings can be disorienting for people; smaller buildings can provide visual relief and help provide spatial orientation to people making their way from place to place. Through progressive standards that require more investment in site design for large buildings with significant numbers of dock-high doors (signaling high dependence on trucking), developers are encouraged to consider smaller building footprints. Those who require large building footprints and depend on dock-high doors are not prevented from building; they simply must meet additional standards to mitigate the impacts of their scale and contribute positively to the Valley by investing more in on-site amenities.

Through thoughtful signage, wayfinding, and site design strategies, Rally the Valley efforts will point people to underutilized assets in the Kent Valley. These include both recreational amenities and important links in the Valley's transportation network. Efforts will be especially focused on the regional trails system and transit infrastructure, making use of both public and private investment to highlight assets, improve user experience, and increase utilization.

Economic Diversity

Today's market demand strongly favors large-scale warehousing and distribution uses; however, this is not by any means the only type of demand in the Kent Valley. In recent years, the City has received inquiries from multiple smaller-scale, employment-dense industrial users including prototyping and design and boutique manufacturing; these users often struggle to find appropriately sized space at a price point their growing businesses can afford.

These challenges can be partly attributed to the fact that current land use policy and development regulations fail to define modern industrial uses in such a way that ensures a healthy mix of industrial building types to serve a variety of businesses in the Valley. Industrial users present a wide range of operational needs, from the small start-up that needs prototyping and design space to major producers like Oberto snacks and rapidly expanding companies like Blue Origin. These businesses seek locations where they can establish a presence, recruit talent and share ideas, access customers and suppliers, and grow and expand their operations.

The third goal of Rally the Valley is to:

- 3) Encourage more business types, uses, and economic activity to complement the City's current strengths as a manufacturing and industrial hub.

The Kent Valley is already known as one of the best places to be an industrial business. Kent has a global reputation as a hub for manufacturing some of the most advanced technologies and best-known brands. Near two Seaports, adjacent to markets in Seattle and Bellevue, and along several major freight routes, Kent is also known as a prime location for distribution of materials and consumer goods.

Through strategic changes to policies and development regulations, as well as recognition of and investment in existing assets, Rally the Valley strategies aim to welcome all different scales and types of industrial uses, and open the door to other supportive uses that contribute to an amenity-rich environment for industrial workers. These strategies will build resilience to market fluctuations and help businesses in the Kent Valley capitalize on new technologies and innovations through information sharing and deep talent pools.

Recommended policy and regulatory changes target distinct areas of opportunity within the industrial valley. They endeavor to preserve existing and encourage new smaller-scale uses and mixed-use complexes that form concentrations of diverse business types. These uses are more likely to be independent and locally-based, and increase employment numbers per acre dedicated to industrial use.

These policy and regulatory changes will ensure availability of a variety of building forms and price-points, to meet the needs of a rapidly diversifying industrial sector. They target externalities rather than narrowly defining permitted uses based on the type of activities that occur inside a building. This simplification of use definitions is intended to minimize off-site impacts to adjacent users, while building more flexibility for new uses and streamlining the permitting process.

Public Realm

Kent's investment patterns in the past were designed to facilitate the efficient movement of freight to and from its industrial center. Externalities of this investment strategy are now becoming apparent: it has created an environment in the industrial valley in which pedestrians feel disoriented by scale, particularly due to the length of blocks and pedestrian crossings, and bicyclists must brave intimidating roadway configurations, even short distances of which would deter all but the most experienced riders.

There are significant gaps in the existing sidewalk and bicycle network; in fact, several of Kent's largest employers disclose that their employees traverse streets with no sidewalks to get to their bus stops. Where non-motorized infrastructure is present, it does not account for the impact and scale of truck movement.

Signage and wayfinding in the Kent Valley fails to orient people to significant protected non-motorized routes and other amenities like the Interurban and Green River Trails, as well as parks and green spaces and commercial amenities. These result in missed opportunities to provide positive experiences to workers in the Valley and to generate more business at Kent Valley restaurants and commercial centers.

The final goal of Rally the Valley is to:

- 4) Invest in a public realm that supports people and their activities.

Rally the Valley policies propose a shift in investment focus to people and call for a public realm that offers opportunities for people to interact with one another outside of their cars and enjoy positive experiences in the Kent Valley.

These policies focus on investments in multi-modal connections for pedestrians, cyclists, and trail users, and better integration of all of these modes with transit. The qualities of these facilities need to respond to the unique context of the industrial valley; technical and programmatic recommendations will guide future investment and design decisions to increase usage of public trails specifically.

The business community will also be engaged in achieving this goal, through development regulations that encourage amenity spaces for employees to use on their breaks. These on-site amenities are especially intended to serve people who work in the Valley and have limited breaks or opportunities to leave their work sites. They would also add attractive, visually interesting components to an industrial site that could be visible to passers-by.

The Future of the Kent Valley

The unifying concept of Rally the Valley is to create a complete, functioning industrial ecosystem, with a diversity of activities and scales, in which each type of business and employee has an important and unique role. Like biodiversity in natural ecosystems, the cross-pollination of ideas, technologies, and knowledge makes the whole system better able to absorb and take advantage of changing market conditions.

People-centered investment will result in positive worker experiences, create opportunities for both planned and spontaneous interactions and collaboration, and sustain a physically and emotionally healthy workforce. Over time, this investment strategy along with the vital contributions of the private market will

make the Kent Valley stronger and more resilient as a community; its businesses will thrive, and will likely see a gradual increase in location-based value as the Kent Valley becomes a more competitive and attractive place to do business.

The following table summarizes the proposed strategic framework and policy recommendations to achieve this future:

Table 1. 1 Rally the Valley Strategic Framework

VISION: THE KENT VALLEY IS RECOGNIZED AS A THRIVING, ECONOMICALLY RESILIENT INDUSTRIAL ECOSYSTEM, A CENTER FOR PRODUCTIVE BUSINESS, AND A HEALTHY, DESIRABLE PLACE TO WORK.

GOAL #1: OPTIMIZE THE CITY'S FINANCING MECHANISMS TO SUPPORT THE PUBLIC SERVICES AND INFRASTRUCTURE THAT KEEP THE CITY FINANCIALLY RESILIENT AND THE VALLEY PRODUCTIVE.	a) Structure City infrastructure fee schedules and investment priorities to encourage high-value uses. b) Reduce direct City expenditures on freight-supportive capital projects and long-term maintenance through partnerships and strategic use of untapped state-authorized funding mechanisms.
GOAL #2: ELEVATE PEOPLE'S EXPERIENCE OF THE VALLEY BY INTRODUCING VISIBLE CUES OF DYNAMIC BUSINESS ACTIVITY AND DESIRABLE AMENITIES.	a) Raise the bar for urban design by regulating minimum standards that are flexible to site constraints. b) Increase visibility and accessibility of existing parks, trails, and non-motorized transportation amenities. c) Invest in Interurban and Green River Trails as both recreational and transportation assets.
GOAL #3: ENCOURAGE MORE BUSINESS TYPES, USES, AND ECONOMIC ACTIVITY TO COMPLEMENT THE CITY'S CURRENT STRENGTHS AS A MANUFACTURING AND INDUSTRIAL HUB.	a) Preserve existing and encourage new smaller manufacturing and office uses that support the competitiveness of the greater Kent Valley. b) Modernize industrial land use policy at local and regional level to support industrial job creation. c) Encourage appropriate commercial uses to support manufacturing. d) Continue allowing wide variety of industrial uses; curtail externalities proportional to size/impact of development.
GOAL #4: INVEST IN A PUBLIC REALM THAT SUPPORTS PEOPLE AND THEIR ACTIVITIES.	a) Increase recreational value of city-owned parks in the Kent Valley. b) Support Kent Valley business needs with regards to parking and transportation in the public right of way, particularly focused on those businesses with high job density. c) Consider multimodal needs in the Kent Valley, particularly focusing on increased connections for commuters utilizing active transportation, ride-share, and public transit.

Geographic Scope

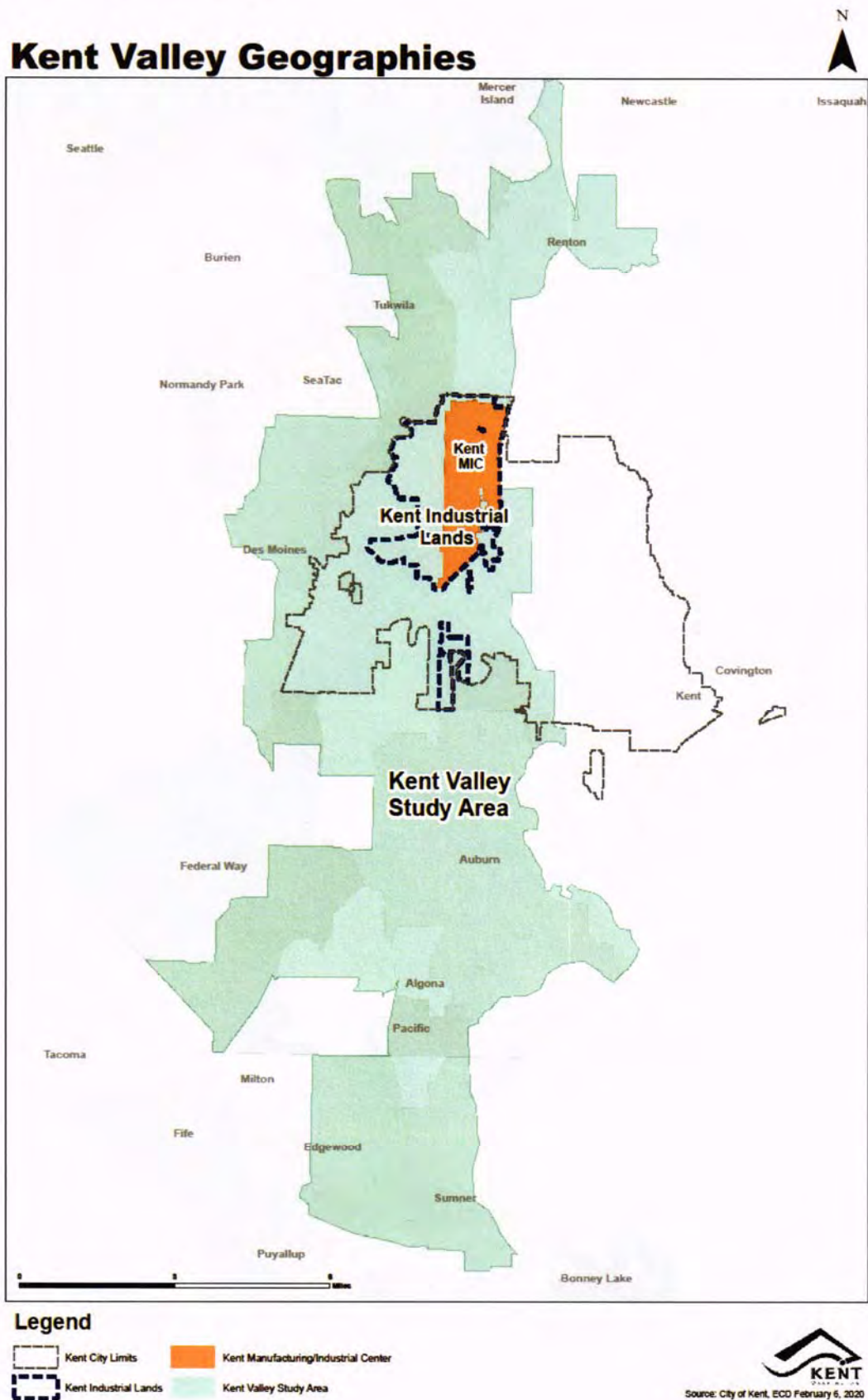
This subarea plan covers three nested geographies; distinctions were drawn based on differences in policy hierarchies and regulatory authorities, described in detail below.

The first-tier geography is Kent's regionally-designated Manufacturing and Industrial Center (MIC), contained entirely within Kent's municipal boundaries. The MIC comprises 3.1 square miles – almost 2,000 acres – in Kent's north valley industrial area. Kent retains regulatory authority over the MIC, but as a regionally-designated center, Kent's MIC is subject to regional land use policies aimed at preserving industrial land and preventing the intrusion of other types of uses such as commercial/retail, residential, and office. While Kent has historically interpreted and applied these policies conservatively, the Rally the Valley planning process allowed Kent to reexamine the grounds for these policies and imagine a new land use policy structure based on desired outcomes.

The second geographic tier considered in the Rally the Valley subarea plan includes Kent's jurisdictional industrial lands – those lands designated for industrial land use within Kent's municipal boundaries. These are lands over which Kent has direct regulatory authority. Although the MIC is included in this geography, policies governing industrial lands in the MIC do not apply across all industrial lands in Kent.

The third, and largest geographic tier in Rally the Valley is the larger Kent Industrial Valley, which contains Kent's MIC, all of Kent's jurisdictional industrial lands, and portions of industrial lands in neighboring cities including Auburn, Renton, Pacific, Tukwila, Des Moines, SeaTac, Federal Way, Sumner, and Algon. Metrics and trends for the larger Kent Industrial Valley are useful to this subarea plan because they represent a sub-regional market area, as defined by industrial and commercial real estate and property development industry leaders. Kent has no jurisdictional authority over the larger Kent Industrial Valley outside of its municipal boundaries; implementation strategies pertaining to this geography emphasize partnerships and collaboration rather than direct regulatory tactics.

Figure 1.1 Kent Valley Geographies



Outreach and Stakeholder Engagement

Stakeholder engagement was integral to Rally the Valley policy development and formulation of zoning and code amendment recommendations. A brief summary of outreach activities is below, and additional documentation of outreach activities can be found in the appendices at the end of this document.

Rally the Valley Advisory Panel

To guide the project team in developing policies, projects, and regulations for the Rally the Valley planning effort, Mayor Dana Ralph appointed an advisory panel comprised of 13 individuals representing five categories of industrial stakeholders: aerospace/high-tech manufacturing, commercial/industrial real estate, general manufacturing/food production, global trade and supply chain management, and workforce development.

The advisory panel met monthly for six months, discussing Kent Valley opportunities and constraints, city finances and financial tools, geographic focus areas for public realm and connectivity investments, development standards, industrial uses and operational needs, and public outreach findings and potential strategies.

Partner Cities and Staff Working Group

The Kent Valley as an economic sub-region consists of a handful of south King County and Pierce County cities that experience similar market pressures, regulatory constraints, and economic challenges. Partnership with neighboring jurisdictions to discuss policy development and potential strategies was a key component to the Rally the Valley outreach strategy.

All partner cities, including Renton, Auburn, Tukwila, SeaTac, Des Moines, Algonia, Pacific, Sumner, Federal Way, and Kent convened twice during the planning process to discuss project goals and potential outcomes as well as public outreach findings. A smaller group consisting of staff from Renton, Auburn, and Pacific met monthly to discuss project details such as data collection, advisory panel meeting content, and ongoing projects relating to Rally the Valley work.

Employee Survey

To learn more about industrial workers' experience in the Kent Valley, Kent released a public online survey that gathered information about what kind of jobs are present in the industrial valley, what employees' work schedules are like and how they commute to work, as well as how they spend their breaks and what amenities they'd like to see more of in the industrial valley.

The survey generated a total of 310 responses. Nearly all respondents were people who work in the Kent Valley, and 40% reported residential zip codes in Kent. Overwhelmingly respondents work Monday through Friday daytime shifts, and they run their errands after work.

The survey found that 90% of respondents drive to work, and many prefer it that way, although more than two times more people would use transit if it were a convenient and safe option for them. Fifty percent more people would bike to work if it were safe and convenient. Food and lunch options were the most important things to have near work, but tied for second place were parks and open space and transportation options. Also listed as important to have near work were trails, groceries, banking, shopping, and safe bicycle routes.

Things most people would change if they could included traffic congestion, roads and lighting, more east-west connections, reduce train delay, and increase available bicycle infrastructure.

Employer Interviews

In order to facilitate deeper discussions with a small number of companies in the Kent Valley about their operations, future plans, and general experience in the Kent Valley, Kent scheduled interviews with representatives from nine Kent Valley companies specializing in manufacturing, assembly, and industrial processing.

Companies were selected through stratified random sampling to capture small, medium, large, and very large companies operating in the Kent Valley. The final list of companies interviewed ranged in size from 17 employees and less than 19,000 square feet to 2,000+ employees and more than 500,000 square feet, with tenure in Kent ranging from 4 years to 52 years.

Interview findings included that early all operations expanding and plan to stay in the Kent Valley long-term. Limitations to growth include parking availability, rising labor costs and competition, and difficulty finding talent. All businesses have an office component ranging from 10% to 30% of the company's square footage.

The businesses interviewed reported that the greatest advantages to being located in the Kent Valley are being near customers (esp. Boeing), space to grow, access to transportation networks, and relatively short commutes for employees (many live nearby in south King or Pierce County). The biggest reported disadvantages to being in Kent Valley are transit and employee transportation options, traffic, road maintenance issues, and limited parking.

Most businesses have onsite lunch options, including vending and cafeterias, and employees frequently use delivery service and nearby fast food. All listed at least one of their top three suppliers and/or customers as being within the Kent Valley, indicating well-established local supply networks. Few rely on rail transportation at this time, while reliance on trucking for transportation was a common trait shared by nearly all businesses interviewed. Some also ship and/or receive goods globally via the Ports of Seattle and Tacoma.

Subject Matter Expert Consultation

Many Rally the Valley topics required specialized consultation with subject matter experts. The project team engaged on an ongoing, as-needed basis with a handful of industrial developers and property managers, staff from King County Metro and King County Parks, Port of Seattle and NW Seaport Alliance staff, and staff from Puget Sound Regional Council.

Chapter 2 Industrial Profile

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Policy Framework

Multicounty and Countywide Planning Policies

The City of Kent plans under the Washington State Growth Management Act and coordinates transportation, growth management, and economic development planning with its regional partners through Puget Sound Regional Council (PSRC).

Members of PSRC, as a General Assembly, adopt a long-term regional vision to manage growth, sustain a healthy environment, and ensure thriving communities and a strong economy. Vision 2050, scheduled for adoption by the PSRC General Assembly in May 2020, contains Multicounty Planning Policies (MPPs) focused on concentrating growth in the region's designated urban growth area and limiting development in natural resource and rural areas. The MPPs in Vision 2050 establish a regional growth strategy based on nine types of regional geographies. The geographies are determined by size, function, and access to high-capacity transit, and provide a flexible framework for distributing forecast growth to cities, towns, and neighborhoods of various sizes and characters. They're intended to provide a wide choice of living options while achieving a development pattern with minimal environmental impacts and a compact urban

form. Within regional geographies, designated regional growth centers (RGCs) and manufacturing and industrial centers (MICs) are more concentrated areas which are intended to accommodate a significant percentage of the region's population and employment growth.

To support the regional MPPs, each county also adopts Countywide Planning Policies (CPPs), through which the county and its cities commit to more specific policies and strategies for managing growth. The CPPs allocate population and employment growth targets to cities, which then plan to accommodate those targets in their comprehensive plans.

In this framework, Kent is considered a Core City, and is envisioned as a densely developed urban place. The City of Kent has both a Regional Growth Center (RGC), located in its downtown area, and a regional Manufacturing and Industrial Center (MIC), currently located in the northeast portion of Kent's industrial lands. As described later in Chapter 3 – Land Use, this plan proposes amendments to the current MIC boundaries. All regionally-designated centers must meet minimum planning criteria by 2020, which may be accomplished through adoption of a subarea plan. This document serves as the subarea plan for Kent's designated Manufacturing and Industrial Center.

City of Kent Comprehensive Plan

Kent's Comprehensive Plan, adopted in 2015, establishes a vision for the City's growth over the next 20 years. It guides staff and elected officials in making decisions about capital planning and projects, implementing development regulations, and communicates the City's investment priorities to the community and other public agencies. The Rally the Valley subarea plan is adopted as an element of Kent's comprehensive plan, in accordance with the Growth Management Act, RCW 36.70A.080(2).

Businesses and Employment

Kent Valley industrial lands host over 10,000 businesses with more than 250,000 employees; together they generate \$6.7 billion dollars in annual revenue. The Boeing Company, Blue Origin, Flow International Corporation, Woodward Hexcel and Spaceflight Industries, are some of the best-known names, but thousands of other Kent Valley firms lead their industries with advanced manufacturing expertise and specialized logistics management.

Employment trends over the decade between 2008 and 2018 reflect significant growth in all sectors other than retail, with manufacturing, transportation/warehousing, and construction leading the way. Data from the Puget Sound Regional Council (PSRC) also indicates that the Kent Valley captures a larger share of regional manufacturing employment compared to other cities and counties in the region. While Seattle's share of manufacturing sector jobs fell by about 8 percent since 2008, other jurisdictions in the region - mainly Kent, Auburn, Renton, and Everett - saw a commensurate increase in their regional shares.

Of the 250,000 jobs in the Kent Valley, nearly 49,000 are in the manufacturing sector. Sixty percent of manufacturing jobs in the Kent Valley (12% of all Kent Valley employees) are in advanced manufacturing industries – those that require a high degree of training or advanced education. Aerospace manufacturing jobs, including those at Boeing and Blue Origin, make up 22,000 of these, while 7,100 are in advanced manufacturing industries outside of the aerospace industry.

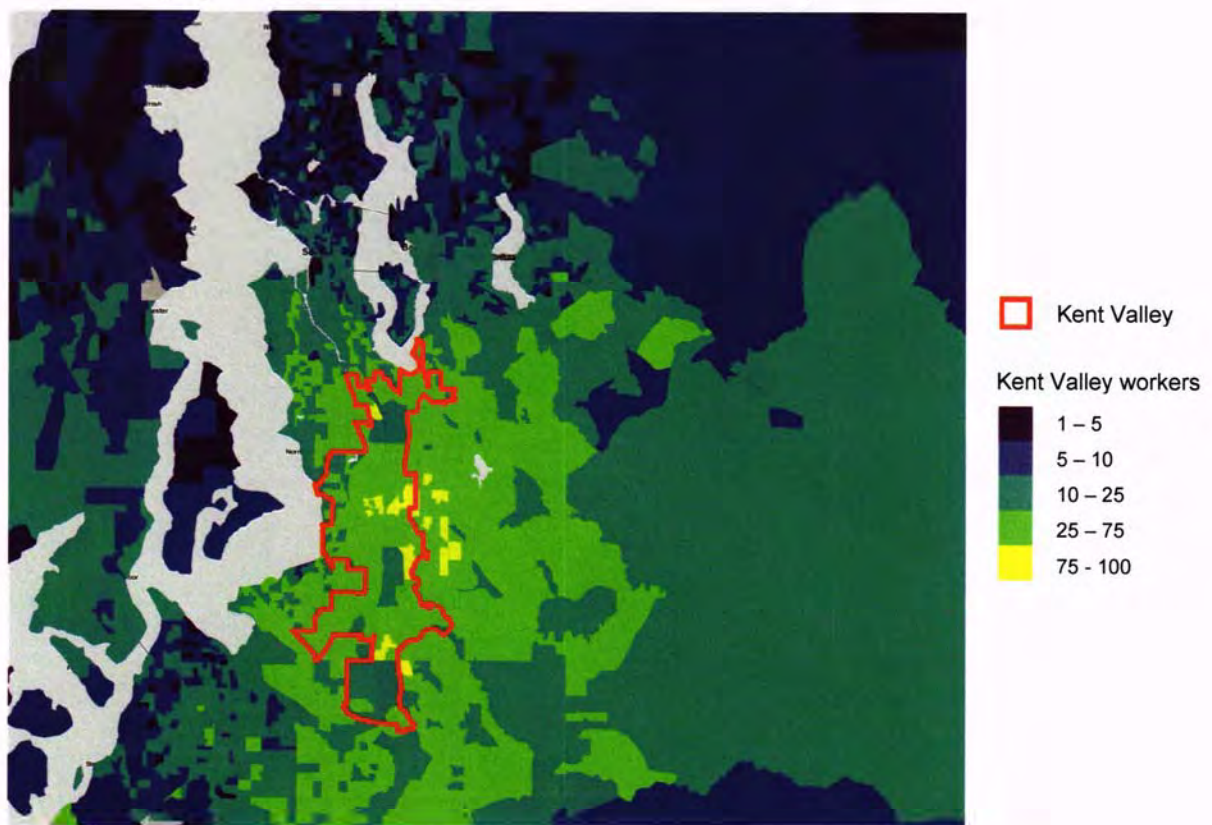
The construction, warehousing and transportation sectors in the Kent Valley also grew over the last decade, indicating that the Valley's mix of manufacturing and distribution industries remains stable as King County as a whole moves towards an economy dominated by high-tech and medical services. Changes in regional shares of employment for manufacturing and other industrial uses indicate

that the Kent Valley will continue to have regional competitive advantages to grow employment in manufacturing industries.

The Kent Valley's manufacturing businesses tend to be those with a relatively high share of workers in "white collar" occupations (those engaged in management and design), as compared to "blue collar" occupations (those engaged in production and supervision). This is especially true for the advanced manufacturing and aerospace industries in the Valley. These types of business are more likely to have operational needs that support a larger share of office-based "white collar" workers.

About 20 percent of Kent Valley employees reside within the cities of Kent, Auburn and Renton, while 20 percent of employees in the Kent Valley commute to work from nearby cities including Seattle, Federal Way, and Tacoma. The Kent Valley also draws a large industrial workforce, about 28 percent, from eastern rural and unincorporated urban areas of the Puget Sound Region.

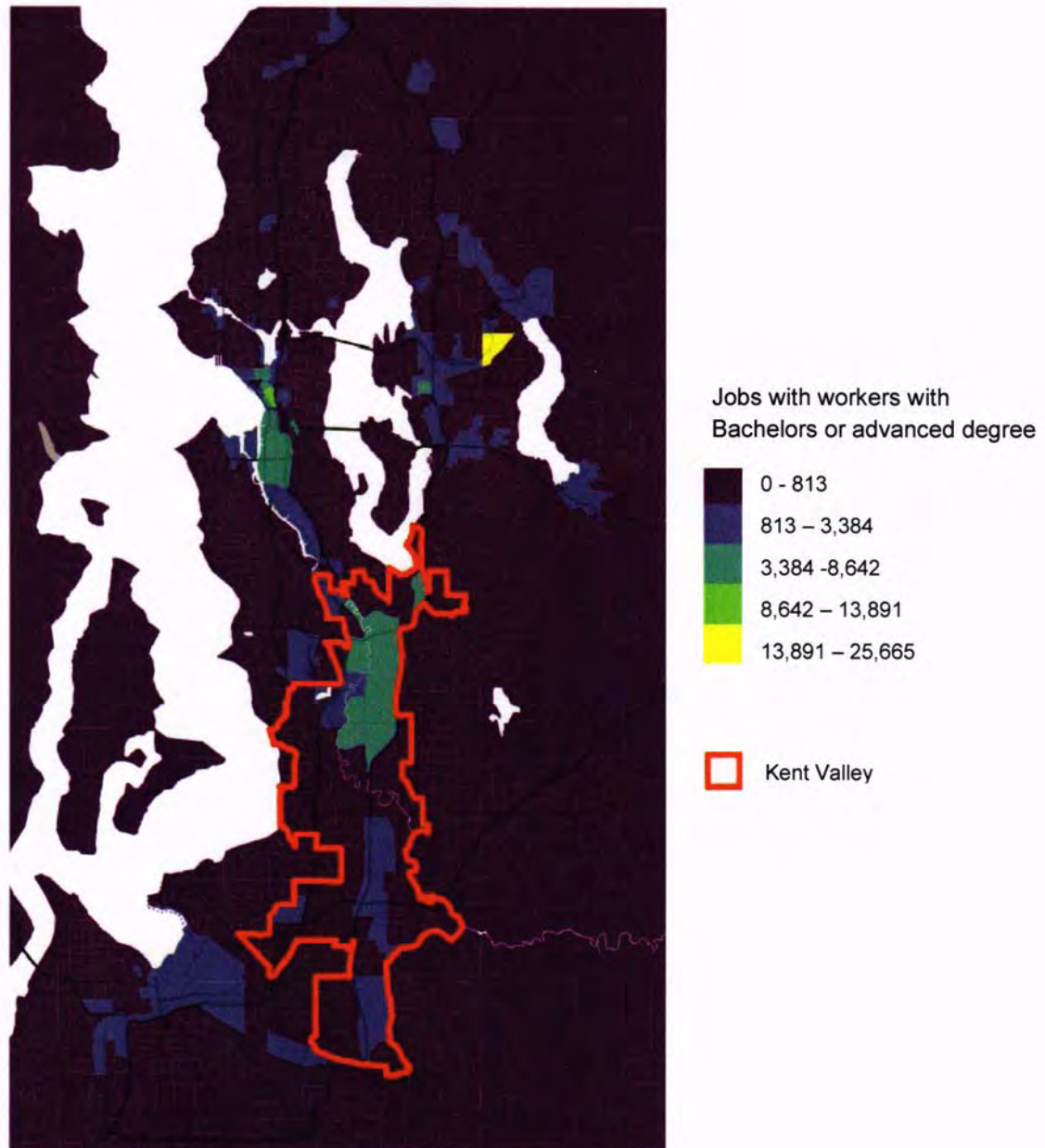
Figure 2. 1 Employee Commute Patterns in Kent Valley



Source: LODS 2017

In the Puget Sound region, jobs requiring a bachelor's degree or higher tend to cluster around downtown Seattle and the Bel-Red area in Bellevue (home to the Microsoft campus). However, according to the US Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) data from 2015, a concentration of workers with bachelor's degrees or higher is also present in the Kent Valley.

Figure 2. 2 Jobs with Employees with a Bachelor's Degree or Higher

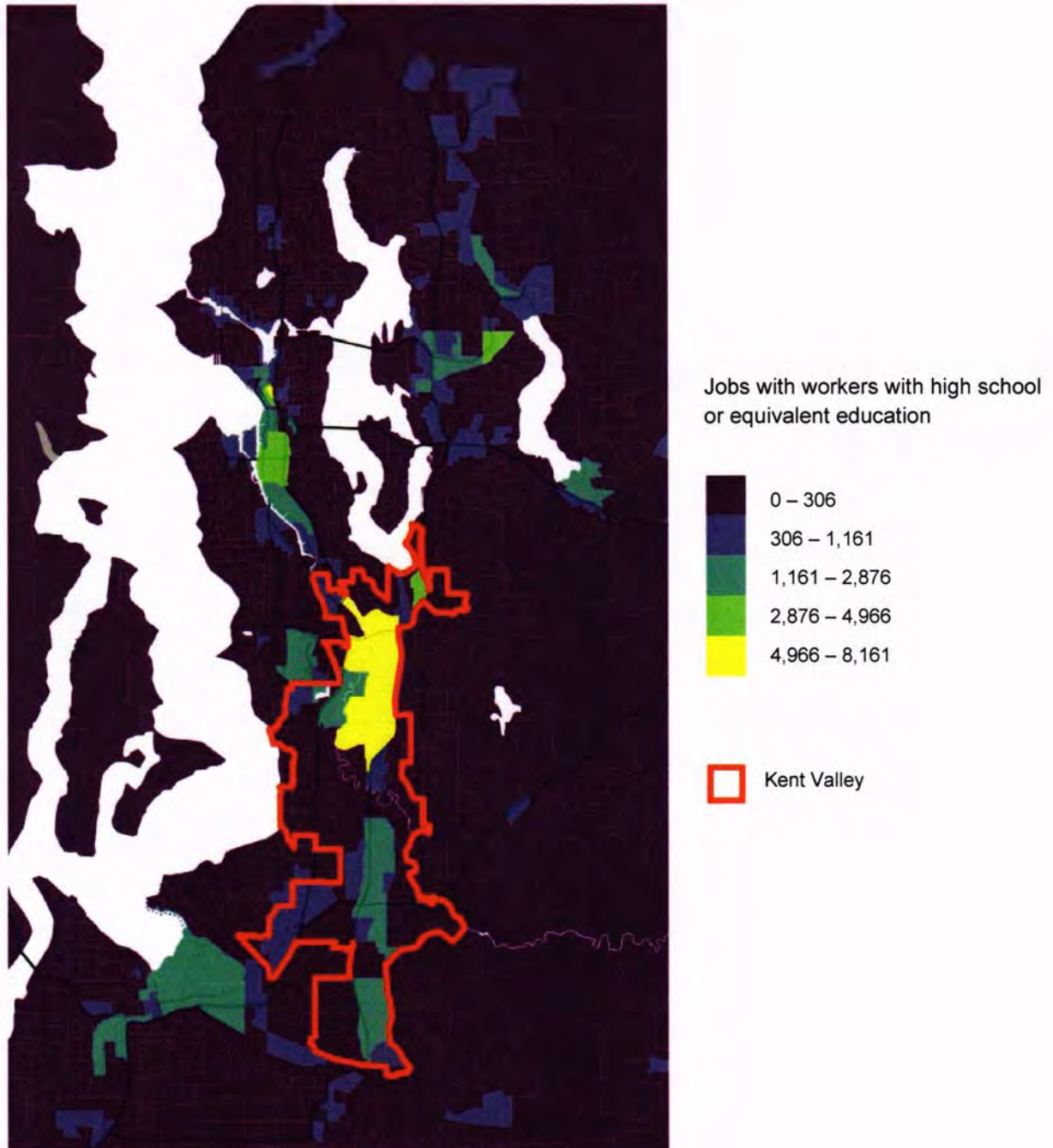


Source: LEHD 2015

Typically, jobs requiring a high school diploma or less are clustered in industrial districts and commercial areas with a high share of service sector employees. Employment in industrial sectors has long provided lower barrier-to-entry middle wage jobs for workers without higher-education degrees. The map below indicates that the Kent Valley has the highest share of workers in jobs with a high school diploma or equivalent of any area in the Puget Sound region. This is due to the large amount of manufacturing, warehousing, and distribution jobs that require a high school diploma or equivalent, with technical training, or specialized skills. Investments in the skilled workforce in these industries is a competitive

advantage and opportunity for continued growth and agglomeration of industrial employers in the Kent Valley.

Figure 2. 3 Jobs with Employees with a High School Diploma or Equivalent



Source: LEHD 2015

Operational Context

Industrial buildings constitute a wide range of uses and operational needs. The National Association of Industrial and Office Properties (NAIOP) provides the following definitions and operational characteristics¹:

Clear Height

Distance from the floor to the lowest-hanging ceiling member or hanging objects, beams, joists or truss work descending down into a substantial portion of the industrial work area. This is the most important measure of the interior height of an industrial building because it defines the minimum height of usable space within the structure.

Distribution Building

A type of warehouse facility designed to accommodate efficient movement of goods.

Dock-high Door

The openings in the loading dock area to the outside of a building. The typical interface involves a semi-truck backing up to a building directly aligning the back doors of the truck with a loading dock door. Also known as loading dock doors.

Door-to-square-foot Ratio

The ratio of the total number of dock-high doors to the building's total square feet.

Flex Facility

As its name suggests, an industrial building designed to allow its occupants flexibility of alternative uses of the space, usually in an industrial park setting. Specialized flex buildings include service centers, showrooms, offices, warehouses, and more.

Fulfillment Center

A fulfillment center is a building is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail customers, retail locations, or other warehouses. A typical fulfillment center has a high level of on-site automation and logistics management. These facilities usually handle smaller packages and quantities than other types of warehouses, and operations at these facilities often include employees fulfilling online orders by picking, packing, and shipping the goods and materials directly to online retail customers; fulfillment centers therefore typically have significant storage.

High Cube

A relative term that refers to industrial buildings with an abundance of clear height or vertical cubic space. (Synonym: high bay)

Industrial Building

A structure used primarily for manufacturing, research and development, production, maintenance, and storage or distribution of goods or both. It can include some office space. Industrial buildings are divided into three primary classifications: manufacturing, warehouse or distribution, and flex.

¹ (Maria Sicola, 2017)

Manufacturing Building

A facility used for the conversion, fabrication or assembly of raw or partly wrought materials into products or goods.

Truck Court

Exterior area adjacent to an industrial building's loading docks where trucks maneuver. The most important measure of the truck court is the depth from the building to the end of the truck court. Greater depth allows for greater maneuverability and better accommodates multiple trucks.

Truck Terminal

This specialized distribution building for redistributing goods from one truck to another serves as an intermediate transfer point. The facilities are primarily used for staging loads (rather than long-term storage) and possess very little, if any, storage area.

Truck-turning Radius

The tightest turn a truck can make, depending on several variables such as truck configuration, trailer size and location of adjacent objects that obstruct the inner turning radius.

Warehouse

A facility primarily used for the storage and/or distribution of materials, goods, and merchandise.

Table 2. 1 Industrial Building Types Matrix

Industrial Building Types Matrix							
	Manufacturing	Warehouse				Flex	
Primary Type	General Purpose	General Purpose Warehouse	General Purpose Distribution	Truck Terminal	Fulfillment Center	General Purpose Flex	Service Center or Showroom
Primary Use	Manufacturing	Storage	Distribution	Truck Trans-shipment	Distribution	Research and Development, Cold Storage, Office, Lab, Light Manufacturing, High-tech, Data or Call Center	Retail Showroom
Subsets	Heavy, Light Manufacturing	Bulk Warehouse, Cold or Refrigerator Storage, Freezer Storage, High-Cube	Overnight Delivery Services, Air Cargo		Delivery directly to consumer		
Building Characteristics							
Square Footage	Any	50,000+	50,000+	20,000+	100,000 - 1m+	Any	Any
Clear Height (ft)	10+	32-36	32-36	16	40	10-24	Any
Loading Docks or Doors	Yes	Yes	Yes	Cross-dock	Yes	Yes	Yes
Door-to-Square-Foot Ratio	Varies	1:5K-15K	1:3K-1K	1:50K-5K	Varies	1:15K+	1:10K
Office Percentage	<20%	<15%	<20%	<10%	<20%	30-100%	30+%
Vehicle Parking Ratio	Varies	Low	Low	Varies	Very High	High	High
Truck-turning Radius (ft)	130	130	120-130	130	130	110	110
Other desirable features		Charging stations for forklifts, solar power array	Charging stations for forklifts, solar power array		Charging stations for forklifts, solar power array		

Industrial uses are typically separated from residential and commercial uses due to the expectation that the operational characteristics of industrial uses will result in negative impacts to surrounding properties. The Puget Sound region also maintains policies limiting the introduction of non-industrial land uses in designated industrial areas. Modern industrial practices and trends, as well as environmental regulations limiting air pollution, waste generation and storage, and other offsite impacts, expand opportunities for certain types of industrial uses, particularly manufacturing and assembly, to coexist harmoniously with others, particularly commercial and service uses. In fact, smaller scale commercial uses within industrial employment areas can add value by providing amenities and services for the surrounding industrial workforce.

Certain industrial uses such as logistics and warehouse buildings and their associated truck courts for storage, loading and maneuvering, challenge this paradigm. These facilities are characterized by large expanses of paving, and long buildings ranging from 100 to 2,000 feet long with 10-200 loading dock doors. Operations are often 24/7, generally with the highest truck volume outside of typical peak PM trip periods from 3-7pm. Traditionally these uses conflict with urban characteristics such as non-motorized travel and active streetscapes. In response, zoning codes often require truck court orientation away from or perpendicular to main streets, as well as fencing, landscape screening or berms to reduce visual impacts. Additional design features as proposed in this subarea plan and associated code changes, can reduce the size and scale of industrial buildings and introduce more human-scaled elements to reduce the impacts of large-scale trucking intensive industrial uses.

Market Trends

Industrial

Industrial lands in the Puget Sound area continue to experience steady growth in lease rates since 2013. Even with rents increasing from \$5.26 per square foot in 2013 to \$8.34 per square foot in 2018, Kent remains a lower-cost option, compared to other areas in the region. These low rents are a competitive advantage for attracting businesses from other parts of the region where costs are increasing at a higher rate. The Kent area is likely to be attractive to price-sensitive tenants looking for lower rents, who also need good access to a qualified workforce and the regional transportation network.

Since 2009, industrial vacancy rates have fluctuated, but they stabilized from 2014 to 2018 at an average of 4%. Current vacancy rates show 2%-4%, indicating a constrained market. This low vacancy rate signals a strong industrial market within Kent's industrial lands which has translated into more rapid rent escalations in the past three years. Market analysts predict that in the near future investors may begin to buy lower-rent flex space and standard industrial buildings in the area and make value-add improvements to the properties to respond to the high demand and attract different tenant types. New development of speculative industrial buildings will still be challenging due to relatively low achievable rents that cannot currently support new construction. As vacancy remains low, increasing lease rates could lead to new construction in future market cycles. In the near-term, build-to-suit development for industrial users is likely to dominate the new construction market.

Office

Office rents have surpassed pre-recession levels in Kent's industrial lands – hitting a record high of \$16.59 per square foot in 2018 compared to \$13.78 in 2013. Office rents are lower in the Kent submarket

relative to comparable submarkets, primarily due to the higher share of Class B and Class C² office space and limited new construction office space in the last two development cycles. Similar to the industrial market, value-driven office tenants are likely to be attracted to the Kent area as office rents have risen quickly in markets closer to Seattle. Current rents do not support new construction of office space in the near-term; achievable office rents would have to approach \$30/sf for the market to support new speculative office development in Kent.

The office vacancy rate in Kent's industrial lands has been declining steadily since 2013. Vacancy rates have dropped from 25.6 percent in 2013 to 7.6 percent in 2018, signaling increasing market strength in Kent for office space. The 2018 vacancy rate of 7.6 percent is the lowest office vacancy rate observed in the last fifteen years. Other areas in the Puget Sound region are also experiencing a strong office market with low vacancy rates; particularly Bellevue, Lynnwood, SoDo, and Tacoma. Decreasing vacancy rates and increasing lease rates indicate that investors are may begin purchasing and renovating older office buildings to command higher rents. These value-add office building renovations are likely to be targeted to attract office tenants that are willing to pay higher rates for improved amenities.

Retail

Despite annual volatility over the last few years, the retail lease rates have remained relatively flat in Kent's industrial lands since 2007, at \$24.70 NNN per square foot in 2018. Although retail lease rates in Kent's industrial lands and the larger Kent Valley have not seen significant growth over the last 12 years, achievable lease rates are at or above all other comparison geographies, excluding Bellevue and Lynnwood. Current retail lease rates around \$25/sf in Kent's industrial lands are consistent with higher demand retail locations in suburban jurisdictions throughout the region.

While retail lease rates have remained relatively stable since 2007, vacancy rates have been on a steady decline over the last five years. Vacancy rates between 2% and 4% in Kent's industrial lands signal a constrained supply of retail space. It is likely that the retail demand is driven by restaurant and food service tenants looking to serve an increasing employee base in the area. The combination of current lease rates and extremely low vacancy indicates that there could be sufficient demand to support additional new construction of retail space to serve employees and residents in the area.

Significant Developments

Amazon Fulfillment Center

Amazon chose Kent as the location for its nearly 1-million square foot fulfillment center, opening for operations in 2016. As of 2019, the new facility employs 3,000 to 5,000 workers, varying seasonally, including picking, packing, and shipping positions to fill Amazon orders generated online.

Blue Origin

In January, 2020, Blue Origin officially opened its new headquarters facility in Kent. The aerospace company established its presence in Kent in 2005, and has since grown to over 2,000 employees. The new building is a significant investment in the company's aerospace manufacturing presence in Kent and will allow Blue Origin to expand its research, development, and manufacturing operations to meet its projected growth to 3,500 in 2020.

² Class B office space buildings compete for a wide range of users with rents in the average range for the area and are usually 10-20 years old. Class C buildings are generally older buildings that compete for tenants requiring functional space at rents below the average for the area.

Boeing Space Center

The Boeing Company, a long-standing fixture in the Kent Valley, has condensed its operations in Kent and as of January, 2020, sold 54 acres of its former Space Center property to industrial property developers Link Industrial Properties and Panattoni. The planned project, near the Amazon Fulfillment Center and Boeing Defense Space and Security building, is expected to be a large industrial business park, including office space, with a range of building sizes. The new owners' goals for the site include attracting manufacturing companies and other industrial tenants with high job-density, similar to that of Blue Origin.

Significant Projects

Puget Sound Gateway Program

After many years of planning, environmental review, and design work, the Puget Sound Gateway Program is expected to be under construction in February 2020. The Puget Sound Gateway Program, consisting of two distinct projects – the completion of SR-167 in Pierce County and the completion of SR-509 in King County – will help move people and goods more reliably through the Puget Sound region, enhancing the state's economic competitiveness, both nationally and globally, by improving the connection between the Ports of Seattle and Tacoma to distribution centers in King and Pierce counties and to eastern Washington.

Significant Legislation

Streamlined Sales Tax

The Streamlined Sales and Use Tax Agreement, adopted by Washington State in 2008, is an agreement between member states to simplify sales tax and reduce administrative and reporting costs for businesses that collect sales tax, especially those that have operations in more than one state. It shifted the state's local sales tax structure from an origin-based to a destination-based system.

The City of Kent, as a regional distribution hub, relied heavily on sales tax revenue from warehousing and distribution centers in its industrial lands. The shift to destination-based taxation resulted in decreased sales tax revenues for the City, totaling \$12 million per year. This drop in revenue has contributed to ongoing budget shortfalls for the City.

Figure 2. 4 Puget Sound Gateway Program



Source: WSDOT, 2020

Property Tax Limitation to 1% Annual Growth

In Washington State, property taxes collected by individual taxing districts are limited to one percent annual growth, with the exception of new construction, utility property, and new annexations. Property tax increases are not based on the increasing value of properties, but rather the amount of the property taxes that were assessed in the prior year. Each year's total levy amount may be increased by no more than 1%, unless the public votes for a greater increase (commonly called a "levy lid lift") or the jurisdiction uses banked capacity (meaning they levied less than the maximum in previous years, and reserve the ability to close the gap in future years when additional revenue is needed).

As property values continue to increase at a rapid pace in the Kent Valley – industrial rents are up from \$5.26/sf in 2013 to a historic high of \$8.34/sf in 2018 – the 1% levy lid prevents local jurisdictions like Kent from collecting a commensurate increase in tax revenue to meet growing capital and maintenance needs. In fact, the 1% limit is less than the annual inflation rate, calculated at 2.3% in 2019, causing Kent's property tax revenues to decline in real terms each year.

References

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Chapter 3 Land Use and Industrial Design

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Existing Conditions

Kent's industrial lands cover approximately 6 square miles (4,073.9 acres) and represent 20 percent of the City's land base. This area hosts a concentration of manufacturing, industrial and other related employment uses. In its comprehensive plan, the City has assigned an industrial land use designation to this area, and has established five zoning districts: Industrial Park (M1), Industrial Park/Commercial (M1-C), Commercial Manufacturing I (CM-1), Limited Industrial (M2), and General Industrial (M3). In general, existing development regulations emphasize large scale industrial uses, including various types of manufacturing and warehousing and distribution. Certain office uses are allowed within the M1 and M1-C zoning districts, and to a limited degree in M2. Large-scale bulk retail is allowed, while food service and commercial uses are limited in size and allowed only as accessory uses, promoting those that serve a "make-in-back, sell-in-front" business model.

Kent's regional manufacturing and industrial center (MIC) was initially designated in 2002, and consists of approximately 1,970 acres, 100% of which is zoned for core industrial uses. It is adjacent to Kent's Regional Growth Center; the two regional centers are separated by SR 167, which runs north-south through the Kent Valley. Zoning in Kent's MIC is primarily M2 Light Manufacturing and M3 Heavy Manufacturing (M3), with small areas zoned M1-C Industrial Park/Commercial. Existing development regulations in the MIC are intended to preserve industrial uses by prohibiting intrusion of office, commercial, and residential uses which over time could displace core industrial operations. These limitations are in support of regional policies protecting industrial lands, requiring that non-industrial uses be strictly limited.

PSRC's covered employment estimates for 2018 show 49,680 jobs in Kent's industrial lands, and 19,782 jobs within the existing MIC boundary. The 2015 comprehensive plan estimates that Kent's employment numbers will grow to 81,900 jobs by 2035. As a designated center, a greater percentage of job growth is expected to occur in the manufacturing and industrial center (see below for discussion of proposed

changes to MIC boundaries). Although the industrial lands comprise 20% of the land area in Kent, they are expected to accommodate 40% of job growth, totaling 13,960 new jobs.

Existing Land Use

Distribution of Uses

Using 2019 King County assessor and tax lot data, ECONorthwest analyzed current land use within Kent's industrial lands based on individual building use, as well as total square footage. The analyses focused on industrial uses, which constitute 93 percent of all building uses in this area. The building-based analysis concluded that over 70% of all buildings in Kent's industrial lands are identified as warehousing/storage or distribution, with one third of all buildings being small warehousing and distribution buildings less than 25,000 square feet in size. About 25 percent of all buildings are smaller structures of less than 50,000 square feet devoted to a mix of manufacturing, engineering, automotive, and industrial flex uses.

Another key finding for this analysis is that the large majority of manufacturing uses (about 90 percent) are located in buildings that are less than 100,000 square feet. Manufacturing creates higher numbers of jobs per square foot of building area than other land uses, as discussed in detail below. This makes more efficient use of Kent's industrial lands towards achieving employment growth targets. It also generates more direct sales tax revenues for the City than warehousing and distribution¹, and indirect revenues through business-to-business expenditures and employee expenditures on goods and services². Manufacturing companies, particularly new start-up businesses, tend to be more cost-sensitive than large distribution firms; these businesses are also more likely to be locally-based in contrast to global distribution conglomerates. New land use policies and development regulations adopted through Rally the Valley will prioritize buildings of this smaller size in order to preserve and create new space for manufacturing businesses in Kent's industrial lands.

¹ From 2017-2018, manufacturing businesses in Kent contributed an average \$15,569 per business in Sales & Use and B&O taxes each month (a total of \$3,440,749 for 221 businesses), while warehouse/wholesale businesses each contributed an average of \$9,411 per month (a total of \$4,319,649 for 459 businesses).

² (Community Attributes, Inc. , 2019)

Figure 1. 1 Total Buildings by Use and Size

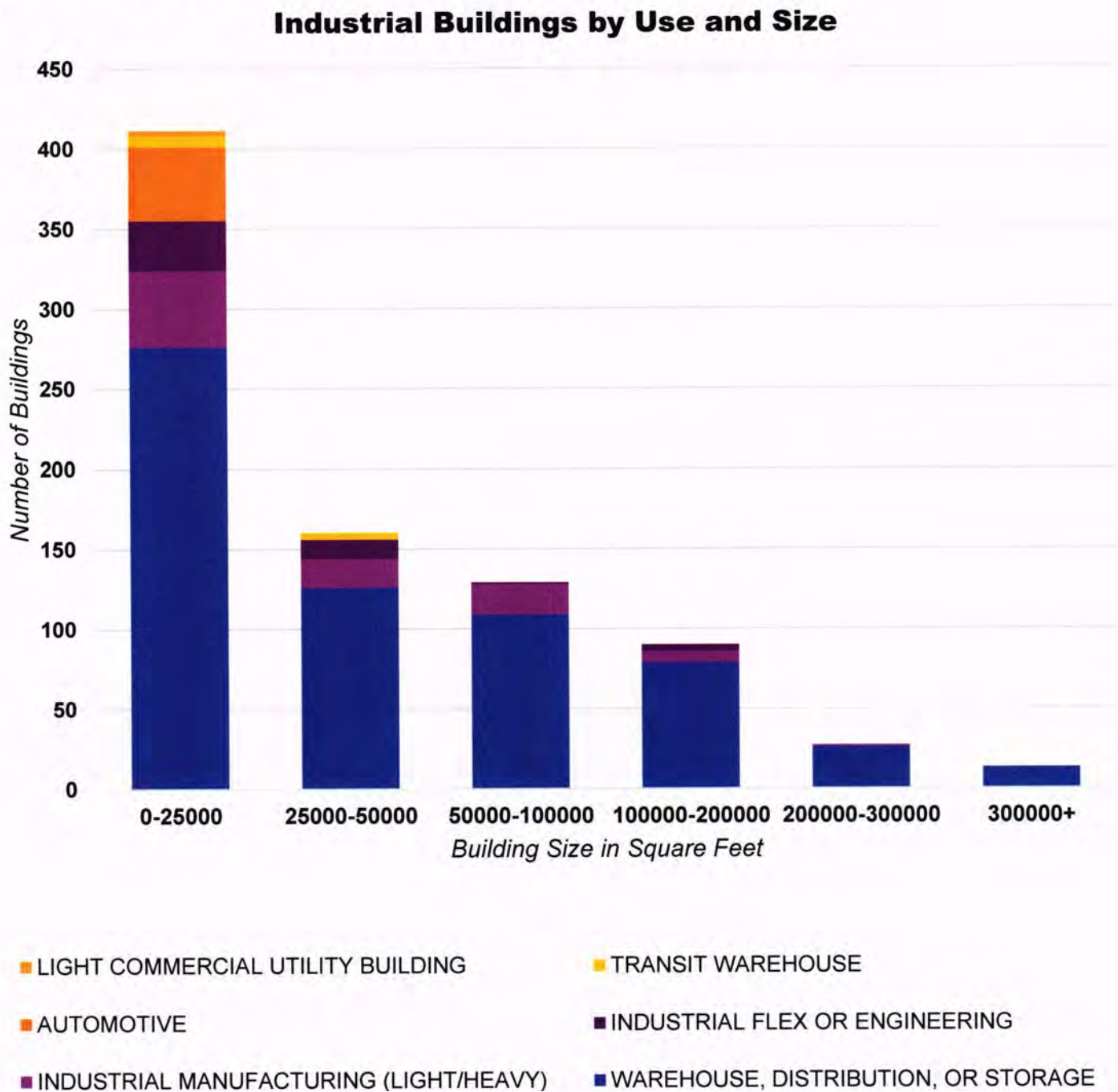
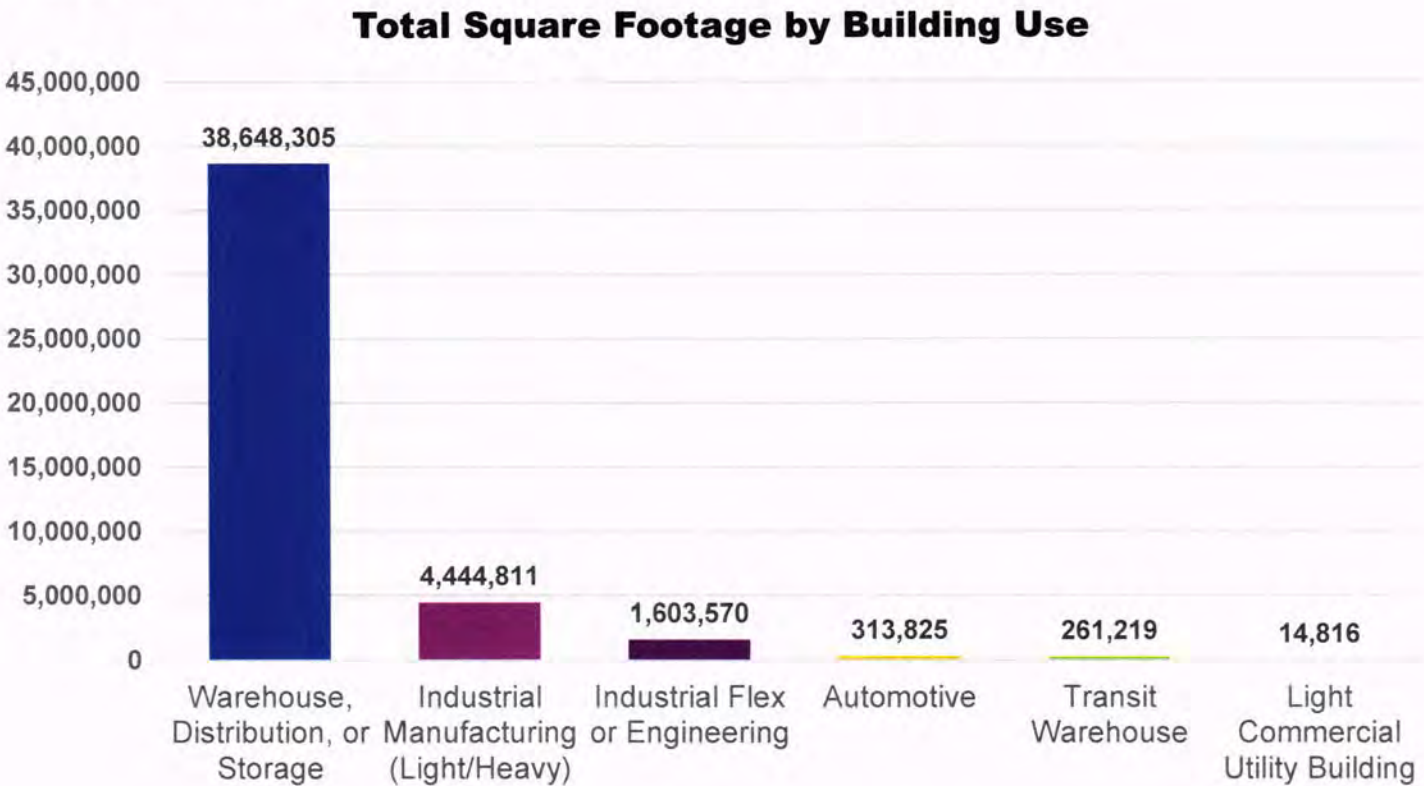


Figure 1. 2 Total Square Footage by Building Use

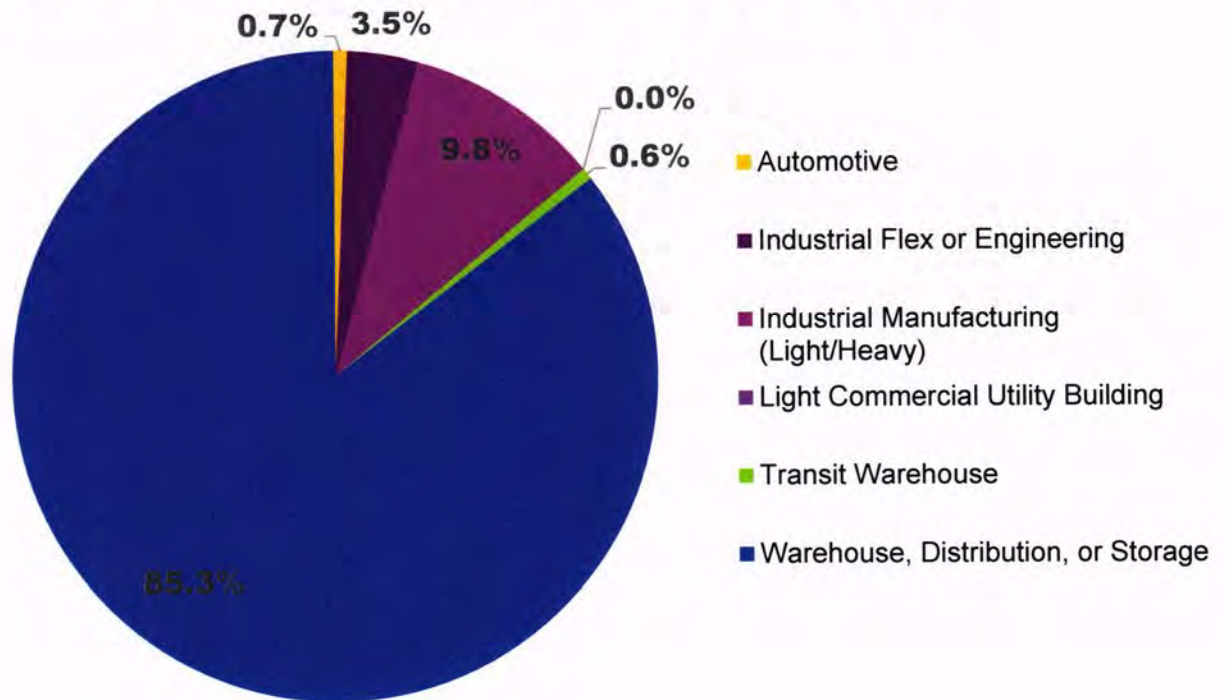


In terms of square footage, current development patterns in Kent's industrial lands also consist primarily of large format warehousing with a smaller share of total square footage comprised of small and medium-sized industrial buildings. The majority of building square footage in the area, 86 percent, is used for distribution or warehousing, while only 13 percent is dedicated to manufacturing, flex or industrial engineering space. This amounts to about 5.9 million square feet of manufacturing, flex or industrial engineering space, and nearly 38.7 million square feet of distribution and storage warehouse space. This includes more than 4.5 million square feet of new industrial space delivered between 2011 and 2016, with increasingly rapid absorption rates.

The chart below, Figure 1. 3, shows the total share of existing building square footage by use.

Figure 1. 3 Percent of Total Square Footage by Building Use

Percent of Total Square Footage by Building Use



Employment Densities

While only 13% of industrial square footage in Kent's industrial lands is dedicated to manufacturing and industrial flex, employment in manufacturing sectors comprises 28% of all jobs, with a job density of approximately 1 job per 430 square feet. In contrast, while 86% of industrial building square footage is in distribution and warehousing, only 38% of jobs are in warehousing, wholesale, and distribution, with a job density of about one job per 2,070 square feet.

Table 3. 1 Industrial Land Use Employment Densities

LAND USE	TOTAL SQUARE FOOTAGE	TOTAL JOBS	PERCENT OF JOBS	SQUARE FOOTAGE PER JOB
Industrial Land Uses	44,600,000	39,601	80%	1,126.2
Manufacturing/Flex	5,900,000	13,667	28%	431.7
Transportation, wholesale, and warehousing	38,700,000	18,711	38%	2,068.3

This analysis highlights the market dynamics trending toward warehousing and distribution uses, despite the significant fiscal and regional policy-related merits of manufacturing uses. It demonstrates that although manufacturing uses are currently allowed throughout Kent's industrial lands, only a small percentage of building square footage is actually devoted to production-related activities. Thus, with market forces strongly favoring storage and pass-through operations for goods produced elsewhere, there is a need for a deliberate, proactive approach to preserve and grow the manufacturing sectors in Kent's industrial lands.

Demand for these spaces exists – from small start-ups seeking prototyping and design space, to large producers looking for space to expand their operations – but market forces alone are not resulting in a sustainable, balanced mix of industrial uses. By adopting this subarea plan, the City of Kent will endeavor to meet the needs of all industrial users so that Kent is a place where businesses can establish a presence and expand their operations. In the case of manufacturing, particularly advanced manufacturing, an industry that depends on the ability to attract and retain employees, this will depend on the cultivation of an employee-centric industrial employment center that is responsive to the changing demands of an discerning workforce.

Worker Preferences

Trends in industrial development reflect a growing preference for locations that offer on-site and nearby amenities for employees to utilize during their work days. The modern industrial workforce is empowered through increased mobility and connectivity to make choices about where they work, and industrial businesses are hiring more office-based and “white collar” workers – industrial businesses in Kent's industrial lands dedicate 10-30% of their building square footage to office uses, and that percentage is growing – which means they're competing with more urban environments where these jobs are more traditionally found.

These expanded options result in quality of life playing a more critical role in how people decide where to work. For many modern workers, choosing a job is not just about a paycheck – it can reflect a lifestyle choice. This brings many factors under consideration, which may not have been as important in the past, including the quality of the commute, or ability to exercise at lunch or run errands. Prospective workers may consider whether there is a nearby place to celebrate with co-workers after work, or a variety of places to go to lunch.

The Rally the Valley employee survey conducted in 2019 found that 80% of respondents placed food and lunch options in their top three most important things to have nearby their place of work. Closely following food and lunch options were parks, trails, and open space; as well as commercial services such

as groceries, banking, and shopping. Transportation options and safe bicycle routes also emerged as top priorities.

These findings are evidence that workers seek space to mentally restore, be physically active, and engage in social activities, as well as achieve a healthy work-life balance through commute/transportation options and the ability to accomplish daily tasks without traveling long distances. Research shows people are more creative when they are physically engaged and/or outside, and workers who are happy and healthy are more productive; the businesses they work for are more successful. Given that employees represent 80-90% of a business's operating expenses, investments in worker quality of life can be expected to result in a high rate of return.

Commercial, service, recreation and cultural, and retail uses play an important role in attracting employers. As described above, there is significant demand for commercial services near industrial employment centers. In fact, retail lease rates in Kent's industrial lands are at or above comparable neighboring areas, with the only exceptions being Bellevue and Lynnwood. Existing regulations governing commercial uses in Kent's industrial lands limit most non-industrial uses to accessory-only; these uses may constitute no more than 25% of a site's gross floor area without a conditional use permit. This requires applicants to undergo expensive and time-consuming administrative procedures, and public hearings before a hearing examiner.

In addition to simplifying manufacturing categories and establishing new performance-based code definitions, this subarea plan also proposes to allow non-industrial uses, including commercial/retail, service, and recreation and cultural uses at neighborhood scales in order to serve the surrounding industrial uses and create a vibrant, amenity-rich environment that welcomes growing industrial businesses.

New land use policies adopted with this subarea plan are intended to align Kent's development regulations with the evolving land use needs of industrial uses. They emphasize manufacturing, research and development, and high-tech or design-related industrial uses that require greater percentages of office use than traditional industrial operations. They also represent a shift to more neighborhood-scale commercial, service, and food-related uses that support industrial and manufacturing uses as worker amenities.³ With adoption of this plan, the focus of Kent's Manufacturing/Industrial Center will turn from industrial land preservation to preservation and betterment of industrial jobs.

³ A secondary benefit to the strategic introduction of commercial and service uses is that they, like manufacturing, directly generate higher revenues through Sales & Use taxes than warehousing and distribution uses. From 2017 to 2018, retail businesses in Kent's industrial lands each generated an average of \$10,854 per month in combined Sales & Use and Business & Occupation taxes (a total of \$1,432,728 for 132 businesses).

Proposed Land Use

This plan proposes amending the boundaries of the regionally-designated MIC to include the largest contiguous area of Kent's industrial lands, as mapped in Figure 3. 1. While Kent's land use policies for all of its industrial lands are consistent with regional MIC policies, centers guidelines emphasize contiguity of designated centers. For this reason, smaller, non-contiguous industrial lands are excluded from the proposed regional designation. In total, the new MIC as proposed will nearly double the size of Kent's MIC to 3,899 acres (91% of Kent's industrial lands, which total 4,297 acres). Employment in Kent's industrial lands is expected to reach to 63,640 jobs by 2035, with 13,960 new jobs by 2035. In Kent's proposed MIC, projected job growth is 12,704 new jobs (91% of industrial lands), totaling 57,912 jobs by 2035.

Kent's comprehensive land use plan map will also be amended to include two industrial land use designations: Manufacturing/Industrial Center – 1 and Manufacturing/Industrial Center – 2, shown in Figure 3. 2. Zoning districts allowed within these land use designations, described further in a later section, are shown in Table 3. 2, below.

The Manufacturing/Industrial Center-1 and Manufacturing/Industrial Center-2 land use designations are defined as follows:

Manufacturing/Industrial Center-1

The Manufacturing/Industrial Center-1 is an area for manufacturing, industrial, and advanced technology uses, generally located along high-opportunity, high-visibility corridors. Other related and supportive uses, including offices, warehousing and distribution, and commercial uses are also allowed, but are limited in scale by development standards. Urban design is a high priority in this land use designation, and complexes with a mix of uses are encouraged in order to facilitate an amenity-rich environment for workers.

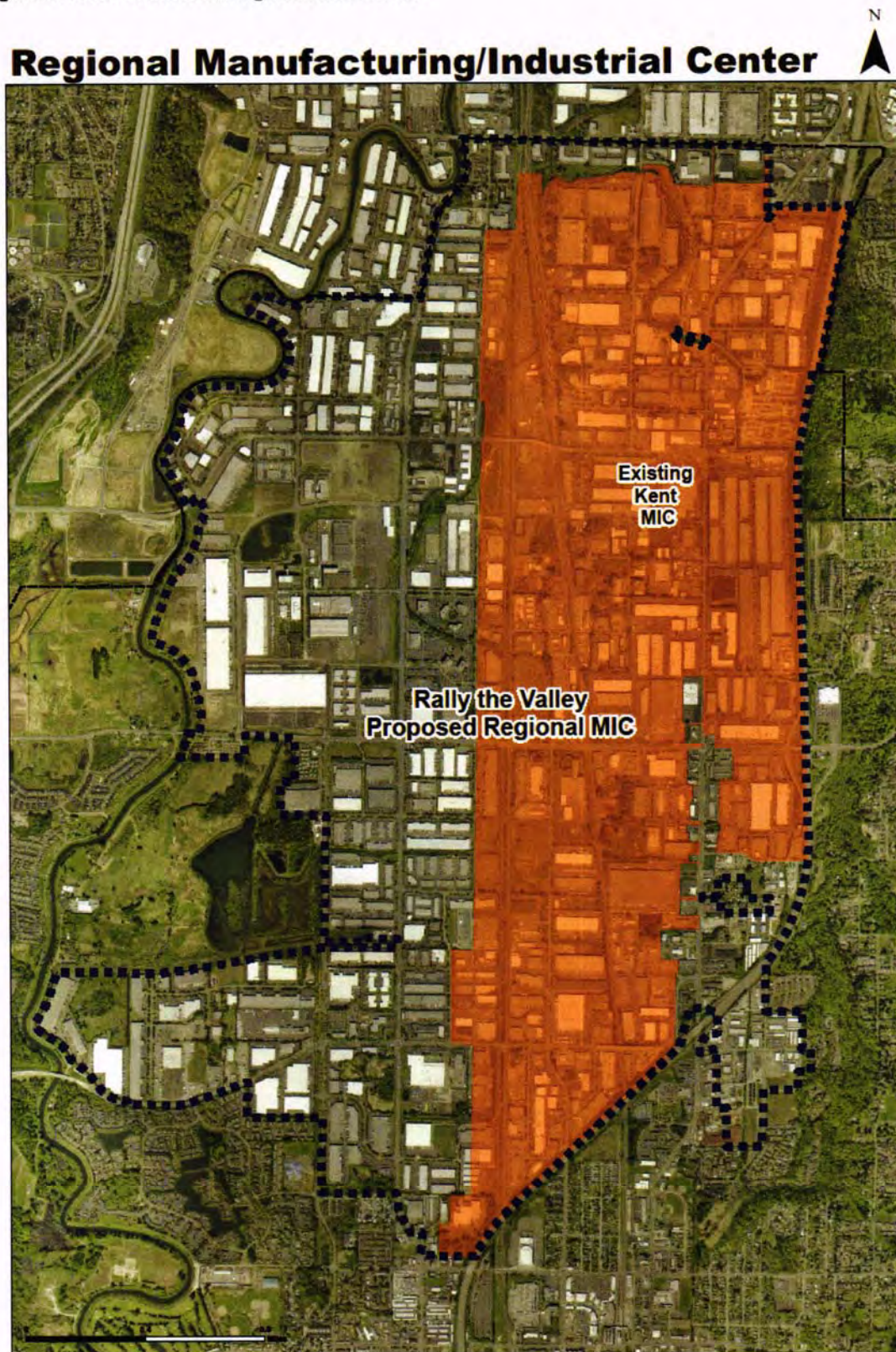
Manufacturing/Industrial Center-2

The Manufacturing/Industrial Center-2 is an area for manufacturing, industrial, and advanced technology uses; warehousing and distribution uses are also allowed. Other related and supportive uses, including offices and commercial uses are allowed, but are limited in scale by development standards. Basic urban design requirements apply in this land use designation to ensure positive worker experience, but they are balanced with goals of achieving cost-effective redevelopment.

Table 3. 2 Industrial Land Use Designations

Land Use	Allowed Zoning
Manufacturing/Industrial Center – 1 (MIC-1)	Light Industrial (I1)
Manufacturing/Industrial Center – 2 (MIC-2)	Medium Industrial (I2), Heavy Industrial (I3)

Figure 3. 1 Kent Manufacturing/Industrial Center



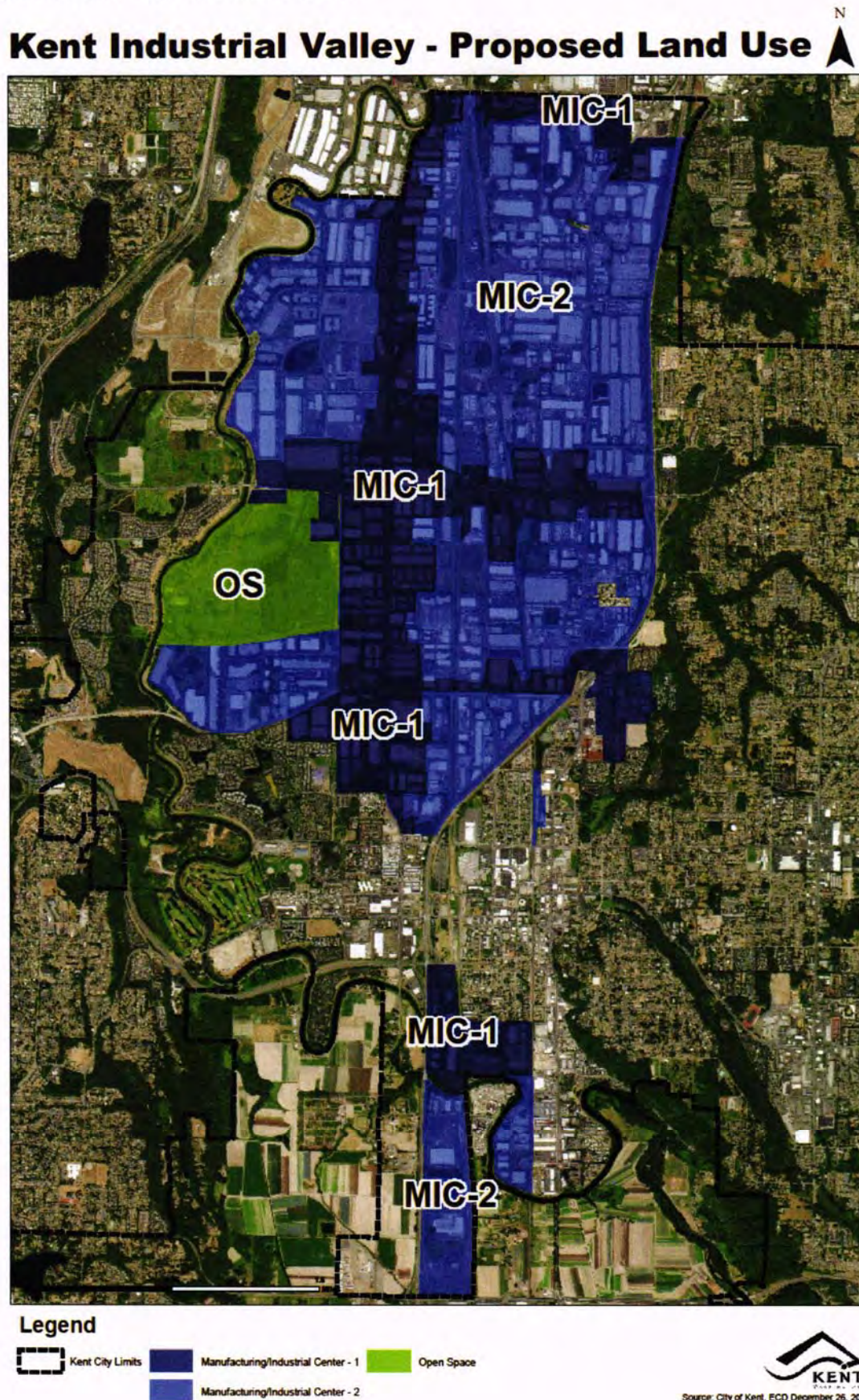
Legend

Kent City Limits Existing Kent MIC Proposed Regional MIC



Source: City of Kent, ECD February 5, 2020

Figure 3. 2 Kent Industrial Valley Land Use



New zoning districts will be established to replace the existing M1, M1-C, CM-1, M2, and M3 zoning districts. A proposed Zoning Districts Map is shown in Figure 3.3. The following intent statements describe the purpose and intended character of each of the proposed zoning districts:

I1 Industrial Business District

The Industrial Business district consists of areas of high opportunity for the City in terms of employment, revenue, and placemaking. High opportunity areas may exhibit a mix of characteristics such as high visibility from key transportation corridors, proximity to prominent gateways, adjacency to transit, commercial nodes, or residential districts, etc. The Industrial Business district is primarily intended to be an amenity-rich environment and to accommodate small- to moderate-scale industrial land uses with high employment density, such as light industrial, manufacturing, assembly, fabrication, industrial offices, prototyping, research and development, small-scale wholesaling, local distribution, and similar activities that generate few adverse operational impacts (e.g., noise, odor, truck traffic, etc.). Neighborhood scale uses such as food, retail, and services are encouraged in the Industrial Business District, as are multi-story buildings, master-planned business parks, and complexes with a mix of allowed uses. Because of its high-quality employment focus, development in the Industrial Business District is required to provide amenity space and attractive architectural design, to improve the daily experience for workers.

I2 Mixed Industrial

The I2 Mixed Industrial district is intended to accommodate a range of small-, moderate- and large-scale industrial uses and activities with moderate to high employment density. Uses appropriate for the I2 district include manufacturing, logistics, processing, industrial parks, and other industrial activities that may generate adverse operational impacts (e.g., noise, odor, truck traffic, etc.) beyond the subject property lines but can be largely mitigated. Because of its employment focus, the Mixed Industrial district has some amenity and architectural design requirements to improve the daily experience for workers, but these requirements are more flexible than those in the I1 district in order to facilitate cost-effective development and redevelopment.

I3 Heavy Industrial

The I3 Heavy Industrial district is primarily intended to accommodate large-scale, high-impact uses, including raw materials and metals processing, large-scale warehousing and distribution, and other activities that generate adverse operational impacts (e.g., noise, odor, truck traffic, etc.) often requiring significant movement of trucks or large vehicles, outdoor storage, or outdoor operational space within the site. Lands designated I3 may have access constraints or potential adverse impacts due to their proximity to rail lines or limited-access freeways.

Use tables in Kent's zoning code contain information about which uses are allowed in each zoning district. Although many industrial and manufacturing uses are operationally similar, Kent's current use tables draw fine distinctions between various types of manufacturing and other industrial uses based on specific inputs, products, and processes. In the context of modern environmental regulations, including Kent's own performance standards, nuisance regulations, and noise ordinance, which prevent offsite operational impacts on properties in Kent, these distinctions are redundant and fail to add value. They create barriers to potential development, and cause unnecessary work for permit applicants and Kent's planning staff. This plan proposes to collapse manufacturing categories by establishing new definitions based on operational characteristics, and rely on performance standards to ensure negative externalities are contained onsite.

Some uses, especially outdoor storage or outdoor warehousing, have negative externalities and make inefficient use of high-value industrial land as stand-alone operations. These uses almost always create negative visual impacts and make little contribution to the industrial fabric when not associated with another primary industrial use such as manufacturing, prototyping, or research and development. As outdoor storage uses, not currently defined as warehousing, they generate substantial trucking activity but are not subject to a square footage tax which applies to similar warehousing activities conducted indoors. This plan proposes to limit outdoor storage use in all of the industrial zoning districts to accessory-only, and establish maximum site area percentages that can be dedicated to outdoor storage with a lowest percentage in the I1 district. For existing outdoor storage or outdoor warehousing uses, the City will also explore options for establishing parity in taxation regardless of whether operations are conducted indoors or outside.

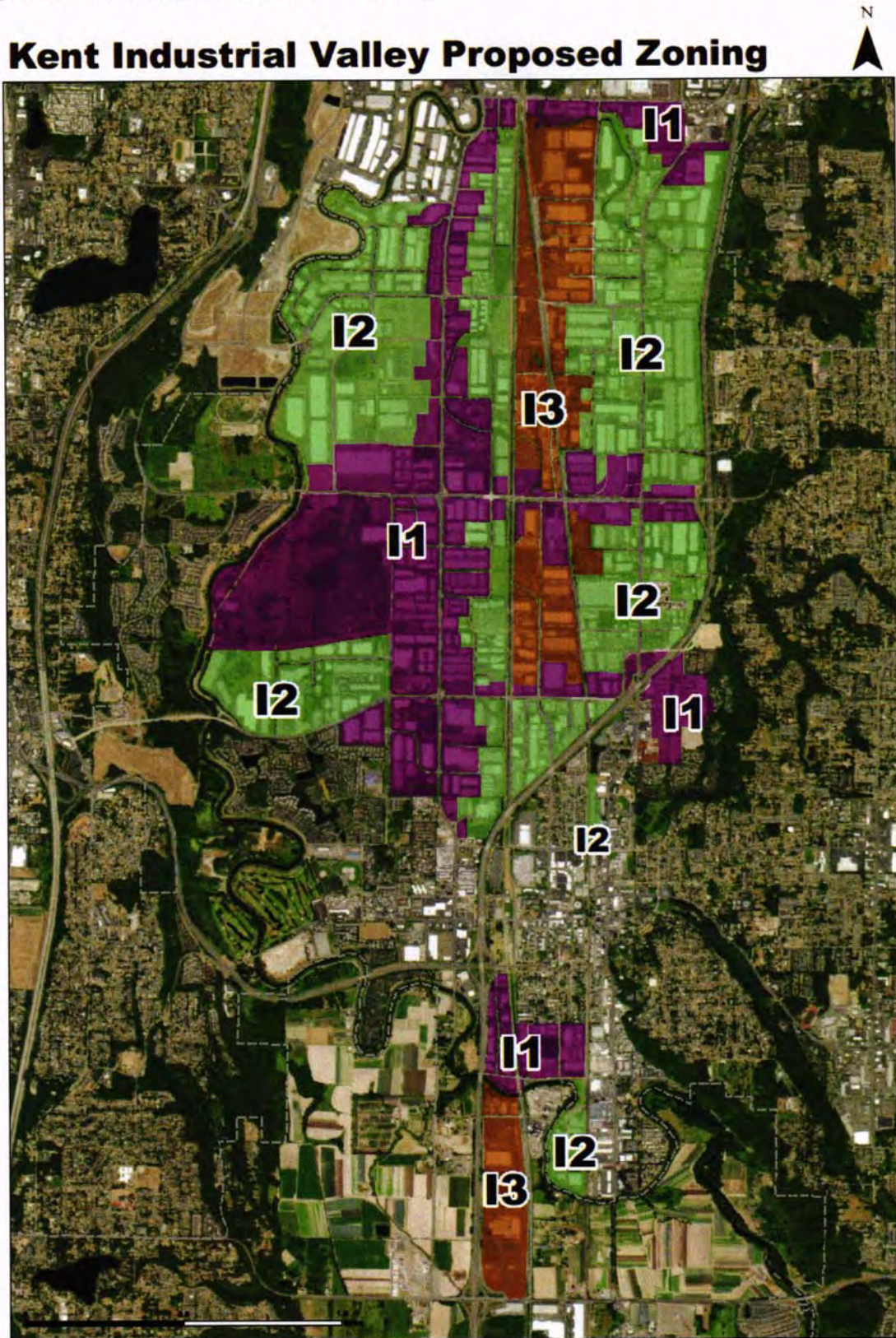
Other uses like transit operations and maintenance facilities are appropriate in some industrial areas but not others, and may require additional consideration through the conditional use process. With multiple operations and maintenance facilities planned in the coming years for King County Metro and Sound Transit, this plan considered the appropriateness of these facilities in Kent's industrial lands, and proposes to allow operations and maintenance facilities in the I3 district, and as a conditional use in the I2 district. Operations and Maintenance Facilities will not be allowed in the I1 district, as this district is envisioned as a high-opportunity, amenity-rich environment; a large operations and maintenance facility characterized by significant movement of equipment and transit vehicles, as well as 24-hour operations, would not be consistent with this vision.

Non-industrial uses like retail, commercial services, and office can serve as amenities for Kent's industrial workforce, and contribute to their growth and long-term success; however, given increasing property values and achievable retail lease rates, it is necessary to consider the risk that these uses could over time displace core industrial uses. Regional policies emphasize the need to strictly limit non-industrial uses to mitigate this risk. Zoning code amendments adopted to implement this plan will allow a wider mix of non-industrial uses, but will strictly limit them to 30,000⁴ square feet in order to maintain neighborhood scale, serving the immediate industrial area rather than drawing customers from elsewhere in the City or the region.

Residential uses, on the other hand, present a number of unique challenges in industrial areas. While many industrial uses have modernized to generate fewer offsite impacts, and MIC-1 lands within Kent's industrial lands and proposed MIC are envisioned as becoming similar to an office or business park environment, some externalities may remain due to existing allowed uses that render residential uses incompatible with industrial lands. For example, diesel emissions and particulate matter are disproportionately high in the Kent Valley due to significant truck activity. The high and increasing value of residential properties in the Puget Sound, particularly in areas with exceptional transportation access and proximity to metropolitan centers like Kent's industrial lands, also presents the risk that residential uses allowed in industrial areas could displace core industrial operations over time. Adopted regional policies speak to housing as an inappropriate use in regionally-designated manufacturing and industrial centers. Any changes to this policy or how it is applied in Kent's MIC will require discussion at the regional level. Kent has also undertaken an effort to develop a comprehensive housing plan. This effort will consider appropriate ways in which Kent can facilitate housing development to serve its industrial workforce while remaining consistent with multicounty and countywide planning policies.

⁴ (Easton & Owen, 2009)

Figure 3. 3 Kent Industrial Valley Proposed Zoning



Legend

I1 I3 I2



Source: City of Kent, ECO December 26, 2019

New definitions to be included in Kent's zoning code include:

Industrial uses: Activities that include production, testing, distribution, or repair of commodities or materials.

Manufacturing, assembly, and fabrication, heavy: The transformation of materials or substances into new products including additive or subtractive processes, construction, testing, and assembling of component parts, and the blending of materials such as lubricating oils, plastics, resins or liquors. Heavy manufacturing and fabrication are often characterized by the need for large outdoor areas in which to conduct operations, and typically result in environmental impacts beyond their own sites. This definition includes, but is not limited to: manufacture and fabrication of cement, brick, lime, gypsum, asphalt, and other manufacturing and fabrication uses as determined by the Economic and Community Development Director. This definition excludes slaughterhouses, manufacture of shellac, varnish or turpentine, paper, pulp, rubber from crude material, refining and/or manufacturing of petroleum products.

Manufacturing, assembly, and fabrication, medium: The transformation of materials or substances into new products including additive or subtractive processes, construction, testing, and assembling of component parts, and the blending of materials such as lubricating oils, plastics, resins or liquors. Medium manufacturing and fabrication is characterized by need for only very limited areas of outdoor storage and may create minor external environmental impacts during the conduct of operations, but most impacts are contained on-site. This definition includes but is not limited to manufacture and fabrication of automotive and aerospace vehicles and their parts, alcoholic products, paints, printing ink, leather goods, and other manufacturing and fabrication uses as determined by the Economic and Community Development Director. This definition excludes manufacture of hazardous substances, as well as slaughterhouses, manufacture of shellac, varnish or turpentine, paper, pulp, rubber from crude material, refining and/or manufacturing of petroleum products.

Manufacturing, assembly, and fabrication, light: The transformation of materials or substances into new products including additive or subtractive processes, construction, testing, and assembling of component parts, and the blending of materials such as lubricating oils, plastics, resins or liquors. Light manufacturing and fabrication is characterized by the use being contained within buildings, and materials or equipment used in production not being stored outside. Light manufacturing and fabrication activities do not generate external emissions such as smoke, odor, noise, vibrations or other nuisances outside the building. This definition includes but is not limited to manufacture and fabrication of food products, electronic components, office products, furniture, glass products, printing and publishing, and other manufacturing and fabrication uses as determined by the Economic and Community Development Director. This definition excludes manufacture of hazardous substances, as well as slaughterhouses, manufacture of shellac, varnish or turpentine, paper, pulp, rubber from crude material, refining and/or manufacturing of petroleum products.

Industrial Design

Perception of the Kent Valley, and Kent's industrial lands, is shaped by the physical environment. Visual cues can contribute to or detract from the Kent Valley's image as an attractive location for workers to seek employment and for businesses to invest. Over time, design standards that increase the aesthetic appeal of Kent's industrial lands are intended to attract forward-thinking businesses that are more sensitive to the settings in which they do business. Generally speaking, these are the businesses that rely more on people and creative ideas.

Successful businesses recognize that customers want quality. Aesthetic details like windows and creative design components such as enhanced entryways are visible measures of quality and they signal that businesses, the City of Kent, and other Kent Valley cities are invested in people's experience. Investments in quality can include people-centered site design techniques that orient workers and visitors within and through the site, and connect them to various transportation options, including transit and non-motorized modes. Deliberate and clearly defined connections to nearby amenities like parks, trails, and open space; and commercial services also helps define Kent's industrial lands as a place where people are welcome.

Large-scale trucking-intensive uses like distribution and warehousing (typically signified by large numbers of dock-high doors) impose externalities on the environment in which they are located. Impacts can be financial as well as opportunity costs; while it is well known that trucking activity causes wear and tear on roads and curbs, it is less commonly recognized that trucking-intensive uses also have visual and accessibility impacts. Large warehouse buildings with expansive loading docks, particularly those that run parallel to City streets, create long, unvarying blocks with few visual indicators of distance. This environment is disorienting for people who are on foot or traveling at less-than-highway speeds.

Additionally, as described above, manufacturing and industrial flex uses are typically found in smaller industrial buildings of less than 100,000 square feet. In order to ensure these design considerations are included in future industrial development, and that smaller spaces are preserved and continue to be built, Kent's industrial design standards will include specific provisions to require or incentivize small-scale industrial buildings. In the I1 district, large-format trucking-intensive uses will not be allowed unless they provide additional building or site design features to offset the impacts of their scale and trucking activity. These limitations will be tiered based on building size and potential impact. Also in the I1 district, due to its high-visibility and high-value access to key transportation corridors, truck courts will be required to be oriented perpendicular to high-priority street corridors and located only on one side of the building. This is intended to minimize the length of the large format building's unbroken street frontage and reducing their visual impact.

Consistent with the intent statements of the proposed zoning districts above, and the goal of improving the perception of value in the Kent's industrial lands, the design standards will require minimum fenestration, modulation, and other design components with particular emphasis on the I1 district. Given trends in high-value industrial markets toward multi-story warehousing and distribution buildings and emerging automation technologies, these standards should be reevaluated in the future to consider their application as these development trends become more relevant for Kent.

Challenges to New Development

There are relatively few vacant or redevelopable sites remaining in Kent's industrial lands. While there are a number of relatively small vacant sites located throughout the area, few developable sites exist with

common parcel ownership over five acres. Potential redevelopment of sites located throughout the Kent Valley, and in particular in Kent's industrial lands, can be constrained by the presence of "brownfields". The term "brownfield" refers to property on which expansion, redevelopment, or reuse may be complicated by the presence or potential presence of hazardous substances. To be redeveloped, these sites are likely to require environmental remediation, presenting challenges related to unknown cleanup costs, liability, and market challenges of industrial to industrial redevelopment. See Figure 3. 4, below for a map depicting vacant lands and brownfields in Kent's industrial lands.

Figure 3. 4 Vacant Lands and Brownfields

Vacant Lands and Brownfields



Legend

- | | |
|---|--|
|  Kent City Limits |  Brownfields (approx. 152 acres total) |
|  Kent Industrial Lands |  Vacant Lands (approx. 272 acres total) |



Source: City of Kent, ECD February 3, 2020

Redevelopment and Tenant Improvements

As described above, few opportunities exist for new development of industrial lands; therefore, most future development will tend toward improvement and redevelopment of existing properties. Complex design standards present a challenge to planning departments in determining their application for existing buildings. Some design elements can be costly, so it is not always appropriate to apply 100% of the design standards to all building permits related to tenant changes submitted to planning services.

This plan proposes a tiered approach to applying the design standards based on building valuation. For each tier of building value, or improvement value, a percentage of that value will be required to be invested in building and site design elements from the design standards.

References

- Community Attributes, Inc. . (2019). *Kent Valley Supply Chain Management Sector Analysis - Economic Impacts and Workforce Analysis*. City of Kent.
- ECONorthwest; Mackenzie. (2019). *Kent Industrial Lands Market Analysis and Industrial Site Design Analysis*. City of Kent.

Chapter 3 Action Items

1. Amend MIC boundaries to include the largest contiguous area of Kent's industrial lands, and pursue amendments to CPPs and MPPs to reflect this change
2. Amend land use plan map to include two industrial land uses: MIC-1 and MIC-2
3. Amend zoning districts map and zoning code to replace M1, M1-C, CM-1, M2, and M3 with I1, I2, I3
4. Amend zoning use tables to simplify manufacturing definitions
5. Amend zoning use tables to prohibit outdoor storage other than accessory uses, with maximum site percentages in the I1, I2, and I3 zoning districts.
6. Amend zoning use tables to allow transit operations and maintenance facilities in the I3 zoning district, and in the I2 district as a conditional use
7. Amend zoning use tables to allow non-industrial uses at neighborhood scales to serve as amenities and support industrial uses
8. Establish tiered dock-door to square footage ratios for industrial buildings to preserve and promote smaller-scale industrial development, with elective design and amenity options to increase ratios
9. Establish design standards to elevate urban design in Kent's industrial lands by requiring fenestration, modulation, and site design requirements that mitigate visual impacts and non-motorized accessibility challenges of large development
10. Establish tiered approach to application of design standards for redevelopment
11. Complete housing plan, including assessment of housing needs and opportunities for industrial workforce

Chapter 4 Infrastructure and Transportation

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Transportation

Kent's landscape is dominated by three distinct geographic features: a flat river valley oriented north to south formed by the Green River, and two steep hills rising to the east and west – Kent's East Hill and West Hill. The Valley, characterized by flat terrain with scattered wetland areas, serves as an ideal transportation corridor for freeways, rail lines, transit, surface streets, and non-motorized routes; steep inclines approaching the East Hill and West Hill tend to present challenges to east-west connections traversing the valley, particularly for non-motorized transportation.

Kent's access to regional transportation networks is its most often-cited competitive advantage, particularly in reference to freight distribution and commuter networks. Significant state and regional transportation assets serve all transportation modes in Kent, connecting Kent to neighboring communities, metropolitan centers to the north and south, as well as to distribution networks to and from Seattle-Tacoma International Airport and the Ports of Seattle and Tacoma.

Highways and Freight Corridors

One interstate (I-5) and three limited access freeways (SR-167, SR-18, and west of the Union-Pacific Railroad on SR-516) provide freight mobility in the City of Kent. Interstate-5 on Kent's West Hill and SR-167 in the Kent Valley run north-south, and the SR-516 runs east-west. SR-18 passes just southeast of the City limits. In addition, several principal arterials traverse the City providing mobility for people and freight.

East-west principal arterials:

- S 212th Street from the western city limits to 108th Ave SE
- E James/S 240th/SE 240th Street from SR 181 to 132nd Ave SE
- W Smith Street/Canyon Drive/SE 256th Street/SE Kent-Kangley Road/SE 272nd Street/SR-516 from Central Avenue S to SR-18
- W Willis Street from 4th Avenue N to Central Avenue N
- S 272nd Street/S 272nd Way/S 277th Street/SE 274th Way from SR-99 to 151th Avenue SE

North-south principal arterials:

- SR-99 from S 272nd Street to Kent Des Moines Road/SR-516
- Washington Avenue N/W Valley Highway/68th Avenue SSR-181 from Kent Des Moines Road/SR-516 to S 180th Street
- 116th Avenue SE from 114th Ave SE to SE Kent-Kangley Road
- Central Ave N/S from W Smith Street to W Willis Street

These corridors are vital to freight transportation, which remains an important part of the Kent Valley economy. The WSDOT Freight and Goods Transportation System (FGTS) quantifies freight movement based on the gross annual tonnage. The highest classification, T-1, indicates that 10 million or more gross annual tonnage of freight utilizes the corridor in a year, and the second highest classification, T-2, indicates between 4 million and 9.99 million gross annual tonnage of freight utilizes the corridor in a year. These classifications are eligible for grant funding from the Freight Mobility Strategic Investment Board (FMSIB). T-1 and T-2 corridors in the Kent Valley are listed below:

- S 212th Street from the western city limits to SR-167 (T-1)
- SR-167 (T-1)
- W Valley Highway/68th Avenue S/SR-181 from S 228th Street to S 180th Street (T-1)
- 84th Avenue S/E Valley Highway from SR-167 to S 196th Street (T-1)
- S 196th Street from 80th Avenue S to 84th Ave S/E Valley Highway (T-1)
- SW 43rd Street BNSF Railroad to SR-167 northbound on-ramp (T-1)
- S 272nd Street/S 272nd Way/S 277th Street from I-5 to 83rd Avenue S/Central Avenue S (T-2)
- Kent Des Moines Road/W Willis Street/E Willis Street/SR-516 from SR-99 to Central Avenue S (T-2)
- W James Street from 4th Avenue N to Central Avenue N (T-2)
- S 228th Street/Veteran Drive/83rd Avenue S from Military Road S to 84th Ave S (T-2)
- Washington Ave N/68th Avenue S/W Valley Highway/SR 181 from S 277th Street to S 228th Street (T-2)
- 64th Avenue S from S 228th Street to S 216th Street (T-2)
- 76th Avenue S from S 228th Street to S 212th Street (T-2)
- 84th Avenue S/Central Avenue S from the southern city limits to SR 167 (T-2)
- Canyon Drive/SR-516/SE 256th Street from Central Ave S to 104th Avenue SE (T-2)

- S 196th Street/Russell Road S from western city limits to 80th Avenue S
- E Valley Highway from S 196th Street to northern city limits (T-2)
- S 180th Street from SR-181 to BNSF Railroad (T-2)
- 80th Avenue S from S 196th Street to SW 43rd Street (T-2)

An estimated 9% of all truck trips entering or exiting the ports of Seattle and Tacoma and Sea-Tac International Airport either originate or are destined for locations in the Kent Valley¹; this includes import cargo coming from overseas and export cargo destined for Asia and other markets.

As the second largest distribution center on the West Coast, the Kent Valley is seeing rapid growth in new large-scale warehousing and distribution centers as e-commerce continues to transform the way people buy and sell goods. Due in large part to its access to freeways, and proximity to the Port of Seattle, Port of Tacoma, Sea-Tac Airport and the large customer base in the Greater Seattle Area, the Kent Valley enjoys a competitive advantage in fulfillment and distribution of online orders. E-commerce firms have leveraged the Valley's advantages in recent years, most notably Amazon, which has opened 2,731,700 square feet of warehouse space in the Kent Valley since July 2014, but also other e-commerce giants such as Target and Wayfair. Amazon's push for same-day delivery has raised the standard for shipping online orders and increased demand for warehouses close to Seattle consumers.

The cost to build and maintain freight infrastructure is high: studies show that a single truck trip generates more than 400 times more damage to city streets than a single average passenger vehicle.² Kent's regional Manufacturing and Industrial Center designation places Kent in a position to receive regional grant funding for freight-supportive projects within, or directly serving the designated MIC. Only a portion of Kent's industrial lands are designated MIC; to fully capitalize on available regional funds, Kent proposes to expand its MIC boundaries to include all of its lands designated for industrial use. What such funding sources do not address are opportunity costs; wide turning radii and expansive streets with wide lanes make pedestrian movement difficult and limit placemaking opportunities. Projects to mitigate the negative externalities of freight infrastructure should also be part of the regional funding program, and Kent will advocate at a state and regional level for these projects to be considered. This will require Kent to quantify the economic benefits of distribution and logistics operations in Kent, which are shared regionally, to make the case for equivalent regional cost-sharing.

Generally, transportation funding mechanisms available are tied to vehicle congestion and system expansion, including expenditure of state-authorized traffic impact fees (TIF), which are paid by a developer based on the number of vehicle trips a project is expected to generate. Given that Kent's freight network is largely built-out, its greatest need is for ongoing maintenance. The need also exists for reinvestment in existing streets using construction techniques that extend the useful life of road infrastructure and reduce long-term life cycle costs, concrete roads being a notable example.

A challenge to Kent's TIF model is its methodology for calculating fees. Currently, Kent's TIF program is based on the number of vehicle trips generated by a given land use during the PM peak hour. Trucking-intensive uses generate most trips outside of this PM peak hour, and so are not typically accounted for in congestion-based counts. This results in a lower trip generation rate, and therefore lower TIF, for uses like warehousing and distribution, despite their disproportionately heavy use of City infrastructure. Uses generating greater numbers of passenger vehicles during the PM peak hour, such as manufacturing,

¹ (Community Attributes, Inc. , 2019)

² (Lindeke, 2016)

assembly, or other industrial operations with high employment-density pay higher TIF rates. The City will improve its data collection to document these disparities. It will also explore ways to reduce fees for high employment-density uses within the impact fee framework imposed by state law, particularly when they are combined with other uses such as retail, service, or supportive industrial uses that could retain trips onsite.

Kent's current TIF model exclusively relies on vehicle congestion to determine capacity, which excludes non-motorized and transit-related projects from the TIF project list. These projects can help to achieve mode-shift goals, and reduce road congestion while also increasing throughput capacity. The City will seek ways to recognize the role of non-motorized and transit projects in increasing transportation system capacity, and include capacity projects for all modes in the TIF project list.

In addition to impact fees, other state-authorized infrastructure financing tools were discussed throughout the Rally the Valley process, and included Local Improvement Districts, Community Facilities Districts, Community Revitalization Financing, Transportation Benefit Districts, and the like. These tools are cataloged and assessed in Appendix C, Infrastructure Funding Memo. While each tool has potential to aid in reducing the cost burden for the City, none is well suited to solve the City's financial problems. As an example, Local Improvement Districts cannot be used for ongoing maintenance costs, nor even capital projects that would reduce long term maintenance costs such as concrete roads. Community Revitalization Funding, which authorizes local governments to retain a higher percentage of sales tax to pay for infrastructure improvements within a targeted area, may be an appropriate tool over the long term, but requires significant partnership with other taxing jurisdictions and will likely be slow to produce revenue.

At an Advisory Panel meeting focused on financial issues, discussion included a special fee or tax on dock-high doors, as well as new user fees for trucking companies as a sort of special taxation. While this idea had been considered in one other Washington municipality (Frederickson), the City currently lacks the authority to impose these types of new fees or taxes without changes to state law. Legislative changes such as would be needed to impose a new type of taxation would depend on a very large political coalition and potentially take many years to accomplish; it is therefore inappropriate as a central tenet to achieving the strategic objectives of optimizing land use for the City's fiscal benefit. However, Kent will support such efforts should they become politically viable in the future.

Ultimately, reducing the City of Kent's cost burden related to infrastructure will be severely limited by state-imposed taxation regulations. The City intends to pursue every possible tool through the creation of project lists that meet the requirements of available tools; the pace of this ongoing work will be dependent on all the transportation planning processes the City engages in, including the Transportation Master Plan.

Rail Transportation

Two heavy rail lines owned by Union Pacific Railroad (UPRR) and BNSF Railway Company run north-south through the geographic center of Kent's downtown and Kent Valley industrial lands. The rail lines convey freight, as well as Sound Transit (Sonder) commuter trains and Amtrak passenger rail service. With about 68 trains transitioning through Kent on BNSF rail lines each day, and 8 on UPRR, Kent Valley commuters and visitors frequently express frustration over impacts to east-west traffic flow on surface

streets due to trains crossing (or malfunctioning crossing gates). Sounder trains in particular cause frequent congestion downtown due to operational limitations requiring the trains to protrude into Smith Street during passenger loading at Kent Station.

In addition to heavy rail in the Valley, two new light rail connections are also coming to Kent in 2024 as part of Sound Transit's Federal Way Link Extension project. The extended route will connect Angle Lake Station in SeaTac to new stations on Kent's West Hill at Kent-Des Moines Road near Highline College (Kent's Midway subarea) and at South 272nd Street at the City's border with Federal Way.

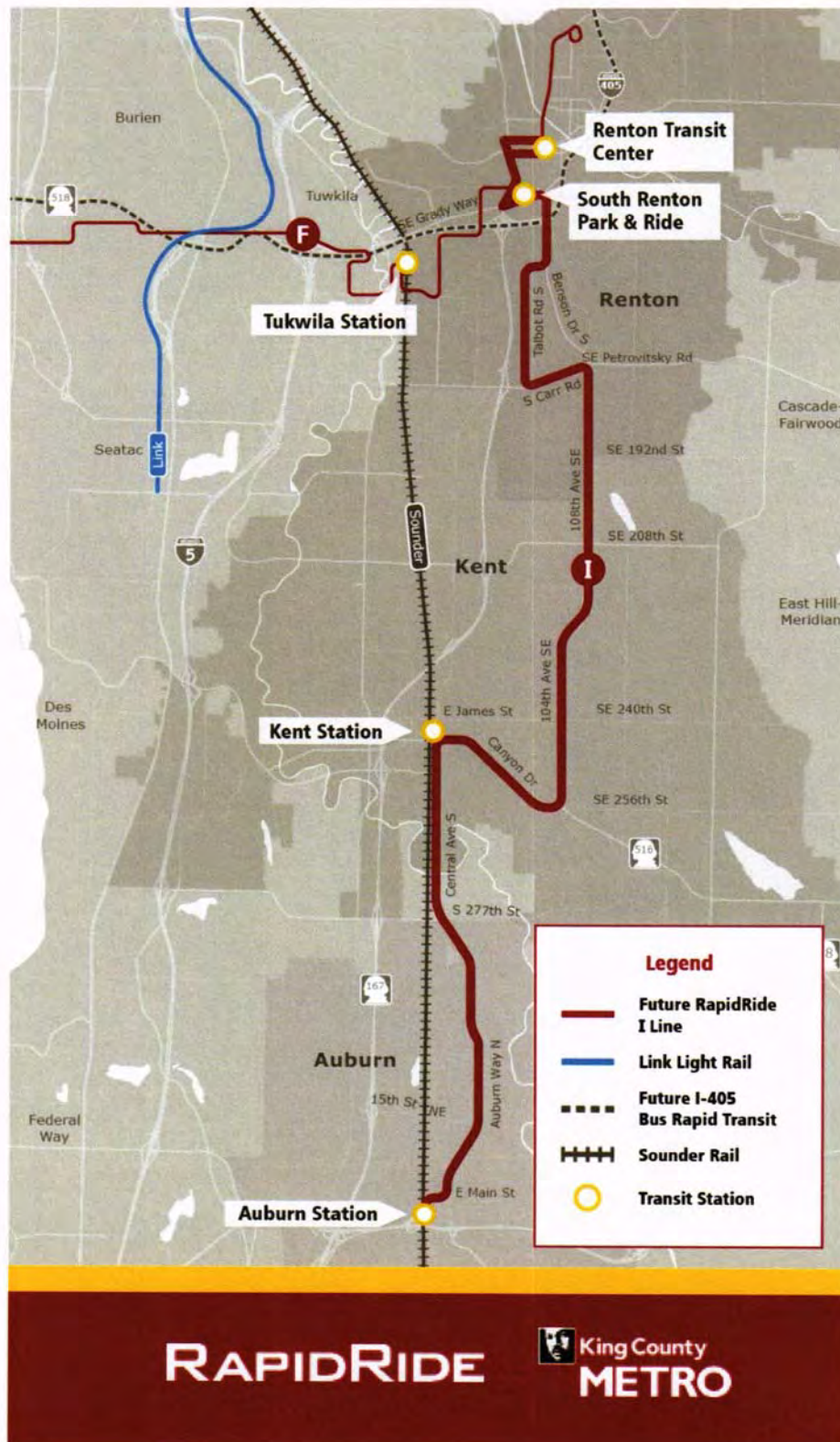
Bus Transit Service

Both King County Metro and Sound Transit operate bus transit service in Kent, with significant expansion planned over the next five years to respond to increasing demand for frequent service, in line with King County Metro's long-range transit plan, Metro Connects. Near-term expansion projects serving the Kent Valley include an upgraded, integrated mobility network with fixed-route, flexible services and a new frequent route between Renton, Kent, and Auburn that will be upgraded to the RapidRide I Line in 2023. The RapidRide I Line is expected to run from Auburn Station to Kent Station primarily on Auburn Way N, similar to existing route 180 service; from Kent Station it will likely follow Canyon Drive SE to the Benson Highway (104th Ave SE/108th Ave SE) and into Renton.

Some anticipated changes planned for 2020 include:

- Added service frequency to routes 105, 148, 164, 166, 168, 183, 906, 917, and 180
- Pathway changes for routes 102, 148, 166, 168, 181, 190, 192, 906, and 915
- Restructuring routes 158, 159, 169, 180, 186, 910, 916, and 917
- New routes 160, 161, 162, 184, and 914
- Eliminating routes 908, 913, 952

Figure 4. 1 Rapid Ride I-Line Representative Alignment



King County Metro is targeting new transportation options for the Kent Valley, citing its critical role as the fourth-largest center for manufacturing and distribution in the U.S. The new Community Connections program recognizes that many industrial workers have schedules that prevent them from using existing bus service, and that the Valley's terrain and pedestrian environment present challenges for the area's diverse and growing workforce getting to or from their jobs. New transportation services coming to the Kent Valley include:

Community Ride: Community Ride is an on-demand public transportation service that operates within a specified service area during a specific time. The Community Ride service area would include the East Hill and Meridian neighborhoods and areas within the Kent Valley and Kent Station. This service would be available daily from 5 a.m. to 7 p.m. Customers would schedule rides with the Community Ride phone app on their phones or by calling a dispatch number. Riders would be picked up by accessible 8-10 passenger transit vehicles driven by paid drivers employed by a King County Metro vendor, and would pay a regular Metro fare using ORCA, cash, valid paper transfer, or mobile ticket.

Community Shuttle: Community Shuttle is a smaller Metro route that includes both a fixed-route section, with regular stops, and flexible-service stops for which riders call ahead to schedule a pick-up or drop-off. Riders pay a regular Metro fare using ORCA, cash, valid paper transfer, or mobile ticket. A Community Shuttle route would operate on evenings and weekends when other Metro bus service through the valley is less available. The route would connect Renton Transit Center and Kent Station to certain work sites in the Kent Valley. Flexible service stops requiring a reservation could include other work sites in the Kent Valley.

Vanpool LIFT: Vanpool LIFT enables qualified Vanpool riders to pay a reduced fare for a Vanpool. A Vanpool is a group of five or more people who share a similar commute. For example, they could be co-workers, friends, or neighbors. Each group has at least two volunteer drivers plus a volunteer bookkeeper to track mileage, ridership and fares. Fares are based on mileage, number of riders and size of van. On average, vanpooling saves participants \$6,000 each year compared to driving alone. Riders with low incomes can qualify for Vanpool LIFT if they qualify for ORCA LIFT (see table below) and if their employer does not offer a transportation subsidy. Qualifying participants can participate in a Vanpool group at a discounted fare (up to 50%). For this pilot, Vanpool groups must serve a worksite within the Kent Valley.

Non-motorized Transportation

A regional multimodal non-motorized trail network comprised of the Green River Trail, Interurban Trail, Puget Power Trail, and various connector segments spans the valley floor generally north to south, linking Kent to Tukwila and Renton to the north and to Auburn, Pacific, and Algona to the south. Portions of the trail network – the Interurban Trail – are owned by Puget Sound Energy, operated as regional trails by King County Parks, and maintained by Kent Parks, while others – the Green River Trail and connectors – are owned and managed by City of Kent Parks Department.

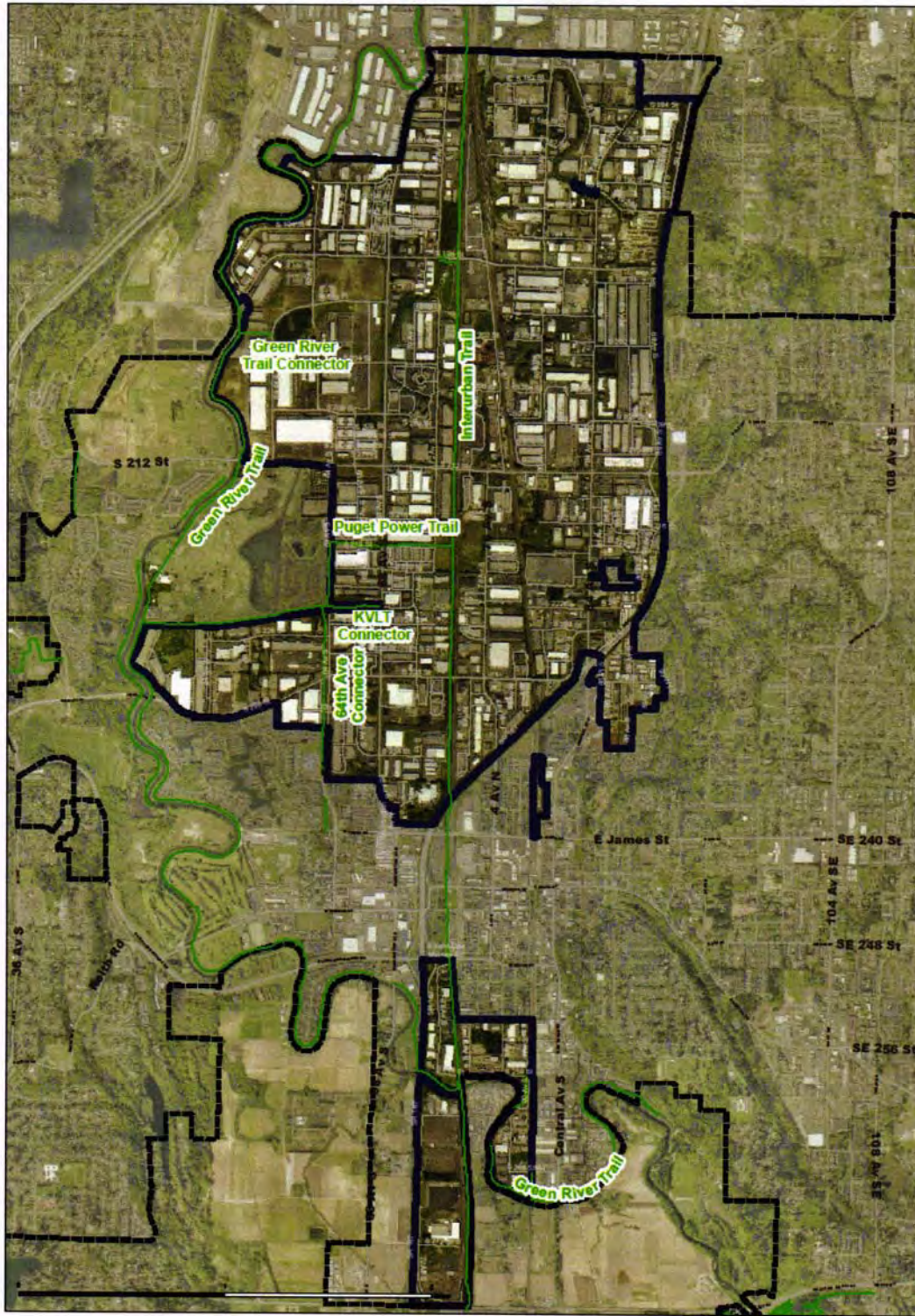
A companion study to this plan, the Regional Trails Opportunity Study, focused specifically on maximizing the recreation, placemaking, and transportation utility of the regional trail system within the Kent Valley. The Interurban and Green River Trails represent significant public investment and opportunities to provide transportation choices and amenities for Kent Valley workers. The trails are geographically well-suited to

complement the growing transit network in the Kent Valley, and their strong linkages to Valley businesses also provide the basis for mutually beneficial public-private partnerships, as access to a high-quality trail system can be a valuable asset for businesses seeking to elevate their image for employee recruitment and retention.

The Kent Valley segments of the regional trails system require capital investment to reach their full potential and overcome existing challenges, including safety, visibility, and cleanliness concerns. The Regional Trails Opportunity Study shows ways to reposition the Kent Valley regional trails as safe and welcoming, and as vital components of the Valley's transportation network. Most businesses have installed physical and visual barriers between their properties and the trails, particularly those businesses along the Interurban Trail, so solutions that include partnerships with businesses and future property redevelopment will be especially important. The study emphasized enhancements to crossings and trail entrances and gateways to improve safety, visibility, and accessibility. In particular, strategies like signage and wayfinding can serve to orient people to significant non-motorized routes, including the Interurban and Green River Trails, as well as other amenities like parks, natural areas, and commercial services.

Figure 4. 2 Kent Valley Regional Trails

Kent Industrial Valley Regional Trails



Legend

- Kent City Limits
- Kent Valley Regional Trails and Connectors
- Kent Industrial Lands



Source: City of Kent, ECO February 3, 2020

In the Kent Valley, local and regional investments have historically favored projects that increase the efficiency of trucking and freight movement. While beneficial for the movement of goods, this focus on freight has resulted in an environment where pedestrians often feel disoriented by the scale of the streetscape. For example, street crossings in the Valley can span seven lanes and distances between marked crossings can be 1,800 feet or more.

Many of the surface streets in the Kent Valley have sidewalks or bicycle facilities, but the network is incomplete with significant gaps, in some cases near large employers where a sidewalk could connect hundreds of employees to nearby transit stops. Where non-motorized facilities are present, they often fail to account for the impact of proximal truck movement and the level of traffic stress can be high. For example, few bicycle lanes in the Valley are sufficiently protected or buffered to achieve an LTS rating of greater than 4³; cyclists or pedestrians are typically directly adjacent to truck traffic traveling at speeds greater than 35 miles per hour.

Insufficient lighting and comfort and safety of transit stops is also a concern for non-motorized travelers and transit-users, particularly during the winter months when many industrial workers find that both ends of their commute happen outside of daylight hours. Rally the Valley revises design standards to require or encourage enhanced pedestrian-scale lighting at building entrances, and proposes partnership with King County Metro and other transit providers to improve lighting and transit user experience at bus stops in the Kent Valley. Kent will facilitate and incentivize through elective design standards partnerships between King County Metro and business owners to install custom bus shelters wherever possible.

A 2019 survey of employees in the Kent Valley demonstrated that 90% drive to work, and many prefer it that way. However, 50% of survey respondents stated they would choose other modes if other options were safe and convenient. More than twice as many people would use transit if it were a convenient and safe option, and 50% more people would bike to work⁴. Kent will invest in transit and non-motorized transportation infrastructure in order to achieve mode-shift goals in Kent's industrial lands, as described below in Table 4. 1.

Table 4. 1 Mode Shift Goals

MODE	CURRENT	2035 GOAL
DRIVE ALONE	90%	50%
CARPPOOL	14%	20%
TRANSIT	9%	25%
COMPANY SHUTTLE	4%	10%
WALK	4%	5%
BICYCLE	10%	15%

*These percentages total greater than 100% due to multiple modes being used for the same trip.

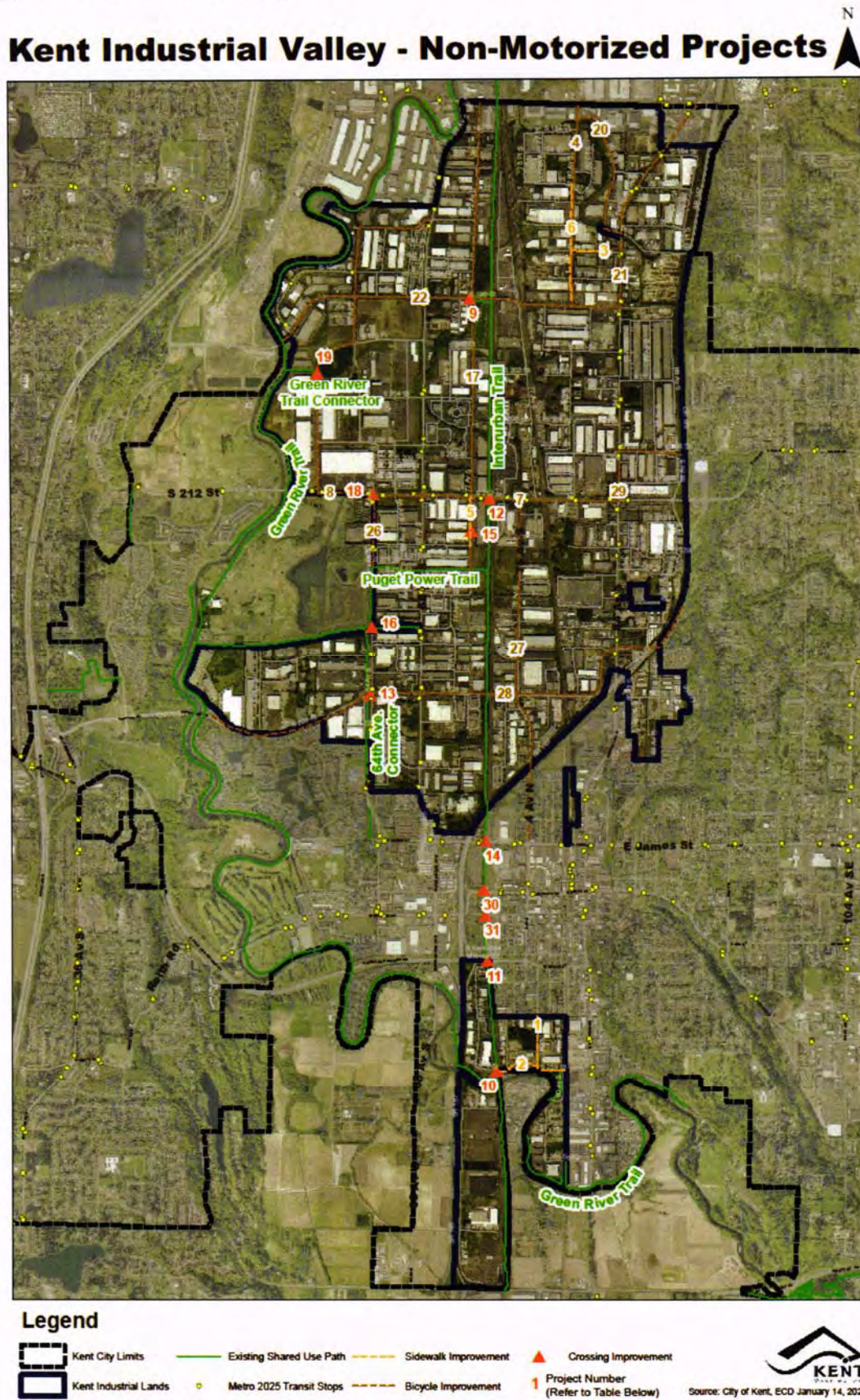
**These figures will be reviewed as part of the 2020 Transportation Master Plan update and may be revised as further data is considered.

³ Refer to Kent's Transportation Master Plan for more information about LTS.

⁴ Refer to 2019 Rally the Valley Employee Survey Results report for more information. (City of Kent, 2019)

The map below, Figure 4. 3, shows planned projects to improve the non-motorized network in the Kent Valley to better serve the industrial workforce.

Figure 4. 3 Non-Motorized Projects



PROJECT #	PROJECT TYPE	LOCATION	DESCRIPTION
1	Sidewalk Improvement – Both Sides	3 rd Ave. S	Install new sidewalk on east and west sides of 3 rd Ave. S between W Overlock St. and S 259 th St. to connect south of downtown industrial businesses to Green River Trail and downtown.
2	New Trail Connection	S 259 th St	As part of the Milwaukee 2 levee and UPRR bridge construction project, install new trail segment connecting the Interurban Trail and Green River Trail segments on S 259 th St. between 1 st Ave. S and 5 th Ave. S. Connect trail segment to existing sidewalk on north side of S 259 th St. between 3 rd Ave. S and Central Avenue to facilitate access to transit on the Central Ave. corridor. This project should be coordinated with Kent Public Works, Kent Parks, King County Parks, and King County Flood Control District.
3	Sidewalk Improvement – Both Sides	S 192 nd St	Install new sidewalk on north and south sides of S 192 nd St. between 80 th Ave. S and existing sidewalk facilities (650ft. east of 80 th Ave. S) to connect employers on 80 th Ave S to transit stops on Central Ave.
4	New Bicycle Facility	80 th Ave S	Install new LTS-3 bike facility between S 180 th St. and S 196 th St.
5	Sidewalk Improvement – West Side and New Crossing	72 nd Ave S	Install new sidewalk on west side of 72 nd Ave. S between S 212 th St. and S 216 th St. to connect major employers to transit on W Valley Hwy and S 212 th St., and install new crosswalk between jointly-operated facilities.
6	Sidewalk Improvement – Both Sides	80 th Ave S - South Segment	Install new sidewalk on east and west sides of 80 th Ave. S between S 186 th Pl. and existing facilities north of S 196 th St. to connect major employers to transit stops on S 180 th and to transit stops on E Valley Hwy/84 th Ave. S.
7	Bicycle Facility Improvement	S 212 th St. – East Segment	Improve level of traffic stress (LTS) on existing bicycle facility from 68 th Ave. S to 84 th Ave. S to LTS-1 by building buffered or separated bicycle facility.
8	New Bicycle Facility	S 212 th St. – West Segment	Build new LTS-1 bike facility connecting existing S 212 th St bicycle facility, Interurban, and Green River Trail from 72 nd Ave. S to the Green River Trail.
9	Crossing Improvement	S 196 th St. and 72 nd Ave. S	Improve crossing safety and visibility by installing high-visibility crosswalk, yellow pedestrian crossing signs, and other safety infrastructure as appropriate.
10	Crossing Improvement and New Sidewalks	S 259 th St. and Interurban Trail	Improve crossing safety and visibility by installing RRFB, street lights or other illumination, high-visibility and/or raised crosswalk and other safety infrastructure as appropriate. Install sidewalks with ADA-compliant ramps on both sides of crosswalk to formalize trail approaches and driveway to parking lots on north and south sides.
11	Crossing Improvement	Willis St. and Interurban Trail	Improve crossing safety and visibility by installing high-visibility crosswalk, yellow pedestrian crossing sign, and other safety infrastructure as appropriate. This project should be coordinated with construction of the Naden Ave. entrance to Willis.
12	Crossing Improvement	S 212 th St. and Interurban Trail	Improve crossing safety and visibility by installing high-visibility crosswalk, yellow pedestrian crossing signs, and other safety infrastructure as appropriate. Install vertical planters on median, with consideration for FHWA requirements for break-away or barrier-protected installations.
13	Crossing Improvement	S 228 th St. and 64 th Ave. S Connector	Realign the 64 th Ave. S Connector Trail entrances on 64 th Ave. S and S 228 th St. to connect directly to the signalized crosswalk. Widen and install high-visibility crosswalk and expand triangular pedestrian refuge island to meet ADA standards. Install other safety infrastructure as appropriate.
14	Crossing Improvement	W James St. and Interurban Trail	Improve crossing safety and visibility by installing high-visibility crosswalk and other safety infrastructure as appropriate.

15	New Crossing	72 nd Ave. S – Midblock	Install new midblock crosswalk on 72 nd Ave. S between S 216 th St. and S 212 th St. to accommodate high volume of pedestrian crossings between facilities under shared ownership. Install high-visibility crosswalk with RRFB.
16	Crossing Improvement	64 th Ave. S and Puget Power Trail	Improve crossing safety and visibility by installing high-visibility crosswalk, pedestrian refuge median, and RRFB, and other safety infrastructure as appropriate.
17	New Bicycle Facility	72 nd Ave. S – S 196 th St. to S 220 th St.	Install new one-way bicycle lanes on the east and west sides of 72 nd Ave S between S 180 th St. and S 228 th St.
18	Crossing and Lighting Improvement	S 212 th St. and 64 th Ave S	Improve crossing safety and visibility by increasing intersection illumination and installing high-visibility crosswalk, pedestrian refuge median, and other safety infrastructure as appropriate.
19	New Crossing	59 th Pl S at Boeing Ponds and Green River Trail Connector	Install new RRFB and high-visibility crosswalk between Green River Connector trail and Boeing Ponds stormwater facility and Earthworks Tour wayfinding markers.
20	New Bicycle Facility	80 th Pl S	Install new LTS-3 bicycle facility between 80 th Ave. S and 84 th Ave. S/Central Ave.
21	New Bicycle Facility	84 th Ave. S/Central Ave.	Install new LTS-3 bicycle facility between S 180 th St. and S 196 th St.
22	New Bicycle Facility	S 196 th St.	Install new LTS-3 bicycle facility between Russell Rd. and 84 th Ave. S/Central Ave.
23	Programmatic	Citywide	Develop and implement regional trail lighting program. Identify and coordinate with private property owners to install lighting fixtures on private property and building façades abutting regional trails.
24	Programmatic	Citywide	In cooperation with private property owners and King County Metro, establish procedures and standard maintenance agreements for installation of custom bus shelters serving major employers.
25	New Bicycle Facility	59 th Pl S - S 212 th St. to 68 th Ave. S	Install new LTS-3 bicycle facility on 59 th Pl S, 62 nd Ave. S, and S 190 th St. between S 212 th St. and 68 th Ave. S.
26	New Bicycle Facility	64 th Ave. S - 212 th to Puget Power Trail	Install new LTS-3 bicycle facility on 64 th Ave. S between Puget Power Trail and S 212 th St.
27	New Bicycle Facility	76 th Ave. S - 212 th to Downtown	Install new LTS-3 bicycle facility on 76 th Ave S/4 th Ave. S from S 212 th St. to Downtown.
28	New Bicycle Facility	S 228 th St.	Install new LTS-3 bicycle facility on S 228 th St. from Russell Rd. to 88 th Ave. S
29	New Bicycle Facility	84 th Ave. S/ S 209 th St.	Install new LTS-3 bicycle facility on 84 th Ave. S and S 209 th St. from 212 th St. to the SR-167 bridge, connecting to LTS-2 facilities on east side of bridge.
30	Crossing Improvement	W Smith St. and Interurban Trail	Improve crossing safety and visibility by installing high-visibility crosswalk and other safety infrastructure as appropriate.
31	Crossing Improvement	W Meeker St. and Interurban Trail	Improve crossing safety and visibility by installing high-visibility crosswalk and other safety infrastructure as appropriate.

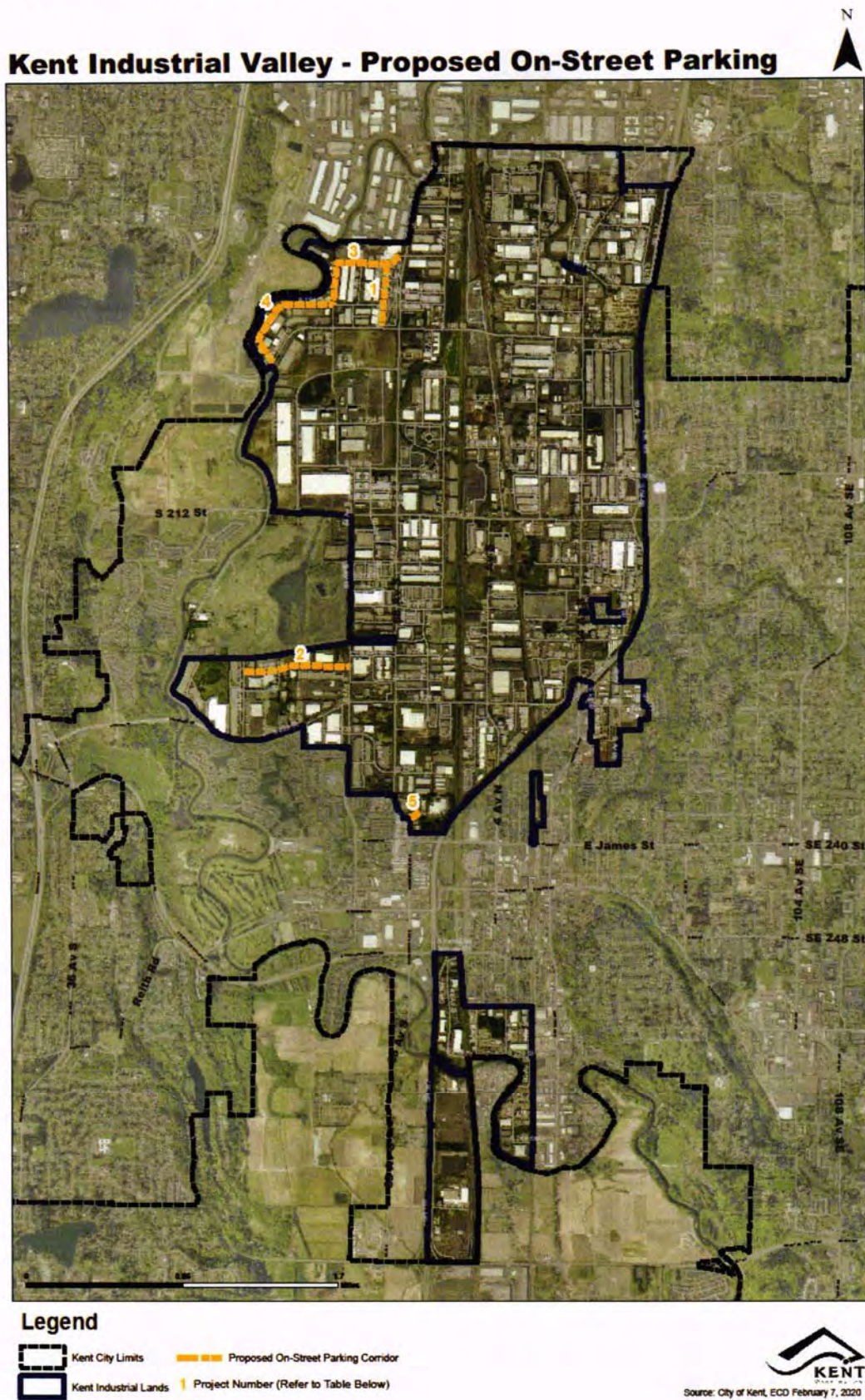
Passenger Vehicles and Parking

Passenger vehicle traffic congestion and parking shortages are described as serious concerns by Kent Valley employers, workers, and visitors. In fact, parking shortages are cited as the greatest barrier to growth for some Kent Valley industrial businesses. Additionally, a small number of manufacturers in Kent have embraced Kent's "make-in-back, sell-in-front" business model with small retail or café space attached to a production facility, and have found that inadequate parking for staff and customers challenges their long-term success and growth potential. Some of this pressure can be attributed to existing parking requirements for industrial uses, which are based on assumptions of relatively low employment density. With the adoption of Rally the Valley, the City will amend its parking regulations to require new industrial development to consider the needs of industrial businesses with higher employment-density. Ample street width or unused right-of-way on many of Kent's industrial collectors and arterials also present the opportunity for the City to explore appropriate corridors for on-street parking to help support business growth in the Valley.

Potential restriping and on-street parking opportunities will be tracked by Public Works Staff and implemented whenever feasible alongside maintenance projects or when funding becomes available through partnerships. Economic and Community development staff will provide prioritization guidance and facilitate partnerships wherever possible. On-street parking regulations will follow best practices for parking in industrial areas, including mechanisms to prevent overnight or long-term parking, and will be implemented in coordination with Kent Public Works and Kent Police Department.

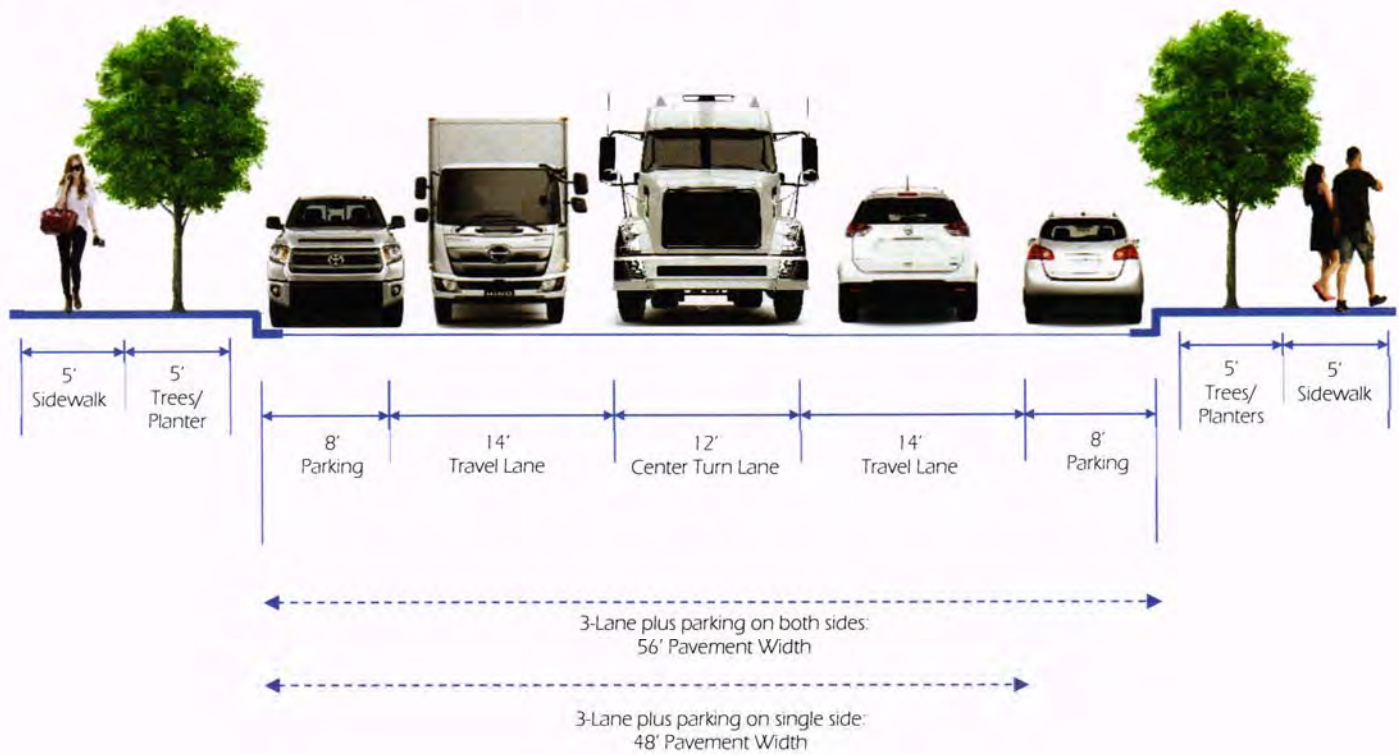
Below is a map of proposed on-street parking corridors for further consideration (Figure 4. 4) followed by a proposed street cross section for industrial on-street parking corridors (Figure 4. 5).

Figure 4. 4 Proposed On-Street Parking



PROJECT #	PROJECT TYPE	LOCATION	DESCRIPTION
1	Re-striping and signage project	66 th Ave. S	Re-stripe and install new signage on 66 th Ave. S from S 190 th St. to S 196 th St. for two through-lanes and on-street parking on the west side adjacent to the existing sidewalk.
2	Re-striping and signage project	S 226 th St.	Re-stripe and install new signage on S 226 th Street between 54 th Ave. S and 64 th Ave. S for two through-lanes and on-street parking on the north side or south side of the street.
3	Re-striping and signage project	62 nd Ave. S and S 190 th St.	Re-stripe and install new signage on 62 nd Ave. S and S 190 th St. from S 194 th St. to W Valley Highway for two through-lanes and on-street parking on the east/south side or west/north side.
4	Re-striping and signage project	58 th Pl S and S 194 th St.	Re-stripe and install new signage on 58 th Pl S and S 194 th St. from S 200 th St. to 62 nd Ave. S for on-street parking on the west/north side or the east/south side.
5	Re-striping and signage project	Oberto Drive	Re-stripe and install new signage on the north side of Oberto Drive from Washington Ave. N east to the cul-de-sac for on-street parallel parking.

Figure 4. 5 Proposed On-Street Parking Corridor Cross-Section



Transportation Technologies

The transportation sector is poised for transformation, particularly with the rapid advancement of autonomous and electric trucking technologies. For example, PACCAR, a Kent Valley company and leader in autonomous and alternative powertrain development for commercial vehicles, recently announced its Level 4 autonomous and battery-electric Kenworth- and Peterbilt-branded trucks designed for a range of commercial applications from on-road transportation of goods, refuse collection, and distribution within urban areas. Development of this technology requires local support for infrastructure investments, such as fiber optic cable and dedicated, protected street environments for testing. Rally the Valley proposes that the City of Kent consider facilitating provision of such environments, given Kent's reputation for innovation and advanced technology. A prominent example of Kent's reputation for advancing transportation technology is NASA's Apollo program and Boeing's development of the lunar rovers, which were sent to traverse the moon's surface with Apollo 15, 16, and 17. With new technologies emerging every day, Kent will seek to be a leader by partnering with innovative firms to provide infrastructure and resources needed to support their ambitious goals.

Parks and Recreation

Providing adequate parks and open space in the Kent Valley can help achieve the goals of Rally the Valley by contributing to a healthy environment for industrial workers and offering space for people to recreate and restore during their work day. Access to these spaces leads to health benefits by providing contact with nature, along with opportunities for physical activity and social interaction. It supports industrial businesses by improving their prospects for workforce recruitment and retention.

Investment in parks and open space in Kent is driven by a recreational-value model, largely based on population density in residential areas.⁵ Rally the Valley's focus on industrial lands in the Kent Valley has highlighted the need to direct resources to not only residents but also to workers in the industrial valley. Over 60,000 people spend their work days in Kent, representing almost half of Kent's total residential population. Need for parks and open space is high, as demonstrated in the City's 2016 Park and Open Space Plan, and current funding sources are limited. Parks capital funding comes primarily from Real Estate Excise Taxes (REET), Business and Operating (B&O) taxes, and one-time funding appropriations such as \$3.86 million in Streamlined Sales Tax mitigation funds allocated to parks projects in 2020. A capital infrastructure backlog grows each year, as park assets and amenities fail without the necessary reinvestment to keep them operational and relevant to users. An evaluation in 2017 showed 43% of park assets at or near the end of their useful life. Given this backlog, new investments in parks and open space in Kent's industrial lands are unlikely without a new, sustained funding source. Kent will evaluate the feasibility of a Parks Impact Fee within Kent's industrial employment center, including the completion of a rate study.

The Kent Parks Department maintains several significant assets in the City's industrial lands, including developed and undeveloped properties. Developed parks include Briscoe Park, Three Friends Fishing Hole, and Van Doren's Landing. Boeing Rock Park, a long strip of park land running north to south along the Green River north of S 212th Street, is a large undeveloped asset owned by Parks; Parks has developed conceptual designs for future development of the park. The Green River Natural Resources Area is a City-owned storm water and habitat restoration facility managed by Kent's Public Works Department. This facility represents tremendous potential to introduce recreational programming and formalized public access; to achieve these goals, Kent's Public Works and Parks Departments will work toward a cooperative management agreement to ensure that the facility can continue to meet citywide objectives for storm water storage, habitat, and recreation.

Other opportunities exist throughout Kent's industrial lands to invest in recreational opportunities for industrial workers and visitors. These include City-owned portions of the Boeing Ponds facility, which currently serves as an opportunity for informal wildlife viewing and urban nature experience; as well as various trailheads for regional trails and connectors throughout the Valley.

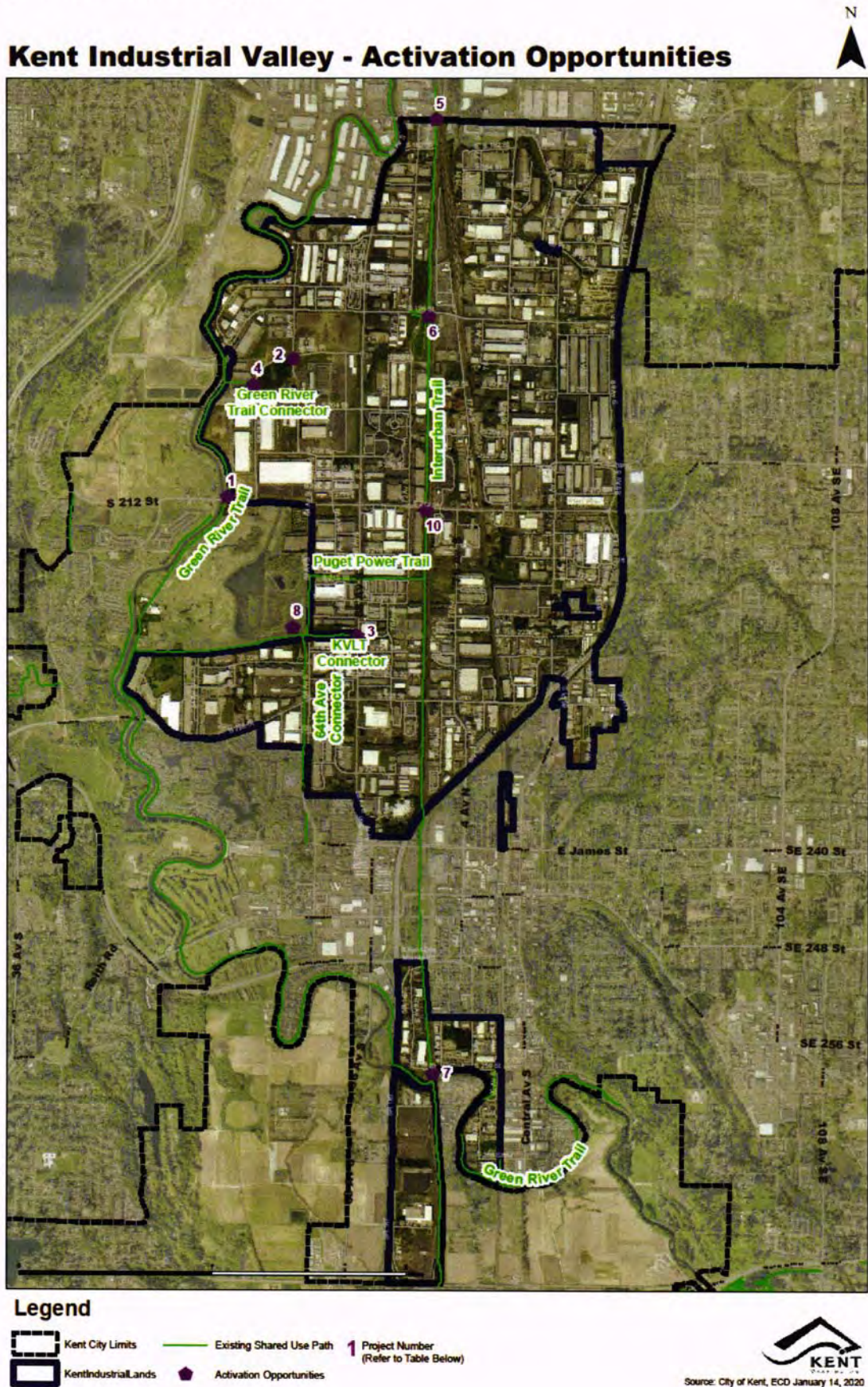
⁵ See the 2016 Kent Park and Open Space Plan

A fundamental challenge to management of parks and open space in Kent's industrial lands is inadequate visibility and accessibility to these assets, resulting in underutilization and perceived or actual safety concerns due to lack of passive surveillance. To address these challenges, the City will pursue projects to activate existing parks and natural spaces through improved formal access, enhanced signage and wayfinding strategies, as well as gateway enhancements to draw in potential users. This plan also proposes replacement of the Green River Corridor Ordinance, KCC 15.08.260, with more targeted language to establish and maintain access to the regional trails system.

While public parks and open space may serve some industrial workers, others may find it difficult to travel offsite during breaks. Many employees in the Kent Valley have break times of 30 minutes or less during the day, and would be better served by on-site amenity spaces. On-site amenity spaces would serve as a place for people in the industrial lands to refresh during lunch breaks, hold outdoor meetings, or interact with one another informally. They could also add attractive, visually interesting components to an industrial site that could be visible to passers-by. To meet this need, the City of Kent will partner with the business community to introduce private or quasi-public amenity spaces for employees to use on their breaks, including through design standards and development incentives.

The following map and project list (shows opportunities for public investment and public-private partnerships for activation opportunities in the Kent Valley:

Figure 4. 6 - Activation Opportunities



PROJECT #	PROJECT TYPE	LOCATION	DESCRIPTION
1	New Park Development and Gateway Enhancement	S 212 th St and Green River Trail	Develop City-owned park property along east side of Green River at Boeing Rock Park. Create highly visible trail entrance and flexible activity space with access from S 212 th St. Consider mobile food vendors and EV charging infrastructure. Partner with adjacent private property owner to maximize park development and gateway enhancement opportunities.
2	New Park Development	Boeing Ponds	Improve access and visibility of City-owned storm water facility to provide opportunities to experience wildlife viewing and natural environment through birdwatching, nature walks. Improvements could include signage, interpretive kiosks, and improved vehicle access, parking, and EV charging infrastructure.
3	Gateway Enhancement	KVLT Connector Trail	Improve access and visibility of City-owned gateway to regional trail system at KVLT Connector Trail entrance. Enhancements could include improved signage and wayfinding information, interpretive kiosks, and site furnishings.
4	Gateway Enhancement	Green River Trail Connector at Boeing Ponds	Improve access and visibility of privately-owned gateway to regional trail system at Green River Trail entrance. Enhancements could include improved signage and wayfinding information, interpretive kiosks, and site furnishings, visual/pedestrian connection to Boeing Ponds natural area and existing Earthworks Tour wayfinding elements.
5	Gateway Enhancement	S 180 th Street Bridge	Improve visibility of Interurban Trail by installing art or signage on the Interurban Trail overpass structure indicating presence of the trail to motorists and passers-by. Add formal access to the trail on the south side by working with private property owner to install access ramp.
6	Gateway Enhancement	Interurban Trail at S 196 th St.	Install gateway signage, art, and wayfinding informational kiosk at Interurban Trail entrances from S 196 th on-ramps. May also include site furnishings such as benches or trash receptacles. Signage should include significant vertical components.
7	Gateway Enhancement and Gap Closure	Interurban Trail at Foster Park Trailhead/Milwaukee 2 Levee	Improve visibility and aesthetic appeal of Interurban Trail trailhead and connect missing link on Green River Trail south of S 259 th St. Improvements could include signage, interpretive kiosks, landscaping, and improved vehicle access, parking, and EV charging infrastructure. Project should be coordinated with King County Flood District, King County Parks, and Kent Public Works on Milwaukee 2 levee construction project.
8	New Park Development and Improvement	Green River Natural Resources Area	Implement the Green River Natural Resources Area Master Plan, including development of park space and programming.
9	Programmatic	Citywide	Establish procedures for cooperative management of storm water infrastructure for recreational and public access purposes. Project will require collaborative effort between Public Works and Parks Departments.
10	Gateway Enhancement	S 212 th St. and Interurban Trail	Install gateway signage, art, and wayfinding informational kiosk (including transit and mode transfer information) at Interurban Trail entrances from S 212 th St. Install permeable hardscape and mode transfer facilities such as bikeshare pick-up/drop-off facilities and markers. May also include site furnishings such as benches or trash receptacles. Signage should include significant vertical components.
11	Programmatic	Citywide	Restore staffing capacity in Kent Parks and Public Works to support volunteer management programs. Develop and implement an adopt-a-trail program for Kent Valley businesses to adopt and regularly clean up and beautify regional trail segments. Secure grants from King Conservation District and Department of Ecology for community-supported restoration and cleanup projects.

Utilities

Other public infrastructure in Kent's industrial lands includes water, sewer, and storm water utilities owned and operated by the City of Kent, and electrical and natural gas utilities provided by Puget Sound Energy.

Water

The City of Kent's water system plan was updated in 2019 in order to identify and plan for water system improvements to correct existing system deficiencies and ensure a safe and reliable supply of water to current and future customers. This water system plan reflects King County's population allocation to the City and the City's current Urban Growth Area (UGA), consistent with Kent's 2015 Comprehensive Plan and King County's 2018 Comprehensive Plan. The water system plan also reflects improvements and changes to the water system since the completion of the previous water system plan in 2011.

Major improvements to the water system proposed in the 2019 water system plan that serve the Kent Valley include:

CIP WM4: 68th Avenue S Transmission Main Improvements

Replace existing >50-year-old concrete main in 68th Ave. S between James St. and S 190th St. with 12" and 16" diameter main, and add seismic restraints.

CIP WM5: S 212th Street Transmission Main Improvements

Replace existing >50-year-old concrete main in S 212th Street between Russell Road and 84th Avenue S with 16-inch-diameter main and add seismic restraints.

CIP WM6: 84th Avenue S Transmission Main Improvements

Replace existing >60-year-old concrete main in 84th Avenue S between S 228th Street and S 192nd Street with 16-inch-diameter main and add seismic restraints.

CIP WM8: 78th Avenue S Water Main Improvements

Replace existing undersized 8-inch-diameter main in 78th Avenue S between approximately S 262nd Street and S 277th Street with 12-inch-diameter main.

CIP WM9: 88th Avenue S Water Main Improvements

Install 12-inch-diameter main where no water main currently exists in 88th Avenue S between S 218th Street and approximately S 222nd Street.

For all future water mains constructed in commercial, business park, and industrial areas, mains will be a minimum of 12 inches in diameter and looped. With these upgrades, water demands from projected growth in Kent's industrial lands can be accommodated.

Sewer and Solid Waste

The service area of the City of Kent sewer utility encompasses approximately 23 square miles, including all of Kent's industrial lands. The City has adopted a Comprehensive Sewerage Plan, which based on population forecasts under Department of Ecology requirements, identified various undersized lines, as well as others that required rehabilitation. This plan, completed in 2000, along with King County's Regional Wastewater Services Plan adopted in 1999, remain in place to guide development of the regional sewer system. King County Wastewater Treatment is responsible for interception, treatment,

and disposal of wastewater from the City, including the industrial lands. Recent and planned projects to address these deficiencies include the Kent-Auburn Conveyance System Improvements Project, completed in 2016, and the South Renton Interceptor Parallel, planned for completion by 2030. The Kent-Auburn Conveyance System Improvements Project consisted of two elements in Kent:

Kent East Hill Diversion.

Located on the East Hill of Kent, this new gravity pipe was built to divert flow out of the upstream portion of the Mill Creek Interceptor and into the South 277th Interceptor.

Kent ULID 1/5 Interceptor Parallel or Replacement.

Located north of downtown Kent, this new gravity pipe would either replace or parallel portions of the existing interceptor along 4th Avenue North between approximately State Route 167 and South 212th Street.

King County is also expanding its capacity through investments in its South Treatment Plant to handle additional flow from south and east King County. Future public investments will be identified through King County's Clean Water Plan, an effort that began in 2019.

Solid waste is managed in cooperation with King County Solid Waste through an interlocal agreement, as well as through a competitive multi-year contract with a private waste collection provider, Republic Services. Kent's solid waste is received by King County's Cedar Hills Landfill for disposal; this facility is slated to close in 2025, so the City continues to coordinate with King County to develop the King County Comprehensive Solid Waste Management Plan, which will provide alternatives to waste disposal at Cedar Hills. This will be an important issue to solve for all Kent businesses, especially manufacturers in the Kent Valley which are dependent on solid waste disposal and recycling service to remove scrap materials or manufacturing waste products.

Storm Water

The City of Kent storm water system is comprised of a 325-mile network of ditches, pipes, and storm water quantity and quality control facilities, as well as several regional control facilities, including the Green River Natural Resources Area. Kent is active in the Technical Advisory Committees for the King County Flood Control District, which constructs, operates, and maintains the levees on the Green River, primarily located in Kent's industrial lands. Additional information regarding the levees in the Kent Valley can be found in Chapter 6 – Environment.

The City maintains a Drainage Master Plan, last updated in 2009, to plan for replacement and repair of storm water infrastructure, and has adopted an updated 2017 Surface Water Design Manual, which adopts by reference the 2016 King County Surface Water Design Manual.

A significant project underway in the Kent Valley to implement the Drainage Master Plan is the Mill Creek Reestablishment Project. This project will reduce flood risks, improve water quality, enhance fish passage and in-stream riparian habitats, and efficiently serve planned growth in Kent's industrial lands. It will reestablish the original creek bottom elevation and channel capacity of Mill Creek through the Kent Valley.

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Chapter 4 Action Items

1. Maintain and expand the geography of the Manufacturing and Industrial Center (MIC) designation to position Kent for regional funding opportunities to support freight infrastructure and advocate regionally for support for projects that offset the financial and opportunity costs of freight.
2. Explore revisions to TIF which may include project lists that include all modes of transportation, reduced fees for mixed-use complexes, and consideration of Rally the Valley findings that trucking-intensive uses generate the highest traffic counts during non-PM-peak hours.
3. Track transportation-related revenue, including grants and TIF, and costs including infrastructure expansion and maintenance.
4. Quantify the regional economic benefits of distribution and logistics operations in the Kent Valley.
5. Support King County Metro and Sound Transit in advancing transit options for workers in the Kent Valley.
6. Partner with businesses to increase safety, accessibility, and utilization of the regional trails system through lighting, placemaking, and gateway enhancement projects.
7. Replace the Green River Corridor Ordinance, KCC 15.08.260 with targeted language to establish and maintain access to the regional trails system.
8. Invest in improvements to the non-motorized transportation system in the Kent Valley, and opportunities to highlight and activate existing assets to achieve 2035 mode-shift goals.
9. Explore opportunities for on-street parking to serve businesses with high employment density.
10. Amend parking regulations to require new development to provide adequate parking for high employment-density uses.
11. Pursue opportunities to partner with firms developing advanced technologies, and explore ways to facilitate supportive infrastructure and resources.
12. Implement water system plan and comprehensive sewerage plan projects to maintain existing infrastructure and ensure capacity for growth in the Kent Valley.
13. Complete the Mill Creek Reestablishment Project in the Kent Valley.
14. Evaluate the feasibility of a Parks Impact Fee within Kent's industrial employment center, including the completion of a rate study.
15. Develop and implement regional trail lighting program. Identify and coordinate with private property owners to install lighting fixtures on private property and building façades abutting regional trails.
16. In cooperation with private property owners and King County Metro, establish procedures and standard maintenance agreements for installation of custom bus shelters serving major employers.
17. Establish procedures for cooperative management of storm water infrastructure for recreational and public access purposes. Project will require collaborative effort between Public Works and Parks Departments.
18. Restore staffing capacity in Kent Parks and Public Works to support volunteer management programs. Develop and implement an adopt-a-trail program for Kent Valley businesses to adopt and regularly clean up and beautify regional trail segments. Secure grants from King Conservation District and Department of Ecology for community-supported restoration and cleanup projects.

Chapter 5 Economy and Employment

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Overview

Previous chapters describe Kent's Manufacturing/Industrial Center and Kent's industrial lands; recognizing the importance of a broader perspective when considering economic and employment trends, this chapter will focus on Rally the Valley's third geography: the larger Kent Valley. The Kent Valley as a market subarea is known globally as a booming industrial hub. As part of the larger Puget Sound region, this area has a reputation as a welcoming host to advanced manufacturing, aerospace research and development, as well as advanced global trade, logistics, and supply chain management.

The Kent Valley, as defined in this plan and previous studies¹ is a major industrial region comprised of all or parts of the cities of Kent, Renton, Tukwila, SeaTac, Federal Way, Des Moines, Auburn, Algona, Pacific, and Sumner (see Figure 5. 1). In 2017, total employment in the Kent Valley summed to 255,200 workers, representing 8% of total employment in the state of Washington, compared to 51% for the Seattle-Bellevue-Everett Metropolitan Division, 7% for Spokane Metropolitan Statistical Area (MSA), and 3% for the Yakima MSA. The Kent Valley is replete with complex distribution networks; many firms draw little distinction between the different cities in the Valley, viewing it instead as a single economic subregion. Evidence of this viewpoint can be found throughout the Kent Valley, with many firms operating associated facilities in multiple Kent Valley cities. Starbucks, for example, has manufacturing facilities in the northern portion of Kent's industrial lands, and ships much of its product out of a distribution center in Auburn.

The three geographies covered in this plan contain varying percentages of core industrial employment; Kent's industrial lands contain 49,680 total jobs based on 2018 covered employment estimates. Eighty percent of these jobs are with core industrial firms, including various categories of manufacturing and transportation, warehousing, and wholesale (NAICS 31-33 and 42, 48-49); as well as construction, utilities, waste management and remediation, telecom, broadcasting and production; and other industrial services (NAICS 22, 23, 14, and 19)². Manufacturing alone consists of 28%, while transportation and

¹ (Community Attributes, Inc. , 2019)

² Refer to PSRC's 2015 Industrial Lands Analysis for more information regarding these categories. (Community Attributes, Inc. , 2015)

warehousing jobs total 38% of the total jobs. In comparison, Kent's existing MIC hosts 19,782 jobs; 86% of these are in core industrial sectors with 37% in manufacturing. Figures in 2018 for the larger Kent Valley, with which this chapter is most concerned, were 252,292 total jobs, of which 55% are core industrial. This percentage is expected to be lower due to this geography covering areas outside of industrial-zoned lands.³

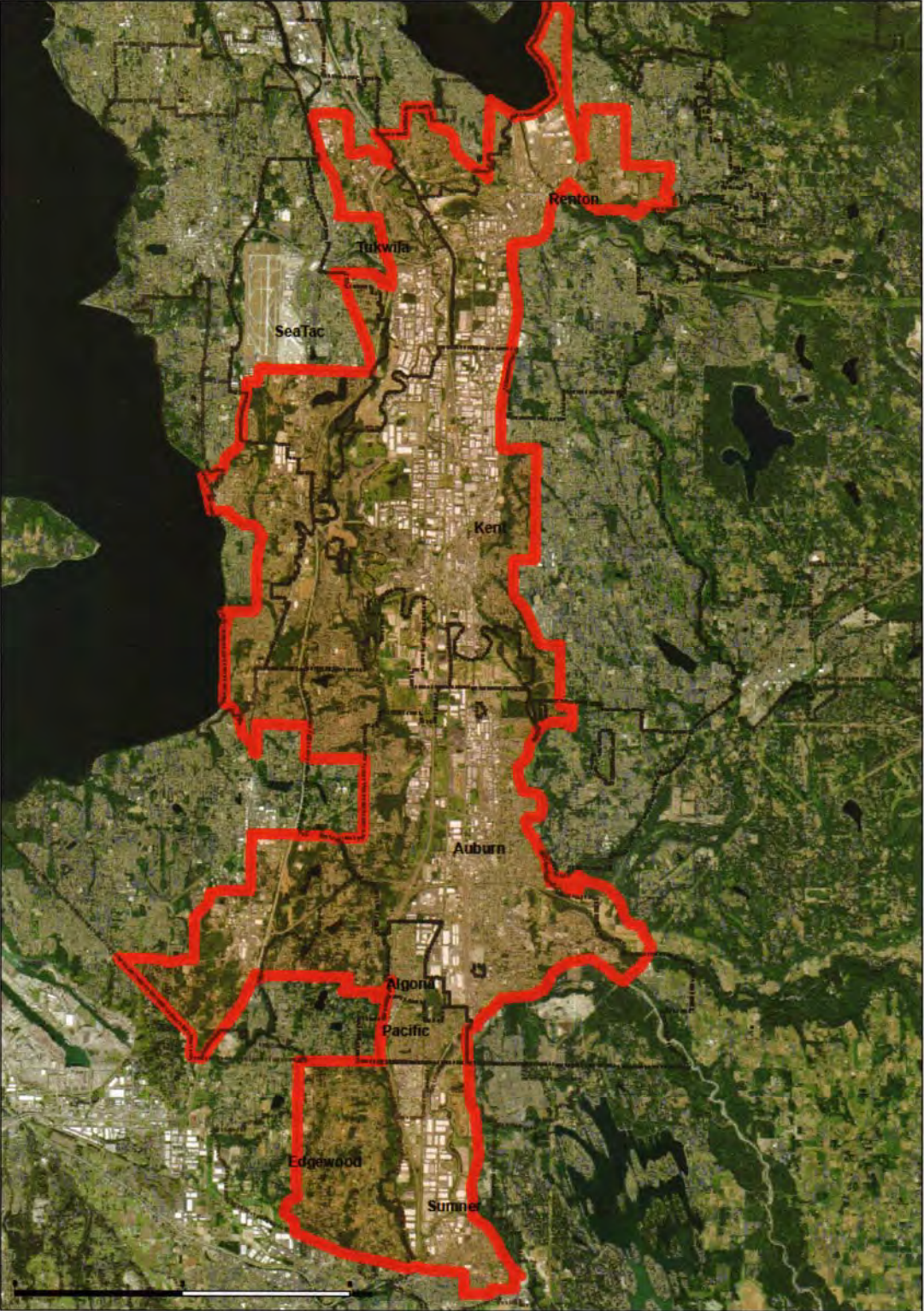
Through strategies described in previous chapters, as well as those described below, this plan targets job growth in the core industrial sectors, with a focus on manufacturing. Of the 13,960 new jobs expected in Kent's industrial lands, and 12,704 in the proposed regional MIC by 2035⁴, this plan establishes a goal of achieving 80% core industrial jobs, with 50% in manufacturing sectors. Achieving these targets would mean 11,168 new industrial jobs in Kent's industrial lands by 2035, with 10,163 in the proposed MIC. Of these, 6,980 in Kent's industrial lands, and 6,352 in the proposed MIC would be in manufacturing sectors.

³ The Kent Valley geography was drawn using census tracts due to data availability.

⁴ See Chapter 3 – Land Use and Industrial Design

Figure 5. 1 Kent Valley Study Area

Kent Valley Study Area



Legend

-  Kent Valley Cities
-  Kent Valley Study Area



Source: City of Kent, ECD February 3, 2020

The region is home to a large concentration of manufacturing and industrial operations, contributing also to a thriving network of supporting industries. Many of these companies are engaged in aerospace manufacturing, research and development, and product assembly⁵. The Boeing Company, at its Kent Space Center, manufactured the lunar rovers launched to the moon's surface for NASA's Apollo 15, 16, and 17 missions in the early 1970s. Boeing continues to develop aerospace technologies in Kent and in its other facilities in the Kent Valley, including Tukwila, Renton, and Auburn. More recently, Blue Origin, a private spaceflight services, orbital spacecraft and launch vehicle manufacturing company located its headquarters in Kent. Founded in 2000, this firm has positioned itself at the forefront of new space, with its BE-3 and BE-4 engines and New Shepard suborbital rocket. They have also publicly announced their pursuit of Lunar exploration activities. The company currently employs over 2,000 people, and projects this number to grow to 3,500 in the next year.

These major aerospace companies depend on and support a number of industries providing goods and services such as satellite, phone and internet providers; weather forecasting services; fleet, asset, and inventory tracking systems; navigational systems; and research activities relying on satellite and spacecraft data. This supply chain creates space for new startups to access the existing aircraft manufacturing supply chains in the Kent Valley for parts and assembled kits, including off-the-shelf components that can be produced at lower cost. They also benefit from the labor pool of engineers, technicians, and other workers.

Warehousing and distribution of marine and air cargo is also a foundational component of the region's economy. These include e-commerce warehousing and fulfillment centers, transloading operations, and local manufacturers importing components and exporting products to overseas and domestic markets. An estimated 6.5% by value of all imports and exports entering or exiting the ports of Seattle and Tacoma and Sea-Tac International Airport are at some point handled at facilities in the Kent Valley.

Strategies to Support Manufacturing and Industrial Industries

Marketing and Messaging

Subregional efforts are underway to collectively market the Kent Valley's strengths and competitive advantages using well-coordinated messaging. Spotlighting its role in space history, Kent submitted an application to King County to designate the three lunar rovers currently on the moon's surface as City of Kent landmarks. The eight-member King County Landmarks Commission unanimously granted the city landmark designation for the three lunar rovers. Efforts are currently underway to advance the designation to the state level. The City recently received a King County Executive's John D. Spellman Award for Exemplary Achievement in Historic Preservation category for its regional campaign for landmark designation of the rovers.

Kent and its partners are committed to inspiring the next generation of the industrial workforce. Building on the enthusiasm from the rovers' landmark designation and press coverage from the 50-year Apollo mission anniversaries, Kent (through the Kent Downtown Partnership) received generous financial support from numerous private companies, including Boeing, to commission a replica lunar rover. The rover, constructed as a detailed interactive play structure, was unveiled at a STEM festival which offered hands-on activities, information and resource booths, and guest characters from Star Wars. More than 700 people, many of them young people and kids, attended the event. This event is representative of ongoing efforts to create forums for attracting talent and connecting with media outlets to share real

⁵ (BERK, 2018)

stories of success in the Kent Valley, drawing strong associations between Kent Valley cities and its flourishing industrial sector. Whether hosting or attending these events, Kent Valley representatives seek to highlight the region as a central figure in the global industrial landscape, and elevate its profile in influential circles.

Kent's Lodging Tax Advisory Committee (LTAC) allocated lodging tax funds for professional marketing and communications services, helping to shape efforts to tell the Kent Valley story in a consistent, compelling, and authentic way. Through strategic curated media coverage, Kent Valley partners are creating a brand for the subregion. With support from communications consultants, Kent and its partners seek out headlines that create a name association for the Kent Valley with aerospace, space, and advanced manufacturing in Puget Sound; global leadership in innovative industrial design and operations; and a progressive approach to developing and training talented young people.

Online Presence

Also using LTAC funds, Kent and its neighboring Kent Valley cities have developed a collaborative website to share information about the Kent Valley's many assets. The website graphically tells the story of the Kent Valley, serving as the 21st Century equivalent of a freeway sign or a number in the yellow pages. This web-based portal, distinct from other Kent-branded sites focused on tourism, government services, or downtown, is focused on business and real estate in the industrial portions of the Kent Valley. Its target audience consists of investors, site selectors, and businesses seeking information about other firms in the area. It includes highlights of the Kent Valley's success, including overlooked companies and innovative technologies, expanding business opportunities south from Seattle, and high-tech companies that don't fit the software development mold. Prospective Kent Valley companies can use the website to find information about real estate opportunities and other relevant data they need to make location decisions. A true regional economic development effort, this work is also funded in part by a Port of Seattle Economic Development Partners grant with contributions from the Cities of Tukwila and Pacific. The website can be found at the following address: <https://www.kentvalleywa.com/>.

Public Partnerships

The Port of Seattle Economic Development grant also funded the Kent Valley Regional Trails Opportunity Study, completed in partnership between the Cities of Kent and Pacific, with consultant support. The Trails Study identified opportunities along the Interurban and Green River Trail network from Tukwila to Pacific to generate activity on the trails, increase their visibility and utilization, and capitalize on past and future investment in the trail network to market the Kent Valley as an amenity-rich employment center with abundant active commute options.

Meaningful partnerships with other Kent Valley cities are critical for the success of Kent's efforts to grow its advanced manufacturing sector. This subarea plan represents coordinated efforts by Kent Valley cities. Kent formally engaged its partner cities by forming a staff working group to collaboratively develop the vision, goals, and stakeholder engagement strategy for Rally the Valley.

Other mutually beneficial efforts such as local business sector promotion, job training, networking, business services, can be undertaken through collaboration with Kent's neighbor cities as well as colleges, state-based agencies and trade groups. Ongoing relationships between Kent Valley cities and these institutions build the 'soft' infrastructure of the Kent Valley – a less visible, but nevertheless critical component of the Valley's asset portfolio. These partnerships can become coalitions to collectively influence regional decision-making and position partners to capitalize on grants and other institutional resources, an example of which is the Port of Seattle Economic Development Partnerships program.

Industry Partnerships

Kent and its Kent Valley partners are also joining efforts with industry groups and economic development agencies with a shared vision of a stronger industrial valley. An example of this partnership is the Aerospace Joint Apprenticeship Committee (AJAC). AJAC, launched in 2008 with investment from Washington State to build-up the aerospace and advanced manufacturing workforce through registered apprenticeship, established an advanced manufacturing training center in Kent. The training center is a platform for future workforce development efforts.

Other important industry partners include:

- Aerospace Futures Alliance (AFA)/Washington State Space Coalition (WSSC)
- Regional Economic Development Alliance (REDA)
- Highline College
- University of Washington

References

- BERK. (2018). *The Washington State Space Economy*. Seattle, Washington: Puget Sound Regional Council.
- Community Attributes, Inc. . (2019). *Kent Valley Supply Chain Management Sector Analysis, Economic Impacts and Workforce Analysis*. Kent, Washington.

Chapter 5 Action Items

1. Continue to invest in collaborative marketing and messaging efforts with Kent Valley partner cities to elevate Kent's image as an attractive place for business.
2. Establish and maintain a Kent Valley website and continue to share data and statistics to support Kent Valley businesses and recruit new firms.
3. Maintain partnerships with Kent Valley partner cities and seek opportunities to collectively influence regional decision-making and collaborate on grant offerings.
4. Partner with industry groups and institutions to promote shared goals of growing manufacturing, high-tech, and aerospace jobs in the Kent Valley.

Chapter 6 Environment

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Overview

Kent's industrial lands are situated within a flat, low-lying river valley, dominated by level, poorly drained alluvial soils and urban fill. The area is nearly entirely developed, with approximately 74% impervious surface, including pavement, buildings, and other hardscape; only 26% of Kent's industrial lands consist of vegetation or other permeable surfaces¹. Kent's industrial lands consist of as little as 3.7% tree canopy², placing the area well beyond best-available-science thresholds for watershed health.³ In addition to watershed health, these factors present a number of environmental challenges and risks, including drainage and flood storage limitations, water quality and temperature issues affecting salmon, urban heat island effect⁴, and natural hazards risks like seismic liquefaction and riverine, stream, and localized flooding.

Climate Change and Floodplains

¹ (King County GIS Center, 2009)

² Determined using a 30-meter Landsat 7 landcover grid classified by percent forested. A binary classification was created for this analysis. Grid units identified as greater than 50% forested were considered "forested"; grid units with less than 50% forestation were considered "unforested".

³ (Booth, 2000)

⁴ See <https://www.epa.gov/heat-islands> for more information about urban heat islands.

The Kent Valley is located almost entirely within the Lower Green River Corridor – between river miles 11 and 32 – as defined by the King County Flood Control District. This portion of the Green River is protected from flood events by five distinct levee systems totaling 28 miles.⁵

The Howard Hanson Dam, completed in 1961, is located on the upper reach of the Green River, about 64 miles upstream. Designed for the dual purposes of flood control in the winter and water conservation for fish enhancement in the summer, it was an early example of multi-jurisdictional collaboration, with funding coming from federal sources (\$37 million), Washington State (\$1.5 million), and King County (\$37 million).

Before the dam was constructed, the Green River periodically overflowed into large portions of the Green River Valley. These nearly annual floods caused extensive damage to agricultural lands and buildings. With the construction of the dam, the likelihood of flooding was dramatically reduced, and US Army Corps of Engineers (USACE) estimates that losses avoided just in the past decade (2009-2019) amount to \$4.6 billion.⁶

Climate change increases the risk of flooding for Kent and other communities situated along the Green River. In scenarios run by the Climate Impacts Group of the University of Washington, streamflow volume increased between 15 and 76 percent from historical figures, resulting in 500-year flood levels (0.2% annual chance) becoming the 100-year flood levels (1% annual chance) in the next 60 years. Fortunately for the Kent Valley, USACE research demonstrates that most of this increased risk can be mitigated through flood management operations at the Howard Hanson Dam and the Green River levee system.⁷

Critical Areas

As part of the alluvial valley of the Green River, the Kent Valley is a topographical low point in the Puget Sound area. Built on former floodplains and agricultural lands, it is characterized by numerous wetlands and tributary streams draining to the Green River. Many of these serve as habitat for sensitive species, including threatened or endangered salmon and trout species. The Valley's alluvial soils make it susceptible to significant shaking and liquefaction during seismic events, resulting in nearly the entire valley being identified as a seismic hazard area. The following maps depict these critical areas for Kent's industrial lands within the Kent Valley.

Seismic Hazards

King County defines seismic hazard areas as areas subject to severe risk of earthquake damage resulting from seismic settlement or soil liquefaction. Identified hazard areas are those with low-density loose soils, and are usually associated with a shallow groundwater table.

Wetlands and Streams

Wetlands and streams mapped below include wetlands identified in Kent's wetland inventory, which is updated occasionally as wetlands are delineated, as well as Class 1, 2, and 3 streams and their associated buffers per Kent's Critical Areas Ordinance KCC 11.06.

FEMA Flood Zones

⁵ (King County Flood Control District, 2016)

⁶ (US Army Corps of Engineers, 2019)

⁷ (Climate Impacts Group, University of Washington, 2018)

The mapped 100-year flood extent are those areas depicted on the Federal Emergency Management Agency's Flood Insurance Rate Maps (FIRMs) published September 29, 1989. City of Kent staff are currently coordinating with FEMA representatives to update the FIRMs for the Green River; however as of the writing of this plan these updates have not been finalized.

Wildlife Priority Habitat and Species

The Washington State Department of Fish and Wildlife (WDFW) identifies and maps sensitive habitat areas and wildlife presence in the Priority Habitat and Species database. This database is updated regularly and can be found on the WDFW website. A snapshot of the PHS data is included below.

Figure 3. 2 Kent Valley Critical Areas - Seismic Hazard Area

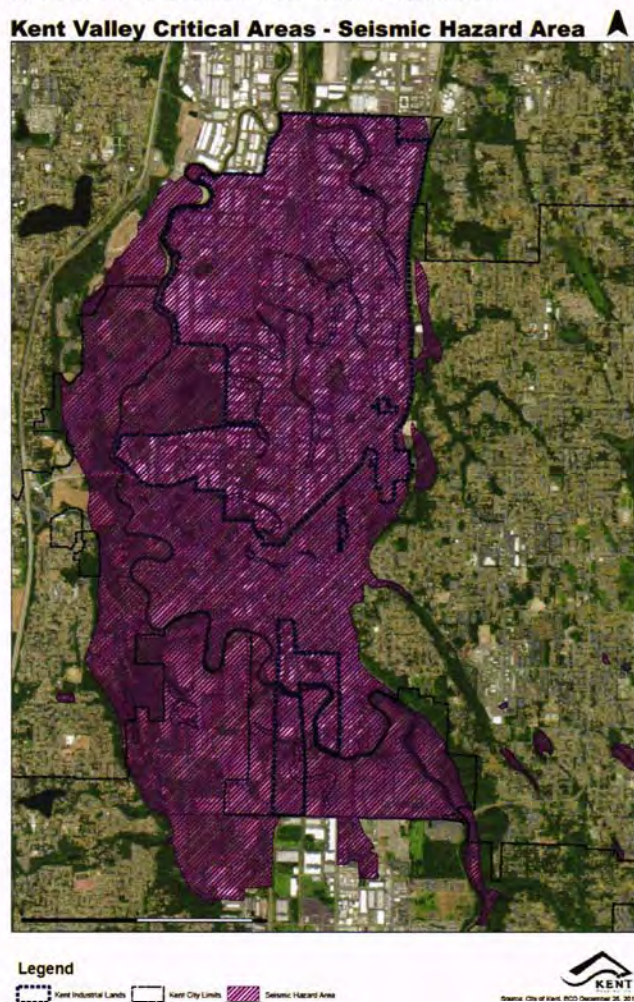


Figure 3. 1 - Kent Valley Critical Areas - Wetlands and Streams

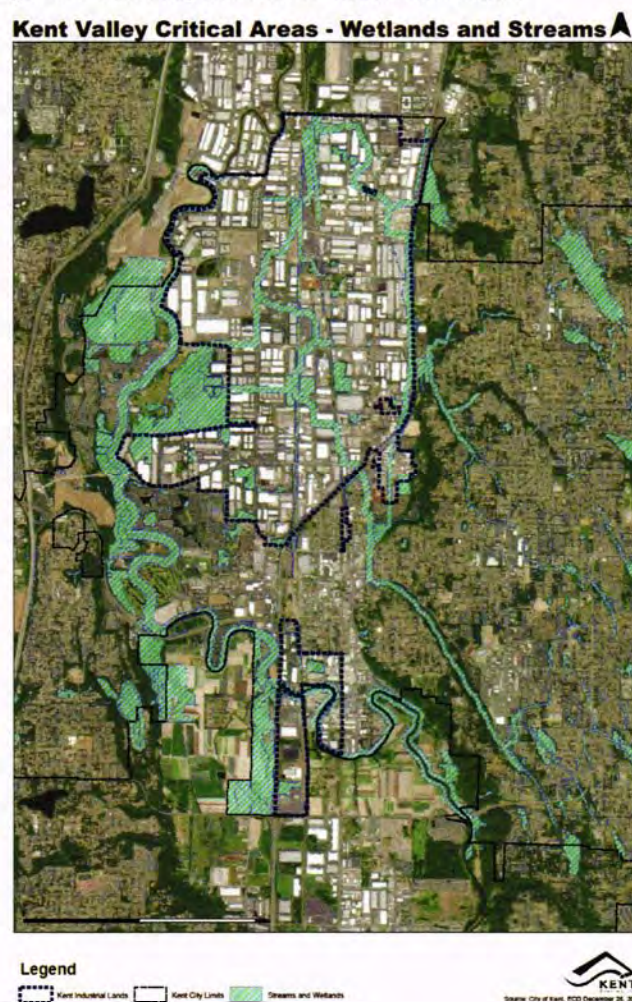


Figure 3. 4 - FEMA Flood Zone (1% Annual Chance or 100-year)

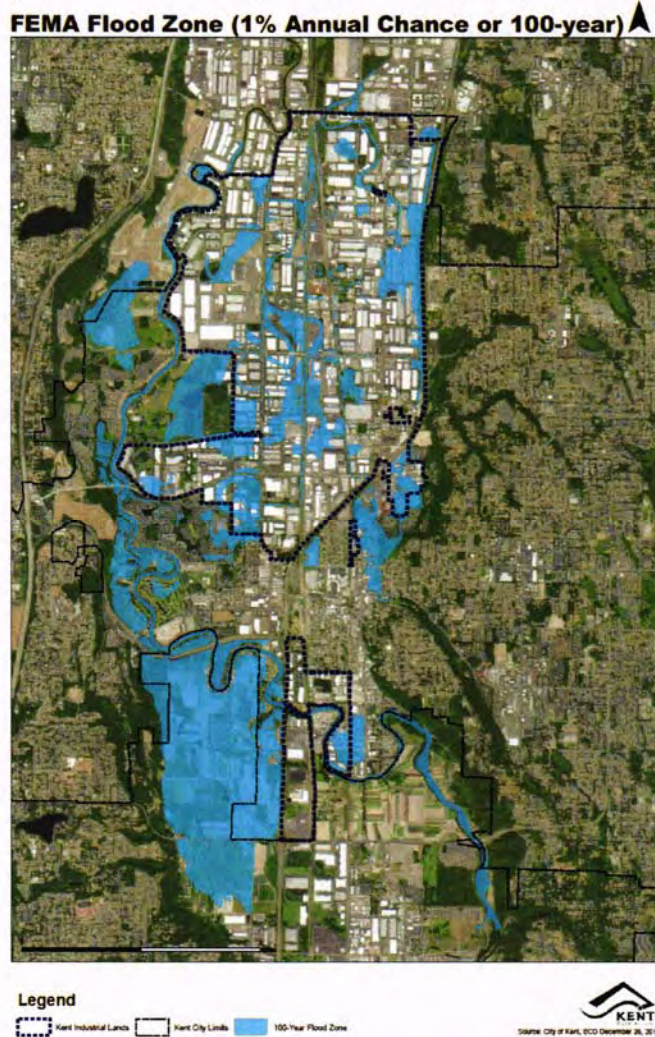
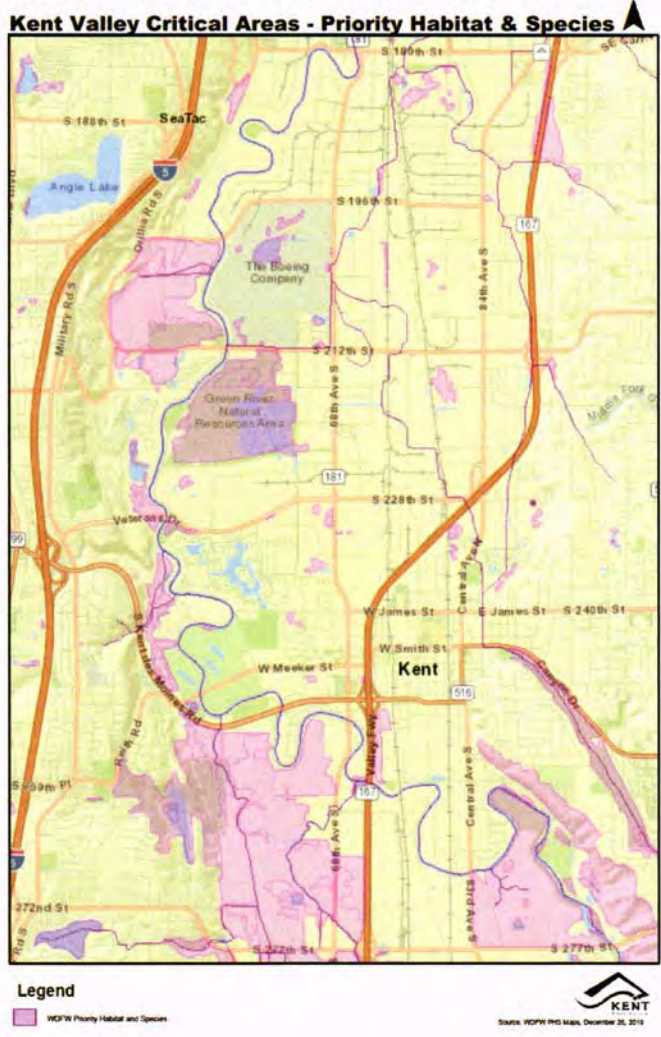


Figure 3. 3 - Kent Valley Critical Areas - Priority Habitat & Species



Strategies for Flood Management

The City of Kent is actively involved in the construction and management of Green River flood control levees to achieve flood protection goals, as well as those related to wildlife habitat preservation and enhancement of natural public spaces. The significance of these efforts to Kent, other cities in the Green River valley, and to the entire Puget Sound region cannot be understated. The flood protection provided by Green River levee projects makes possible the economic engine that is the Kent Valley, enabling businesses to securely invest for the long-term. Habitat features of the levees contribute to the restoration of resident and migratory salmon on the Green River, and continued efforts to ensure public access along much of the levees connect residents to all-too-rare opportunities to enjoy nature and open space.

Key partners in the levee projects are the King County Flood Control District and the State of Washington, which continue to invest in levee construction and improvement projects. Ongoing projects add to the over \$100 million already invested by the district over the past 10 years. In addition to various improvement projects like native tree planting and invasive plant removal and installation of shelves and woody debris for wildlife habitat, the following levee and flood storage projects are ongoing or recently completed:

Briscoe/Desimone Levee

2015. Setback levee with a floodwall landward of the Green River Trail and levee with gently sloped riverbank and installation of a wide variety of native plants.

Boeing Levee

Future Project. Will raise the existing earthen levee height for additional flood risk reduction and complete riparian plantings to enhance wildlife and fish habitat, plant shade trees, and enhance recreational opportunities.

Green River Natural Resources Area

1996. Former sewage lagoon on a 304-acre site which provides flood storage, stormwater treatment, wildlife habitat, passive recreation and environmental education opportunities. Future plans at the GRNRA include construction of a new watershed education facility.

Lower Russell Levee

Ongoing. New setback levee and floodwall landward of the existing levee, removal of portions of the existing levee to allow for more gently sloped banks and excavation of side/back channels for improved habitat along the Green River, installation of native plants and engineered wood structures, and relocation of Van Doren's Park.

SR 516 to S. 231st Way Levee

2016. Construction of setback levees landward of the existing levee, which provide flood protection for The Lakes Community, Kent Valley Ice Centre, and Riverbend Golf Course. Future phases of this project may include removal of the existing levee to allow for more flood storage and habitat improvements.

Downey Farmstead Restoration

Ongoing. Former 22-acre tree nursery being reshaped into a network of side channels of various depths to enhance salmon habitat and flood storage. Non-native vegetation will be removed and replaced with native plants, trees, and large wood structures.

Signature Pointe Levee

Planned. Combination of earthen levees and floodwalls to meet slope stability and freeboard elevation requirements for 500-year flood protection FEMA accreditation standards. Also includes recreation along the Green River trail, invasive plant species removal and installation of native plantings.

Hawley Road Levee

2017. Construction of flood protection and separation of Green River Trail from Hawley Road. Future habitat project may include planting native trees and plants and installation of large wood structures to provide additional habitat for fish and wildlife.

Riverview Park Channel Restoration

2012. A 700-foot side channel that provides refuge for salmon during high flows on an undeveloped park property. Also includes a pedestrian bridge over the channel to allow maintenance and preserve public access.

Leber Homestead Restoration

2017. Construction of a new back channel on Mill Creek near its confluence with the Green River to provide flood storage to help reduce flood risk and to provide high-flow refuge for salmon. The project also included improved habitat on the east bank of Mill Creek and surrounding the back channel, removal of non-native vegetation, and installation of native plants.

Foster Park Levee

2011. Installation of a setback levee in Foster Park, a city park along the Green River. Also included repaving a parking lot with pervious pavement, and construction of a new stretch of the Green River Trail. Future plans include planting trees and other natural vegetation to shade the river and to improve habitat for fish.

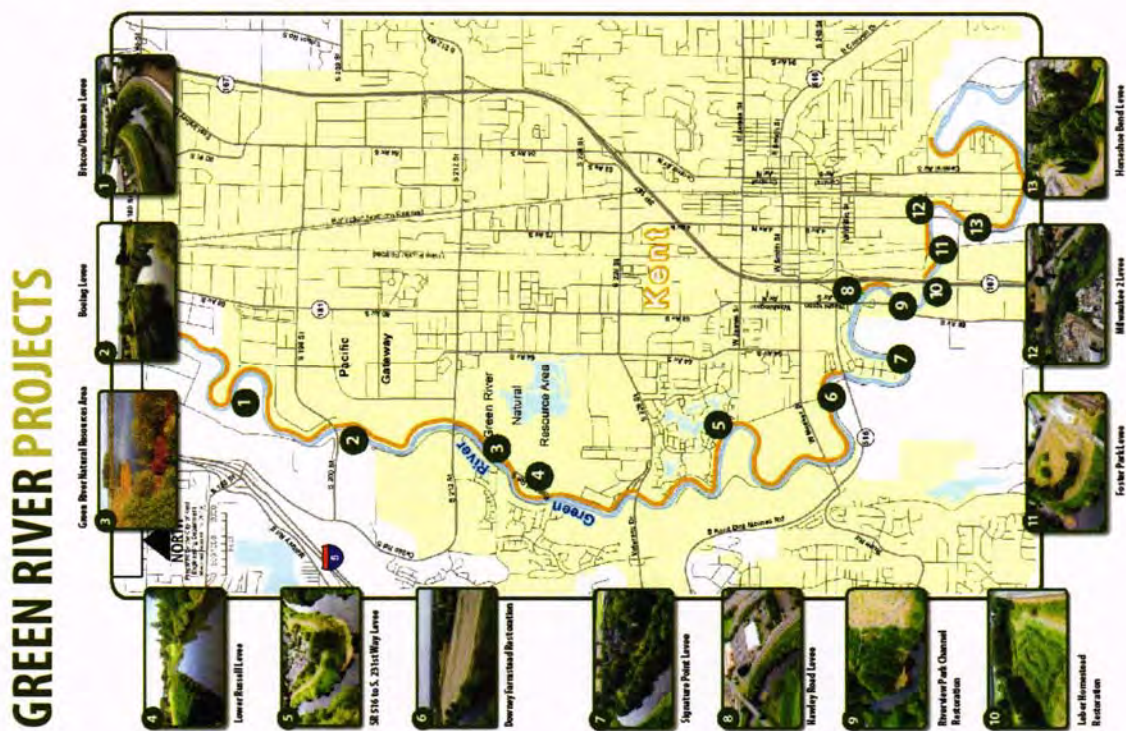
Milwaukee 2 Levee

Planned. Connects the Foster Park and Horseshoe Bend levees, and includes excavation of a backwater channel, removal of all invasive vegetation and hardscape, and replacement with native plants and trees.

Horseshoe Bend Levee

2013. Brought substandard portions of the levee up to FEMA standards and planted nearly 2.5 acres of open space with native shrubs and trees. In a future phase of the project, large wood structures will be installed along the riverbank to provide critical salmon habitat.

Figure 3.5 - Green River Levee Projects



Critical Areas Regulations

As required by the Washington State Growth Management Act, the City of Kent has adopted Critical Areas regulations to preserve and protect sensitive lands and resources within the City. Kent's Critical Areas Ordinance (CAO), found in KCC 11.06, was last updated in 2015. It contains protections for wetlands, streams, wildlife and fish habitat, geologic hazard areas such as steep slopes, frequently flooded areas, and critical aquifer recharge areas. These regulations are based on best available science and are intended to preserve ecological and hydrological functions of wetlands and streams, and minimize impacts of development on habitat and wildlife, and minimize risk of loss of life and property due to flooding or landslides.

Special stream buffers and enhancement program applies within Kent's industrial lands, along portions of Mill Creek, Garrison Creek, and Springbrook Creek. These areas are substantially degraded, almost entirely built out, and have historic buffers typically less than 50 feet. The valley stream buffers program requires 50-foot buffers with no option for reduced buffers, and emphasizes enhancement to existing vegetation and habitat to accomplish sediment removal and erosion control, pollutant removal, and placement of large woody debris. A key objective of the special program is to reduce stream temperatures.

All development within Kent's industrial lands is subject to Critical Areas regulations, and will be required to comply with all wetland or stream setbacks and buffers, as well as mitigation requirements for unavoidable impacts.

Shoreline Master Program

Significant hydrological features in Kent are regulated by the Shoreline Master Program (SMP) under the authority of the Washington State Shoreline Management Act. The City of Kent updated its SMP in 2019, per Shoreline Management Act requirements. Applicability of the SMA is determined based on size and rate of flow (cubic feet per second, or cfs). Within Kent's industrial lands, SMP regulations apply to the following hydrological features and their associated wetlands:

- Green River
- Green River Natural Resources Area
- Springbrook Creek

Development within 200 feet of the ordinary high-water mark of these water bodies may require a shoreline substantial development permit, shoreline conditional use permit, or shoreline exemption.

Stormwater Regulations

The City of Kent's Surface Water and Drainage Code, KCC 7.07, contains regulations that minimize water quality degradation and control runoff resulting in erosion and sedimentation of its water bodies. They protect downstream property owners from negative impacts of changing water flow patterns, and preserve the aesthetic quality and suitability of Kent's water bodies for recreation and fishing. Another key function of Kent's stormwater regulations is to ensure public roads and right-of-way remain safe and useable.

A drainage plan must be submitted as part of most development permits, including grading, shoreline substantial development, conditional use, and certain building permits. Subdivisions, PUDs, and rezones also require a drainage plan.

All development within Kent's industrial lands is subject to the requirements of the Surface Water and Drainage Code.

The City of Kent also adopts a Surface Water Design Manual, which by reference adopts the 2016 King County Surface Water Design Manual. All development in Kent's industrial lands which meets the thresholds established in the Surface Water Design Manual are subject to drainage review under its requirements.

Air Pollution and Greenhouse Gas Emissions

In Kent's industrial lands, environmental health disparities due to air pollution and greenhouse gas emissions are a serious concern. The Washington State Department of Health publishes data on emissions and air pollutants on its website. Kent's industrial lands rank the highest (10 out of 10) for diesel pollution and disproportionate impact, an index pairing the amount of diesel emissions and five socioeconomic factors of residents. Excluding the socioeconomic factors, Kent's industrial lands rank nine out of ten for both particulate and diesel emissions, based on annual tons per square kilometer.

Land use will not change dramatically with this proposal, and will remain primarily industrial. Emissions from vehicle travel are anticipated to increase slightly as development occurs on vacant property. However, the prioritization of non-motorized and transit-related modes of transportation, coupled with a planned shift away from passenger vehicles and incentivization of less trucking-intensive land uses, is intended to reduce overall air pollution. Investment in parks and open space in Kent's industrial lands will also help to sequester carbon and clean air for Kent Valley inhabitants.

King County Metro plans to replace its entire 1,500-bus fleet with non-carbon-emitting buses by 2040. To serve the infrastructure needs of this fleet transformation, Metro will establish a zero-emission bus base in South King County; Kent is one of the finalists selected to potentially host the facility. A stated goal of the project will be to serve an area where residents have historically experienced a greater share of pollution from cars and trucks. Kent will amend its zoning code to allow this type of operations and maintenance facility in the I3 zoning district, and will support King County Metro in achieving its carbon-neutrality goals.

Kent will also support the transition to alternative transportation fuels that generate fewer greenhouse gases and less particulate matter, which negatively impact health outcomes in the Kent Valley.⁸ Kent will ensure its fleet policies and codes are consistent with Washington State electric vehicle fleet and charging requirements, including RCW 43.19.648, which requires state agencies and local governments to fuel publicly owned vehicles, vessels and construction equipment with electricity or biofuels to the extent practicable, and WAC 51-50-0427, a provision in the Washington State building code which requires that for certain office, residential, and hotel uses where parking is provided, at least five percent of parking spaces be provided with electric vehicle charging.

Environmental Outcomes for People in the Kent Valley

As described in this chapter, current environmental conditions in Kent's industrial lands are poor in some respects. This plan proposes investments in the public realm and non-motorized transportation infrastructure, strong performance standards for development and industrial operations, and elevated aesthetic appeal of Kent's industrial lands. It also contains stated goals of increasing employment density

⁸ See WSDOH Environmental Health Disparities Map: <https://fortress.wa.gov/doh/wtn/WTNIBL/>

within the industrial lands. Achievement of these goals and investment priorities will necessarily result in more people inhabiting Kent's industrial lands, primarily for employment purposes, but also to enjoy the improved amenities. With adoption of this plan, the City of Kent will undertake many actions⁹ which will result in improved conditions for future users, but equally as importantly, for the thousands of employees already in its industrial employment center.

Chapter 6 Action Items

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1. In coordination with the USACE and King County Drainage District, continue to maintain and upgrade the Green River levee system to achieve flood protection and habitat goals.
2. Continue to minimize and mitigate environmental impacts from development through implementation of Kent's Critical Areas Ordinance, Shoreline Master Program, and Surface Water and Drainage Code. Ensure these regulations are updated per required schedules and reflect best available science.
3. Reduce air pollution from passenger vehicles by promoting mode shift to non-motorized and transit modes through investment in non-motorized infrastructure projects in Chapter 4 – Infrastructure and Transportation.
4. Increase carbon sequestration through investments in parks and open space in Kent's industrial lands listed in Chapter 4 - Infrastructure and Transportation.
5. Amend zoning code use tables to allow transit operations and maintenance facilities in the I3 zoning district and as a conditional use in the I2 zoning district.
6. Support King County Metro's work to achieve carbon neutrality by 2040.
7. Ensure Kent's policies and codes are consistent with state requirements relating to transition to alternative fuels.

⁹ See Chapter 7 – Implementation for a list of actions.

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Chapter 7 Conclusions and Implementation

Conclusions

The Kent Valley is brimming with opportunity from transformations in industrial uses and technologies. The City of Kent is poised to capitalize on this "fourth industrial revolution", and abundant demand for its superior access to Ports, regional transportation infrastructure, and metropolitan consumer markets. Rally the Valley is the City's long-term strategy to ensure that these opportunities are realized. Driven by fiscal and policy limitations, and observed trends toward overspecialization in warehousing and distribution, this plan represents a new vision for Kent's industrial lands and its partnerships with its nearby neighbors.

Rally the Valley has laid out a plan to achieve a diverse, economically resilient industrial employment center that is ready to adapt to an evolving industrial market. Its modernized development regulations and design standards will turn the course of Kent's industrial lands toward achieving a healthy balance of industrial uses. At the same time, people-centered investment priorities and economic development partnerships will improve the overall quality of the industrial workforce's experience in the Kent Valley. This move toward diversification and investments in workforce recruitment and retention will deliver financial benefits to Kent Valley businesses through improved location-based property values and long-term business success. The City of Kent will benefit directly through increases in taxable value, and indirectly through growth in its employment base as the Kent Valley establishes itself as an attractive place for industrial businesses to flourish.

The following section outlines an implementation strategy to guide the ongoing work to achieve the vision of Rally the Valley.

Implementation

The efforts surrounding development of a subarea plan are valuable in their own right; the identification of a vision and goals with the support of stakeholders and subject matter experts can have tremendous value in defining a city's direction. This work can easily be undercut, however, without a strong strategy for ensuring actions identified in the planning process are implemented.

The following table summarizes the actions proposed in the Rally the Valley subarea plan; this table is intended to be a tool to track progress on action items and maintain accountability for City departments. For each action identified, this table lists a project lead, as well as partners with which implementation of the action must be coordinated. It describes the goals met by the action, with reference to the strategic framework outlined in Chapter 1 – Purpose and Vision. Each action also has a performance metric (an

achievable point at which the action can be considered complete), potential options for funding or resourcing the work, as well as a timeline designation for short-, mid-, or long-term. Short-term actions are those intended to be implemented simultaneously with the adoption of the subarea plan, or within one to three years. Mid-term actions are those that will be implemented following the adoption of the subarea plan, and expected to be completed within three to seven years. Long-term actions are those that will be accomplished toward the second half of the planning horizon of 2035.

Actions are divided into groups based on the chapter in which they are found.

Action Tracking Matrix

LAND USE AND INDUSTRIAL DESIGN			
Action LU-1: Amend MIC boundaries to include the largest contiguous area of Kent's industrial lands, and pursue amendments to CPPs and MPPs to reflect this change			
Project Lead:	ECD	Partners:	King County, PSRC
Goals/Policies Met:	1b, 3b	Performance Metric:	New boundaries adopted in Kent's comprehensive plan, King County CPPs, and Puget Sound MPPs
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:		Action T-1, King County Countywide Planning Policies, Vision 2050	
Action LU-2: Amend land use plan map to include two industrial land uses: MIC-1 and MIC-2			
Project Lead:	ECD	Partners:	King County, PSRC
Goals/Policies Met:	1b, 3b	Performance Metric:	New boundaries adopted in Kent's comprehensive plan
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:		King County Countywide Planning Policies, Vision 2050	
Action LU-3: Amend zoning districts map and zoning code to replace M1, M1-C, CM-1, M2, and M3 with I1, I2, I3			
Project Lead:	ECD	Partners:	
Goals/Policies Met:	2a, 3a-d	Performance Metric:	New zoning districts map and zoning code updates adopted
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:		City of Kent Comprehensive Plan update	
Action LU-4: Amend zoning use tables to simplify manufacturing definitions			
Project Lead:	ECD	Partners:	
Goals/Policies Met:	3b, 3d	Performance Metric:	Zoning code updates adopted
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:			
Action LU-5: Amend zoning use tables to prohibit outdoor storage other than accessory uses, with maximum site percentages in the I1, I2, and I3 zoning districts.			
Project Lead:	ECD	Partners:	
Goals/Policies Met:	2a, 3a, 3b, 3d	Performance Metric:	Zoning code updates adopted
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:		Metro Connects	
Action LU-6: Amend zoning use tables to allow transit operations and maintenance facilities in the I3 zoning			

district, and in the I2 district as a conditional use			
Project Lead:	ECD	Partners:	
Goals/Policies Met:	3d, 4c	Performance Metric:	Zoning code updates adopted
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:		Metro Connects	
Action LU-7: Amend zoning use tables to allow non-industrial uses at neighborhood scales to serve as amenities and support industrial uses			
Project Lead:	ECD	Partners:	
Goals/Policies Met:	1a, 3b, 3c	Performance Metric:	Zoning code updates adopted
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:			
Action LU-8: Establish tiered dock-door to square footage ratios for industrial buildings to preserve and promote smaller-scale industrial development, with elective design and amenity options to increase ratios			
Project Lead:	ECD	Partners:	
Goals/Policies Met:	1b, 2a, 2b, 2c, 3a, 3d, 4c	Performance Metric:	Zoning code amendments and elective design standards adopted
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:			
Action LU-9: Establish design standards to elevate urban design in Kent's industrial lands by requiring fenestration, modulation, and site design requirements that mitigate visual impacts and non-motorized accessibility challenges of large development			
Project Lead:	ECD	Partners:	
Goals/Policies Met:	2a, 2b, 2c, 3d, 4a, 4c	Performance Metric:	Design standards adopted
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:			
Action LU-10: Establish tiered approach to application of design standards for redevelopment			
Project Lead:	ECD	Partners:	
Goals/Policies Met:	1a, 3a	Performance Metric:	Zoning code amendments adopted
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:			
Action LU-11: Complete housing plan, including assessment of housing needs and opportunities for industrial workforce			
Project Lead:	ECD	Partners:	South King County cities; Dept. of Commerce
Goals/Policies Met:	3b	Performance Metric:	Adopted housing plan with strategies for providing housing for industrial workforce
Timeline:	Mid term	Funding/Resource Options:	Staff time; Department of Commerce grant
Related Plans or Projects:		South King County Housing Plan, City of Kent Housing Plan	

TRANSPORTATION AND INFRASTRUCTURE

Action T-1: Maintain and expand the geography of the Manufacturing and Industrial Center (MIC) designation to

position Kent for regional funding opportunities to support freight infrastructure and advocate regionally for support for projects that offset the financial and opportunity costs of freight.			
Project Lead:	ECD and Elected Officials	Partners:	Public Works, PSRC, King County
Goals/Policies Met:	1a, 1b	Performance Metric:	New boundaries adopted in Kent's comprehensive plan, King County CPPs, and Puget Sound MPPs; regional grant funding availability
Timeline:	Mid term	Funding/Resource Options:	Staff time; elected official time
Related Plans or Projects:		Action LU-1, King County Countywide Planning Policies, Vision 2050	
Action T-2: Explore revisions to TIF which may include project lists that include all modes of transportation, reduced fees for mixed-use complexes, and consideration of Rally the Valley findings that trucking-intensive uses generate the highest traffic counts during non-PM-peak hours.			
Project Lead:	Public Works	Partners:	ECD
Goals/Policies Met:	1a	Performance Metric:	Adopted revisions to Traffic Impact Fees (TIF) and project list
Timeline:	Mid term	Funding/Resource Options:	Staff time; TMP consultant work
Related Plans or Projects:		Transportation Master Plan update	
Action T-3: Track transportation-related revenue, including grants and TIF, and costs including infrastructure expansion and maintenance.			
Project Lead:	Public Works	Partners:	Finance, ECD
Goals/Policies Met:	1a, 1b	Performance Metric:	Reportable data
Timeline:	Short term, ongoing	Funding/Resource Options:	Staff time; EcoNW consultant work
Related Plans or Projects:		EcoNW consultant contract	
Action T-4: Quantify the regional economic benefits of distribution and logistics operations in the Kent Valley.			
Project Lead:	ECD	Partners:	Finance, Public Works
Goals/Policies Met:	1a, 1b	Performance Metric:	Data and messaging for elected officials to share regionally
Timeline:	Short term, ongoing	Funding/Resource Options:	Staff time; EcoNW consultant work
Related Plans or Projects:		EcoNW consultant contract	
Action T-5: Support King County Metro and Sound Transit in advancing transit options for workers in the Kent Valley.			
Project Lead:	King County Metro, Sound Transit	Partners:	ECD, Public Works
Goals/Policies Met:	2b, 2c	Performance Metric:	Full implementation of King County Metro Connects and ST3 projects
Timeline:	Long term	Funding/Resource Options:	Metro, Sound Transit, Regional Mobility Grants, PSRC grants
Related Plans or Projects:		Metro Connects, ST3	
Action T-6: Partner with businesses to increase safety, accessibility, and utilization of the regional trails system through lighting, placemaking, and gateway enhancement projects.			
Project Lead:	ECD/Parks	Partners:	Private businesses

Goals/Policies Met:	1b, 2b, 2c, 4a, 4c	Performance Metric:	Programmatic investment in trails and gateways by private partners
Timeline:	Long term	Funding/Resource Options:	Private investment, placemaking funds
Related Plans or Projects:		Kent Valley Regional Trails Opportunity Study	
Action T-7: Replace the Green River Corridor Ordinance, KCC 15.08.260 with targeted language to establish and maintain access to the regional trails system.			
Project Lead:	ECD	Partners:	
Goals/Policies Met:	2b, 2c, 4c	Performance Metric:	Repeal of KCC 15.08.260, and adoption of new code language
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:		Shoreline Master Program, Kent Valley Regional Trails Opportunity Study	
Action T-8: Invest in improvements to the non-motorized transportation system in the Kent Valley, and opportunities to highlight and activate existing assets to achieve 2035 mode-shift goals.			
Project Lead:	Public Works/Parks	Partners:	ECD, King County Parks, King County Metro
Goals/Policies Met:	2b, 2c, 4a, 4c	Performance Metric:	Completion of the Non-Motorized and Activation Opportunities project lists
Timeline:	Long term	Funding/Resource Options:	PSRC grants, Regional Mobility Grants, King County Metro, King County Parks
Related Plans or Projects:		Action E-3, Action E-4, Metro Connects, King County Open Space Plan, Kent Park and Open Space Plan	
Action T-9: Explore opportunities for on-street parking to serve businesses with high employment density.			
Project Lead:	Public Works	Partners:	ECD
Goals/Policies Met:	3c, 4b	Performance Metric:	Completion of the On-Street Parking project list
Timeline:	Mid term	Funding/Resource Options:	Private development, City capital budget
Related Plans or Projects:		Transportation Master Plan update	
Action T-10: Amend parking regulations to require new development to provide adequate parking for high employment-density uses.			
Project Lead:	ECD	Partners:	
Goals/Policies Met:	3a	Performance Metric:	Zoning code amendments adopted
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:			
Action T-11: Pursue opportunities to partner with firms developing advanced technologies, and explore ways to facilitate supportive infrastructure and resources.			
Project Lead:	ECD	Partners:	ACESNW
Goals/Policies Met:	3a, 3b, 3d	Performance Metric:	Established partnership with advanced technology or R&D firm to locate operations in Kent's industrial lands
Timeline:	Short term	Funding/Resource Options:	Private funding, utilities franchise agreements, City capital budget
Related Plans or Projects:		ACES Northwest Network strategic goals (https://cascadia.center/aces/)	

Action T-12: Implement water system plan and comprehensive sewerage plan projects to maintain existing infrastructure and ensure capacity for growth in the Kent Valley.			
Project Lead:	Public Works	Partners:	ECD, private development
Goals/Policies Met:	1a, 3d	Performance Metric:	Completion of projects listed in Kent's Water System Plan and comprehensive sewerage plan
Timeline:	Long term	Funding/Resource Options:	Private development, City capital budget
Related Plans or Projects:		2019 Water System Plan; 2000 Comprehensive Sewer Plan	
Action T-13: Complete the Mill Creek Reestablishment Project in the Kent Valley.			
Project Lead:	Public Works	Partners:	King County Drainage District, USACE, WDFW, Muckleshoot Tribe, Dept. of Ecology
Goals/Policies Met:	3a, 4b	Performance Metric:	Completion of all Mill Creek Reestablishment Project components
Timeline:	Mid term	Funding/Resource Options:	City capital budget
Related Plans or Projects:		Mill Creek Reestablishment Project EIS	
Action T-14: Evaluate the feasibility of a Parks Impact Fee within Kent's industrial employment center, including the completion of a rate study.			
Project Lead:	Parks	Partners:	ECD
Goals/Policies Met:	1a, 2b, 4a,	Performance Metric:	Parks Impact Fee feasibility study completed.
Timeline:	Short Term	Funding/Resource Options:	Staff time
Related Plans or Projects:		Parks Impact Fee Rate Study	
Action T-15: Develop and implement regional trail lighting program. Identify and coordinate with private property owners to install lighting fixtures on private property and building façades abutting regional trails.			
Project Lead:	Parks	Partners:	ECD
Goals/Policies Met:	2a, 2b, 2c, 4c	Performance Metric:	Lighting program created and underway.
Timeline:	Mid term	Funding/Resource Options:	Staff time
Related Plans or Projects:			
Action T-16: In cooperation with private property owners and King County Metro, establish procedures and standard maintenance agreements for installation of custom bus shelters serving major employers.			
Project Lead:	ECD	Partners:	Public Works
Goals/Policies Met:	3d, 4b, 4c	Performance Metric:	Procedures established.
Timeline:	Mid Term	Funding/Resource Options:	Staff time
Related Plans or Projects:		Metro Connects	
Action T-17: Establish procedures for cooperative management of storm water infrastructure for recreational and public access purposes. Project will require collaborative effort between Public Works and Parks Departments.			
Project Lead:	Public Works, Parks	Partners:	ECD
Goals/Policies Met:	2b, 4a	Performance Metric:	Procedures established.
Timeline:	Mid Term	Funding/Resource Options:	Staff time
Related Plans or Projects:		GRNRA Master Plan	
Action T-18: Restore staffing capacity in Kent Parks and Public Works to support volunteer management programs. Develop and implement an adopt-a-trail program for Kent Valley businesses to adopt and regularly clean up and beautify regional trail segments. Secure grants from King Conservation District and Department of			

Ecology for community-supported restoration and cleanup projects.			
Project Lead:	ECD	Partners:	Public Works
Goals/Policies Met:	2b, 2c, 4a	Performance Metric:	Procedures established.
Timeline:	Mid Term	Funding/Resource Options:	Staff time
Related Plans or Projects:			

ENVIRONMENT			
Action E-1: In coordination with the USACE and King County Drainage District, continue to maintain and upgrade the Green River levee system to achieve flood protection and habitat goals.			
Project Lead:	Public Works	Partners:	Parks, King County Drainage District
Goals/Policies Met:	1b, 3a, 3d, 4b, 4c	Performance Metric:	Green River levee system completed
Timeline:	Short term	Funding/Resource Options:	King County Drainage District, City capital budget
Related Plans or Projects:		Green River System-Wide Improvement Framework	
Action E-2: Continue to minimize and mitigate environmental impacts from development through implementation of Kent's Critical Areas Ordinance, Shoreline Master Program, and Surface Water and Drainage Code. Ensure these regulations are updated per required schedules and reflect best available science.			
Project Lead:	ECD	Partners:	
Goals/Policies Met:	3a, 3d	Performance Metric:	New development and redevelopment occurs consistent with environmental regulations
Timeline:	Ongoing	Funding/Resource Options:	Staff time
Related Plans or Projects:		Shoreline Master Program, Critical Areas Ordinance, Surface Water and Drainage Code, 2017 Kent Surface Water Design Manual	
Action E-3: Reduce air pollution from passenger vehicles by promoting mode shift to non-motorized and transit modes through investment in non-motorized infrastructure projects in Chapter 4 – Infrastructure and Transportation.			
Project Lead:	Public Works	Partners:	ECD, King County Metro, King County Parks, Sound Transit, Private developers
Goals/Policies Met:	2b, 2c, 4c	Performance Metric:	Mode shift goals achieved, and overall reduction in air pollution from passenger vehicles (per Puget Sound Clean Air Agency GHG Inventory)
Timeline:	Long term	Funding/Resource Options:	King County Parks Levy, Private development, City capital budget
Related Plans or Projects:		Action T-8, Kent Transportation Master Plan, Metro Connects, King County Open Space Plan, Kent Park and Open Space Plan	
Action E-4: Increase carbon sequestration through investments in parks and open space in Kent's industrial lands listed in Chapter 4 - Infrastructure and Transportation.			

Project Lead:	Public Works/Parks	Partners:	Parks, King County Drainage District
Goals/Policies Met:	2b, 2c, 4a, 4c	Performance Metric:	Completion of Activation Opportunities project list
Timeline:	Long term	Funding/Resource Options:	
Related Plans or Projects:		Action T-8, King County Open Space Plan, Kent Park and Open Space Plan, Kent Valley Regional Trails Opportunity Study	
Action E-5: Amend zoning code use tables to allow transit operations and maintenance facilities in the I3 zoning district and as a conditional use in the I2 zoning district.			
Project Lead:	ECD	Partners:	
Goals/Policies Met:	3d, 4c	Performance Metric:	Zoning code updates adopted
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:		Action LU-5, Metro Connects	
Action E-6: Support King County Metro's work to achieve carbon neutrality by 2040.			
Project Lead:	King County Metro	Partners:	ECD, Public Works
Goals/Policies Met:	4a, 4c	Performance Metric:	Completion of carbon neutrality projects in King County's Metro Connects plan
Timeline:	Long term	Funding/Resource Options:	Staff time
Related Plans or Projects:		Action T-5, Metro Connects	
Action E-7: Ensure Kent's policies and codes are consistent with state requirements relating to transition to alternative fuels, including RCW 43.19.648 and WAC 51-50-0427.			
Project Lead:	ECD	Partners:	
Goals/Policies Met:	2a, 3a, 4b	Performance Metric:	Zoning code amendments adopted
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:			

ECONOMY AND EMPLOYMENT

Action EE-1: Continue to invest in collaborative marketing and messaging efforts with Kent Valley partner cities to elevate Kent's image as an attractive place for business.

Project Lead:	ECD	Partners:	Kent Valley partner cities
Goals/Policies Met:	3a, 3d, 3c	Performance Metric:	Kent Valley has brand recognition globally
Timeline:	Short term, ongoing	Funding/Resource Options:	LTAC funds
Related Plans or Projects:	City of Kent Economic Development Plan		

Action EE-2: Establish and maintain a Kent Valley website and continue to share data and statistics to support Kent Valley businesses and recruit new firms.

Project Lead:	ECD	Partners:	Kent Valley partner cities, Port of Seattle
Goals/Policies Met:	3a	Performance Metric:	Website is live, sees 100+ views per day, and is instrumental in drawing firms to the Kent Valley
Timeline:	Short term, Ongoing	Funding/Resource Options:	LTAC, Port of Seattle grant program

Related Plans or Projects:		https://www.kentvalleywa.com/	
Action EE-3: Establish and maintain partnerships with Kent Valley partner cities and seek opportunities to collectively influence regional decision-making and collaborate on grant offerings.			
Project Lead:	ECD	Partners:	Kent Valley partner cities, Elected officials
Goals/Policies Met:	1b, 3a, 3b	Performance Metric:	Kent is a regional thought-leader and successfully advocates for regional policy change benefiting the Kent Valley; Kent Valley cities receive partnership grants
Timeline:	Short term, ongoing	Funding/Resource Options:	Staff time
Related Plans or Projects:			
Action EE-4: Partner with industry groups and institutions to promote shared goals of growing manufacturing, high-tech, and aerospace jobs in the Kent Valley.			
Project Lead:	ECD	Partners:	AFA/WSSC, Highline College, UW
Goals/Policies Met:	3a	Performance Metric:	Through partnerships, Kent achieves manufacturing job growth targets
Timeline:	Short term, ongoing	Funding/Resource Options:	Staff time, private and institutional investment
Related Plans or Projects:			

APPENDICES

DATE: September 10, 2019
TO: William Ellis, Hayley Bonsteel, and Danielle Butsick, City of Kent
FROM: Tyler Bump, Morgan Shook, and Sadie DiNatale, ECONorthwest
SUBJECT: Infrastructure Financing Tools Memo

The City of Kent contracted ECONorthwest to develop a memorandum that summarizes infrastructure funding opportunities. This memorandum is intended to support a discussion among the City to determine which, if any, opportunity is suitable for further evaluation.

1 Introduction

As part of a larger project, the City of Kent has initiated a planning process for an industrial area known as the Kent Industrial Lands. The area hosts 48,000 employees and over 1,300 businesses. In proximity to both Seattle and Tacoma, the Kent Industrial Lands area plays an important role in the regional manufacturing industry base. Continued infrastructure investments will be integral to ensuring the area has capacity to support the key industries it wants to retain and attract, as it grows and develops.

This memorandum addresses opportunities to fund the needed investments. While this memo addresses funding, it does not provide detailed financial analysis. Rather, it allows the City of Kent to discuss the merits and drawbacks of various funding tools irrespective of the projects ultimately implemented.

2 Infrastructure Funding Opportunities

The City of Kent is considering its options to pay for infrastructure capital projects in the Kent Industrial Lands (it should be noted that the City also has a need to support its maintenance and operations needs). On one hand, the City may create more (or increase rates of existing) general-purpose, local funding sources to pay for unfunded infrastructure improvements. The financial impact of general-purpose funding tools (e.g. local option levies, bonds, sales taxes, system development charges, and utility fees) is not always tied to the users of the system.

For new funding tools which require a city-wide public vote, the new tax/fee must be broad enough to resonate with the community of voters, which can sometimes be difficult. An alternative to general-purpose funding tools are local, sub-area financing tools. Mechanisms that limit financial impact to a geographically constrained area better ensures that the payers of the system are the ones who benefit from that system.

The remainder of this memo is focused on local, sub-area financing tools as these opportunities are likely the most feasible route to accomplish the City's infrastructure funding objectives in the Kent Industrial Lands.

2.1 Sub-Area Funding Tools

This section provides details about five opportunities that the City of Kent may pursue to fund its infrastructure investments. The first subsection provides a description of each tool (in particular, what it is and how it works). The subsection that follows provides a comparative evaluation of each tool across several criteria: legality, revenue capacity, efficiency, fairness, and political acceptability.

2.1.1 Funding Tool Descriptions

The five sub-area funding tools under consideration are:

- **Local Improvement Districts:** a type of special assessment district where property owners opt into being assessed a temporary tax to pay for capital improvements (which will directly benefit the property owners) in a defined boundary.
- **Community Facilities District:** a type of special assessment district formed by a petition from 100% of the property owners who opt into being assessed a temporary tax to finance infrastructure improvements in a defined boundary.
- **Community Revitalization Financing:** a type of special assessment district that temporarily relies on tax increments to finance public improvements within the increment area. Tax increments are catalyzed by respective public improvements.
- **Landscape Conservation and Local Infrastructure Program:** a program that allows cities to receive a portion of future, county property tax revenue to pay for local infrastructure investments by relying a mechanism known as Transfer of Development Rights.
- **Transportation Benefit Districts:** a district that can raise revenue for specific transportation projects, usually through vehicle license fees or sales taxes.

Following pages provide additional details.

Local Improvement Districts (LIDs)

What is the tool?	A LID is a special assessment district where property owners are assessed a fee to pay for capital improvements, such as infrastructure upgrades, streetscape enhancements, underground utilities, or shared open space. Its distinctive feature is that a LID is enabled by a group of property owners <u>who opt into sharing</u> the cost of a project or infrastructure improvement.
How does it work?	Specific projects are determined eligible and suitable for a LID. Infrastructure improvements considered for a LID may be codified in a capital improvements program, required by regulation, or uncovered through public testimony, petitions, or letters from the public. Projects must benefit specific properties in a defined area. LIDs are formed through a <i>Resolution of Intention</i> (City-initiated option) or a <i>Petition</i> (property owner-initiated option). Both pathways require that an ordinance be passed through a public hearing (subject to an appeals process) which must be supported by a majority of affected property owners. Part of this process includes an estimation of the improvement costs, and the portion of those costs in which property owners will be responsible to pay for. Prior to formation of a LID, the City would evaluate project costs and additional funding sources (if applicable) as well as develop a public relations plan, a preliminary design report, and an environmental impact statement (if applicable). Once the LID is formed, the City would pay for the project upfront by implementing a bond backed by the LID (i.e. property tax revenue committed by public or private property owners). In the event that actual costs are greater than collected revenue (due to underestimation), the City would place an additional assessment on the respective property owners to cover the additional costs. Additional costs would be prorated among all benefitted properties and the process would require another public hearing.
Unanswered questions	▪ Which infrastructure projects seem most suited to LID financing? How many property owners would benefit from implementation of each of these projects? ▪ If the City of Kent will initiate LID conversations with property owners, what process will they follow? ▪ What assessment methodology will the City employ—a mathematical assessment (e.g. per parcel, square foot of property, linear foot of street frontage, traffic volumes, a combination of methods, etc.) or a special benefit analysis using a certified appraisal?

Community Facilities Districts (CFDs)

What is the tool?	A CFD is similar to a LID. It is a special assessment district where property owners are assessed a fee to pay for capital improvements, such as infrastructure upgrades, streetscape enhancements, underground utilities, or shared open space. A CFD is different than a LID in that it must be enabled by 100% of the property owners comprising the district. Property owners opt into sharing the cost of a project or infrastructure improvement.
How does it work?	A city may form a CFD after receiving a petition from 100% of the property owners within the proposed district. The petition should determine the CFD boundaries, the specific facilities/improvements needing financing, the property owners willing to participate on the CFD's board of supervisors, a proposed method of assessment, and the proposed repayment process of assessments and bonds. A public hearing must be held before the city chooses to create the CFD. If it passes, the CFD will need to form a board of supervisors. The board of supervisors will need three members of the jurisdiction's legislative authority and two additional members to represent the property owners. The board of supervisors will create the special assessment district and determine the assessments. They may issue assessment bonds to finance the facilities/improvements. The CFD can foreclose on properties that fail to pay assessments on time.
Unanswered questions	▪ Which infrastructure projects seem most suited to CFD financing? Would all property owners benefit from implementation of each of these projects? ▪ If the City of Kent will initiate petition conversations with property owners, what process will they follow?

Community Revitalization Financing (CRF)

What is the tool?	A CRF allows cities to finance public improvements (such as infrastructure capital projects) by creating tax increment areas where community revitalization is needed. The public improvements, proposed to be financed by CRF, are expected to encourage private development and increase the fair market value of real property within the increment area. CRF is a tax increment-like funding tool that allows local and special purpose governments to opt-in to contribute their portion of property tax allocations. To date, there are four instances of CRF use in the Spokane area as an economic development partnership between the city and county.
How does it work?	The City would evaluate the geographic boundary of the increment area, consider the projects designated for improvements, estimate revenue potential. A written agreement would be obtained to ensure that CRF revenue would be used to finance all or some of the costs of designated public improvements in the increment area. The agreement must include language about tax apportions (e.g. 25% of any increased real property value occurring in the increment area is apportioned to the tax allocation base value and 75% to the increment value). The agreement must be signed and authorized by the governing body of all taxing districts in the increment area. Provide notice and hold a public hearing on the proposed financing of the public improvement in whole or in part with CRF. Adopt an ordinance establishing the increment area that describes the public improvements, the boundaries of the increment area, the estimated cost of the public improvements, and the portion of costs to be financed by CRF. CRF funds can be invested in the form of low interest loans and/or grants for a variety of infrastructure capital investments. The City designating an increment area may incur general indebtedness and issue a bond to finance the improvements. The City may use CRF to retire the indebtedness in whole or in part from tax allocation revenues it receives.
Unanswered questions	▪ What is an appropriate geographic boundary for the increment area? Would overlapping taxing districts be supportive of CRF? ▪ What is the City's capacity for general indebtedness?

Landscape Conservation and Local Infrastructure Program (LCLIP)

What is the tool?	LCLIP offers cities access to tax increment financing in return for the city's acceptance of development rights transferred (Transfer of Development Rights, or TDR) from regional farms and forests to areas more suitable for urban development. TDR transfers are typically conducted as private real estate transactions, but they can also be conducted by cities. In exchange for the placement of development rights in LCLIP districts, the jurisdictional county (in this case King County) agrees to contribute a portion of its regular property tax to the sponsoring city for use for a defined period (up to 25 years). Revenue increments may fund infrastructure improvements that support infill growth and redevelopment.
How does it work?	The City implements an LCLIP program, if evaluation deems it feasible. The City must identify a specific geographic area for increased density that will become a local infrastructure project area ("LIPA"). The City must accept responsibility for all, or a share, of the TDR allocated from the Puget Sound Regional Council to the city. The City may consider to the extent to which it includes any rights from another city through an IGA. The City must adopt a plan for development of public infrastructure within the LIPA. The City must adopt a TDR program. TDR will allow landowners (of land less suitable for development) to sell the development value of their properties as an alternative to building. Developers then purchase those rights to receive more favorable development standards (e.g. density bonuses, allowance of increased height or square footage, reduced setbacks, etc.) in areas more suitable for development. A public hearing must be held on the proposed formation of the LIPA. The county assessor, county treasurer, and county within the proposed LIPA must receive notice of the City's intent to create the area. Notice must be provided at least 180 days before the hearing. Upon successful implementation of LCLIP, the City and County must provide a report to the Department of Commerce every year by March 1. The report includes information such as the number of TDR transactions that occurred, the number of acres conserved, the number of TDR credits transferred to the City, etc.
Unanswered questions	▪ Is a Transfer of Development Rights (TDR program) feasible in the City of Kent? How much developer demand is there for building beyond the City's existing zoning capacity? What incentives might be valuable? ▪ How would the City of Kent structure its program parameters and development regulations? ▪ Should monies be used for capital or operations?

Transportation Benefits District (TBD)

What is the tool?	TBDs are a temporary quasi-government corporation or independent taxing district that raises revenue to acquire, construct, improve, provide, and fund transportation improvements—usually through vehicle license fees or sales taxes.
How does it work?	Any city or county may form a TBD by ordinance, in the public's interest, following a public hearing. The establishing ordinance must determine the district boundaries (all or part of a city, or multiple jurisdictions) and the transportation improvements identified for TBD funding. The parameters of the TBD may not be changed without additional public hearings. TBDs are primarily funded through vehicle license fees and/or sales taxes. Other funding options are available, but not as frequently used (e.g. fuel taxes, general obligation bonds, impact fees, vehicle tools, excess property taxes, local improvement districts, etc.). The jurisdiction's legislative body and the governing board of the TBD must be separate and distinct bodies and they must hold separate and distinct meetings. That said, each body may be comprised of the same members. Annual financial reporting, with specific accounting requirements, and an annual transportation improvement report, detailing revenues and expenditures and other details such as project statuses, is required of TBDs.
Unanswered questions	▪ What funding source(s) will be selected to fund TBD? Would a public vote be required? ▪ Almost all TBDs in Washington state share the same boundary as the establishing jurisdiction. Would the City of Kent prefer the TBD to be contiguous with the Kent Industrial Lands Area, or with city limits?

2.1.2 Funding Tool Evaluation

The purpose of this section is to evaluate the funding tools previously described. It is to inform discussions about the merits and drawbacks of each tool. The evaluation uses five criteria: (1) legality, (2) capacity, (3) efficiency, (4) fairness, and (5) political acceptability. They are defined as:

- **Legality.** If a funding tool is prohibited by state statute or needs additional legislation for implementation, then there is a large administrative hurdle to overcome from the start. All the benefits of a funding tool are not achievable if the tool is not legal or cannot become legal within the desired timeframe. Tools that are legal may still have complicated legislative requirements that would (1) require a lot of work and cost to implement; (2) raise the likelihood of legal challenge; (3) raise the likelihood that any legal challenge would actually be successful; or (4) reduce political acceptability by adding uncertainty and cost to the implementation process. If the tool is not legal and is too hard to make legal in the time available, or is too complicated to implement because of legal requirements, then evaluators may choose to remove the tool from the list of ones meriting further consideration. In some cases, the evaluation will be binary (either yes or no).
- **Capacity.** Capacity refers to revenue capacity, which evaluates revenue potential—the amount any tool can raise. Revenue capacity is tied to the rate imposed, and the rate imposed is always at least partially determined by legality and political acceptability. Evaluators may measure this criterion qualitatively (e.g. a three-category scale of \$ to \$\$\$), however it is most commonly measured quantitatively (e.g. estimated annual revenue by size of the tax/fee needed to fund projects).
- **Efficiency.** In addition, this category covers other items related to creating and maintaining net revenues (net of collection costs). The efficiency category is divided into three subcategories: (1) timing, (2) administrative ease, and (3) stability/predictability. Evaluation will be qualitative, using a relative ranking approach appropriate to each element.
 - *Timing.* Timing considers at what point revenues will become available. Tools that do not provide revenue until after private development occurs, such as tax increment financing, may be ill suited to fund up-front construction costs.
 - *Administrative ease.* As is the case with all government funding sources, the costs incurred by collecting, monitoring, and enforcing taxes/fees are a drain that should be minimized. Revenue that is easier and cheaper to collect is preferable to those that require elaborate and costly mechanisms to implement. As part of the cost, administration of a funding tool affects the bottom line. Administrative ease measures the portion of gross revenues that will be spent on administration. The easier it is to administer the mechanism, the more of the gross revenue collected will be available as net revenue for capital or operations and maintenance. Increasing the rate of an existing funding mechanism is often easier

(less expensive) to administer than a new mechanism. The same is true of tying, when possible, a local addition to a larger regional or state funding source.

- *Stability and predictability.* It is important to have a stable and predictable source of funds to cover infrastructure costs and ongoing maintenance. This criterion identifies whether the tool is likely to avoid large fluctuations each year, and whether the revenue forecasts are generally accurate. The more stable a revenue source, the more it can be assumed to contribute constant revenues over time and allow for long-term planning.
- **Fairness.** This criterion examines horizontal and vertical elements of equity to address issues of fairness across socio-economic groups.
 - *Horizontal and Vertical Equity.* Equity, also referred to as fairness, can be defined in many ways. In the context of infrastructure funding, a key question related to fairness is “who pays?” A standard definition of fairness in public finance is that the charges that fund the infrastructural system be tied to the users who receive benefits from (or impose costs on) the system, unless they are in groups that have been singled out for special treatment (typical categories: low income, elderly, physically disadvantaged).

That definition makes it clear why fairness is a judgment (normative) call, it depends on perspective. One person might judge a funding mechanism fair because users pay; another person may judge the same mechanism unfair because many users have low incomes and society should be providing them those services at less than full cost.

For example, low-income residents in Washington State pay a higher share of their income in taxes compared to higher income individuals. Thus, revenue sources, such as a sales tax, places more burden on lower income individuals. Improvements in transit service may also benefit low-income individuals more than higher income individuals. This is a type of vertical equity. Horizontal equity is based on the idea that those who have the same amount of wealth, or similar levels of income, should be taxed at the same rate as others within that same income bracket.

Additionally, there are other questions related to fairness include: Do both businesses and residents have to pay? Are certain entities or groups of people that benefit from the improvement exempt from paying? Are costs proportional to one’s ability to pay (as measured by income, or value)? Are certain groups (such as the elderly, or low-income) protected from undue financial burdens? While all of these questions have merit, it is recommended that the City of Kent focus on the first definition of fairness described above: are the charges that fund the improvement tied to the users who receive benefits from (or impose costs on) the improvement? Evaluation would be qualitative, using a relative ranking approach.

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- **Political Acceptability.** Political acceptability plays a critical role in decisions about whether or not to use a funding source. Adopting and implementing taxes or fees that are strongly opposed by the public may be more difficult. While certain businesses or localities benefit from infrastructure improvements, elected officials would need to consider whether the application of a funding tool may result in unforeseen social or economic impacts.

The matrix on the following pages evaluates each of the four funding tools across the five dimensions (criteria) described above. It allows for comparative analysis and serves as a starting place for continued discussion by decision makers.

Table 1. Funding Tools Evaluation Matrix

	Local Improvement District	Community Facilities District	Community Revitalization Financing	Landscape Conservation and Local Infrastructure Program	Transportation Benefit Districts
Legality: All the benefits of a funding tool are not achievable if the tool is not legal or cannot become legal within the desired timeframe.	Legal LIDs are legally allowed in WA, per RCW 35.43 through 35.56. LIDs are most commonly initiated by property owners. If at least 50% of property owners sign a petition in favor of the LID, City Councilors can approve the LID. To form a LID that is city-initiated via a Resolution of Intention, the protest percentage must be below 60%. Once an agreement is reached on the portion of funding to come from the LID, the municipality would sell a 10- or 20-year bond to finance the project. The bonds would be repaid through annual payments by affected property owners within the LID.	Legal CFDs are legally allowed in WA, Under ESSB 6241. CFDs may finance a range of improvements/facilities comparable to the list codified in RCW 35.43.040.	Legal CRFs are legally allowed in WA, per RCW 39.89. Cities may create tax increment areas to finance community revitalization projects and programs by diverting a portion of the regular property taxes imposed by local governments within the tax increment area.	Legal LCLIP was enacted in 2011 and encouraged through RCW 36.70A.090. LCLIP is only available to select cities in the central Puget Sound counties of King, Pierce, and Snohomish County. The LCLIP program can run for a maximum of 25 years, but the legislation requires that participating cities demonstrate performance on the use of credits within their Local Improvement Project Area (LIPA). The LIPA must not include more than 25% of the total assessed taxable property within the city.	Legal TBDs are legally allowed in WA, per RCW 36.73. A TBD is temporary – it must end its day-to-day operations within 30 days after the transportation improvements are completed or outstanding debt is repaid.
Capacity: The amount of revenue any tool can raise. Revenue capacity is tied to the rate imposed, and the rate imposed is always at least partially determined by legality and political acceptability.	\$ The revenue capacity for LIDs is more of a political question than a technical question. If LIDs covered enough assessed value, and had high enough rates, then they could generate substantial revenue. However, depending on how the LID is structured, its revenue may be fairly humble.	\$-\$\$\$ The revenue capacity for CFDs is more of a political question than a technical question. If the CFD covers enough assessed value, and had high enough rates, then they could generate substantial revenue.	\$\$-\$\$\$ The revenue capacity for a CRF area is tied to its potential for growth in assessed value and the levy rate selected.	\$\$-\$\$\$ The tax basis of LCLIP is new construction (existing buildings and revaluation are excluded). LCLIP revenues derive from the allocation of a portion of the city's and county's regular property tax (e.g. current expense levy) to the LCLIP district. When a LCLIP district is created by a city, 75% of the assessed value of new construction—multiplied by a city's Sponsoring Ratio*—is allocated to the LCLIP district and used as the basis to distribute revenues. *The "Sponsoring City Ratio" reflects the specified proportion of development rights a city has chosen to accept of the city's allocated share.	\$\$-\$\$\$ Revenue capacity is tied to the funding tool ultimately selected (and the extent of the affected population who pays the fee/tax). Most TBDs impose vehicle registration fees—up to \$50 without a public vote or up to \$100 with voter approval (RCW 82.80.140, RCW 36.73.040(3)(b)). TBDs may levy a sale and use tax of up to 0.2% (RCW 82.14.0455, RCW 36.73.040(3)(a)). A sale and use tax must be approved by a simple majority of voters and the option is limited to 10 years, with the ability to renew the tax for one additional 10-year period (if voters approve). The repayment of debt is the only exception to the time limitation (but the original ballot measure should state this purpose and the length of the repayment term).

	Local Improvement District	Community Facilities District	Community Revitalization Financing	Landscape Conservation and Local Infrastructure Program	Transportation Benefit Districts
Efficiency: Considers when revenue becomes available; the costs incurred by collecting, monitoring, and enforcing taxes/fees; and how stable and predictable the source of funds is over time.	Medium Timing: LIDs allow municipalities to sell bonds to receive upfront funding for projects that are paid back over time. However, in the early years of the development, when little to no development has occurred, the tax base in the area will be too low to support LIDs at a significant level. LIDs will become more useful for the area in later stages of development, when there is a critical mass of taxable development in the area. Administration: LIDs have relatively low ongoing administrative costs once implemented. However, LIDs require substantial public outreach to convince property owners to voluntarily increase their tax burdens. Stability: Property taxes, which this tool relies on, are a stable and predictable source of revenue.	Medium Timing: CFDs allow municipalities to sell bonds to receive upfront funding for projects that are paid back over time. CFDs become increasingly useful for the area in later stages of development, when there is a critical mass of taxable development in the area. Administration: CFDs have relatively low ongoing administrative costs once implemented. However, CFDs require substantial public outreach to convince property owners to voluntarily increase their tax burdens. Stability: Property taxes, which this tool relies on, are a stable and predictable source of revenue.	Medium Timing: Although a CRF area would have substantial revenue capacity, the timing of that revenue may not align with the infrastructure needs of the area. Significant tax increment financing revenue would not be generated in the area until after development occurs. Even once development occurs, there will be a lag before that increase in assessed value comes onto the tax rolls. Administration: A lengthy public process is typically needed before creation of CRF area. While staff is typically required to administer the implementation of the CRF, the system for collecting property taxes is already in place, and no capital investments are required to administer the tax. Stability: Because revenues are property tax based, revenues almost never decline. However, revenues are not immediately available, taking several years to build sufficient capacity to be useful. Also, tax increment districts depend heavily on growth in assessed value from new development, which can lead to volatility and unpredictability if that growth does not occur.	Medium Timing: To maximize revenues and mitigate risks the City of Kent should time the use of LCLIP around known projects that would use TDR. Administration: TDR transfers can be complex procedures, warranting use of a third-party organization. Stability: Prices in the TDR market are more stable in King County due to the county's TDR bank but prices can and do fluctuate.	High Timing: TBDs are generally function for 10-years (20-years if renewed by voters, or longer if TBD is a debt repayment mechanism). Administration: Adopting a new few/tax may require new staff to oversee the system. Other than the hurdles with implementation, many taxes/fees could be administered relatively affordably (particularly in the case of a sales tax or vehicle registration fee). Stability: Stability could fluctuate depending on the funding tool ultimately selected. For example, a general sales tax would be relatively stable and predictable, though (as with many other funding sources) it would track with broader economic trends. A sales tax targeted towards a specific sector (e.g., tourism) would be more vulnerable to revenue swings.

	Local Improvement District	Community Facilities District	Community Revitalization Financing	Landscape Conservation and Local Infrastructure Program	Transportation Benefit Districts
Fairness: The charges (tax/fee) that fund the infrastructural system are tied to the users who receive benefits from (or impose costs on) the system.	High LIDs are funded by property owners to pay for capital improvements that improve property values. The charges established by the LID should be proportional to the benefits individual property owners will enjoy. New LIDs may pose financial burdens for homeowners on fixed-incomes and businesses.	High All property owners comprising the district opt into sharing the charges established by the CFD, which gives property owners an out if they do not believe the benefits are proportional to the charges.	Medium to High The equity of CRF depends on the types of projects funded by this tool and the overall direct/indirect impact those projects have on low-income and vulnerable populations. A fair use of CRF would focus on projects that have a strong likelihood to stimulate new development in the area and generate additional property tax revenue. CRF does not raise taxes, so there is no additional burden to low-income households or small businesses.	Medium to High LCLIP (and TDR) compensates landowners for lost property value due to zoning and development requirements. The programs use the market to pay for the preservation of public goods in return for more favorable development conditions in areas more suitable for urban development.	Medium TBDs are generally fair in that the improvements located in the district are funded by payers located in the district. However, different funding tools may dissimilarly impact payers. For example, vehicle fees disproportionately affect lower-income households because they do not consider a household's ability to pay. A general sales tax is considered regressive because low-income people pay a higher percentage of their income than high-income people. The fairness of a sales tax from a "user pays" perspective would depend on how it is applied. By applying the tax only to goods and services related to transportation, there is a stronger connection between the benefits received and taxes paid.
Political Acceptability: Adopting and implementing taxes or fees that are strongly opposed by the public may be more difficult.	Medium The creation of LIDs usually requires extensive political outreach to gain support from property owners who will be asked to voluntarily increase their tax burden. If property owners believe they will receive tangible benefits from the capital improvement and the costs are acceptable, then the political acceptability can be relatively high. The more property owners that comprise the intended district, the more difficult it can be to achieve majority support. If matching funds were available from another source, political acceptability and neighborhood interest could increase.	Medium Because 100% of the district's property owners must opt in, a CFD may be more politically acceptable than other financing tools. However, getting 100% of the property owners of a proposed district to opt in may be a political challenge.	Medium Use of CRF would require conversations with the public and with overlapping taxing districts. The tool can be viewed as politically contentious because of the perception that school districts are adversely impacted. As increment financing does not increase taxes, the public may view the tool more favorably. The tool is often considered suitable for key areas, to help achieve communities' growth plans.	High Several cities have implemented local TDR programs in Washington and the City of Seattle implemented an LCLIP program with major success.	Medium Political acceptability may be low as TBD imposes new costs on residents or businesses. A new tax with a nexus to the types of projects funded by the tool, may improve political acceptability.

3 Implications

Each funding tool described in this memo likely warrants further exploration. ECONorthwest believes that each of these tools presents a viable funding option to meet the area's needs.

Implications for each of the tools follows:

- **Local Improvement District (LID).** There are many property owners the comprise the Kent Industrial Lands, however there are many large interests. This makes LID formation relatively more or less difficult. A large LID would be needed to fund large projects and getting majority consent across owners might be difficult. On the other hand, smaller, more proximately defined projects might be easier to implement for owners if the projects create value and benefit assessment can be worked out. The assessment rate ultimately selected, and the total assessed value in the district, will determine the magnitude of funding received from a LID. LIDs will have limited capacity to pay for infrastructure in early phases of the development. As the area develops in phases over time, the financial capacity of a LID would be significantly higher at full build out. The practical capacity of a LID in the area is likely limited, but capacity depends on the specific assumptions for the timing and value of new development, as well as willingness to participate from property owners.
- **Community Facilities District (CFD).** In theory, a CFD may be the most politically viable tool – if a petition signed by 100% of the property owners can be achieved – however, it may also be the most administratively challenging district to form as getting complete consensus could be onerous. For this reason, a CFD contiguous with the entire Kent Industrial Lands area may not be feasible, despite that geography's likely ability to generate substantial revenue to repay debt. A CFD created within a smaller sub-area of the Kent Industrial Lands where property owners and users can identify a common need for infrastructure improvements is likely to be more successful.
- **Community Revitalization Financing (CRF).** CRF is a complex process which requires extensive public involvement and community support, especially from other taxing jurisdictions. Over the long term (most districts are established for a period of 20 or more years), the increment area could produce substantial revenues for infrastructure projects. Due to the sometimes slow or indirect nature of property tax growth in relation to targeted projects, the increment area can often take five or more years to produce meaningful levels of revenue resulting in loss of project alignment. The best way forward for a CRF is some economic development partnership between the City, County, and the Port of Seattle.
- **Landscape Conservation and Local Infrastructure Program (LCLIP).** The City may implement LCLIP after additional exploration of the program parameters and discussions with King County. The revenue capacity of LCLIP could be substantial, but capacity is contingent on developer demand for building beyond the City's existing zoning capacity. LCLIP could present a viable option for funding street operations by leveraging King County property tax contributions. The revenue could be large given the amount of new construction valuation that is generated in the Kent Valley. LCLIP

offers an advantage to CRF in that the county is automatically a partner. In addition, there may be a potential option for the Port of Seattle to also contribute infrastructure funding via LCLIP.

- **Transportation Benefits District (TBD).** A Transportation Benefits Districts may be the least politically viable as it requires imposition of new fees/taxes, which may be regressive in nature. In addition, the practical capacity for revenue is highly contingent on the fee/tax structure ultimately imposed. However, many cities have implemented the vehicle license fees and about half have been successful in putting forth sales tax measures. The key issue for Kent are 1) should the TBD operate on a city-wide or other geographic basis, 2) what funding tool best presents an opportunity to fund the needed projects, and 3) how does a TBD integrate with other funding mechanisms at different geographies and over different time periods and what is the political and community acceptability of a package of funding tools.

4 Recommendations and Next Steps

The City of Kent's next steps are twofold. First, the current planning process must advocate for a range of needed projects and local area funding tools. We would recommend the following as part of the process:

1. Use LIDs for smaller, more defined projects (road and utility) where the benefits of the projects are clear to articulate and implement.
2. Use LCLIP for transportation operations and maintenance in the area.
3. Pursue TBD on a city-wide basis to meet the larger needs of the city.

When the planning process concludes, the city will need to create a more tactical funding plan to put these measures in place. This includes:

1. Continue to evaluate the financing opportunities and develop a basis for implementation that would allow the City to meet its infrastructure funding goals. This task is in relation to conversations that the City is having regarding updating or creating impact fees for transportation or parks.
2. Determine the key projects and/or operational needs.
3. Determine the revenue potential for the tools of interest.
4. Create the administrative and legal basis to forward policy and code to the City's elected leadership.

Kent Industrial Lands Market Analysis and Industrial Site Design Analysis

November 2019

Prepared for:
City of Kent

ECONorthwest

ECONOMICS • FINANCE • PLANNING

MACKENZIE.

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Background and Purpose

Located in the southeast portion of the Puget Sound region, the Kent Industrial Valley has become increasingly attractive for many industrial uses due to its flat terrain, availability of transportation connections, and the proximity to Seattle, Tacoma, and SeaTac Airport. Within the Kent Industrial Valley is Kent's Manufacturing/Industrial Center (MIC), one of nine Manufacturing/Industrial Centers in the Puget Sound region with strategic goals for more intensive industrial activity. These regional centers are identified for strategic growth, economic development and infrastructure investments to improve mobility of people and goods¹. The City hired Mackenzie and ECONorthwest to conduct an industrial needs assessment for the valley and to develop a vision and strategic plan for the Kent Industrial Valley.

ECONorthwest completed this market and employment trends analysis to help the City of Kent and the Rally the Valley Advisory Panel understand how the industrial sector has changed in the Kent Industrial Valley economy relative to neighboring regions in Washington that boast similar market strengths. This white paper provides the summary of the industrial profile.

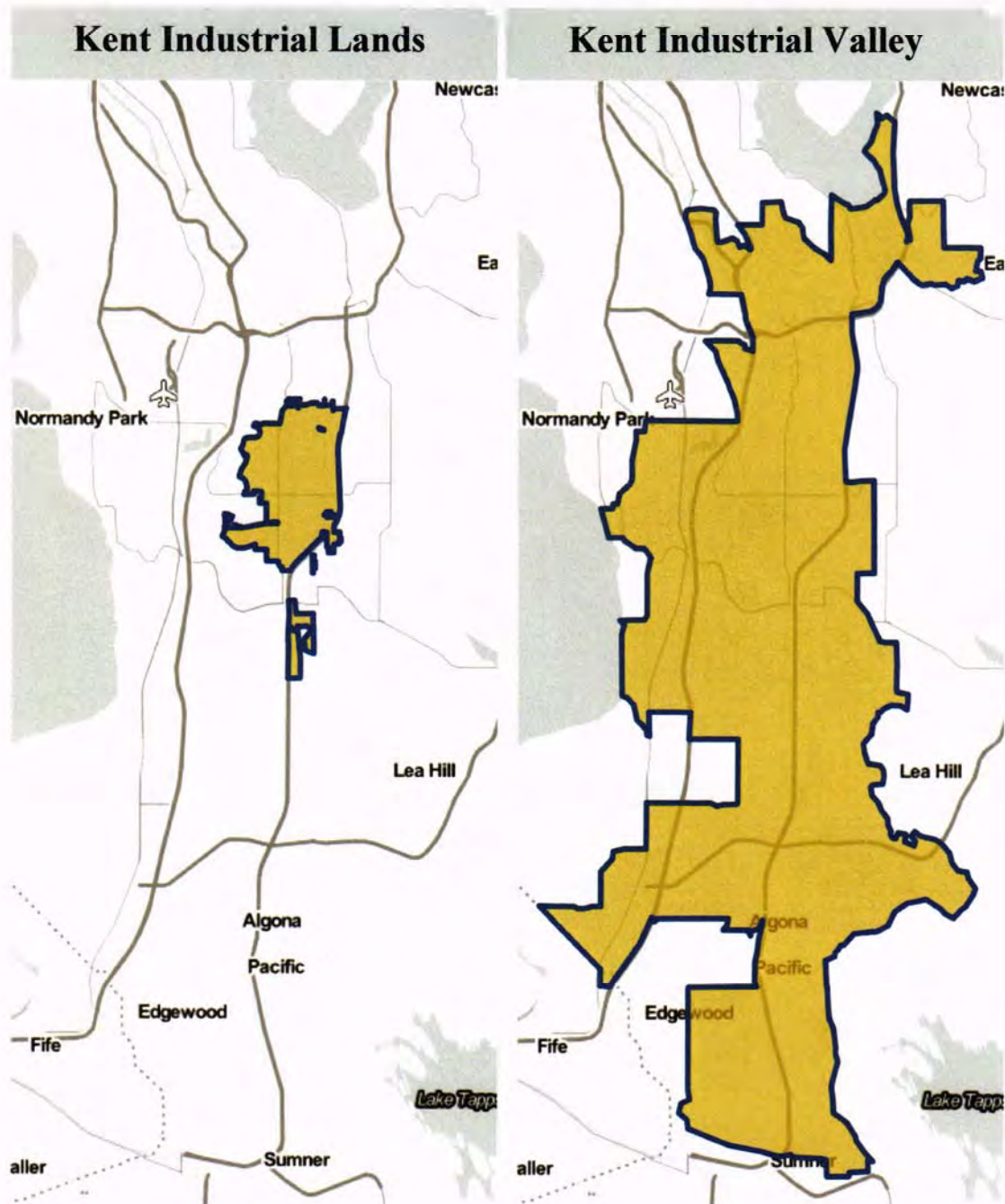
This document is organized as follows:

- **Employment Trends Analysis.** This analysis examines the employment shift by industry trends in the valley and the greater Puget Sound Region.
- **Industrial Land and Building Composition.** This section examines the current industrial use by industry and includes a review of existing building use and total square footage of the industrial sector. This section also includes maps of the Kent Industrial Lands building use by parcel and vacant lands.
- **Market Analysis.** This section provides a summary of current and recent industrial, office, and retail market condition trends. Included in this analysis is a review of lease rates and vacancy rates for each comparison market area.
- **Employee Characteristics.** This section provides a summary of employee demographics that include income, education, skills, and commute characteristics.
- **Market Area Demographic Snapshot.** This section provides a summary table of Kent Industrial Valley market area demographic information and forecast population and employment.
- **Code Standards.** This section provides a summary of the impeding goals in the current code and an example of some other jurisdiction's codes.
- **Design and Site Characteristics.** This section provides a summary of typical industrial site types and design characteristics.

¹ Puget Sound Regional Council. 2009. Vision 2040: The Growth Management, Environmental, Economic, and Transportation Strategy for the Central Puget Sound Region.

This white paper evaluates trends and data for two geographies, the Kent Industrial Valley and Kent Industrial Lands. The Kent Industrial Valley geography represents a larger economic region that includes employment areas in Kent, Renton, Auburn, Lakeland North, Lakeland South, Algona, Pacific, Edgewood, and Sumner. The Kent Industrial Lands geography represents only the City of Kent portion of the Kent Industrial Valley.

Exhibit 1. Kent Industrial Valley and Kent Industrial Lands Geographies



Employment Trends Analysis

The Puget Sound Region has realized significant job growth in the current business cycle coming out of the 2008 recession. The Kent Industrial Valley, like the Puget Sound Region, has also seen significant job growth over the last ten years. The Kent Industrial Valley is currently home to over 10,057 businesses.

In 2018, there were nearly 252,000 employees who worked in the Kent Industrial Valley. Between 2008 and 2018, there were approximately 37,000 new jobs that were added to the Valley. In this ten-year period, employment growth occurred in nearly every industry category, with the exception of retail which saw a 3 percent decline. Three industry categories saw the largest increases in employment in the last ten years; manufacturing, transportation and warehousing, and construction. Exhibit 2 shows annual employment changes by industry category.

The Kent Industrial Valley plays an important role in the regional manufacturing industry base. There are nearly 49,000 manufacturing jobs in the Kent Industrial Valley. Sixty percent of all the manufacturing jobs in the Kent Valley—and about 12% of all Kent Valley employees—are in advanced manufacturing industries, industries that require a workforce that has a high degree of training or advanced education.² The Kent Industrial Valley is home to over 22,000 aerospace manufacturing jobs including those at Boeing and Blue Origin. Additionally, there are 7,100 jobs in the Kent Industrial Valley in advanced manufacturing industries outside of the aerospace industry.

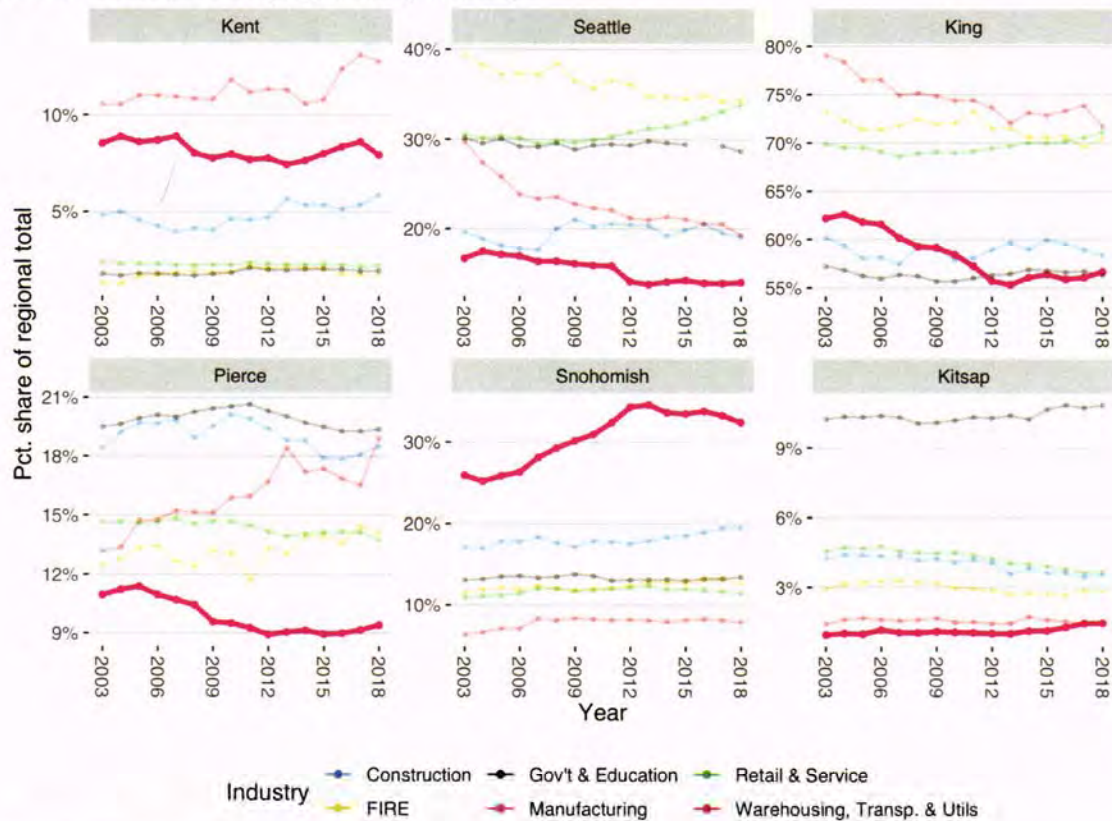
Exhibit 2. Kent Industrial Valley Annual Employment Change by Industry Category



Source: Puget Sound Regional Council, Washington State Employment Security Department

² <https://www.brookings.edu/wp-content/uploads/2015/02/Advanced-Industries-Data-and-Methods-Appendix.pdf>

Exhibit 3. Share of Employment by Industry



Source: PSRC Covered Employment

Data from the Puget Sound Regional Council also indicates that the Kent Industrial Valley is capturing a larger share of regional manufacturing employment compared to other cities and counties in the region. Seattle's share of manufacturing sector jobs saw the largest decline in the region during this period, falling by about 8 percent since around the 2008 recession and into the last several years. As a result, other jurisdictions in the region - mainly Kent, Auburn, Renton, and Everett - have seen a commensurate increase in their regional shares. While Seattle saw losses in the manufacturing sectors between 2003 and 2018, Kent's share remained relatively stable, ultimately netting a 0.5 percent increase over the period. The construction, warehousing and transportation sectors in Kent saw relatively larger increases over the period. Taken together, this would indicate that Kent's mix of manufacturing and distribution industries are remaining stable as King County moves towards an economy dominated by high tech and medical services. Changes in regional shares of employment for manufacturing and other industrial uses indicates that the Kent Industrial Valley will continue to have regional competitive advantages to grow employment in manufacturing industries.

Exhibit 4. Share of Regional Manufacturing Employment

	Pierce County	Snohomish County	Kent Industrial Valley
2008	10%	29%	26%
2018	9%	32%	27%

Source: PSRC Covered Employment

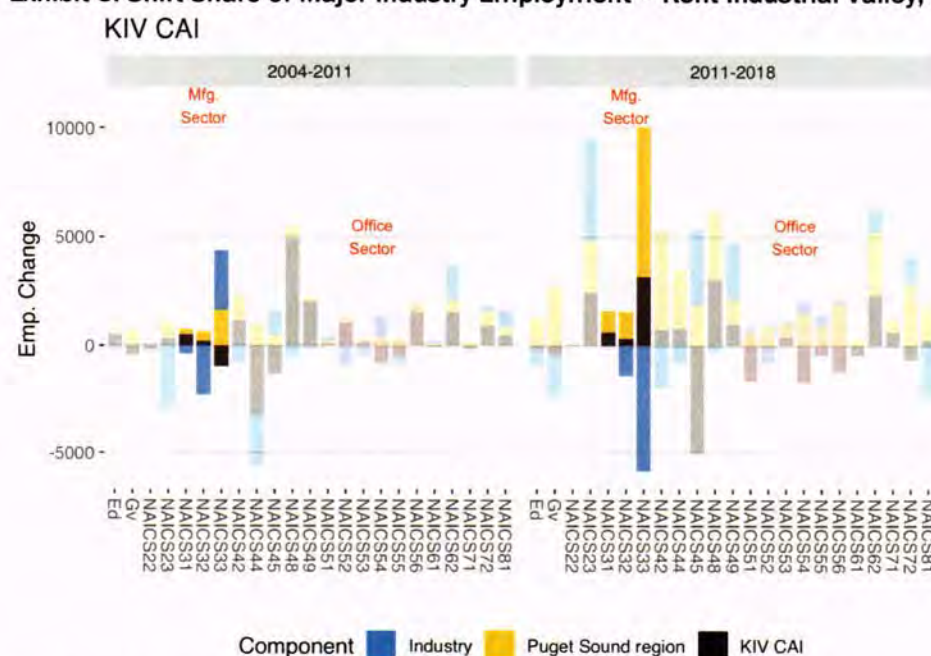
Employment Shift Analysis

A shift-share analysis is a method for breaking down employment changes by industry into three broad components: local area conditions, industry-level trends, and region-wide shifts. The three components can have either a negative or positive effect on the actual change in employment numbers, based on their relative magnitude. This approach can help identify local area-specific competitive advantages; it informs policymakers and economic development professionals of the industries growing at a higher rate locally compared to regionwide growth so they might target those businesses for economic development and policy support. A competitive advantage in the context of a shift-share analysis indicates market preference and the desirability of an area for business and employment growth for specific industries. Factors such as agglomeration, qualified labor markets, and access to infrastructure contribute to competitive advantages. ECONorthwest conducted a shift-share analysis for three geographies to identify any sub-geography-specific comparative advantages for employment growth; the Kent Industrial Valley, Kent Industrial Lands, and the Kent Manufacturing/Industrial Center (MIC).

This analysis found that the Kent MIC has the strongest local area competitive advantage for manufacturing businesses, the Kent Industrial Lands geography has a strong local area competitive advantage for transportation and warehousing businesses, and the Kent Industrial Valley has a local area competitive advantage for both manufacturing and transportation and distribution businesses.

The Kent Industrial Valley shift-share analysis (Exhibit 5) indicates that there is local area strength and competitive advantage in the manufacturing industries. The Kent Industrial Valley does not have a competitive advantage in traditional office-based employment industries. The Kent Industrial Valley also has a moderate competitive advantage for wholesale and transportation employment.

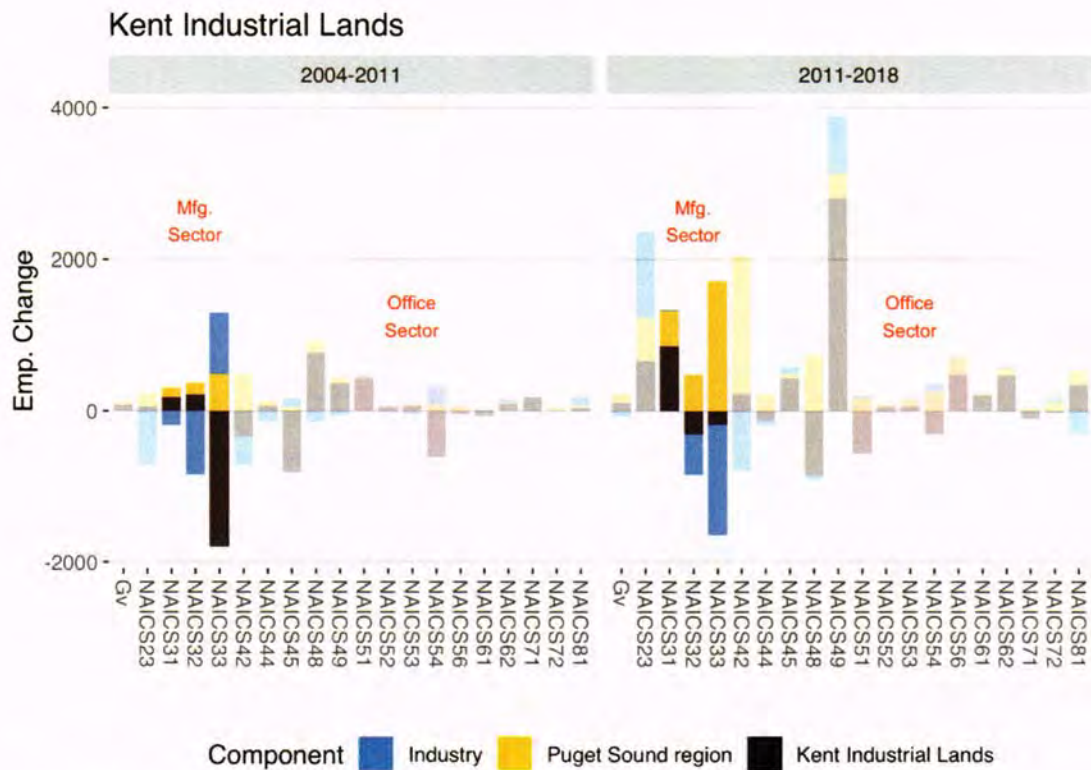
Exhibit 5. Shift Share of Major Industry Employment – Kent Industrial Valley, 2004-2018



Source: PSRC Covered Employment

The Kent Industrial Lands shift-share analysis (Exhibit 6) indicates that there is a small local competitive advantage in the manufacturing industries. The Kent Industrial Lands area does not have a competitive advantage in traditional office-based employment industries. The Kent Industrial Valley also has a strong competitive advantage for wholesale and transportation employment.

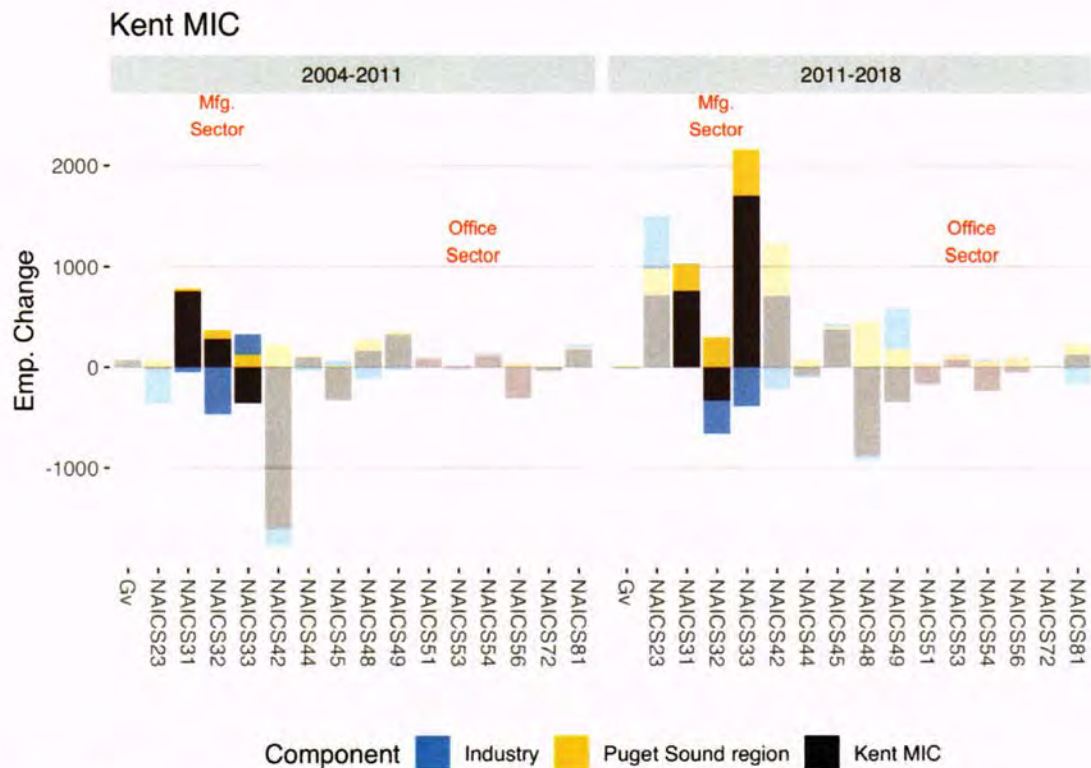
Exhibit 6. Shift Share of Major Industry Employment – Kent Industrial Lands, 2004-2018



Source: PSRC Covered Employment

The Kent Manufacturing/Industrial Center (MIC) shift-share analysis (Exhibit 7) indicates that there is a strong local area competitive advantage in the manufacturing industries. The Kent MIC has does not have competitive advantage in traditional office-based employment industries. The Kent MIC does not have a competitive advantage for warehousing and transportation employment but does have an advantage in wholesale trade.

Exhibit 7. Shift Share of Major Industry Employment – Kent MIC, 2004-2018



Source: PSRC Covered Employment

Industrial Building Inventory

The Kent Industrial Lands area is predominantly large format warehousing with a smaller share of small and medium format industrial buildings. Exhibit 8 shows the share of the total square footage of building area by use. The majority of buildings in the area, 86 percent, are used as distribution or storage warehouses. There is almost 38.7 million square feet of distribution and storage warehouse space in the area (Exhibit 9). Thirteen percent of building square footage in the area is used as manufacturing, flex or industrial engineering space (Exhibit 8). There is almost 5.9 million square feet of manufacturing, flex or industrial engineering space in the area (Exhibit 9).

Exhibit 8. Share of Total Square Feet by Building Use

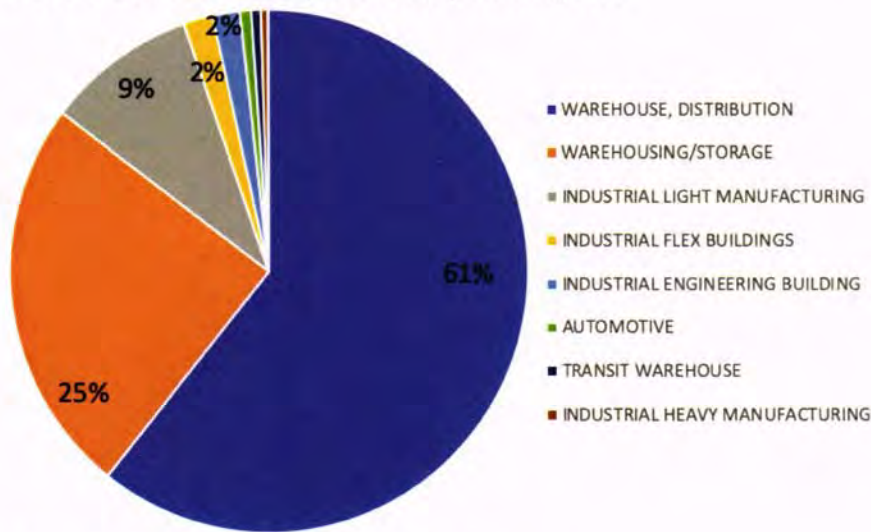
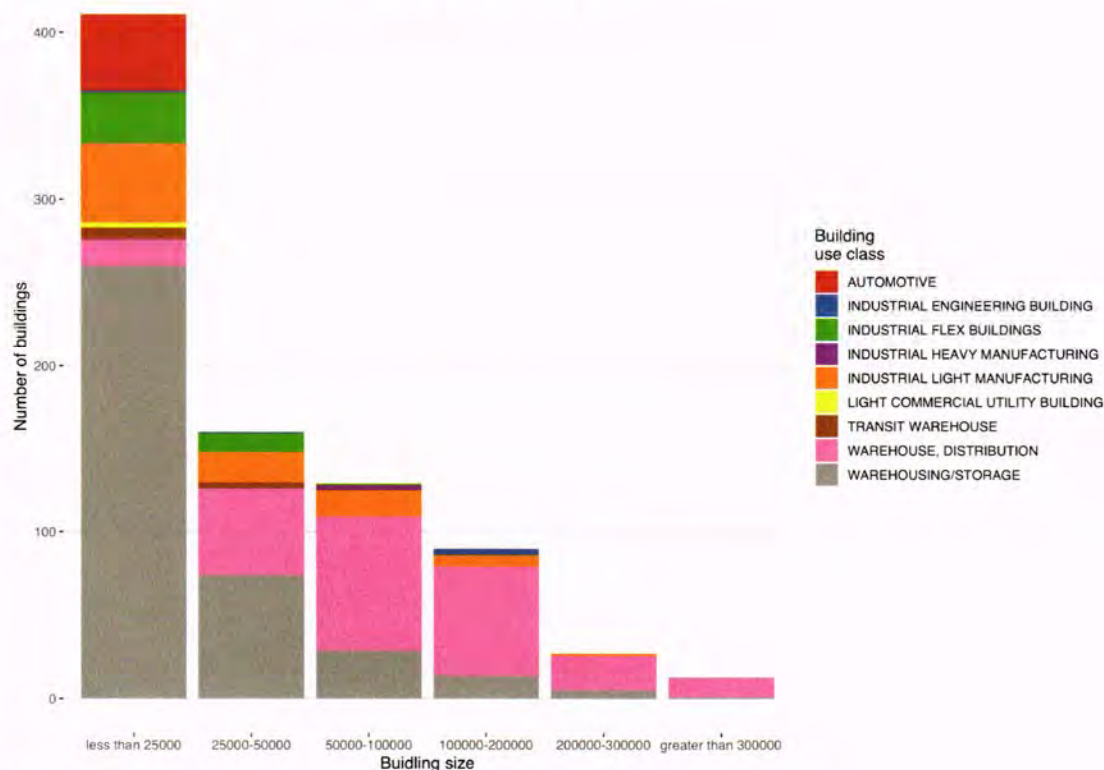


Exhibit 9. Total Square Feet by Building Use



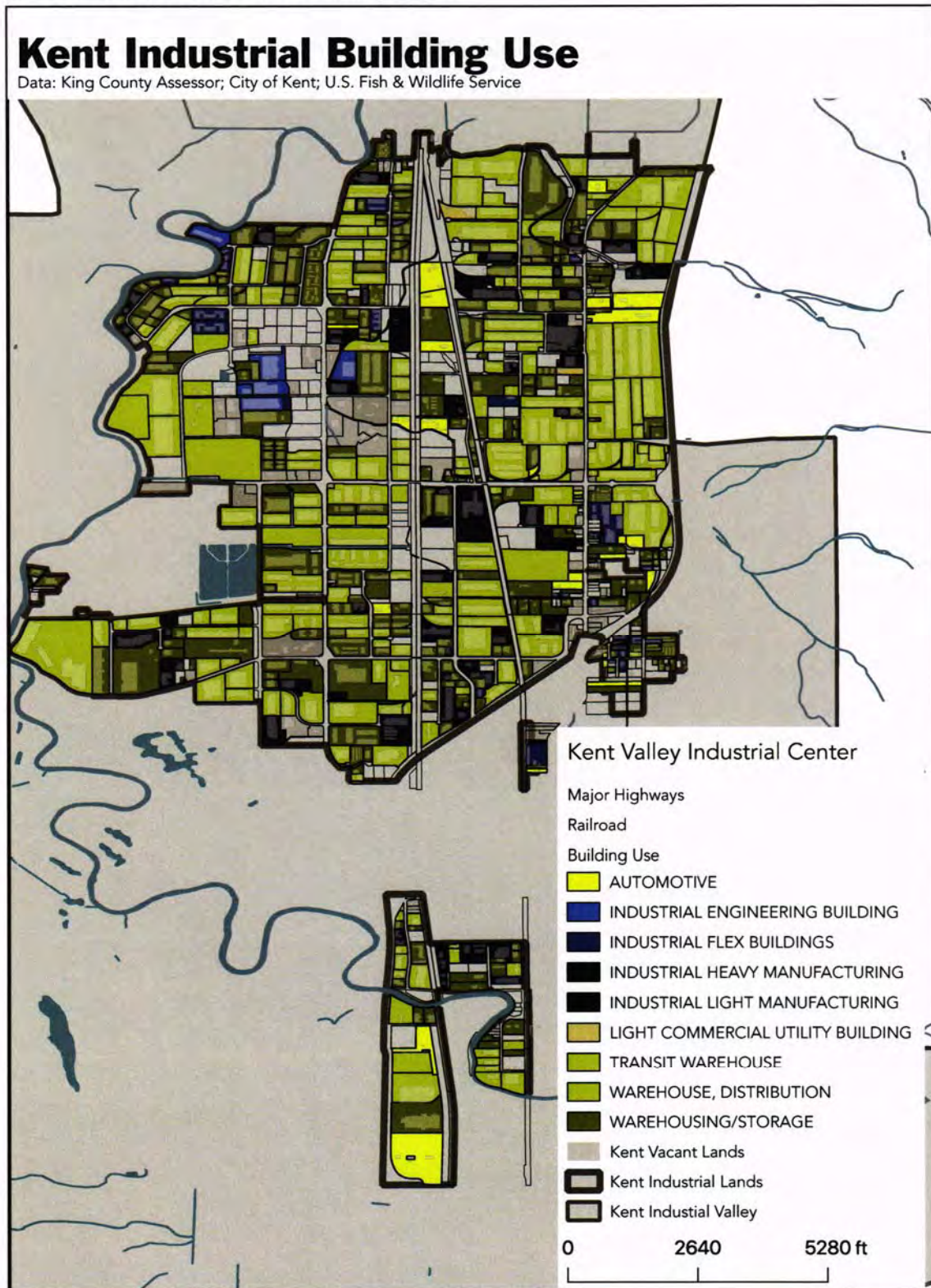
Using recent King County assessor and tax lot data, ECONorthwest analyzed the size and current use of all industrial and employment buildings within the Kent Industrial Lands area. This analysis evaluated only uses in industrial buildings because buildings with industrial uses make up 93 percent of all building uses in the Kent Industrial Lands. Nearly a third of all buildings in the area are small buildings (under 25,000 sq. ft.) with a land use of “warehousing storage”. Warehousing storage buildings of *all sizes* make up nearly half of the buildings in the Kent Industrial Lands area. The remaining share of buildings (about 25 percent) are composed of smaller (50,000 sq. ft. or smaller) structures devoted to a mix of manufacturing, automotive, and “industrial flex” uses. The majority of manufacturing uses (about 90 percent) are located in buildings that are 100,000 square feet or smaller.

Exhibit 10. Kent Industrial Buildings by Use and Size



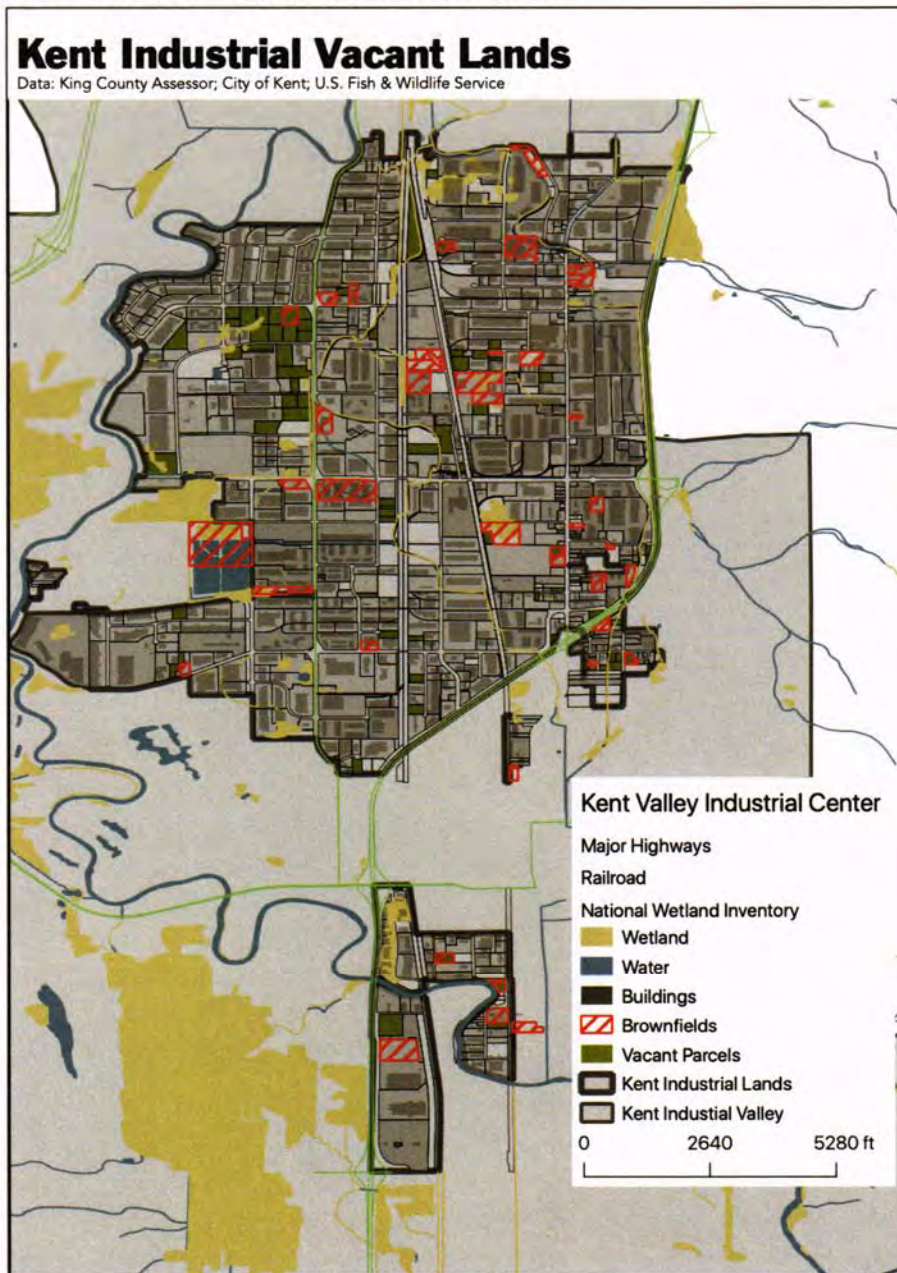
Source: King County

Exhibit 11. Kent Industrial Lands Buildings by Use



There are relatively few vacant developable sites remaining in the Kent Industrial Lands. While there are a number of smaller vacant sites located throughout the area, there are few larger sites with common parcel ownership over five acres throughout the Kent Industrial Lands. Potential redevelopment of sites located throughout the Kent Industrial Lands can be constrained by the presence of “brownfields” which are redevelopment sites that are likely to require environmental remediation. The term “brownfield” refers to real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of hazardous substances. Brownfield sites can be challenging for redevelopment due to unknown cleanup costs, liability, and market challenges of industrial to industrial redevelopment.

Exhibit 12. Kent Industrial Lands Vacant Land



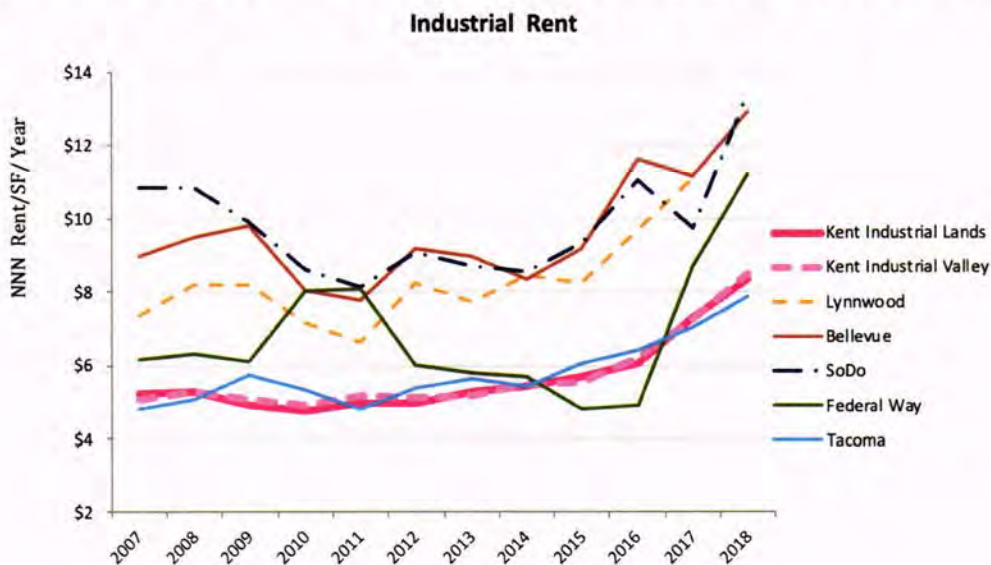
Market Analysis

This section summarizes market trends data for all commercial real estate types. This analysis compares the lease rates and vacancy rates of the Kent Industrial Valley and Kent Industrial Lands area to other employment areas in the region including; Lynnwood, Bellevue, Seattle's South Downtown (SoDo) District, Federal Way, and Tacoma.

Industrial

Industrial rents have increased to a historic high of \$8.34/SF/NNN, compared to \$5.26 in 2013. Industrial lease rates in the Kent Industrial Lands area have been steadily increasing since 2013 but Kent remains a lower cost area for industrial tenants compared to other areas in the region. These low rents are a competitive advantage for attracting businesses from other parts of the region where costs are increasing at a higher rate. The Kent area is likely to be attractive to price-sensitive tenants that find lower rents in Kent attractive but also need good access to a qualified workforce and the regional transportation network.

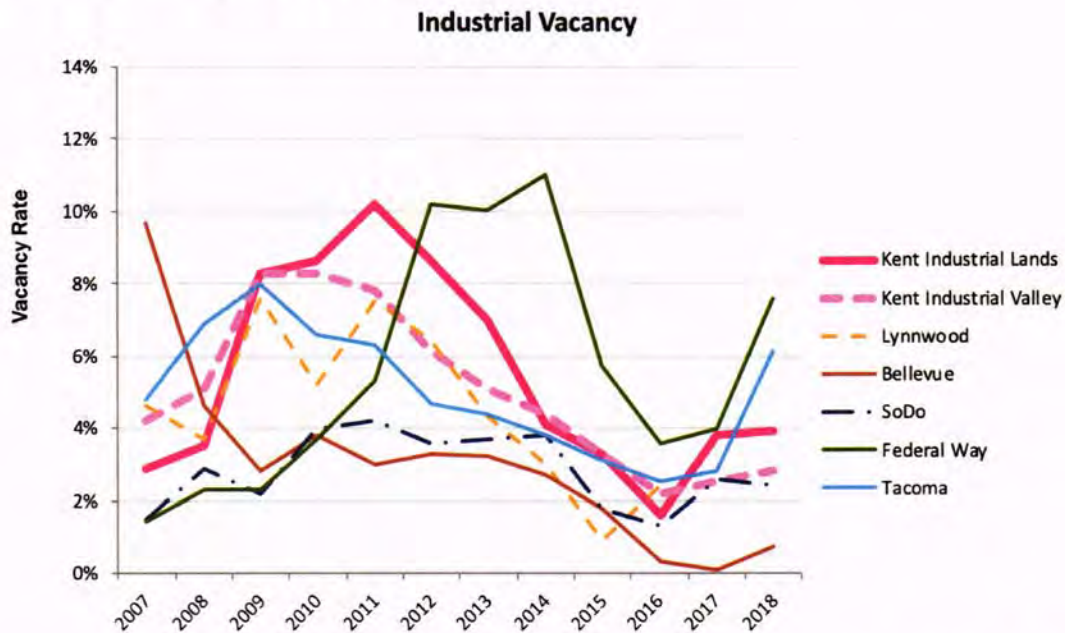
Exhibit 13. Average Industrial NNN Rent per Square Foot, 2007 to 2018, Nominal Dollars



Source: ECONorthwest, CoStar

Since 2009, vacancy rates have fluctuated, but they stabilized from 2014 to 2018 at an average 4 percent. This low vacancy rate signals a strong industrial market within the Kent Industrial Lands which has translated into rent escalations in the last few years. The Kent area has industrial vacancy rates between 2%-4% which indicates a constrained market. It is likely that in the near future investors will start to buy lower rent flex and standard industrial buildings in the area and make value-add improvements to the properties to respond to the high demand and attract different tenant types. New development of speculative industrial buildings will still be challenging due to relatively low achievable rents that cannot currently support new construction. As vacancy remains low, increasing lease rates could help support new construction in the near future. Build-to-suit development for industrial users is likely to dominate the new construction market in the near future.

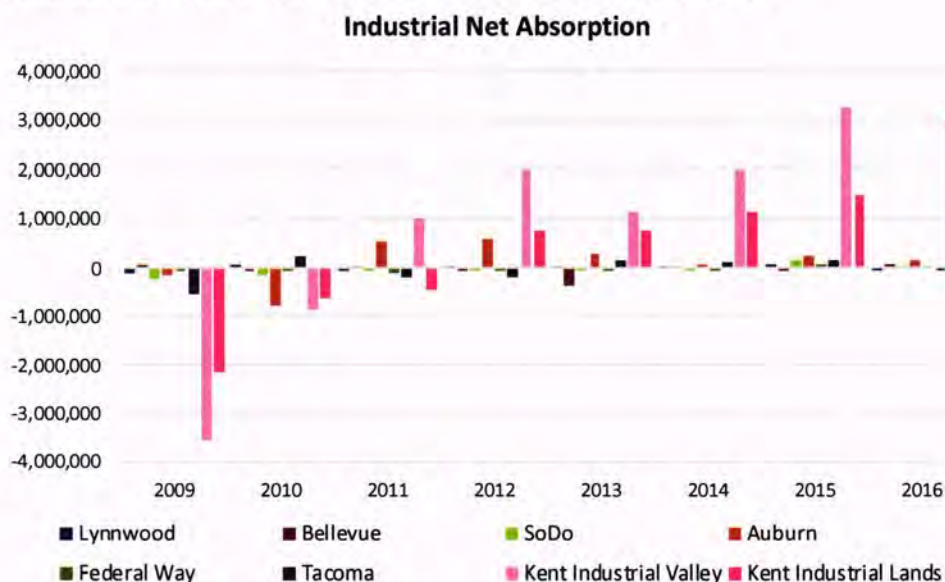
Exhibit 14. Industrial Vacancy Rate, 2007 to 2018



Source: ECONorthwest, CoStar

Net absorption, new leased space, in the Kent Industrial Lands submarket averaged about 785,000 square feet annually between 2011 and 2016, with significant deliveries of newly constructed industrial space totaling more than 4.5 million square feet in this same time period. Increasingly low vacancy rates over this period of time led to rapid absorption of vacant and newly constructed industrial space.

Exhibit 15. Industrial Net Absorption Square Foot, 2009 to 2016



Source: CoStar

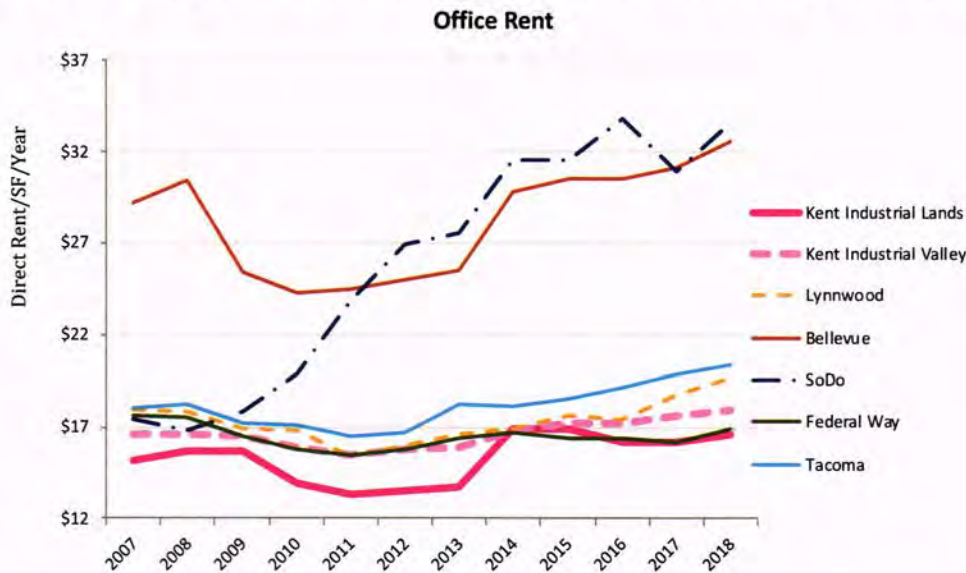
Office

Office rents have surpassed pre-recession levels in the Kent Industrial Lands— hitting a new all-time high of \$16.59/NNN per square foot in 2018 compared to \$13.78 in 2013. Office rents are the lowest in the Kent Industrial Lands submarket relative to comparable submarkets.

Comparatively low office rents in Kent are primarily due to the higher share of Class B and Class C office space and limited new construction office space in the last two development cycles. Class B office space buildings compete for a wide range of users with rents in the average range for the area and are usually 10-20 years old. Class C buildings are generally older buildings that compete for tenants requiring functional space at rents below the average for the area.

Similar to the industrial market, value driven office tenants are likely to be attracted to the Kent area as office rents have risen quickly in markets closer to Seattle. Current rents do not support new construction of office space in the immediate future. Achievable office rents would need to increase closer to \$30/SF/NNN for new speculative office development to occur. Office rents in the SoDo and Bellevue area are more than double when compared to the rest of the region. Looking closer at office rents in the region, the Kent Industrial Lands submarket has similar office market conditions comparable to Lynnwood, Auburn, Renton, Federal Way, and Tacoma.

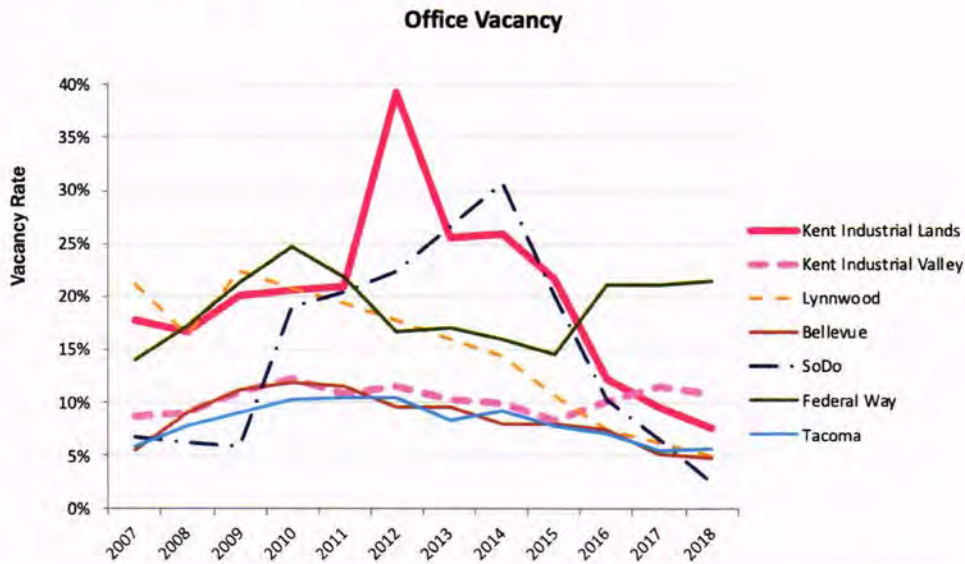
Exhibit 16. Average Office NNN Rent per Square Foot, 2007 to 2018, Nominal Dollars



Source: ECONorthwest, CoStar

The Kent Industrial Valley's office vacancy rate trend has been declining steadily since 2013. Vacancy rates have dropped from 25.6 percent in 2013 to 7.6 percent in 2018, signaling a stronger market in the Kent Industrial Lands area for office space. The 2018 vacancy rate of 7.6 percent is the lowest office vacancy rate observed in the last fifteen years. Other parts of the region are also experiencing a strong office market with low vacancy rates, especially in Bellevue, Lynnwood, SoDo, and Tacoma. Decreasing vacancy rates and increasing lease rates would indicate that investors are likely to start purchasing and renovating older office buildings to command higher rents. These value-add office building renovations are likely to be targeted to attract office tenants that are willing to pay higher rates for improved amenities.

Exhibit 17. Office Vacancy Rates, 2007 to 2018

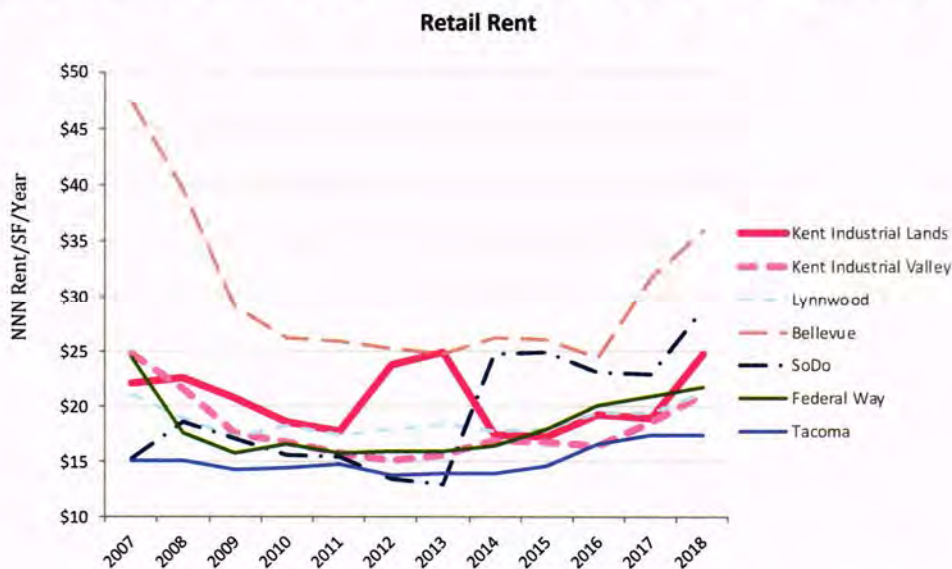


Source: ECONorthwest, CoStar

Retail

Despite annual volatility over the last few years, the Kent Industrial Lands retail lease rate trend has remained relatively flat since 2007 at \$24.70 NNN per square foot in 2018. While retail lease rates in the Kent Industrial Lands and Kent Industrial Valley areas have been relatively stable over the last 12 years, achievable lease rates are at or above all other comparison geographies with the exception of Bellevue and Lynnwood. Current retail lease rates around \$25/SF/NNN in the Kent Industrial Lands area are consistent with higher demand retail locations in suburban jurisdictions throughout the region.

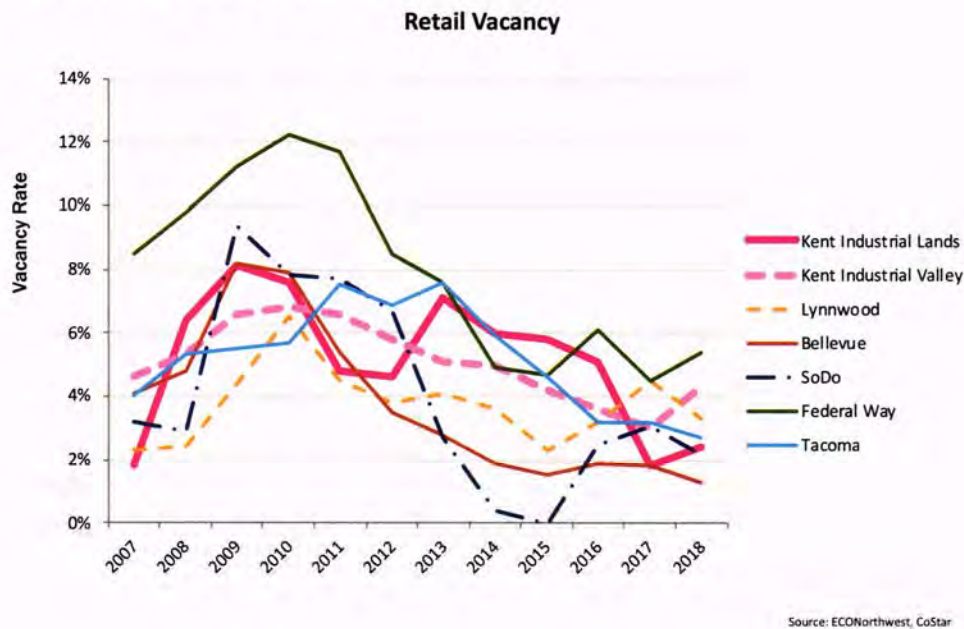
Exhibit 18. Average Retail NNN Rent per Square Foot, 2007 to 2018, Nominal Dollars



Source: ECONorthwest, CoStar

While retail lease rates have remained relatively stable since 2007, vacancy rates have been on a steady decline over the last five years. Vacancy rates between 2% and 4% in the Kent Industrial areas signal a constrained supply of retail space. It is likely that the retail demand is driven by restaurant and food service tenants looking to serve an increasing employee base in the area. The combination of current lease rates and extremely low vacancy indicates that there could be sufficient demand to support additional new construction retail space to serve employees and residents in the area.

Exhibit 19. Retail Vacancy Rates, 2007 to 2018



Employee and Worker Characteristics

The majority of manufacturing industries are composed primarily of production-related occupations. Regional Economic Models Inc. (REMI) maintains a dataset of 95 broad occupational titles (based on the federal government's Standard Occupational Classification system, or "SOC") cross-tabulated by 70 industries (based on the North American Industry Classification System, or "NAICS").

When these occupational categories are divided into two broad categories – “production & supervision” (blue-collar) or “management & design” (white-collar) – the data indicates that most manufacturing industries consist mainly of workers engaged in production-based activities (Exhibit 20) such as machine operation, fabrication, or general laborer. Complex electronic and chemical manufacturing industries require more focus on research & design, and as such their shares of managerial and design-related occupations reflect a larger percentage of “white collar” occupations.

The Kent Industrial Valley has a large number of manufacturing businesses with a higher share of workers in “white collar” occupations. This is especially true for the advanced manufacturing and aerospace industries in the Valley. These types of business are more likely to have operational needs that support a larger share of office-based “white collar” workers.

Exhibit 20. Occupation by Industry

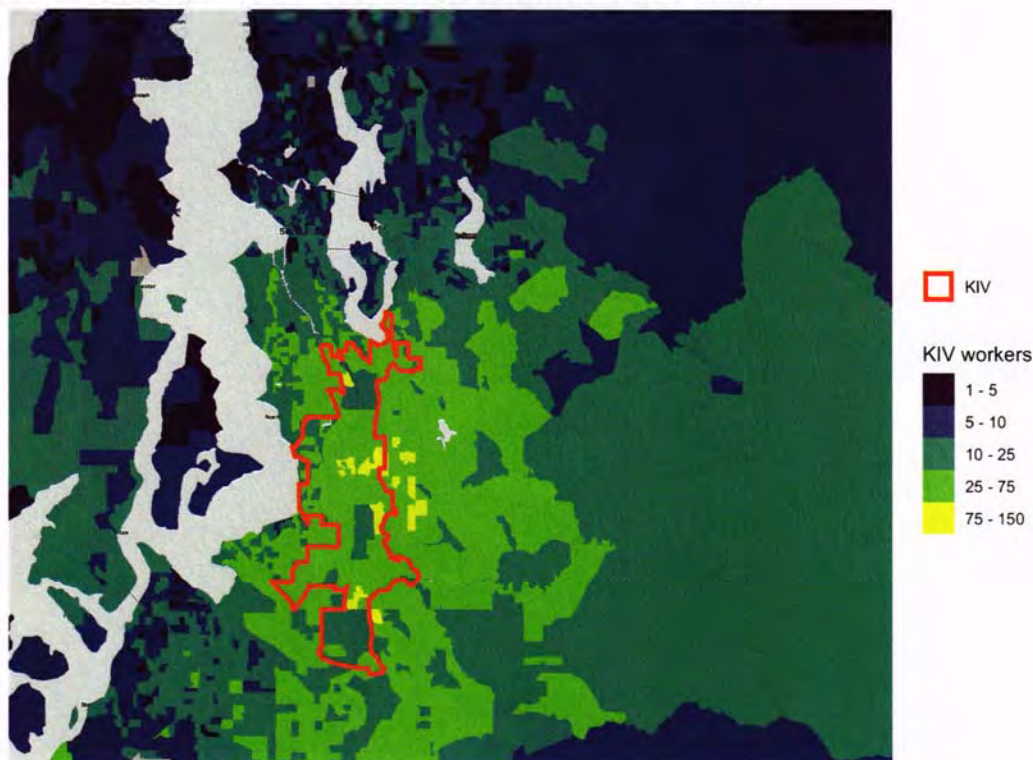


Source: REMI, BLS
 *Occupation description contains titles such as 'production', 'worker', 'operator', 'vehicle', or fabricator

Source: REMI, BLS

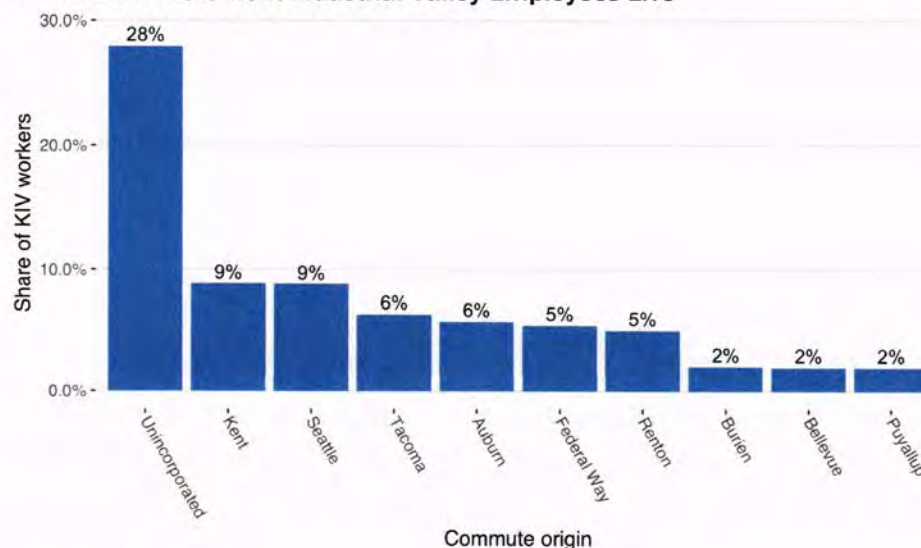
About 20 percent of the Kent Industrial Valley employees reside within the cities of Kent, Auburn and Renton, while 20 percent of employees in the Kent Industrial Valley commute to work from nearby cities in Seattle, Federal Way, and Tacoma. The Kent Industrial Valley also draws a large industrial workforce, about 28 percent, from eastern rural and unincorporated urban areas of the Puget Sound Region (Exhibit 21).

Exhibit 21. Employee Commute Patterns in Kent Industrial Valley



Source: LODS 2017

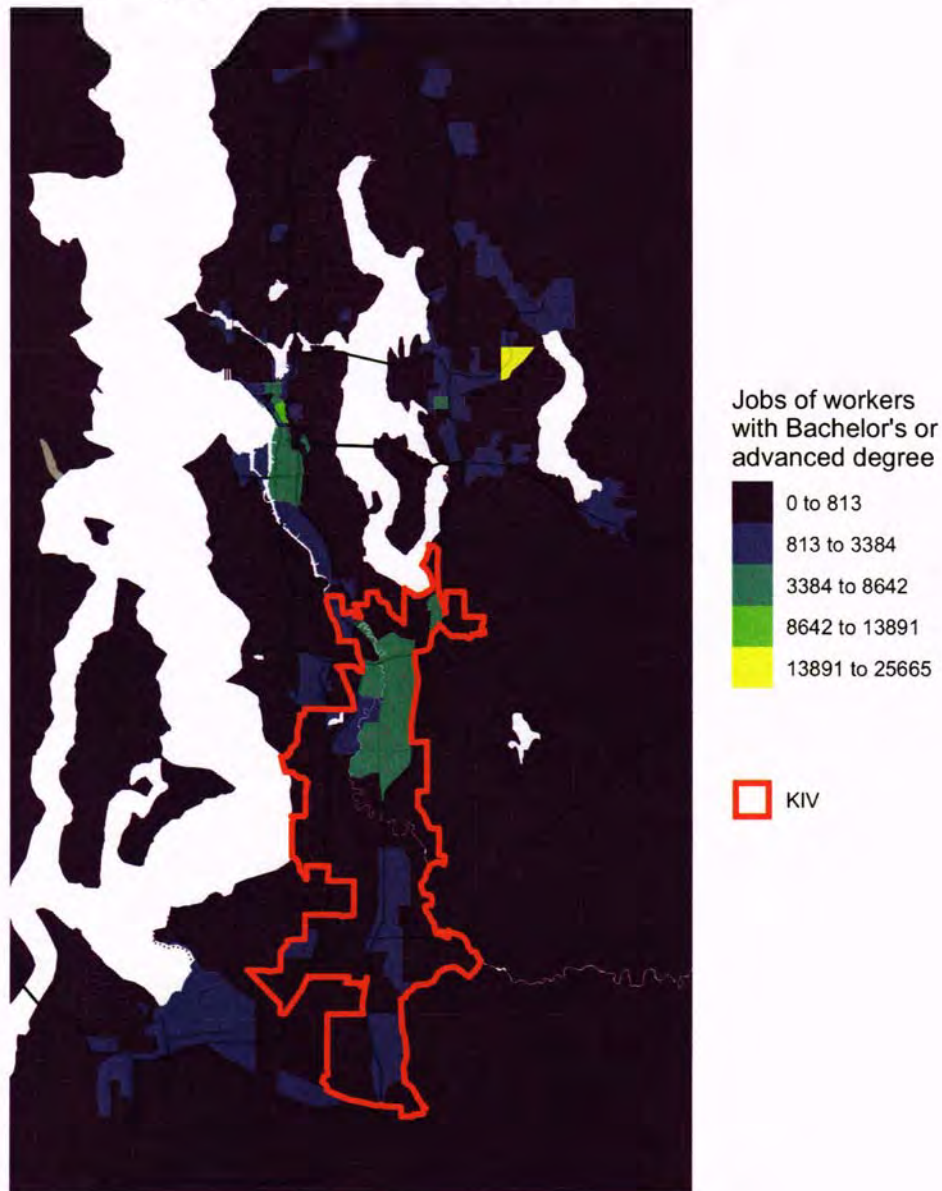
Exhibit 22. Where Kent Industrial Valley Employees Live



Source: LODS 2017

In the Puget Sound region, jobs requiring a bachelor's degree or higher tend to cluster around downtown Seattle and the Bel-Red area in Bellevue which is home to the Microsoft campus. There is also a large number of workers with bachelor's degrees or higher that work throughout the larger Kent Industrial Valley area (Exhibit 23).

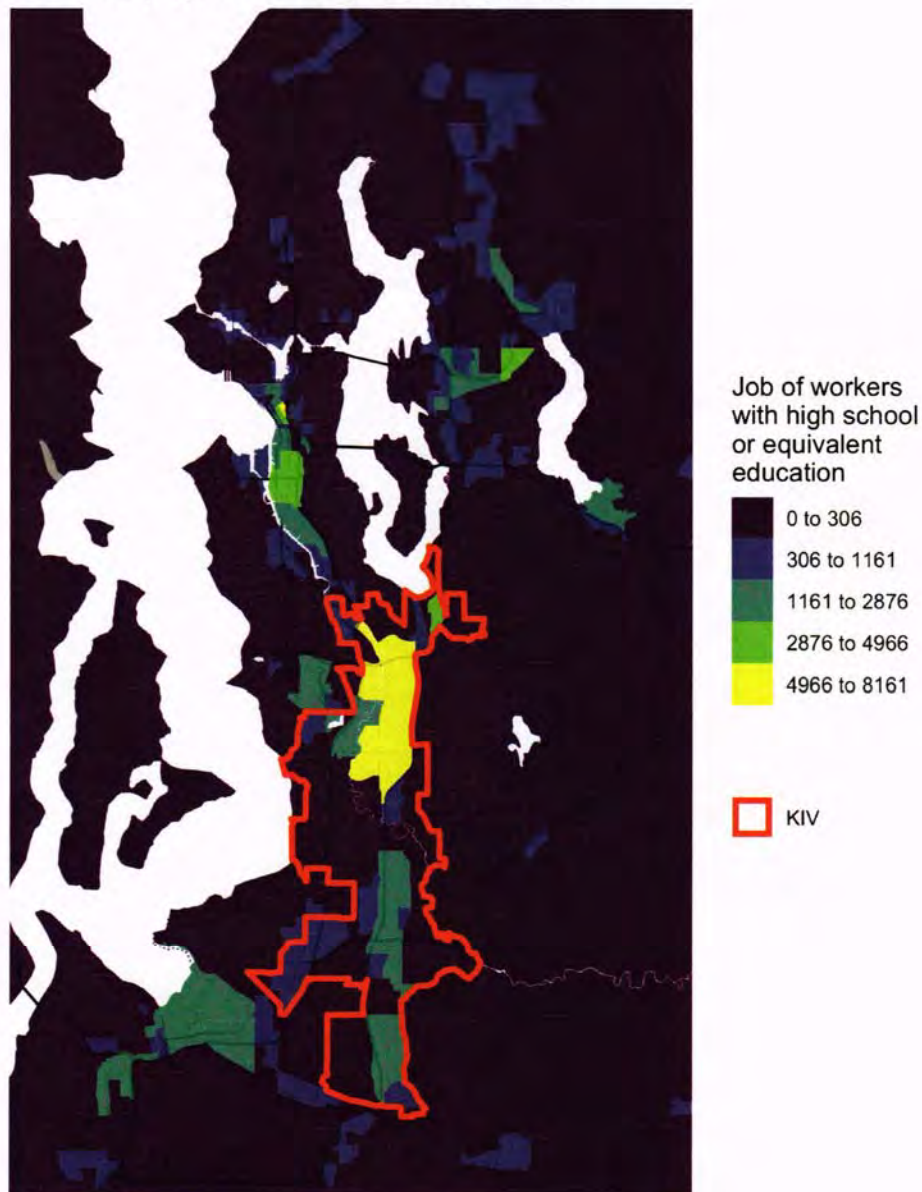
Exhibit 23. Jobs with Employees with a Bachelor's Degree or Higher



Source: LEHD 2015

In the Puget Sound region, and in large regions throughout the country, jobs requiring a high school diploma or less are typically clustered in industrial districts and commercial areas with a high share of service sector employees. Employment in industrial sectors has long provided lower barrier-to-entry middle wage jobs for workers without higher-education degrees. Exhibit 24 indicates that the Kent Industrial Valley has the highest share of workers in jobs with a high school diploma or equivalent of any area in the Puget Sound region. This is due to the large amount of manufacturing, warehousing, and distribution jobs that require only a high school diploma or equivalent, technical training, or specialized skills. The skilled workforce in these industries is a competitive advantage for continued growth and agglomeration of industrial employers in the Kent Industrial Valley.

Exhibit 24. Jobs with Employees with a Diploma or Equivalent



Source: LEHD 2015

Market Area Demographic Snapshot

Businesses looking to locate in a specific employment area are likely to evaluate the population and demographic composition of residents who can easily access the area as the potential workforce pool. This demographic summary provides context for population demographic changes over the last nearly twenty years. The Boeing 18-61 Facility was selected as the central measuring point to summarize demographics for a wide range of the Kent Industrial Lands.

Exhibit 25. Kent Area Demographic Snapshot

KENT AREA DEMOGRAPHIC PROFILE		3 Miles	5 Miles	10 Miles
(Distance measured from Boeing 18-61 Facility)				
POPULATION	Total Population 2000	82,819	206,477	567,826
	Total Population 2010	82,601	219,489	609,822
	Total Population 2017	93,877	241,688	673,626
	Total Population 2020*	94,767	247,322	697,057
	Total Population 2025*	99,607	256,381	722,056
	Historic Annual Population Growth 2000-2010	-0.03%	0.61%	0.72%
	Historic Annual Population Growth 2010-2017	1.84%	1.39%	1.43%
	Forecasted Annual Population Growth 2020-2025*	1.00%	0.72%	0.71%
	Median Age	35.45	36.1	36.8
HOUSEHOLDS	Total Households 2000	34,132	81,783	216,057
	Total Households 2010	34,007	86,345	232,129
	Total Households 2017	34,198	88,028	244,158
	Total Households 2020	37,981	97,075	269,460
	Total Households 2025	40,385	102,169	284,524
	Historic Annual Household Growth 2000-2010	-0.04%	0.54%	0.72%
	Historic Annual Household Growth 2010-2017	0.08%	0.28%	0.72%
	Forecasted Annual Household Growth 2020-2025*	1.24%	1.03%	1.09%
INCOME	Median Household Income	\$ 61,726	\$ 61,958	\$ 63,009
	Per capita Income	\$ 29,780	\$ 29,616	\$ 29,509
RACE & ETHNICITY	White Alone	47.5%	50.6%	54.3%
	Black or African American Alone	13.6%	13.0%	11.1%
	American Indian and Alaska Native Alone	1.7%	1.0%	1.0%
	Asian Alone	17.9%	18.3%	17.9%
	Other Race Alone or in Combination	19.4%	17.1%	15.7%
	Hispanic or Latino	17.0%	16.0%	15.2%
EDUCATION	Less Than 9th Grade	6.1%	6.3%	6.4%
	Some High School	7.3%	7.3%	7.2%
	High School Degree	25.8%	25.6%	25.3%
	Some College	23.5%	24.2%	23.0%
	Associates Degree	10.3%	10.1%	9.9%
	Bachelors Degree	19.2%	18.9%	19.8%
	Graduate or Professional Degree	7.8%	7.6%	8.5%
BUSINESS	Total Jobs 2017	127,803	196,479	350,746
	Total Jobs 2020*	141,209	238,391	397,486
	Total Jobs 2025*	149,441	253,093	420,687
	Forecasted Annual Job Growth 2020-2025*	1.1%	1.2%	1.1%

Code Standards

What follows is a review peer cities and their approach and practices, key portions of industrial land use provisions and how they may be deployed in Kent to achieve the desired outcomes and a review of the existing City of Kent industrial use table and development standards and its operating profile in the Valley.

We concluded that the current code has outdated use descriptions, too many categories of uses and limitations on preferred uses aligning with the new vision for the Valley. The existing development standards were outdated and did not align with industrial site characteristics as the industry has significantly evolved. Opportunities exist to realign the development standards to support the new strategic vision of Kent's industrial areas.

Peer City Review

Numerous jurisdictions were investigated for their approach to industrial land use practices, advanced manufacturing goals, community enhancement, development standards and implementation strategies.

Jurisdictions Researched:

Seattle
Renton
Sumner
Puyallup
Fremont, CA - Warm Springs
Pierce County (Fredrickson)
Lacey
Portland, OR
El Segundo - Smoky Hollow
Hesperia, CA
San Jose CA
Snoqualmie - Snoqualmie Business Park
Knoxville, TN

A few key examples emerged as points of reference for the team to develop an approach uniquely tailored to Kent's goals and situation.

Auburn

The City of Auburn has two primarily industrial zones: M-1 Light Industrial and M-2 Heavy Industrial.

The M-1 zone is intended to accommodate a variety of industrial, commercial and limited residential uses. This zoning is intended to provide a high level of flexibility for "non-nuisance" creating light industrial and commercial uses. The code encourages an industrial park like built

environment that focuses more on how the industrial and commercial uses function than the actual type of products made. An essential focus of this zone is quality development that attracts further investment in light industrial and commercial development. The intent is to keep the primary activities within enclosed buildings, thereby preserving higher quality development. This includes severely restricting outdoor operation.

The M-2 or Heavy Industrial Zone allows for a broad range of manufacturing and industrial uses. Higher intensity uses such as manufacturing, fabrication, assembly, and processing of materials are allowed in this zone. The uses in this zone fit a more traditional view of industrial development. While this zone does allow for other uses, those uses must not discourage the use of adjacent sites for heavy industrial, interrupt the continuity of industrial site, or produce traffic that would conflict with the industrial uses.

Renton

Renton has three industrial zones: light, medium and heavy. The Renton industrial categories focus on intensity of uses and where those uses take place. The more the use (including storage and production) is confined within a structure the less intense the use is. In addition, light intensity uses do not generate external emissions such as smoke, odor, noise, vibrations or other nuisances outside the building. Ultimately, the code considers the intensity of the use more than the use itself when decided which category it fall in. The result is that many of the same uses are allowed in each zone, but the intensity of use dictates which zone the development will occur.

The Renton code also identifies the need for compatible or necessary uses to serve the primary uses of the zone.

Summary of zoning classifications

Light industrial - The purpose of this zone is low intensity manufacturing, industrial services, distribution, storage, and technical schools. The allowed use shall be contained within the buildings and materials and equipment are not stored outside. Uses in the Light Industrial should not generate offsite impacts or emissions.

Medium Industrial – The medium industrial zone includes most of the uses allowed in the light industrial and adds warehousing. Medium density zones are appropriate for development that generates some external emissions and requires some outdoor storage, but the impacts are limited to the site. A wide range of commercial and service uses are also permitted.

Heavy Industrial – The heavy industrial zone provides areas for high-intensity industrial activities involving heavy fabrication, processing of raw materials, bulk handling and storage, construction, and heavy transportation. Uses in the heavy industrial zone are allowed to conduct operations in outdoor areas and environmental impacts may affect off-site areas. Therefore, these activities are isolated from sensitive areas. The heavy industrial zone also allows for compatible uses that directly serve the needs for permitted uses.

Pierce County Industrial – Frederickson Sub-area

Pierce County's approach has provided a useful model to tangibly connect a strategic direction to land use language. The approach makes a clear statement regarding employment growth.

Zone classifications are grouped into Urban and Rural and Resource Classifications based on their locations inside or outside of an urban growth boundary. The relevant zoning designations are broken into three categories that are mapped into the community.

EC Employment Center

CE Community Employment

ES Employment Services

- a. **Employment Center.** An Employment Center (EC) is a concentration of low to high intensity office parks, manufacturing, other industrial development, or a combination of activities. It may also include commercial development as a part of the center as long as the commercial development is incidental to the employment activities of the center and supports and serves the needs of the workforce.
- b. **Community Employment.** The role of the Community Employment (CE) classification is to provide for areas in the communities where low to moderate intensity industrial activities (manufacturing, assembly, warehousing, and industrial services), research activities, and/or office park development may locate.
- e. **Employment Service.** The primary focus of the Employment Service (ES) zone is the provision of those goods and services needed on a daily basis by workers within the Employment Center land use designation in an easily identifiable, well-defined location. Light industrial, commercial, and civic uses are permitted.

Pierce County defines uses into nine broad categories rather than 30-50 that Kent and many other codes deploy. These uses are then further constrained by scale of development. This offers a clear example of a very small use framework in contrast to zoning codes with use descriptions in the numerous subcategories.

Exhibit 26: Pierce County-Frederickson Industrial Use Table

Use Categories and Use Types	FREDERICKSON						
	Urban Zone Classifications (18A.22.010)						
	Urban Districts and Other Zones			Urban Employment Centers			
	MUD: Mixed Use District	ROC: Residential/Office-Civic	PR: Park and Recreation	EC: Employment Center	CE: Community Employment	ES: Employment Service	[Reserved]
	MUD	ROC	PR	EC	CE	ES	
INDUSTRIAL USE CATEGORY: See PCC 18A.33.280 for Description of Industrial Use Categories.							
Basic Manufacturing				P			
Contractor Yards				P			
Food and Related Products	C2			P	P		
Industrial Services and Repair				P	P	C	
Intermediate Manufacturing and Intermediate/Final Assembly	C1.2			P	P	C3	
Off-site Hazardous Waste Treatment and Storage Facilities				C			
Recycling Collection and Processing Facilities				P			
Salvage Yards/Vehicle Storage				C			
Warehousing, Distribution and Freight Movement	C1.2			P1-3,C4	P1-3	C1.2	

Lacey - Light Industrial

Industrial uses in this jurisdiction are very simply organized into “allowed” and “prohibited” uses with an abbreviated approach. Significant restrictions are provided for large scaled developments triggered by site size and building size. Lacey also includes design review and specific industrial design review standards for large scaled developments. These are defined with site area greater than +40 areas or buildings greater than 200,000 sf. Significant language is included for industrial developments adjacent to residentially zoned lots especially focused on truck courts. This is not a significant priority for Kent since residential zones areas are rarely within the Valley.

Allowed

Permitted Uses. Uses allowed within this zone are limited to those necessary for a healthy and vibrant employment zone that promote manufacturing activity and job generation. A use must meet the intent of the zone to be permitted. Types of uses that may be permitted in the light industrial district, subject to satisfying the intent of the zone, may include:

Permitted industrial uses broken into **3 broad categories**

1. Light industrial activities involving the manufacture, assembly, repair, servicing
2. Light industrial activities involving the assembly of manufactured
3. Other Uses...

Prohibited

Uses other than those identified or described in the code are prohibited, including but not limited to all uses or activities which would require extraordinary equipment, devices or technology for the control of odors, dust, fumes, smoke, noise or other wastes and/or by-products which, if uncontrolled, would contaminate the environment to a degree which would exceed the acceptable limits established by competent and recognized public and quasi-public agencies.

Prohibited uses broadly outlined

- Animal slathering
- Care of animals/livestock
- Storage or use of highly hazardous volatile materials
- Heavy industrial activities

Master Site Plan

Lacey also includes a requirement for a higher degree of review for multiple building site plan developments and establishes a Master SPR (Site Plan Review) process. This offers the applicant and the City to review and comment on an overall multi-building and multi-phased project rather than a by-building basis.

When multiple buildings are located on a single parcel a master site plan shall be required. The master site plan will be reviewed through the site plan review requirements of...

Industrial Design Review Standards

Lacey standards call out specific design effects, expectations and components. Modulation, color, campus design concept, attentiveness to public facing facades, minimizing flat walls are addressed. Multiple types of features/design strategies are offered to meet these standards. An attention to building entries and focal points is also included as well as the pedestrian route and experience. Specific standards are provided for size, materials and relationships to other elements including mass-transit.

Excerpt from the beginning of this section.

1. New buildings shall maintain diversity and individuality in style while improving the aesthetic character of their surrounding area...

Excerpt from a specific section offering specific design strategies to meet City goals. This offers an array of options for the developer to seek an approach that is best aligned with each project. A few of these are residential in nature and not useful.

6. To avoid flat walls building modulation shall be used to reduce the mass and bulk of the structure. This can be achieved by utilizing the following techniques:
 - a. Building setbacks on upper floor levels;

-
- b. Recessed or clearly defined entryways;
 - c. Building ornamentation;
 - d. Varying roof lines, pitches, and shapes;
 - e. Overhangs, awnings and marquees;
 - f. Dormers, balconies, porches, staircases;
 - g. Window and door fenestration;
 - h. Architectural technique that will have a modulation effect and meet the intent of this section;
 - i. Landscaping trellises with climbing vegetation or artwork may be utilized for building walls that are located within public viewing;
 - j. Vegetated roofs;
 - k. Use of glass and storefront window systems;
 - l. Use of reveals to create patterning in the concrete;
 - m. Main entrances to the buildings shall be well defined.

Fremont, CA Industrial

Fremont utilized a very detailed use breakdown and specific innovation approach utilizing an approval category labeled “Z” for Zoning Administrator Permit. This emerged as an option for innovation and a forward-looking approval structure that acknowledges that future uses and issues need process paths which cannot be codified today. Additional uses are defined in alignment with NAICS codes offering connectivity with other measuring/tracking data sets. Fremont’s industrial zones are as follows.

I-S Service Industrial
I-T Tech industrial
I-G General industrial

Fremont like others including Kent has a lengthy use table quantified with five modifiers.

“P” Permitted
“C” Conditional Use
“Z” Zoning administrator permit
“A” Accessory
Blank – not permitted

The purpose of “zoning administrator permits” is to provide a simplified process for reviewing land uses which are similar to permitted uses within a zoning district, but

which require review to ensure that the location, site layout, design of structures, and other characteristics of the use are compatible with the zoning district.

Exhibit 17: Fremont California: Portion of use table

Use	NAICS (2012)	I-S	I-T	I-G	Specific Use Regulations/ Notes
INDUSTRIAL USES AND SERVICES⁵					
Carpet and upholstery cleaning services ²	561740	--	--	p ⁵	
Construction ² without a corporation yard ¹	23	p ⁵	p ⁵	p ⁵	
Corporation yard-service yard-fleet yard and contractor's storage yard ¹ (permanent facilities)		z ⁵	z ⁵	z ⁵	See 18.190.080 for temporary construction yards
Dry cleaning and laundry services ²	812320	z ⁵	--	p ⁵	
Information ² (e.g., newspaper and book publishing, software publishing, motion picture and sound recording studios, radio and television broadcasting, and data processing and hosting) excluding telecommunication facilities ¹	51	p ⁵	p ⁵	p ⁵	See miscellaneous section for telecommunication facilities ¹
Mini-warehouses for household goods ¹		z ⁵	z ⁵	z ⁵	18.190.330
Warehousing, general ¹ (including e-commerce and e-catalog retailers) excluding mini-warehouses for household goods ¹ and warehousing for firearms ¹ or refrigerated warehousing and storage ²	493120	p ⁵	p ⁵	p ⁵	18.190.600 and 18.190.610 See retail section for retail uses in connection with a warehouse
Warehousing and storage, firearms ¹		--	c ⁵	c ⁵	18.190.160 , 18.190.600 and 18.190.610
Warehousing and storage, refrigerated ²	493120	z ⁵	z ⁵	z ⁵	18.190.600 and 18.190.610

City of Seattle: Industrial General Zones

Seattle, the largest jurisdiction in the state, offers a different structure to industrial zoning. A very small group of categories exist connected to a long use table. Continuity and familiarity for the development community is appropriate to consider with Kent's code refinements/restructure. Seattle also offers a unique approach to change of use and SEPA exemptions within industrial districts. The City established a path for similar industrial uses in project remodels to avoiding triggering a Master Use Permit/SEPA review. This is a tangible process refinement offered only within industrial zoned areas.

Exhibit 28: City of Seattle Industrial Categories

IG1

General Industrial 1 (IG1)

The intent of the IG1 zone is to protect marine and rail-related industrial areas from an inappropriate level of unrelated retail and commercial uses by limiting these uses to a density or size limit lower than that allowed for industrial uses.



Typical Land Uses

General and heavy manufacturing commercial uses, subject to some limits. High impact uses as a condition of use. Industrial uses as existing buildings, intermodal uses other than adult, transportation and utility services, and storage and recycling uses.

Height
No maximum height limit, except retail, office, entertainment, research and development, and institutional uses which are limited to 30', 40', 45', 50' as designated on the Official Land Use Map.

Maximum size of use
Retail sales and service and entertainment uses: 10,000 square feet.
Office uses: 10,000 square feet.
Some exceptions apply to maximum size of use limits (23.50.027.8).

FAR

2.5

Setbacks

A setback may be required in order to meet street improvement requirements.

Screening and landscaping may be required.



IG2

General Industrial 2 (IG2)

The intent of the IG2 zone is to allow a broad range of uses where the industrial function of an area is less established than in IG1 zones, and where additional commercial activity could improve employment opportunities and the physical condition of the area, without conflicting with industrial activity.



Typical Land Uses

Same as IG1

Height

Same as IG1

Maximum size of use limits
 Lodging and entertainment uses: 10,000 square feet.
 Office and retail uses: 25,000 square feet. Some exceptions apply to maximum size of use limits (23.50.027.8).

FAR

2.5

Setbacks

A setback may be required in order to meet street improvement requirements.

Screening and landscaping may be required.

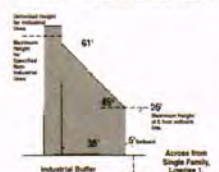
IB

Industrial Buffer (IB)

The intent of the Industrial Buffer is to provide an appropriate transition between industrial areas and adjacent residential zones, or commercial zones having a residential orientation and/or a pedestrian character.

Typical Land Uses Light and general manufacturing commercial use subject to some limits, some transportation services, entertainment uses other than adult, institutions generally in existing buildings, storage and recycling uses.

Height Same as IG1 and IG2, except that an lot across a street from IG1 or IG2 zones the following limits apply:



Similar lot residential uses apply when across an alley from or abutting IG1 or IG2 zones, or abutting IG1, IG2, and Commercial zones.



IC

Industrial Commercial (IC)

The intent of the Industrial Commercial zone is to promote development of businesses which incorporate a mix of industrial and commercial activities, including light manufacturing and research and development, while accommodating a wide range of other employment activities.

Typical Land Uses

Light and general manufacturing, commercial uses, those production facilities, entertainment other than adult, institutions generally in existing buildings, utilities, and storage and recycling uses.

Height

The maximum structure heights for all uses is 30', 40', 45', 50' or 55' as designated on the Official Land Use Map. Along the central waterfront special limitations apply.

Maximum size of use

Retail sales and service and entertainment uses: 75,000 square feet.
 Office uses: no maximum size limit. The total area of all the foregoing uses on a lot may not exceed two and one half times the area of the lot. Some exceptions apply to maximum size of use limits (23.50.027.8).

FAR

2.5

Setbacks

Same as IG1 and IG2, plus:
 When abutting a residentially zoned lot, setbacks vary with the height of the structure and when street trees are required. No openings permitted within 5' of residential zoned lot.

Maximum size of use Retail sales and service and entertainment uses: 75,000 square feet.
 Office uses: 10,000 square feet. The total area of all the foregoing uses on a lot may not exceed two and one half times the area of the lot. Some exceptions apply to maximum size of use limits (23.50.027.8).

FAR

2.5

Setbacks

Same as IG1 and IG2, plus:
 5' from street property lines when across from IG1 or IG2 zones (see diagram).
 5' for parking and loading facilities and storage and recycling collection facilities when across a street from MRL, MRL, or IC zones, or across an alley from any residential zone.
 5' for parking lots and structures or drive-in businesses when any lot line abuts a residential zone.
 15' for outdoor loading, recycling, collection or storage facilities when any lot line abuts a residential zone.
 50' from any lot in a residential zone for outdoor manufacturing, recycling or refuse compacting.
 5' for all windows or openings that face an abutting residentially zoned lot, unless the opening is translucent or perpendicular to lot line or screened.

Screening and Landscaping Screen trees and screening required for rooftop areas, parking, loading, outdoor sales and storage, and drive-in businesses when lot abuts or is across right-of-way from residential or Neighborhood Commercial zones.

Access to Parking and Loading Screen trees and screening required for rooftop areas, parking, loading, outdoor sales and storage, and drive-in businesses when lot abuts or is across right-of-way from residential or Neighborhood Commercial zones.

Major Odor Sources Uses which involve designated odor-emitting processes may be called a major odor source. A major odor source may be required to take measures to reduce odorous emissions and airborne pollutants.

Light and Glare Exterior lighting must be screened away from residential zones. Facade materials which may result in glare may be required to be modified.

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Light and Glare Exterior lighting must be screened away from residential zones. Facade materials which may result in glare may be required to be modified.

Jurisdictional Comparison and Summary

A summary of development standards from a select few of the jurisdictions were compared to the current Kent standards. The tabulation table below (Exhibit 29) reflects the code language comparisons.

Tabulation of Code Comparisons across AHJ's

Exhibit 29. Code Comparison Summary Table

Item	Sub unit	Sumner M-1	Sumner M-2	Snoqualmie Business Park	Lacey LI-C	Lacey LI	Kent M1	Kent M1-C	Kent M2	Kent M3	Fremont Warm springs	Pierce County - EC Frederickson
Setback (in feet)	Front	20	10	20	15	20	20	20	40	10% of lot depth; max 35	Based on project	35 (N/A)
	Street Side	20	10	20	15	15	15-40 ft (Aggregate width 10% of lot)	15-40 ft (Aggregate width 10% of lot)	10-30 ft (Aggregate width 10% of lot)	10-25 ft (Aggregate width 10% of lot)	Based on project	N/A
	Interior Side	20	0	10	15	15	15-40 ft (Aggregate width 10% of lot)	15-40 ft (Aggregate width 10% of lot)	10-30 ft (Aggregate width 10% of lot)	10-25 ft (Aggregate width 10% of lot)	Based on project	0 (N/A)
	Rear	20	0	10	15	25	0	0	0	0	Based on project	0 (N/A)
	To Residential	50	50	20 (20 SFR; 30 MFR)	25	50	50	50	50	50	Based on project	N/A
		*25 ft. if abutting principal or minor arterial	*25 ft. if abutting principal or minor arterial				200 ft if abutting Green River, Russell Road, or Frager Road	200 ft if abutting Green River, Russell Road, or Frager Road				
Large Bldg Category		N/A	N/A	N/A	N/A	yes 200,000 sf	N/A	N/A	N/A	N/A	N/A	N/A
Height	Base	35	35	60	35	District based	35	35	35	35	75 (District based; 65-240)	60 (N/A)
	With Additional Setback	45	45	N/A	Sites 1-2ac-45ft; >2ac 60 ft	District based	4 stories/60 ft.	4 stories/60 ft.	4 stories/60 ft.	4 stories/60 ft.	N/A	Frederickson unlimited *
Stories		N/A	N/A	4	N/A	District based (N/A)	2	2	2	2	Within 1/2 mi of BART: 4-8 Outside 1/2 mi of BART: 3-6	
Landscaping Buffer	At Street	25	25	30	8ft Type II	District based (8ft Type II)	20 ft Type III	20 ft Type III	15 ft Type III	10 ft Type III	N/A	If abutting 176th St E, or Canyon Rd. E: 20 ft L3 + Berm
	Side	10 (20)	15 (20)	10 ft Type III	8 ft Type II	District based (8ft Type II)	15 ft Type II	15 ft Type II	10 ft Type II	5 ft Type II	N/A	8 ft L2 (N/A)
	Rear	10	15	10 ft Type III	8 Ft Type II	District based (8ft Type II)	No	No	No	No	N/A	8 ft L2 (N/A)
	Residential District	25	35	20 ft Type I (20' SFR; 30' MFR)	15 ft Type I	35	5 ft Type II 5' H fence	5 ft Type II 5' H fence	5 ft Type II 5' H fence	5 ft Type II 5' H fence	N/A	20 ft L3 + Berm

Item	Sub unit	Sumner M-1	Sumner M-2	Snoqualmie Business Park	Lacey LI-C	Lacey LI	Kent M1	Kent M1-C	Kent M2	Kent M3	Fremont Warm springs	Pierce County - EC Frederickson
	At Bldg. Perimeter	6' W	6' W	No	No	No	No	No	No	No	N/A	N/A
	Fence	No	No	No	Yes if Type I	No	No	No	No	No	No	No
	Berm	4' H 12' W	4' H 12' W	No		No	36" min 42" max	36" min 42" max	30" min	20" min	N/A	4 ft min
Bldg Coverage		70% (N/A)	80% (N/A)	N/A (Max building size 20,000 SF)	Max building size 200,000 SF	40%	60% (N/A)	60% (N/A)	65% (N/A)	N/A	N/A	N/A
Impervious Maximum		10 (70%)	10 (80%)	80%	80%	70%	N/A (60%)	N/A (60%)	n/a (65%)	75%	N/A	85%
Landscaping Minimum (Pervious)		10	10	N/A	60% front yard landscaping required	N/A	N/A	N/A	N/A	N/A	N/A	15% native
Min Lot Size		10,000 SF	6,000 SF	N/A	10,000 SF	20,000 SF	1 acre	10,000 SF	20,000 SF	15,000 SF	N/A	N/A
FAR		No	No	0.8	1	No	No	No	No	No	.50 (within 1/2 mi of BART) .35 (outside of 1/2 mi BART)	No
Design Review		Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes (N/A)
Design Guidelines		Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes (N/A)
Blank Walls		Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes (N/A)
Entries		Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes (N/A)
Multi-Entries		Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes (N/A)
Glazing		Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes (N/A)
Pedestrian Amenities		Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes
Mechanical Screening		Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes
Bike Amenities (Beyond Racks)		No (Yes, parking covering)	No (Yes, parking covering)	Yes inside, outside, and showers	Yes, bollards or 5ft clearance from vehicle parking area; lockers, changing areas, and showers	no (Yes, bollards or 5ft clearance from vehicle parking area; lockers, changing areas, and showers)	No	No	No	No	Yes Showers	No
Open Space		? (No)	? (No)	? (Yes)	Yes	District based (Yes)	No	No	No	No	Yes	Yes

Item	Sub unit	Sumner M-1	Sumner M-2	Snoqualmie Business Park	Lacey LI-C	Lacey LI	Kent M1	Kent M1-C	Kent M2	Kent M3	Fremont Warm springs	Pierce County - EC Frederickson
Modulation - Bldg.		Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes (N/A)
Modulation - Roof Line		Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes (N/A)
Loading Docks - Not Facing Street		Yes	Yes	Yes	No	Yes (may not face residential property)	No	No	No	No	yes (No)	Yes
LEED Incentives		Yes	Yes	No	No	No	No	No	No	No	No	
Arts Program		No	No	No	No	No	No	No	No	No	Yes	Yes

Design & Site Characteristics

“Kent is recognized as a thriving economically resilient industrial ecosystem. It is a center for productive business and a healthy desirable, place to work.” This is the articulated vision statement for Rally the Valley. But what this means and how the built environment plays a role to maintain and enhance this vision is shifting significantly. The following Rally the Valley goals all speak directly or tangentially to the built environment.

Goal #2:

Elevate people's experience of the Valley by introducing visible cues of dynamic business activity and desirable amenities.

Goal #3:

Encourage more business types, uses, and economic activity to complement the City's current strengths as a manufacturing and industrial hub.

Goal #4:

Invest in a public realm that supports people and their activities.

Best in class businesses need to deploy unique and compelling features in the design of their facilities. There are many examples of compelling industrial building and site design features that exist across the Valley as well as across the world. The very tight labor market in the Puget Sound, as well as the implementation of emerging technologies is changing how employers will interface with their employees and vice versa. What employers need to create in the workplace has been significantly impacted in an effort to attract and retain today's knowledge workers. Institutional investors and capital partners are now dictating enhanced design and facility features to their buildings to assure long term value and to create an asset class that can trade multiple times.

Market Drivers

“Industrial Amenities” in the last few years has emerged in the industrial sector a unique driver which is at times directly connected to design of the workplace and the site. The following exhibit reflects the most common accepted amenities in the industrial sector. These are very

similar to what is seen in the office sector from a decade ago. Amenities in the office sector have taken a significant expansion in intensity and commitment which goes well beyond this list.

Exhibit 31: Top 10 Industrial Amenities to Attract & Retain Labor - Cushman & Wakefield Blog



Exhibit 32: JLL - What distribution centers can learn from high-end offices



Views

What distribution centers can learn from high-end offices

January 10, 2019

Share:




Contributors:
Rich Thompson



Human centric design
"Human centric design." What does that mean? That was the question I asked myself when looking at the only words on the cover of a new distribution center marketing brochure targeted to corporate occupiers outside of Tokyo.

These amenities are directly connected to the strategic goals for the Valley. With a goal of sustaining and growing the best industrial environment in the State the status quo is not going to be sufficient. To create more opportunities for advanced manufacturing jobs and to foster a rich and vibrant community many new environmental qualities need to be woven into the fabric of Kent. These, and others, are requested and at times demanded by companies and employees. These translate into developer and lender requirements for high quality industrial assets. Institutions and capital partners are now dictating these enhanced requirements to their buildings. This assures an asset class that can trade multiple times. This is a game changer for this sector and combines with the evolution of the industrial workforce to create a nexus for change.

Design & Site Characteristics

In reviewing the elements, factors, characteristics that can be affected by zoning codes and in parallel with this new market driver for industrial amenities we choose and explored deeper the following aspects in his effort to influence and shape results in alignment with Kent's strategic goals.

Hard Aspects

Building Coverage
FAR (Floor Area Ratio)
Building Height
Diversity of Uses
Support small scale makers users

Soft Aspects

Truck Court Orientation
Landscaping/Screening
Building Modulation
Glazing/Entries
Pedestrians + Open Space

The hard aspects

Building Coverage:

- Review and potentially increase allowable coverage to increase density and opportunity. Landscape buffers and associated requirement are maintained to protect adjacencies and key pathways.

FAR (Floor Area Ratio)

- This concept is specifically geared to multi-story buildings on urban sites and rarely used in peer communities. Not recommended for the Kent situation. Incentivize multiple story solutions elsewhere

Building Height

- Review and potentially increase allowable. Over then last decade industrial building heights have increased due to construction changes and users demands. Clear heights inside warehouses have gone from 24 ft to 30 ft to 36 ft to 40 ft. Multi-story warehouse/logistics centers are present in Kent and additional demand is apparent. Increasing the height limit will be managed, in part, by parking requirements.

Diversity of Uses

- One of the keys to creating vibrant business areas is a diversity of uses. In the past, with an overly simplified view, uses were separated rather than integrated. This was most visible in the industrial sector and for some clear and obvious reasons. Some uses are loud, noxious, 24/7 and incompatible with residential. These uses still need to be shielded from some areas but allowing for a rich diversity of uses in the manufacturing and logistics areas will foster the development of employment centers that cater to the full needs of employees and employers. Review and ensure a diversity of appropriate uses are allowed outright in the Valley

Support small scale makers users

- A use classification of "maker spaces" has emerged as a vital segment of the industrial and business community. The Valley has a significant quantity of industrial building stock that is very well suited for this use. These uses often directly foster or are

connecting to other large-scale employers in communities. This is strongly apparent in other communities across the country where specific districts are targeted as “maker space zones” in an effort to directly support innovation in their communities. Increasing the ease of development or redevelopment of sites for these uses is an important sub-goal in the Valley.

Presecent Examples

The images below highlight many of the key aspects identified that are important qualities the new Kent zoning and development standards will need to take into consideration.

Exhibit 33. Industrial Development Standards and Design Qualities



The following nine images highlight some key site impact standards to be considered in the new development code.

Truck Courts

Impact Standards- Detail

Truck Courts
Orientation and Screening



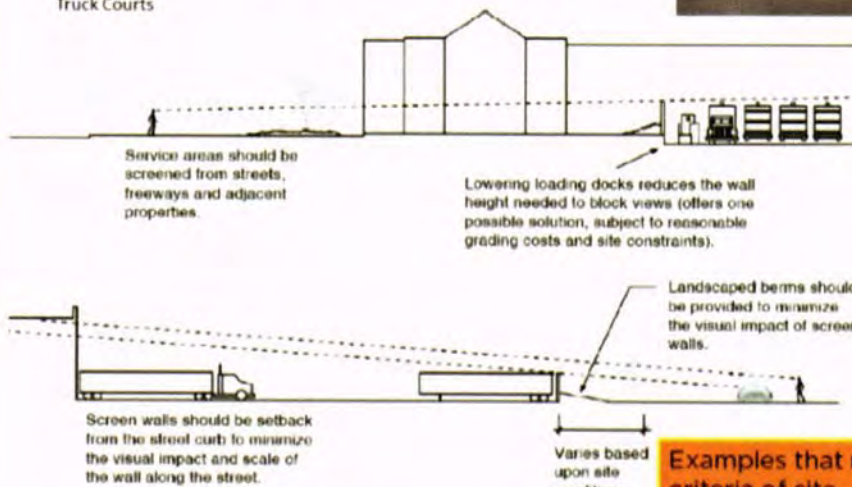
Flexibility:
Satisfy site constraints
and corridor qualities

2
3

M.

Impact Standards- Detail

Truck Courts



Examples that meet the
criteria of site
constraints and
pedestrian corridor

25

Unique to industrial developments and impactful in the Valley today are logistics/warehouse buildings and their truck courts for semi-truck storing, loading and maneuvering. These are characterized by large expanses of paving, long buildings ranging from 100 to 2,000 feet long with 10-200 loading dock doors. These can be 24/7 operations but rarely with high truck volume during typical peak PM trip periods from 3-7pm. These environments are not environmentally supportive of pedestrian/bike pathways and are typically not placed directly adjacent to retail or residential developments. Zoning codes often address this feature directly by restricting orientation away from or perpendicular to main streets. Shielding truck courts with fencing, landscape screening or berms is often included. Quantity limitation on number of truck docks or size of courts is not often encountered. Current Kent code provides very limited parameters guiding truck courts.

Summary:

To support the strategic goals implementation of strong parameters on truck courts is prudent where pedestrian and bike pathway or key community arterials exist. Orientation, visibility, screening and scale of operation should be included in the parameters. Care should be taken not to disincentivize advanced manufacturing facilities or all logistics operations.

Blank Walls

Impact Standards- Detail

Blank Walls



The scale of industrial buildings can be reduced with windows that face the street, variation in massing at the primary entrance, and landscaping to soften the appearance.



Avoid a single dominant building mass.

At corridor overlays focus attention on creating walls that support multi-modal movement.

33

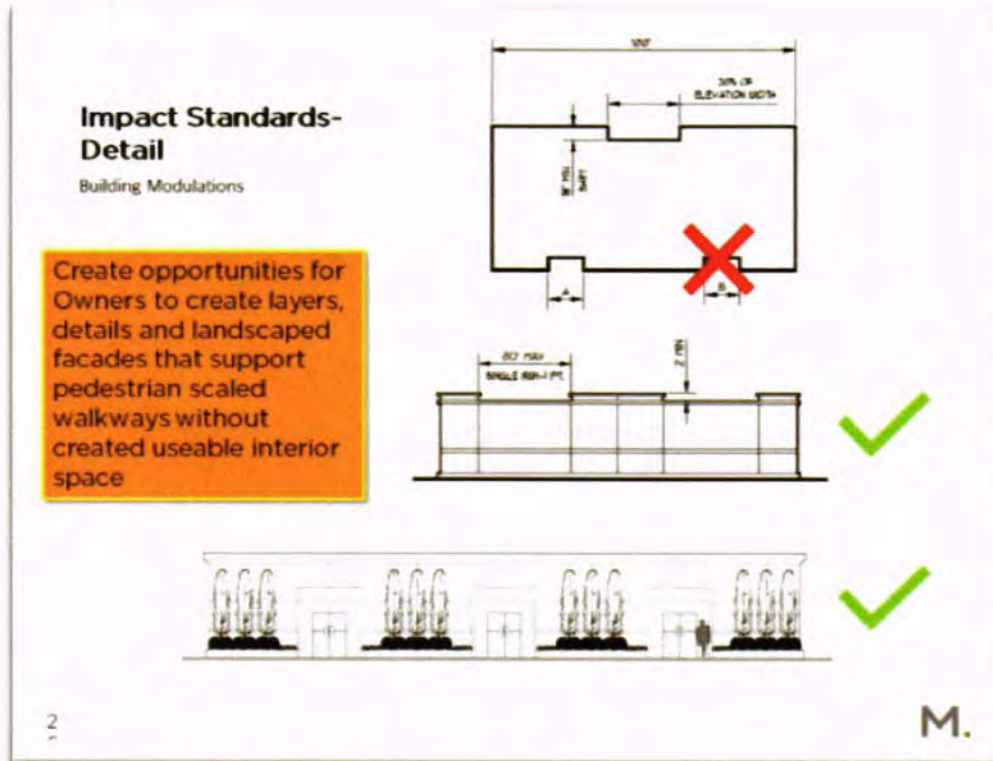
M.

Blank walls are a key focus in nearly every jurisdiction that engages industrial facilities. This parameter is tied to modulation. Surface area or length of wall without variation are the typical triggers. These can run from 240 sf of blank wall to a 60-foot length of wall. Usually flexibility is provided to the developer to address blank walls. With the inherent nature of large warehouse buildings, in the logistics sector, addressing blank walls is always triggered in these cities. Unfortunately, these typically often are practically addressed through the application of “wallpapering” of detail onto the building face. These yield little or no value to the interior occupants.

Summary:

To support the strategic goals implementation of moderate parameters on blank walls is prudent where pedestrian and bike pathway or key community arterials exist. Scale should be adjusted to industrial building size, rather than residential, with an overall goal for thick versus thin strategies that are attuned to the functional aspects of a warehouse buildings which yield results for both interior and exterior spaces. Roof line modulation, plan modulation, surface and glazing modulation/articulation as well as enhanced landscape solutions should be allowed/encouraged. Care should be taken not to disincentivize logistics and advanced manufacturing facilities.

Building Modulation

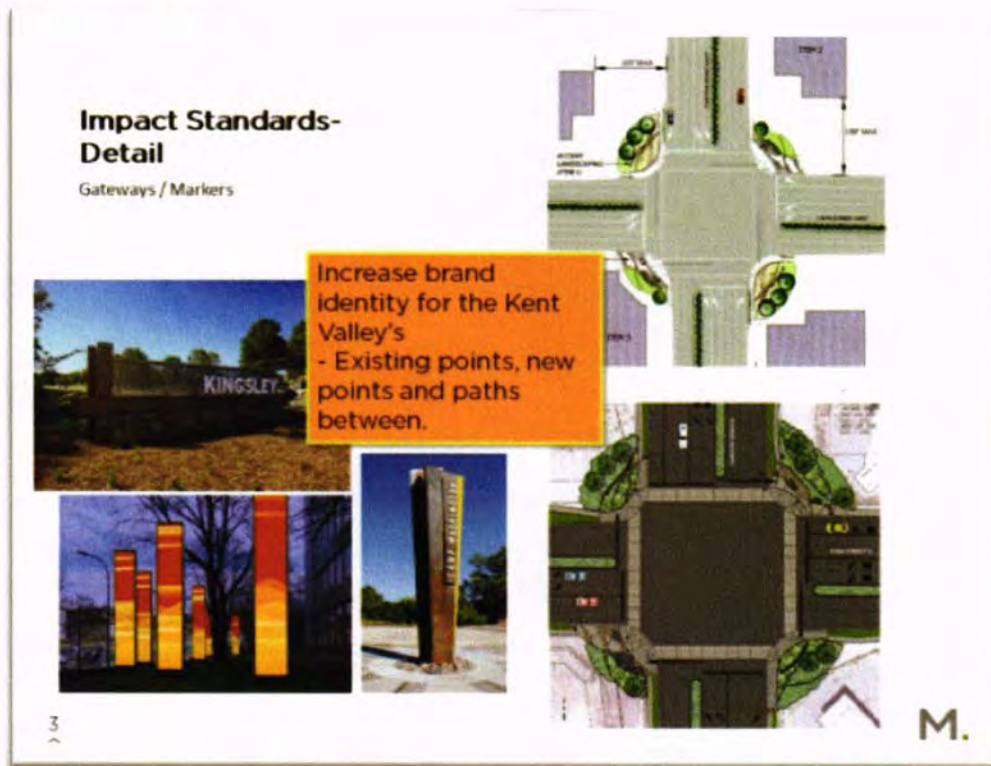


Building Modulation is also a key focus in some jurisdiction that engage industrial facilities. This parameter is often tied to blank walls. Length of wall without modulation is the typical trigger. Modulation parameters where they exist tend to require building offsets, in plan, for a specified distance, like 60 feet. The offset distance is typically defined from 5-15 feet in depth. A length of the offset is also defined. Flexibility is not often provided to the developer to address modulation and the solution becomes prescriptive. Like with blank wall parameters the inherent nature of large warehouse buildings, in the logistics sector, interior modulation that results in typical unused and wasted space. Unfortunately, these typically often are practically addressed through the “tacking on” of details onto the building face or adding “western façade parapets”. These yield little or no value to the interior occupants. The exterior spaces that result is an improvement over a 100% flush façade.

Summary:

To support the strategic goals implementation of moderate parameters on wall modulation wall is prudent where pedestrian and bike pathway or key community arterials or features exist. Scale should be adjusted to industrial building size, rather than residential, with an overall goal for compelling, useable strategies that are attuned to the functional aspects of a warehouse buildings which yield results for both interior and exterior spaces. As mentioned with blank facades, roof line modulation, plan modulation, surface and glazing modulation/articulation as well as enhanced landscape solutions should be allowed/encouraged. Provisions for allowing innovative strategies that yield the articulated goals should be encouraged. Care should be taken not to disincentivize logistics and advanced manufacturing facilities.

Gateway/Markers

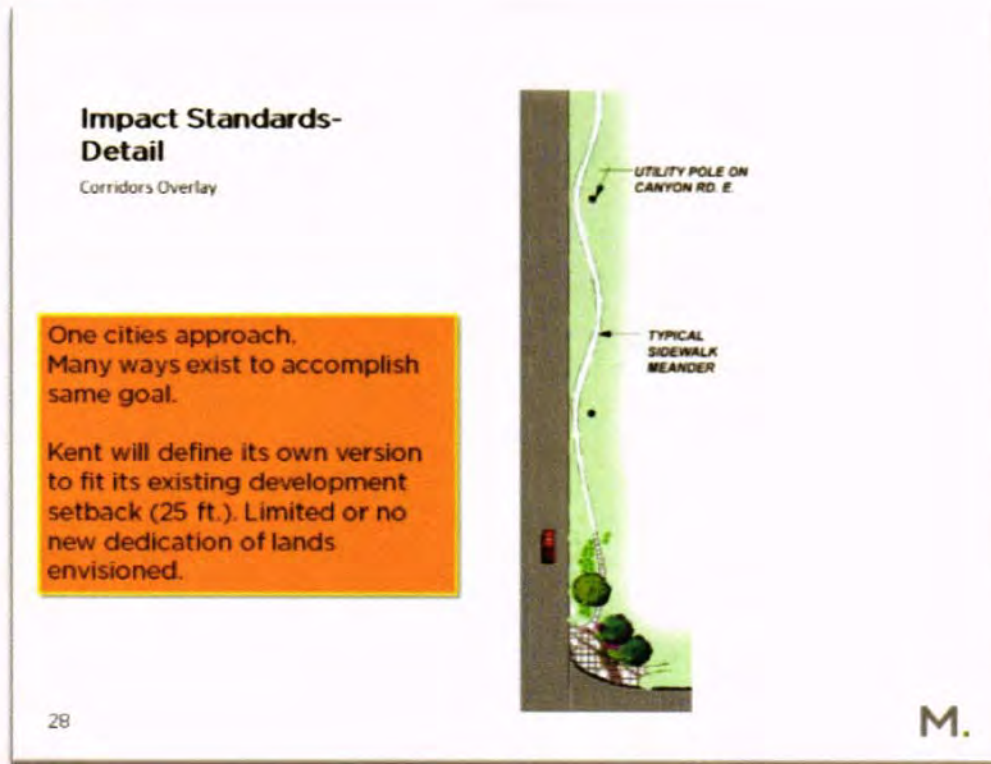


Corridors, gateways, and wayfinding is rarely addressed in the industrial codes in the jurisdictions reviewed. Uniquely the Kent Valley has a system in place already at numerous key intersections. Arrival, entry, community identity and story-telling are elements in creating place. Jurisdictions often have intersections, corridors, pathways, view corridors identified and protected with codes to protect and enhance existing community or regional features. These protect, enhance and focus development and community engagement. The existing Kent intersection program does not seem to be a reflection of the goals and spirit of a new Kent. An opportunity exists to enhance the Valley for residents, workers, employers and visitors.

Summary:

To support the strategic goals implementation of an overlay or other identification method that identifies key Valley arterials/collectors, key intersections into or within the Valley and key supporting multi-modal features and destinations should be made apparent to the community and reinforced in the Code. Along these arterials, especially those that are intended to support multi-modal transportation numerous parameters within the development code should be deployed to enhance these assets. These parameters include; ROW design sections, lighting, signage, landscape, multi-modal separations, allowed adjacent uses and building interfaces and their character along these routes and intersections. Designated corners, like what exists today, should be explored for re-branding/refreshing to become visible and a community asset. Designated intersections not yet in place should be explored for development.

Corridors



Corridor design parameters are rarely addressed in the industrial codes in the jurisdictions reviewed. This parameter is strongly linked to gateway/wayfinding as discussed above. Jurisdictions often do have corridors specifically identified and protected with codes to protect and enhance existing community or regional features. These tend to be shaped to enhance the path to some other district, like a downtown, and hide/screen the industrial uses.

The existing Kent arterial program has been strongly shaped to address traffic circulation, truck and car, and to overcome barriers, like the railroad lines. Bus and regional train service continue to improve on regional level. Existing multi-modal paths including the Interurban Trail and the Green River Trail are strong, well used and a recognized regional asset. Their integration into a community plan has room to be expanded and made even more vital.

Summary:

To support the strategic goals implementation of parameters to support the development and protection of key; truck, car, bike and pedestrian pathways. Connections between transportation modes need to be activated and commute versus recreational uses leveraged. Public investment aspects to this goal may be needed. Innovative strategies should be explored. Design of the right-of-way is of particular concern to ensure transportation, safety, building and community enhancement are working together. The current arterial design should be reviewed with this appreciation.

Entries/Glazing/Pedestrian Approaches



This parameter brings together three significant elements in building and site design; entries, pedestrian approach and glazing. These might often be split into separate parameters in many codes. These speak directly to the human scaled features and qualities of the building and site design. In traditional industrial facilities these aspects are often secondary features. In the new model for industrial facilities coming from owners, tenants, and investors the quality and scale of these aspects are moving onto the “must have” list. Some jurisdictions layer in heavy handed entry and glazing requirements that are disconnected from industrial building tenant/market requirements. Large truck courts can introduce very difficult to accomplish pedestrian routes. Kent Code is currently silent on these aspects.

Summary:

To support the strategic goals implementation of strong but tailored parameters on entries, glazing and pathways is prudent. These should make sense to the building and to the community connections. Along key arterials the community connections should be addressed first. The route from the street (public way), the key staff and visitor parking areas and to other buildings in a campus need to be conceived as a whole. Staff entries need to be proportionately scaled and higher quality. These should be expanded beyond a solid door in a solid wall. Linkages to remote entries should be addressed. Quantity of entries should be tailored to first and future use profiles. Glazing is one of the most expensive elements on the skin of industrial building yet has the most important quality impacts in both interior and exterior spaces. Industrial buildings have numerous use profiles, many of which require little to no glazing. Glazing that supports the use within should be incentivized, clerestory and skylights for warehouse and extensive glazing for office areas with wall panels designed to receive future windows. Care should be taken not to disincentivize logistics and advanced manufacturing facilities.

Catalyst Projects



Oftentimes regions can leap frog forward along a strategic direction through a catalyst project. These are often through a public private partnership around a vision. Kent Station was such a project. Is Kent in a position for another? The project example above is the Retail & Bike Pavilion from the Spring District in Bellevue and it offers a more modest example. It is a multi-use building strategically placed as a community asset that speaks directly to an aspirational lifestyle. This is enhancing the brand of Bellevue and the Spring District as well as all the owners and tenants close by.

Summary:

To support the strategic goals seeking out whether a catalyst project can be conceived, developed and built specifically for the Valley. This should announce to Kent residents and workers and the greater Valley that something new is happening here and place a refreshed Kent Industrial Valley on the map nationwide.

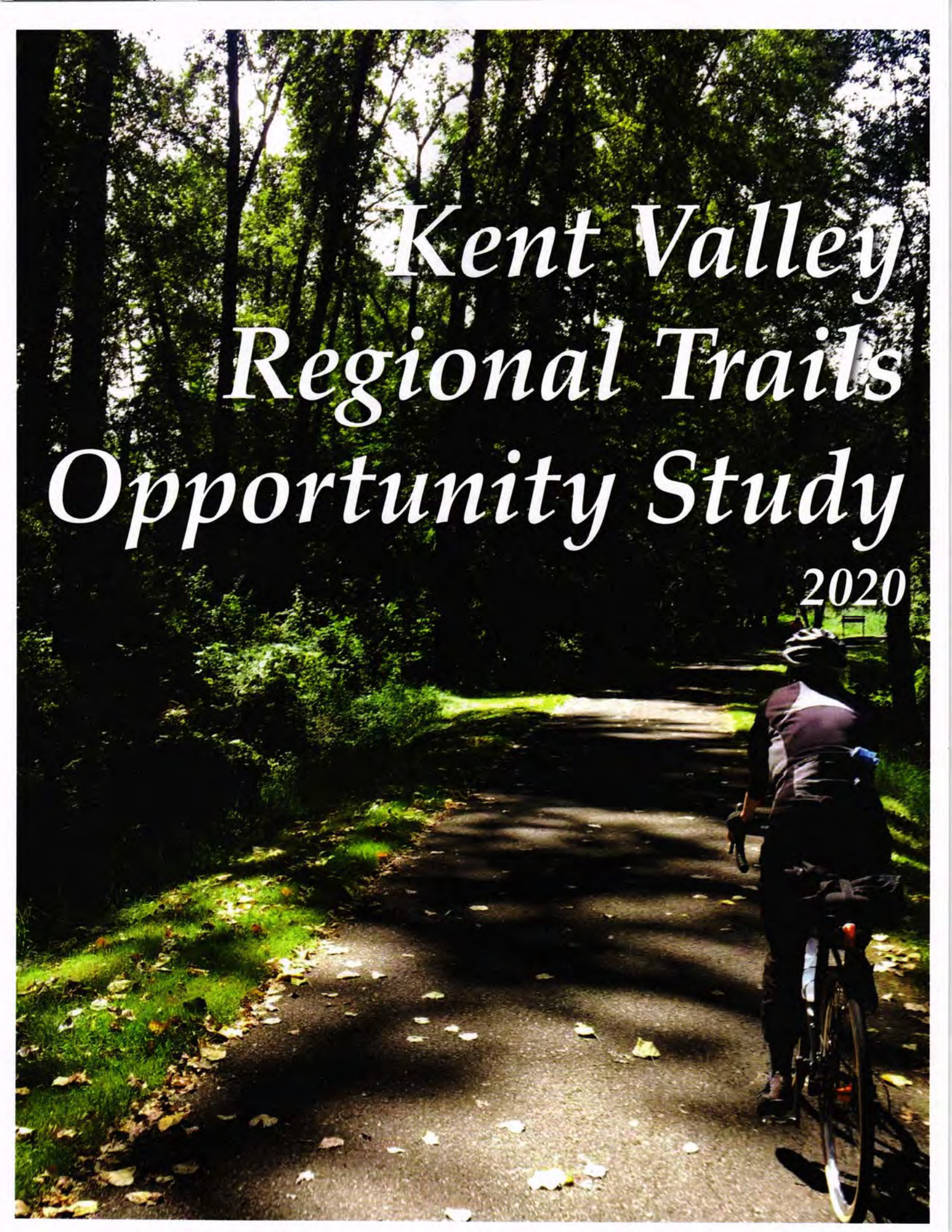
Industrial User Building Types and Needs

The following table summarizes high-level building needs by different industrial building users.

Exhibit 34. Industrial Building Types and User Needs

Primary Type	Building Type					
	Manufacturing	Warehouse			Flex	
Sub-type/ Special Purpose	General Purpose	General Purpose Warehouse	General Purpose Distribution	Truck Terminal	General Purpose Flex	Service Center/Showroom
Size (sf)	Any	50k +	50k +	20k +	20k +	< 150k
Clear Height (ft)	10 +	16 +	16 +	12-16	10-18	15-25
Loading Docks	Yes	Yes	Yes	Cross-dock	Yes	Yes
Door-to-Square-Foot Ratio	Varies	1:5k-15k	1:3k-10k	1:500-5k	1:5k-15k +	1:10k
Office Percentage	<20%	<15%	<20%	<10%	25-100%	30-40%
Divisibility (Smallest suite – sf)	Varies	15k +	50k +	10k +	5k +	2k +
Curb Appeal	Low	Low	Low	Low	High	High
Automobile Parking Ratio	Varies	Low	Low	Varies	High	High
Primary Use	Manufacturing	Storage, Distribution	Distribution	Truck Trans-shipment	R&D, Storage, Office, Lab, Retail, Light Manufacturing	Showroom, Storage, Light Manufacturing
Sub-Sets	Heavy, Light Manufacturing	Bulk Warehouse, Cold/Refrigerator Storage, Freezer Storage, High-Cube, Self Storage, Bonded	Overnight Delivery Services, Air Cargo		Garden Office, Incubator, Tech	Shallow-Bay

Source: NAIOP

A photograph of a person riding a bicycle on a paved path through a dense forest. The path is covered with fallen leaves, and sunlight filters through the trees, creating dappled light on the ground. The cyclist is wearing a helmet and a dark jersey with white accents. The background is filled with tall trees and lush green foliage.

Kent Valley Regional Trails Opportunity Study

2020



ACKNOWLEDGEMENTS

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INTRODUCTION

THE INTERURBAN TRAIL

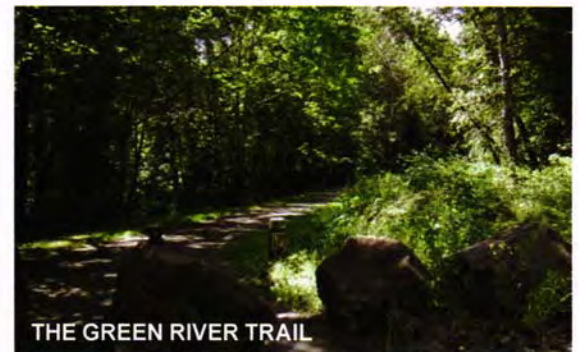
Purpose

This trail activation framework, organized into typologies described later in this document, applies to the Interurban and Green River Trails. The Kent Valley is one of the largest concentrations of commercial and light industrial activity in the Puget Sound region and experiences a large influx of employees each day. The Interurban and Green River Trails provide different experiences for trail users through the Kent Valley.

While King County Parks & Recreation owns and operates the Interurban Trail in partnership with the City of Kent, and the City of Kent owns and operates the Green River Trail through the Kent Valley, each jurisdiction through which the trails traverse has opportunities to influence the design, character, and activation of the trails themselves directly or indirectly. For example, jurisdictions can implement design standards for development adjacent to trails that can enhance the trail user's experience indirectly, through artwork, landscaping, lighting, windows on sides of buildings adjacent to the trail, and the incorporation of trail amenities. Jurisdictions can also influence trail activation in more direct ways, such as through partnerships with King County at major entrances or at locations where trails cross major roadways, referred to in this document as gateways. These enhancements raise the profiles of the existing trails and help to brand the trail as a community asset.

This Kent Valley Regional Trails Opportunity Study provides a framework for how private development adjacent to the trail, combined with strategic public investments, can jointly enhance the user experience for users of both trails. In order to assess a large area, roughly between the City of Tukwila and the City of Pacific, the Study creates a set of typologies, described further in Typologies Section to follow, that provides a framework for how community and public investments can jointly enhance the user experience along the Interurban and Green River Trails through the Kent Valley between Tukwila and Pacific. It is important to note that this document is a guide that provides a framework to assist with discussions between jurisdictions, King County Parks and Recreation, and businesses with frontages along the trails. Elements within this strategy may be codified by jurisdictions, if desired, but can also be used as future improvements and capital investments in the trails are made.

The primary objective of the opportunity study is to help coordinate how and where improvements, design enhancements, and amenities can occur, taking into consideration adjacent characteristics and the most practical activation strategies that respond to those characteristics.



TRAIL CHARACTERISTICS

Interurban Trail

The Interurban Trail runs parallel to the BNSF and Union Pacific railroad, and its general conditions include the railroad on the east side of the trail and commercial and industrial activity on the west side of the trail. The existing trail varies from 8 feet to 10 feet wide and is optimal for commuters or faster riders due to its more direct configuration and its close proximity to commercial and industrial activity as well as its proximity to the downtown areas of Kent and Auburn. Both downtown Kent and Auburn have Sounder Commuter Rail stops and higher concentrations of bus service routes creating opportunities for mode transfers.

The Interurban Trail's adjacent characteristics are currently largely defined by commercial and industrial activity backing on the trail with little to no integration with the trail. This has led to a user experience that generally lacks any significant visual cues that would lead to the feeling that there are eyes on the trail, a concept known as Crime Prevention Through Environmental Design (CPTED). Additionally, points where the Interurban Trail crosses major arterials are generally void of any enhancements that would draw passer-by attention to the trail. Public and private sector design enhancements present an opportunity to raise the profile of the trail as a local and regional asset that reflects the characteristics of the communities it traverses while also enhancing the perception of safety.

Green River Trail

The Green River Trail takes its name from the Green River which it meanders adjacent to. The Green River Trail is predominantly situated on the top of the Army Corps of Engineers levees and follows the river between Tukwila and the southern portion of Kent. The Puget Power Trail serves as a connector between the Green River Trail and the Interurban Trail. Frager Road runs parallel to the Green River, on the west side of the river from SR 516 north, opposite the Green River Trail. Frager Road is also used by cyclists as another option to the Green River Trail. Additionally, the Green River Trail runs near and crosses the Interurban Trail in several places.

The meandering nature of the trail, and its proximity to the river, lead to an experience that is significantly more natural than the Interurban Trail, although some sections of the trail have commercial and industrial activity on one side. Several parks and open spaces lie adjacent to the trail, creating a more peaceful experience.

Despite the predominantly natural characteristics of the Green River Trail, some of the same opportunities for commercial and industrial activation also exist. Additionally, there are opportunities to raise the profile of the trail through targeted gateways and ways to enhance user experience through the addition of viewpoints, wayfinding signage, and educational signage.



THE INTERURBAN TRAIL

Ongoing or Recently Completed Planning Efforts

- Rally the Valley
- 2016 Kent Park & Open Space Plan
- Kent Valley Loop Trail Master Plan
- 2016 King County Open Space Plan
- 2016 King County Regional Trails Needs Report
- Art Master Plan for King County Trails
- Transportation Master Plan, 2020

Planning Context

The Kent Valley is home to one of the largest concentrations of industrial and commercial activity in the Puget Sound region. These areas have generally been used for industrial warehousing and some light manufacturing but are currently seeing an influx of aerospace activities and tech operations. The cities of Kent, Auburn, and Renton are currently conducting the Rally the Valley land use project which will result in changes to land use and zoning that reflect the changing dynamics. Additional projects completed by the City of Kent pertaining to the trails include the 2016 Kent Park & Open Space Plan and the Kent Valley Loop Trail Master Plan.

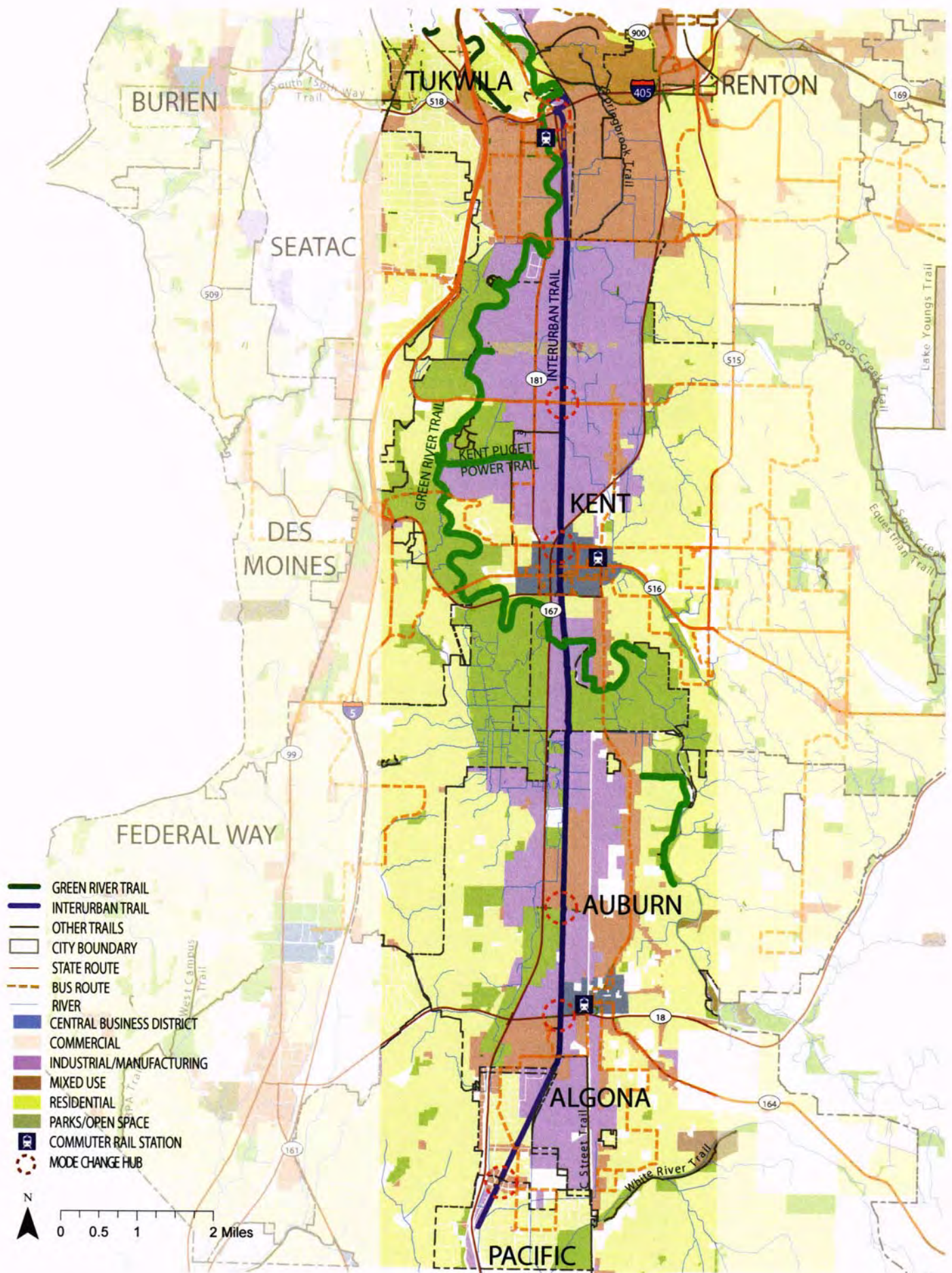
While land use is governed by adjacent jurisdictions, the Green River Trail is owned by the City of Kent and the Interurban Trail is owned by King County Parks. King County Parks has completed several planning efforts that guide future improvements to the Interurban and Green River Trails, including the 2016 King County Open Space Plan, the 2016 King County Regional Trails Needs Report, and the Arts Master Plan for King County Trails.

Many of these documents provide an in-depth assessment of trail needs, cross-sections, amenities, and design standards. This activation framework does not supercede these planning efforts but rather serves as a coordination tool for the application of amenities and standards defined in these plans.

Planning Context Map

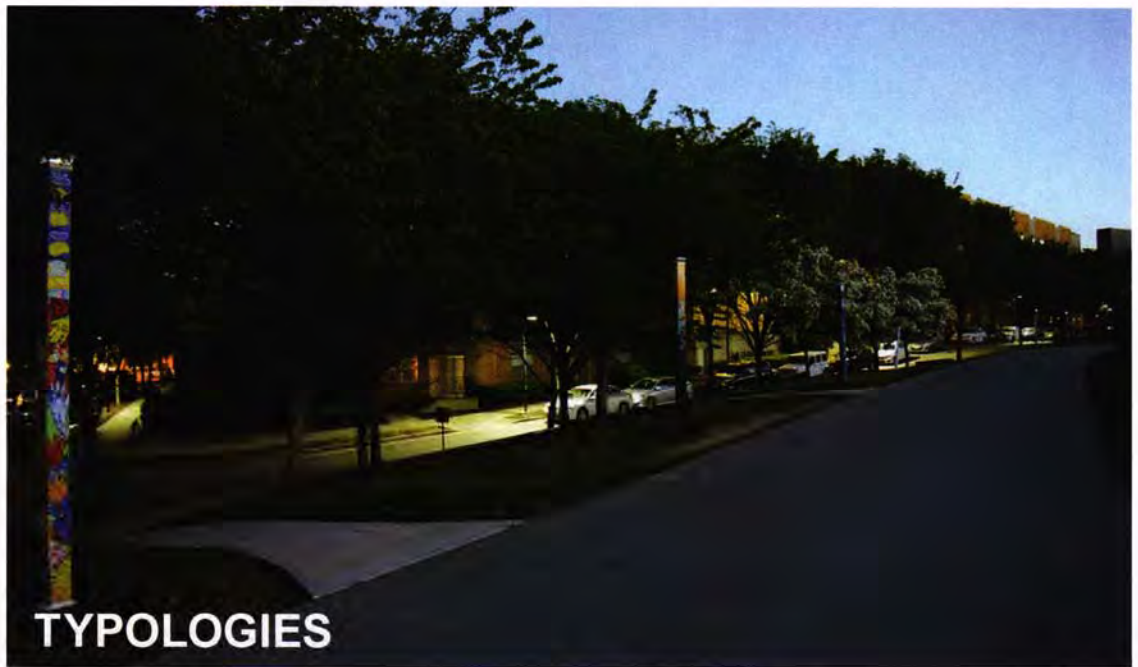
The planning Context Map on the adjacent page depicts the generalized land use context in the Kent Valley between Tukwila and Pacific. While land use is not the determining factor for the application of activation strategies, assessing the land use framework helps provide an understanding of the general characteristics along the trail corridors which is in turn used to understand the types of strategies that may be appropriate to enhance those existing trail characteristics.

The Planning Context Map also depicts major arterials, transit routes, and commuter rail stations. The use of trails for commuting is increasing in the Puget Sound region and is one key component of a multimodal network. Areas identified as multimodal hubs in the planning context map present opportunities for enhancements that improve the multimodal network by providing efficient, safe, and well-signed connections for trail users to transfer to transit. In the future, these hubs can serve as an area where mode shifts between bikes, e-bikes, scooters, transit buses, and trains can be facilitated through the creation of a mobility hub.





THE GREEN RIVER TRAIL



Definition & Purpose

The typologies contained within this section are a tool for the application of various activation strategies based on adjacent characteristics across the Interurban and Green River Trails. For example, typologies are meant to describe the different characteristics that a user can experience as they utilize the trails and which activation strategies and amenities are most appropriate based on that experience. They are flexible, intended to be widely applied, and are not comprehensive in addressing every potential characteristic that one might experience along the trail.

The typologies developed and described in more detail within this section include:

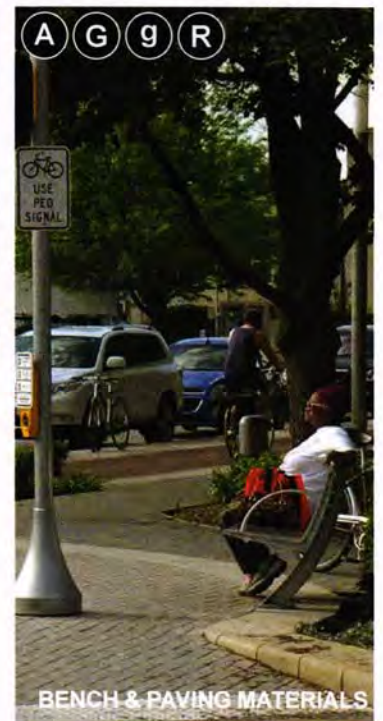
- A** **Activity Hubs:** Highest population and employment concentrations
- L** **Long Stretch:** Portions of the trail with long distances between entry and exit points with minimal impediments; likely used for direct route travel between destinations
- G** **Major Gateways:** Trail crossings at arterial locations with a high potential to enhance trail visibility and serve as multi-modal hubs by leveraging transit access
- g** **Minor Gateways:** Local roadway crossings where safe crossings and minor gateways are the primary objective
- R** **Residential:** Linkages between adjacent neighborhoods and the trail for accessibility
- N** **Natural:** Open space areas leading to a more recreational and leisurely experience

Development

The typologies were developed using a project steering committee comprised of staff from Kent, Pacific, King County Metro, and King County Parks as well as a local cycling advocate. While the intent of the typologies are not to correspond directly with adjacent land use, the assessment began by utilizing the planning context map to develop generalized conditions which are largely associated with land use characteristics.

Discussions occurred on the different characteristics associated with each. For example, the Interurban Trail through industrial areas was predominantly defined by buildings backing to the trail. These long stretches of the trail had few crossings or impediments making them a great pathway for commuters or those looking for a direct route. Visually they are defined by a lack of aesthetic appeal due to many buildings backing the trail. In some areas, this can create the perception of isolation and lack of safety which might deter some users. Strategies in this situation would minimize amenities that create a more passive experience, such as benches and activity plazas, and would instead focus on ways to leverage adjacent development to enhance the experience by incorporating artwork, windows, and lighting in areas adjacent to the trail.

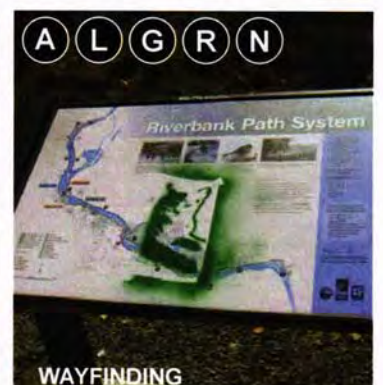
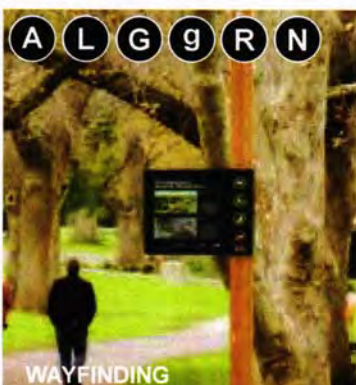
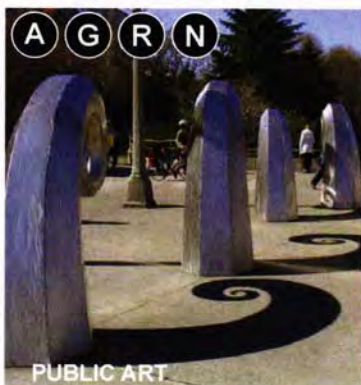
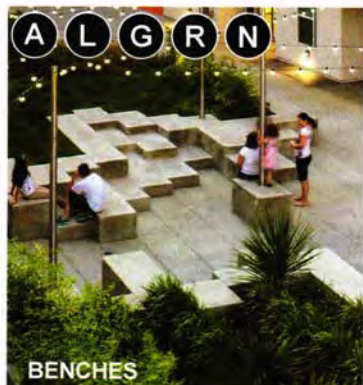
These types of discussions occurred with the different trail characteristics until the six typologies described above were developed. Strategies on how the public and private sectors might contribute to activation were assessed based on a prioritized application approach.

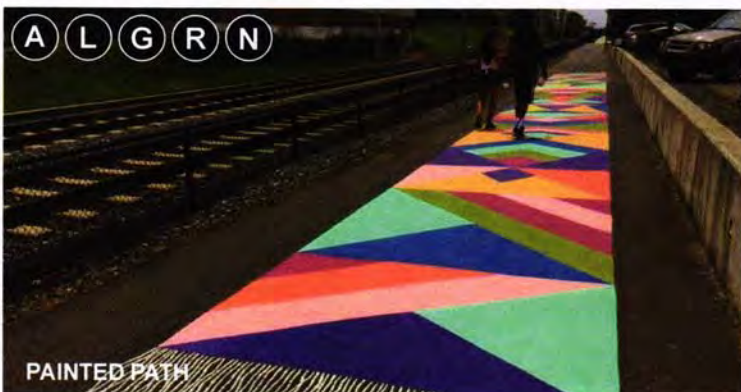
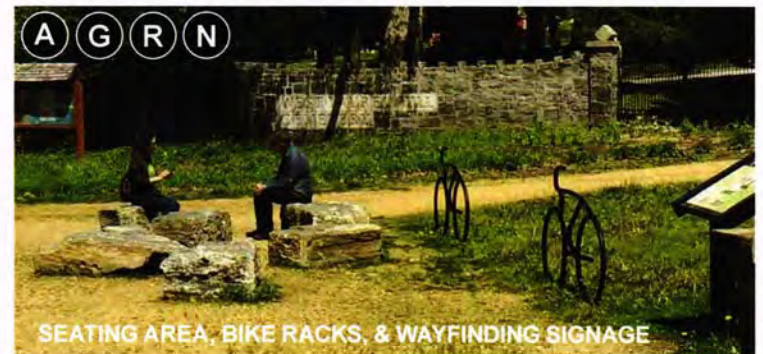


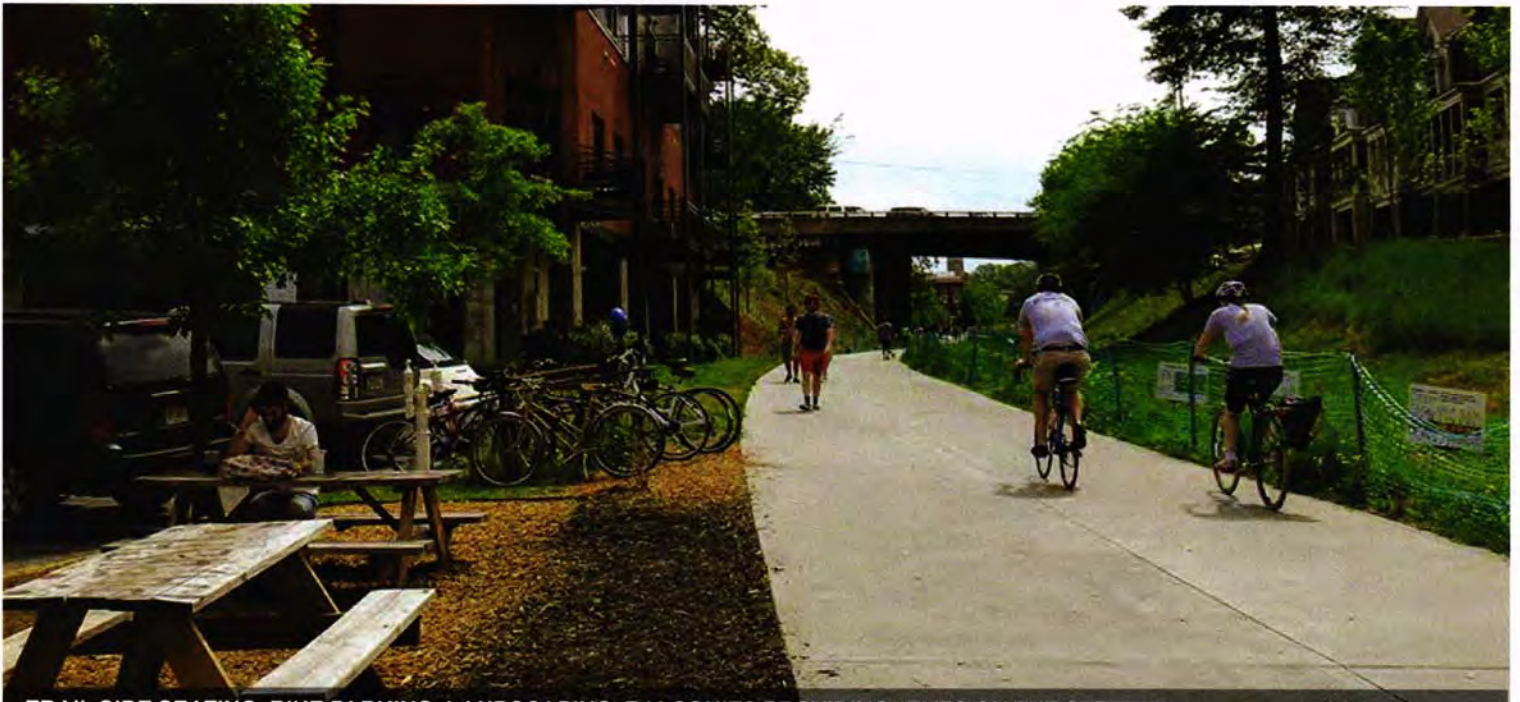
Trail Amenities

The trail amenity images represent design features and elements that may be incorporated into the trail design along the corridor. In general, the amenities correspond to specific trail typologies as is indicated with the key to the right.

- A** Activity Hubs
- L** Long Stretch
- G** Major Gateways
- g** Minor Gateways
- R** Residential
- N** Natural







TRAIL SIDE SEATING, BIKE PARKING, LANDSCAPING, BALCONIES PROVIDING "EYES ON THE STREET"



TRAIL SIDE ACTIVITIES

ACTIVITY HUB

Activity Hubs are areas with a larger concentration of employees and residential populations, such as near the downtown areas of Kent and Auburn. These locations have the opportunity to jointly serve as a public space, particularly where adjacent public parks are present. Activity Hubs could incorporate trail-oriented development, with businesses and establishments adjacent to the trail providing benches and outside space along the trail frontage. Public investments might include larger gateway features, wayfinding along the trail that reflects the local character and directs trail users to downtown attractions, outdoor gyms, and other activities that draw people near the trail. Rest stops and lighting would also be the most appropriate in these locations.



TRAIL SIDE BIKE PARKING



MOVEABLE SEATING



OUTDOOR GYM EQUIPMENT



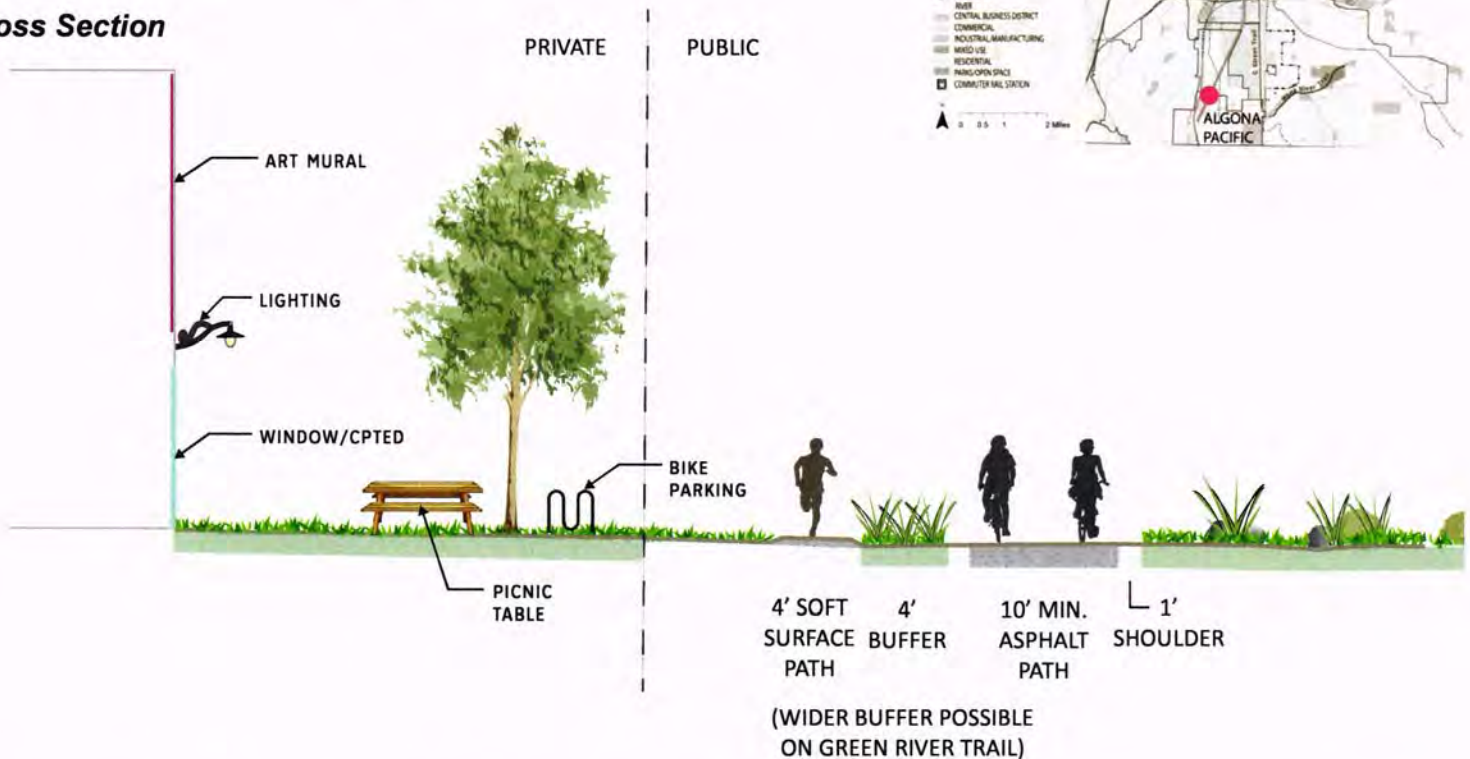
HARDSCAPE PLAZA WITH SEATING AND GATHERING SPACE



Potential Amenities

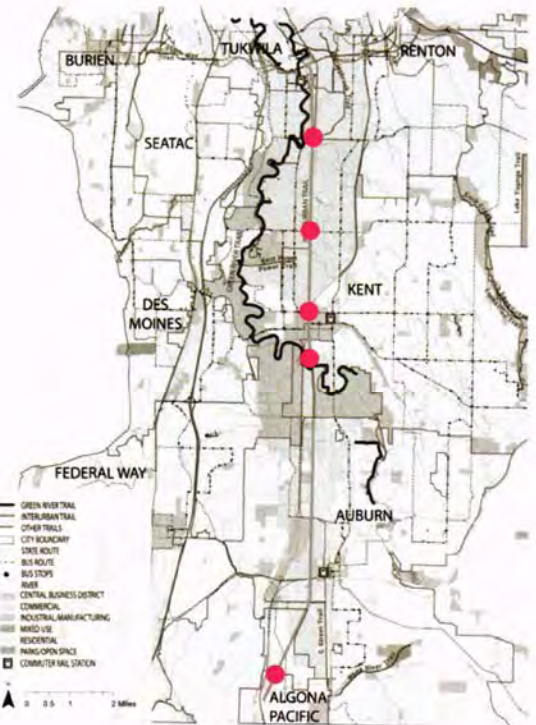
- Lighting
- Public Art
- Gateways
- Drinking Fountains
- Bike Repair Station
- Wayfinding
- Bike Share Parking
- Restrooms

Cross Section



Key Map

Hub/Activity Center



Private Stewardship

- Required Trail Connection
- Spillover Lighting
- Amenity Maintenance Partnership
- Adopt a Trail
- Amenities at Trail Side
- Tree and Landscape Plantings/Maintenance

Public Leadership

- Trail-Oriented Development Standards
- Wall Art Incentive
- Public/Private Partnerships for Large Improvements
- Trail Amenity Menu for Developers
- Trail Lighting
- Trail Branding
- CPTD Design Standards
- Trail-adjacent Landscaping Standards
- Public Art Program Site
- Wayfinding & Signage
- Soft Surface Secondary Trail
- Trail-adjacent Park Improvements





REST AREA WITH PAVILION FOR SHADE, PICNIC TABLES, TRASH RECEPTACLES



EDUCATIONAL SIGNAGE



PICNIC AREAS



TRAIL NETWORK KIOSK

NATURAL

While predominantly located along the Green River Trail, both trails have areas with a natural setting. These areas should reflect a more leisurely experience, leveraging natural elements such as trees, native riparian plantings and pollinator meadows. On both the Green River and Interurban Trails, educational wayfinding signage would provide information on natural elements, such as flora and fauna, along the trail route. Small viewpoints and rest plazas can provide amenities such as shade, seating, drinking fountains, bike repair stations, and trail network maps, among others. Development adjacent to trails could incorporate natural elements within landscaping along the property line, such as trees and shrubs, to contribute to the natural feel.



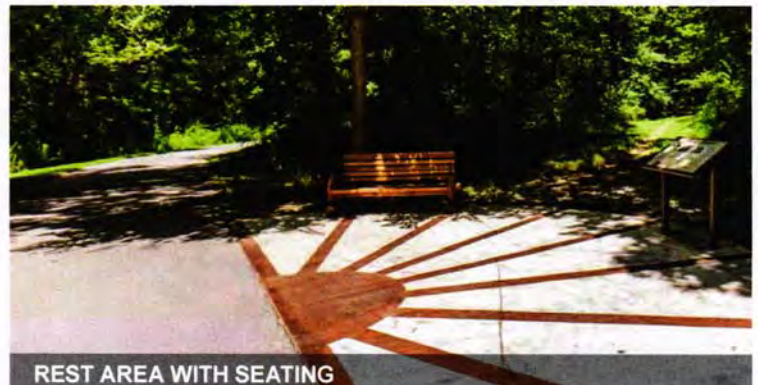
POLLINATOR MEADOWS



SEATING AREAS



INFORMATION AND EDUCATIONAL WAYFINDING KIOSKS



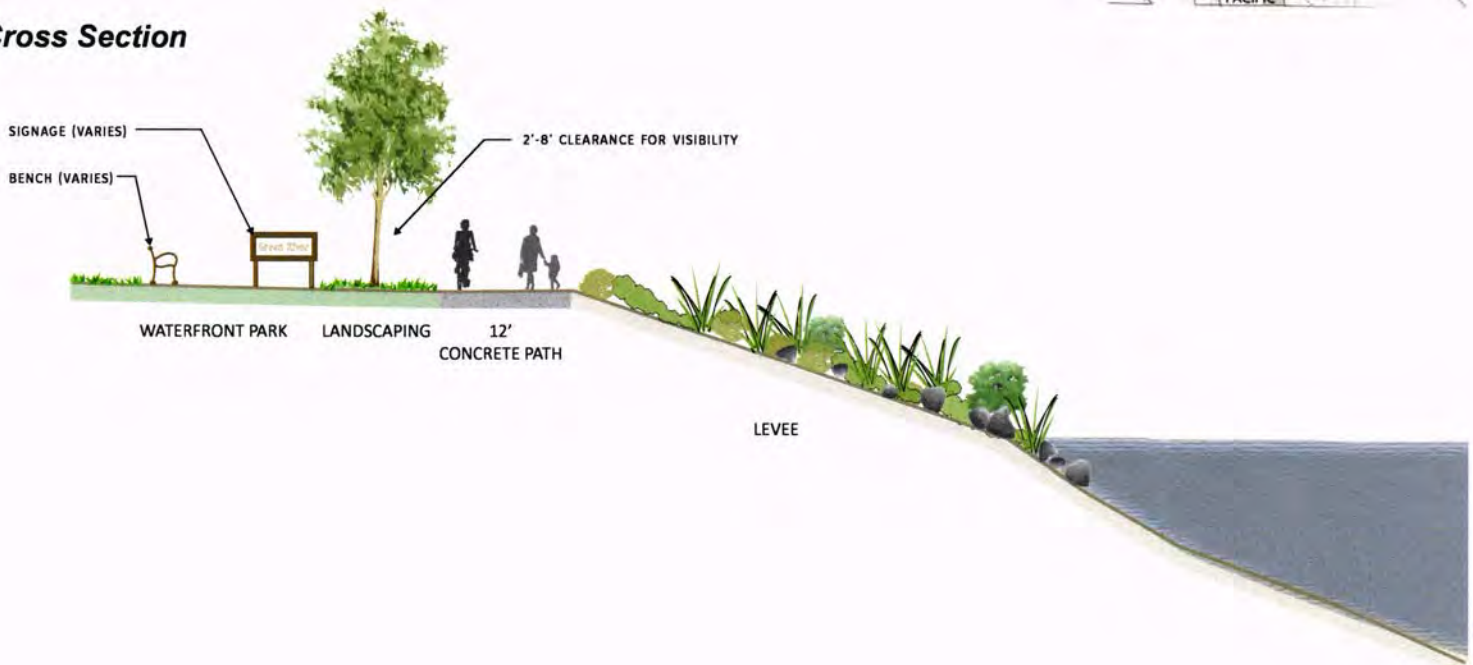
REST AREA WITH SEATING



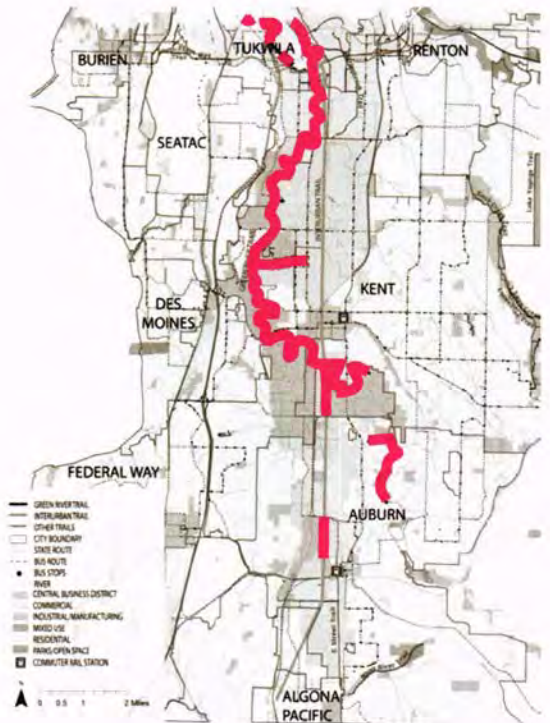
Potential Amenities

- Landscaping
- Educational Signage
- Viewpoints

Cross Section



Key Map Natural

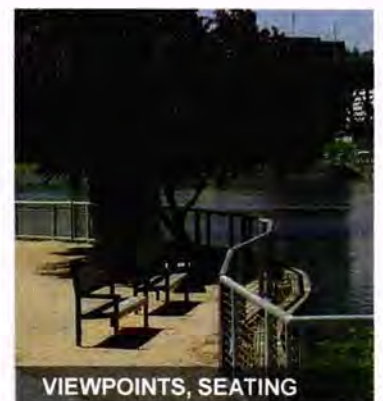


Private Stewardship

- Voluntary Trail Connections
- Employee Space Adjacent to Trail
- Educational Wayfinding on Business Facilities
- Public Art
- Lighting on Buildings

Public Leadership

- CPTED Design Standards
- Trail-adjacent Landscaping Standards
- Wall Art Incentives
- Low-Maintenance Landscaping
- Viewpoints and Sporadic Amenities
- Wayfinding & Signage
- Trail Branding





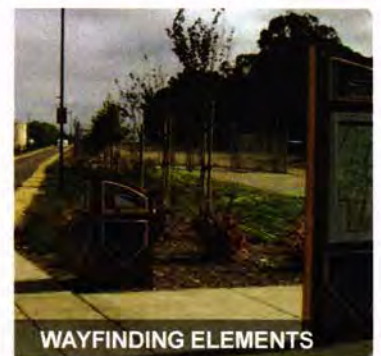
MURALS AND TREES

LONG STRETCH

Long Stretch areas are primarily located in industrial and commercial areas where existing buildings back the trail. These stretches serve as a direct route and, with minimal impediments and crossings, allow users to travel at higher speeds. Due to buildings backing to the trail, some users may be deterred from use due to visibility and safety concerns. Crime Prevention Through Environmental Design (CPTED) principles are the primary activation strategy for these areas and would include murals or artwork and flood lights or spill-over lighting on the sides of buildings that are adjacent to the trail. Windows and faux window treatments, gates that provide connectivity between the trail and the adjacent business, and simple trail artwork that is created and supported by adjacent businesses and the local community. Other trail amenities would be kept to a minimum, with occasional rest points and wayfinding that directs users to activity hubs, transit, and other attractions or points of interest.



UNDERPASS LIGHTING



WAYFINDING ELEMENTS



SIDE OF BUILDING MURALS



PUBLIC ARTWORK AND LIGHTING



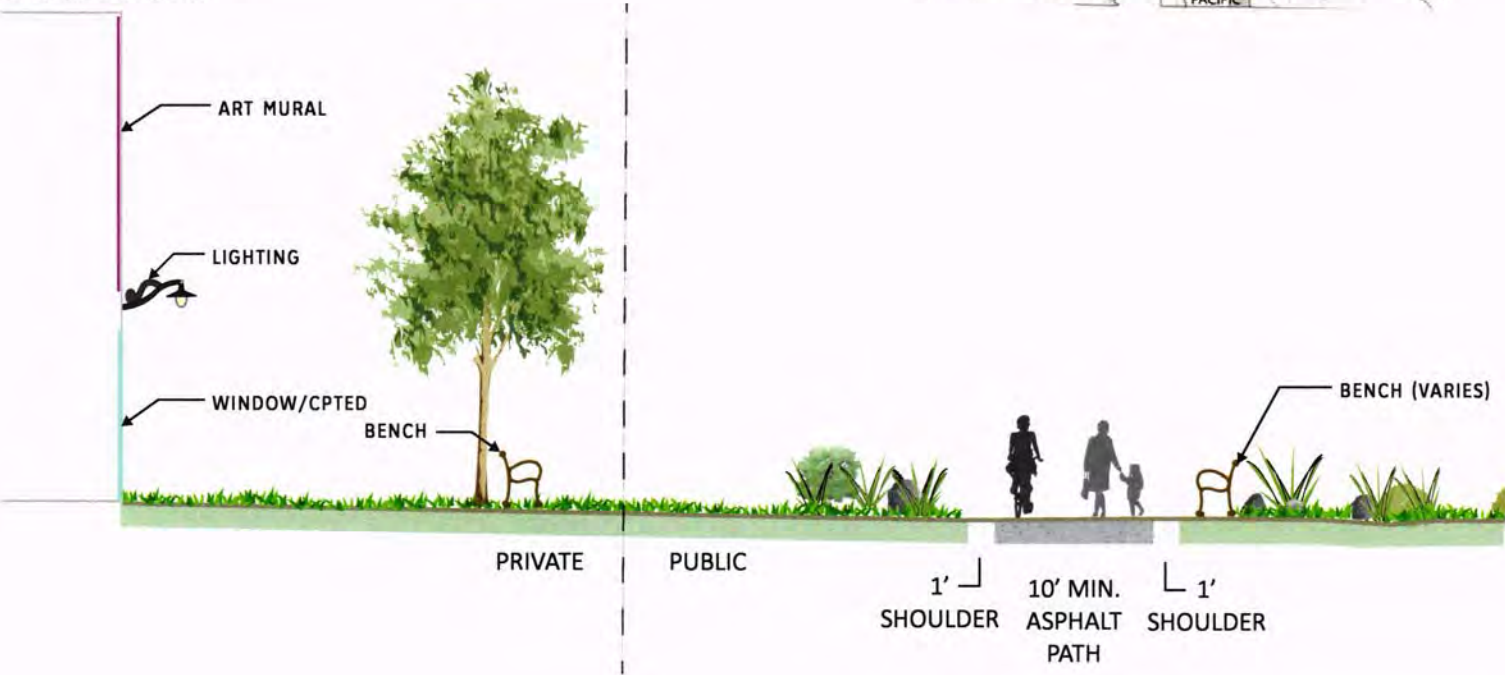
PUBLIC ARTWORK AND REST POINTS



Potential Amenities

- Private Investment
- Murals
- Art on Trail
- Benches
- Split Rail Fence
- Educational Signage
- Wayfinding

Cross Section



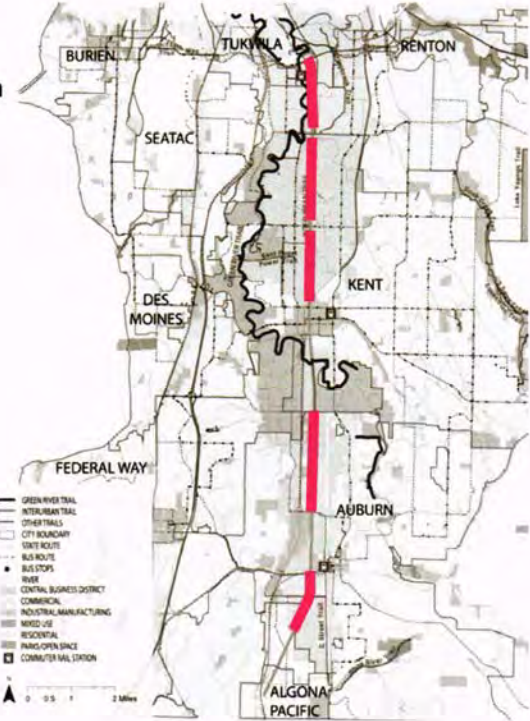
Private Stewardship

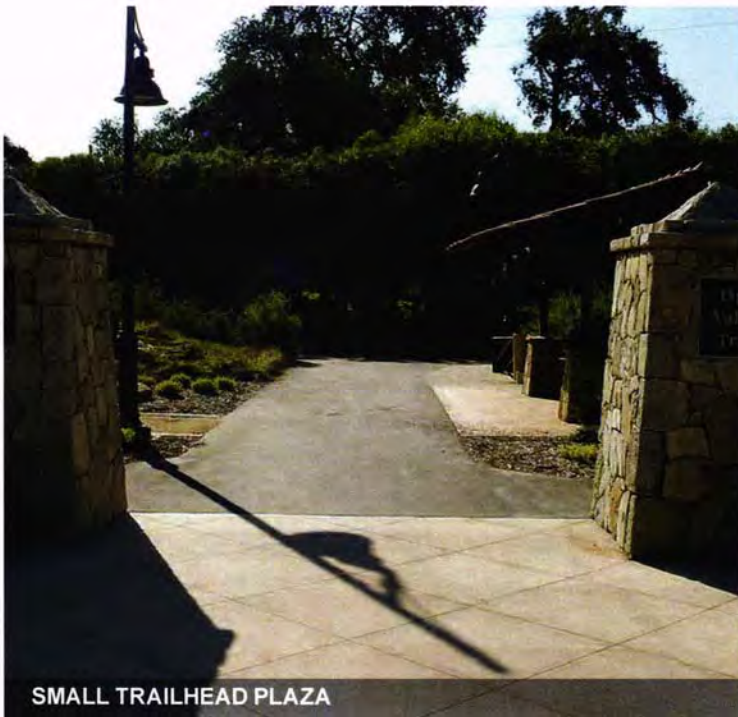
- Voluntary Trail Connections
- Pubic Art
- Educational Wayfinding on Business Operations
- Employee Space Adjacent to Trail
- Private Spillover Lighting
- Trail Side Amenities
- Amenity Maintenance Partnership
- Adopt a Trail

Public Leadership

- CPTED Design Standards
- Trail Amenity Menu for Developers
- Amenity Maintenance Partnerships
- Minimal Amenity Investment
- Wall Art Program Incentives
- Wayfinding and Signage

Key Map
Long Stretch





SMALL TRAILHEAD PLAZA



GRADE-SEPARATED CROSSING

MAJOR GATEWAY

Major Gateways are highly visible crossings at arterial roadways. Major Gateways are opportunities to both enhance the safety of users crossing arterial roadways while also raising the profile of the trail to those passing by on the roadway itself. Major gateways also provide opportunities for multi-modal hubs by integrating adjacent bus stops at or near trail access points, potentially through small plazas with seating, trash receptacles, and other amenities such as a drinking fountain or bike repair station. Major Gateways might include a protected median, artistic or highly-visible crossings, potential use of Pedestrian Hybrid Beacon (PHB) or RRFBs, vertical design elements that contain trail signage, enhanced landscaping, and other elements that brand the trail and generate interest. Grade-separated crossings could include wall or bridge art along with trail signage. FHWA does not allow artistic crossings of highways.



PUBLIC ART



GATEWAY PLAZA AMENITIES



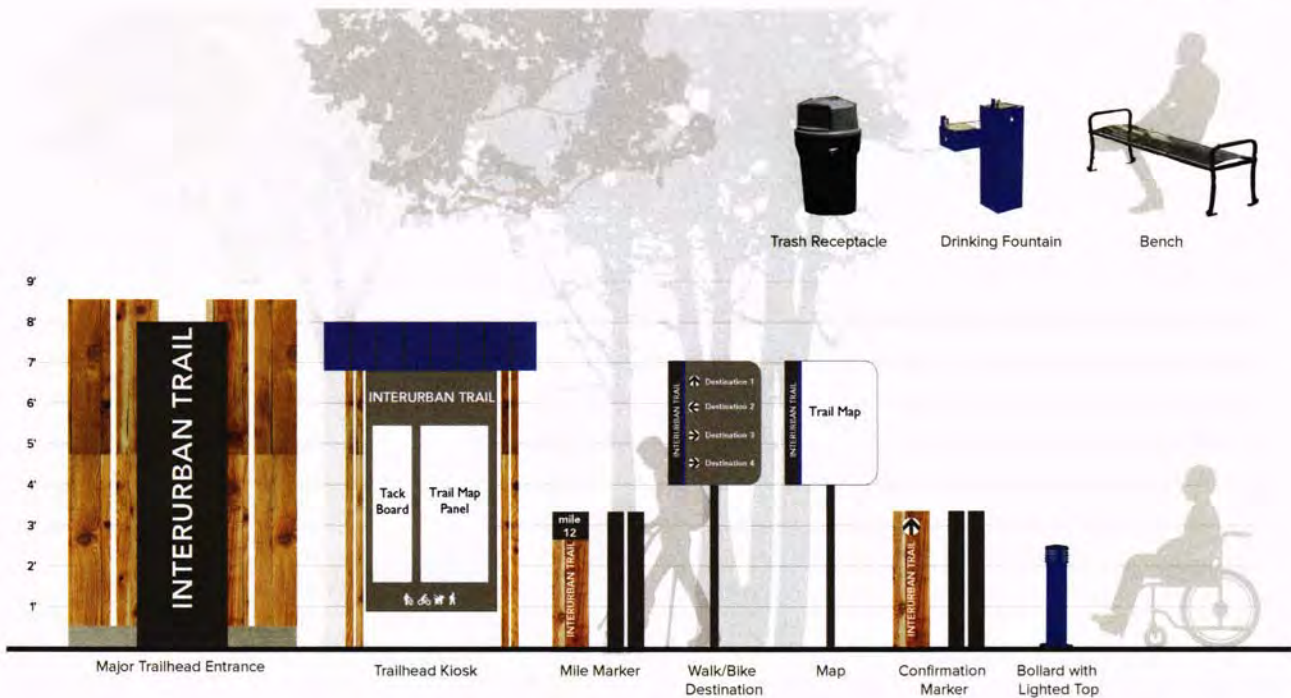
TRAIL BRANDING AND SIGNAGE



Potential Amenities

- Pocket Parks
- Seating Areas
- Larger Signage
- Bus Stop Coordination
- Transit Wayfinding
- Public Art
- Vertical Elements
- Murals
- Enhanced Crossing
- HAWK signals or RRFBS
- Bike Share Hubs

Cross Section



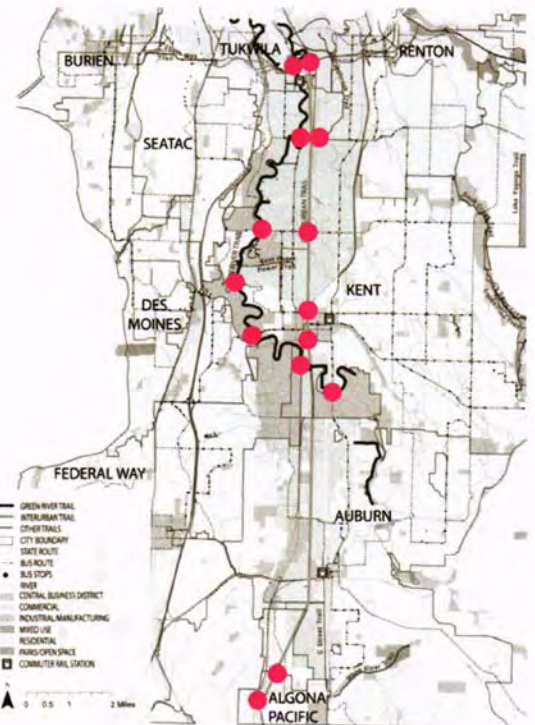
Private Stewardship

- Adopt a Trail
- Custom Transit Shelters and Informational Kiosks

Public Leadership

- Low Maintenance Landscaping
- Trail Signage and Branding
- Roadway Crossing Infrastructure
- Lighting
- Trailhead Amenities
- Wayfinding & Signage
- Multimodal Hub

Key Map Major Gateway



VERTICAL TRAIL SIGNAGE



SAFE TRAIL CROSSING WITH RRFB

MINOR GATEWAY

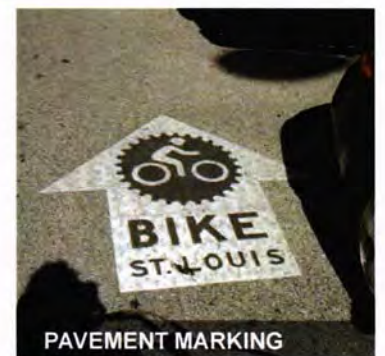
Minor Gateways are crossings that occur at local roadways. At these locations, focus should primarily be on safe trail crossings of the roadway by incorporating enhanced crossings, raised crossings, Rectangular Rapid Flashing Beacons (RRFBs), and other safety elements. Design elements would include smaller trail signage features as well as sidewalk and/or bicycle route connections to access the trail.



SMALL TRAIL SIGNAGE



TRAIL CONNECTION, SEATING, SIGNAGE



PAVEMENT MARKING



ENHANCED CROSSING

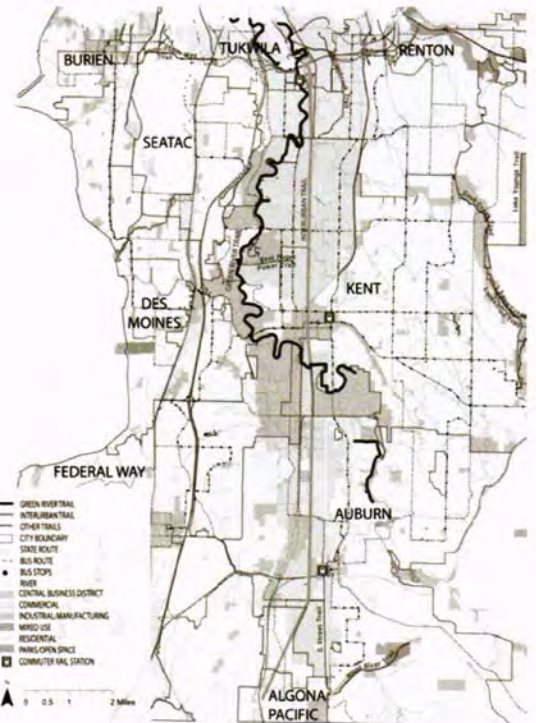


TRAIL SIGNAGE AND SIDEWALK ACCESS



Key Map

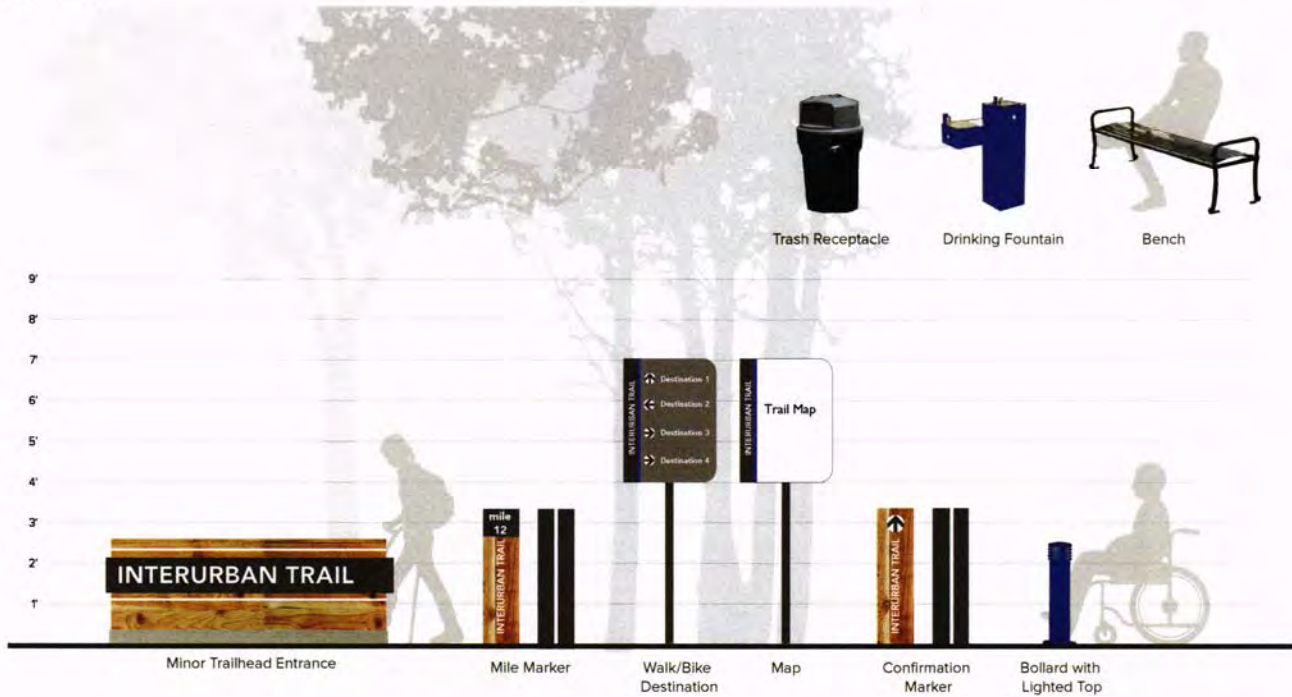
Minor Gateway
(Varies; at
local roadway
intersections
with trail)



Potential Amenities

- Trail Signage
- Raised Crossing
- Enhanced Crossing (2-Lane)
- Trash Receptacles
- Drinking Fountain
- Seating Areas

Cross Section



Private Stewardship

- Adopt a Trail
- Neighborhood Art Program

Public Leadership

- Low Maintenance Landscaping
- Trail Signage and Branding
- Roadway Crossing Infrastructure
- Lighting
- Wayfinding & Signage





IMPROVED TRAIL CONNECTION AND VISIBILITY, TRAIL SIGNAGE



SOLAR LIGHTS, GARDENS

RESIDENTIAL

While both the Green River and Interurban trails largely traverse commercial and industrial contexts, there are small portions of trail that go through residential areas. Incorporating painted trail artwork on the trail itself or on adjacent walls can be a neighborhood and community-building project that reflects the demographics and unique characteristics of adjacent neighborhoods which generates a sense of ownership of the trail by the adjacent neighborhood. Additionally, neighborhood gardens could be incorporated and solar lighting can improve the perception of safety by trail users and adjacent property owners. Additional focus could be on improving or creating additional connections to the trail from adjacent neighborhoods to enhance accessibility and encourage regular use by nearby residents.



TRAIL IDENTITY MARKERS



COMMUNITY BUILDING EVENTS



POTENTIAL FOR FUTURE CONNECTIONS TO ADJACENT COMMUNITIES



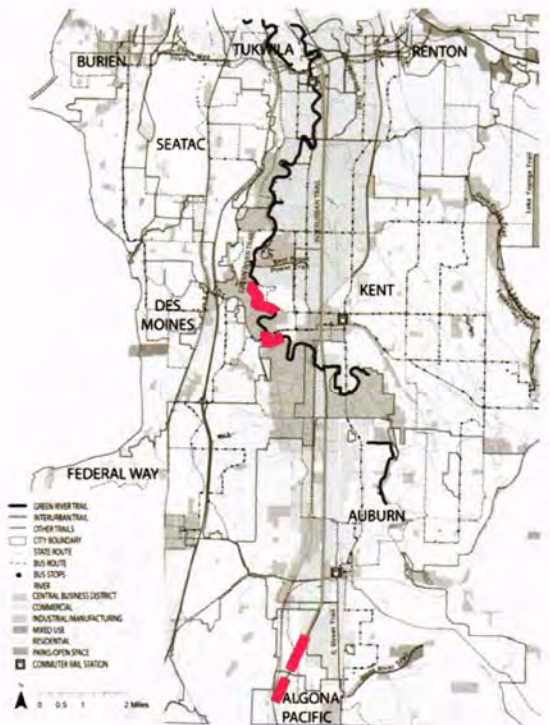
ENHANCED ACCESSIBILITY



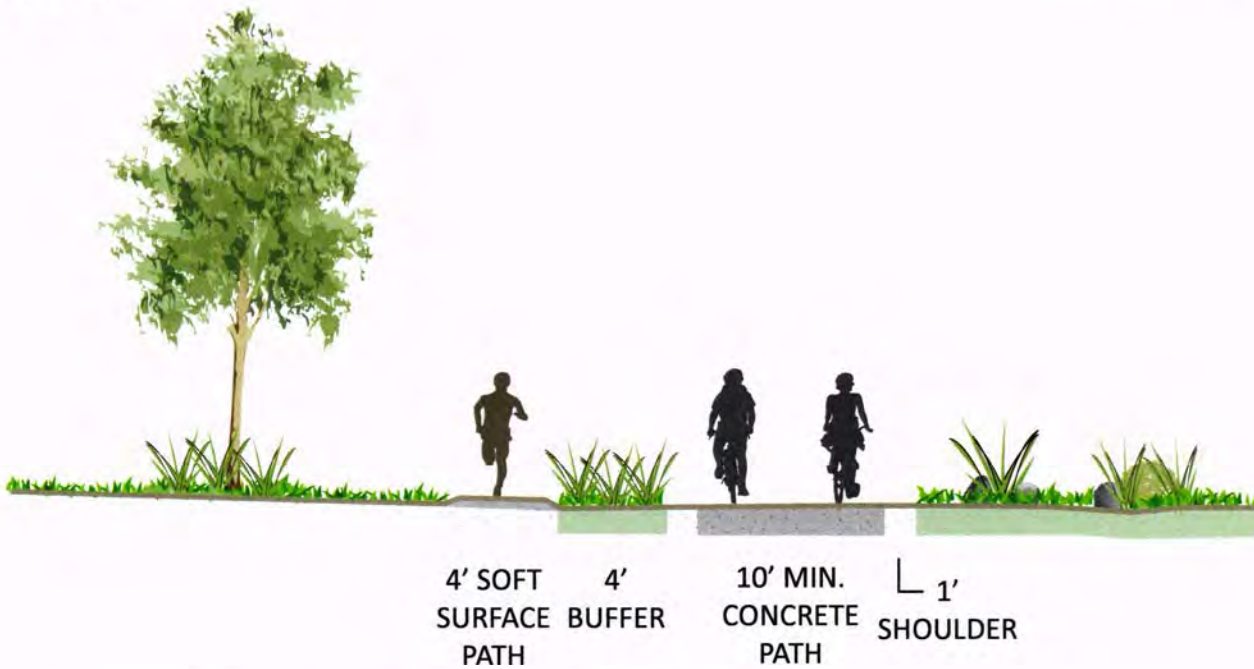
Potential Amenities

- Enhanced Fence Design
- Design Treatments
- Connections to Neighborhood Parks and Open Space

Key Map Residential



Cross Section



Private Stewardship

- Voluntary Trail Connections
- Neighborhood Art Program
- Adopt a Trail Program

Public Leadership

- Public Art Program Site
- Wayfinding and Signage
- Soft Surface Secondary Trail



Background

The four concepts on the following pages are intended to provide an overview of how some of the private and public improvements depicted within the typologies might be applied at specific sites. The sites are intended to reflect a general application of ideas and were chosen due to their ability to be replicated at numerous other locations within the Kent Valley. These concepts are intended to be idea-starters, rather than comprehensive solutions, and demonstrate low-cost ways in which both public and private investments may occur.

The concepts are intended to depict the following types of locations for application:

- Major Gateway implementation at an at-grade crossing
- Major Gateway implementation at a grade-separated crossing
- Private sector trail activation along the Interurban Trail
- Private sector trail activation along the Green River Trail

The sites selected have potential application points along both the Interurban and Green River trails and are not intended to be exclusively applied on the trails where the examples are located. Rather, designs included within concepts could be applied interchangeably between both trails depending on adjacent site characteristics.



Arterial Crossing At-Grade

This concept located at S. 212th Street and the Interurban Trail depicts design enhancements that can be made at an at-grade trail crossing across an arterial. Currently, many crossings incorporate very minimal design enhancements making the trail almost unnoticeable to many passing by. Design enhancements at these locations have two primary purposes - they enhance the safety of trail users crossing major roadways and they raise the profile of the trail for those passing

by. Enhancements at these locations are likely to be primarily driven by public investment in gateway signage, wayfinding, low-maintenance landscape enhancements, and the incorporation of public art, as possible. At-grade arterial crossings also often present opportunities for mode shift with transit stops located within close proximity of the trail on most major arterial crossings. As possible, assisted crossing, such as a Rapid Rectangular Flashing Beacon (RRFB) should be considered for safety, along with a center pedestrian refuge.





Grade Separated Crossing

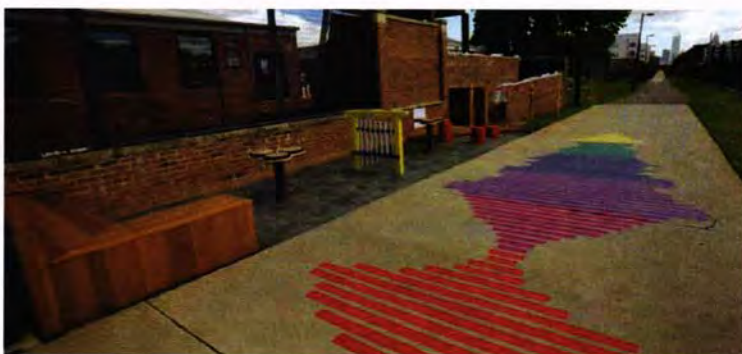
Grade separated crossings present another opportunity for gateway treatments, albeit generally less prominent than at-grade crossings due to the presence of ramps from street level to the trails themselves. Vertical gateway treatments at the intersection of the trail ramp and street can visibly identify the existence of a trail access point and assist with trail branding. Small entrance plazas can function as a small trailhead and multimodal hub, providing signage, shelter, benches, and other types of small amenities. Vertical elements at grade separated crossings make exceptional opportunities for public art that both beautify the community and raise the profile of the trail as a community and regional asset.

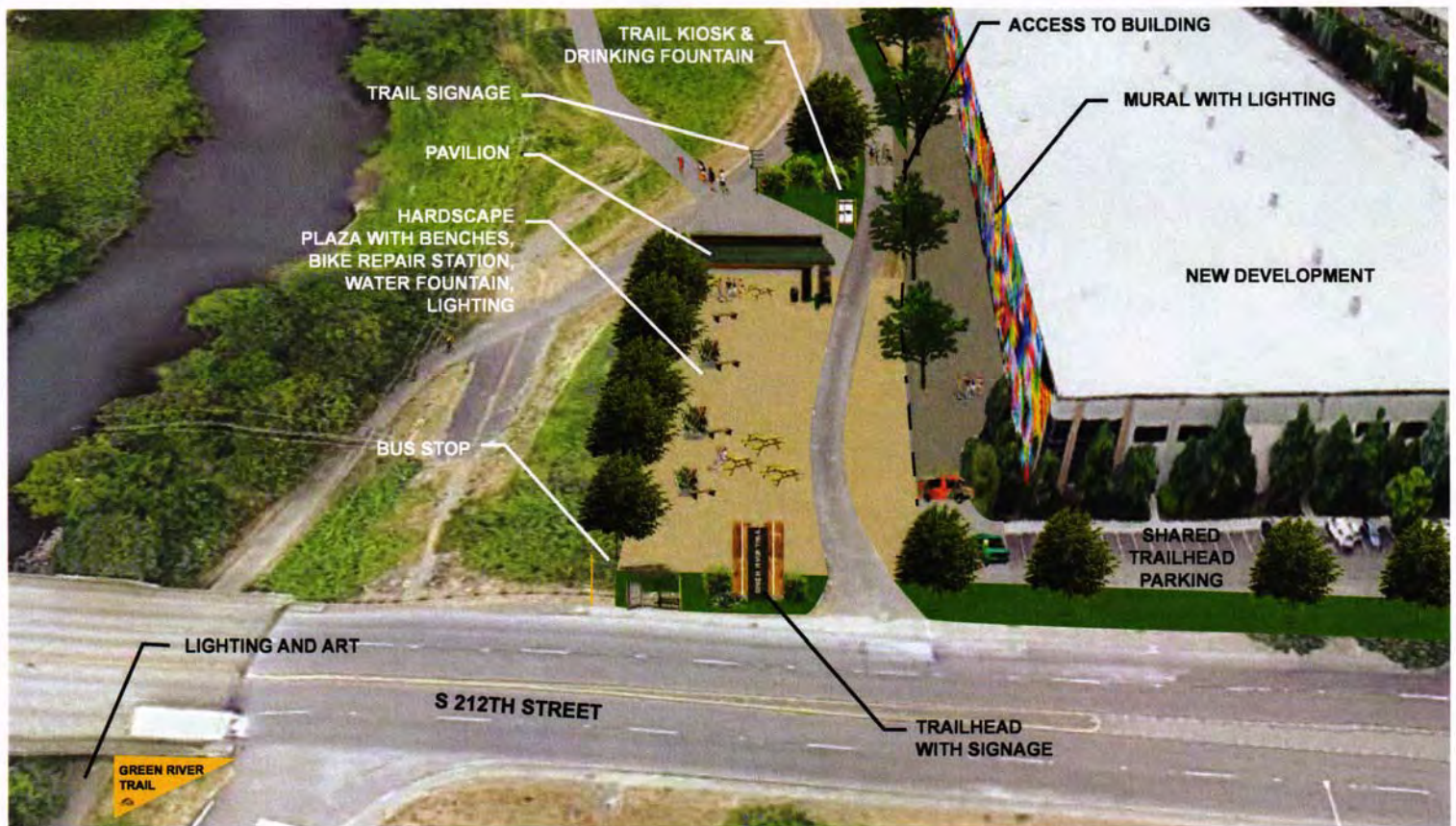


Private-Sector Trail Activation

There are opportunities along both trails for a larger participation in trail activation by the private sector that potentially leverage incentives or partnerships with local jurisdictions. This concept is intended to show a site that has provided trail access for its employees in a way that both activates the trail and provides some degree of public space, but also provides

a place for employees to take breaks or have lunch. This site, in particular, is at an area with somewhat higher volumes of trail pedestrians and depicts a larger amount of public space. The primary intent is to demonstrate how trail activation can have both a public and private benefit.





Public-Private Trail Activation

There are opportunities along both trails for larger scale activation opportunities, particularly as sites either develop or redevelop. This concept leverages a prime location on the Green River Trail along a vacant site adjacent to S. 212th Street. In this concept, the availability of land makes it a prime candidate for a trailhead and major gateway. Features such as trailhead parking, gateway signage, a transit plaza, and pavilion are depicted and would likely be implemented as part of a partnership between public agencies and the private developer of the adjacent site. Additionally, activation can occur on the development site adjacent to the trail by providing lighting and innovative components, such as the food truck area depicted in this concept, that could serve employees and trail users alike.



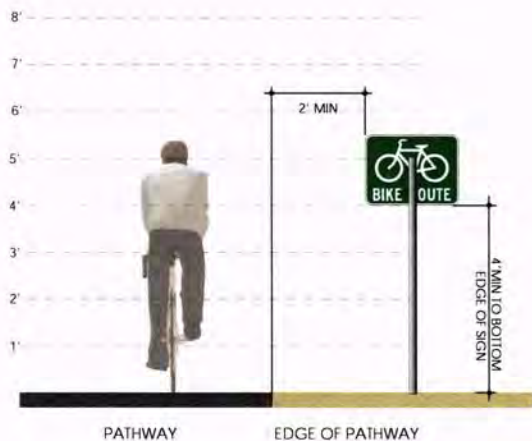


APPLICATION AND IMPLEMENTATION

Incentives & Regulatory Controls

There are incentives, partnerships, and regulatory controls that jurisdictions can use to help implement trail activation goals. Example programs and incentives are highlighted within the typology sections under Private Stewardship and Public Leadership and may include the following:

- **Trail Amenity Menu:** As development or redevelopment occurs next to portions of the trail where limited public investment is desired, jurisdictions can include a trail amenity menu that assigns points to various types of trail amenities. If codified, development and redevelopment would have to achieve a certain number of total points for compliance. Code would limit the application of some amenities, such as bike repair stations, based on distance from a previously existing one to limit and protect against over-application.
- **CPTED Design Standards:** Jurisdictions can codify the requirement of Crime Prevention Through Environmental Design standards in new development and redevelopment. This can also be a menu of design standards such as windows (faux or real), spillover lighting, building ingress/egress, employee break areas, and other elements that provide activity or reduce the perception of isolation to those traveling on the trail.
- **Art Incentives, Amenities, & Maintenance:** Jurisdictions can consider bonuses in building densities and floor areas if, as part of development and redevelopment, the site adjacent to the trail incorporates and maintains significant features, such as large murals within view of major arterials, public access to the trail through the site, trail adjacent pocket parks and plaza spaces, public art, and larger-scale amenities. The development would be required to maintain amenities.
- **Trailside Landscaping Regulations:** Jurisdictions may consider requiring landscaping standards for areas that lie adjacent to trails, similar to what occurs along public frontages. Landscaping along trail frontage should maintain visibility between buildings and the trail, and the use of evergreen screening should be discouraged.
- **Voluntary Participation:** In addition to regulatory controls and incentives, voluntary involvement by businesses and neighborhood can play a role in activation. Businesses should be encouraged to provide trail access points and should place outdoor employee space towards the trail. Regulations should allow for artistic expression on walls facing the trail so that businesses that wish to provide public art are not restricted from doing so. Businesses and neighborhoods should be encouraged to adopt trail segments not only for maintenance, but also for aesthetic enhancements such as on-trail artwork or public spaces.



Wayfinding Signage

The AASHTO Guide for the Development of Bicycle Facilities largely defers to Part 9 of the MUTCD for guidelines related to the design and placement of signs for bicycles, however the AASHTO guide does provide general information on the type and application of guide signs needed to support bicycling facilities:

- Bicycle wayfinding signs should supplement other infrastructure improvements so that conditions are favorable for bicycling, as signs alone do not improve safety or rider comfort.
- Guide signs may be used to designate continuous routes that may be composed of a variety of facility types and settings.
- Wayfinding guidance may be used to provide connectivity between two or more major bicycle facilities, such as a street with bike lanes and a shared use path.
- Wayfinding may be used to provide guidance and continuity in a gap between existing sections of a bikeway, such as a bike lane or shared use path.
- Road/path name signs should be placed at all path-roadway crossings to help users track their locations.
- Reference location signs (mile markers) assist path users in estimating their progress, provide a means for identifying the location of emergency incidents, and are beneficial during maintenance activities.

The MUTCD specifies bicycle sign placement for off-road applications such as trails, and on-road facilities. The figure above illustrates the minimum sign clearances for signs on shared use paths.

Wayfinding Placement

Placement planning is a multi-layered process. The steps below illustrate considerations when determining destinations and where to place signs.

STEP 1: IDENTIFY KEY DESTINATIONS

Select destinations according to an established criteria.

STEP 2: ROUTE SELECTION

Select routes that are continuous, logical, and safe for people walking and bicycling. Use existing and planned facility GIS data, field observations, and stakeholder input to generate key routes along which to install wayfinding signage.

STEP 3: KEY DECISION POINTS

Identify critical turning points and junctions where people walking and bicycling make decisions in route direction.

STEP 4: CAN I GET THERE SAFELY?

The wayfinding system should only include route where people of all ages and abilities can safely travel.

STEP 5: POTENTIAL MESSAGES

Determine which destinations should be used for each sign location based on the route direction, consistency in destination identification, and destination hierarchy.

STEP 6: REVIEW HIERARCHY OF DESTINATIONS

Select up to three destinations per sign and prioritize destinations of a city-level or regional importance.

STEP 7: MESSAGE NAMING

Use MUTCD guidance and local naming conventions to limit the number of characters displayed in destination names to preserve sign legibility.

STEP 8: ROUTE TESTING

Review sign location, destination progression, and sign content along chosen routes with fieldwork.



Lighting

Lighting installation on a trail is an effective way to increase hours of safe operation for trail users. Lighting can improve visibility, increase overall trail access and convenience, and give trail users a sense of security at night.

In contrast to highway lighting, trail lighting should be done on a small scale and only where necessary. To preserve dark skies and wildlife, lenses should be flat in order to shed light only on the path below. Round lenses, comparatively, shine light in all directions. Fixtures should be selected to reduce loss of light or glare in any way possible.

According to AASHTO guidelines, pedestrian-scale lighting is characterized by shorter light poles (standards about 15 feet high, lower levels of illumination (except at crossings), closer spacing of standards (to avoid dark zones between luminaires), and high pressure sodium vapor or metal halide lamps. Metal halide lamps produce better color rendition than sodium vapor lamps and can facilitate user recognition in areas with high volumes of night use. Depending on the location, average maintained horizontal illumination levels of 0.5 to 2-foot candles (5 to 22 lux) should be considered.

Lights on a trail should, at the very least, be installed at the following locations according to AASHTO guidelines:

- Always in a tunnel or at overpasses
- Trailheads
- Bridge entrances and exits
- Public gathering places
- Along streets
- Crosswalks
- Where the path crosses another path or sidewalk
- On signage

When preparing to install lighting along a trail, it is best to consult a licensed lighting professional. Such authorities are able to evaluate the trail for the best use of lighting in terms of type, placement and design.

Resources: Rails to Trails Conservancy, <https://www.railsto-trails.org/build-trails/trail-building-toolbox/design/lighting/>

Typology Application

The typologies described, at a high level, the characteristics and strategies for activation. They are intended to be applied at a broader scale at various locations along trails. The concepts on pages 24 to 28 also provide ideas for application at points along the trail. The following are examples of additional areas that fit the characteristics under which their respective typologies may be applied.

- **Activity Hub:** One location that serves as a prime example of the potential that an Activity Hub could achieve is the Interurban Trail at W. James Street in Kent. The City currently owns parkland directly adjacent to the Interurban Trail that could be used for the inclusion of trailside amenities on public land. This area is near Downtown Kent and numerous other activity generators and would have the nearby foot traffic, employees, and population to support a variety of activities. Additionally, this is a major multimodal hub with close proximity to bus stops and Kent Station where both Amtrak and Sounder Commuter Rail have multiple daily stops. The inclusion of bike share and scooter docking areas would contribute to the overall connectivity and function of the area as a multimodal hub. Additionally, due to the potential activity, this area would be optimal for restroom facilities that would be located on the adjacent city park and would provide a respite place for trail users.
- **Natural Areas:** While the Green River Trail is predominantly natural in character, there are only a few locations along the Interurban that are truly natural in nature. One location is the Interurban Trail near Emerald Downs. To the west of the trail lies Mill Creek and its associated floodplain. There are natural pastures as well as significant flora and fauna along this stretch of the Interurban. This presents a prime opportunity for activation with the use of educational wayfinding and rest area that takes advantage of the quiet, non-urban feel of this stretch of the trail. It provides a contrast for users to stop, rest, or picnic with a view of Mt. Rainier in the distance.
- **Long Stretch:** While there are numerous locations where long stretch strategies may be appropriate, one location that has great potential would be the interurban trail between Highway 167 and S. 212th Street. This portion of the trail has a higher density of employees, and is adjacent to Blue Origin. It is likely that aerospace industries will continue to grow, particularly in spaces near Blue Origin. Partnerships with the tech industry would be optimal, encouraging the creation of employee spaces near trails, the provision of amenities along the trail, and the incorporation of artwork and other visual indicators that reflect the industry. To the south, the trail proceeds into an Activity Hub while to the north, a major gateway could shape the Interurban trail crossing at 212th Street. This area has the potential to serve as a standard and statement in the Kent Valley that integrates the trail into planned and future development.
- **Minor Gateway:** An example of a major gateway is provided on page 25 and page 26. There are also numerous opportunities for minor gateways along the corridor. One example is the Interurban Trail at 1st Ave N. in Algona. 1st Ave N. is not a major arterial roadway and does not provide direct access to Highway 167. It is, however, an important street that is centered in the middle of Algona's residential neighborhood. Algona Interurban Trailhead Park is located here and has the opportunity to be used for additional amenities. The crossing could be enhanced visually and the trailhead could include trail system signage and information. Additionally, trail gateway signage would raise the profile of the trail through Algona.
- **Residential:** The interurban trail traverses established neighborhoods in Algona and Pacific. Due to the smaller blocks, there are numerous local street crossings of the trail that provide access. The greatest opportunity for activation along this stretch of the trail lies with the neighborhood itself. Neighborhood groups, places of worship, and nearby businesses can take part in aesthetic enhancements of the trail and can be encouraged to participate in the artistic and aesthetic enhancements and volunteer activities that bring the neighborhoods together.



CPTED (Crime Prevention Through Environmental Design)

Personal safety, both real and perceived, heavily influences a trail user's decision to use a facility and a community's decision to embrace the trail system. Proper design must address both the perceived safety issues (i.e., feeling safe or fear of crime) and actual safety threats (i.e., infrastructure failure and criminal behavior and abnormal users). CPTED is a proactive approach to deterring unwanted behavior in neighborhoods and communities. When all spaces have a defined use and the use is clearly legible in the landscape, it is easier to identify unwanted behavior.

Principle #1: Natural Surveillance

Principle #2: Natural Access Control

Principle #3: Territorial Reinforcement

Principle #4: Maintenance

Apply CPTED guidelines to trail facilities, management features, and amenities when appropriate. CPTED does not eliminate crime, and should be used in combination with social programs and activation.

General Guidance

- Where feasible, fencing installed along trails should not obstruct the view of trail users. Use transparent fencing.
- Where the trail is fenced for long stretches, intermittent openings should be located to prevent entrapment areas. Access points

to the trail should be at locations with good visibility from the surrounding neighbors.

- Trail signage should include the contact number to report vandalism, suspicious behavior, and maintenance issues (e.g., *"Immediately report any observed graffiti to 911"*).
- All groundcover and shrubs along trails should be trimmed to a maximum height of 24 inches above ground level, where feasible.
- Trees should be limbed-up to provide a minimum of 6 feet of vertical clearance to provide good sight lines, where feasible.
- Tree canopies should not obstruct pathway illumination.
- Hostile native landscaping material (e.g. vegetation with thorns) can be used in strategic areas to discourage unauthorized use and eliminate entrapment areas.
- Add anti-graffiti application to retaining walls, where appropriate. Repair vandalism immediately.
- Work with local artists to provide public art along trails wherever possible.
- Where unwanted behavior is recurring on or near a trail, work with a CPTED expert (CPD) to perform an assessment and develop specific interventions for trails.

Resources: International Crime Prevention Through Environmental Design Association, *Guiding Principles* (2008). <http://www.cpted.net/default.html>



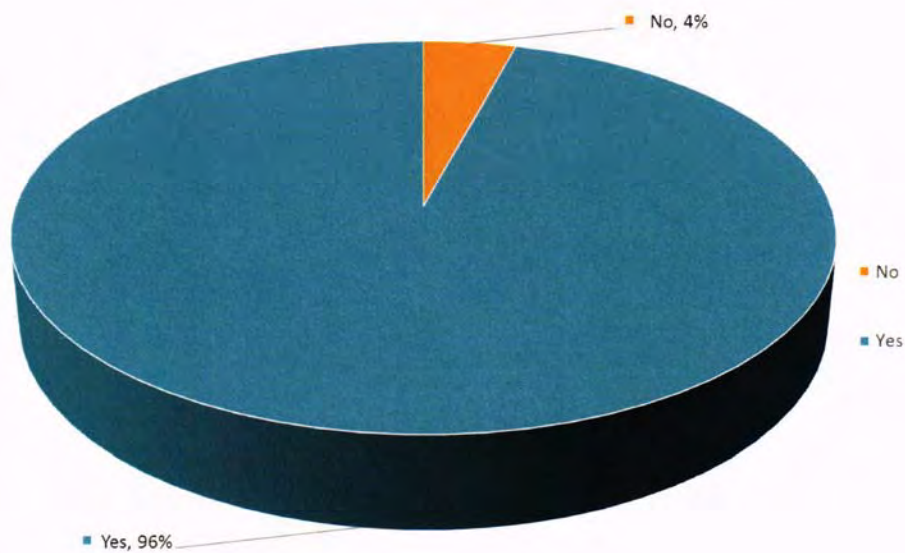
Rally the Valley

Outreach and Stakeholder Engagement



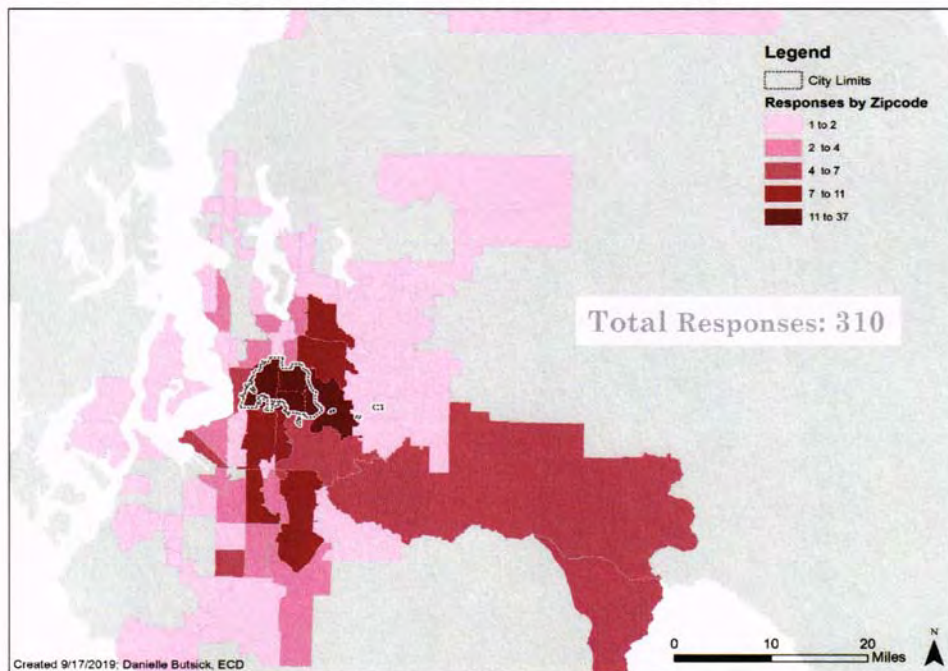
Employee Survey Results

DO YOU WORK IN THE KENT INDUSTRIAL VALLEY?

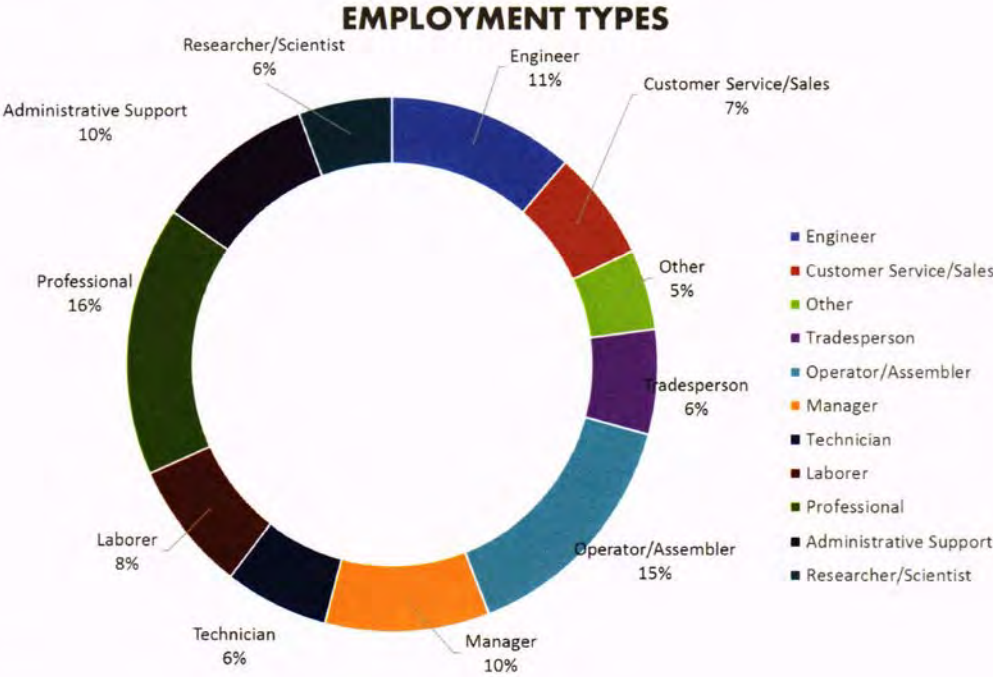


Employee Survey Results

RESPONSES BY RESIDENTIAL ZIPCODE



Employee Survey Results



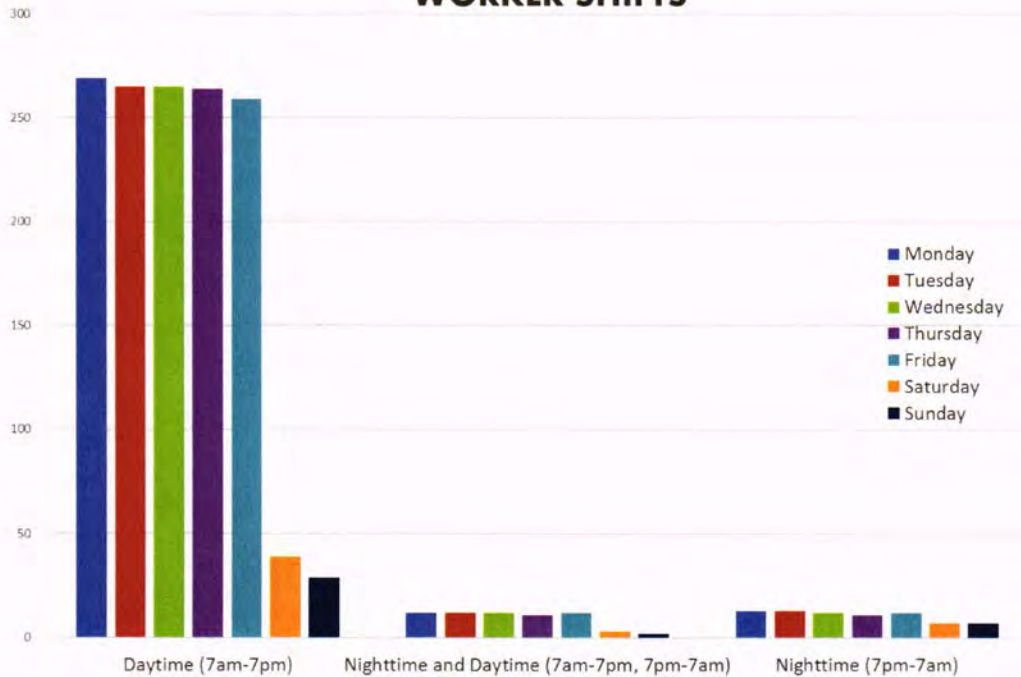
Employee Survey Results

OTHER EMPLOYMENT TYPES



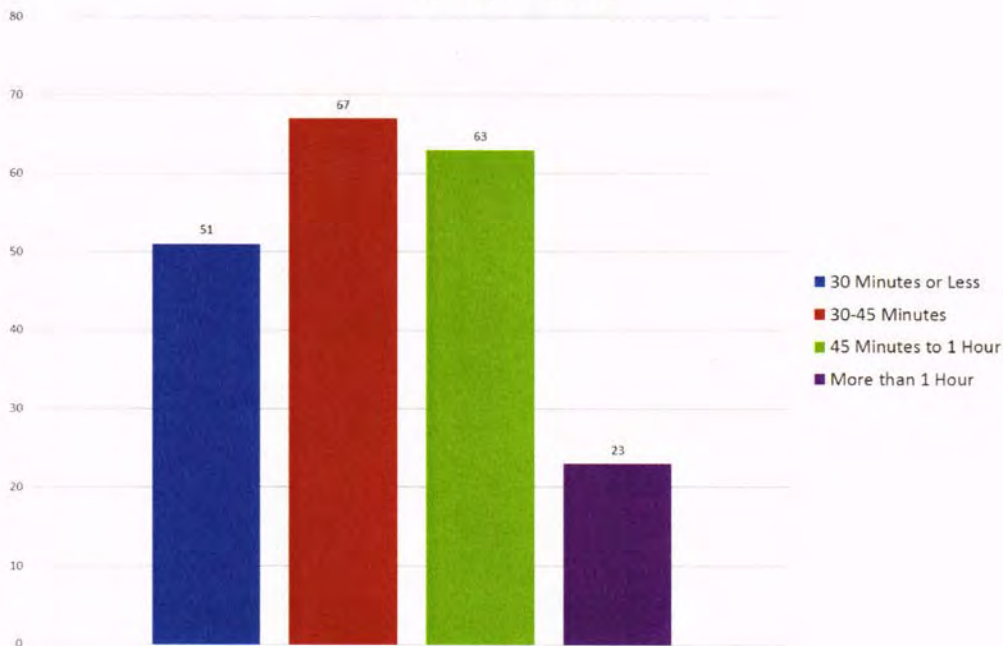
Employee Survey Results

WORKER SHIFTS



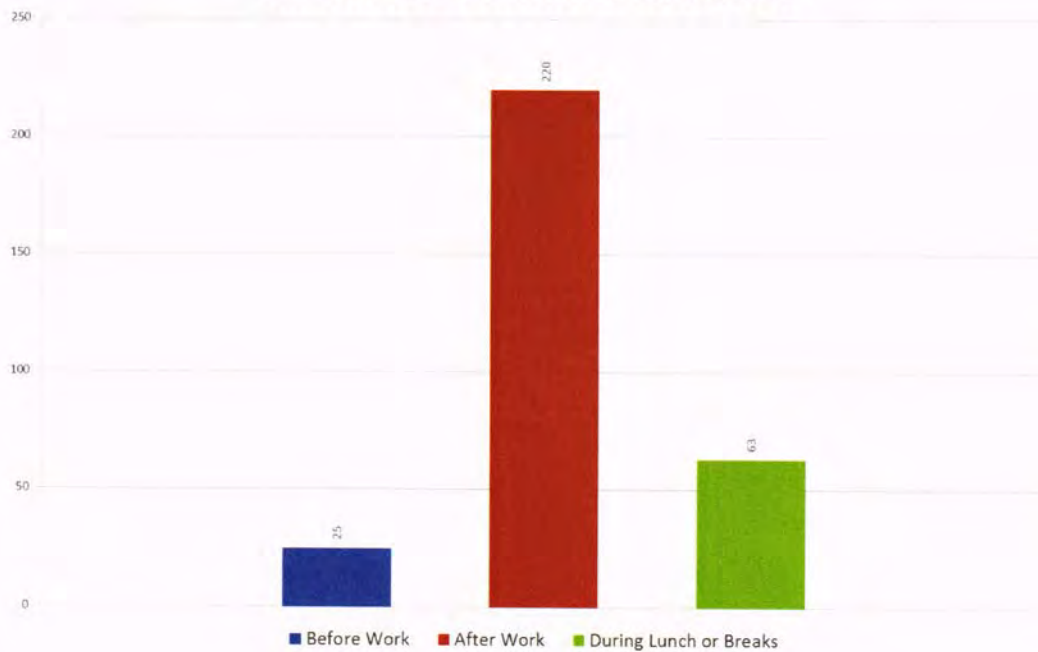
Employee Survey Results

BREAK TIMES



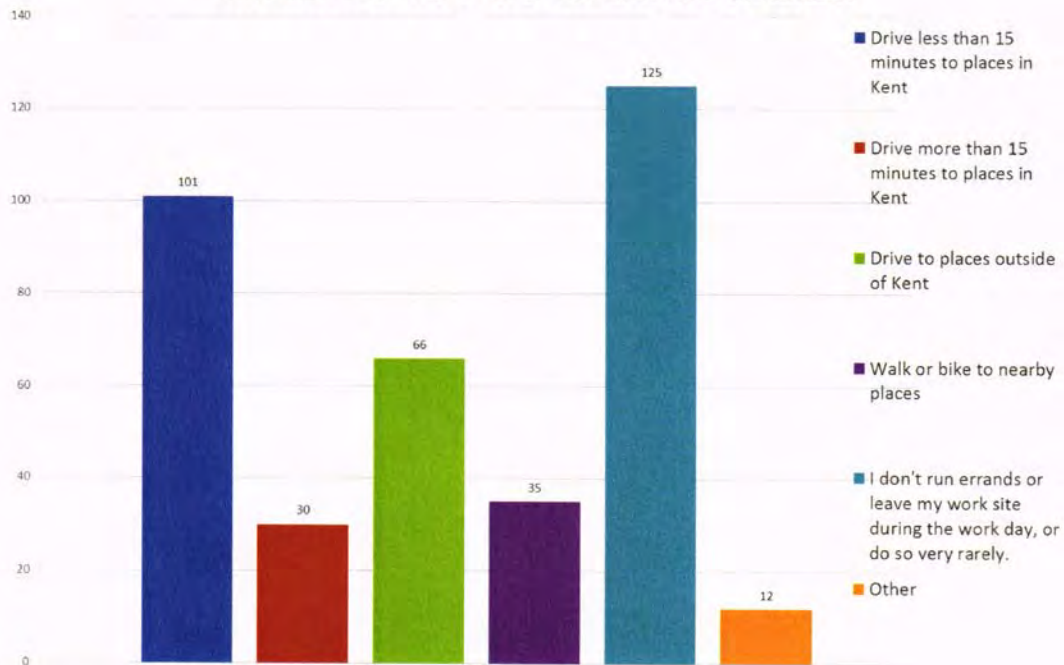
Employee Survey Results

WHEN DO YOU RUN ERRANDS



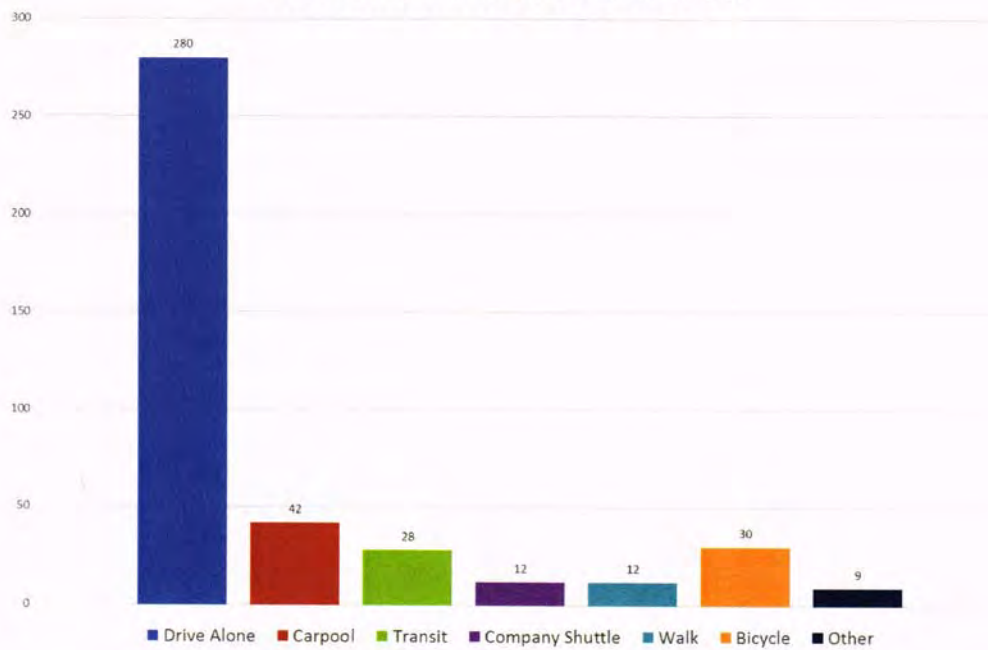
Employee Survey Results

WHERE DO YOU GO TO EAT/SOCIALIZE?



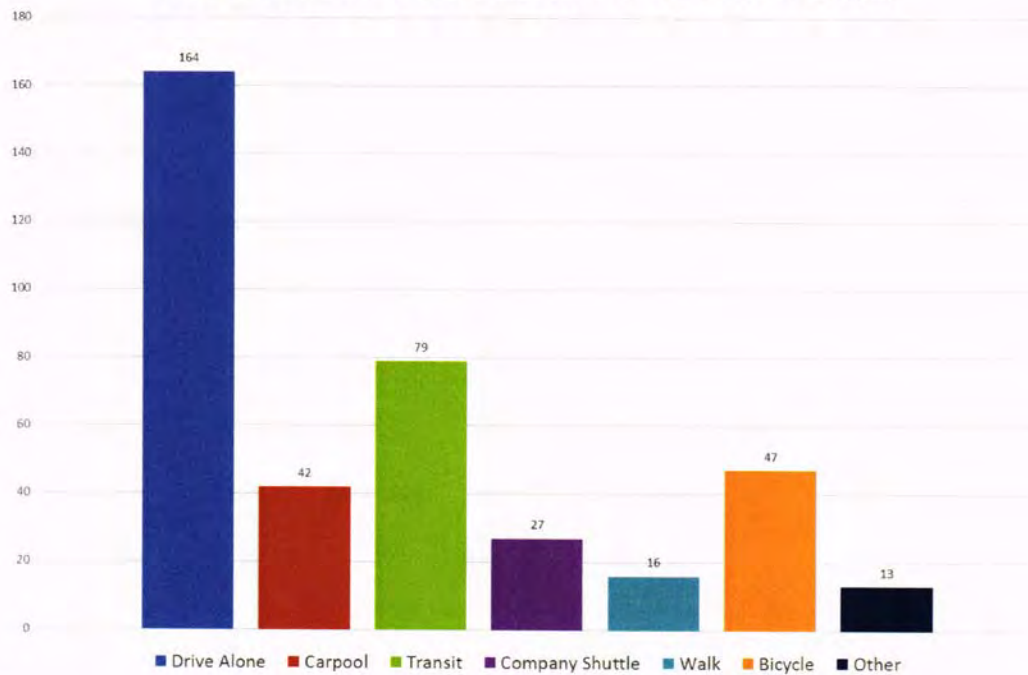
Employee Survey Results

HOW DO YOU GET TO WORK?



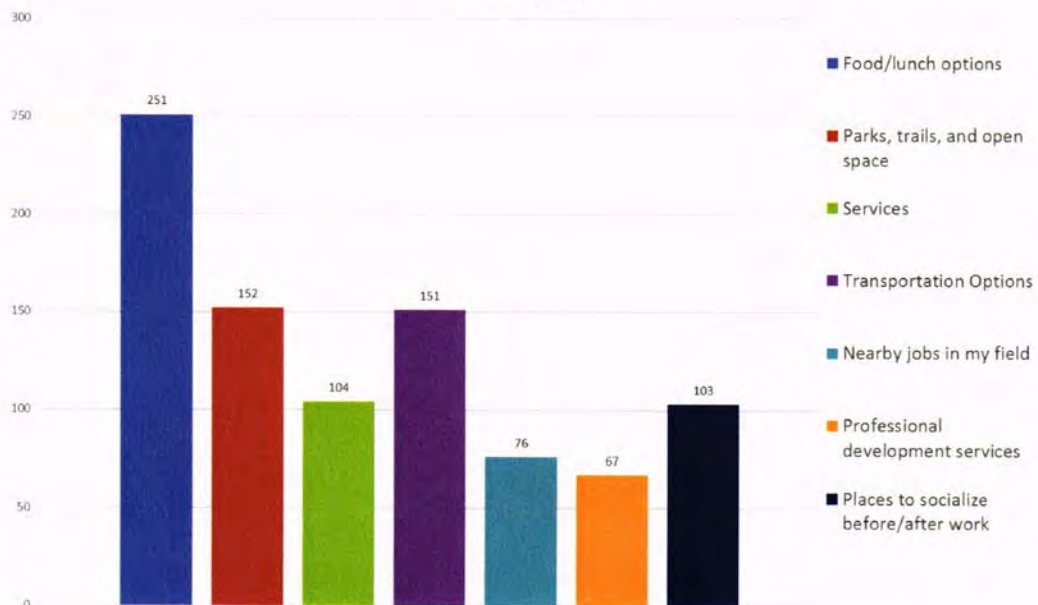
Employee Survey Results

HOW WOULD YOU PREFER TO GET TO WORK?



Employee Survey Results

WHAT'S MOST IMPORTANT NEAR WHERE YOU WORK?



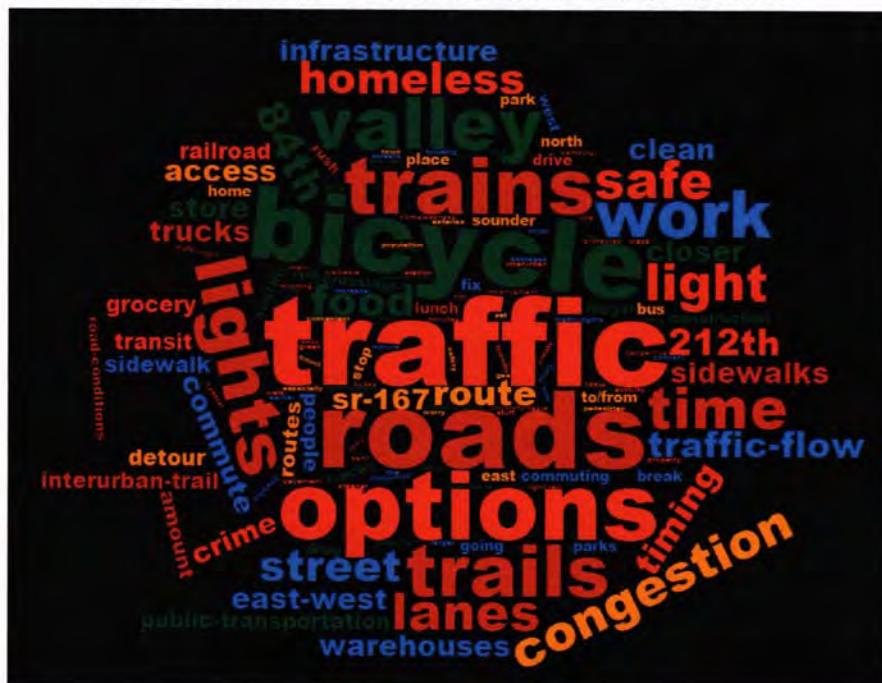
Employee Survey Results

OTHER IMPORTANT THINGS NEAR WORK



Employee Survey Results

WHAT WOULD YOU CHANGE IF YOU COULD



Key Findings

- Nearly all respondents work in the Kent Valley – **40% in Kent ZIP Codes**
- Overwhelmingly respondents work **M-F daytime shifts**, and they run their errands after work
- **90% drive** to work, and many prefer it that way
 - more than 2x more people **would use transit** if it were a convenient/safe option
 - 50% more people **would bike** if it were safe and convenient



Key Findings

- 80% say **food and lunch options** are in the top 3 important things to have near work
 - 50% put **parks and open space** and **transportation options** in their top 3
 - **trails, groceries, banking, and shopping**, and **safe bicycle routes** were top write-in responses for important to have near work
- Things most people would change if they could include:
 - reduce **traffic** congestion
 - improve **roads** and **lighting**
 - more **east-west** connections
 - reduce **train delay**
 - more **bicycle infrastructure**

Employer Interviews

Purpose:

Deeper discussions with a handful of companies about their **operations**, **future plans**, and their **experience** in the Kent Valley.

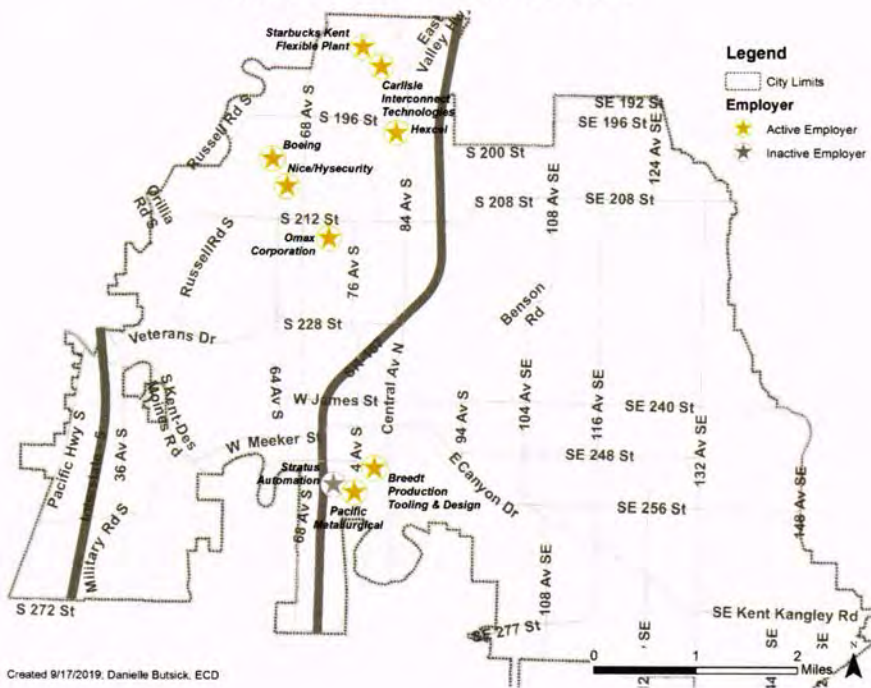
Interviewees:

- 9 Kent Valley companies (stratified random sample ~20)
- 17 employees/19K square feet to >2K employees/>500K square feet
- Tenure in Kent: 4 years to 52 years
- Manufacturing, assembly, industrial processing



Employer Interviews

EMPLOYERS INTERVIEWED



Created 9/17/2019, Danielle Butsick, ECD

Key Findings

- *Nearly all* operations **expanding**
 - plan to stay in Kent Valley long-term
- **Limitations to growth** include
 - parking availability
 - rising labor costs and competition
 - difficulty finding talent (ex. Stratus Automation)
- All have **office** component – **10% - 30%**

Key Findings

Biggest **advantages** to Kent Valley are

- near customers (esp. Boeing)
- space to grow
- access to transportation networks
- employees live nearby (generally south)

Biggest **disadvantages** to Kent Valley are

- transit/employee transportation options
- traffic
- road maintenance issues
- limited parking



Key Findings

Most have **onsite lunch options**

- vending and cafeterias
- employees frequently use delivery service and nearby fast food

All have “top 3” **local suppliers and/or customers** within the Kent Valley

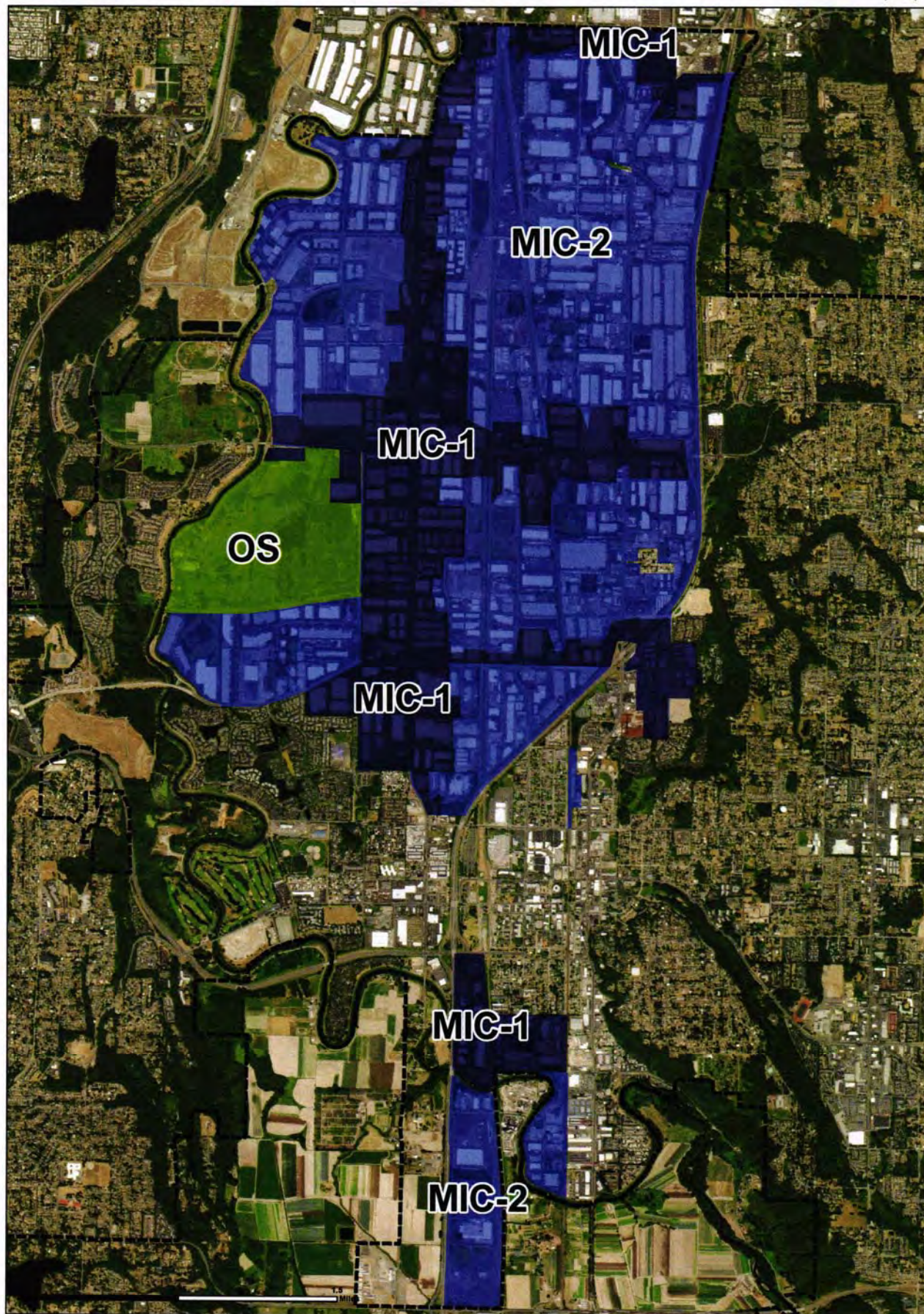
- well-established local supply networks

Few rely on **rail transportation**

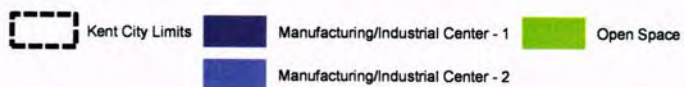
- trucking most common, some ship/receive **globally via ports**

EXHIBIT B
Land Use Plan Map

Kent Industrial Valley - Land Use



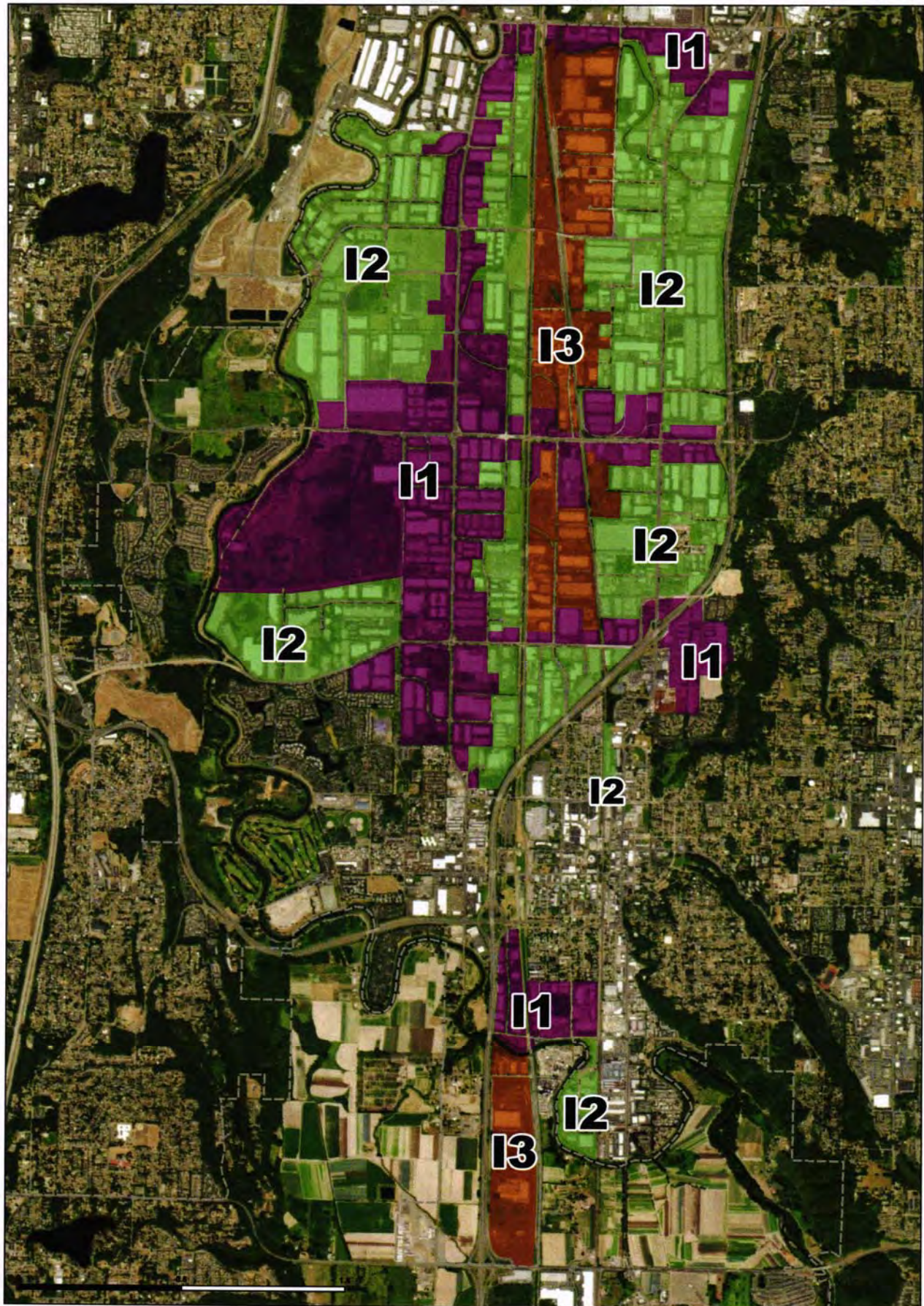
Legend



Source: City of Kent, ECD December 26, 2019

EXHIBIT C
Zoning Map

Kent Industrial Valley Zoning



Legend



Source: City of Kent, ECD December 26, 2019

EXHIBIT D
Chapter 15.02

Chapter 15.02. Definitions

Sec. 15.02.110.1. Dock-High Doors. *Dock High Doors* means the openings in the loading dock area to the outside of a building. The typical interface involves a semi-truck backing up to a building directly aligning the back doors of the truck with a loading dock door. The elevation of the dock apron, the approach pavement area, is lower than the building slab elevation so that the bed of the truck will match the building slab elevation. The typical offset is 48 inches and the typical loading dock door is 9 ft wide by 10 ft tall. A loading dock can be accessorized with dock equipment that interfaces with the truck. These may include; dock seals, dock bumpers, dock levelers, dock communication lights and canopies. *Also known as loading dock doors.*

Sec.15.02.151. Fulfillment Center. *Fulfillment Center* means a building that is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail customers, retail locations, or other warehouses. A typical fulfillment center has a high level of on-site automation and logistics management. The automation and logistics enable highly-efficient processing of goods through the center. Fulfillment centers are generally characterized by a significant storage function and direct distribution of ecommerce product to end users. These facilities usually handle smaller packages and quantities than other types of warehouses, and operations at these facilities often include employees fulfilling online orders by picking, packing, and shipping the goods and materials directly to online retail customers. These qualities, large-scale, and volume of goods moved directly to home customer delivery differentiates it from other kinds of warehouse distribution.

Sec. 15.02.203.01. Industrial Use. *Industrial use* means an activity that includes production, testing, distribution, or repair of commodities or materials.

Sec. 15.02.257.01. Manufacturing, assembly, and fabrication, heavy. *Manufacturing, assembly, and fabrication, heavy* means the transformation of

materials or substances into new products including additive or subtractive processes, construction, testing, and assembling of component parts, and the blending of materials such as lubricating oils, plastics, resins or liquors. Heavy manufacturing and fabrication are often characterized by the need for large outdoor areas in which to conduct operations, and typically result in environmental impacts beyond their own sites. This definition includes, but is not limited to: manufacture and fabrication of cement, brick, lime, gypsum, asphalt, and other manufacturing and fabrication uses as determined by the Community and Economic Development Director. This definition excludes slaughterhouses, manufacture of shellac, varnish or turpentine, paper, pulp, rubber from crude material, refining and/or manufacturing of petroleum products.

Sec. 15.02.257.02. Manufacturing, assembly, and fabrication, light.

Manufacturing, assembly, and fabrication, light means the transformation of materials or substances into new products including additive or subtractive processes, construction, testing, and assembling of component parts, and the blending of materials such as lubricating oils, plastics, resins or liquors. Light manufacturing and fabrication is characterized by the use being contained within buildings, and materials or equipment used in production not being stored outside. Light manufacturing and fabrication activities do not generate external emissions such as smoke, odor, noise, vibrations or other nuisances outside the building. This definition includes but is not limited to manufacture and fabrication of food products, electronic components, office products, furniture, glass products, printing and publishing, and other manufacturing and fabrication uses as determined by the Community and Economic Development Director. This definition excludes manufacture of hazardous substances, as well as slaughterhouses, manufacture of shellac, varnish or turpentine, paper, pulp, rubber from crude material, refining and/or manufacturing of petroleum products.

Sec. 15.02.257.03. Manufacturing, assembly, and fabrication, medium.

Manufacturing, assembly, and fabrication, medium means the transformation of materials or substances into new products including additive or subtractive processes, construction, testing, and assembling of component parts, and the blending of materials such as lubricating oils, plastics, resins or liquors. Medium

manufacturing and fabrication is characterized by need for only very limited areas of outdoor storage and may create minor external environmental impacts during the conduct of operations but most impacts are contained on-site. This definition includes but is not limited to manufacture and fabrication of automotive and aerospace vehicles and their parts, alcoholic products, paints, printing ink, leather goods, and other manufacturing and fabrication uses as determined by the Community and Economic Development Director. This definition excludes manufacture of hazardous substances, as well as slaughterhouses, manufacture of shellac, varnish or turpentine, paper, pulp, rubber from crude material, refining and/or manufacturing of petroleum products.

Sec. 15.02.315. Outdoor storage or outside storage. *Outdoor storage or outside storage* means all or part of a lot which is used for the keeping of materials or products in an open, uncovered yard or in an unwallled building. ~~Such materials shall not be for~~Outdoor storage does not apply to materials which are displayed for marketing purposes to the general public, such as retail products for sale or rent. general public consumption or viewing. Such materials shall include tractors, backhoes, heavy equipment, construction materials, and other similar items which detract from the appearance of the zone in which they are located.

Sec. 15.02.338.01. Research, development, and testing. *Research, development, and testing* means activities which involve the conceptualization, design, and modification of new products or commodities. They may also involve tests, trials, or scientific analysis.

EXHIBIT E
Chapter 15.03

Sec. 15.03.010. Establishment and designation of districts. The various districts established by this title and into which the city is divided are designated as follows:

A-10 Agricultural District

The stated goal of the city is to preserve prime agricultural land in the Green River Valley as a nonrenewable resource. The agriculture zone shall actively encourage the concentration of agricultural uses in areas where incompatibility with urban uses will be minimal to aid in the implementation of those goals. Further, such classification of prime agricultural land thus recognizes and encourages farming activity as a viable sector of the local economy.

SR-1 Residential Agricultural District

The purpose of the SR-1 zone is to provide for areas allowing low density single-family residential development. SR-1 zoning shall be applied to those areas identified in the comprehensive plan for low density development, because of environmental constraints or the lack of urban services.

AG Agricultural General District

The purpose of the AG zone is to provide appropriate locations for agriculturally related industrial and retail uses in or near areas designated for long-term agricultural use. Such areas may contain prime farmland soils which may be currently or potentially used for agricultural production.

SR-3 Single-Family Residential District

SR-4.5 Single-Family Residential District

SR-6 Single-Family Residential District

SR-8 Single-Family Residential District

It is the purpose of the single-family residential districts to stabilize and preserve single-family residential neighborhoods, as designated in the comprehensive plan. It

is further the purpose to provide a range of densities and minimum lot sizes in order to promote diversity and recognize a variety of residential environments.

MR-D Duplex Multifamily Residential District

It is the purpose of the MR-D district to provide for a limited increase in population density and allow for a greater variety of housing types by allowing duplex dwelling units and higher density single-family detached residential development.

MR-T12 Multifamily Residential Townhouse District

MR-T16 Multifamily Residential Townhouse District

It is the purpose of the MR-T districts to provide suitable locations for low to medium density multifamily residential development where home ownership is encouraged consistent with the comprehensive plan.

MR-G Low Density Multifamily Residential District

It is the purpose of the MR-G district to provide locations for low to medium density multifamily residential development and higher density single-family residential development, as designated in the comprehensive plan.

MR-M Medium Density Multifamily Residential District

It is the purpose of the MR-M district to provide for locations for medium density multifamily residential development and higher density single-family residential development, as designated in the comprehensive plan.

MR-H High Density Multifamily Residential District

It is the purpose of the MR-H district to provide for locations for high density residential districts suitable for urban living.

MHP Mobile Home Park Combining District

The MHP combining district is designed to provide proper locations for mobile home parks. Mobile home parks may be located in any multi-family residential district when MHP combining district regulations and development plans are approved for that location.

PUD Planned Unit Development District

The intent of the PUD is to create a process to promote diversity and creativity in site design, and protect and enhance natural and community features. The process is provided to encourage unique developments which may combine a mixture of residential, commercial, and industrial uses. By using flexibility in the application of development standards, this process will promote developments that will benefit citizens that live and work within the city.

NCC Neighborhood Convenience Commercial District

It is the purpose of the NCC district to provide small nodal areas for retail and personal service activities convenient to residential areas and to provide ready access to everyday convenience goods for the residents of such neighborhoods. NCC districts shall be located in areas designated for neighborhood services in the comprehensive plan.

CC Community Commercial District

The purpose of the CC district is to provide areas for limited commercial activities that serve several residential neighborhoods. This district shall only apply to such commercial districts as designated in the city comprehensive plan. It is also the purpose of this district to provide opportunities for mixed use development within the designated mixed use overlay boundary, as designated by the comprehensive plan.

DC Downtown Commercial District

It is the purpose of the DC district to provide a place and create environmental conditions which will encourage the location of dense and varied retail, office, residential, civic, and recreational activities which will benefit and contribute to the vitality of a central downtown location, to recognize and preserve the historic pattern of development in the area and to implement the land use goals and policies in the 1989 downtown plan, the Kent comprehensive plan, and the downtown action plan. In the DC area, permitted uses should be primarily pedestrian-oriented and able to take advantage of on-street and structured off-street parking lots.

DCE Downtown Commercial Enterprise District

The purpose of this district is to encourage and promote higher density development and a variety and mixture of compatible retail, commercial, residential, civic,

recreational, and service activities in the downtown area, to enhance the pedestrian-oriented character of the downtown, and to implement the goals and policies of the 1989 downtown plan, the Kent comprehensive plan, and the downtown strategic action plan.

DCE-T Downtown Commercial Enterprise District – Transitional Overlay

Within the downtown commercial enterprise district, a transitional overlay addresses compatibility of higher intensity mixed use development with nearby single-family residential zones through height limits and required application of certain downtown design review elements.

MTC-1 Midway Transit Community-1 District

The purpose and intent of the MTC-1 district is to provide an area that will encourage the location of moderately dense and varied retail, office, or residential activities in support of rapid light rail and mass transit options, to enhance a pedestrian-oriented character while acknowledging the existing highway corridor character, and to implement the goals and policies of the Midway Subarea Plan.

MTC-2 Midway Transit Community-2 District

The purpose and intent of the MTC-2 district is to provide a place and create environmental conditions which will promote the location of dense and varied retail, office, or residential activities, and recreational activities in support of rapid light rail and mass transit options, to ensure a primarily pedestrian-oriented character, and to implement the goals and policies of the Midway Subarea Plan.

MCR Midway Commercial/Residential District

The purpose and intent of the MCR district is to provide area that will encourage the location of dense and varied retail, office, or residential activities in support of rapid light rail and mass transit options, to enhance a pedestrian-oriented character, and to implement the goals and policies of the Midway Subarea Plan.

~~CM-1 Commercial Manufacturing-1 District~~

~~It is the purpose of the CM-1 district to provide locations for those types of developments which combine some characteristics of both retail establishments and industrial operations, heavy commercial uses, and wholesale uses.~~

CM-2 Commercial Manufacturing_2-District

It is the purpose of the CM_2-district to provide locations for those types of developments which combine some characteristics of both retail establishments and small-scale, light industrial operations, heavy commercial and wholesale uses, and specialty manufacturing.

GC General Commercial District

The purpose and intent of the general commercial district is to provide for the location of commercial areas developed along certain major thoroughfares; to provide use incentives and development standards which will encourage the redevelopment and upgrading of such areas; to provide for a range of trade, service, entertainment, and recreation land uses which occur adjacent to major traffic arterials and residential uses; and to provide areas for development which are automobile-oriented and designed for convenience, safety, and the reduction of the visual blight of uncontrolled advertising signs, traffic control devices, and utility equipment. It is also the purpose of this district to provide opportunities for mixed use development within the designated mixed use overlay boundary, as designated by the comprehensive plan.

I1 Industrial Business District

The I1 Industrial Business district consists of areas of high opportunity for the City in terms of employment, revenue, and placemaking. High opportunity areas may exhibit a mix of characteristics such as high visibility from key transportation corridors, proximity to prominent gateways, adjacency to transit, commercial nodes, or residential districts, etc. The Industrial Business district is primarily intended to be an amenity-rich environment and to accommodate small- to moderate-scale industrial land uses with high employment density, such as light industrial, manufacturing, assembly, fabrication, industrial offices, prototyping, research and development, small-scale wholesaling, local distribution, and similar activities that

generate few adverse operational impacts (e.g., noise, odor, truck traffic, etc.). Neighborhood scale uses such as food, retail, and services are encouraged in the Industrial Business District, as are multi-story buildings, master-planned business parks, and complexes with a mix of allowed uses. Because of its high-quality employment focus, development in the Industrial Business District is required to provide amenity space and attractive architectural design, to improve the daily experience for workers.

I2 Mixed Industrial District

The I2 Mixed Industrial district is intended to accommodate a range of small-, moderate- and large-scale industrial uses and activities with moderate to high employment density. Uses appropriate for the I2 district include manufacturing, logistics, processing, industrial parks, and other industrial activities that may generate adverse operational impacts (e.g., noise, odor, truck traffic, etc.) beyond the subject property lines but can be largely mitigated. Because of its employment focus, the Mixed Industrial district has some amenity and architectural design requirements to improve the daily experience for workers, but these requirements are more flexible than those in the I1 district in order to facilitate cost-effective development and redevelopment.

I3 Heavy Industrial District

The I3 Heavy Industrial district is primarily intended to accommodate large-scale, high-impact uses, including raw materials and metals processing, large-scale warehousing and distribution, and other activities that generate adverse operational impacts (e.g., noise, odor, truck traffic, etc.) often requiring significant movement of trucks or large vehicles, outdoor storage, or outdoor operational space within the site. Lands designated I3 may have access constraints or experience adverse impacts due to their proximity to rail lines or limited-access freeways.

M1, M1-C Industrial Park District

~~The purpose of the M1 district is to provide an environment exclusively for and conducive to the development and protection of a broad range of industrial, office, and business park activities, including modern, large-scale administrative facilities,~~

~~research institutions, and specialized manufacturing organizations, all of a nonnuisance type, as designated in the comprehensive plan. This district is intended to provide areas for those industrial activities that desire to conduct business in a prestigious location in which environmental amenities are protected through a high level of development standards. It is also the purpose of this zone to allow certain limited commercial land uses that provide necessary personal and business services for the general industrial area. Such uses are allowed in the M1 district, through the application of the "C" suffix, at centralized, nodal locations where major arterials intersect.~~

~~M2 Limited Industrial District~~

~~The purpose of the M2 district is to provide areas suitable for a broad range of industrial and warehouse/distribution activities. The permitted uses are similar to those of the industrial park district; except, that nonindustrial uses, particularly office and retail, are restricted, in accordance with the manufacturing/industrial center designation in the comprehensive plan. Development standards are aimed at maintaining an efficient and desirable industrial area.~~

~~M3 General Industrial District~~

~~The purpose of the M3 district is to provide areas suitable for the broadest range of industrial activities, and to specify those industrial activities having unusual or potentially deleterious operational characteristics, where special attention must be paid to location and site development. Light industrial uses which require restrictive standards on the part of adjoining uses and nonindustrial uses are discouraged from locating in this district, in accordance with the manufacturing/industrial center designation in the comprehensive plan.~~

~~SU Special Use Combining District~~

~~It is the purpose of the SU district to provide for special controls for certain uses which do not clearly fit into other districts, which may be due to technological and social changes, or which are of such unique character as to warrant special attention in the interest of the city's optimum development and the preservation and enhancement of its environmental quality. A special~~

use combining district is imposed on an existing zoning district, permitting the special use as well as uses permitted by the underlying zone. The combining district becomes void if substantial construction has not begun within a one-year period, and the district reverts to its original zoning designation. It is the intent of the special use combining regulations to provide the city with adequate procedures for controlling and reviewing such uses and to discourage application for speculative rezoning.

EXHIBIT F **Chapter 15.04**

Sec. 15.04.020. Residential land uses.

	Zoning Districts																											
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1	MTC-2	MCR	GM-1	CM-2	GC	M411	M1-G	M212	M313
One single-family dwelling per lot	P		P	P	P	P	P	P	P	P	P	P	P									P	P		A (1)	A (4)	A (1)	A (1)
One duplex per lot					P (27)	P (27)	P (27)	P																		-		
One modular home per lot	P		P	P	P	P	P	P	P	P	P	P	P													-		
Duplexes					P (27)	P (27)	P (27)	P (22)	P	P	P	P	P													-		
Multifamily townhouse units					P (27)	P (27)	P (27)		P (19) (20)	P (19) (20)	P	P	P			P (2)	P (4) (5)	P	P	P	P			P (2)		-		
Multifamily dwellings									P (26)	P (26)	P	P	P			P (2)	P (4) (5)	P	P	P	P			P (2)		-		
Mobile homes and manufactured homes														P												-		
Mobile home parks								P (13)	P (13)	P (13)	P (13)	P (13)	P (13)	P												-		
Group homes class I	P (32)		P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	-		
Group homes class II-A								C (32)	C (32)	C (32)	C (32)	C (32)	C (32)			C (32)	C (32)	C (32)	C (32)	C (32)	C (32)	C (32)	C (32)	C (32)	C (32)			
Group homes class II-B								C (32)	C (32)	C (32)	C (32)	C (32)	C (32)			C (32)	C (32)	C (32)	C (32)	C (32)	C (32)	C (32)	C (32)	C (32)	C (32)			
Group homes class II-C								C (32)	C (32)	C (32)	C (32)	C (32)	C (32)			C (32)	C (32)	C (32)	C (32)	C (32)	C (32)	C (32)	C (32)	C (32)	C (32)			
Group homes class III																C (23) (32)	C (23) (32)	C (23) (32)	C (23) (32)	C (23) (32)	C (23) (32)	C (23) (32)	C (23) (32)	C (23) (32)	C (23) (32)			
Secure community transition facilities ^{23, 24}																						-			C (23) (24)-		C (23) (24)-	
Communal residences	P (33)		P (33)	P (33)	P (33)	P (33)	P (33)	P (33)	P (33)	P (33)	P (33)	P (33)	P (33)									P (33)	P (33)					
Rebuild/accessory uses for existing dwellings		P (6)														P (6)	P (6)	P (6)	P (6)	P (6)	P (6)	P (6)	P (6)	P (6)	P (6)	P (6)	P (6)	P (6)
Transitional housing											P (29)	P (29)	P (29)				P (2)	P (4) (5)	P	P	P	P		P (7) (30)	P (7) (30)			
Short-term rentals				A (34)	A (34)	A (34)	A (34)	A (34)	A (34)	A (34)	A (34)	A (34)	A (34)															
Farm worker accommodations	A (17)	A (9)	A (17)																									
Accessory uses and structures customarily appurtenant to a permitted use	A	A	A (8) (18)	A (8) (18)	A (8) (18)	A (8) (18)	A (8) (18)	A (18)	A (18)	A (18)	A (18)	A (18)	A (18)		A	A	A	A	A	A	A	A	A	A	A	A	A	A

	Zoning Districts																			
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1	MTC-2
Accessory dwelling units and guest cottages	A (8) (10)		A (8) (10)	A (8) (10)	A (8) (10)	A (8) (10)	A (8) (10)	A (8) (10)	A (8) (10)	A (8) (10)	A (8) (10)	A (8) (10)	A (8) (10)							
Accessory living quarters															A (14)	A (14)	A (14)	A (14)	A (14)	A (14)
Live-work units																				
Home occupations	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)
Service buildings														A						
Storage of recreational vehicles	A (16)		A (16)	A (16)	A (16)	A (16)	A (16)	A (16)	A (16)	A (16)	A (16)	A (16)	A (16)	A						
Drive-in churches		C	C	C	C	C	C	C	C	C	C	C	C		C	C	C	C	C	C
Emergency housing; emergency shelter								C (31)							C	C	C	C	C	C
Independent senior living facilities				C	C	C	C	C			P (29)	P (29)	P (29)			P (2) C (3)	P (4) C (5)	P	P	P
Assisted living facilities				C	C	C	C	C			P (29)	P (29)	P (29)			P (2) C (3)	P (4) C (5)	P	P	P
Residential facilities with health care				C	C	C	C	C			P (29)	P (29)	P (29)			P (2) C (3)	P (4) C (5)	P	P	P
Designated manufactured home	P (25)		P (25)	P (25)	P (25)	P (25)	P (25)	P (25)	P (25)	P (25)	P (25)	P (25)	P (25)	P (25)						

Sec. 15.04.040. Manufacturing-Industrial land uses.

Zoning Districts																			
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1
																			MTC-2
																			MCR
																			CM-1
																			CM-2
																			GC
																			M4I1
																			M1-E
																			M2I2
																			M3I3
Manufacturing, processing, blending, and packaging of food and beverage products	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P (2)	-
Manufacturing, Assembly, and Fabrication - Heavy																			
Manufacturing, Assembly, and Fabrication - Medium																			P (3)
Manufacturing, Assembly, and Fabrication - Light																		P (2)	
																			P (3)
																			P
																			P
																			P
																			P

[illegible]

	Zoning Districts																												
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1	MTC-2	MCR	GM-1	CM-2	GC	M11	M1-G	M212	M313	
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P (2)	-	-	-	P (3)	P (3)	-	P	P	P	P (1)	
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P (2)	-	-	-	P	P	-	P	P	P	P (1)	
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P (2)	-	-	-	P (3)	P (3)	-	P (25)	P (25)	P (25)	P (25) C (1)	
	A (7)	A (7)													A (8)	A (8)	A (8)	A (8)	A (7)			A (7)	A (7)	A (7)	A (12)	A (12)	A (12)	A (14) C (15)	
										A	A	A	A	A					P (2)	A	A	A	P	P		P (37)	P	P (37)	P (37)
		P (22) C (31)																					P (16)	P (16)		P (16) (34)	P (16) (34)	P (16)	P (24) C (1)
	Fulfillment Centers Rail-truck transfer uses	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	E (13)	-	-	PG (17)	C (17)	BP (18)	BP (17) C (1)

	Zoning Districts																												
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1	MTC-2	MCR	GM-1	CM-2	GC	M-1.1	M-1.6	M-2.12	M-3.13	
																		A (2)				P	P	A	A (35) (38)	A	A (35) (38)	P G (+) A (35) (38)	
	Outdoor storage (including truck, heavy equipment, and contractor storage yards as allowed by development standards, KCC 15.04.190 and 15.04.195)																												
	Miniwarehouses self-storage															P (19)						P (49)	P (19)	P (19)			P (35) (37)	P (35) (37)	
	Manufacturing of soaps, detergents, and other basic cleaning and cleansing preparations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P (2)	-	-	-	-	-	-	-		G	P G (+)
	Manufacturing of plastics and synthetic resins	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P (2)	-	-	-	-	-	-	-		G	P G (+)
	Manufacturing of synthetic and natural fiber and cloth	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P (2)	-	-	-	-	-	-	-		G	P G (+)
	Manufacturing of plywood, composition wallboard, and similar structural wood products	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P (2)	-	-	-	-	-	-	-		G	P G (+)
	Manufacturing of nonmetallic mineral products such as abrasives, asbestos, chalk, pumice, and putty	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		G	P G (+)

Key
P = Principally
Permitted Uses
S = Special Uses
C = Conditional Uses
A = Accessory Uses

	Zoning Districts																		
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1
																			MTC-2
																			MCR
																			GM-1
																			CM-2
																			GC
																			M-11
																			M-1-C
																			M-212
																			M-313
Accessory uses and structures customarily appurtenant to a permitted use	A	A	A (27) (32)	A (32)	A (32)	A (32)	A (32)	A	A	A	A	A	A		A (9)	A (9)	A (10)	A (10)	A (10)
Impound lots																			C

Sec. 15.04.050. ~~Manufacturing~~ Industrial land use development conditions.

1. ~~[Reserved]~~1. — The following uses require a conditional use permit:

a. ~~Manufacture of such types of basic materials as follows:~~

i. ~~Gum and wood chemicals and fertilizers, and basic industrial organic and inorganic chemicals or products such as alkalis and chlorine, industrial and liquid petroleum, gases, cellophane, coal tar products, dyes and dye products, impregnated products, tanning compounds, and glue and gelatin.~~

ii. ~~Hydraulic cement, concrete, gypsum, lime, carbon, carbon black, graphite, coke, glass, and similar products.~~

b. ~~Manufacture of products such as the following:~~

i. ~~Ammunition, explosives, fireworks, matches, photographic film, missile propellants, and similar combustibles.~~

ii. ~~Rubber from natural, synthetic, or reclaimed materials.~~

iii. ~~Paving and roofing materials or other products from petroleum derivatives.~~

c. ~~Refining of materials such as petroleum and petroleum products, metals and metal ores, sugar, and fats and oils.~~

d. ~~Distilling of materials such as bone, coal, coal tar, coke, wood, and other similar distillates.~~

e. ~~Heavy metal processes, such as ore reduction or smelting, including blast furnaces, and including drop forging, drop hammering, boiler plate works, and similar heavy metal operations:~~

i. ~~Asphalt batching plants.~~

ii. ~~Concrete mixing and batching plants, including ready mix concrete facilities.~~

iii. ~~Rock crushing plants and aggregate dryers.~~

iv. ~~Sandblasting plants.~~

f. ~~Animal and food processing, including the following and similar operations:~~

i. ~~Tanning, dressing, and finishing of hides, skins, and furs.~~

~~ii. — Meat and seafood products, curing, canning, rendering, and slaughtering.~~

~~iii. — Nitrating of cotton and other materials.~~

~~iv. — Rendering of animal grease or tallow, fish oil, and similar materials.~~

~~v. — Slaughtering, stockyard, feedlot, dairy, and similar operations.~~

~~vi. — Pickling and brine-curing processes.~~

~~vii. — Wholesale produce markets.~~

~~g. — Salvage, wrecking, and disposal activities, including the following and similar operations:~~

~~i. — Automobile and building wrecking and salvage.~~

~~ii. — Salvage of industrial waste materials such as metal, paper, glass, rags, and similar materials.~~

~~iii. — Sewage disposal and treatment plants.~~

~~iv. — Dump and sump operations for such uses as rubbish, garbage, trash, and other liquid and solid wastes.~~

~~h. — Storage of the following kinds of goods:~~

~~i. — Bulk storage of oil, gas, petroleum, butane, propane, liquid petroleum gas, and similar products, and bulk stations and plants.~~

~~ii. — Used building materials, mover's equipment, relocated buildings, impounded vehicles, and similar materials.~~

~~iii. — Explosives or fireworks, except where incidental to a principally permitted use.~~

~~iv. — Fertilizer or manure.~~

2. Light manufacturing is permitted in the downtown commercial enterprise district as follows:

a. Laboratory and related industrial research and development uses are permitted, including such uses as hardware or robotics testing, industrial showrooms, and training facilities for industrial machinery.

b. Operations of sorting, packaging, recycling, or distribution are not permitted except as accessory uses to the on-premises manufacturing.

c. Heavy industrial uses that have significant external impacts such as noise, olfactory pollution, or vibration, ~~such as those listed in subsection (1) of this section,~~ are not permitted.

d. All processing, fabricating, or assembly of products (i.e., light manufacturing) takes place wholly within an enclosed building.

i. "Assembly" is defined as creation of a component or end item made from a number of parts and subassemblies. This does not include the putting together of kits, gift baskets, or packaging items produced elsewhere for purposes of e-commerce or wholesale trading.

e. Storage is limited to items consumed, produced, or altered on the premises.

i. Outdoor storage shall only be allowed as an accessory use to another principal use.

A. The material(s) being stored shall not exceed 12 feet in height at any point.

B. The material(s) being stored shall be wrapped or enclosed to prevent wind-blown debris.

C. The storage area shall not exceed 15 percent of the building footprint or five percent of the lot area, whichever is less.

D. Outdoor storage shall be screened from public view from Class A and B streets (as defined in the downtown design guidelines) and from trails by Type I landscaping and minimum six-foot-tall fence or wall.

E. Outdoor storage shall be sited to minimize visibility.

f. Truck storage is only permitted as an accessory use to a principally permitted use on sites two and one-half acres or larger that also have access to a principal arterial or higher classification roadway within 500 feet of the property, or as otherwise approved by the director.

g. Areas designated for truck parking or loading shall be concealed from view along public streets or trails. Dock-high doors for truck loading are permitted at a ratio of one door per 25,000 square feet of building area.

h. Dock-high loading doors shall be set back, recessed, and/or screened so as not to be visible from adjacent local streets or residential properties.

i. The office portion of a manufacturing use shall be adjacent to the public street with the highest classification.

j. Buildings must have entries on abutting Class A and B streets (as defined in the downtown design guidelines) and those entries shall include substantial fenestration on the associated facade to emphasize the entry.

3. Small-scale light manufacturing operations as follows: stamping, brazing, testing, electronic assembly, and kindred operations where the building, structure, or total operation does not encompass more than 10,000 square feet of area. The 10,000-square-foot total shall include all indoor and outdoor storage areas associated with the manufacturing operation. Only one 10,000-square-foot manufacturing operation shall be permitted per lot.

~~4. [Reserved] 4. Conditional use for manufacturing of paint, but manufacturing of paint is permitted outright in the M3 zone.~~

5. Contractor shops where most of the work is done on call, and which do not rely on walk-in trade, but where some incidental storage or semi-manufacturing work is done on the premises, such as carpentry, heating, electrical, or glass shops, printing, publishing, or lithographic shops, furniture, upholstery, dry cleaning, and exterminators.

6. Accessory uses include sales of product accessory to and directly related to the manufacturing or warehousing use on the site.

~~7. [Reserved.] 7. For permitted uses, accessory hazardous substance land uses, including onsite hazardous waste treatment or storage facilities, which are not subject to cleanup permit requirements of Chapter 11.02 KCC, subject to the provisions of KCC 15.08.050, except offsite hazardous waste treatment or storage facilities, which are not permitted in this district. Fuel farm facilities are not allowed in AG or A-10 zones.~~

~~8. [Reserved.] 8. For permitted uses, hazardous substance land uses, including onsite hazardous waste treatment or storage facilities, which are not subject to cleanup permit requirements of Chapter 11.02 KCC and which do not accumulate~~

~~more than 5,000 pounds of hazardous substances or wastes or any combination thereof at any one time on the site, subject to the provisions of KCC 15.08.050, except offsite hazardous waste treatment or storage facilities, which are not permitted in this district.~~

9. Includes incidental storage facilities and loading/unloading areas.

10. Includes incidental storage facilities, which must be enclosed, and loading/unloading areas.

~~11. [Reserved.] 11. Includes rail-truck transfer uses, except classification yards in the category of "hump yards."~~

12. For permitted uses, accessory hazardous substance land uses, including onsite hazardous waste treatment or storage facilities, which are not subject to cleanup permit requirements of Chapter 11.02 KCC, subject to the provisions of KCC 15.08.050. Offsite hazardous waste treatment or storage facilities are not permitted in this district, except through a special use combining district.

~~13. [Reserved.] 13. Conditional use permit required for trucking terminals and rail-truck transfer uses.~~

14. For permitted uses, accessory hazardous substance land uses, including onsite hazardous waste treatment or storage facilities, which are not subject to cleanup permit requirements of Chapter 11.02 KCC, subject to the provisions of KCC 15.08.050, except offsite hazardous waste treatment or storage facilities, which require a conditional use permit in this district.

15. The following require a conditional use permit:

a. Offsite hazardous waste treatment or storage facilities, subject to the provisions of KCC 15.08.050.

b. Any hazardous substance land use that is not an accessory use to a principally permitted use.

~~16. [Reserved.] 16. Warehousing and distribution facilities and the storage of goods or products, except for those goods or products specifically described as permitted to be stored only as conditional uses in the M3 district~~

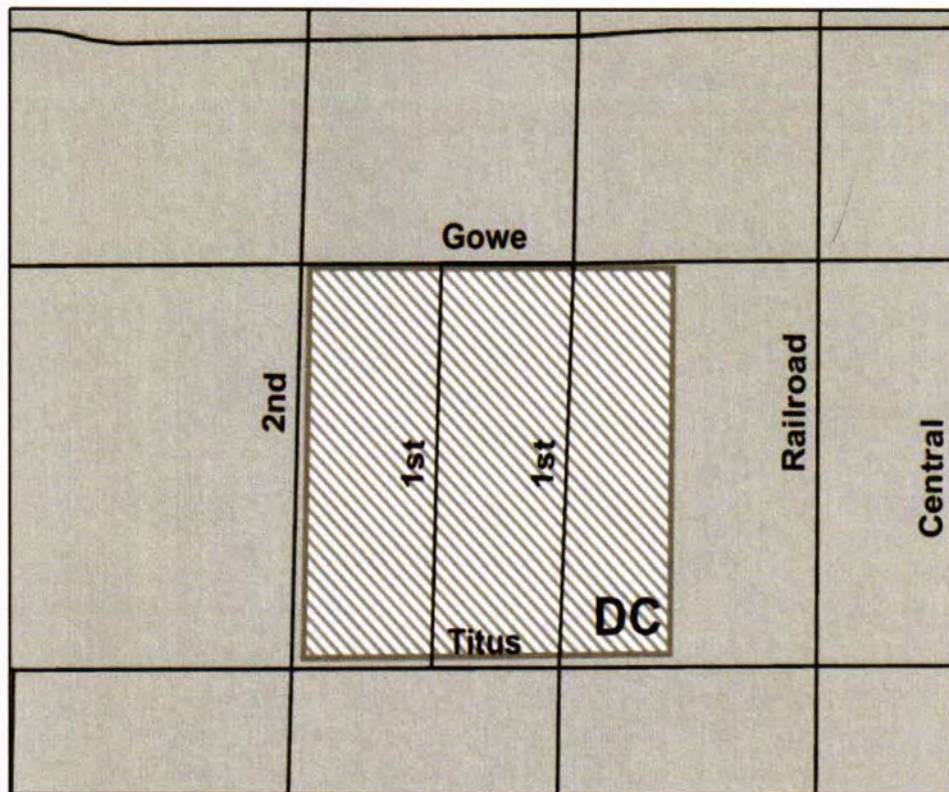
~~17. [Reserved.] 17. Conditional use for car loading and distribution facilities, and rail truck transfer uses.~~

~~18.- [Reserved.] 18. Warehousing and distribution facilities and the storage of goods or products, including rail truck transfer uses.~~

19. Miniwarehouses are limited to 40 percent of the gross leasable area of the building in which the miniwarehousing use is located, and cannot be located on the ground floor. For purposes of this title, "miniwarehouses" means any real property designed and used for the purpose of renting or leasing individual storage space to occupants who are to have access to the space for the purpose of storing and removing personal property on a self-service basis, but does not include a garage or other storage area in a private residence.

~~20. [Reserved.] 20. Prohibited are those manufacturing activities having potentially deleterious operational characteristics, such as initial processing of raw materials (forging, smelting, refining, and forming).~~

21. The ground level or street level portion of all buildings in the pedestrian overlay of the DC district, set forth in the map below, must be retail or pedestrian-oriented.



Pedestrian-oriented development shall have the main ground floor entry located adjacent to a public street and be physically and visually accessible by pedestrians from the sidewalk, and may include the following uses:

- a. Retail establishments, including but not limited to convenience goods, department and variety stores, specialty shops such as apparel and accessories, gift shops, toy shops, cards and paper goods, home and home accessory shops, florists, antique shops, and book shops;
- b. Personal services, including but not limited to barber shops, beauty salons, and dry cleaning;
- c. Repair services, including but not limited to television, radio, computer, jewelry, and shoe repair;
- d. Food-related shops, including but not limited to restaurants (including outdoor seating areas and excluding drive-in restaurants) and taverns;
- e. Copy establishments;
- f. Professional services, including but not limited to law offices and consulting services; and

g. Any other use that is determined by the economic and community development director to be of the same general character as the above permitted uses and in accordance with the stated purpose of the district, pursuant to KCC 15.09.065, Interpretation of uses.

22. Permitted uses are limited to storage, warehousing, processing, and conversion of agricultural, dairy, and horticultural products, but not including slaughtering, meat packing, and fuel farm facilities.

~~23. [Reserved.]23. Excluding slaughtering, rendering, curing, or canning of meat or seafood products.~~

~~24. [Reserved.]24. Except for those goods or products specifically described as permitted to be stored as conditional uses.~~

~~25. [Reserved.]25. Excluding explosive fuels and propellants.~~

~~26. [Reserved.]26. Excluding predominantly drop forge and drop hammer operations.~~

27. Other accessory uses and buildings customarily appurtenant to a permitted use, except for onsite hazardous waste treatment and storage facilities, which are not permitted in residential zones.

~~28. [Reserved.]28. Excluding paint boiling processes.~~

~~29. [Reserved.]29. Limited to 25 percent of gross floor area. Reference KCC 15.04.080(5).~~

~~30. [Reserved.]30. Retail or services uses which exceed the 25 percent limit on an individual or cumulative basis shall be subject to review individually through the conditional use permit process. A conditional use permit shall be required on an individual tenant or business basis and shall be granted only when it is demonstrated that the operating characteristics of the use will not adversely impact onsite or offsite conditions on either an individual or cumulative basis.~~

31. Reuse or replacement of existing structures for nonagricultural uses is allowed where it is shown that the existing structures are obsolete for agricultural use and will have no viable economic use unless they can be put to nonagricultural use. Any replacement structures must maintain or enhance the agricultural appearance of the property. Signs shall be limited to not more than 100 square feet in area per business, and of that amount, freestanding signs shall not exceed 40 square feet in area. No increase in the area of existing impervious surface shall be allowed in connection with a nonagricultural use.

32. Accessory structures composed of at least two walls and a roof, not including accessory uses or structures customarily appurtenant to agricultural uses, are subject to the provisions of KCC 15.08.160.

33. All uses within a complex must be principally permitted uses within the zoning district.

~~34. [Reserved.] 34. New buildings and additions to buildings (vested after April 2, 2019) are limited to no more than one dock-high loading door per 40,000 square feet of gross floor area; however, for buildings less than 40,000 square feet, one dock-high loading door is permitted. The footprint area of new buildings is limited to 125,000 square feet.~~

~~35. Outside storage or operations yards in the I1, I2, and I3 districts shall be permitted only as accessory uses. Such uses are incidental and subordinate to the principal use of the property or structure. Outdoor storage is limited to 15% of the total site area in the I1 district, 30% of the total site area in the I2 district, and 50% of the total site area in the I3 district.~~

~~36. [Reserved.]~~

~~37. In the I1, I2, and I3 districts, commercial, office, and retail uses are allowed; these uses are limited to 30,000 square feet per occupancy.~~

~~38. Reference KCC 15.07.040(B), outdoor storage landscaping.~~

Sec. 15.04.060. Transportation, public, and utilities land uses.

	Zoning Districts																			
	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1	MTC-2
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses																				
Commercial parking lots or structures																	C	C	C	C
Transportation and transit facilities, including high capacity transit facilities	C (11)	C (11)	C (11)	C (11)	C (11)	C (11)	C (11)	C (11)	C (11)	C (11)	C (11)	C (11)	C (11)	C (11) (12)	C (11)	C (11)	C (11)	C (11)	C (11)	C (11)
<u>Rail-truck transfer uses</u>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit operations and maintenance facilities																			C	
<u>Railway and bus depots, taxi stands</u>	-	-	-	-	-	-	-	-	E	E	-	-	-	-	-	-	E	E	E	E
Utility and transportation facilities: electrical substations, pumping or regulating devices for the transmission of water, gas, steam, petroleum, etc.	C	C	C	C	C	C	C	C	C	C	C	C	C		C	C	C	C	C	C
Public facilities: firehouses, police stations, libraries, and administrative offices of governmental agencies, primary and secondary schools, vocational schools, and colleges	C	C	C	C	C	C	C	C	C	C	C	C	C		C	C	C	P	C	C
Accessory uses and structures customarily appurtenant to a permitted use	A	A	A (13)	A (13)	A (13)	A (13)	A (13)	A	A	A	A	A	A		A	A	A	A	A	A

Sec. 15.04.070. Wholesale and retail land uses.

	Zoning Districts																
	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses																	
Bakeries and confectioneries																	P
Wholesale bakery																	P
Bulk retail																	P
Recycling centers																	P
Retail sales of lumber, tools, and other building materials, including preassembled products																	P
Hardware, paint, tile, and wallpaper (retail)																	P
Farm equipment																	P
General merchandise: dry goods, variety, and department stores (retail)																	P
Food and convenience stores (retail)																	P

	Zoning Districts																												
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1	MTC-2	MCR	GM-1	CM-2	GC	MH11	M1-6	M212	M313	
Automobile, aircraft, motorcycle, boat, and recreational vehicles sales (retail)																						P	P	P	P (2) (28)	-	P (2) (28)	P (2) (28)	
Automotive, aircraft, motorcycle, and marine accessories (retail)																P			P		P	P	P	P	P (2) (28) P (13)	P (13)	P (2) (28) P (6) (13)	P (2) (28)	P (2) (28)
Gasoline service stations															S (6)	S (6)			S (6)			S (6)	S (6)	S (6)	S (6)	S (6)	S (6)	S (6)	
Apparel and accessories (retail)																P	P (11)	P	P	P	P	P	-	P	P	P (28) A (8)	A (8)	P (28)	P (28)
Furniture, home furnishing (retail)																P	P (11)	P	P	P	P	P	P	P	P (28)	-	P (28)	P (28)	
Eating and drinking establishments (no drive-through)															P	P	P (11)	P	P	P	P	P	P	P	P (28) P	P (28)	P (28)	P (28)	
Eating and drinking establishments (with drive-through)																S (6) (20)		C (7) (20)				P		S (6) (20) P (20)	P (20) (28) (20)	P (20) (28) -	P (20) (28)	P (20) (28)	

	Zoning Districts																												
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1	MTC-2	MCR	GM-1	CM-2	GC	MH-1	MH-6	MH-12	MH-13	
Eating facilities for employees																			P	P	P				A P (28)	A P (28)	A P (28)	A P (28)	
Planned development retail sales	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Drive-through/drive-up businesses (commercial/retail – other than eating/drinking establishments)															C (22)	P (20)		P (20)	P (24)		P (24)			P (20)	P (20)	P (20) (28)		P (20) (28)	P (20) (28)
Miscellaneous retail: drugs, antiques, books, sporting goods, jewelry, florist, photo supplies, video rental, computer supplies, etc.															P	P	P (11)	P	P	P	P			P	P	AP (28) (8)	A (8)	P (28)	P (28)
Liquor store															P	P	P (11)	P	P	P	P			P	P	P (28)	P (28)	P (28)	P (28)
Farm supplies, hay, grain, feed, fencing, etc. (retail)																P								P	P	P (2) (28)	- (28)	P (2) (28)	P (2) (28)
Nurseries, greenhouses, garden supplies, tools, etc.																P			P					P	P	P (2) (28)	- (28)	P (2) (28)	P (2) (28)
Pet shops (retail and grooming)																			P		P			P	P	P (28)	- (28)	P (28)	P (28)
Computers and electronics (retail)																P			P		P			P	P	P (28) P	P (28)	P (28)	P (28)

[illegible]

Sec. 15.04.080. Wholesale and retail land use development conditions.

~~1. [Reserved.]1. Bulk retail uses which provide goods for regional retail and wholesale markets; provided, that each use occupy no less than 43,560 square feet of gross floor area.~~

2. Outside storage or operations yards in the I1, I2, and I3 districts shall be permitted only as accessory uses. Such uses are incidental and subordinate to the principal use of the property or structure. Outdoor storage is limited to 15% of the total site area in the I1 district, 30% of the total site area in the I2 district, and 50% of the total site area in the I3 district. ~~2. [Reserved.]~~

3. [Reserved.]

4. [Reserved.]

~~5. [Reserved.]5. Uses shall be limited to 25 percent of the gross floor area of any single or multi building development. Retail and service uses which exceed the 25 percent limit on an individual or cumulative basis shall be subject to review individually through the conditional use permit process. A conditional use permit shall be required on an individual tenant or business basis and shall be granted only when it is demonstrated that the operating characteristics of the use will not adversely impact onsite or offsite conditions on either an individual or cumulative basis. For example, in the case of a business park with several buildings, 25 percent of the buildings' combined floor area may be devoted to these retail and service uses. For single building parcels, 25 percent of the floor area of the single building may be devoted to these retail and service uses.~~

6. Special uses must conform to the development standards listed in KCC 15.08.020.

7. Drive-through restaurants, only if located in a building having at least two stories.

8. Accessory uses are only allowed in cases where development plans demonstrate a relationship between these uses and the principal uses of the property.

9. Other accessory uses and buildings customarily appurtenant to a permitted use, except for onsite hazardous waste treatment and storage facilities, which are not permitted in residential zones.

~~10. [Reserved.] 10. Retail uses operated in conjunction with and incidental to permitted uses, provided such uses are housed as a part of the building comprising the basic operations.~~

11. The ground level or street level portion of all buildings in the pedestrian overlay of the DC district, set forth in the map below, must be retail or pedestrian-oriented. Pedestrian-oriented development shall have the main ground floor entry located adjacent to a public street and be physically and visually accessible by pedestrians from the sidewalk, and may include the following uses:

a. Retail establishments, including but not limited to convenience goods, department and variety stores, specialty shops such as apparel and accessories, gift shops, toy shops, cards and paper goods, home and home accessory shops, florists, antique shops, and book shops;

b. Personal services, including but not limited to barber shops, beauty salons, and dry cleaning;

c. Repair services, including but not limited to television, radio, computer, jewelry, and shoe repair;

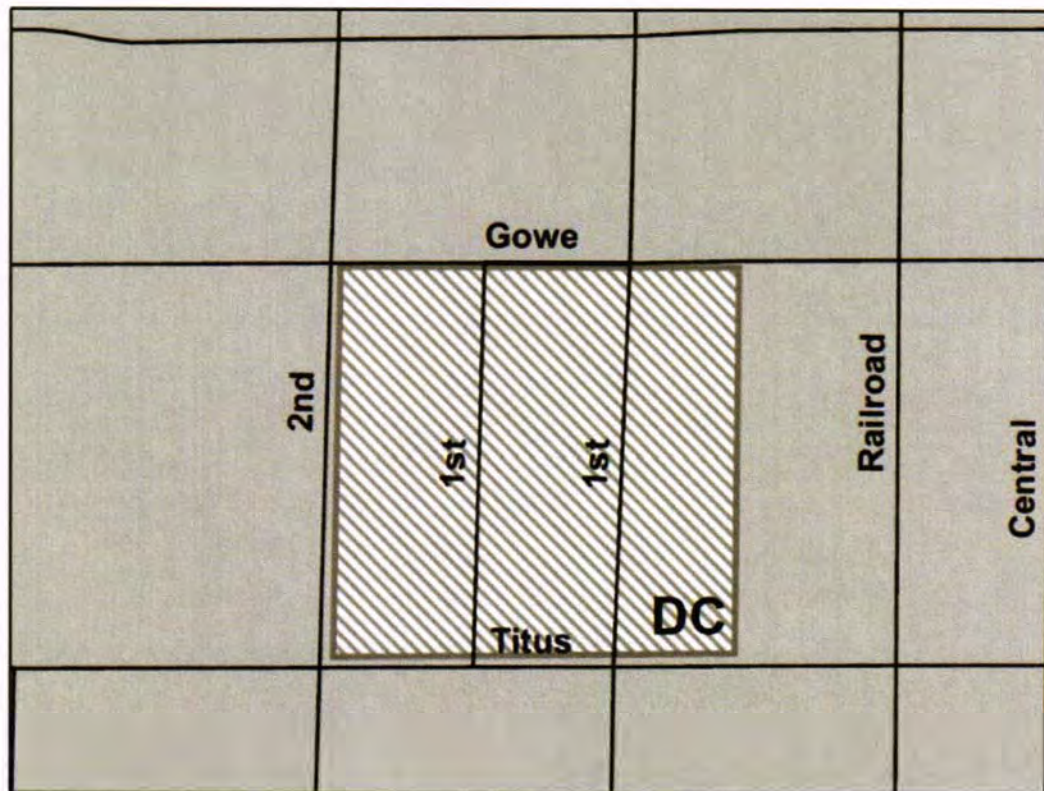
d. Food-related shops, including but not limited to restaurants (including outdoor seating areas and excluding drive-in restaurants) and taverns;

e. Copy establishments;

f. Professional services, including but not limited to law offices and consulting services; and

g. Any other use that is determined by the economic and community development director to be of the same general character as the above

permitted uses and in accordance with the stated purpose of the district, pursuant to KCC 15.09.065, Interpretation of uses.



12. Retail convenience grocery sales are allowed in conjunction with a gasoline service station as a special permit use subject to the development standards listed in KCC 15.08.020.

~~13. [Reserved.] 13. Retail sales are limited to tires, batteries, and accessories for industrial vehicle and equipment, except in the M1-C zoning district where retail sales of tires, batteries, and accessories are allowed for industrial or personal vehicles and equipment.~~

14. [Reserved].

15. [Reserved].

16. Includes incidental storage facilities and loading/unloading areas.

17. Includes incidental storage facilities, which must be enclosed, and loading/unloading areas.
18. [Reserved].
19. Reference KCC 15.07.040(B), outdoor storage landscaping.
20. Whenever feasible, drive-up/drive-through facilities shall be accessed from the rear of a site and run along an interior lot line or building elevation. Landscaping, sufficient to soften the visual impact of vehicle stacking areas, may be required.
21. Retail use must be for sale of agricultural or horticultural products, at least 25 percent of the gross sales value of which are grown within Washington State. Up to 50 percent of the gross sales value may be for seed, gardening equipment and products, private label foods, and locally hand-made products. Any structures must be designed to maintain or enhance the agricultural appearance of the area.
22. Any drive-up/drive-through facility shall be accessory to the principal use to which it is attached.
23. All battery exchange activities and associated storage shall take place within an enclosed building. The development standards listed in KCC 15.08.020(B) shall apply, except that KCC 15.08.020(B)(3) shall not apply.
24. Drive-through/drive-up businesses are permitted only under the following conditions:
 - a. The development must be within a strip-mall or shopping center.
25. The ground floor or street level must be retail or pedestrian-oriented following the Midway Design Guidelines. The main ground floor entry shall open to a public street with accessory retail uses accessible by pedestrians.
- ~~26. [Reserved.] 26. Bulk retail is permitted only when single tenant building is over one acre in size.~~

27. Accessory structures composed of at least two walls and a roof, not including accessory uses or structures customarily appurtenant to agricultural uses, are subject to the provisions of KCC 15.08.160.

28. In the I1, I2, and I3 districts, commercial, office, and retail uses are allowed, but shall be limited to 30,000 square feet per occupancy.

Sec. 15.04.090. Service land uses.

	Zoning Districts																											
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1	MTC-2	MCR	GM-1	CM-2	GC	M-11	M-6	M-12	M-13
Finance, insurance, real estate services															P (22)	P (12)	P (1) (12)	P	P	P	P		P	P	P (2)	P	P	P
Personal services: laundry, dry cleaning, barber, salons, shoe repair, laundrettes															P (22)	P (12)	P (12)	P	P	P	P		P	P	P (2) (10)	P (10)	P (2) (10)	P (2) (10)
Mortuaries																	P (12)		P				P	P				
Home day-care	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Day-care center	C	C	C	C	C	C	C	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P (2)	P (2)	P (2)	P
Business services, duplicating and blue printing, travel agencies, and employment agencies																	P (12)	P	P	P	P		P	P	P (2)	P (2)	P (2)	P
Building mainte nance and pest control																			P			P	P	P	P (2)	P (2)	P (2)	P

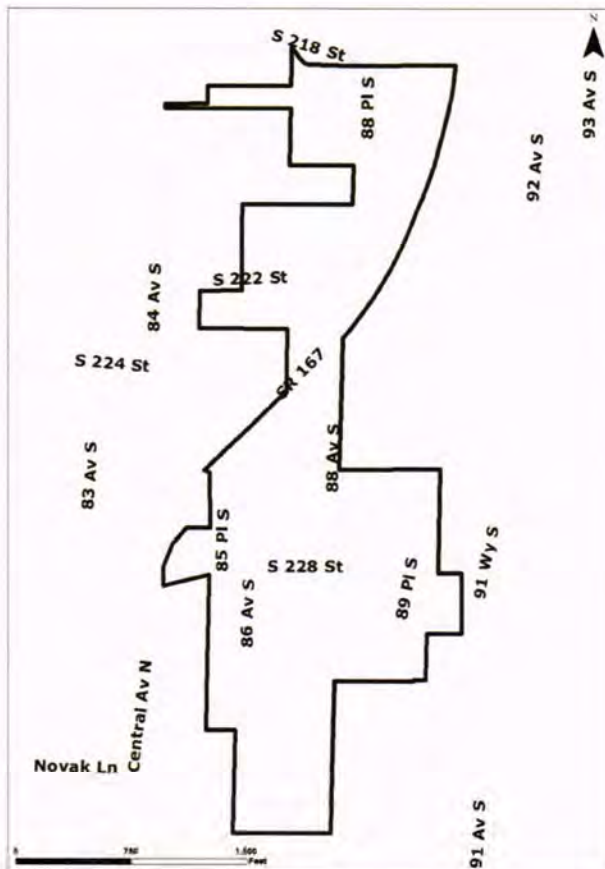
	Zoning Districts																											
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1	MTC-2	MCR	GM-1	CM-2	GC	MH-1	M1-E	M2-1	M3-1
Outdoor storage (including truck, heavy equipment, and contractor storage yards as allowed by development standards, KCC 15.04.190 and 15.04.195)																						P	P	A	A (9) (11)	A (9) (11) A E (9)	A (9) (11) A E (9)	A (9) (11) A E (9)
Rental and leasing services for cars, trucks, trailers, furniture, and tools																			P			P	P	P	P (2) (9)P	P (2) (9)	P (2) (9)	P (2) (9)
Auto repair and washing services (including body work)																C			P			P	P	P	P (2) (9)	P (2) (9)	P (2) (9)	P (2) (9) (21) (23)
Repair services: watch, TV, electrical, electronic, upholstery																P	P (12)	P	P	P				P	P	P (2)	P (2)	P (2)
Professional services: medical, clinics, and other health care-related services															P (20)	P		P	P	P	P		P	P	P (2)P	P (2)	P (2)	P (2)
Opiate substitution treatment facility																						E (3)			C (3)		C (3)	

	Zoning Districts																											
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses																												
	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1	MTC-2	MCR	GM-1	CM-2	GC	MH-11	MH-6	MH-12	MH-13
Heavy equipment and truck repair	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	P	P	-	-	C (9)	P
Contract construction service offices: building construction, plumbing, paving, and landscaping																			P (16)			P	P	P (16)	P (2) (17)	P (17)	P (2) (17)	P (2) (9)
Educational services: vocational, trade, art, music, dancing, barber, and beauty																		P	P	P	P		P	P	P (2) (5)	P (2) (5)	P (2) (5)	P (2) (5)
Churches	S (4)		S (4)	S (4)	S (4)	S (4)	S (4)	S (4)	S (4)	S (4)	S (4)				S (4)	S (4)		S (4)	S (4)	S (4)	S (4)	S (4)	S (4)	S (4)	S (4)	S (4)	S (4)	
Administrative and professional offices – general																P	P (12)	P	P	P	P	C	P	P	P (2)	P (2)	P (2)	P (2)
Municipal uses and buildings															P (13)	P (13)		P	P (13)	P (13)	P (13)	P (13)	P (13)	P (13)	P (2) (13)	P (13)	P (2) (13)	P (2) (13)
Research, development, and testing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	C	P	-	P	P	P	P	P (2)	P (14)

	Zoning Districts																											
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1	MTC-2	MCR	CM-1	CM-2	GC	M-11	M-16	M-12	M-13
Accessory uses and structures customarily appurtenant to a permitted use	A	A	A (7) (24)	A (24)	A (24)	A (24)	A (24)	A	A	A	A	A	A		A (18)	A (18)	A (19)	A (19)	A (19)	A (19)	A (19)	A (19)	A (18)	A (18)	A (18)	A	A	A
Boarding kennels, pet daycare and breeding establishments		C																	C					C	P (2)		P (2)	P (2)
Veterinary clinics and veterinary hospitals		C													P (8)				P (8)		P (8)		P (8)	P (8)	P (2)		P (2)	P (2)
Administrative or executive offices which are part of a predominant associated with an industrial operation																						P			P (2)	P	P (2)	P (2)
Offices incidental and necessary to the conduct of a principally permitted use									A	A	A	A	A												P (2)		P (2)	P (2)

Sec. 15.04.100. Service land use development conditions.

1. Banks and financial institutions (excluding drive-through).
2. ~~Uses shall be limited to 25 percent of the gross floor area of any single or multi-building development. Retail and service uses which exceed the 25 percent limit on an individual or cumulative basis shall be subject to review individually through the conditional use permit process. A conditional use permit shall be required on an individual tenant or business basis and shall be granted only when it is demonstrated that the operating characteristics of the use will not adversely impact onsite or offsite conditions on either an individual or cumulative basis.~~ Service uses in the I1, I2, and I3 zoning districts are allowed, but shall be limited to 30,000 square feet per occupancy.
3. Opiate substitution treatment facilities are permitted only with a conditional use permit, within the area depicted in the map below, and must provide indoor waiting areas of at least 15 percent of the total floor area. In addition to the general requirements of KCC 15.08.030, all applications shall contain and be approved by the city based on the following information:



- a. A detailed written description of the proposed and potential services to be provided, the source or sources of funding, and identification of any applicable public regulatory agencies;
- b. A written statement of need, in statistical or narrative form, for the proposed project currently and over the following 10-year period;
- c. An inventory of known, existing or proposed facilities, by name and address, within King County, or within the region, serving the same or similar needs as the proposed facility;
- d. An explanation of the need and suitability for the proposed facility at the proposed location;
- e. An analysis of the proposed facility's consistency with the City of Kent Comprehensive Plan and development regulations, and plans and policies of

other affected jurisdictions, including but not limited to the King County Countywide Planning Policies;

f. Documentation of public involvement efforts to date, including public and agency comments received, and plans for future public participation; and

g. A proposed "good faith" agreement for neighborhood partnership. This agreement shall state the goals of the partnership and address loitering prevention steps the facility owner/operator will take as well as frequency of planned maintenance and upkeep of the exterior of the facility (including, but not limited to, trash and litter removal, landscape maintenance, and graffiti). The agreement shall serve as the basis for a partnership between the city, the facility, and local businesses, and will outline steps partners will take to resolve concerns.

No opiate substitution treatment facility may be located within 500 feet of an existing opiate substitution treatment facility.

4. Special uses must conform to the development standards listed in KCC 15.08.020.

5. Specialized training facilities or satellite campuses offering industrial workforce training programs are not subject to the 30,000 square foot limitation.~~5. [Reserved].~~

6. [Reserved].

7. Other accessory uses and buildings customarily appurtenant to a permitted use, except for onsite hazardous waste treatment and storage facilities, which are not permitted in residential zones.

8. Veterinary clinics and animal hospitals when located no closer than 150 feet to any residential use, provided the animals are housed indoors, with no outside runs, and the building is soundproofed. Soundproofing must be designed by competent acoustical engineers.

9. Outside storage or operations yards in the I1, I2, and I3 districts shall be permitted only as accessory uses. Such uses are incidental and subordinate to the principal use of the property or structure. Outdoor storage is limited to 15% of the

total site area in the I1 district, 30% of the total site area in the I2 district, and 50% of the total site area in the I3 district.~~Those uses that are principally permitted in the M3 zone may be permitted in the M2 zone via a conditional use permit.~~

~~10. [Reserved.]10. Personal services uses limited to linen supply and industrial laundry services, diaper services, rug cleaning and repair services, photographic services, beauty and barber services, and fur repair and storage services.~~

11. Reference KCC 15.07.040(B), outdoor storage landscaping.~~[Reserved].~~

12. The ground level or street level portion of all buildings in the pedestrian overlay of the DC district, set forth in the map below, must be pedestrian-oriented. Pedestrian-oriented development shall have the main ground floor entry located adjacent to a public street and be physically and visually accessible by pedestrians from the sidewalk, and may include the following uses:

a. Retail establishments, including but not limited to convenience goods, department and variety stores, specialty shops such as apparel and accessories, gift shops, toy shops, cards and paper goods, home and home accessory shops, florists, antique shops, and book shops;

b. Personal services, including but not limited to barber shops, beauty salons, and dry cleaning;

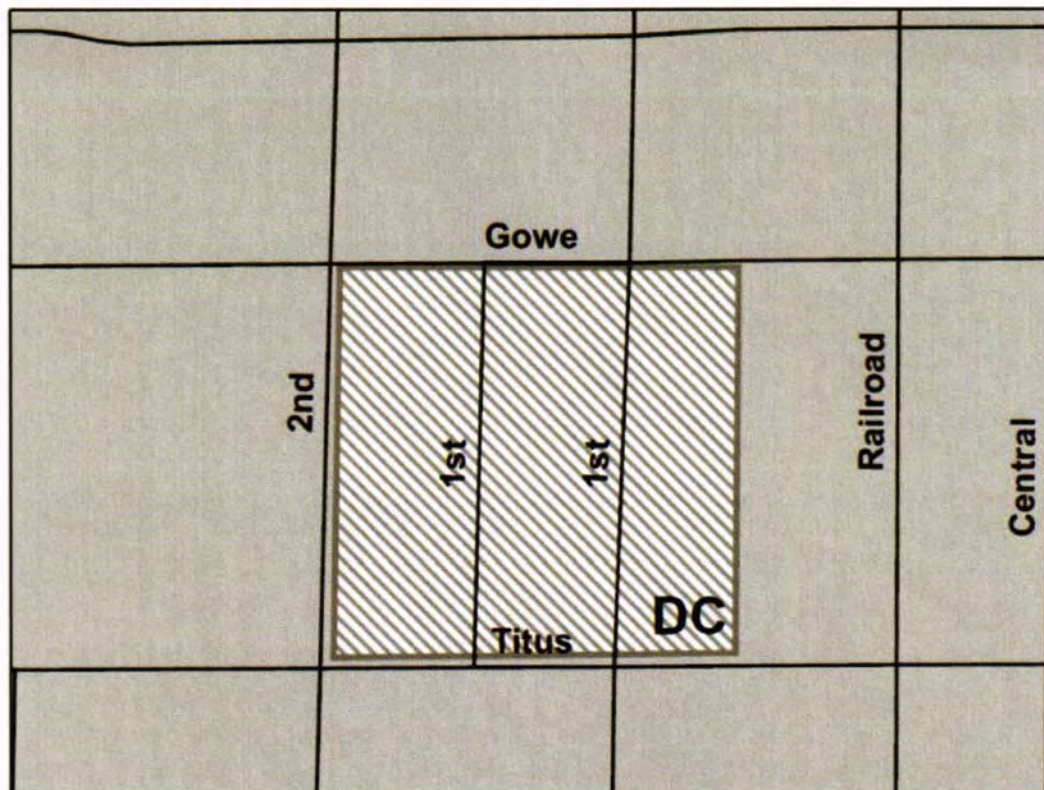
c. Repair services, including but not limited to television, radio, computer, jewelry, and shoe repair;

d. Food-related shops, including but not limited to restaurants (including outdoor seating areas and excluding drive-in restaurants) and taverns;

e. Copy establishments;

f. Professional services, including but not limited to law offices and consulting services; and

g. Any other use that is determined by the economic and community development director to be of the same general character as the above permitted uses and in accordance with the stated purpose of the district, pursuant to KCC 15.09.065, Interpretation of uses.



13. Except for such uses and buildings subject to KCC 15.04.150.
14. ~~Conducted in conjunction with a principally permitted use.~~[Reserved].
15. [Reserved].
16. Contract construction services office use does not include contractor storage yards, which is a separate use listed in KCC 15.04.040.
17. Outside storage or operations yards are permitted only as accessory uses. Such uses are incidental and subordinate to the principal use of the property or structure.
18. Includes incidental storage facilities and loading/unloading areas.
19. Includes incidental storage facilities, which must be enclosed, and loading/unloading areas.

20. Shall only apply to medical and dental offices and/or neighborhood clinics.

~~21. [Reserved.] 21. Auto repair, including body work, and washing services are permitted only under the following conditions:~~

~~a. The property is also used for heavy equipment repair and/or truck repair; and~~

~~b. Gasoline service stations that also offer auto repair and washing services are not permitted in the M3, general industrial zoning district.~~

22. Any associated drive-up/drive-through facility shall be accessory and shall require a conditional use permit.

~~23. [Reserved.] 23. Auto repair, including body work, and auto washing services shall be allowed in the general industrial (M3) zoning district as follows:~~

~~a. For adaptive reuse of existing site structures, all of the following conditions must apply:~~

~~i. The site is not currently served by a rail spur; and~~

~~ii. Existing site structures do not have dock high loading bay doors, where the finished floor is generally level with the floor of freight containers; and~~

~~iii. All ground level bay doors of existing structures have a height of less than 14 feet, which would generally impede full access to freight containers; and~~

~~iv. Existing site structures have a clear height from finished floor to interior roof trusses of less than 20 feet; and~~

~~v. Maximum building area per parcel is not greater than 40,000 square feet.~~

~~b. For proposed site development, all of the following conditions must apply:~~

~~i. The site is not currently served by a rail spur; and~~

~~ii. Based on parcels existing at the time of the effective date of the ordinance codified in this section, the maximum parcel size is no greater than 40,000 square feet.~~

24. Accessory structures composed of at least two walls and a roof, not including accessory uses or structures customarily appurtenant to agricultural uses, are subject to the provisions of KCC 15.08.160.

Sec. 15.04.110. Cultural, entertainment, and recreation land uses.

	Zoning Districts																												
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1	MTC-2	MCR	CM-1	CM-2	GC	M411	M41-G	M4212	M4313	
	Performing and cultural arts uses, such as art galleries/studios																P (3)	P	P	P	P		P	P	P (8)	P	P (8)	P (8)	
	House-banked card rooms															P C (1)						P (4)	P (1)	P C (1)	P (4) (8)	P (4) (8)	P (4) (8)	P (4) (8)	
	Historic and monument sites																						P	P	P (8)-	- (8)-	P (8)-	P (8)-	
	Public assembly (indoor): sports facilities, arenas, auditoriums and exhibition halls, bowling alleys, dart-playing facilities, skating rinks, community clubs, athletic clubs, recreation centers, theaters (excluding school facilities)																P		P	C		C		P	P	P (8) (2)	P (2) (8)	P (8) (2)	P (8)
	Public assembly (outdoor): fairgrounds and amusement parks, tennis courts, athletic fields, miniature golf, go-cart tracks, drive-in theaters, etc.																					C		P	P	P (8)-	- (8)-	P (8)-	P (8)-

[illegible]

Sec. 15.04.120. Cultural, entertainment, and recreation land use development conditions.

1. House-banked card rooms are not allowed in areas zoned GC-MU (general commercial – mixed use) or CC-MU (community commercial – mixed use) unless authorized by a conditional use permit. House-banked card rooms are not allowed in areas designated urban center on the land use plan map. Should any court of competent jurisdiction find that the city zoning for house-banked card rooms is unconstitutional or illegal, the city elects to permit a legally existing card room to continue operation as a nonconforming legal use and otherwise bans card rooms.

~~2. [Reserved.] 2. Principally permitted uses are limited to indoor paintball, health and fitness clubs and facilities, gymnastic schools, and other similar uses deemed compatible with the general character and stated purpose of the district.~~

3. The ground level or street level portion of all buildings in the pedestrian overlay of the DC district, set forth in the map below, must be retail or pedestrian oriented. Pedestrian-oriented development shall have the main ground floor entry located adjacent to a public street and be physically and visually accessible by pedestrians from the sidewalk, and may include the following uses:

a. Retail establishments, including but not limited to convenience goods, department and variety stores, specialty shops such as apparel and accessories, gift shops, toy shops, cards and paper goods, home and home accessory shops, florists, antique shops, and book shops;

b. Personal services, including but not limited to barber shops, beauty salons, and dry cleaning;

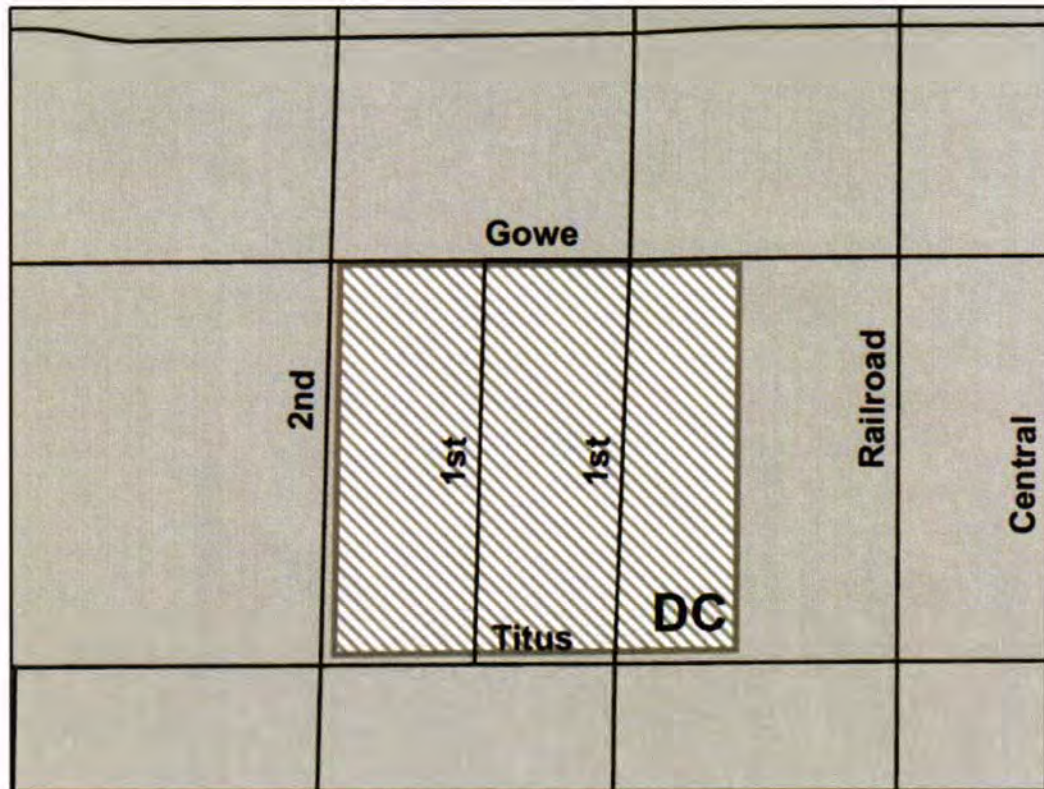
c. Repair services, including but not limited to television, radio, computer, jewelry, and shoe repair;

d. Food-related shops, including but not limited to restaurants (including outdoor seating areas and excluding drive-in restaurants) and taverns;

e. Copy establishments;

f. Professional services, including but not limited to law offices and consulting services; and

g. Any other use that is determined by the economic and community development director to be of the same general character as the above permitted uses and in accordance with the stated purpose of the district, pursuant to KCC 15.09.065, use interpretations.



4. ~~House-banked card rooms are not allowed in areas designated manufacturing/industrial-center (MIC).~~ Should any court of competent jurisdiction find that the city zoning for house-banked card rooms is unconstitutional or illegal, the city elects to permit a legally existing house-banked card room to continue operation as a nonconforming legal use and otherwise bans house-banked card rooms.

5. Business, civic, social, and fraternal associations and service offices are principally permitted uses.

6. Principally permitted uses are limited to parks and playgrounds.

7. Principally permitted uses are limited to golf driving ranges.

8. In the I1, I2, and I3 districts, cultural, entertainment, and recreational uses are allowed but shall be limited to 30,000 square feet per occupancy in the I1, I2, and I3 zoning districts. [Reserved].

9. Conditionally permitted uses are limited to parks and playgrounds.

10. Accessory structures composed of at least two walls and a roof, not including accessory uses or structures customarily appurtenant to agricultural uses, are subject to the provisions of KCC 15.08.160.

Sec. 15.04.130. Resource land uses.

	Zoning Districts																			
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1	MTC-2
Agricultural uses such as planting and harvesting of crops, animal husbandry (including wholesale nurseries and greenhouses)	P	P	P																	
Crop and tree farming	P	P	P	P	P	P	P	P	P	P	P	P	P							
Storage, processing, and conversion of agricultural products (not including slaughtering or meat packing)		P																		
Accessory uses and structures customarily appurtenant to a permitted use	A	A	A (1) (4)	A (4)	A (4)	A (4)	A (4)	A	A	A	A	A	A	A	A	A	A	A	A	A
Roadside stands	A (3)	A (2)	A (3)																	

Sec. 15.04.140. Resource land use development conditions.

1. Other accessory uses and buildings customarily appurtenant to a permitted use, except for onsite hazardous waste treatment and storage facilities, which are not permitted in residential zones.
2. Roadside stand not exceeding 400 square feet in floor area exclusively for agricultural products grown on the premises.
3. Roadside stands not exceeding 400 square feet in floor area, and not over 20 lineal feet on any side, primarily for sale of agricultural products on the premises.
4. Accessory structures composed of at least two walls and a roof, not including accessory uses or structures customarily appurtenant to agricultural uses, are subject to the provisions of KCC 15.08.160.
5. Outside storage or operations yards in the I1, I2, and I3 districts shall be permitted only as accessory uses. Such uses are incidental and subordinate to the principal use of the property or structure. Outdoor storage is limited to 15% of the total site area in the I1 district, 30% of the total site area in the I2 district, and 50% of the total site area in the I3 district.
6. Reference KCC 15.07.040(B), outdoor storage landscaping.

Sec. 15.04.150. Special use combining district, SU. It is the purpose of the SU district to provide for special controls for certain uses which do not clearly fit into other districts, which may be due to technological and social changes, or which are of such unique character as to warrant special attention in the interest of the city's optimum development and the preservation and enhancement of its environmental quality. A special use combining district is imposed on an existing zoning district, permitting the special use as well as uses permitted by the underlying zone. The combining district becomes void if substantial construction has not begun within a one-year period, and the district reverts to its original zoning designation. It is the intent of the special use combining regulations to provide the city with adequate procedures for controlling and reviewing such uses and to discourage application for speculative rezoning.

A. *Uses subject to special use combining district regulations.* The following list is illustrative of the types of uses subject to special use combining district regulations and is not intended to be exclusive:

1. Uses which occupy or would occupy large areas of land.
2. Uses which would involve the construction of buildings or other structures of unusual height or mass.
3. Uses which house, employ, or serve large numbers of people.
4. Uses which generate heavy traffic.
5. Uses which have unusual impact on environmental quality of the area.
6. Any use which does not lend itself to an interpretation of substantial similarity to other uses identified or described in this title.
7. Uses which, in the judgment of the planning manager, warrant review by the land use and planning board and the city council.
8. Examples of uses subject to review as described in this subsection would include but are not limited to the following:
 - a. Commercial uses: sports stadiums, rodeos, fairgrounds, exhibition or convention halls, merchandise marts, and drive-in theaters.
 - b. Special environmental problems posed by: refineries, nuclear power generating plants, airports, heliports, sanitary landfills, extractive industries, solid waste incinerators, or energy/resource recovery facilities.

~~c. Hazardous wastes: offsite hazardous waste treatment or storage facilities in M1 and M2 districts only, subject to the provisions of KCC 15.08.050.~~

B. Application procedures. The application procedure for a special use combining district shall be the same as for an amendment to this title as provided in KCC 15.09.050, except that development plan approval is concurrent with the combining district.

C. Documentation required. Required documentation is as follows:

1. A vicinity map drawn to a scale not smaller than 1,000 feet to the inch showing the site in relation to its surrounding area, including streets, roads, streams, or other bodies of water, the development characteristics and zoning pattern of the area, and a scale and north arrow. The vicinity map may be in sketch form but shall be drawn with sufficient accuracy to reasonably orient the reader to the vicinity, and to adequately convey the required information.

2. A map or drawing of the site drawn to a scale acceptable to the planning services, generally 100 feet to the inch. The map or drawing shall show the following information:

- a. Dimensions and names of streets bounding or touching the site.
- b. Such existing or proposed features as streams or other bodies of water, rights-of-way, easements, and other physical or legal features which may affect or be affected by the proposed development.
- c. Existing and proposed topography at contour intervals of not more than five feet in areas having slopes exceeding three percent, and not more than two feet in areas having slopes of less than three percent.
- d. Accurate legal description of the property.
- e. Existing and proposed structures or buildings, including the identification of types and proposed use of the structures. All uses must be compatible with the major use.
- f. Off-street parking and loading facilities.
- g. Dimensions of the site, distances from property lines, and space between structures.

h. Tentative routing of domestic water lines, storm drains, sanitary sewers, and other utilities, including an identification of planned disposal or runoff.

i. Elevations, perspective renderings, or such other graphic material or evidence to illustrate effect on the view enjoyed by and from other properties in the vicinity, if required by the planning department.

j. Architectural renderings of buildings.

k. A written statement providing the following information:

i. Program for development, including staging or timing.

ii. Proposed ownership pattern upon completion of development.

iii. Basic content of restrictive covenants, if any.

iv. Provisions to ensure permanence and maintenance of open space through means acceptable to the city.

v. Statement or tabulation of number of persons to be employed, served, or housed in the proposed development.

vi. Statement describing the relationship of the proposed development to the city comprehensive plan.

vii. Statement indicating availability of existing or proposed sanitary sewers.

3. Such other data or information as the planning department may require.

D. Development standards. In reviewing and approving proposed developments falling under the purview of this section, the hearing examiner and city council shall make the following findings:

1. That the location for the proposed use is reasonable.

2. That existing or proposed trafficways are adequate to serve new development.

3. That setback, height, and bulk of buildings are acceptable for the proposed use and for the vicinity in which it is located.

4. That landscaping and other site improvements are comparable to the highest standards set forth for other developments as set out in this title.

5. That the performance standards pertaining to air and water pollution, noise levels, etc., are comparable to the highest standards specified for other uses as set out in this title.

6. That the proposed development is in the public interest and serves a need of community-wide or regional importance. In reviewing and approving special uses, the hearing examiner and the city council may impose such conditions as they deem necessary in the interest of the welfare of the city and the protection of the environment.

E. Period of validity. Any special use combining district shall remain effective only for one year unless the use is begun within that time or construction has commenced. If not in use or construction has not commenced within one year of the granting of the special use combining district, the combining district shall become invalid, and the original zoning designation of the land shall apply.

F. Minor and major adjustments.

1. If minor adjustments are made following the adoption of the final development plan and approval of the combining district, such adjustments shall be approved by the planning manager prior to the issuance of a building permit. Minor adjustments are those which may affect the precise dimensions or siting of buildings approved in the final plan, or the density of the development or open space provided.

2. Major adjustments are those which, as determined by the planning director, substantially change the basic design, density, open space uses, or other similar requirements or provisions. Authorization for major adjustments shall be made by the city council.

3. The provisions of this subsection pertaining to minor and major adjustments shall apply to various parts of a staged development.

Sec. 15.04.170. Agricultural and residential zone development standards

	Zoning Districts																							
	A-10 Agricultural	SR-1 Residential Agricultural	SR-3 Single-Family Residential	SR-4.5 Single-Family Residential	SR-6 Single-Family Residential	SR-8 Single-Family Residential	MR-D Duplex Multifamily Residential		MR-T12 Multifamily Residential Townhouse			MR-T16 Multifamily Residential Townhouse			MR-G Low Density Multifamily Residential			MR-M Medium Density Multifamily Residential			MR-H High Density Multifamily Residential			MHP Mobile Home Park Combining
							SF	Duplex	SF	Duplex	MF	SF	Duplex	MF	SF	Duplex	MF	SF	Duplex	MF	SF	Duplex	MF	
Maximum density: dwelling units per acre	1 du/ 10 ac	1 du/ac	3.63 dus/ac	4.53 dus/ac	6.05 dus/ac	8.71 dus/ac	8.71 dus/ac	10.89 dus/ac	12.0 dus/ac	12.0 dus/ac	16.0 dus/ac	16.0 dus/ac	16.0 dus/ac	16.0 dus/ac	23.0 dus/ac	23.0 dus/ac	40.0 dus/ac	40.0 dus/ac	40.0 dus/ac	40.0 dus/ac				
Minimum lot area: square feet or acres, as noted	10 ac	34,700 sq ft	9,600 sq ft	7,600 sq ft (37)	5,700 sq ft (37)	4,000 sq ft (37)	4,000 sq ft	8,000 sq ft	none	8,000 sq ft	8,500/ 3,500 sq ft (27)	none	8,000 sq ft (35)	8,500/3,500 sq ft (35)	none	8,000 sq ft	8,500/ 2,500 sq ft (1)	none	8,000 sq ft	8,500/ 1,600 sq ft (2)	none	8,000 sq ft	8,500/ 900 sq ft (3)	
Minimum lot width: feet (4)	60 ft	60 ft	50 ft	50 ft	50 ft	40 ft	25 ft	80 ft	25 ft	80 ft	80 ft	25 ft	80 ft	80 ft	25 ft	80 ft	80 ft	25 ft	80 ft	80 ft	25 ft	80 ft	80 ft	

	Zoning Districts																						
	A-10 Agricultural	SR-1 Residential Agricultural	SR-3 Single-Family Residential	SR-4.5 Single-Family Residential	SR-6 Single-Family Residential	SR-8 Single-Family Residential	MR-D Duplex Multifamily Residential	MR-T12 Multifamily Residential Townhouse	MR-T16 Multifamily Residential Townhouse	MR-G Low Density Multifamily Residential	MR-M Medium Density Multifamily Residential	MR-H High Density Multifamily Residential	MHP Mobile Home Park Combining										
				(37)	(37)	(37)																	
Maximum site coverage: percent of site	30%	30%	45%	45%	50%	55%	55%	40%	55%	40%	45%	55%	40%	45%	55%	40%	45%	55%	40%	45%	55%	40%	50%
			(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)		(5)	(5)		(5)	(5)	
Minimum yard requirements: feet																							(22)
Front yard	20 ft (6)	20 ft (6)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	
Side yard	15 ft	15 ft	5 ft	5 ft	5 ft	5 ft	5 ft (30)	5 ft	5 ft (30)	5 ft	(11)	5 ft (30)	5 ft	(11)	5 ft (30)	5 ft	(11)	5 ft (30)	5 ft	(11)	5 ft (30)	5 ft	(11)

(22)

	Zoning Districts																					
	A-10 Agricultural	SR-1 Residential Agricultural	SR-3 Single-Family Residential	SR-4.5 Single-Family Residential	SR-6 Single-Family Residential	SR-8 Single-Family Residential	MR-D Duplex Multifamily Residential	MR-T12 Multifamily Residential Townhouse	MR-T16 Multifamily Residential Townhouse	MR-G Low Density Multifamily Residential	MR-M Medium Density Multifamily Residential	MR-H High Density Multifamily Residential	MHP Mobile Home Park Combining									
Side yard on flanking street of a corner lot	20 ft	20 ft	10 ft (9)	10 ft (9)	10 ft (9)	10 ft (9)	10 ft (9)	10 ft (9)	10 ft (9)	15 ft (9)	10 ft (9)	10 ft (9)	15 ft (9)	10 ft (9)	10 ft (9)	15 ft (9)	10 ft (9)	10 ft (9)	15 ft (9)	10 ft (9)	10 ft (9)	15 ft (9)
Rear yard	20 ft	15 ft	5 ft	10 ft	10 ft	10 ft	5 ft	8 ft	5 ft	8 ft	20 ft	5 ft	8 ft	20 ft	5 ft	8 ft	20 ft	5 ft	8 ft	20 ft	5 ft	8 ft
Additional setbacks/distances between buildings	(12)	(12)							(32)	(32)	(14) (15) (32)	(31) (32)	(31) (32)	(14) (15) (31) (32)	(31) (31)	(14) (15) (31)			(14) (15)		(14) (15)	
							SF	Duplex	SF	Duplex	MF	SF	Duplex	MF	SF	Duplex	MF	SF	Duplex	MF	SF	Duplex
Height limitation: in stories/not to exceed in feet	2.5 stry/ 35 ft (16)	2.5 stry/ 35 ft	2.5 stry/ 35 ft	2.5 stry/ 35 ft	2.5 stry/ 35 ft	2.5 stry/ 35 ft	2.5 stry/ 35 ft	2.5 stry/ 35 ft	2.5 stry/ 35 ft	2.5 stry/ 35 ft	3 stry/ 40 ft	2.5 stry/ 35 ft	2.5 stry/ 35 ft	3 stry/ 40 ft	2.5 stry/ 35 ft	2.5 stry/ 35 ft	3 stry/ 40 ft	2.5 stry/ 35 ft	2.5 stry/ 40 ft	2.5 stry/ 35 ft	2.5 stry/ 35 ft	4 stry/ 50 ft

	Zoning Districts																					
	A-10 Agricultural	SR-1 Residential Agricultural	SR-3 Single-Family Residential	SR-4.5 Single-Family Residential	SR-6 Single-Family Residential	SR-8 Single-Family Residential	MR-D Duplex Multifamily Residential	MR-T12 Multifamily Residential Townhouse	MR-T16 Multifamily Residential Townhouse	MR-G Low Density Multifamily Residential	MR-M Medium Density Multifamily Residential	MR-H High Density Multifamily Residential	MHP Mobile Home Park Combining									
Maximum impervious surface: percent of total parcel area	40% (19)	40% (19)	50% (23)	60% (23)	70% (23)	75% (23)	75% (19)	70% (19)	70% (19)	75% (19)	70% (19)	70% (19)	75% (19)	70% (19)		75% (19)	70% (19)		75% (19)	70% (19)		
Zero lot line and clustering (24)	The provisions in KCC 15.08.300, 15.08.310, 15.08.320, and 15.08.330 shall apply.																					
Signs	The sign regulations of Chapter 15.06 KCC shall apply.																					
Off-street parking	The off-street parking requirements of Chapter 15.05 KCC shall apply.																					
Landscaping	The landscaping requirements of Chapter 15.07 KCC shall apply.																					
Design review		(26) (39) (40)	(25) (26) (39) (40)	(25) (26) (39) (40)	(25) (26) (39) (40)	(25) (26) (39) (40)	(25)(40)	(26)(40)	(26)(34)(40)	(25)(26)(40)	(25)(26)(34)(40)	(25)(26)(40)										

	Zoning Districts																		
	A-10 Agricultural	SR-1 Residential Agricultural	SR-3 Single-Family Residential	SR-4.5 Single-Family Residential	SR-6 Single-Family Residential	SR-8 Single-Family Residential	MR-D Duplex Multifamily Residential	MR-T12 Multifamily Residential Townhouse	MR-T16 Multifamily Residential Townhouse	MR-G Low Density Multifamily Residential	MR-M Medium Density Multifamily Residential	MR-H High Density Multifamily Residential	MHP Mobile Home Park Combining						
Additional standards	Additional standards for specific uses are contained in Chapters 15.08 and 15.09 KCC.																		
	(20)	(31)	(33)	(33)	(33)	(33)	(36)	(36)	(28)	(28)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	
	(41)	(33)	(36)	(36)	(36)	(36)			(29)	(29)	(41)	(41)	(41)	(41)	(41)				
	(36)	(36)		(41)		(41)			(36)	(36)									
	(41)																		

Sec. 15.04.180. Agricultural and residential land use development standard conditions.

1. Minimum lot area is 8,500 square feet for the first two dwelling units, and 2,500 square feet for each additional dwelling unit.
2. Minimum lot area is 8,500 square feet for the first two dwelling units, and 1,600 square feet for each additional dwelling unit.
3. Minimum lot area is 8,500 square feet for the first two dwelling units, and 900 square feet for each additional dwelling unit.
4. To determine minimum lot width for irregular lots, a circle of applicable diameter (the minimum lot width permitted) shall be scaled within the proposed boundaries of the lot; provided, that an access easement to another lot is not included within the circle.
5. Interior yards shall not be computed as part of the site coverage.
6. Porches and private shared courtyard features may be built within the front building setback line.
7. For properties abutting on West Valley Highway, the frontage on West Valley Highway shall be considered the front yard.
8. Proposed front yards less than 20 feet in depth are subject to approval by the planning manager, based on review and recommendation from the public works department relative to the existing and future traffic volumes and right-of-way requirements as specified in the city comprehensive transportation plan and city construction standards.
9. At least 20 linear feet of driveway shall be provided between any garage, carport, or other primary parking area and the street property line with the exception of an alley property line.
10. An aggregate side yard of 30 feet shall be provided. A minimum of 10 feet shall be provided for each side yard. On a corner lot the side yard setback shall be a minimum of 20 feet from the property line.

11. Each side yard shall be a minimum of 10 percent of the lot width; however, regardless of lot width, the yard width need not be more than 30 feet. For multifamily townhouse developments that attach three units or less, in the MRT-12 or MRT-16 zoning districts, the aggregate yard width need not be more than 30 feet, but in no case shall a yard be less than 10 feet.

12. Structures for feeding, housing, and care of animals, except household pets, shall be set back 50 feet from any property line.

13. Additional setbacks for the agricultural general AG zoning district.

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

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

c. *Setbacks, Green River.* Industrial development in the AG district abutting the Green River, or Russell Road or Frager Road where such roads follow the river bank, shall be set back from the ordinary high-water mark of the river a minimum of 200 feet. Such setbacks are in accordance with the city comprehensive plan and in accordance with the high quality of site development typically required for the industrial park areas of the city and in accordance with the State Shoreline Management Act of 1971, and shall be no more or less restrictive than the Shoreline Management Act.

14. An inner court providing access to a double-row building shall be a minimum of 20 feet.

15. The distance between principal buildings shall be at least one-half the sum of the height of both buildings; provided, however, that in no case shall the distance be less than 12 feet. This requirement shall also apply to portions of the same building separated from each other by a court or other open space.

16. The height limitations shall not apply to barns and silos; provided, that they are not located within 50 feet of any lot line.
17. Beyond this height, to a height not greater than either four stories or 60 feet, there shall be added one additional foot of yard for each additional foot of building height.
18. The planning manager shall be authorized to approve a height greater than four stories or 60 feet, provided such height does not detract from the continuity of the area. When a request is made to exceed the building height limit, the planning manager may impose such conditions, within a reasonable amount of time, as may be necessary to reduce any incompatibilities with surrounding uses.
19. Except for lots used for agricultural practices, the maximum impervious surface area allowed shall be 10,000 square feet when the lot is greater than one acre.
20. The following uses are prohibited:
 - a. The removal of topsoil for any purpose.
 - b. Grade and fill operations; provided, that limited grade and fill may be approved as needed to construct permitted buildings or structures.
 - c. All subsurface activities, including excavation for underground utilities, pipelines, or other underground installations, that cause permanent disruption of the surface of the land. Temporarily disrupted soil surfaces shall be restored in a manner consistent with agricultural uses.
 - d. Dumping or storage of nonagricultural solid or liquid waste, or of trash, rubbish, or noxious materials.
 - e. Activities that violate sound agricultural soil and water conservation management practices.
21. Outdoor storage for industrial uses shall be located at the rear of a principally permitted structure and shall be completely fenced.
22. *Mobile home park combining district, MHP.* The standards and procedures of the city mobile home park code shall apply. General requirements and standards for mobile home park design, KCC 12.04.055; mobile home parks, Chapter 12.05 KCC.

23. Except for lots used for agricultural practices, the maximum impervious surface area allowed shall be 10,000 square feet.
24. Minimum lot width, building setbacks, and minimum lot size regulations may be modified consistent with provisions for zero lot line and clustering housing development.
25. Assisted living facilities, independent senior living facilities, and residential facilities with health care are subject to multifamily design review as provided for in KCC 15.09.045(D), except when located within downtown or along Meeker Street from 64th Avenue South to Kent-Des Moines Road, where development is subject to downtown design review pursuant to KCC 15.09.046.
26. The requirements of KCC 15.09.045(D) for multifamily design review shall apply to any multifamily dwelling or transitional housing of three or more units, including triplex townhouse structures, except when located within downtown or along Meeker Street from 64th Avenue South to Kent-Des Moines Road (where development is subject to downtown design review pursuant to KCC 15.09.046), or when located in a single-family plat or short plat, where residential design review applies pursuant to KCC 15.09.046(C).
27. Minimum lot area is 8,500 square feet for the first two dwelling units, and 3,500 square feet for each additional dwelling unit.
28. The following zoning is required to be in existence on the entire property to be rezoned at the time of application of a rezone to an MR-T zone: SR-8, MR-D, MR-G, MR-M, MR-H, NCC, CC, GC, DC, or DCE.
29. All multifamily townhouse developments in the MR-T zone shall be townhouses with ownership interest only.
30. As an option to the five-foot side yard requirement for single-family development in all multifamily zoning districts as set forth in KCC 15.04.170, a side yard width of no less than three feet may be utilized under the following conditions:
- a. Fire hydrants for the development, as required by the fire code set forth in KCC Title 13, will be placed a maximum of 300 feet in separation;

b. The required fire hydrants shall have a minimum fire flow of 1,500 gallons per minute; and

c. Emergency vehicle access roads shall be provided to the development, which include an improved road accessible within 150 feet of all portions of the exterior first floor of the structure.

This option is subject to the approval of the Washington State Building Council. Application of this option shall be effective upon receipt by the city of Kent of such approval.

31. Where lands are located wholly or partially within the urban separator, as designated on the city of Kent comprehensive land use plan map, dwelling units shall be required to be clustered, subject to the provisions of Chapter 12.04 KCC, Subdivisions, Binding Site Plans, and Lot Line Adjustments. The density in a cluster subdivision shall be no greater than the density that would be allowed on the parcel as a whole, including all critical areas (creeks, wetlands, geological hazard areas) and buffers, using the maximum density provisions of the zoning district in which it is located.

The common open space in a cluster subdivision shall be a minimum of 50 percent of the nonconstrained area of the parcel. The nonconstrained area of the parcel includes all areas of the parcel, minus critical areas, as defined in RCW 36.70A.030(5) as currently and hereinafter amended, and buffers. The remainder of the nonconstrained area of the parcel shall be the buildable area of the parcel. The common open space tracts created by clustering shall be located and configured in the manner that best connects and increases protective buffers for environmentally sensitive areas, connects and protects area wildlife habitat, creates connectivity between the open space provided by the clustering and other adjacent open spaces as well as existing or planned public parks and trails, and maintains scenic vistas. Critical areas and buffers shall not be used in determining lot size and common open space requirements in a cluster subdivision. All natural features (such as streams and their buffers, significant stands of trees, and rock outcroppings), as well as sensitive areas (such as steep slopes and wetlands and their buffers), shall be preserved as open space in a cluster subdivision.

Future development of the common open space shall be prohibited. Except as specified on recorded documents creating the common open space, all common open space resulting from lot clustering shall not be altered or disturbed in a manner that degrades adjacent environmentally sensitive areas, rural areas, agricultural areas, or resource lands; impairs scenic vistas and the connectivity between the open space provided by the clustered

development and adjacent open spaces; degrades wildlife habitat; and impairs the recreational benefits enjoyed by the residents of the development. Such common open spaces may be retained under ownership by the owner or subdivider, conveyed to residents of the development, conveyed to a homeowners' association for the benefit of the residents of the development, conveyed to the city with the city's consent and approval, or to another party upon approval of the city of Kent.

The minimum lot size of individual lots within a clustered subdivision is 2,500 square feet, and the minimum lot width is 30 feet. In the event that common open space prohibits development of one single-family residence on the parcel, the common open space will be reduced by the amount necessary to meet the minimum 2,500-square-foot lot size. New lots created by any subdivision action shall be clustered in groups not exceeding eight units. There may be more than one cluster per project. Separation between cluster groups shall be a minimum of 120 feet. Sight-obscuring fences are not permitted along cluster lot lines adjacent to the open space area.

32. For multifamily townhouse developments that attach three units, the minimum building-to-building separation shall be 10 feet. For duplex and single-family condominium townhouse developments, the minimum building-to-building separation shall be established through the International Building Code (IBC) or International Residential Code (IRC), as may be applicable.

33. Where lands are located wholly outside the urban separator, as designated on the city of Kent comprehensive land use plan map, dwelling units may be clustered, subject to the applicable provisions of Chapter 12.04 KCC.

34. The downtown design review requirements of KCC 15.09.046 shall apply for all development within downtown or along Meeker Street from 64th Avenue South to Kent-Des Moines Road.

35. Minimum lot area requirements do not apply to multifamily development in the Kent downtown planning area identified in KCC 15.09.046.

36. Cargo containers proposed to be located in a residential zone must be located completely within a stick-built structure with a peaked roof and building materials similar to that of the principal residence on the site. No containers greater than 10 feet by 20 feet may be placed in residential districts. This restriction does not apply to containers collecting

Rally the Valley Subarea Plan

debris or accepting household goods for moving that are located on residential property for less than 72 hours. Additionally, institutional uses are exempt from these requirements except when a shipping container is proposed to be located adjacent to or within sight of a residential use.

37. For subdivisions and short subdivisions created after March 22, 2007, or altered to comply with zoning and subdivision code amendments effective after March 22, 2007, the minimum lot size shall be 3,000 square feet. Minimum lot width shall be measured by scaling a 30-foot-diameter circle within the boundaries of the lot; provided, that easement areas may not be included in the required 30-foot-diameter circle. The lot frontage along private or public streets shall be a minimum 20 feet in width. Minimum driveway separation shall be 10 feet. Shared driveways are permitted.

38. [Reserved].

39. The residential design review standards of KCC 15.09.045(C) shall apply.

40. Duplexes are subject to the residential design review standards of KCC 15.09.045(C), except when located within downtown or along Meeker Street from 64th Avenue South to Kent-Des Moines Road, where they are subject to downtown design review pursuant to KCC 15.09.046.

41. Development adjacent to a regional trail is subject to the following Regional Trail Corridor Development Standards:

a. Regional trails for the purposes of this section shall include scenic and recreational roads and the Green River Trail, Interurban Trail, and Puget Power Trail.

b. Regional trail access. No building or lot shall be constructed or created within 500 feet of a regional trail without providing public access to the regional trail via public sidewalks or a trail system dedicated for public use by a public access easement. Such sidewalks or private trail systems shall connect to regional trails at intervals of five hundred feet or less, and shall be accomplished with minimal street crossings.

c. All public access points shall have standard City of Kent signage indicating trail access.

d. No street connections to scenic and recreational roads shall be permitted unless no other vehicle access is practical.

Sec. 15.04.190. Commercial and industrial zone development standards.

	Zoning Districts														
	NCC	CC	DC	DCE	MTC-1	MTC-2	MCR	CM-1	CM-2	GC	I1M1	M1-E	I2M2	I3M3	AG
Minimum lot area: square feet or acres, as noted	10,000 sq ft	10,000 sq ft	5,000 sq ft (1) (66)	5,000 sq ft (66)	7,500 sq ft	7,500 sq ft	7,500 sq ft	10,000 sq ft	10,000 sq ft	10,000 sq ft (66)	10,000 sq ft (66)	10,000 sq ft (66)	10,000 sq ft (66)	15,000 sq ft	1 acre
Maximum site coverage: percent of site	40%	40%	100%	100%	80%	100%	80%	50%	50%	40%	60%	60%	65%	75%	60%
Minimum yard requirements: feet															
Front yard	10 ft	15 ft	(2)	(3)	20 ft	(68)	20 ft	15 ft	15 ft	20 ft	(5)15ft	(5)	(6)15ft	(7)25ft	(5)
Side yard	(8)	(9)	(2)	(3)	(68) (10)	(68) (10)	(68) (10)	(10)	(10)	(10)	(12)10ft	(12)	(13)10ft	(14)15ft	(12)
Side yard on flanking street of corner lot							-				(17)15ft	(17)	(17)15ft	(18)20ft	(17)
Rear yard	(8)	20 ft	(2)	(3)	(68) (19)	(68) (19)	(68) (19)	(19)	(19)	(19) (2)	(20)	(20)	(21)20	(21)20	(20) (21)
Yards, transitional conditions							-				(23)24	(23)	(24)	(25)24	(23)24
Additional setbacks							-				(29)	(29)	(29)	(29)	(29)
Height limitation: in stories/not to exceed in feet	2 stry/ 35 ft	3 stry/ 40 ft (30)	4 stry/ 60 ft	(32)	7 stry/65 ft (69) (70)	16 stry/200 ft (70)	16 stry/200 ft (70)	2 stry/ 35 ft (30)	2 stry/ 35 ft (30)	2 stry/ 35 ft (30)	8 stry/ 85 ft (35)	2 stry/ 35 ft (35)	8 stry/ 85 ft (35)	8 stry/ 85 ft (35)	2 stry/ 35 ft (35)
Landscaping	The landscaping requirements of Chapter 15.07 KCC shall apply.														
							-				(52)	(52)			(52)
Outdoor storage	(39)	(39)					(40) (41)	(40) (41)	(40)	(40)	15% of site area (43) (44)	(43)	30% of site area (43) (44)	50% of site area (43) (45) (51)	(43)
Signs	The sign regulations of Chapter 15.06 KCC shall apply.														
												(60)			
Vehicle drive-through, drive-in, and service bays	(46)	(46)		(46)	(46)		(46)		(46)	(46)	(46)		(46)	(46)	
Loading areas											(47) (48)	(47) (48)	(47) (48) (49)	(47) (48) (51)	(47) (48)
Off-street parking	The off-street parking requirements of Chapter 15.05 KCC shall apply.														
	(57)	(57)							(57)	(57)	(57) (58)	(58)	(57) (58)	(57)	(58)57
Design review		(4)(11) (15)	(31)	(31)	(71)	(71)	(71)	(4)	(4)(72)	(4)(11) (15) (72)	(73)		(73)	(73)	
Additional standards	(50) (56) (62) (63) (64) (65)	(50) (56)	(50) (56)	(50) (56) (67)	(50) (56)	(50) (56)	(50) (56)	(50) (56)	(50) (56)	(50) (56)	(50) (53) (54) (55) (56) (59) (63) (16)	(50) (53) (54) (55) (56) (59) (63) (16)	(50) (54) (55) (56) (59) (63)	(50) (54) (55) (56) (59) (63)	(50) (53) (54) (55) (56) (59)

Sec. 15.04.195. Commercial and industrial land use development standard conditions.

1. Minimum lot of record or 5,000 square feet, whichever is less.
2. None, except as required by landscaping, or if off-street parking is provided onsite. See the downtown design review criteria outlined in KCC 15.09.046.
3. No minimum setback is required. If a rear and/or side yard abuts a residential district, a 20-foot setback may be required for any yard abutting a residential district. See the downtown design review criteria outlined in KCC 15.09.046.
4. Independent senior living facilities, assisted living facilities, and residential facilities with health care are subject to the requirements of KCC 15.09.045(D) for multifamily design review, unless they are located within downtown or along Meeker Street from 64th Avenue South to Kent-Des Moines Road, where they are subject to downtown design review pursuant to KCC 15.09.046.
5. ~~[Reserved]The minimum front yard setback shall be related to the classification of the adjacent street. This classification shall be determined by the city transportation engineer. The setbacks are as follows:~~
 - a. ~~Properties fronting on arterial and collector streets shall have a minimum setback of 20 feet.~~
 - b. ~~Properties fronting on local access streets shall have a minimum setback of 20 feet.~~
6. ~~[Reserved]The minimum front yard setback shall be related to the classification of the adjacent street. This classification shall be determined by the city transportation engineer. The setbacks are as follows:~~
 - a. ~~Properties fronting on arterials and collector streets shall have a minimum setback of 40 feet.~~
 - b. ~~Properties fronting on local access streets shall have a minimum setback of 30 feet.~~

7. ~~[Reserved]The front yard shall be 10 percent of the lot depth. Regardless of lot size, the yard depth need not be more than 35 feet.~~

8. No side or rear yard is required, except when abutting a district other than NCC, in which case the yard shall be not less than five feet in width; provided, however, that if the abutting district or use is residential, then the yard shall be 10 feet in width and fully landscaped.

9. No side yard is required, except when abutting a more restrictive district, in which case the side yard shall be not less than 20 feet in width.

10. No side yard is required, except when abutting a residential district, in which case the side yard shall be not less than 20 feet in width.

11. All projects along Meeker Street from 64th Avenue South to Kent-Des Moines Road are subject to KCC 15.09.046 for downtown design review.

12. ~~[Reserved]The side yards shall have an aggregate width of 10 percent of the lot width, but the aggregate width need not be more than 40 feet. There shall be a minimum of 15 feet on each side.~~

13. ~~[Reserved]The side yards shall have an aggregate width of 10 percent of the lot width, but the aggregate width need not be more than 30 feet. There shall be a minimum of 10 feet on each side.~~

14. ~~[Reserved]The side yards shall have an aggregate width of 10 percent of the lot width, but the aggregate width need not be more than 25 feet. There shall be a minimum of 10 feet on each side.~~

15. Design review for mixed use development is required as provided for in KCC 15.09.045(F); see KCC 15.04.200 for mixed use development standards.

16. In the I1 zoning district only, the following dock-high door to building footprint square footage ratios shall apply, and shall be cumulative such that first tier applies to the first 30,000 square feet of larger buildings, the second tier applies to the square footage above 30,000 square feet and below 100,000 square feet, and so on. Square

footage refers to the building footprint; each building shall be allotted a number of doors available based on size of building and presence of enhanced options within the project. Enhanced options are described in the Industrial Design Guidelines adopted in KCC 15.09.047. Allotted doors may be reapportioned amongst any building within the project after the total project allotment has been determined. Decimals shall be rounded up.

<u>Building Footprint Square Footage Tier</u>		<u>Possible Building Footprint Square Footage Available</u>	<u>Number of Enhanced Options in Project</u>	<u>Applicable Ratio</u>	<u>Total Doors Available per Tier</u>
<u>1</u>	<u>0-30,000 sf</u>	<u>Up to 30,000 sf</u>	<u>Any</u>	<u>1:3,000 sf</u>	<u>Up to 10</u>
<u>2</u>	<u>30,000 sf to 100,000 sf</u>	<u>Up to 70,000 sf</u>	<u>0</u>	<u>1:15,000 sf</u>	<u>Up to 5</u>
			<u>1</u>	<u>1:10,000 sf</u>	<u>Up to 7</u>
			<u>2 or more</u>	<u>1:7,500 sf</u>	<u>Up to 9</u>
<u>3</u>	<u>100,000 sf to 200,000 sf</u>	<u>Up to 100,000 sf</u>	<u>0 or 1</u>	<u>1:20,000 sf</u>	<u>Up to 5</u>
			<u>2</u>	<u>1:15,000 sf</u>	<u>Up to 7</u>
			<u>3 or more</u>	<u>1:10,000 sf</u>	<u>Up to 10</u>
<u>4</u>	<u>200,000 sf or more</u>	<u>No cap</u>	<u>0 or 1</u>	<u>1:30,000 sf</u>	<u>No cap</u>
			<u>2</u>	<u>1:20,000 sf</u>	
			<u>3</u>	<u>1:15,000 sf</u>	
			<u>4 or more</u>	<u>1:10,000 sf</u>	

~~16. New buildings and additions to buildings (vested after April 2, 2019) are limited to no more than one dock high loading door per 40,000 square feet of gross floor area; however, for buildings less than 40,000 square feet, one dock high loading door is permitted. The footprint area of new buildings is limited to 125,000 square feet.~~

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

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

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

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

19. No rear yard is required, except when abutting a residential district, in which case the rear yard shall be not less than 20 feet in width.

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

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

22. ~~[Reserved].~~

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

24. Transitional conditions shall exist when an M2 AG, I1 or I3 district adjoins a residential district containing a density of two dwelling units or more per acre or a proposed residential area indicated on the city comprehensive plan. Such transitional

conditions shall not exist where the separation includes an intervening use such as a river, freeway, railway main line, major topographic differential, or other similar conditions, or where the industrial properties face on a limited access surface street on which the housing does not face. When transitional conditions exist as defined in this subsection, a yard of not less than 50 feet shall be provided between the uses.

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

26. [Reserved].

27. [Reserved].

28. [Reserved].

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

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

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

32. No maximum height limit is required, except for parcels located within a downtown commercial enterprise – transitional overlay (DCE-T), where the height

limit is 35 feet. See also the downtown design review criteria outlined in KCC 15.09.046.

33. [Reserved].

34. [Reserved].

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

36. [Reserved].

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

38. [Reserved].

39. Outdoor storage areas are prohibited.

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

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

42. [Reserved].

43. Outside storage or operations yards in the I1, I2 and I3 districts ~~M1 or M1-C district and AG district~~ shall be permitted only as accessory uses. Such uses are incidental and subordinate to the principal use of the property or structure. Outdoor storage is limited to 15% of the total site area in the I1 district, 30% of the total site area in the I2 district, and 50% of the total site area in the I3 district. ~~Outside storage or operations yards shall be confined to the area to the rear of the principal building or the rear two thirds of the property and reasonably screened from view from any property line by appropriate walls, fencing, earth mounds, or landscaping. Outside storage exceeding a height of 15 feet shall be so placed on the property as to not detract from the reasonably accepted appearance of the district.~~

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

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

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

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

48. Earth berms and landscaping shall be provided along street frontages as necessary to screen dock-high loading areas from public rights-of-way. Berms shall be a minimum of 36 inches and a maximum of 42 inches in

height. Landscaping located on the berm shall conform to Type III landscaping as described in KCC 15.07.050.

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

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

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

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

53. ~~[Reserved] Predominant activities and operations shall be completely enclosed within buildings or structures, except for customary appurtenances such as loading and unloading areas, or where special conditions are imposed pursuant to the approval of a conditional use permit. The economic and community development director shall be authorized to determine the reasonable application of this provision in cases of operational hardship or other showing of uncommon circumstances.~~

54. Multitenant buildings shall be permitted.

55. All required yards, parking areas, storage areas, operations yards, and other open uses on the site shall be maintained in a neat and orderly manner appropriate

for the district at all times. The economic and community development director shall be authorized to reasonably pursue the enforcement of this subsection where a use is in violation, and to notify the owner or operator of the use in writing of such noncompliance. The property owner or operator of the use shall be given a reasonable length of time to correct the condition.

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

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

58. ~~[Reserved]. Those areas not required to be landscaped may be used for off-street parking.~~

59. ~~[Reserved]. Development within 500 feet of a regional trail is subject to the following Regional Trail Corridor Development Standards:~~

~~a. Regional trails for the purposes of this section shall include scenic and recreational roads and the Green River Trail, Interurban Trail, and Puget Power Trail.~~

~~b. Regional trail access. No building or lot shall be constructed or created within 500 feet of a regional trail without providing public access to the regional trail via public sidewalks or a trail system dedicated for public use by a public access easement. Such sidewalks or private trail systems shall connect to regional trails at intervals of five hundred feet or less, and shall be accomplished with minimal street crossings.~~

~~c. All public access easements shall be no less than 20 feet wide.~~

~~d. All public access points shall have standard City of Kent signage indicating trail access.~~

~~e. No street connections to scenic and recreational roads shall be permitted unless no other vehicle access is practical.~~

~~f. Additional requirements for buildings in Regional Trail Corridors with footprint areas greater than 75,000 square feet are included in KCC 15.09.047 Industrial Design Review.~~

~~60. [Reserved] 60. Signage on commercial uses in the M1-C zone shall be as specified in KCC 15.06.050(B). Signage on industrial uses in the M1-C zone shall be as specified in KCC 15.06.050~~

61. [Reserved]

62. Parking should be located either next to or behind the building. Parking should not be placed between the street and the building.

63. A direct pedestrian connection shall be provided from the street to the building at intervals of no more than 500 feet. If the property abuts a public park or trail a direct pedestrian connection shall be provided from the park or trail to the building.

64. Screening by either an enclosure and/or evergreen landscaping shall be provided for mechanical equipment, service doors, and garbage areas. Rooftop equipment shall be enclosed with a parapet or similar design feature.

65. Structures shall be designed to maintain the residential character of the surrounding neighborhood. Modulating the building mass, adding dormer windows, covered entryways, or porches are ways to enhance the human scale and provide a residential dimension to structures.

66. Minimum lot area requirements do not apply to multifamily development in the Kent downtown planning area identified in KCC 15.09.046.

67. Within the downtown commercial enterprise-transitional overlay (DCE-T), downtown design review guidelines regarding balconies and/or upper floor setbacks (sections III.B and III.C) are required elements, not optional elements.

68. No yard, except as required by landscaping, or if surface parking is provided onsite. See the Midway Design Guidelines and KCC 15.09.045.

69. The height limitation of new construction in MTC-1 zoning district abutting a residential district shall be 35 feet in height within 20 feet from the residential district and 45 feet in height within 40 feet from the residential district.

70. New construction shall conform to applicable Federal Aviation Administration regulations, including 14 C.F.R. Part 77, as presently constituted or as may be subsequently amended.

71. The transit-oriented community design review requirements of KCC 15.09.045(G) shall apply.

72. Transitional housing with three or more families outside of downtown is subject to multifamily design review as provided in KCC 15.09.045(D).

73. Development in the I1, I2, and I3 districts shall be subject to KCC 15.09.47 Industrial Design Review.

EXHIBIT G
Chapter 15.05

Sec. 15.05.020. Categories of uses and conditions of uses covered by chapter

A. *New construction.* New construction is covered by this chapter as follows:

1. Buildings constructed or enlarged.
2. Other structures or use areas constructed or enlarged.
3. Parking lots constructed or enlarged as follows:
 - a. If new or adding the equivalent of fifty (50) percent or more of the existing parking lot area, the entire parking facility must meet the standards of this title.
 - b. If adding less than fifty (50) percent of the existing parking lot area, only the new portion must meet the standards of this title.

B. *Change in use.* When the occupancy of any land use, structure or building, or any part of a building, structure or land use, is changed to another use, parking shall be provided to meet the parking requirements of the new use, with the following exceptions:

1. Change of use from warehousing and distribution to manufacturing uses.
2. Change of use from warehousing and distribution to complexes which include a combination of uses, including a mixture of office, storage, commercial, and manufacturing uses.
3. Change of use from warehousing and distribution to research, development, and testing.

Sec. 15.05.040. Parking standards for specific activities.

A. Standards for the number of parking spaces for specific activities are indicated in the following chart:

<i>SPECIFIC LAND USE</i>	<i>PARKING SPACE REQUIREMENT</i>
<i>Living activities</i>	
Single-family	Two (2) parking spaces per single-family dwelling.
Duplex	Two (2) parking spaces per dwelling unit.
Multifamily ^{1, 2, 3, 4}	One (1) parking space per unit for efficiency apartments in all sized developments; two (2) parking spaces for each dwelling unit for developments with forty-nine (49) or less dwelling units; one and eight-tenths (1.8) parking spaces per dwelling unit for developments of fifty (50) or more dwelling units.
Accessory dwelling unit	One (1) off-street parking space per accessory unit is required in addition to the required parking for the single-family home. The planning director may waive this requirement

<i>SPECIFIC LAND USE</i>	<i>PARKING SPACE REQUIREMENT</i>
	where there are special circumstances related to the property and its location. The surface of a required ADU off-street parking space shall comply with KCC 15.05.090(C).
Boardinghouses and lodging houses	One (1) parking space for the proprietor, plus one (1) space per sleeping room for boarders or lodging use, plus one (1) additional space for each four (4) persons employed on the premises.
Mobile and manufactured home parks	Two (2) parking spaces for each mobile home site.
Recreational vehicle park	One (1) parking space for each site.
Hotels ⁵	One (1) parking space for each guest room, plus two (2) parking spaces for each three (3) employees.
<i>Commercial activities</i>	
Banks ⁶	One (1) parking space for each two hundred (200) square feet of gross floor area, except

<i>SPECIFIC LAND USE</i>	<i>PARKING SPACE REQUIREMENT</i>
	when part of a shopping center.
Professional and business offices ⁶	One (1) parking space for each two hundred fifty (250) square feet of gross floor area, except when part of a shopping center.
Shopping centers ⁷	Four and one-half (4.5) spaces per one thousand (1,000) square feet of gross leaseable area (GLA) for centers having GLA of less than four hundred thousand (400,000) square feet, and five (5) spaces per one thousand (1,000) square feet of GLA for centers having a GLA of over four hundred thousand (400,000) square feet.
Restaurants, nightclubs, taverns and lounges ⁸	One (1) parking space for each one hundred (100) square feet of gross floor area, except when part of a shopping center.
Retail stores, supermarkets, department stores and personal service shops ⁹	One (1) parking space for each two hundred (200) square feet of gross floor area, except when located in a shopping center.

<i>SPECIFIC LAND USE</i>	<i>PARKING SPACE REQUIREMENT</i>
Other retail establishments; furniture, appliance, hardware stores, household equipment service shops, clothing or shoe repair shops ¹⁰	One (1) parking space for each five hundred (500) square feet of gross floor area, except when located in a shopping center.
Drive-in business ¹¹	One (1) parking space for each one hundred (100) square feet of gross floor area, except when located in a shopping center.
Uncovered commercial area, new and used car lots, plant nursery	One (1) parking space for each five thousand (5,000) square feet of retail sales area in addition to any parking requirements for buildings, except when located in a shopping center.
Motor vehicle repair and services	One (1) parking space for each four hundred (400) square feet of gross floor area, except when part of a shopping center.
Industrial showroom and display	One (1) parking space for each five hundred (500) square feet of display area.
Bulk retail stores	One (1) parking space for each

SPECIFIC LAND USE	PARKING SPACE REQUIREMENT
	three hundred fifty (350) square feet of gross floor area.
<i>Industrial activities</i>	
<u>Manufacturing and industrial uses, including warehouses, storage buildings, and speculative warehouse and industrial buildings with multiple use or tenant potential</u> Manufacturing, research and testing laboratories, creameries, bottling establishments, bakeries, canneries, printing and engraving shops	One (1) parking space for each one thousand (1,000) square feet of for 90% of the gross floor area. For parking requirements for associated office areas, see "Professional and business offices." Maximum office area of two (2) percent of gross floor area may be included without additional parking requirements, and <u>one parking space per 250 square feet for 10% of the gross floor area.</u> When total of uses other than <u>manufacturing and industrial exceeds 10% of the gross floor area, the parking requirements for those uses shall apply.</u>
Warehouses and storage buildings	One (1) parking space for each two thousand (2,000) square feet of gross floor area. For parking

SPECIFIC LAND USE	PARKING SPACE REQUIREMENT
	requirements for associated office areas, see "Professional and business offices." Maximum office area of two (2) percent of gross floor area may be included without additional parking requirements.
Speculative warehouse and industrial buildings with multiple use or tenant potential	One (1) parking space for each one thousand (1,000) square feet of gross floor area if building size is less than one hundred thousand (100,000) square feet, or one (1) parking space for each two thousand (2,000) square feet of gross floor area for buildings which exceed one hundred thousand (100,000) square feet of gross floor area. This is a minimum requirement and valid for construction permit purposes only. Final parking requirements will be based upon actual occupancy.
<i>Recreation-amusement activities</i>	
Auditoriums, theaters, places of public	One (1) parking space for each four (4) fixed seats, or

<i>SPECIFIC LAND USE</i>	<i>PARKING SPACE REQUIREMENT</i>
assembly, stadiums, and outdoor sports areas ¹²	one (1) parking space for each one hundred (100) square feet of floor area of main auditorium or of principal place of assembly not containing fixed seats, whichever is greater.
Bowling alleys ¹³	Five (5) spaces for each alley, except when located in a shopping center.
Dance halls and skating rinks ¹⁴	One (1) parking space for each two hundred (200) square feet of gross floor area, except when located in a shopping center.
Golf driving ranges	One (1) parking space for each driving station.
Miniature golf courses	One (1) parking space for each hole.
Recreational buildings, whether independent or associated with a multifamily complex	One (1) parking space for each two hundred (200) square feet of gross floor area. Such spaces shall be located adjacent to the building and shall be designated for visitors by signing or other special markings.
<i>Educational activities</i>	

<i>SPECIFIC LAND USE</i>	<i>PARKING SPACE REQUIREMENT</i>
Senior high schools, public, parochial, and private	One (1) space for each employee plus one (1) space for each ten (10) students enrolled. In addition, if buses for the transportation of children are kept at the school, one (1) off-street parking space shall be provided for each bus, of a size sufficient to park each bus. One (1) additional parking space for each one hundred (100) students shall be provided for visitors in the vicinity of or adjacent to the administration portion of the building or complex. Such parking spaces shall be so designated by signing or other special marking as approved by the traffic engineer.
Colleges and universities and business and vocational schools ¹⁵	Two and one-half (2.5) parking spaces for each employee, plus one (1) space for each three (3) students residing on campus, plus one (1) space for each five (5) day students not

<i>SPECIFIC LAND USE</i>	<i>PARKING SPACE REQUIREMENT</i>
	residing on campus. In addition, if buses for transportation of students are kept at the school, one (1) off-street parking space shall be provided for each bus, of a size sufficient to park each bus. One (1) additional parking space for each one hundred (100) students shall be provided for visitors in the vicinity of or adjacent to the administration portion of the building or complex. Such parking spaces shall be so designated by signing or other special marking as approved by the traffic engineer.
Elementary and junior high	One (1) parking space for each employee, plus one (1) parking space for every 50 student capacity (<i>Capacity</i> means the designed capacity of the school, even if actual enrollment varies by year). In addition, if buses for transportation of students are kept at

<i>SPECIFIC LAND USE</i>	<i>PARKING SPACE REQUIREMENT</i>
	the school, one (1) off-street parking space shall be provided for each bus, of a size sufficient to park each bus. Consideration for student loading/unloading and pick-up/drop-off areas shall be integrated in the site plan.
Libraries and museums	One (1) parking space for each two hundred fifty (250) square feet in office and public use.
Day-care centers	One (1) parking space for each employee, plus loading and unloading areas.
<i>Medical activities</i>	
Medical and dental offices ¹⁶	One (1) parking space for each two hundred (200) square feet of gross floor area, except when located in a shopping center.
Convalescent, nursing, and health institutions	One (1) parking space for each two (2) employees, plus one (1) parking space for each three (3) beds.
Hospitals	One (1) parking space for each three (3) beds, plus

SPECIFIC LAND USE	PARKING SPACE REQUIREMENT
	one (1) parking space for each staff doctor, plus one (1) parking space for each three (3) employees.
<i>Religious activities</i>	
Churches, religious institutions, or other places of worship ¹⁷	One (1) space for each five (5) seats in the main auditorium/ gathering place; provided, that the spaces for any institution shall not be less than ten (10). One (1) seat is equivalent to seven (7) square feet, for institutions that do not have seats in the main gathering place. For all existing institutions enlarging the seating capacity of their auditoriums, one (1) additional parking space shall be provided for each five (5) additional seats provided by the new construction. For all existing institutions making structural alterations or additions which do not increase the seating capacity of the auditorium, no

<i>SPECIFIC LAND USE</i>	<i>PARKING SPACE REQUIREMENT</i>
	additional parking need be provided.
Mortuaries or funeral homes	One (1) parking space for each one hundred (100) square feet of floor area of assembly rooms.
Other uses	For uses not specifically identified in this section, the amount of parking required shall be determined by the planning department, based on staff experience, parking required for similar uses, and, if appropriate, documentation provided by the applicant.

1. Where enclosed garages are utilized to provide parking required by this title, an eighteen (18) foot stacking space shall be provided in front of such garage units; provided, however, the planning director shall have the authority to approve alternative plans where the developer can assure that such garage units will continue to be available for parking purposes and will not cause onsite parking or circulation problems. These assurances include but are not limited to: (a) covenants that run with the land or homeowners' association that require garages to be utilized for the storage of vehicles, (b) maintenance of drive aisle widths of twenty-six (26) feet in front of each garage unit, and (c) maintenance of minimum clearances for fire lanes on the site. Special parking for recreational vehicles will not be required as long as the facility does not permit recreational vehicles other than campers or vehicles that will fit into a normal-sized parking stall. If recreational vehicles are to be permitted on the development, they must be screened and fenced.

2. Exceptions for senior citizen apartments in multifamily buildings:
 - a. The multifamily parking requirement may be reduced as determined by the planning director. The planning director shall base his/her decision on a parking study that supports one (1) or more of the following:
 - i. Availability of private, convenient, regular transportation services to meet the needs of the tenants;
 - ii. Accessibility to and frequency of public transportation;
 - iii. Pedestrian access to health, medical, and shopping facilities;
 - iv. Minimum age requirement to reside in subject apartments;
 - v. Special support services offered by the facility;
 - vi. Other documentation or standards that support a permanent reduction of parking stalls.
3. In MTC-1, MTC-2, and MCR zoning districts, a minimum of three-fourths (0.75) parking space per dwelling unit, or conduct a parking feasibility study to determine need. No spaces provided for recreation vehicles.
4. In MTC-1, MTC-2, and MCR zoning districts, one (1) parking space for every four (4) dwelling units, or conduct a parking feasibility study to determine need.
5. In MTC-1, MTC-2, and MCR zoning districts, one (1) parking space for each guest room, plus two (2) parking spaces for every five (5) employees, or conduct a parking feasibility study to determine need.
6. In MTC-1 and MCR zoning districts, one (1) parking space for every four hundred (400) square feet of gross floor area, except when part of a shopping center, or conduct a parking feasibility study to determine need; in MTC-2 zoning district, one (1) parking space for every five hundred (500) square feet of gross floor area, or conduct a parking feasibility study to determine need.
7. In MTC-1 and MCR zoning districts, one (1) parking space for every four hundred (400) square feet of gross floor area, or conduct a parking feasibility study to determine need.
8. In MTC-1 and MCR zoning districts, one (1) parking space for every two hundred (200) square feet of gross floor area, or conduct a parking feasibility study

to determine need; in MTC-2 zoning district, a minimum of one (1) parking space for every three hundred (300) square feet of gross floor area, or conduct a parking feasibility study to determine need. No parking is required if use is three thousand (3,000) square feet or less and with a parking supply of at least twenty (20) spaces within five hundred (500) feet or one thousand (1,000) feet of a public garage.

9. In MTC-1 and MCR zoning districts, one (1) parking space for every four hundred (400) square feet of gross floor area, or conduct a parking feasibility study to determine need; in MTC-2 zoning district, one (1) parking space for every five hundred (500) square feet of gross floor area, or conduct a parking feasibility study to determine need. No parking is required if use is eight hundred (800) square feet or less and with a parking supply of at least twenty (20) spaces within five hundred (500) feet or one thousand (1,000) feet of a public garage.

10. In MTC-1, MTC-2, and MCR zoning districts, one (1) parking space for every one thousand (1,000) square feet of gross floor area, or conduct a parking feasibility study to determine need. No parking is required if use is eight hundred (800) square feet or less and with a parking supply of at least twenty (20) spaces within five hundred (500) feet or one thousand (1,000) feet of a public garage.

11. In MTC-1 and MCR zoning districts, one (1) parking space for every four hundred (400) square feet of gross floor area, except when located in a shopping center.

12. In MTC-1 and MCR zoning districts, conduct a parking feasibility study to determine need.

13. In MTC-1 and MCR zoning districts, three (3) parking spaces for each alley, except when located in a shopping center.

14. In MTC-1 and MCR zoning districts, one (1) parking space for every five hundred (500) square feet of gross floor area, or conduct a parking feasibility study to determine need.

15. In MTC-1, MTC-2, and MCR zoning districts, conduct a parking feasibility study to determine need.

16. In MTC-1, MTC-2, and MCR zoning districts, a minimum of one (1) parking space for every four hundred (400) square feet of gross floor area, or conduct a parking feasibility study to determine need.

17. In MTC-1, MTC-2, and MCR zoning districts, one (1) parking space for every ten (10) seats in the main auditorium; provided, that the spaces for any church shall not be less than ten (10). For all existing churches enlarging the seating capacity, one (1) additional parking space shall be provided for every ten (10) seats provided by the new construction.

B. Mixed occupancies or mixed use if one (1) occupancy. In the case of two (2) or more uses in the same building, the total requirements for off-street parking facilities shall be the sum of the requirements for the several uses computed separately; except in shopping centers, and except as provided in the mixed use overlay, KCC 15.04.200. Off-street parking facilities for one (1) use shall not be considered as providing required parking facilities for any other use, except as permitted in subsection (C) of this section pertaining to joint use.

C. Joint use. The minimum amount of off-street parking required by subsection (A) of this section may be reduced by the planning director when shared parking facilities for two (2) or more uses are proposed if:

1. The total parking area exceeds five thousand (5,000) square feet;
2. The parking facilities are designed and developed as a single onsite common parking facility, or as a system of onsite and offsite facilities if all facilities are connected with improved pedestrian facilities and located within five hundred (500) feet of the buildings or use areas they are intended to serve;
3. The amount of reduction in off-street parking does not exceed ten (10) percent per use unless it is documented that the peak parking demand hours of two (2) or more uses are separated by at least one (1) hour;
4. The subject properties are legally encumbered by an easement or other appropriate means which provide for continuous joint use of the parking facilities. Documentation shall require review and approval by the city attorney; and
5. The total number of parking spaces in the shared parking facility is not less than the minimum required by any single use.

D. Employee parking. Where employee parking will be maintained separately and in addition to parking for the general public, the regulations of this subsection shall apply:

1. Minimum parking stall sizes, aisle widths, and percentage of compact car stalls shall be as per other requirements in this chapter.

2. Employee parking must be clearly identified as such and not become parking for the general public.

3. If the employee parking is changed to parking for the general public, the normal regulations for off-street parking shall be in force.

4. Employee parking shall not be in lieu of parking requirements per activity as stated in this section.

E. Temporary parking facilities. Temporary parking facilities may be permitted by the planning director when it has been shown that:

1. The existing use of the subject property has adequate legal nonconforming parking or that existing parking conforms to the applicable standards of this title.

2. The temporary parking facility is primarily intended to serve the public at large and not the existing use on the property.

3. The temporary parking facility serves a public need.

4. The temporary facility meets the following minimum standards:

- a. There shall be a minimum of two hundred eighty-five (285) square feet gross area per stall.

- b. The pavement section shall be a minimum of four (4) inches of five-eighths (5/8) inch minus C.R. crushed rock with bituminous surface treatment, subject to engineering department review.

- c. Onsite drainage control and detention shall be provided per the drainage ordinance.

- d. Ingress and egress and interior circulation and perimeter control shall be subject to traffic engineer approval.

F. Compact car parking.

1. Parking stall size shall be a minimum of eight (8) feet by sixteen (16) feet. Aisle width shall be per the requirements of KCC 15.05.080 and Diagram No. 1 following KCC 15.05.100.

2. Compact car parking spaces shall be clearly identified by signing or other marking as approved by the city engineer.

3. Compact car parking spaces shall not exceed thirty (30) percent of the total required parking, and shall be distributed throughout the entire parking area. For parking lots of more than twenty (20) stalls, up to fifty (50) percent of the total required parking may be compact car parking spaces. Compact stalls cannot be located along a fire lane in lots where the percentage of compact stalls exceeds thirty (30) percent, unless approved by the fire marshal.

4. See KCC 15.05.080 and diagram No. 1 following KCC 15.05.100 for typical compact car stall arrangements.

G. Transit and rideshare provisions.

1. The planning director may reduce the minimum number of off-street parking stalls for businesses which have a commute trip reduction program filed with the city. Based upon a review of this program and input from other staff members, a reduction of up to twenty (20) percent of the minimum standard may be approved. Any reduction in the amount of required parking is only valid for as long as the approved CTR program is in effect. An invalidated program or a change in use or operations would result in the application of the underlying standards per subsection (A) of this section.

2. The planning director may reduce the number of required off-street parking stalls for businesses which do not have a commute trip reduction program by one (1) stall for every two (2) car pool stalls, and/or one (1) stall for every one (1) van pool stall if:

a. Reserved rideshare parking is located convenient to the primary employee entrance;

b. Reserved areas are clearly marked by signs for use by approved and qualified rideshare vehicles;

c. The use of reserved areas for rideshare parking is actively enforced by the employer; and

d. The total reduction in the number of parking stalls does not exceed ten (10) percent of the required stalls.

EXHIBIT H
Chapter 15.06

Sec. 15.06.040. General restrictions and limitations for all districts.

- A. *Sign material.* All signs must be made of durable and weather-resistant wood, stone, masonry, metal or plastic material.
- B. *Electronic messaging center sign.* Electronic messaging centers are allowed in any nonresidential zone, except as provided by KCC 15.06.050(A)(4), subject to the allowed sign area for each property. Electronic message centers shall not contain video, animation, blinking or flashing messages or images, and shall not change message more than eight times per minute.
- C. *Signs in street right-of-way or future street right-of-way.* No sign shall be located in or project into the present or future right-of-way of any public street unless such location or projection is specifically authorized by other provisions of this section.
- D. *Signs interfering with sight distance.* No sign shall be so designed or constructed as to interfere with the sight distance of motorists proceeding on or approaching adjacent streets, alleys, driveways, or parking areas, or of pedestrians proceeding on or approaching adjacent sidewalks or pedestrian ways.
- E. *Signs over driveways.* No sign suspended over or projecting into the area above a driveway located on private property shall be situated at a height of less than 15 feet above the surface of the driveway.
- F. *Signs over public sidewalks and pedestrian ways.* No sign suspended over or projecting into the area above a public sidewalk or pedestrian way shall be situated at a height of less than eight and one-half feet above the surface of the sidewalk or pedestrian way, and no sign may project more than 75 percent of the distance between the property line and the curblin except for signs attached to the underside of a canopy or other architectural projection.

G. *Directional signs.* Directional signs and signs indicating entrances, exits, service areas and parking areas shall be excluded from the sign provisions of this title, and may be erected on private property upon approval of the planning director. These signs shall not contain advertising or promotional information, and may be restricted in size.

H. *Removal of signs on closure of business.* Upon the closure and vacation of business or activity, the owner of the business or activity shall have 120 calendar days from the date of closure to remove all signs related to the business or activity.

I. *Window signs.* Window signs shall be considered as a sign and computed as part of the aggregate sign area and number of signs. Any painted-over window shall be considered as a wall. The following signs, if used in the specified manner, are not computed as part of the aggregate sign area and do not require a permit:

1. Decals indicating credit cards honored.
2. Banners or posters on the inside of windows. Such signs may be used in conjunction with national advertising programs, or as weekly marketing specials, or as decorations customary for special holidays.

J. *Painted signs.* Signs painted on exterior wall, window, or structure of any kind shall be computed as part of the aggregate sign area and number of signs.

K. *Barber poles.* In addition to any other signs authorized by the provisions of this chapter, any barbershop shall be entitled to display a barber pole. The design of the pole and its location and manner of erection shall be subject to the approval of the planning director.

L. *Credit card signs.* Signs indicating credit cards honored may be displayed in window areas only. Such signs are not computed as part of the aggregate sign area and do not require a permit.

M. *Gate or entrance sign.* Gate or entrance signs may be permitted, and may be located in public rights-of-way, if approved by the public works department.

N. *Community bulletin board.* Subdivisions and residential communities may be allowed to erect a permanent structure as a community bulletin board if approved by the planning director.

O. *Business hours signs.* Signs stating business hours shall be excluded from the provisions of this title, and may be erected upon private property if approved by the planning director. These signs shall not contain advertising or promotional information. Maximum number permitted shall be one per entrance, with a maximum size of four square feet.

P. *Public service signs.* Nonadvertising or nonpromotional signs may be erected as a public service to the community by public service clubs or other nonprofit organizations. Such signs may be located in any zone upon approval by the planning director.

Q. *Real estate signs.* Real estate signs are permitted as follows. No sign permit is required.

1. *Residential uses.*

a. *Single-family dwellings and duplexes.* One real estate sign shall be permitted for each street frontage of a lot. The sign may have two faces, shall not exceed a height of five feet above the surface of the street unless placed in a window, shall not exceed an area of four square feet per face, and shall be unlighted.

b. *Multiple-family dwellings.* One real estate sign shall be permitted for each street frontage of a development. The sign shall not exceed an area of 12 square feet, shall be attached flat against a principal building, shall not project above the eave of the roof or the top of the parapet of the building, and shall be unlighted.

2. *Commercial and industrial uses.* One real estate sign shall be permitted for each public entrance, but there shall not be more than four signs per lot. The sign shall not exceed an area of eight square feet, shall be attached flat against the building or freestanding, shall not project above the eave of the roof or the top of the parapet of the building, and shall be unlighted.

3. *Unimproved acreage.* One real estate sign shall be permitted for each lot. The sign shall not exceed an area of one-fourth square foot for each foot of lot

frontage and shall not in any event exceed 50 square feet. The sign shall not exceed a height of 10 feet above the surface of the nearest street, and shall be unlighted.

4. *Portable signs.* Portable signs are allowed for limited duration sales events such as open houses, on the premises for sale and in the right-of-way pursuant to KCC 15.06.060. Owners of the signs shall be responsible for their removal within seven calendar days following the last date of the sales event.

R. *Temporary signs.* Temporary signs may be authorized by the planning department for a time period specified for each type of temporary sign.

1. *Temporary subdivision or apartment signs.* A temporary real estate sign declaring a group of lots, dwellings, or occupancies within a subdivision or apartment complex for sale or rent shall be permitted subject to the following conditions:

a. One such sign shall be permitted for each street frontage of the premises being sold or leased. The sign shall be located on the premises being sold or leased.

b. The area of such signs shall not exceed an area of 25 square feet each.

c. The signs shall not exceed a height of 10 feet above the level of the street.

d. The signs shall be unlighted.

e. The signs shall not interfere with the sight distance of pedestrians and motorists proceeding on or approaching adjacent streets.

f. The signs may remain as long as the project remains unsold or unleased, or for one year, whichever period shall be lesser; provided, however, that the planning director shall have the authority to extend the time period one year.

2. *Construction signs.* One sign identifying a project under construction shall be permitted for each street frontage of the building or structure under construction. The sign shall be permitted during the period of construction, and shall not exceed a total of 50 square feet for all faces.

3. *Grand openings and special events signs.* Special permits may be issued by the planning department for a period not to exceed 30 calendar days for banners and streamers for special events such as carnivals, outdoor affairs and sales, grand openings, and events of a similar nature.

4. *Portable signs.* Portable signs may be placed on private property without a permit only as follows:

a. A portable sign shall be made of weather-resistant wood, metal or plastic and shall be no greater than 36 inches wide by 36 inches tall. Canvas, fabric, cardboard and paper signs are prohibited.

b. Not more than two portable signs may be utilized per business. No commercial uses are allowed offsite portable signs in residential zones, except as allowed by subsection (Q)(4) of this section and KCC 15.06.060.

c. Portable signs shall not be placed within 10 feet of a driveway, wheelchair ramp, crosswalk, or situated in such a way as to constitute a threat to the health, safety, and welfare of the public.

d. Owners of signs related to a limited duration event shall be responsible for their removal within seven calendar days after the termination of the event.

e. Portable signs advertising a property actively for sale are governed by subsection (Q)(4) of this section.

S. *Off-premises signs.*

1. *Authorized.* The total number of off-premises sign structures allowed within the city of Kent shall not exceed the total number of off-premises sign structures in existence as of March 5, 2000, the date the ordinance originally establishing this section became effective. Off-premises sign structures shall be inventoried by the city. In order to assist the city in its inventory, the owner of any off-premises sign located within the city shall, to the best of its ability, provide the city with information as to the dates of installation, repair, or alteration of the owner's off-premises signs within the city and no repair, alteration, or replacement of any such off-premises sign may occur until such information is provided to the city. Subject to any permitting requirements, any person, firm, or corporation who owns or maintains off-premises sign structures within the city of Kent shall be authorized to alter, repair, maintain, and relocate their off-premises sign structures in existence as of the effective date of the ordinance codified in this subsection. As unincorporated areas are annexed to the city of Kent, the total number of off-premises sign structures

in the area annexed will constitute an addition to the number authorized in the city of Kent and shall be added to the inventory and shall be eligible to be relocated. To the extent the provisions of KCC 15.08.100(F) are inconsistent with this subsection (S)(1), the provisions of this subsection shall prevail.

2. *Districts where permitted.* Off-premises signs are permitted in ~~M1, M2, and M3~~ I1, I2, and I3 districts. Off-premises signs not in one of the above zones shall be categorized as legal nonconforming signs. A sign structure authorized to be relocated pursuant to subsection (S)(1) of this section may only be relocated to an ~~M1, M2, or M3~~ I1, I2, or I3 zoning district. The owner of an off-premises sign shall have two years to relocate an inventoried off-premises sign that has been removed under the authority of a demolition permit. A one-year extension may be granted by the city planning director in instances where relocation cannot be undertaken due to circumstances beyond the control of the owner of the off-premises sign to be relocated.

3. *Standards.*

a. *Maximum size.* As of the effective date of the ordinance codified in this subsection, the maximum size per sign face is 300 square feet.

b. *Maximum height.* Maximum height is 35 feet.

c. *Distance from any intersection.* Off-premises signs shall be located a distance of 300 feet from any intersection.

d. *Double-faced signs.* An off-premises sign structure may contain up to two sign faces arranged either back-to-back or in a V-shape arrangement. The use of tri-vision panels on a sign face shall not in itself constitute additional sign faces.

e. *Spacing.* Not more than four sign structures per 1,000 lineal feet are permitted.

4. *Permits.* Off-premises signs shall not be altered with regard to size, shape, orientation, height, or location without the prior issuance of a building permit. Ordinary maintenance shall not require building permits. Off-premises sign copy replacement may occur at any time and is exempt from the requirement for building permits.

5. *Tri-vision panels.* Subject to applicable permitting requirements, the allowable faces on off-premises sign structures listed on the official city of Kent off-premises sign inventory may contain tri-vision panels which rotate, subject to KCC 15.06.030(E). Tri-vision panels are the only type of moving parts authorized on off-premises signs.

6. *Unpermitted signs.* Owners of off-premises signs that have unpermitted tri-vision panels as of the date of the ordinance codified in this subsection shall have one year from the effective date of the ordinance enacting this provision to apply for and obtain permits for such.

7. *Electronic video signs prohibited.* Off-premises signs that contain electronic video displays similar to or otherwise depicting a television screen are prohibited.

8. *Hazard or nuisance.* All off-premises signs, together with all of their supports, braces, guys and anchors, shall be kept in good repair and in a proper state of preservation and safety. If an off-premises sign is determined by the Kent building official to be in a state of disrepair so as to constitute a safety hazard or a nuisance as defined by the building code or Kent City Code, the building official may initiate enforcement proceedings pursuant to KCC 15.10.070.

9. *Enforcement.* Any violation of the provisions of this subsection (S) shall be subject to enforcement pursuant to KCC 15.10.070.

T. *Stadium signs.* One double-faced freestanding or wall identification sign is allowed for each street frontage. The sign may have an aggregate area of one square foot for each 10 lineal feet of street frontage, up to a maximum sign area of 200 square feet per display face. However, each stadium is guaranteed a minimum sign area of 12 square feet per display face regardless of street frontage. The sign may be illuminated. The sign may include on each regulated display face advertising on up to 40 percent of the total square footage for that display face. The maximum height of a freestanding sign shall be 20 feet.

U. *Motorist information follow through signs.* Motorist information follow through signs may be located in the public right-of-way when permitted pursuant to KCC 6.07.050(B).

Sec. 15.06.050. Regulations for specific districts. In all districts the planning director shall have the option to waive sign type requirements in unique and special cases where, due to building design or other special circumstance, the development is unable to conform to stated standards.

A. *Signs permitted in residential districts.*

1. *Identification signs for single-family dwellings and duplexes.* One identification sign shall be permitted for each occupancy. The sign shall not exceed an area of three square feet, shall not exceed a height of six feet above the surface of the street, shall be attached directly to a building, fence, standard, or mailbox, and shall be unlighted or provided with indirect illumination. Home occupations shall not be allowed additional sign area.

2. *Identification signs for multifamily dwellings.* One identification sign shall be permitted for each development, except that multifamily dwellings with more than one street frontage may be allowed an additional sign for each street frontage of such lot. Each sign shall not exceed an area of 25 square feet, may be a wall or freestanding sign, shall be unlighted or indirectly lighted, and shall not exceed a height of six feet above the ground if freestanding.

3. *Farm product identification signs.* No permit is required, but such signs may not be located in the public right-of-way.

4. *Institutional signs.* For institutional uses allowed in single-family zones, one double-faced freestanding or wall identification sign is permitted for each street frontage. The sign may have an aggregate area of one square foot for each 10 lineal feet of street frontage. However, each use is guaranteed a minimum sign area of 25 square feet per display face regardless of street frontage. The sign shall be unlighted or indirectly illuminated. The sign may be an electronic messaging center subject to the restrictions of KCC 15.06.040(B). Freestanding symbols of sculpture used as identification may be permitted with the approval of the planning and building divisions. Freestanding signs and symbols of sculpture shall not exceed the maximum height of the underlying zoning district. Wall signs, lettering, or symbols may also be approved by the planning department.

B. *Signs permitted in community commercial, general commercial, and commercial manufacturing districts.* The aggregate sign area for any lot shall not exceed one and one-half square feet for each foot of street frontage. Aggregate sign area for corner lots shall not exceed one square foot for each foot of street frontage. The permitted signs enumerated in this subsection shall be subject to the total aggregate sign area.

1. *Identification signs for occupancies.* Each business establishment may have one freestanding sign for each street frontage if not located in a shopping center, and three additional signs.

a. *Freestanding sign.* The freestanding sign shall not exceed a height of 30 feet. The maximum sign area permitted is 200 square feet for the total of all faces. No one face shall exceed 100 square feet. The sign may be illuminated.

b. *Additional signs.* Three additional signs shall be permitted subject to the following restrictions:

i. The total area of all signs, graphics, or other advertising shall not be more than 10 percent of the building facade to which they are attached or on which they are displayed.

ii. On properties where a pole sign cannot be erected due to setback requirements or building placement, a projecting sign may be allowed in lieu of the permitted freestanding sign. The projecting sign may not exceed 15 square feet in outside dimension.

2. *Identification signs for shopping centers.* One freestanding identification sign, which may list the names of the occupants of the shopping center, shall be permitted for each street frontage of each shopping center. The maximum sign area permitted for a freestanding sign is 200 square feet for the total of all faces. No one face shall exceed 100 square feet. A freestanding sign shall not exceed a height of 30 feet, and may be illuminated.

3. *Automobile service station signs.* The aggregate sign area for any corner lot shall not exceed one square foot for each foot of lot frontage, and the aggregate sign area for any interior lot shall not exceed one and one-half square feet for each foot of lot frontage; and the permitted signs enumerated in this subsection shall be subject to the total aggregate sign area.

a. *Freestanding signs.* One freestanding lighted double-faced identification sign, not exceeding 200 square feet for the total of all faces, with no such face exceeding 100 square feet, is permitted. Such sign shall not exceed a height of 30 feet. If on a corner lot, two monument signs not exceeding 100 square feet per sign for the total of all faces are permitted. Such monument signs shall not exceed a height of 15 feet. Freestanding signs shall be lighted during business hours only.

b. *Additional signs.* Three additional signs shall be permitted subject to the following restrictions: The total area of all signs, graphics, or other advertising shall not be more than 10 percent of the building facade to which they are attached or on which they are displayed.

c. *Fuel price signs.* Fuel price signs shall be included in the aggregate sign area.

4. *Farm product identification signs.* No permit is required, but such signs may not be located in the public right-of-way.

C. *Signs permitted in downtown commercial and downtown commercial enterprise districts.* The aggregate sign area for any lot shall not exceed one and one-half square feet for each foot of street frontage. The aggregate sign area for corner lots shall not exceed one square foot for each foot of street frontage. The permitted signs enumerated in this subsection shall be subject to the total aggregate sign area.

1. *Identification signs for multitenant buildings.*

a. *Wall sign.* Each multitenant building may have one identification wall sign for the building's identification for each street frontage. The sign shall not exceed a total of five percent of the facade to which it is attached. The sign shall not name or advertise the individual tenants of the building. Aggregate sign area shall apply. A multitenant building will have the option of the sign described in this subsection (C)(1)(a) or the identification sign described in subsection (C)(1)(b) of this section.

b. *Freestanding sign.* Each building may have one freestanding sign on each street frontage. The sign may not exceed 15 feet in height. The maximum sign area permitted for the freestanding sign is 100 square feet for the total of all faces. No one face shall exceed 50 square feet. Multitenant freestanding signs shall not name or advertise the individual tenants of the building.

2. *Identification signs for occupancies.* Each occupant of a multitenant building shall be permitted two wall signs. Such signs shall not exceed 10 percent of the facade of the individual business unit. Aggregate sign area shall not apply.

3. *Identification signs for single-tenant buildings.*

a. Each building may have one freestanding sign for each street frontage. The sign may not exceed a height of 15 feet. The maximum sign area permitted for the freestanding sign is 100 square feet for the total of all faces. No one face shall exceed 50 square feet.

b. Three additional signs shall be permitted. All signs are subject to the aggregate sign area allowed. The total area of all signs, graphics, or other types of signs shall not exceed 10 percent of the facade to which they are attached or on which they are displayed.

D. *Signs permitted in midway transit community-1 district.* The aggregate sign area for any lot shall not exceed one square foot for each linear foot of street frontage. Aggregate sign area for corner lots shall not exceed three-fourths of a square foot for each linear foot of street frontage. The permitted signs enumerated in this subsection shall be subject to the total aggregate sign area and may be permitted subject to Midway Design Guidelines.

1. *Identification signs for occupancies.* Each single business property may have one freestanding monument sign per street frontage or one projecting sign per street frontage if located along or at the intersections of SR 99, SR 516, South 240th Street, South 246th Street, or South 272nd Street, if not located in a multitenant building, and one wall sign and one suspended sign per street frontage.

a. *Freestanding monument signs.* Freestanding monument signs shall not exceed a height of 20 feet. The maximum sign area permitted is 100 square feet for the total of all faces. No one face shall exceed 50 square feet. The sign may be internally illuminated; provided, that it shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated. Freestanding monument signs shall not rotate, blink, flash, or be animated. Freestanding monument signs shall include landscaping and curbing around the base of the sign to prevent vehicles hitting the structure and improve the visual appearance of the sign structure. Landscaping shall

be in proportion to the structure, with a minimum of one-half square foot of landscaping for each square foot of sign area, and shall be maintained throughout the life of the sign.

b. *Projecting or suspended signs.* Projecting or suspended signs shall not protrude less than eight feet above the surface of the sidewalk. The following are recognized projecting signs:

i. *Blade signs.* Blade signs shall be double-faced, may be nonilluminated, internal or internal indirect illuminated, or neon tube illuminated. Internal illumination shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated. The maximum sign area permitted is 80 square feet. No one face shall exceed 40 square feet. The maximum sign height permitted is 20 feet. Blade signs shall not rotate, blink, flash, or be animated.

ii. *Hanging signs.* Hanging signs shall be double-faced and shall be nonilluminated.

c. *Wall signs.* Wall signs shall not exceed an area of 10 percent of the building first floor facade to which they are attached, or 24 square feet, whichever is greater. Wall signs shall be attached flat against the building, and placement shall not exceed 35 feet above median sidewalk grade measured from the top of the sign. Wall signs may be nonilluminated, internally or indirectly illuminated. Internal illumination shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated.

2. *Identification signs for multitenant buildings.* Each multitenant property may have one freestanding monument sign per street frontage or one projecting sign per street frontage if located along or at the intersections of SR 99 and SR 516, South 240th Street, South 246th Street, or South 272nd Street and each occupancy may have one wall sign and one suspended sign per occupancy, except the anchor tenants with a business frontage of at least 100 linear feet shall be allowed two wall signs. The aggregate wall sign area shall not exceed 10 percent of the first floor building facade to which the signs are attached.

a. *Freestanding monument signs.* Each multitenant property may have one freestanding monument sign on each street frontage. The sign may not exceed a height of 20 feet. The maximum sign area permitted is 100 square feet for the total of all faces. No one face shall exceed 50 square feet. The sign may be internally illuminated; provided, that it shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated. Freestanding monument signs shall not rotate, blink, flash, or be animated. Freestanding monument signs shall include landscaping and curbing around the base of the sign to prevent vehicles hitting the structure and improve the visual appearance of the sign structure. Landscaping shall be in proportion to the structure, with a minimum of one-half square foot of landscaping for each square foot of sign area, and shall be maintained throughout the life of the sign.

b. *Wall signs.* Each multitenant building may have one identification wall sign for the building's identification for each street frontage. The sign shall not exceed a total of five percent of the first floor facade to which it is attached. The sign shall not name or advertise the individual tenants of the building. The sign may be internally illuminated; provided, that it shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated. Aggregate sign area shall apply. A multitenant building shall have the option of the sign described in this subsection (D)(2)(b) or the identification sign described in subsection (D)(2)(c) of this section.

c. *Identification signs for occupancies.* Each occupant of a multitenant building with street frontage shall be permitted two wall signs and one projecting or suspended sign. Each occupancy shall be allowed at least 24 square feet of sign area. The aggregate wall sign area shall not exceed 10 percent of the first floor facade to which the signs are attached. The wall sign may be internally illuminated. Internal illumination shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated. The projecting or suspended sign shall be nonilluminated.

3. *Freestanding signs, exceptions.* The director may permit freestanding signs other than monument-type freestanding signs within the MTC-1 zoning district along the SR-99 street frontage to a maximum sign area of 150 square feet for the total of all faces, and a maximum height of 20 feet, where the applicant demonstrates all of the following:

- a. No single cabinet face is greater than 40 square feet;
- b. Creativity in design that creates visual interest for motorists and pedestrians consistent with the goals of the Midway Subarea Plan and Design Guidelines. Examples include sculptural signs or multi-cabinet signs with variation in face shape, size, and height;
- c. The sign's support structure(s) is (i) ornamented for pedestrian-level visual interest, or (ii) screened from view at the pedestrian eye level using landscaping or other creative screening element;
- d. The subject property has at least 200 linear feet of frontage on SR-99 where the sign is to be located;
- e. The proposed signage will not adversely impact or detract from the welfare of nearby residences;
- f. The proposed sign location will not obstruct or otherwise interfere with pedestrian movement, the location of pedestrian facilities within the public right-of-way, or on the private development site; and
- g. A projecting or suspended sign would not achieve the intended purpose of such signage.

E. *Signs permitted in midway transit community-2 district.* The aggregate sign area for any lot shall not exceed one square foot for each linear foot of street frontage. Aggregate sign area for corner lots shall not exceed three-fourths of a square foot for each linear foot of street frontage. The permitted signs enumerated in this subsection shall be subject to the total aggregate sign area and may be permitted subject to Midway Design Guidelines.

1. *Identification signs for occupancies.* Each single business property may have one freestanding monument sign per street frontage or one projecting sign per street frontage, if not located in a multitenant building, and two wall signs and one suspended sign per street frontage.

a. *Freestanding monument signs.* Freestanding monument signs shall not exceed a height of five feet. The maximum sign area permitted is 30 square feet for the total of all faces. No one face shall exceed 15 square feet. The sign may be illuminated indirectly. Freestanding monument signs shall include landscaping and curbing around the base of the sign to prevent vehicles hitting the structure and improve the visual appearance of the sign structure. Landscaping shall be in proportion to the structure, with a minimum of one-half square foot of landscaping for each square foot of sign area, and shall be maintained throughout the life of the sign.

b. *Projecting or suspended signs.* Projecting or suspended signs shall not protrude less than eight feet above the surface of the sidewalk. The following are recognized projecting signs:

i. *Blade signs.* Blade signs shall be double-faced, may be nonilluminated, indirectly illuminated, or neon tube illuminated. The maximum sign area permitted is 30 square feet. No one face shall exceed 15 square feet. The maximum sign height permitted is 15 feet. Blade signs shall not rotate, blink, flash, or be animated.

ii. *Hanging signs.* Hanging signs shall be double-faced and shall be nonilluminated.

c. *Wall signs.* Wall signs shall not exceed an area of five percent of the building first floor facade to which they are attached, or 24 square feet, whichever is greater. Wall signs shall be attached flat against the building, and placement shall not exceed 15 feet above median sidewalk grade measured from the top of the sign. If a single business building is greater than 65 feet in height, one building identification wall sign for each street frontage may be placed on the parapet. Wall signs may be nonilluminated, internally or indirectly illuminated, or neon tube illuminated. Internal illumination shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated. Wall signs shall not blink, flash, or be animated.

2. *Identification signs for multitenant buildings.* Each multitenant property may have one freestanding monument sign or one projecting sign and each

occupancy with street frontage may have two wall signs and one suspended sign. The aggregate wall sign area shall not exceed five percent of the first floor building facade to which the signs are attached.

a. *Freestanding monument signs.* Each multitenant property may have one freestanding monument sign on each street frontage. The sign may not exceed a height of five feet. The maximum sign area permitted is 30 square feet for the total of all faces. No one face shall exceed 15 square feet. The sign may be illuminated indirectly. Freestanding monument signs shall include landscaping and curbing around the base of the sign to prevent vehicles hitting the structure and improve the visual appearance of the sign structure. Landscaping shall be in proportion to the structure, with a minimum of one-half square foot of landscaping for each square foot of sign area, and shall be maintained throughout the life of the sign.

b. *Projecting or suspended signs.* Projecting or suspended signs shall not protrude less than eight feet above the surface of the sidewalk. The following are recognized projecting signs:

i. *Blade signs.* Blade signs shall be double-faced, may be nonilluminated, internal indirect illuminated, or neon tube illuminated. The maximum sign area permitted is 30 square feet. No one face shall exceed 15 square feet. The maximum sign height permitted is 15 feet. Blade signs shall not rotate, blink, flash, or be animated.

ii. *Hanging signs.* Hanging signs shall be double-faced and shall be nonilluminated.

c. *Wall signs.* Each multitenant building may have one identification wall sign for the building's identification for each street frontage. The sign shall not exceed a total of five percent of the first floor facade to which it is attached, or 24 square feet, whichever is greater. Wall signs shall be attached flat against the building, and placement shall not exceed 15 feet above median sidewalk grade measured from the top of the sign. If the multitenant building is greater than 65 feet in height, one building identification wall sign for each street frontage may be placed on the parapet. The sign shall not name or advertise the individual tenants of the building. Wall signs may be nonilluminated, internally or indirectly illuminated, or

neon tube illuminated. Internal illumination shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated. Wall signs shall not blink, flash, or be animated. Aggregate sign area shall apply. A multitenant building shall have the option of the sign described in this subsection (E)(2)(c) or the identification sign described in subsection (E)(2)(d) of this section.

d. *Identification signs for occupancies.* Each occupant of a multitenant building with street frontage shall be permitted two wall signs and one projecting or suspended sign. Each occupancy with street frontage shall be allowed at least 24 square feet of sign area. The aggregate wall sign area shall not exceed five percent of the first floor facade to which the signs are attached. The wall sign may be internally illuminated. Internal illumination shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated. The projecting or suspended sign shall be nonilluminated. Wall signs shall not blink, flash, or be animated.

F. *Signs permitted in midway commercial/residential district.* The aggregate sign area for any lot shall not exceed one square foot for each linear foot of street frontage. Aggregate sign area for corner lots shall not exceed three-fourths of a square foot for each linear foot of street frontage. The permitted signs enumerated in this subsection shall be subject to the total aggregate sign area and may be permitted subject to Midway Design Guidelines.

1. *Identification signs for occupancies.* Each single business property may have one freestanding monument sign per street frontage or one projecting sign per street frontage, if not located in a multitenant building, and two wall signs and one suspended sign per street frontage.

a. *Freestanding monument signs.* Freestanding monument signs shall not exceed a height of 15 feet. The maximum sign area permitted is 80 square feet for the total of all faces. No one face shall exceed 40 square feet. The sign may be internally illuminated; provided, that it shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated. Freestanding monument signs shall

not rotate, blink, flash, or be animated. Freestanding monument signs shall include landscaping and curbing around the base of the sign to prevent vehicles hitting the structure and improve the visual appearance of the sign structure. Landscaping shall be in proportion to the structure, with a minimum of one-half square foot of landscaping for each square foot of sign area, and shall be maintained throughout the life of the sign.

b. *Projecting or suspended signs.* Projecting or suspended signs shall not protrude less than eight feet above the surface of the sidewalk. The following are recognized projecting signs:

i. *Blade signs.* Blade signs shall be double-faced, may be nonilluminated, internal or internal indirect illuminated, or neon tube illuminated. Internal illumination shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated. The maximum sign area permitted is 80 square feet. No one face shall exceed 40 square feet. The maximum sign height permitted is 20 feet. Blade signs shall not rotate, blink, flash, or be animated.

ii. *Hanging signs.* Hanging signs shall be double-faced and shall be nonilluminated.

c. *Wall signs.* Wall signs shall not exceed an area of 10 percent of the building first floor facade to which they are attached, or 24 square feet, whichever is greater. Wall signs shall be attached flat against the building, and placement shall not exceed 35 feet above median sidewalk grade measured from the top of the sign. Wall signs may be nonilluminated, internally or indirectly illuminated. Internal illumination shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated.

2. *Identification signs for multitenant buildings.* Each multitenant property may have one freestanding monument sign or one projecting sign and each occupancy with street frontage may have two wall signs and one suspended sign per street frontage, except the anchor tenants with a business frontage of at least 100 linear feet shall be allowed three wall signs. The aggregate wall sign area shall not exceed 10 percent of the first floor building facade to which the signs are attached.

a. *Freestanding monument signs.* Each multitenant property may have one freestanding monument sign on each street frontage. The sign may not exceed a height of 15 feet. The maximum sign area permitted is 80 square feet for the total of all faces. No one face shall exceed 40 square feet. The sign may be internally illuminated; provided, that it shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated. Freestanding monument signs shall not rotate, blink, flash, or be animated. Freestanding monument signs shall include landscaping and curbing around the base of the sign to prevent vehicles hitting the structure and improve the visual appearance of the sign structure. Landscaping shall be in proportion to the structure, with a minimum of one-half square foot of landscaping for each square foot of sign area, and shall be maintained throughout the life of the sign.

b. *Wall signs.* Each multitenant building may have one identification wall sign for the building's identification for each street frontage. The sign shall not exceed a total of five percent of the first floor facade to which it is attached. The sign shall not name or advertise the individual tenants of the building. The sign may be internally illuminated; provided, that it shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated. Aggregate sign area shall apply. A multitenant building will have the option of the sign described in this subsection (F)(2)(b) or the identification sign described in subsection (F)(2)(c) of this section.

c. *Identification signs for occupancies.* Each occupant of a multitenant building with street frontage shall be permitted two wall signs and one projecting or suspended sign. Each occupancy shall be allowed at least 24 square feet of sign area. The aggregate wall sign area shall not exceed 10 percent of the first floor facade to which the signs are attached. The wall sign may be internally illuminated. Internal illumination shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated. The projecting or suspended sign shall be nonilluminated.

G. *Signs permitted in neighborhood convenience commercial districts.*

1. *Generally.* One freestanding double-faced identification sign shall be permitted for each lot. The sign shall not exceed a maximum area of 50 square feet for the total of all faces. No one face shall exceed 25 square feet. A freestanding sign shall not exceed a height of 15 feet and shall be unlighted or provided with indirect illumination.

2. *Identification signs for buildings.* One identification sign shall be permitted for each principal building. The sign shall not exceed an area of five percent of the facade to which it is attached, shall be attached flat against the building, shall not project above the eave of the roof or the top of the parapet, and shall be unlighted or provided with indirect illumination. Such signs shall not advertise or name individual tenants of the building.

3. *Identification signs for occupancies.* Signs not exceeding a total of five percent of the facade of the business unit to which they are attached shall be permitted for each occupancy in a multitenant building when the occupancy has outside frontage.

H. *Signs permitted in industrial districts.*

1. *Aggregate sign area.* The aggregate sign area for lots in the ~~M1 and AG districts~~district shall not exceed one-half square foot for each foot of street frontage. The aggregate sign area for lots in the ~~M2~~I1, I2, and I3 districts shall not exceed ~~three-fourths of one~~one square foot for each foot of street frontage. ~~The aggregate sign area for lots in the M3 district shall not exceed one square foot for each foot of street frontage.~~ In no case shall the aggregate sign area on either street frontage exceed one-half square foot for each foot of street frontage on a corner lot. The permitted signs enumerated in this subsection shall be subject to the total aggregate sign area.

a. *Identification signs for buildings.* One identification sign shall be permitted for each lot on each street frontage, which may be a freestanding sign or a wall sign. The maximum sign area permitted for a freestanding sign is ~~200~~400 square feet for the total of all faces. No one face shall exceed ~~100~~200 square feet. If the sign is a wall sign, its size shall not exceed 20 percent of the building facade. A freestanding sign shall not exceed a height of 20 feet. The sign may be illuminated.

b. *Identification signs for occupancies.* One identification sign shall be permitted for each occupancy on each street frontage and shall be a wall sign. The maximum size of the sign shall be 10 percent of the building facade. This sign may be illuminated. If the identification sign permitted under subsection (H)(1)(a) of this section is a wall sign, an additional wall sign may be permitted on a building facade not facing a street frontage.

2. *Farm product identification signs.* No permit is required, but the sign may not be located in the public right-of-way.

I. *Signs permitted in planned unit developments, special use combining districts, and mobile home park districts and for conditional uses.* All signs in planned unit developments, special use combining districts, and mobile home parks and for conditional uses shall be incorporated as part of the developmental plan and approved with the developmental plan. Subsequent changes which conform to the adopted signing program may be granted by the planning director.

J. *Signs permitted in shopping centers.* The aggregate sign area for each occupant of a shopping center shall not exceed 20 percent of the front facade of the unit. Wall signs are permitted on each exterior wall of the individual business unit. A minimum of 30 square feet shall be permitted for any occupancy. No combination of signs shall exceed 10 percent of the facade to which they are attached. If there is an attached canopy or overhang, a 10-square-foot sign may be attached to the canopy or overhang in addition to the other permitted signs. Such sign shall be at least eight feet above any pedestrian walkway.

EXHIBIT I
Chapter 15.07

Sec. 15.07.060. Regulations for specific districts.

Zones	Minimum Perimeter Landscape Planter Width and Type				Additional Requirements
	Abutting Street	Side Yard	Rear Yard	Abutting Residential District or Use	
SR-1 through SR-8	N/A (see also KCC 12.04.245)	N/A			
MR-D	N/A				
MR-G MR-T MR-M MR-H	10' Type III	10' Type II or III	10' Type II or III	N/A, except for parking lots per KCC 15.07.040(B)(2)	Open green area shall occupy no less than 25 percent of the total lot area. A minimum of five feet of foundation landscaping shall be placed along the perimeter of any multifamily structure. Foundation landscaping consists of shrubbery or some other combination of landscape materials that helps to reduce the visual bulk of structures and buffer dwelling units from light, glare, and other environmental intrusions. Additional requirements may apply through

Zones	Minimum Perimeter Landscape Planter Width and Type				Additional Requirements
	Abutting Street	Side Yard	Rear Yard	Abutting Residential District or Use	
					multifamily design review, KCC 15.09.045(D).
MHP	Requirements per Chapter 12.05 KCC				
CC CM GC	5' Type III	N/A	N/A	10' Type II, and for parking lots per KCC 15.07.040(B)(2)	N/A
DC	N/A				A minimum of three feet of landscaping to screen off-street parking areas, placement of which shall be determined through the downtown design review process outlined in KCC 15.09.046. Additional landscaping or alternative methods of screening may be approved through downtown design review.
DCE	N/A			10' Type II, and for parking lots per KCC 15.07.040(B)(2)	A minimum of three feet of landscaping to screen off-street parking areas, placement of which shall be determined through the downtown design review process outlined in KCC 15.09.046. Additional landscaping or alternative

Zones	Minimum Perimeter Landscape Planter Width and Type				Additional Requirements
	Abutting Street	Side Yard	Rear Yard	Abutting Residential District or Use	
					methods of screening may be approved through downtown design review.
MTC-1 ¹					
MTC-2 ²					
MCR ³					
AG M1I1	20 15' Type III in front yard	15 10' Type II or III	N/A	N/A, except for parking lots per KCC 15.07.040(B)(2)	<u>KCC 15.09.047 Industrial Design Review</u>
M2I2	15' Type III in front yard	10' Type II or III	N/A	N/A, except for parking lots per KCC 15.07.040(B)(2)	<u>KCC 15.09.047 Industrial Design Review</u>
M3I3	10 15' Type III in front yard	5 10' Type II or III	N/A	N/A, except for parking lots per KCC 15.07.040(B)(2)	<u>KCC 15.09.047 Industrial Design Review</u>
NCC	10' Type III	5' or 10' Type II or III ^{5, 7}	5' Type II or III	10' Type II	
¹ MTC-1 additional landscaping requirements. Landscaping requirements shall be determined through the midway design review process outlined in KCC 12.01.040 and shall include the following to soften the appearance of parking areas and building elevation, and to provide separation between uses:					

Zones	Minimum Perimeter Landscape Planter Width and Type				Additional Requirements
	Abutting Street	Side Yard	Rear Yard	Abutting Residential District or Use	
(A) The perimeter of properties abutting a single-family residential or mobile home park land use shall be landscaped with a minimum of 10 feet of Type I landscaping. (B) The perimeter of properties abutting a multifamily residential land use shall be landscaped with a minimum of 10 feet of Type I landscaping. (C) The perimeter of properties abutting a public right-of-way shall be landscaped with a minimum of 10 feet of Type III landscaping. The following exceptions apply: (1) When a vehicular parking area abuts such setback, a Type III landscape strip with an average of 20 feet in depth shall be provided. (2) When such setback is utilized as a public open space plaza and not accompanying parking, no perimeter landscaping strip shall be required. (3) When such setback is utilized as a public open space plaza and exceeds 30 linear feet, street trees shall be provided as set forth in the 2009 Design and Construction Standards, or as the same may be subsequently amended. (D) The perimeter of side property lines shall be landscaped with a minimum of five feet of Type III landscaping, unless the building is constructed at the build-to line or property line. <i>2MTC-2 additional landscaping requirements.</i> Landscaping requirements shall be determined through the midway design review process outlined in KCC 12.01.040 and shall include the following to soften the appearance of parking areas and building elevations, and to provide separation between uses: (A) The perimeter of properties abutting public parks, plazas, open space, or multi-purpose trails shall be landscaped with a minimum of 10 feet of Type III landscaping. (B) When a vehicular parking area abuts a public right-of-way, a Type III landscaping strip a minimum of five feet in depth shall be provided. (C) When a vehicular parking area abuts the side property lines, a Type III landscaping strip a minimum of 10 feet in depth shall be provided. <i>3MCR additional landscape requirements.</i> Landscaping requirements shall be determined through the midway design review process outlined in KCC 12.01.040 and shall include the following to soften the appearance of parking areas and building elevations, and to provide separation between uses:					

Zones	Minimum Perimeter Landscape Planter Width and Type				Additional Requirements
	Abutting Street	Side Yard	Rear Yard	Abutting Residential District or Use	
(A) When buildings abut the required front yard, a Type III landscaping strip minimally 10 feet in depth shall be provided. (B) When vehicular parking area abuts a public right-of-way, a Type III landscaping strip minimally 15 feet in depth shall be provided. (C) When vehicular parking area abuts the side property lines, a Type III landscaping strip minimally 10 feet in depth shall be provided. ⁴[Reserved]. ⁵No landscaping along the side property lines shall be required between adjacent properties where a common, shared driveway with a perpetual cross-access easement is provided to serve the adjoining properties. ⁶[Reserved]. ⁷A Type III landscape strip of at least 10 feet in depth shall be provided alongside all property lines of a corner lot that abut public rights-of-way.					

EXHIBIT J
Chapter 15.08

Sec. 15.08.035. Wireless telecommunications facilities.

A. *Purpose and goals.* The purpose of this section is to establish general guidelines for the siting of wireless telecommunications facilities (WTFs), specifically including, without limitation, towers and antennas, in light of the following goals:

1. Protecting residential areas from potential adverse impacts;
2. Enhancing the ability of the providers of wireless telecommunications services to provide those services quickly, effectively, and efficiently;
3. Encouraging location in nonresidential areas;
4. Minimizing the total height of towers within the community;
5. Encouraging the joint use of new and existing sites;
6. Encouraging service providers to locate and configure facilities to minimize adverse impacts through careful design, siting, landscaping, screening, and innovative camouflaging techniques; and
7. Considering potential adverse impacts to the public health and safety from these facilities except where preempted by other laws, rules, and regulations. In furtherance of these goals, the city shall give due consideration to the city's comprehensive plan, zoning map, existing land uses, and environmentally sensitive areas in approving sites for the location of WTFs, including towers and antennas.

B. *Definitions.* As used in this section only, the following terms shall have the meanings set forth below:

Abandon or abandonment means:

1. To cease operation for a period of 180 or more consecutive calendar days; or
2. To reduce the effective radiated power of an antenna by 75 percent for 180 or more consecutive calendar days unless new technology or the construction of additional cells in the same locality allows reduction of effective radiated power by

more than 75 percent, so long as the operator still serves essentially the same customer base.

Antenna means any exterior transmitting or receiving device used in communications that radiates or captures electromagnetic waves.

Backhaul network means the lines that connect a provider's WTFs/towers/cell sites to one or more cellular telephone switching offices, and/or long distance providers, or the public switched telephone network.

Camouflage means to disguise, hide, or integrate with an existing or proposed structure or with the natural environment so as to be significantly screened from view.

Colocate means use of a WTF by more than one service provider.

COW means cell on wheels or cellular on wheels.

EIA means Electronic Industries Association.

FAA means the Federal Aviation Administration.

FCC means the Federal Communications Commission.

Guyed tower means a wireless communication support structure which is typically over 100 feet tall and is steadied by guy wires in a radial pattern around the tower.

Height means, when referring to a tower or other WTF, the distance measured from the finished grade of the parcel at the base of the WTF to the highest point on the tower or other WTF, including the base pad and any antennas.

Lattice tower means a support structure which consists of a network of crossed metal braces, forming a tower which is usually triangular or square in cross-section.

Monopole tower means a support structure which consists of a single pole sunk into the ground and/or attached to a foundation.

Non-whip antenna means an antenna that is not a whip antenna, such as dish antennas, panel antennas, etc.

Personal wireless service means commercial mobile services, unlicensed wireless services, and common carrier wireless exchange access services as defined in 47 U.S.C. Section 332(c)(7)(C), or as amended.

Preexisting WTF means any WTF for which a building permit has been properly issued prior to July 7, 1997, including permitted WTFs that have not yet been constructed, so long as that permit or approval has not expired.

Small cell equipment means wireless telecommunications facilities attached, mounted, or installed on a proprietary or leased pole, excluding monopole towers, that is located in right-of-way and used to provide personal wireless service.

Telecommunications means the transmission, between or among points specified by the user, of information of the user's choosing without change in the form or content of the information as sent and received.

Telecommunications service means the offering of telecommunications for a fee directly to the public, or to such classes of users as to be effectively available directly to the public, regardless of the facilities used.

Tower means any structure that is designed and constructed primarily for the purpose of supporting one or more antennas for telecommunications, telephone, radio, and similar communication purposes. The term includes the structure, all structural supports, and all related buildings and appurtenances.

Whip antenna means an omnidirectional dipole antenna of cylindrical shape that is no more than six inches in average diameter.

Wireless telecommunications facility or *WTF* includes "personal wireless service," "personal wireless service facilities," and "facilities" as defined in 47 U.S.C. Section 332(c)(7)(C), including all future amendments, and also includes facilities for the transmission and reception of radio or microwave signals used for communication, telecommunication, cellular phone personal communications services, enhanced specialized mobile radio, and any other services licensed by the FCC, and also includes any other unlicensed wireless services.

C. *Applicability.*

1. *New uses.* All WTF proposals made in the city, whether for new construction or for modification of existing facilities, shall be subject to the regulations set forth in this code, except as provided in subsection (D) of this section.

D. *Exemptions.* The following are exempt from the provisions of this section and are allowed in all zoning districts:

1. *Existing uses.* WTFs that currently exist on July 7, 1997, or for which a valid building permit has been obtained and remains in effect on July 7, 1997, except this exemption does not apply to modifications of existing facilities.

2. *Industrial/scientific equipment.* Industrial processing equipment and scientific or medical equipment using frequencies regulated by the FCC.

3. *Amateur radio station operators or receive-only antennas.* Any tower or antenna that is under 70 feet in height and is owned and operated by a federally licensed amateur radio station operator or is used exclusively for receive-only antennas.

4. *Home satellite services.* Satellite dish antennas less than two meters in diameter, including direct-to-home satellite services, when used as a secondary use of the property.

5. *COW.* A COW or other temporary WTF, but its use anywhere in the city cannot exceed 30 days, unless extended by permit issued by the planning manager or unless the city has declared an area-wide emergency.

6. *Public safety WTFs and equipment.* Public safety WTFs and equipment, including, but not limited to, the regional 911 system.

7. *Small cell equipment.* Small cell equipment, as defined in subsection (B) of this section, subject to a specific agreement with the city, provided such equipment complies with concealment features stipulated in such agreements.

E. *General.*

1. *Principal or accessory use.* WTFs may be considered either principal or accessory uses. A different use of an existing structure on the same lot shall not preclude the installation of WTFs on that lot.

2. *Not essential services.* WTFs shall be regulated and permitted pursuant to this section and shall not be regulated or permitted as essential public services.

F. *General requirements.*

1. *Siting.* Anyone who applies to construct a WTF or to modify or add to an existing WTF shall demonstrate to the city's satisfaction that the proposed facility is located at the least obtrusive and the most appropriate available site to function in the applicant's grid system.

2. *FCC licensing.* The city will only process WTF permit applications upon a satisfactory showing of proof that the applicant is an FCC licensed telecommunications provider or that the applicant has agreements with an FCC licensed telecommunications provider for use or lease of the facility.

3. *Compliance with other laws.* Applicants must show, to the satisfaction of the planning manager, compliance with current FCC and FAA rules and regulations and all other applicable federal, state, and local laws, rules, and regulations.

4. *Lot size.* For purposes of determining whether the installation of WTFs complies with district development regulations including, but not limited to, setback requirements, lot-coverage requirements, and other requirements, the dimensions of the entire lot shall control, even though the WTFs may be located on leased parcels within that lot.

5. *Height.* Unless further restricted or expanded elsewhere in this section, no WTFs may exceed the following height and usage criteria:

- a. For a single user, up to 90 feet in height; and
- b. For two or more users, up to 120 feet in height.

6. *Security fencing.* WTFs shall be enclosed, where appropriate, by security fencing not less than six feet in height; provided, however, that the planning manager or, where applicable, the hearing examiner may waive these requirements, as appropriate.

7. *Landscaping.* WTFs shall be landscaped with a buffer of plant materials that effectively screens the view of the WTF compound; provided, however, that the planning manager or, where applicable, the hearing examiner may waive these requirements if the goals of this section would be better served.

8. *WTFs mounted on structures or rooftops.* WTFs mounted on existing structures or rooftops shall be designed and located so as to minimize visual and aesthetic impacts to the adjoining land uses and structures and shall, to the greatest extent practical, blend into the existing environment.

9. *Aesthetics.* WTFs shall meet the following requirements:

a. WTFs shall be painted a neutral color so as to reduce visual obtrusiveness.

b. At a WTF site, the design of the buildings and related structures shall, to the extent possible, use materials, colors, textures, screening, and landscaping that will blend into the existing natural and constructed environment.

10. *Lighting.* Towers shall not be artificially lighted, unless required by the FAA or other applicable authority. If lighting is required for any WTF, the lighting must cause the least disturbance to the surrounding area.

11. *Measurement.* For purposes of measurement, WTF setbacks and separation distances shall be calculated and applied irrespective of municipal and county jurisdictional boundaries.

12. *Franchises, licenses, and permits.* Owners and/or operators of WTFs shall certify that they have obtained all franchises, licenses, or permits required by law for the construction and/or operation of a wireless telecommunication system in the city and shall file a copy of all required franchises, licenses, and permits with the planning manager.

13. *Signs.* No signs shall be allowed on an antenna or tower.

14. *Backhaul providers.* Backhaul providers shall be identified and they shall have and maintain all necessary approvals to operate as such, including holding necessary franchises, permits, and certificates. The method of providing backhaul, wired or wireless, shall be identified.

G. *Tower requirements.*

1. *Tower setbacks.* All towers, support structures, and accessory buildings must satisfy the minimum setback requirements for that zoning district.

2. *Support systems setbacks.* All guy wires, anchors, and other support structures must be located within the buildable area of the lot and not within the front, rear, or side yard setbacks and no closer than five feet to any property line.

3. *Monopole construction required.* All towers will be of a tapering monopole construction; however, the planning manager or, where applicable, the hearing examiner may allow another type of tower upon a showing that it would cause less impact to the surrounding property than a similar monopole structure or would further the purposes and goals in this section.

4. *Inventory of existing sites.* Each applicant for a tower shall provide an inventory of its existing WTF sites that are either within the jurisdiction of the city or within one mile of its borders, including specific information about the location, height, and design of each facility.

5. *EIA standards.* Towers shall be constructed so as to meet or exceed the most recent EIA standards. Prior to issuance of a building permit, the building official shall be provided with an engineer's certification that the tower's design meets or exceeds those standards.

6. *Site selection and height.* Towers shall be located to minimize their number and height and to minimize their visual impacts on the surrounding area in accordance with the following policies:

a. Ensure that the height of towers has the least visual impact and that the height is no greater than necessary to achieve service area requirements and to provide for potential colocation; and

b. Demonstrate that the owner or operator has, to the greatest extent practical, selected a new tower site that provides the least visual impact on residential areas. This shall include an analysis of the potential impacts from other vantage points in the area to illustrate that the selected site and design provide the best opportunity to minimize the visual impact of the proposed facility; and

c. Site so as to minimize being visually solitary or prominent when viewed from surrounding areas, especially residential areas. The facility should be camouflaged to the maximum extent feasible.

7. *Colocation priority.* Colocation of antennas by more than one carrier on existing towers is preferred to construction of new towers; provided, that the colocation is consistent with the following:

a. *Redesign restrictions.* A tower that is modified or reconstructed to accommodate the colocation of an additional antenna shall be of the same tower type as the existing tower, or of a less obtrusive design (such as a monopole), if practical.

b. *Height.* Except as may be modified in subsection (I)(1)(a) of this section, an existing tower may be modified or rebuilt to a taller height, not to exceed 30 feet over the tower's existing height or 120 feet, whichever is lower, to accommodate the colocation by another provider or operator of an additional antenna system in any district except DC, DCE, NCC, and all SR districts. This additional height shall not require an additional distance separation.

c. *Onsite relocation.* A tower that is being rebuilt to accommodate the colocation of an additional antenna may be relocated on its existing site within 50 feet of its existing location. If consistent with the purposes and goals in subsection (A) of this section, the planning manager or, where applicable, the hearing examiner may permit the onsite relocation of a tower which comes within the separation distances to residential units or residentially zoned lands.

8. *Separation distances between towers.* Separation distances between towers shall be measured between the proposed tower and preexisting towers. Measurement shall be from base of tower to base of tower, excluding pad, footing, or foundation. The separation distances shall be measured by drawing or following a straight line between the nearest point on the base of the existing tower and the proposed tower base, pursuant to a site plan of the proposed tower. The separation distances (listed in linear feet) shall be as shown in Table 1, unless the distance is reduced by the planning manager when administratively approving a WTF or by the hearing examiner through issuance of a conditional use permit

Table 1

	<i>Mono- pole 75 feet in height or less than 75 feet in height</i>				<i>Lattice Guyed greater height</i>
Lattice	5,000	5,000	1,500	750	
Guyed	5,000	5,000	1,500	750	
Monopole 75 feet in height or greater	1,500	1,500	1,500	750	
Monopole less than 75 feet in height					

H. *Administratively approved WTFs.* The planning manager may administratively approve the uses listed in this subsection once each applicant has applied for and provided all necessary information required in this code and in the city's application form. This administrative approval is classified as a Process I application and is subject to the requirements of Chapter 12.01 KCC.

1. *Administratively approved uses.* The following uses may be approved by the planning manager after conducting an administrative review:

a. *Industrial/commercial zones.* Locating WTFs, including the placement of additional buildings or other supporting equipment used in connection with WTFs, that do not exceed 90 feet in height for a single user and 120 feet in height for two or more users in the following districts: MA, ~~M1, M1-C, M2, M3, I1, I2, I3, CM-1, CM-2~~CM, GC, and GWC.

b. *Antennas on existing structures.* Locating a WTF other than a tower as an accessory use by attachment to any building or structure other than a

single-family dwelling or multifamily structure of fewer than eight dwelling units in any zoning district, provided:

i. The antenna does not extend more than 20 feet above the highest point of the structure if a whip antenna, or 10 feet above the highest point of the structure if a non-whip antenna; and

ii. The antenna complies with all applicable building codes; and

iii. All associated equipment is placed either within the same building or in a separate structure that matches the existing building or structure in character and materials.

c. *WTFs on existing towers.* Locating a WTF through colocation by attaching the antenna to an existing tower.

d. *WTFs within allowable building height.* Locating WTFs, including placement of additional buildings or other supporting equipment used in connection with the WTF in O, CC, MRG, MRM, MRH, AG, and A-10 districts, so long as the WTF does not exceed the allowable building height for that district.

e. *COWs for greater than 30-day periods.* Upon a proper showing of extreme necessity (for example, if repair or modification of an existing WTF clearly and legitimately cannot be completed within 30 days), locating a COW at a single location for more than 30 calendar days; however, purely economic convenience shall not be considered a viable factor in making this determination.

2. *Authority to waive certain requirements.* In connection with this administrative approval, the planning manager may, in order to encourage camouflaging and colocation of WTFs, administratively waive separation distance requirements between WTFs by up to 50 percent in nonresidential zones. Additionally, the planning manager may, in order to encourage the use of the least obtrusive type of WTF, administratively allow the reconstruction of an existing WTF to that less obstructive use.

I. *Conditional use permits.* Applications for conditional use permits under this subsection shall be subject to the procedures and requirements of KCC 15.09.030 and Chapter 12.01 KCC, except as modified by this subsection. If the WTF is not

subject to administrative approval pursuant to subsection (H) of this section, then a conditional use permit shall be required.

1. *Conditional WTF uses.* Specifically, conditional use permits shall be required for the following WTFs:

a. *Industrial/commercial zones.* Locating WTFs that exceed 90 feet in height for a single user or 120 feet for two or more users or locating antennas on existing structures that exceed the height limitations in subsection (H)(1)(b) of this section in the following districts: MA, ~~M1, M1-C, M2, M3~~I1, I2, I3, CM-1, CM-2~~CM~~, GC, and GWC.

b. *Government property.* Locating WTFs (i) separate from existing structures on property owned, leased, or otherwise controlled by the city or other governmental entity or (ii) attached to existing structures on property owned, leased, or otherwise controlled by the city or other governmental entity exceeding the height limitations in subsection (H)(1)(b) of this section, but only on the condition that the total height of the attached WTF, including the structure, does not exceed 120 feet, unless permitted under subsection (I)(1)(a) of this section; however, this subsection shall not apply in DC, DCE, and NCC districts.

c. *WTFs exceeding allowable building height.* Locating WTFs that exceed the allowable building height in the following districts: O, CC, MRG, MRM, MRH, AG, and A-10.

d. *Tower construction under allowed separation distances.* Locating towers that do not meet the separation distance requirements in subsection (G)(8) of this section or that do not meet administratively approved separation distance limits.

2. *Factors considered in granting conditional use permits for towers.* In addition to KCC 15.09.030(D), the hearing examiner shall also consider the following factors when considering a CUP application for WTF towers:

- a. Height of the proposed tower;
- b. Proximity of the tower to residential structures and residential district boundaries;
- c. Nature of uses on adjacent and nearby properties;
- d. Surrounding topography;

- e. Surrounding tree coverage and foliage;
- f. Design of the tower, with particular reference to design characteristics that have the effect of reducing or eliminating visual obtrusiveness;
- g. Availability of suitable existing towers, other structures, or alternative technologies not requiring the use of towers or structures;
- h. Obstruction of or interference with views;
- i. Consistency with purpose and goals set forth in subsection (A) of this section.

3. *Availability of suitable existing towers, other structures, or alternative technology.* No new tower shall be permitted unless the applicant demonstrates to the reasonable satisfaction of the hearing examiner that no existing tower, structure, or alternative technology that does not require the use of towers can accommodate the applicant's proposed WTF. An applicant shall submit information requested by the hearing examiner related to the availability of suitable existing towers, other structures, or alternative technology. Evidence submitted to demonstrate that no existing tower, structure, or alternative technology can accommodate the applicant's proposed WTF may consist of any of the following:

- a. No existing WTF is located within the geographic area that meets applicant's engineering requirements.
- b. Existing WTFs are not of sufficient height to meet applicant's engineering requirements.
- c. Existing WTFs cannot practically be reconstructed to provide sufficient structural strength to support applicant's proposed antenna and related equipment.
- d. Electromagnetic interference would occur between two or more WTF systems.
- e. The fees, costs, or contractual provisions required by the owner in order to share an existing WTF or to adapt an existing WTF for colocation are unreasonable. Fees or costs that exceed new WTF development shall not be presumed to render sharing facilities unsuitable.
- f. Other limiting factors render existing WTFs unsuitable.

g. An alternative technology that does not require the use of towers or structures would be unsuitable. Costs of alternative technology that exceed new WTF development shall not be presumed to render the technology unsuitable.

4. *Separation requirements.* The hearing examiner may reduce tower separation distance requirements, including administratively approved separation distance reductions, if the purposes and goals of this section would be better served; however, development of multiple tower locations on a single site (often referred to as “antenna farms”) are specifically discouraged wherever possible.

J. *Removal of abandoned towers.*

1. *Abandonment and removal.* The owner or operator of any abandoned tower shall notify the city’s planning manager, in writing, of that abandonment and shall remove the same within 90 calendar days. Failure to remove an abandoned tower within 90 calendar days shall be grounds to remove the tower at the owner’s expense. If there are two or more users of a single tower, then the city’s right to remove the tower shall not become effective until all users abandon the tower.

2. *Partial abandonment and removal.* If the antennas on any tower are removed or relocated to a point where the top 20 percent or more of the height of the tower is no longer in use, the tower shall be deemed partially abandoned. The owner or operator of any partially abandoned tower shall notify the city’s planning manager, in writing, of that partial abandonment and shall remove the partially abandoned portion within 90 calendar days. Failure to remove a partially abandoned tower within 90 calendar days shall be grounds to remove the abandoned portion of the tower at the owner’s expense.

3. *Security and lien.* Each applicant, prior to commencement of construction, shall post sufficient security in the form of a bond, assignment of funds, cashier’s check, or cash, in a form acceptable to the city, to cover the estimated cost of demolition or removal of the tower and support structures, including complete site restoration. If for any reason the posted funds are not adequate to cover the cost of removal, then the city may charge the facility owner or operator with the city’s total cost incurred in removing the abandoned structures. If the owner or operator fails to make full payment within 30 calendar days, then the amount remaining unpaid shall become a lien on the facility property.

K. *Nonconforming uses.*

1. *Preexisting towers.* Preexisting towers shall be allowed to continue their usage as they presently exist. Routine maintenance shall be permitted. Any construction other than routine maintenance on a preexisting tower shall comply with the requirements of this section.

2. *Damage or destruction not the fault of owner/occupant.* Bona fide nonconforming WTFs that are damaged or destroyed without fault attributable to the owner or entity in control may be rebuilt without first having to obtain administrative approval or a conditional use permit and without having to meet separation requirements. The type, height, and location of the tower onsite shall be of the same type and intensity as the original facility. Building permits to rebuild the facility shall comply with applicable building codes and shall be obtained within 180 days from the date the facility is damaged or destroyed. If no permit is obtained or if the permit expires, the tower or antenna shall be deemed abandoned as specified in subsection (J) of this section.

Section. 15.08.050 Performance standards.

A. *Performance standards defined.* Performance standards deal with the operational aspects of land uses. While performance standards shall apply to all land uses within the city, they are primarily concerned with the impact of industrial development upon the environment. Continued compliance with the performance standards shall be required of all uses, except as otherwise provided for in this title. No land or building in any district shall be used or occupied in any manner so as to create any dangerous, injurious, noxious or otherwise objectionable condition. The following elements, if created, may become dangerous, injurious, noxious or otherwise objectionable under the circumstances, and are then referred to as dangerous or objectionable elements:

1. Noise, vibration or glare.
2. Smoke, dust, odor or other form of air pollution.
3. Heat, cold or dampness.
4. Hazardous substances and wastes.

B. *Nonconforming uses.* Uses established before the effective date of this title and nonconforming as to performance standards shall be given three years in which to conform therewith.

C. *Locations where determinations are to be made for enforcement of performance standards.* The determination of the existence of any dangerous and objectionable elements shall be made at the location of the use creating the dangerous or objectionable elements and at any points where the existence of such elements may be more apparent (referred to in the section as "at any point"); provided, however, that the measurement of performance standards for noise, vibration, odors, glare or hazardous substances or wastes shall be taken at the following points of measurement:

1. In all districts: at the property lines or lot lines; or
2. In all districts: at the buffer zone setback line for any hazardous substance land use facility, which must be at least 50 feet from any property line.

D. *Restrictions on dangerous and objectionable elements.*

1. *Vibration*. No vibration shall be permitted which is discernible without instruments at the points of measurement specified in this section.

2. *Odors*. No emission shall be permitted of odorous gases or other odorous matter in such quantities so as to exceed the odor threshold at the following points of measurement. The odor threshold shall be defined as the concentration in the air of a gas or vapor which will just evoke a response in the human olfactory system.

a. ~~*Industrial park district, M1*~~ *Industrial Business District, I1*. Odorous matter released from any operation or activity shall not exceed the odor threshold beyond lot lines.

b. ~~*Limited industrial district, M2*~~ *Mixed Industrial District, I2*. Odorous matter released from any operation or activity shall not exceed the odor threshold beyond lot lines.

c. ~~*General industrial district, M3*~~ *Heavy Industrial District, I3*. Odorous matter released from any operation or activity shall not exceed the odor threshold beyond the district boundary or 500 feet from the lot line, whichever distance is shortest.

3. *Glare*. No direct or sky-reflected glare, whether from floodlights or from high temperature processes such as combustion or welding or otherwise, so as to be visible at the points of measurement specified in subsection (C) of this section shall be permitted. This restriction shall not apply to signs or floodlighting of buildings for advertising or protection otherwise permitted by the provisions of this title.

4. *Radioactivity or electrical disturbance*. The regulations of the federal occupational safety and health standards shall apply for all radioactivity and electrical disturbance unless local codes and ordinances supersede this federal regulation.

5. *Fire and explosion hazards*. The relevant provisions of federal, state and local laws and regulations shall apply.

6. *Smoke, fly ash, dust, fumes, vapors, gases and other forms of air pollution*. The standards of the Puget Sound Air Pollution Control Agency, Regulation I, or those regulations as may be subsequently amended, shall apply.

7. *Liquid or solid wastes*. No discharge of any materials of such nature or temperature as can contaminate any water supply, interfere with bacterial processes in sewage treatment, or otherwise cause the emission of dangerous or offensive

elements shall be permitted at any point into any public sewer, private sewage disposal system, or stream, or into the ground, except in compliance with state and federal regulations and Chapter 7.14 KCC.

8. *Hazardous substances or wastes.* No release of hazardous substances or wastes as can contaminate any water supply, interfere with bacterial processes in sewage treatment, or otherwise cause the emission of dangerous or offensive elements shall be permitted at any point into any public sewer, private sewage disposal system, watercourse, or water body, or the ground, except in compliance with state and federal regulations and Chapter 7.14 KCC. The relevant provisions of federal, state, and local laws and regulations shall apply, and compliance shall be certified by applicants for permits under this title. The following site development standards shall apply:

a. Hazardous waste facilities shall meet the location standards for siting dangerous waste management facilities adopted pursuant to Chapter 70.105 RCW;

b. Hazardous substance land use facilities shall be located at least:

i. Two hundred feet from erosion, landslide or seismic hazard areas or the ordinary high water mark of streams, as defined in Chapter 11.06 KCC, lakes, shorelines of statewide significance, or shorelines of the state;

ii. *Repealed by Ord. No. 4257;*

iii. One-quarter mile from public parks, public recreation areas, or natural preserves, or state or federal wildlife refuges; provided, that for purposes of this section public recreation areas do not include public trails;

iv. Fifty feet from any property line to serve as an onsite hazardous substance land use facility buffer zone;

v. Five hundred feet and 100 feet from a residential zone and a residential unit, respectively; and

vi. Five hundred feet from a public gathering place or agricultural land or zone, in the case of a nonagricultural hazardous substance land use facility;

c. Hazardous substance land use facilities shall not be located in a 100-year floodplain;

d. Hazardous substance land use facilities which are not entirely enclosed within a building shall provide a type I solid screen landscaping of a width of at least 10 feet in the hazardous substance facility buffer zone required by subsection (D)(8)(b)(iv) of this section;

e. Above ground hazardous substance land use facilities shall be constructed with containment controls which will prevent the escape of hazardous substances or wastes in the event of an accidental release from the facility, and shall meet federal, state, and local design and construction requirements;

f. Underground hazardous substance land use facilities shall meet federal, state, and local design and construction requirements;

g. Hazardous substance land uses shall comply with adopted fire codes;

h. Hazardous substance land uses shall provide for review and approval by the city fire department of a hazardous substance spill contingency plan for immediate implementation in the event of a release of hazardous substances or wastes at the facility;

i. Hazardous substance land uses should use traffic routes which do not go through residential zones;

j. Hazardous substance land uses in the O, NCC, CC, and DC zones shall be entirely enclosed within a building; and

k. Without limiting the application of the adopted fire codes to diesel fuel tanks, above and below ground diesel fuel storage tanks exclusively intended for use on stationary, onsite, oil burning equipment (such as electrical power generator systems) in all nonresidential zoning districts shall be exempt from the hazardous substance regulations of this section, and above and below ground diesel fuel tanks of up to 6,000 gallons intended exclusively for use on stationary, onsite, oil burning equipment (such as electrical power generator systems) in residential zones shall be exempt from the hazardous substance regulations of this section for essential governmental facilities only. The hazardous substance zoning code regulations, including the existing 500-gallon limit for hazardous substances for

residential uses, shall otherwise remain in force and effect. Additionally, all above ground diesel fuel tanks over 500 gallons exempted by this subsection are required to have a five-foot minimum landscape buffer surrounding the tank to buffer the visual impacts of these tanks. Moreover, the planning director shall have the discretion to increase or modify this landscape buffer requirement depending upon the specific circumstances posed by any particular tank location.

E. Aesthetics. The following may not be visible from adjacent properties: waste materials, parts or material storage, or machinery or equipment other than that which is necessary for the operation and which, because of size and function, cannot be installed for practical purposes within an enclosed building.

In case of conflict between any of these site development standards and the development standards of specific zoning districts or other requirements of this title, the more restrictive requirement shall apply.

Sec. 15.08.295. Patient cooperatives.

- A. Medical marijuana patient cooperatives, as defined in KCC 15.02.326, are prohibited in the following zoning districts:
1. All agricultural districts, including A-10 and AG;
 2. All residential districts, including SR-1, SR-3, SR-4.5, SR-6, SR-8, MR-D, MR-T12, MR-T16, MR-G, MR-M, MR-H, MHP, PUD, MTC-1, MTC-2, and MCR;
 3. All commercial districts, including NCC, CC, CC-MU, DC, DCE, DCE-T, ~~CM-1, CM-2~~ CM, GC, and GC-MU;
 4. All industrial districts, including ~~M1, M1-C, M2, and M3~~ I1, I2, and I3; and
 5. Any new district established on or after July 1, 2016.
- B. Any violation of this section is declared to be a public nuisance per se, and shall be abated by the city attorney under applicable provisions of this code or state law, including, but not limited to, Chapter 1.04 KCC.
- C. Nothing in this section is intended to authorize, legalize or permit the establishment or operation of a use that violates any city, county, state or federal law or statute.

Sec. 15.08.400. Planned unit development. The intent of the PUD is to create a process to promote diversity and creativity in site design, and protect and enhance natural and community features. The process is provided to encourage unique developments which may combine a mixture of residential, commercial, and industrial uses. The PUD process permits departures from the conventional siting, setback, and density requirements of a particular zoning district in the interest of achieving superior site development, creating open space, and encouraging imaginative design by permitting design flexibility. By using flexibility in the application of development standards, this process will promote developments that will benefit citizens that live and work within the city.

A. *Zoning districts where permitted.* PUDs are permitted in all zoning districts with the exception of the A-10, agricultural zone; provided, however, that PUDs in SR zones are only allowed if the site is at least 100 acres in size, except as provided in subsection (C) of this section.

B. *Permitted uses.*

1. *Principally permitted uses.* The principally permitted uses in PUDs shall be the same as those permitted in the underlying zoning classifications, except as provided in subsection (B)(4) of this section.

2. *Conditional uses.* The conditional uses in PUDs shall be the same as those permitted in the underlying zoning classification. The conditional use permit review process may be consolidated with that of the PUD pursuant to procedures specified in subsection (F) of this section.

3. *Accessory uses.* Accessory uses and buildings which are customarily incidental and subordinate to a principally permitted use are also permitted.

4. *Exceptions.* In residential PUDs of 100 acres or more located in SR zones, and in residential PUDs of 10 acres or more located in other zoning districts, commercial uses may be permitted. Commercial uses shall be limited to those uses permitted in the neighborhood convenience commercial district. In PUDs of 100 acres or more in size located in SR zones, attached dwelling units are permitted only if they are condominiums created in accordance with the Washington Condominium Act, Chapter 64.34 RCW; provided, that if a proposed PUD in a single-family zoning district

includes such attached condominiums, the density bonus provisions outlined in subsection (D) of this section shall not apply; and further provided, that no condominium building may exceed two stories.

C. *Development standards.* The following development standards are minimum requirements for a planned unit development:

1. *Minimum lot size exclusion.* The minimum lot size requirements of the districts outlined in this title shall not apply to PUDs.

2. *Minimum site acreage.* Minimum site acreage for a PUD is established according to the zoning district in which the PUD is located, as follows:

Zones	Minimum Site Acreage
Multifamily (MR-D, MR-G, MR-M, MR-H, MR-T12, MR-T16)	None
Commercial, office and manufacturing zones	None
SR zones (SR-1, SR-3, SR-4.5, SR-6, SR-8) consisting entirely of detached single-family dwellings as defined in KCC 15.02.115	5 acres
SR zones (SR-1, SR-3, SR-4.5, SR-6, SR-8) consisting entirely of detached single-family dwellings as defined in KCC 15.02.115 and if providing increased wetland buffers pursuant to KCC 11.06.600(D)	0 acres
SR zones (SR-1, SR-3, SR-4.5, SR-6, SR-8) not comprised entirely of detached single-family dwellings as defined in KCC 15.02.115	100

3. *Minimum perimeter building setback.* The minimum perimeter building setback of the underlying zone shall apply. The hearing examiner may reduce building separation requirements to the minimum required by the building and fire departments according to the criteria set forth in subsection (G)(1) of this section. If an adjacent property is undevelopable under this title, the hearing examiner may also reduce the perimeter building setback requirement to the minimum standards in the city building and fire codes.

4. *Maximum height of structures.* The maximum height of structures of the underlying zone shall apply. The hearing examiner may authorize additional height in CC, GC, DC, CM, ~~M1, M2, and M3~~ I1, I2, and I3 zones where proposed development in the PUD is compatible with the scale and character of adjacent existing developments.

5. *Open space.*

a. The standard set forth in this subsection shall apply to PUD residential developments only. Each PUD shall provide a minimum of 35 percent of the total site area for common open space. In mixed use PUDs containing residential uses, 35 percent of the area used for residential use shall be reserved as open space.

b. For the purpose of this section, open space shall be defined as land which is not used for buildings, dedicated public rights-of-way, traffic circulation and roads, parking areas, or any kind of storage. Open space includes, but is not limited to, privately owned woodlands, open fields, streams, wetlands, severe hazard areas, landscaped areas, trails through parks and sensitive areas (not including required sidewalks), gardens, courtyards, or lawns. Common open space may provide for either active or passive recreation.

c. Open space within a PUD shall be available for common use by the residents, tenants, or the general public, depending on the type of project.

6. *Streets.* If streets within the development are required to be dedicated to the city for public use, such streets shall be designed in accordance with the standards outlined in the city subdivision code and other appropriate city standards. If streets within the development are to remain in private ownership and remain as private streets, the following standards shall apply:

a. *Minimum private street pavement widths for parallel parking in residential planned unit developments.* Minimum private street pavement widths with and without parallel parking in residential planned unit developments are as follows:

	No Parking (feet)	Parking One Side (feet)	Parking Both Sides (feet)
One-way streets	20	29	38
Two-way streets	22	31	40

The minimum widths set out in this subsection may be modified upon review and approval by the city fire chief and the city traffic engineer, providing they are sufficient to maintain emergency access and traffic safety. A maintenance agreement for private streets within a PUD shall be required by the hearing examiner as a condition of PUD approval.

b. *Vehicle parking areas.* Adequate vehicular parking areas shall be provided. Vehicular parking areas may be provided by on-street parking or off-street parking lots. The design of such parking areas shall be in accordance with the standards outlined in Chapter 15.05 KCC. In single-family PUDs, parking shall be provided at a ratio of 1.8 parking stalls per dwelling unit; garages are excluded from the parking circulation. The planning manager may recommend for hearing examiner approval additional parking based upon site design and project land uses; the recommendation may include a requirement for on-street parking.

c. *One-way streets.* One-way loop streets shall be no more than 2,000 feet long.

d. *On-street parking.* On-street parking shall be permitted. Privately owned and maintained "no parking" and "fire lane" signs may be required as determined by the city traffic engineer and city fire department chief.

7. *Pedestrian walkways.* Pedestrian walkways shall be provided to connect residences to public walkways and streets and shall be constructed of material deemed to be an all-weather surface by the public works director and planning manager.

8. *Landscaping.*

a. Minimum perimeter landscaping of the underlying zone shall apply. Additional landscaping shall be required as provided in Chapter 15.07 KCC and KCC 15.08.215.

b. All PUD developments shall ensure that parking areas are integrated with the landscaping system and provide screening of vehicles from view from public streets. Parking areas shall be conveniently located to buildings and streets while providing for landscaping adjacent to buildings and pedestrian access.

c. Solid waste collection areas and waste reduction or recycling collection areas shall be conveniently and safely located for onsite use and collection, and attractively site screened.

9. *Signs.* The sign regulations of Chapter 15.06 KCC shall apply.

10. *Platting.* If portions of the PUD are to be subdivided for sale or lease, the procedures of the city subdivision code, as amended, shall apply. Specific development standards such as lot size, street design, etc., shall be provided as outlined in subsection (E) of this section.

11. *Green River Corridor.* Any development located within the Green River Corridor district shall adhere to the Green River Corridor district regulations.

12. *View regulations.* View regulations as specified in KCC 15.08.060 shall apply to all PUDs.

13. *Shoreline master program.* Any development located within 200 feet of the Green River shall adhere to the city shoreline master program regulations.

14. *Design review.* PUDs shall be subject to administrative design review in KCC 15.09.045. PUDs of only single-family detached residences shall be evaluated using the review criteria of KCC 15.09.045(C), residential design review. Multifamily dwellings, multifamily townhouse units, independent senior living facilities, assisted living facilities, residential facilities with health care or transitional housing for three or more families located outside of downtown and Meeker Street from 64th Avenue

South to Kent-Des Moines Road are subject to multifamily design review as provided for in KCC 15.09.045(D), or as provided for in KCC 15.09.046 if located within downtown or along Meeker Street from 64th Avenue South to Kent-Des Moines Road.

D. *Density bonus standards.* The density of residential development for PUDs will be based on the gross density of the underlying zoning district with density bonuses allowed as described below. PUDs under 20 acres in size located in SR zones shall not be allowed density bonuses except as provided by subsection (D)(8) of this section. For all other PUDs, the hearing examiner may recommend a dwelling unit density not more than 20 percent greater than that permitted by the underlying zone upon findings and conclusions that the amenities or design features which promote the purposes of this subsection, as follows, are provided:

1. *Open space.* A four percent density bonus may be authorized if at least 10 percent of the open space is in concentrated areas for passive use. Open space shall include significant natural features of the site, including but not limited to fields, woodlands, watercourses, and permanent and seasonal wetlands. Excluded from the open space definition are the areas within the building footprints, land used for parking, vehicular circulation or rights-of-way, and areas used for any kind of storage.

2. *Active recreation areas.* A four percent density bonus may be authorized if at least 10 percent of the site is utilized for active recreational purposes, including but not limited to jogging or walking trails, pools, children's play areas, etc. Only that percentage of space contained within accessory structures that is directly used for active recreation purposes can be included in the 10 percent active recreation requirement.

3. *Stormwater drainage.* A two percent density bonus may be authorized if stormwater drainage control is accomplished using natural onsite drainage features. Natural drainage features may include streams, creeks, ponds, etc.

4. *Native vegetation.* A four percent density bonus may be authorized if at least 15 percent of the native vegetation on the site is left undisturbed in large open areas.

5. *Parking lot size.* A two percent density bonus may be authorized if off-street parking is grouped in areas of 16 stalls or less. Parking areas must be

separated from other parking areas or buildings by significant landscaping in excess of Type V standards as provided in KCC 15.07.050. At least 50 percent of these parking areas must be designed as outlined in this subsection to receive the density bonus.

6. *Mixed housing types.* A two percent density bonus may be authorized if a development features a mix of residential housing types. Single-family residences, attached single units, condominiums, apartments, and townhomes are examples of housing types. The mix need not include some of every type.

7. *Project planning and management.* A two percent density bonus may be granted if a design/development team is used. Such a team would include a mixture of architects, engineers, landscape architects, and designers. A design/ development team is likely to produce a professional development concept that would be consistent with the purpose of the zoning regulations.

8. *Increased wetland buffer widths.* A 10 percent density bonus may be granted for a wetland buffer that is increased by 25 feet. A 20 percent density bonus may be granted for a wetland buffer that is increased by 50 feet. All other requirements of the PUD standards shall apply.

These standards are thresholds, and partial credit is not given for partial attainment. The site plan must at least meet the threshold level of each bonus standard in order for density bonuses to be given for that standard. In no case shall any of the density bonus provisions be combined to create a total bonus greater than 20 percent.

E. *Master plan approvals.* The master plan process is intended to allow approval of a generalized, conceptual development plan on a site which would then be constructed in phases over a longer period of time than a typical planned unit development. The master plan approval process is typically appropriate for development which might occur on a site over a period of several years, and in phases which are not entirely predictable.

1. *Submittal requirements.* The distinguishing characteristic between a master plan development application and a planned unit development application is that a master plan development proposal is conceptual in nature. However, the master plan application shall provide sufficient detail of the scope of the development,

the uses, the amount of land to be developed and preserved, and how services will be provided. The specific submittal requirements are noted below:

- a. A written description of the scope of the project, including total anticipated build-out (number of units of residential, gross floor area for commercial), and the types of uses proposed;
- b. A clear vicinity map, showing adjacent roads;
- c. A fully dimensional site plan, which would show the areas upon which development would occur, the proposed number of units or buildings in each phase of the development, the areas that would be preserved for open space or protection of environmentally sensitive features, and a generalized circulation plan, which would include proposed pedestrian and bicycle circulation;
- d. A generalized drainage and stormwater runoff plan;
- e. A site map showing contours at not greater than five-foot intervals and showing any wetlands, streams, or other natural features;
- f. A description of the proposed phasing plan;
- g. Documentation of coordination with the Kent school district;
- h. Certificates of water and sewer availability;
- i. Generalized building elevations showing the types of uses being proposed.

2. *Density.* The gross density of a residential master plan project shall be the same as the density allowable in the underlying zoning district.

3. *Open space.* The criteria in subsection (C)(5) of this section shall apply.

4. *Application process.* The application process for a master plan application shall be as outlined in subsection (F) of this section.

5. *Review criteria.* The review criteria for a master plan application shall be the same as those outlined in subsection (G) of this section.

6. *Administrative approval of individual phases.* Once a master site plan PUD has been approved pursuant to subsection (F) of this section, any individual phase of the development shall be reviewed and approved administratively, as outlined in Chapter 15.09 KCC; provided, that for each phase of development that includes a residential condominium, the applicant shall submit a copy of the

condominium declaration recorded against the property, and as outlined in RCW 64.34.200.

7. *Time limits.* The master plan approved by the hearing examiner or city council, as provided in subsection (F) of this section, shall be valid for a period of up to seven years. At the end of this seven-year period, development permits must be issued for all phases of the master plan development. An extension of time may be requested by the applicant. A single extension may be granted by the planning manager for a period of not more than two additional years.

8. *Modifications.* Once approved, requests for modifications to the master plan project shall be made in writing to the planning manager. The planning manager shall make a determination as to whether the requested modification is major or minor as outlined in subsection (I) of this section.

F. *Application process.* The application process includes the following steps: informal review process, compliance with the State Environmental Policy Act, community information meeting, development plan review, and public hearing before the hearing examiner.

1. *Informal review process.* An applicant shall meet informally with the planning department at the earliest possible date to discuss the proposed PUD. The purpose of this meeting is to develop a project that will meet the needs of the applicant and the objectives of the city as defined in this title.

2. *SEPA compliance.* Compliance with the State Environmental Policy Act and regulations and city SEPA requirements shall be completed prior to development plan review.

3. *Development plan review.* After informal review and completion of the SEPA process, a proposal shall next be reviewed by city staff through the development plan review process. Comments received by the project developer under the development review process shall be used to formalize the proposed development prior to the development being presented at a public hearing before the hearing examiner.

4. *Community information meeting.*

a. A community information meeting shall be required for any proposed PUD located in a residential zone or within 200 feet of a residential zone.

At this meeting, the applicant shall present the development proposed to interested residents. Issues raised at the meeting may be used to refine the PUD plan. Notice shall be given in at least one publication in the local newspaper at least 10 days prior to the public hearing. Written notice shall be mailed first class to all property owners within a radius of not less than 200 feet of the exterior boundaries of the property subject to the application. Any alleged failure of any property owner to actually receive the notice of hearing shall not invalidate the proceedings.

b. Nonresidential PUDs not located within 200 feet of a residential zone shall not require a community information meeting.

5. *Public notice and hearing examiner public hearing.* The hearing examiner shall hold at least one public hearing on the proposed PUD and shall give notice thereof in at least one publication in the local newspaper at least 10 days prior to the public hearing. Written notice shall be mailed first class to all property owners within a radius of not less than 200 feet of the exterior boundaries of the property subject to the application. Any alleged failure of any property owner to actually receive the notice of hearing shall not invalidate the proceedings.

6. *Consolidation of land use permit processes.* The PUD approval process may be used to consolidate other land use permit processes, which are required by other sections of this title. The public hearing required for the PUD may serve as the public hearing for the conditional use permit, subdivision, shoreline substantial development, and rezoning if such land use permits are a part of the overall PUD application. When another land use permit is involved which requires city council approval, the PUD shall not be deemed to be approved until the city council has approved the related land use permit. If a public hearing is required for any of the categories of actions listed in this subsection, the hearing examiner shall employ the public hearing notice requirements for all actions considered which ensure the maximum notice to the public.

7. *Hearing examiner decision.* The hearing examiner shall issue a written decision within 10 working days from the date of the hearing. Parties of record will be notified in writing of the decision. For PUDs which propose a use permitted in the underlying zoning district, the hearing examiner's decision is final. For PUDs which propose a use which is not typically permitted in the underlying zoning district as

provided in subsection (B)(4) of this section, the hearing examiner shall forward a recommendation to the city council, which shall have the final authority to approve or deny the proposed PUD. For a proposed residential PUD that includes condominiums as outlined in subsection (B)(4) of this section, a condition of approval by the city council shall be that for each development phase the applicant shall submit a recorded copy of the covenants, conditions, and restrictions recorded against the property. Within 30 days of receipt of the hearing examiner's recommendation, the city council shall, at a regular meeting, consider the application. Any appeal from the final decision of the hearing examiner and city council shall be pursuant to the appeal provisions of Chapter 12.01 KCC.

8. *Effective date.* In approving a PUD, the hearing examiner shall specify that the approved PUD shall not take effect unless or until the developer files a completed development permit application within the time periods required by this title as set forth in subsection (H) of this section. No official map or zoning text designations shall be amended to reflect the approved PUD designation until such time as the PUD becomes effective.

G. *Review criteria for planned unit developments.* Upon receipt of a complete application for a residential PUD, the planning department shall review the application and make its recommendation to the hearing examiner. The hearing examiner shall determine whether to grant, deny, or condition an application based upon the following review criteria:

1. *Residential planned unit development criteria.*

a. The proposed PUD project shall have a beneficial effect upon the community and users of the development which would not normally be achieved by traditional lot-by-lot development and shall not be detrimental to existing or potential surrounding land uses as defined by the comprehensive plan.

b. The proposed PUD project shall be compatible with the existing land use or property that abuts or is directly across the street from the subject property. The term compatibility includes but is not limited to apparent size, scale, mass, and architectural design.

c. Unusual and sensitive environmental features of the site shall be preserved, maintained, and incorporated into the design to benefit the development and the community.

d. The proposed PUD project shall provide areas of openness by using techniques such as clustering, separation of building groups, and use of well-designed open space and landscaping. Open space shall be integrated within the PUD rather than be an isolated element of the project.

e. The proposed PUD project shall promote variety and innovation in site and building design, and shall include architectural and site features that promote community interaction, such as porches, de-emphasized garages, sidewalks/walkways, and adjacent common areas. Buildings in groups shall be related by common materials and roof styles, but contrast shall be provided throughout the site by the use of varied materials, architectural detailing, building scale, and orientation.

f. Building design shall be based on a unified design concept, particularly when construction will be in phases.

2. *Nonresidential planned unit development criteria.*

a. The proposed project shall have a beneficial effect which would not normally be achieved by traditional lot-by-lot development and not be detrimental to present or potential surrounding land uses as defined by the comprehensive plan.

b. Unusual and sensitive environmental features of the site shall be preserved, maintained, and incorporated into the design to benefit the development and the community.

c. The proposed project shall provide areas of openness by the clustering of buildings, and by the use of well-designed landscaping and open spaces. Landscaping shall promote a coordinated appearance and break up continuous expanses of building and pavement.

d. The proposed project shall promote variety and innovation in site and building design. It shall encourage the incorporation of special design features such as visitor entrances, plazas, outdoor employee lunch and recreation areas, architectural focal points, and accent lighting.

e. Building design shall be based on a unified design concept, particularly when construction will be in phases.

H. *Time limits.*

1. *Application for development permit.* The applicant shall apply for a development permit no later than one year following final approval of the PUD. The application for development permit shall contain all conditions of the PUD approval.

2. *Extensions.* An extension of time for development permit application may be requested in writing by the applicant. Such an extension may be granted by the planning manager for a period not to exceed one year. If a development permit is not issued within two years, the PUD approval shall become null and void and the PUD shall not take effect.

I. *Modifications of plan.* Requests for modifications of final approved plans shall be made in writing and shall be submitted to the planning services office in the manner and form prescribed by the planning manager. In commercial, office, industrial, and manufacturing zoning districts, where a master plan is consistent with a planned action ordinance and a development agreement, the determination of whether a proposed modification is minor or major shall be made at the sole discretion of the planning manager; provided, however, that the planning manager's determination must be consistent with criteria established in either the planned action ordinance or the development agreement. If the planned action ordinance or the development agreement does not establish such criteria, the planning manager's determination shall be consistent with the criteria stated in subsections (I)(1) and (I)(2) of this section. The criteria for determining minor and major modifications in all other cases shall be as stated in subsections (I)(1) and (I)(2) of this section. The criteria for approval of a request for a major modification shall be those criteria covering original approval of the permit which is the subject of the proposed modification.

1. *Minor modifications.* Modifications are deemed minor if all the following criteria are satisfied:

a. No new land use is proposed;

- b. No increase in density, number of dwelling units, or lots is proposed;
- c. No change in the general location or number of access points is proposed;
- d. No reduction in the amount of open space is proposed;
- e. No reduction in the amount of parking is proposed;
- f. No increase in the total square footage of structures to be developed is proposed; and
- g. No increase in general height of structures is proposed.

Examples of minor modifications include but are not limited to lot line adjustments, minor relocations of buildings or landscaped areas, minor changes in phasing and timing, and minor changes in elevations of buildings.

2. *Major modifications.* Major adjustments are those which, as determined by the planning manager, substantially change the basic design, density, open space, or other similar requirements or provisions. Major adjustments to the development plans shall be reviewed by the hearing examiner. The hearing examiner may review such adjustments at a regular public hearing. If a public hearing is held, the process outlined in subsection (F) of this section shall apply. The hearing examiner shall issue a written decision to approve, deny, or modify the request. Such a decision shall be final. Any appeals of this decision shall be in accordance with KCC 12.01.040.

EXHIBIT K
Chapter 15.09

Sec. 15.09.047. Industrial design review.

A. Purpose and scope. Industrial design review is an administrative process, the purpose of which is to implement and give effect to the Rally the Valley Industrial Valley Subarea Plan as adopted into the Comprehensive Plan, and its policies or parts thereof. The Industrial Design Guidelines, adopted in subsection (D) of this section, apply to development located in Industrial zones I1, I2, and I3.

B. Application and review process. The industrial design review process is administrative and is conducted as part of the permit review process. The applicant must make application for the design review process on forms provided by the economic and community development department. In the administration of this process, the department may develop supplementary handbooks for the public, which may pictorially illustrate and provide additional guidance on the interpretation of the criteria set forth in the Industrial Design Guidelines.

C. Applicability. Industrial design review shall apply to all new construction, enlargement of existing buildings and structures, as well as changes of use, as follows:-

1. New construction or enlargement.

a. Buildings constructed or enlarged. For enlargement of existing building, ten percent of improvement value shall be invested in building or site improvements consistent with the Industrial Design Guidelines. Specific improvements shall be approved by the planning manager as part of building permit review. Improvement value shall be assessed according to the most recently published International Code Council Building Valuation Data.

b. Other structures or exterior use areas constructed or enlarged. For enlargement of existing structures or use areas, ten percent of improvement value shall be invested in building or site improvements consistent with the Industrial Design Guidelines. Specific improvements shall be approved by the planning manager as part of building permit review. Improvement value shall be

assessed according to the most recently published International Code Council Building Valuation Data.

2. *Change in use.* When the occupancy of any land use, structure or building, or any part of a building, structure or land use, is changed to another use, the Industrial Design Guidelines shall apply, with the following exceptions:

a. Change of use from warehousing and distribution to manufacturing uses.

b. Change of use from warehousing and distribution to complexes which include a combination of uses, including a mixture of office, storage, commercial, and manufacturing uses.

c. Change of use from warehousing and distribution to research, development, and testing.

3. For change in use, ten percent of improvement value shall be invested in building or site improvements consistent with the Industrial Design Guidelines. Specific improvements shall be approved by the planning manager. Improvement value shall be assessed according to the most recently published International Code Council Building Valuation Data.

D. Industrial Design Guidelines – Adoption. The planning manager shall use the Industrial Design Guidelines in the evaluation and/or conditioning of applications under the industrial design review process. The Industrial Design Guidelines, entitled “City of Kent Industrial Design Guidelines,” are hereby adopted by this reference as authorized pursuant to RCW 35A.12.140 and shall be placed on file as adopted and amended hereafter in the offices of the city clerk and the economic and community development department.

E. Appeals. The decision of the planning manager to approve, approve with conditions, or reject any application under the industrial design review process is final unless an appeal is made to the hearing examiner within 14 calendar days of either the issuance of the planning manager’s approval or rejection of any application under this section. Appeals to the hearing examiner shall be conducted as set forth in Chapter 2.32 KCC. The decision of the hearing examiner shall be final, unless an appeal is made to the King County superior court, within 21

calendar days of the date of the issuance of the decision, pursuant to Chapter 36.70C RCW.

Sec. 15.09.050. Amendments. This title may be amended by the city council by changing the boundaries of zoning districts (rezones which change the official zoning map) or by changing any other provisions thereof (text amendments which add, delete, or otherwise modify the text of this title) whenever the public necessity and convenience and the general welfare require such amendment, by following the procedures of this section.

A. *Initiation.* An amendment may be initiated as follows:

1. Amendments to the text of this title and official zoning map amendments may be initiated by resolution of intention by the city council. Text amendments are heard by the land use and planning board and city council; zoning map amendments are heard by the hearing examiner. In the case of area-wide zoning or rezoning, both text amendments and zoning map amendments may be heard by the land use and planning board and city council in accordance with Chapter 12.01 KCC.

2. Amendments to the text of this title may be initiated by resolution of intention by the land use and planning board.

3. Official zoning map amendments (rezones), including the application of the "C" suffix, may be initiated by application of one or more owners, or their agents, of the property affected by the proposed amendment, which shall be made on a form prescribed by the planning department and filed with the planning department. The application shall be submitted in the manner required for Process IV applications. The hearing examiner shall consider the application in an open record predecision hearing in accordance with Chapters 2.32 and 12.01 KCC.

B. *Public hearing.* The hearing examiner shall hold an open record predecision hearing on any proposed amendment, and shall give notice thereof in accordance with the requirements of Chapter 12.01 KCC.

C. *Standards and criteria for granting a request for rezone.* The following standards and criteria shall be used by the hearing examiner and city council to evaluate a request for rezone. Such an amendment shall only be granted if the city

council determines that the request is consistent with these standards and criteria and subject to the requirements of Chapter 12.01 KCC.

1. The proposed rezone is consistent with the comprehensive plan.
2. The proposed rezone and subsequent development of the site would be compatible with development in the vicinity.
3. The proposed rezone will not unduly burden the transportation system in the vicinity of the property with significant adverse impacts which cannot be mitigated.
4. Circumstances have changed substantially since the establishment of the current zoning district to warrant the proposed rezone.
5. The proposed rezone will not adversely affect the health, safety, and general welfare of the citizens of the city.

6. [Reserved]. Furthermore, for rezones to M1-C:

- a. ~~The proposed rezone is in close proximity or contiguous to major arterial intersections identified on the comprehensive plan land use map as being appropriate locations for commercial type land uses.~~
- b. ~~Except for city wide mapping proposals, rezoning to M1-C shall not be speculative in nature, but shall be based on generalized development plans and uses.~~

D. [Reserved].

E. *Rezone to mixed use overlay*. The hearing examiner and the city council shall use the standards and criteria provided in subsection (C) of this section to evaluate a request for expanding the boundaries of the mixed use overlay boundary which is located in the GC and CC zoning districts. In addition, the hearing examiner and city council shall evaluate a request for expanding the mixed use overlay using the following standards and criteria as well. Such an amendment shall only be granted if the city council determines the request is consistent with these standards and criteria and subject to the requirements of Chapter 12.01 KCC.

1. The proposed rezone is contiguous to an existing mixed use overlay area, or is at least one acre in size.

2. The proposed area is located within close proximity to existing residential uses and existing commercial uses which would support residential use.

3. The proposed area is located in close proximity to transit stops, parks, and community facilities.

F. *Rezoning to MR-T.* The hearing examiner and the city council shall use the standards and criteria provided in subsection (C) of this section to evaluate a request for rezone to MR-T. In addition, the hearing examiner and city council shall evaluate a request for MR-T using the following standards and criteria as well. Such an amendment shall only be granted if the city council determines the request is consistent with these standards and criteria and subject to the requirements of Chapter 12.01 KCC.

1. The proposed rezone site is adjacent to or has convenient access to an arterial street to ensure that the traffic accessing the MR-T development minimizes the disruption to single-family residential neighborhoods.

G. *Recommendation of hearing examiner.* Following the public hearing provided for in this section, the hearing examiner shall make a report of findings and recommendations with respect to the proposed amendment and shall forward such to the city council, which shall have the final authority to act on the amendment.

H. *City council action/appeal.*

1. The city council shall, at a regular public meeting, consider the recommendation and issue a final decision. The decision of the city council is appealable to the King County superior court within 21 calendar days from the issuance of a notice of decision and in accordance with the requirements of Chapter 12.01 KCC and Chapter 36.70(C) RCW.

2. If the application for an amendment is denied by the city council, the application shall not be eligible for resubmittal for one year from date of the denial, unless specifically stated to be without prejudice. A new application affecting the same property may be submitted if, in the opinion of the hearing examiner, circumstances affecting the application have changed substantially.

EXHIBIT L
Chapter 5.04

Sec. 5.04.010 Regulations

- A. The discharge of firearms and other weapons of similar character shall be lawful if done in connection with any group or club, hereafter called a gun club, which is organized for the purpose of providing for its members an opportunity to engage in skeet or trap shooting, and which complies with the conditions of this section.
- B. The shooting may be done only on land owned or leased by the gun club. If the gun club is composed of members of an employee organization, written permission of the employer for use of its land shall suffice.
- C. The range where shooting is to occur must be situated so there can be no danger to the general public from misdirected or accidentally discharged weapons.
- D. Each gun club must keep posted with the police department of the city a schedule approved by the chief of police or his designated representative of the hours and days during which shooting will take place. Shooting will not be permitted at other than the posted times without prior written permission of the chief of police or his designated representative.
- E. Shooting shall be restricted to gun club members and their guests only. Each gun club shall issue some form of identification to each member and guest which must be carried by the member and guest at all times when engaged in shooting at his or another club's location. The identification card shall be produced for inspection upon demand of any officer of the police department upon the premises of any gun club during the hours that shooting is taking place.
- F. Shooting shall be restricted to those districts zoned MA, RA, I1 and I2M1, ~~and M2~~ or their equivalents. There shall be no shooting within three hundred (300) feet of any occupied dwelling or within four hundred (400) feet of any school playground.

G. Failure to comply with any of the provisions of this chapter shall result in revocation of the gun club's rights and privileges granted in this chapter. Each gun club shall be responsible for policing its own membership to ensure compliance with this chapter.

H. The chief of police is hereby granted the power to enforce the provisions of this chapter. All decisions of the chief of police, including but not limited to whether reasonable shooting hours are being observed, or whether public safety is being adequately protected, shall be final. Any decision of the chief of police requiring a gun club to discontinue operations because of alleged violations of any of the provisions of this chapter may be appealed to the city council by filing written notice of appeal with the city clerk. The city council shall set a date for hearing which shall be not more than thirty (30) days following receipt of the appeal by the city clerk. Between the time of the decision of the chief of police appealed from and the final disposition of the appeal, the gun club shall not engage in any shooting activities. All decisions of the city council shall be final and no appeal may be taken therefrom.

EXHIBIT M
Chapter 8.05

Sec. 8.05.080. Zoning classification for EDNA. The following land use zoning classifications as found in the zoning code are assigned the EDNA classification below:

<i>Zone</i>	<i>EDNA</i>
SR-1, SR-3, SR-4.5, SR-6, Class A	
SR-8, MR-D, MR-T12, MR-T16, MR-G, MR-M, MR-H, MHP	
NCC, CC, DC, DCE, MTC-1, Class B	
MTC-2, MCR, CM-1, CM-2, CM , GC	
M1, M2, M3 <u>I1, I2, I3</u> , SU, Class C	
A-10, AG	

EXHIBIT N
Industrial Design Guidelines

City of Kent Industrial Design Guidelines



Adopted _____
Ord. # _____

City of Kent Industrial Design Guidelines, KCC 15.09.047 Ord. _____

The following guidelines shall apply wherever Industrial Design Review is required under KCC 15.04.190 and KCC 15.09.47.

Numeric standards in sections 2, 3, and 5 may be reduced by up to 25% at the director's discretion, if the proposal meets the intent of that section through other means.

1. Dock-High Door Allowance in Industrial-1 Zoning District

Intent: Encourage diversity of industrial building types and scale site investment in proportion to impacts.

In the I1 zoning district only, the following dock-high door to building footprint square footage ratios shall apply, and shall be cumulative such that first tier applies to the first 30,000 square feet of a building, the second tier applies to the square footage above 30,000 square feet and below 100,000 square feet, and so on. Square footage refers to the building footprint; each building shall be allotted a number of doors available based on size of building and presence of enhanced options within the project; the allotted doors may then be reapportioned amongst any building within the project. Decimals shall be rounded up.

Enhanced options available to increase the dock-high door to building footprint square footage ratio above the base are listed in sections 2 through 5 and include both regional trail-related enhanced options and non-regional trail-related enhanced options.

Building Footprint Square Footage Tier		Possible Building Footprint Square Footage Available	Number of Enhanced Options in Project	Applicable Ratio	Total Doors Available per Tier
1	0-30,000 sf	Up to 30,000 sf	Any	1:3,000 sf	Up to 10
2	30,000 sf to 100,000 sf	Up to 70,000 sf	0	1:15,000 sf	Up to 5
			1	1:10,000 sf	Up to 7
			2 or more	1:7,500 sf	Up to 9
3	100,000 sf to 200,000 sf	Up to 100,000 sf	0 or 1	1:20,000 sf	Up to 5
			2	1:15,000 sf	Up to 7
			3 or more	1:10,000 sf	Up to 10
4	200,000 sf or more	No cap	0 or 1	1:30,000 sf	No cap
			2	1:20,000 sf	
			3	1:15,000 sf	
			4 or more	1:10,000 sf	

The following worksheet is an example of dock-high door calculation and may be used to determine total dock-height door allowance for new or remodeled buildings:

SCENARIO 1: Single 135,000 sf building

Building Footprint Square Footage Tier		Building Footprint Square Footage	Number of Enhanced Options in Project	Applicable Ratio	Door Allotment
SCENARIO 1A: NO ENHANCED OPTIONS					
1	0-30,000 sf	30,000 sf	0	1:3,000 sf	10
2	30,000 sf to 100,000 sf	70,000 sf	0	1:15,000 sf	5 (rounded up from 4.67)
			1	1:10,000 sf	
			2 or more	1:7,500 sf	
3	100,000 sf to 200,000 sf	35,000 sf	0 or 1	1:20,000 sf	2 (rounded up from 1.75)
			2	1:15,000 sf	
			3 or more	1:10,000 sf	
4	200,000 sf or more		0 or 1	1:30,000 sf	
			2	1:20,000 sf	
			3	1:15,000 sf	
			4 or more	1:10,000 sf	
Total Building Square Footage		135,000 sf	Total Door Allotment:		17
SCENARIO 1B: ONE ENHANCED OPTION					
1	0-30,000 sf	30,000 sf	1	1:3,000 sf	10
2	30,000 sf to 100,000 sf	70,000 sf	0	1:15,000 sf	7
			1	1:10,000 sf	
			2 or more	1:7,500 sf	
3	100,000 sf to 200,000 sf	35,000 sf	0 or 1	1:20,000 sf	2 (rounded up from 1.75)
			2	1:15,000 sf	
			3 or more	1:10,000 sf	
4	200,000 sf or more		0 or 1	1:30,000 sf	
			2	1:20,000 sf	
			3	1:15,000 sf	
			4 or more	1:10,000 sf	
Total Building Square Footage		135,000 sf	Total Door Allotment		19

Building Footprint Square Footage Tier		Applicable Building Footprint Square Footage	Number of Enhanced Options in Project	Applicable Ratio	Door Allotment
SCENARIO 1C: TWO ENHANCED OPTIONS					
1	0-30,000 sf	30,000 sf	2	1:3,000 sf	10
2	30,000 sf to 100,000 sf	70,000 sf	0	1:15,000 sf	10 (rounded up from 9.3)
			1	1:10,000 sf	
			2 or more	1:7,500 sf	
3	100,000 sf to 200,000 sf	35,000 sf	0 or 1	1:20,000 sf	3 (rounded up from 2.3)
			2	1:15,000 sf	
			3 or more	1:10,000 sf	
4	200,000 sf or more		0 or 1	1:30,000 sf	
			2	1:20,000 sf	
			3	1:15,000 sf	
			4 or more	1:10,000 sf	
Total Building Square Footage		135,000 sf	Total Door Allotment		23
SCENARIO 1D: THREE ENHANCED OPTIONS					
1	0-30,000 sf	30,000 sf	3	1:3,000 sf	10
2	30,000 sf to 100,000 sf	70,000 sf	0	1:15,000 sf	10 (rounded up from 9.3)
			1	1:10,000 sf	
			2 or more (3)	1:7,500 sf	
3	100,000 sf to 200,000 sf	35,000 sf	0 or 1	1:20,000 sf	4 (rounded up from 3.5)
			2	1:15,000 sf	
			3 or more	1:10,000 sf	
4	200,000 sf or more		0 or 1	1:30,000 sf	
			2	1:20,000 sf	
			3	1:15,000 sf	
			4 or more	1:10,000 sf	
Total Building Square Footage		135,000 sf	Total Door Allotment		24

SCENARIO 2: Three buildings of size (A) 30,000 sf, (B) 200,000 sf, and (C) 70,000 sf; no enhanced options

Building Footprint Square Footage Tier		Applicable Building Footprint Square Footage	Number of Enhanced Options in Project	Applicable Ratio	Door Allotment
Building A: 30,000 sf					
1	0-30,000 sf	30,000 sf	0	1:3,000 sf	10
2	30,000 sf to 100,000 sf	70,000 sf	0	1:15,000 sf	
			1	1:10,000 sf	
			2 or more	1:7,500 sf	
3	100,000 sf to 200,000 sf	35,000 sf	0 or 1	1:20,000 sf	
			2	1:15,000 sf	
			3 or more	1:10,000 sf	
4	200,000 sf or more		0 or 1	1:30,000 sf	
			2	1:20,000 sf	
			3	1:15,000 sf	
			4 or more	1:10,000 sf	
Total Building Square Footage		30,000 sf	Total Door Allotment Building A		10
Building B: 200,000 sf					
1	0-30,000 sf	30,000 sf	0	1:3,000 sf	10
2	30,000 sf to 100,000 sf	70,000 sf	0	1:15,000 sf	5 (rounded up from 4.67)
			1	1:10,000 sf	
			2 or more	1:7,500 sf	
3	100,000 sf to 200,000 sf	100,000 sf	0 or 1	1:20,000 sf	5
			2	1:15,000 sf	
			3 or more	1:10,000 sf	
4	200,000 sf or more		0 or 1	1:30,000 sf	
			2	1:20,000 sf	
			3	1:15,000 sf	
			4 or more	1:10,000 sf	
Total Building Square Footage		200,000 sf	Total Door Allotment Building B		20
Building C: 70,000 sf					
1	0-30,000 sf	30,000 sf	0	1:3,000 sf	10
2	30,000 sf to 100,000 sf	40,000 sf	0	1:15,000 sf	3 (rounded up from 2.67)
			1	1:10,000 sf	
			2 or more	1:7,500 sf	
3	100,000 sf to 200,000 sf	100,000 sf	0 or 1	1:20,000 sf	5
			2	1:15,000 sf	
			3 or more	1:10,000 sf	

4	200,000 sf or more		0 or 1	1:30,000 sf	
			2	1:20,000 sf	
			3	1:15,000 sf	
			4 or more	1:10,000 sf	
Total Building Square Footage		200,000 sf	Total Door Allotment Building C		13
TOTAL DOOR ALLOTMENT FOR PROJECT (can be apportioned amongst any buildings in project)			43		

2. Public Trail Access

Intent: Facilitate access to public trails with visible, welcoming design cues and functional, usable connections, for the health and wellbeing of employees and visitors.

For projects adjacent to public trails with buildings over 75,000 square feet, the following is required on private property:

- A. Direct ADA-compliant pedestrian connection to trail from sidewalks and nearest building entrance, in concrete, paving stones, or other hardscape excepting asphalt
 - a. **Enhanced option:** *Trail entrance welcome area within 15' of trail, that is regularly maintained by the property owner and is visually connected with following characteristics:*
 - i. *Vertical separation from employee parking lots/truck courts (i.e., curb, retaining wall); space must be visually distinguished from adjacent private parking or other site functions.*
 - ii. *Minimum size of 500 square feet or .5% of building footprint area, whichever is larger, in concrete, paving stones, or other hardscape (except asphalt).*
 - iii. *Programming with commercial grade furnishings such as seating (picnic tables, benches), exercise equipment, interpretive signage, etc.*
 - iv. *Parking facilities for public access to trail at a ratio of one parking space per 100 linear feet of trail frontage, not to exceed ten spaces. These parking spaces shall be visible from a public street, and situated so that the public can clearly see riverfront open space and gain access to the public portion of that open space; parking areas may not be counted toward trail entrance welcome area square footage (A.a.ii., above), nor toward other off-street parking requirements.*
- B. Standard City of Kent trail signs at trail entrance from property and all entrances (driveways, pedestrian paths) to property from street.
 - a. **Enhanced option:** *Interpretive/informational kiosks in addition to above entrance signage, integrated into hardscape trail access points, with a minimum investment of \$15,000.*
- C. Outdoor bike parking at trail entrance at 1 space per 25,000 square feet of new building footprint area, including only new buildings greater than 75,000 square feet. (Racks may count as more than 1 space based on how many bikes can be comfortably parked per rack.)
 - a. **Enhanced option:** *In addition to outdoor bike parking requirements, provide indoor bike parking with 1 space per 10,000 square feet of building footprint area. Must include indoor lockers and showers, and an outdoor bike amenity (smart lockers, water fountain, e-bike charging station, air filling or repair station, etc.) adjacent to trail. Indoor bike parking and amenities may be secured for employee access only.*
- D. Ground-level lighting (at or below bollard height) at trail entrances.

3. Amenity Space

Intent: Provide functional, welcoming outdoor spaces that enhance employee wellbeing and aid in worker recruitment and retention.

Buildings in the I1 and I2 zoning districts with footprint area of greater than 75,000 square feet must provide an outdoor amenity space which meets the following conditions:

- A. An amenity space shall be provided that consists of hardscape in concrete, paving stones, or other material excepting asphalt, at a minimum size of 5% of the entire building footprint area in I1 and 2% of the entire building footprint area in I2.
 - a. ***Enhanced option:*** Minimum outdoor amenity space shall be 8% or more of the entire building footprint area.
 - b. ***Enhanced option:*** Required outdoor amenity space shall be protected from weather with durable coverings attached to permanently affixed footings.
 - c. ***Enhanced option:*** Required outdoor amenity space shall be accomplished through accessible rooftop deck with furnishings and vegetative components (green roof).
 - d. ***Enhanced option:*** At least 50% of the required amenity space shall be publicly accessible.
 - i. Public portion of amenity space must be oriented to the public right-of-way and open to the public during daylight hours.
 - ii. Appropriate signage must be provided to indicate public access and hours of operation.
 - iii. Property owner retains responsibility for maintenance of publicly accessible amenity space.
- B. Outdoor amenity space must be programmed with seating or other commercial grade furnishings with at least 1 programming or furnishing element per 500 square feet.
- C. Outdoor amenity space must be visible to the public from the highest classification street or regional trail on which the property is located, and shall be buffered from parking areas and building walls by a minimum 2 feet of Type IV landscaping per KCC 15.07.050.
- D. If project is also adjacent to trail, trail entrance area and outdoor amenity space as required by KCC 15.09.047 Industrial Design Review may be integrated in terms of location and programming; however, size requirements must be met separately.
- E. Outdoor amenity spaces may overlap with areas designated as setbacks, if facing collector arterials or local streets. Setbacks must be met separately on principal or minor arterials.

4. Site Design

Intent: Ensure quality design choices that contribute to the visual appeal of the public realm and facilitate safe, logical, and welcoming multimodal movement.

- A. All buildings must have entries that meet the following characteristics:
 - a. Visible from public right-of-way with fenestration surrounding door (see other fenestration requirements).
 - i. **Enhanced option:** *Create entrance "node" that is glass-enclosed (all sides of projection are substantially fenestrated) and either*
 - 1. *Entrance node height exceeds rest of building height by 8'*
 - 2. *Entrance node protrudes from rest of building by 12'*
 - b. Equally accessible from parking and sidewalks (i.e., pedestrians shall not be required to walk around to opposite side of building from sidewalk. Through site design or additional entries, pedestrians arriving at the site by means other than personal vehicle shall have equal priority in accessing building).
- B. Walking paths are required to connect the building and the perimeter streets; parking areas shall have walking paths to the building entries or ground plaza areas. Walking paths shall be:
 - a. Oriented to existing transit stops, with useful connection points to sidewalks
 - i. **Enhanced option:** *Custom bus shelter including trash receptacle, seating, and signage/wayfinding. Requires agreement with transit provider and must be maintained by property owner.*
 - b. Vertically separated from parking lot by at least 6" curb
 - c. Use surface material to contrast with parking lot, such as concrete or other non-asphalt hardscape.
 - d. Illuminated at ground level (bollard height or below)
 - e. Integrated with overall landscape design solutions (parking lot planting areas or LID/storm water, etc.)
- C. Truck courts and loading areas in the I1 zoning district are subject to the following standards.
 - a. For buildings adjacent to one or more public streets:
 - i. No more than one side of a building shall contain a truck court.
 - ii. For buildings greater than 175 feet in depth (the dimension perpendicular to the highest classification street) and 250 feet in width (the dimension parallel to the highest classification street), truck courts must be oriented perpendicular to the highest classification arterial on which they are located. If the building is less than 175 feet in depth and less than 250 feet in width, a truck court may be perpendicular or parallel to the highest classification street on which it is located. In all cases, if parallel, the truck court must be on the rear-facing facade with dock doors facing away from the street.
 - b. Truck courts shall be screened from streets and trails by structural walls and type III landscaping per KCC 15.07.050.
- D. Integrate stormwater design with landscaping and use stormwater ponds as an amenity as well as a utility whenever possible.

5. Building Design

Intent: Create transparency to business activities occurring in the Kent Valley and the value of these industries, break up long expanses of blank walls, contribute to a visually appealing public realm, and reduce bulk of large buildings. The elements in this section are intended to achieve architecturally distinctive buildings through a combination of techniques, to be employed at sufficient scale to visibly distinguish buildings in the Kent Valley as seen from public streets or trails.

- A. Glazing and fenestration. Glazing/ fenestration shall be required for all buildings, particularly focused on those façades that face streets, trails or other public spaces ("priority façades"). Glazing/ fenestration requirements for non-priority façades may be added together and applied to any façade on the building. Priority façade requirements must be met on the priority façade. Human-scale entries (doors) shall count toward glazing/fenestration requirements but dock-high- doors shall not. Glazing that spans multiple panels in tilt-up construction by utilizing recessed bands across panel width in addition to "punched" openings (commonly referred to as "ribbon" windows) shall meet the requirements.
- a. All buildings must meet the following glazing/fenestration requirements, where the percent of facade length as measured along the ground floor perimeter is multiplied by the average height of the building:

Zone	I1		I2		I3	
Footprint square footage	Priority Facades	Non Priority Facades	Priority Facades	Non Priority Facades	Priority Facades	Non Priority Facades
<= 50,000	20%	5%	10%	2%	2%	2%
50,001-99,999	25%	10%	15%	5%	5%	2%
>=100,000	30%	15%	20%	10%	10%	5%

- b. Glazing and fenestration shall be oriented around entries and shall include recessed or projected divisions (ex. mullions, sashes, jambs, etc.) measuring at least two inches from the façade. Large walls of glass shall incorporate a variety of division patterns or other detailing to offer scale and prevent a large, monolithic appearance.
- c. Windows, doors and other openings should add considerably to the façade's three-dimensional quality, providing a clear pattern of building openings. Specifically, main entrances should be visually defined via distinctive differentiation in materials, with other openings and entrances utilizing complementary design choices for an overall unified façade.

- B. Massing/Modulation. Buildings greater than 50,000 square feet shall utilize a combination of techniques such as protruding and recessed building massing, visually differentiated materials/colors/textures, signage and window treatments to create a visually distinctive building concept and specifically its frontage. Building modulation occurring both horizontally and vertically is preferred to add dimension and create the appearance of smaller scale volumes; architectural projections can include usable floor space, or be visually significant non-usable elements such as isolated, angled, or shadow panels that add dynamic variation. Insubstantial "tack-on" details and steps in rooflines will not satisfy massing requirements; neither will scoring or other shallow recesses. As an example, "fins" or other shallow protrusions may satisfy the requirements if combined with other architectural features to create an overall distinctive building concept. Protrusions serving a functional and logical purpose (i.e., canopies near entrances), will satisfy the requirements, whereas merely decorative projections that lack architectural emphasis or integration shall not (i.e., trellises). Avoid long, repetitive, monotonous façades, particularly those that repeat the same design element several times along the same elevation. Two-dimensional treatments such as signage or paint, and surface finishes such as exposed aggregate or exposed rock, shall generally not be sufficient alone but may contribute to the overall architectural design; exceptions may be made for particularly innovative screening systems or other exterior materials unique to or rarely seen in the Kent Valley that result in dynamic shapes or forms. Building forms that are outwardly expressive of interior business activities, such as glass-enclosed stairwells and break rooms, are encouraged. Varying building heights/massing and setbacks to define different functions such as offices and warehousing is encouraged. Particularly emphasize entries with horizontal projections that extend along the façade.
- a. Massing/Modulation is most critical on street-facing façades and in the I1 district; non-street-facing façades in I1 and street-facing façades in I2 shall utilize some of the above treatments to break up large expanses of blank walls but are not required to provide such substantial treatments. Non-street facing façades in I2 are not required to be modulated. Facades in I3 do not require modulation.
- C. Supplemental Square Footage: Large-scale buildings (generally those over 75,000 square feet) are encouraged to be designed for multiple tenancing options.
- a. ***Enhanced option:*** *Large-scale buildings must have supplemental square footage equal to 15% of the building ground floor area in a structural, fully enclosed second story including windows, stairs, plumbing, and elevator if required by building code.*
- D. Materials. Materials and patterns should not be repetitive for linear distances along walls greater than 150' without interruption by significant entrance/exit or extensive shift of building footprint (end caps, separate entrances, showcased stairwells or cantilevered spaces, etc.).
- a. Synthetic stucco, or EIFS (Exterior Insulating Finish Systems) shall not be used on large-scale building as a primary exterior wall cladding system.
- b. Reflective glazing, glass block and obscure glass shall be permissible for limited detail and aesthetic effect.

- c. High quality durable materials such as brick, stone, architectural concrete masonry units and glass shall be used in retail and commercial office developments. Use of masonry shall be allocated to maintain an appearance of mass and closure such as continuing around an entire building base or all sides of a smaller projecting bay. An overall building design concept applied to each side of the building should be evident.
- d. Add scale and detail through patterning and relief of masonry, exposed aggregate or exposed rock.

Good Evening thank you city council, city staff and fellow citizens.

"During last week's meeting the City Attorney suggested, with no rational whatsoever, that:

1. The City's now favored type of Distribution Centers, which they are arbitrarily calling Parcel Hubs or Last-Mile will somehow create a lot of entry level jobs
2. The Responsible Growth for Morgan Hill Initiative somehow, again with no rationale, is against jobs. Nothing could be further from the truth. Let's look at some facts.

Fulfillment Centers do not provide an influx of quality jobs. And the City's proposal will definitely NOT result in the creation of Entry Level Jobs. Studies show that the number of jobs created per square foot of building or per acre of land, called the 'employment density', differs depending on the land use. In 2020, Kent, Washington, which has a substantial number of Fulfillment Centers and advanced manufacturing, flex, and engineering buildings, reported the number of jobs created per square foot of development is almost five times higher for advanced manufacturing than for Fulfillment Centers. They stated, "with market forces strongly favoring storage and pass-through operations for goods produced elsewhere, there is a need for a deliberate, proactive approach to preserve and grow the manufacturing sectors in Kent's industrial lands." After a 12 month detailed analysis the proactive approach they took was to define a Fulfillment Center based on square feet, ceiling height and dock door density. They knew, that Fulfillment Center jobs also generally have a lower pay scale than manufacturing jobs. Fulfillment Center jobs are highly repetitive and workers experience both physical and psychological stress with the demands of the work environment - bending, twisting, running, and lifting boxes in a high-pressure setting that prioritizes line speed over employee health.

Automation is displacing Fulfillment Center jobs. Most jobs at Fulfillment Centers involve repetitive tasks, so to increase efficiency and reduce costs, many e-commerce companies have begun to reduce their human work force by deploying automation technology. Sorting, picking, labeling and even janitorial work can be done by robots. Experts in automation at Cornell University and University of Redlands predict this trend will accelerate and 75% to 90% of Fulfillment Center jobs will be displaced in the near future. The reality of Social Distancing has caused plans to adopt Automation to be DRAMATICALLY accelerated. You don't have to social distance robots. As these factors cause automation to rapidly increase in the logistics sector, so too will the disparity in the number of jobs created per square foot of land use. A reasonable and conservative estimate would be that land developments for advanced manufacturing and research & development will support 20 to 50 times more jobs per square foot than Fulfillment Centers in the near future. There is NO jobs argument to be made that supports the City's desire to allow more Distribution Centers in OUR City.

Over 3,000 concerned citizens have voiced their opposition to distribution centers and the like by signing the initiative which is being circulated by the Morgan Hill Responsible Growth Coalition. There is overwhelming support in the community not to have any of these types of developments in our beloved town. A parcel hub just by its very definition is a distribution center..... let's not kid ourselves. Just by the virtue of ramrodding an ordinance that is not fully thought out, with input from the people is a complete abomination. The Morgan Hill responsible growth coalition has always wanted to engage the city along with our fellow citizens so that we can effectively provide a reasonable and amicable way forward with development but the city continues to circumvent the will of the people. The city has a civic and moral obligation to do what is right for its citizens and passing an ordinance such as this is the complete polar opposite and dereliction of duty to the citizens who pay the taxes and live in this community for the very reason of wanting to live in a town that has a small town ambience and the notion that the city has the backs of its citizens. Whether or not the city passes this ordinance, the citizens of Morgan Hill have spoken and we have been entrusted by the voice of more than 3,000 citizens in this town to bring this initiative to the ballot for adoption. Morgan Hill Responsible growth coalition will not waver in its pursuit for responsible growth in a respectable and democratic way possible to get the city to do the right thing by the people and for the people.



Special Meeting Agenda

City Council

Rich Constantine - Mayor
Yvonne Martinez Beltran - Mayor Pro Tem
Larry Carr - Council Member
John McKay - Council Member
Rene Spring - Council Member

Wednesday, October 28, 2020 6:00 p.m.

Virtual Meeting

MEETING GUIDELINES

In accordance with Executive Order N-25-20 and guidance from the California Department of Public Health on gatherings, remote public participation is allowed. We will address the Order in the following ways:

Members of the public may NOT physically attend meetings at the Morgan Hill City Council Chamber.

The City Council Meeting will be live-streamed on Channel 17 and on the City's website. Those members of the public wishing to participate remotely may do so via the electronic meeting at: <http://bit.ly/102820CityCouncilMtg> or by calling in to: (669) 900-9128, then enter the meeting id: 820 7850 0068.

Public comment for City Council meetings will be accepted via email to ccpubliccomment@morganhill.ca.gov. Members of the public participating in the electronic meeting wishing to speak may do so during public comment.

SPECIAL MEETING

A Special Meeting of the City Council is called at 6:00 pm for continuation of the Industrial Ordinance Public Hearing from the October 21, 2020 City Council meeting.

CALL TO ORDER

Mayor Constantine

ROLL CALL ATTENDANCE

Deputy City Clerk Michelle Bigelow

DECLARATION OF POSTING OF AGENDA

Per Government Code 54954.2
Deputy City Clerk Michelle Bigelow

PUBLIC COMMENT

Members of the public are entitled to address the City Council concerning any item within the Morgan Hill City Council's subject matter jurisdiction. Public comments are limited to no more than three minutes. Except for certain specific exceptions, the City Council is prohibited from discussing or taking action on any item not appearing on the posted agenda. (See additional noticing at the end of this agenda)

ADOPTION OF AGENDA

CONTINUED PUBLIC HEARING

This item has been continued from the October 21, 2020 City Council Meeting.

1. ADOPT ORDINANCE AMENDING THE ZONING CODE TO PROHIBIT HEAVY DISTRIBUTION AND PARCEL SORTING USES, AMEND PROVISIONS RELATED TO LOCAL DELIVERY SERVICES AND CLARIFY THE DEFINITION OF SIGNIFICANT PROJECTS SUBJECT TO DESIGN REVIEW

Recommendation:

1. Open/close the public hearing;
2. Waive the first and second reading of the ordinance; and
3. Introduce the ordinance.

FUTURE COUNCIL INITIATED AGENDA ITEMS

Note: in accordance with Government Code Section 54954.2(a), there shall be no discussion, debate and/or action taken on any request other than providing direction to staff to place the matter of business on a future agenda.

ADJOURNMENT

NOTICE

Any documents produced by the City and distributed to the majority of the City Council less than 72 hours prior to an open meeting, will be made available for public inspection at the City Clerk's Counter at City Hall located at 17575 Peak Avenue, Morgan Hill, CA, 95037 and at the Morgan Hill Public Library located at 660 West Main Avenue, Morgan Hill, California, 95037 during normal business hours. (Pursuant to Government Code 54957.5)

PUBLIC COMMENT

Members of the Public are entitled to directly address the City Council concerning any item that is described in the notice of this meeting, before or during consideration of that item. If you wish to address the Council on any issue that is on this agenda, please complete a speaker request card located in the foyer of the Council Chambers and deliver it to the Minutes Clerk prior to discussion of the item. You are not required to give your name on the speaker card in order to speak to the Council, but it is very helpful. When you are called, proceed to the podium and the Mayor will recognize you. If you wish to address the City Council on any other item of interest to the public, you may do so during the public comment portion of the meeting following the same procedure described above. Please limit your comments to three (3) minutes or less.

Please submit written correspondence to the Minutes Clerk, who will distribute correspondence to the City Council.

Persons interested in proposing an item for the City Council agenda should contact a member of the City Council who may plan an item on the agenda for a future City Council meeting. Should your comments require Council action, your request may be placed on the next appropriate agenda. Council discussion or action may not be taken until your item appears on an agenda. This procedure is in compliance with the California Public Meeting Law (Brown Act) Government Code §54950.

City Council Policies and Procedures (CP 03-01) outlines the procedure for the conduct of public hearings. Notice is given, pursuant to Government Code Section 65009, that any challenge of Public Hearing Agenda items in court, may be limited to raising only those issues raised by you or on your behalf at the Public Hearing described in this notice, or in written correspondence delivered to the City Council at, or prior to the Public Hearing on these matters.

The time within which judicial review must be sought of the action by the City Council, which acted upon any matter appearing on this agenda is governed by the provisions of Section 1094.6 of the California Code of Civil Procedure.

For a copy of City Council Policies and Procedures CP 97-01, please contact the City Clerk's office (408) 779-7259, (408) 779-3117 (fax) or by email cityclerk@morganhill.ca.gov.

AMERICANS WITH DISABILITIES ACT (ADA)

In compliance with the Americans with Disabilities Act, if you are a disabled person and you need a disability-related modification or accommodation to participate in this meeting, please contact the City Clerk's Office at (408)779-7259, (408)779-3117 (fax) or by email cityclerk@morganhill.ca.gov. Requests must be made as early as possible and at least two-full business days before the start of the meeting.

SUSTAINABLE MORGAN HILL



VISION

To sustain a safe, inclusive, socially responsible, environmentally conscious, and economically sound community

Choose Morgan Hill

The City of Morgan Hill is the best community for people to live, work, visit, and operate their businesses.

City Council Ongoing Priorities

- Enhancing Public Safety
- Protecting the Environment and Preserving Open Space and Agricultural Land
- Maintaining Infrastructure
- Supporting our Youth, Seniors, and Entire Community
- Fostering a Positive Organizational Culture
- Preserving and Cultivating Public Trust
- Preserving our Community History
- Enhancing Diversity and Inclusiveness
- Advancing Regional Initiatives

2020-2021 Strategic Priorities

- **Fiscal Sustainability**
- Affordable Housing and Homelessness
- Community Engagement and Messaging
- Economic Development
- Transportation



These strategic priorities were established prior to the COVID-19 pandemic. In light of recent events, we recognize that all of these goals and priorities will be viewed through the lens of the global pandemic, and we will continue to have equity, public health, and financial responsibility in mind.

ORDINANCE NO. 4355

AN ORDINANCE of the City Council of the City of Kent, Washington, amending the City's Comprehensive Plan to include the "Rally the Valley" subarea plan, establishing industrial design guidelines, amending the zoning code - Title 15 - and other related code sections, and amending the land use plan map and zoning districts map, to implement the industrial valley subarea plan.

RECITALS

A. In line with regional and statewide land use planning goals, it is the City's intention through the Rally the Valley subarea plan to encourage modern industrial development, promote diverse economic opportunity, promote the retention and expansion of existing businesses, and to stimulate the recruitment of new businesses, all within the capacities of public infrastructure. This industrial valley subarea plan and related development regulations work to ensure sustainable economic development and promote the health, safety, and quality of life of the greater Kent community and specifically the industrial valley employees.

B. The City has a regionally designated Manufacturing and Industrial Center ("MIC") consisting of approximately 2,000 acres of industrial land. Kent has a global reputation as a hub for manufacturing advanced technologies. Near two seaports, adjacent to markets in Seattle

and Bellevue, and along several major freight routes, Kent is also known as a prime location for distribution of materials and consumer goods.

C. The Regional Centers Framework adopted by the Puget Sound Regional Council requires that all regionally designated MICs have a locally adopted subarea plan by 2020, which meets the criteria set forth in the framework.

D. Kent's Comprehensive Plan, adopted in 2015, includes a policy directive to "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." In the Puget Sound Regional Council's Plan Review Report and Certification Recommendation for the City's Comprehensive Plan, the city was encouraged to implement this policy "in the near term," as Vision 2040 calls for jurisdictions with regional centers to develop subarea plans (DP-Action-17).

E. Understanding the regional interest and local importance of this work, staff proposed to include a "Manufacturing/Industrial Center Subarea Plan" in the 2015 Docket Report to the City Council. In 2018, the City Council adopted the 2019-2020 budget which included \$75,000 annually for this work plan item, which was subsequently titled "Rally the Valley."

F. While the Rally the Valley effort was still in its early stages, the City of Kent adopted interim zoning regulations related to trucking-intensive land uses on April 2, 2019, in response to an acceleration in development of trucking-intensive land uses, including retrofitting existing warehouses to increase the capacity and volume of truck utilization, as well as increased real estate speculation on bulk warehouse properties in the Kent Valley. The interim regulations were intended to temporarily slow the rate of large-scale, trucking-intensive development, reduce the

impacts of such uses on city infrastructure, and ultimately ensure that certain options or opportunities that subarea planning efforts may have provided would not be precluded in the interim by development or redevelopment within the study area.

G. The study area for the plan consisted of the following three nested geographies in ascending order of size: 1) Kent's regionally-designated manufacturing and industrial center, 2) Kent's jurisdictional industrial lands, and 3) the larger Kent Valley consisting of a sub-regional market area as defined by commercial real estate and property development industry leaders, which includes all of Kent's jurisdictional industrial lands, and portions of industrial lands in neighboring cities including Auburn, Renton, Pacific, Tukwila, Des Moines, SeaTac, Federal Way, Sumner, and Algonia.

H. The subarea planning process required balancing the goal of encouraging a broad spectrum of industrial and manufacturing business types with the current demand for trucking-intensive, high-impact, large-scale warehousing developments, while also ensuring that future industrial valley development is aligned with the capacity of public infrastructure. City revenue associated with trucking-intensive uses has declined substantially in recent decades due to a change in state sales tax structure (known as Streamlined Sales Tax, or "SST"). Whereas wholesale and related e-commerce uses previously generated significant sales tax revenue for the city that helped offset the costs to city infrastructure, the SST change to a destination-based local sales tax system in 2008 substantially diminished this source of tax revenue. The city now bears all the road maintenance costs associated with heavy freight use, with severely depleted resources and few options for generating revenue.

I. This fiscal position strains the city's ability to maintain roadway infrastructure and the required level of service for city programs and responsibilities generally. The subarea plan and related development

regulations allow the city to mitigate the impacts to city infrastructure and support its fiscal sustainability by tiering requirements by the size and scale of trucking-intensive uses and by encouraging smaller-scale building footprints associated with less trucking-intensive modern industrial businesses.

J. Modern industrial businesses seek locations where they can establish a presence, recruit talent, access customers and suppliers, and grow and expand their operations. Perception of the Valley is shaped by the physical environment. Visual cues can contribute to or detract from the Kent Valley's image as an attractive location for workers to seek employment and for businesses to invest. The subarea plan and related development regulations encourage functional, welcoming outdoor spaces that enhance employee wellbeing and aid in worker recruitment and retention, and ensure quality design choices that contribute to the visual appeal of the public realm and facilitate safe, logical, and welcoming multimodal movement.

K. Kent's investment patterns in the industrial valley tend to facilitate the efficient movement of freight to and from the industrial center. Externalities of this investment strategy have become apparent: the industrial valley is characterized by an environment that deprioritizes active transportation, and in which there are significant gaps in transit access, pedestrian connections, and the bicycle network. The subarea plan and related development regulations facilitate access to public trails with visible, welcoming design cues and functional, usable connections, for the health and wellbeing of employees and visitors.

L. The subarea planning process involved substantial engagement of public stakeholders and support from regional public entities; including an advisory panel comprised of Kent Valley representatives from aerospace/high-tech manufacturing, commercial/industrial real estate, general manufacturing, global trade and

supply chain management, and workforce development; a staff working group consisting of staff from Kent's ECD, Parks, and Public Works departments and neighboring Kent Valley jurisdictions; financial support from the Port of Seattle to development of the Economy and Employment section of the plan, and to support development of a technical companion study focused on Kent Valley regional trails opportunities; and a public outreach campaign consisting of 1:1 interviews with Kent Valley business representatives and an online survey of Kent Valley employees.

M. Through its Rally the Valley program, the city exercised special care and attention in evaluating, considering, and developing appropriate regulation that satisfactorily addresses the significant fiscal impacts of trucking-intensive land uses, meets the city's goal of encouraging modern, diverse industrial and manufacturing development, and is mindful of the daily experience of industrial valley employees and the capacities of public infrastructure.

N. On December 12, 2019, the SEPA Official issued an Addendum to the City of Kent Comprehensive Plan Review and Midway Subarea Planned Action EIS for the Rally the Valley Subarea Plan and related amendments to the land use plan map, zoning districts map and Kent City Code, finding the analysis in those SEPA documents included the range, types, and magnitude of impacts and corresponding mitigation for this non-project action. The SEPA Official reviewed the final subarea plan and related map and code amendments and determined no further SEPA analysis was needed.

O. On December 13, 2019, the Washington State Department of Commerce was notified of the proposed amendments. On January 24, 2020, updated materials were sent to the Department. No comments were received.

P. The Land Use and Planning Board considered and provided input on the Rally the Valley strategic framework, the draft industrial design guidelines, and portions of the zoning code amendments at regularly scheduled workshops on December 9, 2019 and February 10, 2020.

Q. The City Council considered the Rally the Valley subarea plan, draft industrial design guidelines, and zoning code amendments at workshops on December 10, 2019, and on February 18, 2020, and held a special public comment period at the full Council meeting of the evening of the latter.

R. Comments received throughout the process were incorporated into the plan document and proposed code changes after consideration and analysis. Specific comments at the special public comment period on February 18, 2020, related to cost and effects on feasibility of various regulations including fenestration, truck court orientation, modulation and massing, etc. Increased flexibility related to numeric standards was subsequently added to the design guidelines, as well as additional options for meeting design guideline intent.

S. A public hearing on the Comprehensive Plan amendments, the Rally the Valley industrial subarea plan, city code amendments, and related industrial design guidelines, was held on March 3, 2020.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF KENT, WASHINGTON, DOES HEREBY ORDAIN AS FOLLOWS:

ORDINANCE

SECTION 1. – *Amendment.* The Comprehensive Plan is amended to include the “Rally the Valley” industrial subarea plan as set forth in Exhibit A.

SECTION 2. – *Amendment.* The Land Use Plan Map is amended as shown in Exhibit B.

SECTION 3. – *Amendment.* The Official Zoning Map adopted in 15.03.020 is amended as shown in Exhibit C.

SECTION 4. – *Amendment.* Chapter 15.02 of the Kent City Code is amended as shown in Exhibit D.

SECTION 5. – *Amendment.* Chapter 15.03 of the Kent City Code is amended as shown in Exhibit E.

SECTION 6. – *Amendment.* Chapter 15.04 of the Kent City Code is amended as shown in Exhibit F.

SECTION 7. – *Amendment.* Chapter 15.05 of the Kent City Code is amended as shown in Exhibit G.

SECTION 8. – *Amendment.* Chapter 15.06 of the Kent City Code is amended as shown in Exhibit H.

SECTION 9. – *Amendment.* Chapter 15.07 of the Kent City Code is amended as shown in Exhibit I.

SECTION 10. – *Amendment.* Chapter 15.08 of the Kent City Code is amended as shown in Exhibit J.

SECTION 11. – *Amendment.* Chapter 15.09 of the Kent City Code is amended as shown in Exhibit K.

SECTION 12. – *Amendment.* Chapter 5.04 of the Kent City Code is amended as shown in Exhibit L.

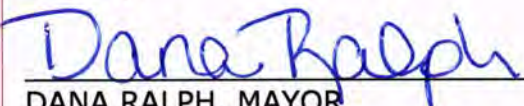
SECTION 13. - Amendment. Chapter 8.05 of the Kent City Code is amended as shown in Exhibit M.

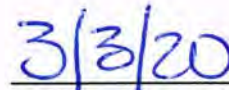
SECTION 14. - Adopt. The Industrial Design Guidelines are adopted as set forth in Exhibit N.

SECTION 15. - Severability. If any one or more section, subsection, or sentence of this ordinance, the subarea plan, the design guidelines, or code amendments is held to be unconstitutional or invalid, such decision shall not affect the validity of the remaining portion of this ordinance, the subarea plan, the design guidelines, and code amendments, and the same shall remain in full force and effect.

SECTION 16. - Corrections by City Clerk or Code Reviser. Upon approval of the city attorney, the city clerk and the code reviser are authorized to make necessary corrections to this ordinance, including the correction of clerical errors; ordinance, section, or subsection numbering; or references to other local, state, or federal laws, codes, rules, or regulations.

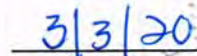
SECTION 17. - Effective Date. This ordinance shall take effect and be in force 30 days from and after its passage, as provided by law. Upon its effectiveness, Interim Zoning Ordinance 4320 shall be repealed in its entirety.

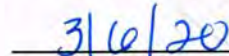

DANA RALPH, MAYOR


Date Approved

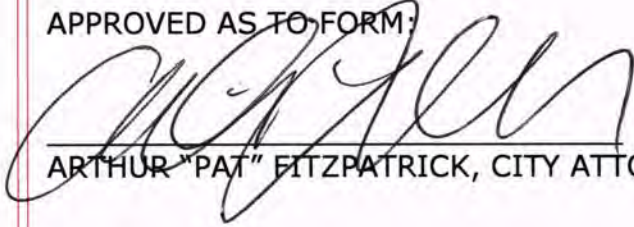
ATTEST:


KIMBERLEY A. KOMOTO, CITY CLERK


Date Adopted


Date Published

APPROVED AS TO FORM:

A handwritten signature in black ink, appearing to read 'Pat Fitzpatrick', written over a horizontal line.

ARTHUR "PAT" FITZPATRICK, CITY ATTORNEY

EXHIBIT A

Industrial Valley Subarea Plan

Chapter 1

Purpose and Vision

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Industry Transformation

Evolving technologies are transforming industry in the Kent Valley. Developments in commercial space, new categories of manufacturing and materials, and innovations in global trade/supply chain management mean the activities taking place in industrial spaces are fundamentally different from those of past decades. Kent Valley companies are at the leading edge of aerospace, developing technologies that will take people into space by the close of the decade. Composite materials made in Kent undergird modern automobile crash safety. Kent-made cable technologies, tooling, and machinery make possible a world of unique products, while new capabilities in logistics and supply chain management drive an increasingly precise, optimized, and just-in-time distribution apparatus that sustains regional commerce. At the threshold of this “fourth industrial revolution”, the Kent Valley is positioned for enormous opportunities in economic growth and global recognition.

At the same time, Kent's ability to capitalize on these opportunities is bounded by outdated land use policies and state-imposed fiscal constraints. Much of the land in the Kent Valley is currently limited by land use policies aimed at preserving an outdated notion of industrial lands, and zoning codes that are based on obsolete conceptions of industrial uses as dirty, loud, smelly, and incompatible with other uses. Many of the regulations guiding development in the Kent Valley don't consider modern industrial practices, or the layers of environmental regulations and minimum performance standards already in

place. They also fail to capitalize on existing assets, which, if made more visible and accessible, would stand to enrich not only the daily experience of industrial workers, but also that of the greater Kent community.

Rally the Valley seeks to address these issues through goals, policies, projects and programs that steer the Kent Valley over the short and long term toward the following vision:

The Kent Valley is recognized as a thriving, economically resilient industrial ecosystem, a center for productive business, and a healthy, desirable place to work.

Fiscal and Policy Limitations

Due to its geography and past investment patterns, the City of Kent is well-suited for industrial economic activity, particularly those characterized by significant warehousing and distribution operations. Reinforced by growing market demand and business-friendly regulations, Kent has become highly specialized in land-consumptive warehousing and distribution uses. This trend continues as e-commerce expands and competes with other uses for space. Meanwhile, the City, state, and region invest substantial resources to build and maintain infrastructure needed to support these freight-intensive operations.

Funding for infrastructure investments is constrained by state-imposed regulatory limits on taxes that can be collected and how they can be spent. Some revenue sources must be deployed for new capital investments, while others can be tapped for maintenance purposes. Property and sales taxes are flexible revenue streams that can be used to both build and maintain City infrastructure, but state legislative action in recent decades has reduced revenues from both. Property tax is capped at 1% growth per year for local jurisdictions, less than annual inflation. Sales tax revenues have also declined sharply; beginning in 2008, Streamlined Sales Tax shifted the state's sales tax collection to a destination-based model. This dramatically reduced Kent's revenues from its warehousing and distribution sector. The hit to these flexible, once strong and reliable revenue streams reduces the City's capacity to maintain the freight infrastructure needed to support its industrial users.

Limited regional grant funds are available, some of which are tied directly to Kent's Manufacturing Industrial Center (MIC) designation. Regionally funded projects serving Kent's MIC primarily include expansion of freight infrastructure through road widening and grade separations. Some repair and reconstruction projects have also received regional support, although these dollars are hardly commensurate with the increased demands on the City's maintenance program. Other types of infrastructure investments – transit, trails, and open space – are needed to mitigate the externalities and opportunity costs of freight infrastructure. Grant programs are available to support some of these projects, but the regional policy framework misses the fundamental link between ever-expanding freight infrastructure and the costs incurred to sustain it¹.

These limitations introduce a new urgency to explore different funding mechanisms and make the best use of the tools available. One of four main goals of Rally the Valley is to:

¹ See Chapter 4 – Infrastructure and Transportation for more discussion of the costs of freight infrastructure.

- 1) Optimize the City's financing mechanisms to support the public services and infrastructure that keep the City financially resilient and the Valley productive.

Proposed outcomes of this goal will be to make targeted, strategic changes to the fees collected from developers and businesses to encourage positive investments that generate jobs, revenues, and valuable assets for the City. The proposal also promotes formalized funding partnerships with businesses and regional partners to share the costs of building new freight infrastructure and maintaining it into the future. Part of achieving financial resilience will be a re-evaluation of the types of investments the City has historically prioritized, and shifting focus to investments that have cascading positive effects for the City's economy, such as pedestrian, bicycle, and transit projects that aid in workforce retention.

Worker Experience

People's experience of the Valley is shaped by the physical environment and what they perceive visually while moving in, around or through the Valley. Visual cues – components of the physical environment that distinguish one place from another – can contribute to or detract from the Kent Valley's image as an attractive location for people to be and for businesses to invest.

Kent's branding is strong in the real estate sector, and the City's business-friendly policies are familiar to industrial businesses nationwide. For the industrial workforce, however, there are fewer indicators signifying the unique and dynamic activities taking place, or the value and care that may be important to employee satisfaction.

There are also many non-business-related assets in the Valley, like a regional trails system and award-winning parks and natural spaces. Many would-be users aren't aware of these assets, largely attributable to the lack of visibility and accessibility; few of them are marked with high-visibility signs or wayfinding markers. Today this results in significant underutilization, but positions them as hidden gems if a strong re-investment strategy is deployed.

A second goal of Rally the Valley is to:

- 2) Elevate people's experience of the Valley by introducing visible cues of dynamic business activity and desirable amenities.

Investments in design and aesthetics, both public and private, will signal that the Kent Valley is a place worth caring about and investing in, and can reshape the perception of the Valley into a place that people and people-focused businesses are welcome.

Realization of these investments are envisioned in several ways in Rally the Valley. Zoning and development standards will require elevated design components including visible entries, more windows, and encouraging smaller building footprints, while simultaneously simplifying overly complicated regulations and reducing unnecessary restrictions such as height. The enormous scale of certain classes of industrial buildings can be disorienting for people; smaller buildings can provide visual relief and help provide spatial orientation to people making their way from place to place. Through progressive standards that require more investment in site design for large buildings with significant numbers of dock-high doors (signaling high dependence on trucking), developers are encouraged to consider smaller building footprints. Those who require large building footprints and depend on dock-high doors are not prevented from building; they simply must meet additional standards to mitigate the impacts of their scale and contribute positively to the Valley by investing more in on-site amenities.

Through thoughtful signage, wayfinding, and site design strategies, Rally the Valley efforts will point people to underutilized assets in the Kent Valley. These include both recreational amenities and important links in the Valley's transportation network. Efforts will be especially focused on the regional trails system and transit infrastructure, making use of both public and private investment to highlight assets, improve user experience, and increase utilization.

Economic Diversity

Today's market demand strongly favors large-scale warehousing and distribution uses; however, this is not by any means the only type of demand in the Kent Valley. In recent years, the City has received inquiries from multiple smaller-scale, employment-dense industrial users including prototyping and design and boutique manufacturing; these users often struggle to find appropriately sized space at a price point their growing businesses can afford.

These challenges can be partly attributed to the fact that current land use policy and development regulations fail to define modern industrial uses in such a way that ensures a healthy mix of industrial building types to serve a variety of businesses in the Valley. Industrial users present a wide range of operational needs, from the small start-up that needs prototyping and design space to major producers like Oberto snacks and rapidly expanding companies like Blue Origin. These businesses seek locations where they can establish a presence, recruit talent and share ideas, access customers and suppliers, and grow and expand their operations.

The third goal of Rally the Valley is to:

- 3) Encourage more business types, uses, and economic activity to complement the City's current strengths as a manufacturing and industrial hub.

The Kent Valley is already known as one of the best places to be an industrial business. Kent has a global reputation as a hub for manufacturing some of the most advanced technologies and best-known brands. Near two Seaports, adjacent to markets in Seattle and Bellevue, and along several major freight routes, Kent is also known as a prime location for distribution of materials and consumer goods.

Through strategic changes to policies and development regulations, as well as recognition of and investment in existing assets, Rally the Valley strategies aim to welcome all different scales and types of industrial uses, and open the door to other supportive uses that contribute to an amenity-rich environment for industrial workers. These strategies will build resilience to market fluctuations and help businesses in the Kent Valley capitalize on new technologies and innovations through information sharing and deep talent pools.

Recommended policy and regulatory changes target distinct areas of opportunity within the industrial valley. They endeavor to preserve existing and encourage new smaller-scale uses and mixed-use complexes that form concentrations of diverse business types. These uses are more likely to be independent and locally-based, and increase employment numbers per acre dedicated to industrial use.

These policy and regulatory changes will ensure availability of a variety of building forms and price-points, to meet the needs of a rapidly diversifying industrial sector. They target externalities rather than narrowly defining permitted uses based on the type of activities that occur inside a building. This simplification of use definitions is intended to minimize off-site impacts to adjacent users, while building more flexibility for new uses and streamlining the permitting process.

Public Realm

Kent's investment patterns in the past were designed to facilitate the efficient movement of freight to and from its industrial center. Externalities of this investment strategy are now becoming apparent: it has created an environment in the industrial valley in which pedestrians feel disoriented by scale, particularly due to the length of blocks and pedestrian crossings, and bicyclists must brave intimidating roadway configurations, even short distances of which would deter all but the most experienced riders.

There are significant gaps in the existing sidewalk and bicycle network; in fact, several of Kent's largest employers disclose that their employees traverse streets with no sidewalks to get to their bus stops. Where non-motorized infrastructure is present, it does not account for the impact and scale of truck movement.

Signage and wayfinding in the Kent Valley fails to orient people to significant protected non-motorized routes and other amenities like the Interurban and Green River Trails, as well as parks and green spaces and commercial amenities. These result in missed opportunities to provide positive experiences to workers in the Valley and to generate more business at Kent Valley restaurants and commercial centers.

The final goal of Rally the Valley is to:

- 4) Invest in a public realm that supports people and their activities.

Rally the Valley policies propose a shift in investment focus to people and call for a public realm that offers opportunities for people to interact with one another outside of their cars and enjoy positive experiences in the Kent Valley.

These policies focus on investments in multi-modal connections for pedestrians, cyclists, and trail users, and better integration of all of these modes with transit. The qualities of these facilities need to respond to the unique context of the industrial valley; technical and programmatic recommendations will guide future investment and design decisions to increase usage of public trails specifically.

The business community will also be engaged in achieving this goal, through development regulations that encourage amenity spaces for employees to use on their breaks. These on-site amenities are especially intended to serve people who work in the Valley and have limited breaks or opportunities to leave their work sites. They would also add attractive, visually interesting components to an industrial site that could be visible to passers-by.

The Future of the Kent Valley

The unifying concept of Rally the Valley is to create a complete, functioning industrial ecosystem, with a diversity of activities and scales, in which each type of business and employee has an important and unique role. Like biodiversity in natural ecosystems, the cross-pollination of ideas, technologies, and knowledge makes the whole system better able to absorb and take advantage of changing market conditions.

People-centered investment will result in positive worker experiences, create opportunities for both planned and spontaneous interactions and collaboration, and sustain a physically and emotionally healthy workforce. Over time, this investment strategy along with the vital contributions of the private market will

make the Kent Valley stronger and more resilient as a community; its businesses will thrive, and will likely see a gradual increase in location-based value as the Kent Valley becomes a more competitive and attractive place to do business.

The following table summarizes the proposed strategic framework and policy recommendations to achieve this future:

Table 1. 1 Rally the Valley Strategic Framework

VISION: THE KENT VALLEY IS RECOGNIZED AS A THRIVING, ECONOMICALLY RESILIENT INDUSTRIAL ECOSYSTEM, A CENTER FOR PRODUCTIVE BUSINESS, AND A HEALTHY, DESIRABLE PLACE TO WORK.

GOAL #1: OPTIMIZE THE CITY'S FINANCING MECHANISMS TO SUPPORT THE PUBLIC SERVICES AND INFRASTRUCTURE THAT KEEP THE CITY FINANCIALLY RESILIENT AND THE VALLEY PRODUCTIVE.	a) Structure City infrastructure fee schedules and investment priorities to encourage high-value uses. b) Reduce direct City expenditures on freight-supportive capital projects and long-term maintenance through partnerships and strategic use of untapped state-authorized funding mechanisms.
GOAL #2: ELEVATE PEOPLE'S EXPERIENCE OF THE VALLEY BY INTRODUCING VISIBLE CUES OF DYNAMIC BUSINESS ACTIVITY AND DESIRABLE AMENITIES.	a) Raise the bar for urban design by regulating minimum standards that are flexible to site constraints. b) Increase visibility and accessibility of existing parks, trails, and non-motorized transportation amenities. c) Invest in Interurban and Green River Trails as both recreational and transportation assets.
GOAL #3: ENCOURAGE MORE BUSINESS TYPES, USES, AND ECONOMIC ACTIVITY TO COMPLEMENT THE CITY'S CURRENT STRENGTHS AS A MANUFACTURING AND INDUSTRIAL HUB.	a) Preserve existing and encourage new smaller manufacturing and office uses that support the competitiveness of the greater Kent Valley. b) Modernize industrial land use policy at local and regional level to support industrial job creation. c) Encourage appropriate commercial uses to support manufacturing. d) Continue allowing wide variety of industrial uses; curtail externalities proportional to size/impact of development.
GOAL #4: INVEST IN A PUBLIC REALM THAT SUPPORTS PEOPLE AND THEIR ACTIVITIES.	a) Increase recreational value of city-owned parks in the Kent Valley. b) Support Kent Valley business needs with regards to parking and transportation in the public right of way, particularly focused on those businesses with high job density. c) Consider multimodal needs in the Kent Valley, particularly focusing on increased connections for commuters utilizing active transportation, ride-share, and public transit.

Geographic Scope

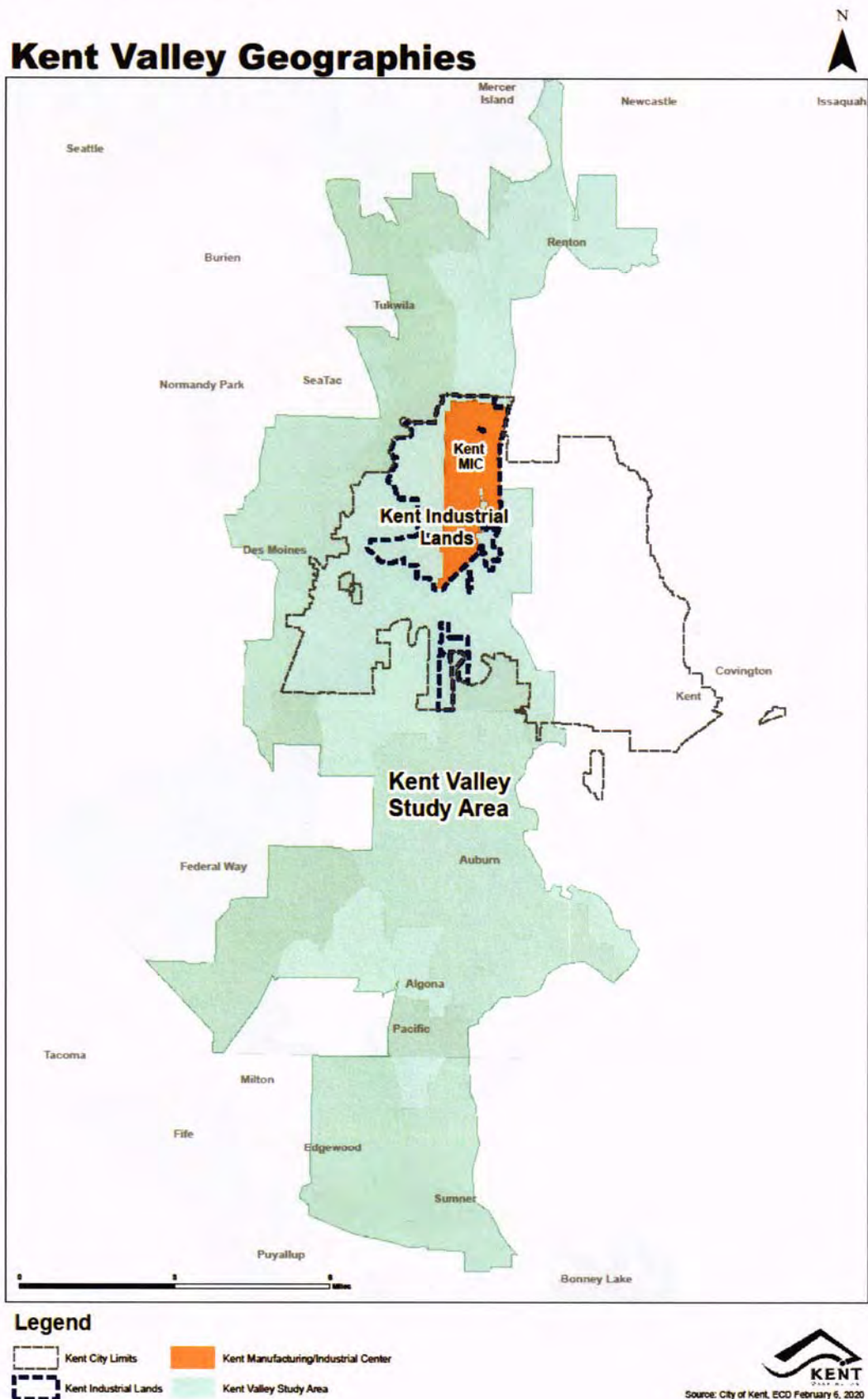
This subarea plan covers three nested geographies; distinctions were drawn based on differences in policy hierarchies and regulatory authorities, described in detail below.

The first-tier geography is Kent's regionally-designated Manufacturing and Industrial Center (MIC), contained entirely within Kent's municipal boundaries. The MIC comprises 3.1 square miles – almost 2,000 acres – in Kent's north valley industrial area. Kent retains regulatory authority over the MIC, but as a regionally-designated center, Kent's MIC is subject to regional land use policies aimed at preserving industrial land and preventing the intrusion of other types of uses such as commercial/retail, residential, and office. While Kent has historically interpreted and applied these policies conservatively, the Rally the Valley planning process allowed Kent to reexamine the grounds for these policies and imagine a new land use policy structure based on desired outcomes.

The second geographic tier considered in the Rally the Valley subarea plan includes Kent's jurisdictional industrial lands – those lands designated for industrial land use within Kent's municipal boundaries. These are lands over which Kent has direct regulatory authority. Although the MIC is included in this geography, policies governing industrial lands in the MIC do not apply across all industrial lands in Kent.

The third, and largest geographic tier in Rally the Valley is the larger Kent Industrial Valley, which contains Kent's MIC, all of Kent's jurisdictional industrial lands, and portions of industrial lands in neighboring cities including Auburn, Renton, Pacific, Tukwila, Des Moines, SeaTac, Federal Way, Sumner, and Algon. Metrics and trends for the larger Kent Industrial Valley are useful to this subarea plan because they represent a sub-regional market area, as defined by industrial and commercial real estate and property development industry leaders. Kent has no jurisdictional authority over the larger Kent Industrial Valley outside of its municipal boundaries; implementation strategies pertaining to this geography emphasize partnerships and collaboration rather than direct regulatory tactics.

Figure 1.1 Kent Valley Geographies



Outreach and Stakeholder Engagement

Stakeholder engagement was integral to Rally the Valley policy development and formulation of zoning and code amendment recommendations. A brief summary of outreach activities is below, and additional documentation of outreach activities can be found in the appendices at the end of this document.

Rally the Valley Advisory Panel

To guide the project team in developing policies, projects, and regulations for the Rally the Valley planning effort, Mayor Dana Ralph appointed an advisory panel comprised of 13 individuals representing five categories of industrial stakeholders: aerospace/high-tech manufacturing, commercial/industrial real estate, general manufacturing/food production, global trade and supply chain management, and workforce development.

The advisory panel met monthly for six months, discussing Kent Valley opportunities and constraints, city finances and financial tools, geographic focus areas for public realm and connectivity investments, development standards, industrial uses and operational needs, and public outreach findings and potential strategies.

Partner Cities and Staff Working Group

The Kent Valley as an economic sub-region consists of a handful of south King County and Pierce County cities that experience similar market pressures, regulatory constraints, and economic challenges. Partnership with neighboring jurisdictions to discuss policy development and potential strategies was a key component to the Rally the Valley outreach strategy.

All partner cities, including Renton, Auburn, Tukwila, SeaTac, Des Moines, Algonia, Pacific, Sumner, Federal Way, and Kent convened twice during the planning process to discuss project goals and potential outcomes as well as public outreach findings. A smaller group consisting of staff from Renton, Auburn, and Pacific met monthly to discuss project details such as data collection, advisory panel meeting content, and ongoing projects relating to Rally the Valley work.

Employee Survey

To learn more about industrial workers' experience in the Kent Valley, Kent released a public online survey that gathered information about what kind of jobs are present in the industrial valley, what employees' work schedules are like and how they commute to work, as well as how they spend their breaks and what amenities they'd like to see more of in the industrial valley.

The survey generated a total of 310 responses. Nearly all respondents were people who work in the Kent Valley, and 40% reported residential zip codes in Kent. Overwhelmingly respondents work Monday through Friday daytime shifts, and they run their errands after work.

The survey found that 90% of respondents drive to work, and many prefer it that way, although more than two times more people would use transit if it were a convenient and safe option for them. Fifty percent more people would bike to work if it were safe and convenient. Food and lunch options were the most important things to have near work, but tied for second place were parks and open space and transportation options. Also listed as important to have near work were trails, groceries, banking, shopping, and safe bicycle routes.

Things most people would change if they could included traffic congestion, roads and lighting, more east-west connections, reduce train delay, and increase available bicycle infrastructure.

Employer Interviews

In order to facilitate deeper discussions with a small number of companies in the Kent Valley about their operations, future plans, and general experience in the Kent Valley, Kent scheduled interviews with representatives from nine Kent Valley companies specializing in manufacturing, assembly, and industrial processing.

Companies were selected through stratified random sampling to capture small, medium, large, and very large companies operating in the Kent Valley. The final list of companies interviewed ranged in size from 17 employees and less than 19,000 square feet to 2,000+ employees and more than 500,000 square feet, with tenure in Kent ranging from 4 years to 52 years.

Interview findings included that early all operations expanding and plan to stay in the Kent Valley long-term. Limitations to growth include parking availability, rising labor costs and competition, and difficulty finding talent. All businesses have an office component ranging from 10% to 30% of the company's square footage.

The businesses interviewed reported that the greatest advantages to being located in the Kent Valley are being near customers (esp. Boeing), space to grow, access to transportation networks, and relatively short commutes for employees (many live nearby in south King or Pierce County). The biggest reported disadvantages to being in Kent Valley are transit and employee transportation options, traffic, road maintenance issues, and limited parking.

Most businesses have onsite lunch options, including vending and cafeterias, and employees frequently use delivery service and nearby fast food. All listed at least one of their top three suppliers and/or customers as being within the Kent Valley, indicating well-established local supply networks. Few rely on rail transportation at this time, while reliance on trucking for transportation was a common trait shared by nearly all businesses interviewed. Some also ship and/or receive goods globally via the Ports of Seattle and Tacoma.

Subject Matter Expert Consultation

Many Valley topics required specialized consultation with subject matter experts. The project team engaged on an ongoing, as-needed basis with a handful of industrial developers and property managers, staff from King County Metro and King County Parks, Port of Seattle and NW Seaport Alliance staff, and staff from Puget Sound Regional Council.

Chapter 2 Industrial Profile

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Policy Framework

Multicounty and Countywide Planning Policies

The City of Kent plans under the Washington State Growth Management Act and coordinates transportation, growth management, and economic development planning with its regional partners through Puget Sound Regional Council (PSRC).

Members of PSRC, as a General Assembly, adopt a long-term regional vision to manage growth, sustain a healthy environment, and ensure thriving communities and a strong economy. Vision 2050, scheduled for adoption by the PSRC General Assembly in May 2020, contains Multicounty Planning Policies (MPPs) focused on concentrating growth in the region's designated urban growth area and limiting development in natural resource and rural areas. The MPPs in Vision 2050 establish a regional growth strategy based on nine types of regional geographies. The geographies are determined by size, function, and access to high-capacity transit, and provide a flexible framework for distributing forecast growth to cities, towns, and neighborhoods of various sizes and characters. They're intended to provide a wide choice of living options while achieving a development pattern with minimal environmental impacts and a compact urban

form. Within regional geographies, designated regional growth centers (RGCs) and manufacturing and industrial centers (MICs) are more concentrated areas which are intended to accommodate a significant percentage of the region's population and employment growth.

To support the regional MPPs, each county also adopts Countywide Planning Policies (CPPs), through which the county and its cities commit to more specific policies and strategies for managing growth. The CPPs allocate population and employment growth targets to cities, which then plan to accommodate those targets in their comprehensive plans.

In this framework, Kent is considered a Core City, and is envisioned as a densely developed urban place. The City of Kent has both a Regional Growth Center (RGC), located in its downtown area, and a regional Manufacturing and Industrial Center (MIC), currently located in the northeast portion of Kent's industrial lands. As described later in Chapter 3 – Land Use, this plan proposes amendments to the current MIC boundaries. All regionally-designated centers must meet minimum planning criteria by 2020, which may be accomplished through adoption of a subarea plan. This document serves as the subarea plan for Kent's designated Manufacturing and Industrial Center.

City of Kent Comprehensive Plan

Kent's Comprehensive Plan, adopted in 2015, establishes a vision for the City's growth over the next 20 years. It guides staff and elected officials in making decisions about capital planning and projects, implementing development regulations, and communicates the City's investment priorities to the community and other public agencies. The Rally the Valley subarea plan is adopted as an element of Kent's comprehensive plan, in accordance with the Growth Management Act, RCW 36.70A.080(2).

Businesses and Employment

Kent Valley industrial lands host over 10,000 businesses with more than 250,000 employees; together they generate \$6.7 billion dollars in annual revenue. The Boeing Company, Blue Origin, Flow International Corporation, Woodward Hexcel and Spaceflight Industries, are some of the best-known names, but thousands of other Kent Valley firms lead their industries with advanced manufacturing expertise and specialized logistics management.

Employment trends over the decade between 2008 and 2018 reflect significant growth in all sectors other than retail, with manufacturing, transportation/warehousing, and construction leading the way. Data from the Puget Sound Regional Council (PSRC) also indicates that the Kent Valley captures a larger share of regional manufacturing employment compared to other cities and counties in the region. While Seattle's share of manufacturing sector jobs fell by about 8 percent since 2008, other jurisdictions in the region - mainly Kent, Auburn, Renton, and Everett - saw a commensurate increase in their regional shares.

Of the 250,000 jobs in the Kent Valley, nearly 49,000 are in the manufacturing sector. Sixty percent of manufacturing jobs in the Kent Valley (12% of all Kent Valley employees) are in advanced manufacturing industries – those that require a high degree of training or advanced education. Aerospace manufacturing jobs, including those at Boeing and Blue Origin, make up 22,000 of these, while 7,100 are in advanced manufacturing industries outside of the aerospace industry.

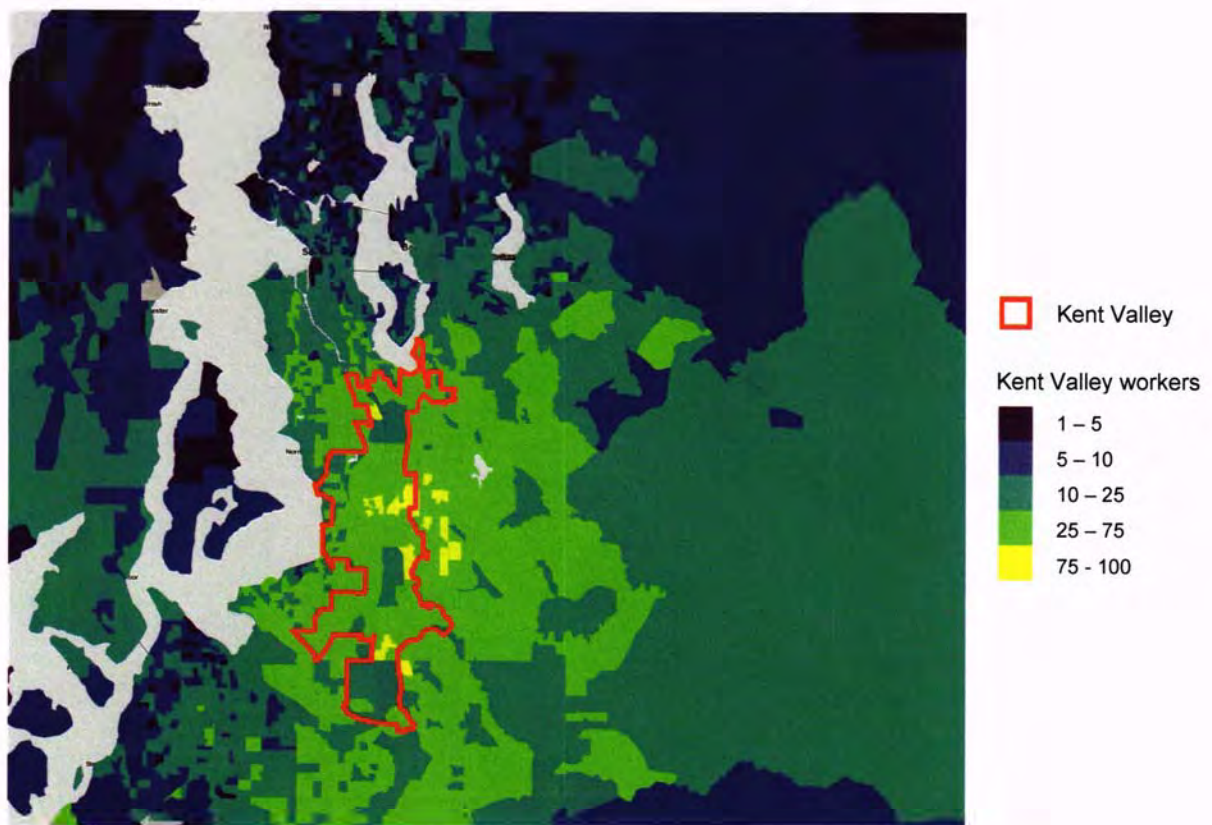
The construction, warehousing and transportation sectors in the Kent Valley also grew over the last decade, indicating that the Valley's mix of manufacturing and distribution industries remains stable as King County as a whole moves towards an economy dominated by high-tech and medical services. Changes in regional shares of employment for manufacturing and other industrial uses indicate

that the Kent Valley will continue to have regional competitive advantages to grow employment in manufacturing industries.

The Kent Valley's manufacturing businesses tend to be those with a relatively high share of workers in "white collar" occupations (those engaged in management and design), as compared to "blue collar" occupations (those engaged in production and supervision). This is especially true for the advanced manufacturing and aerospace industries in the Valley. These types of business are more likely to have operational needs that support a larger share of office-based "white collar" workers.

About 20 percent of Kent Valley employees reside within the cities of Kent, Auburn and Renton, while 20 percent of employees in the Kent Valley commute to work from nearby cities including Seattle, Federal Way, and Tacoma. The Kent Valley also draws a large industrial workforce, about 28 percent, from eastern rural and unincorporated urban areas of the Puget Sound Region.

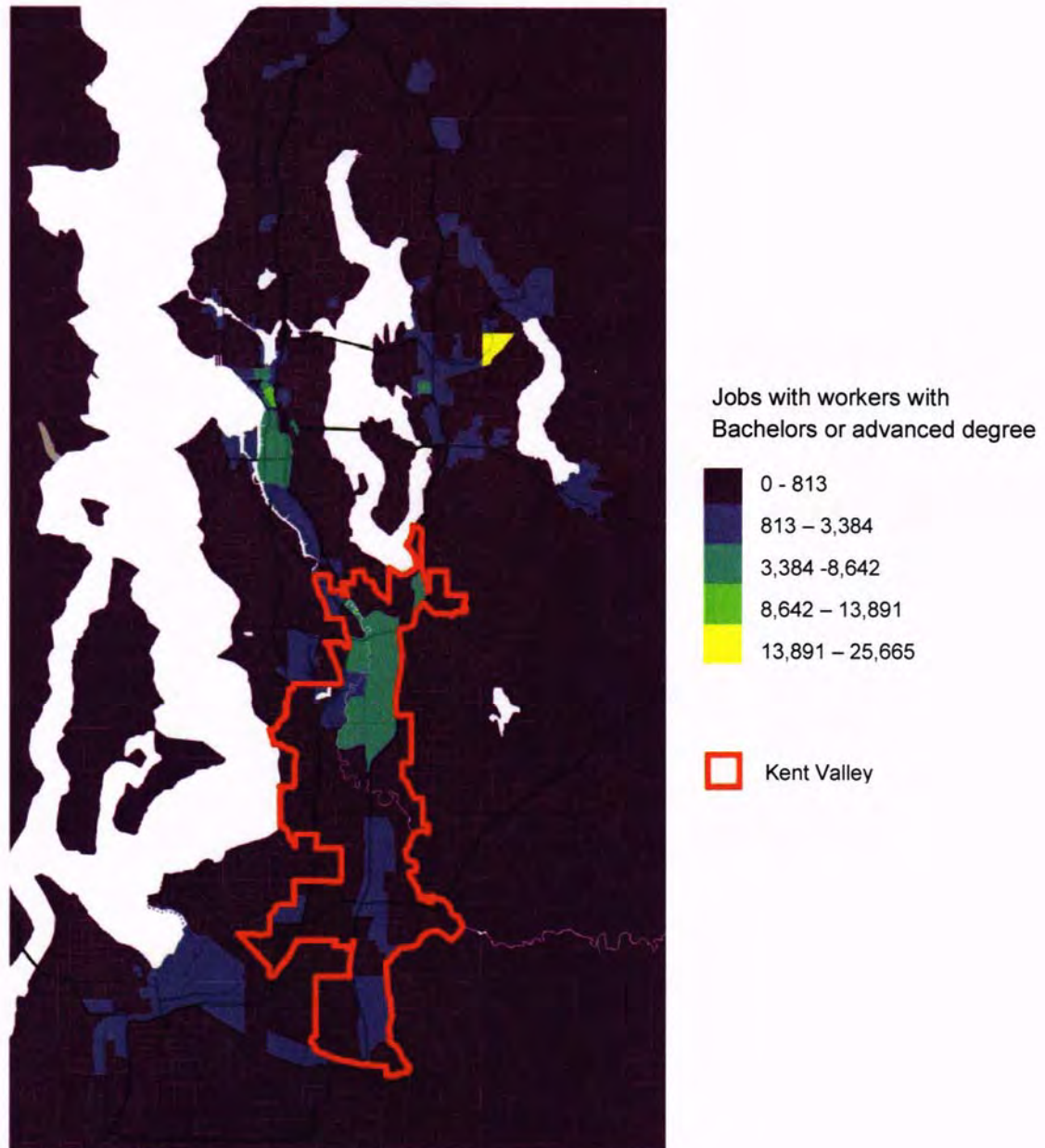
Figure 2. 1 Employee Commute Patterns in Kent Valley



Source: LODS 2017

In the Puget Sound region, jobs requiring a bachelor's degree or higher tend to cluster around downtown Seattle and the Bel-Red area in Bellevue (home to the Microsoft campus). However, according to the US Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) data from 2015, a concentration of workers with bachelor's degrees or higher is also present in the Kent Valley.

Figure 2. 2 Jobs with Employees with a Bachelor's Degree or Higher

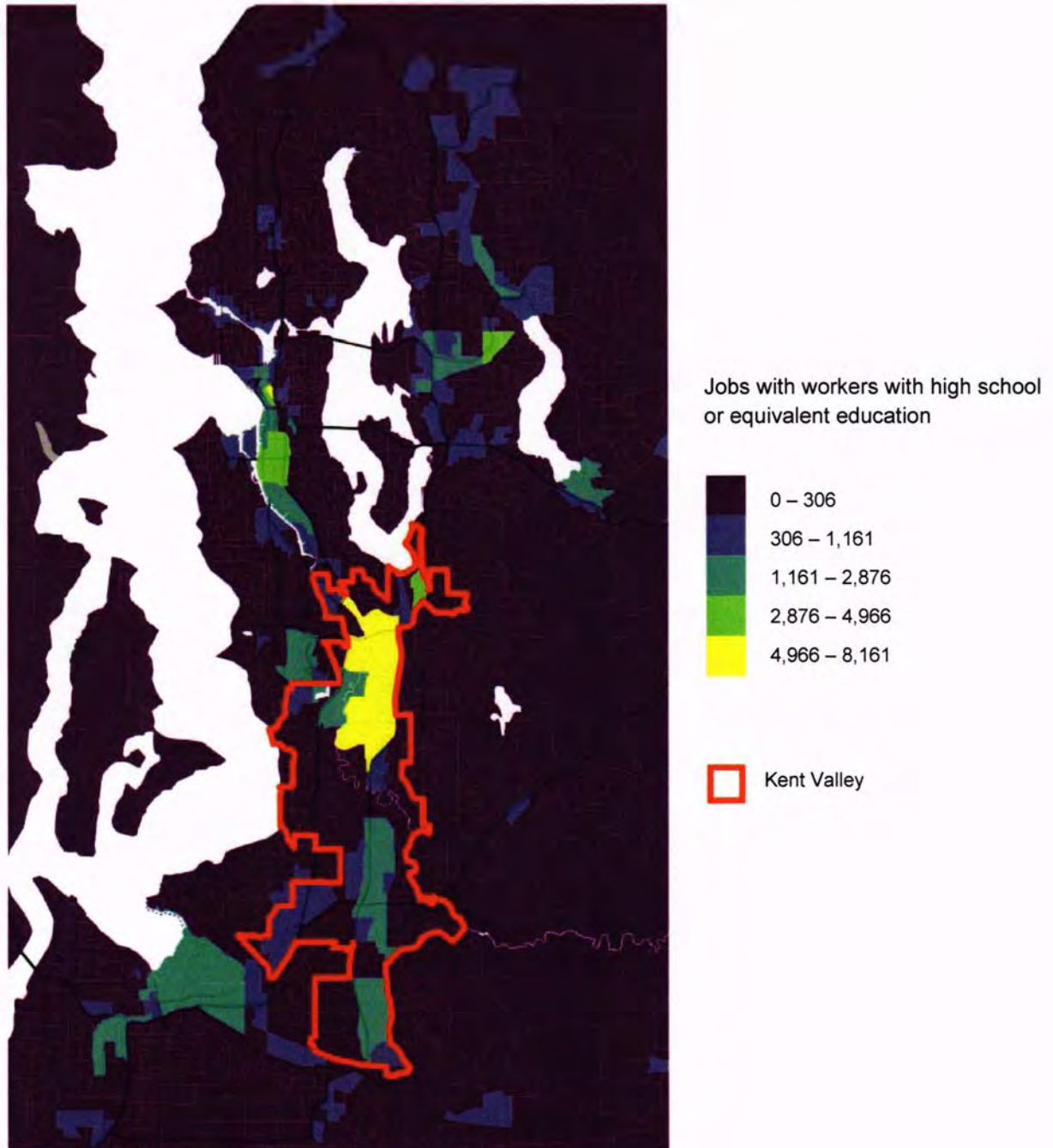


Source: LEHD 2015

Typically, jobs requiring a high school diploma or less are clustered in industrial districts and commercial areas with a high share of service sector employees. Employment in industrial sectors has long provided lower barrier-to-entry middle wage jobs for workers without higher-education degrees. The map below indicates that the Kent Valley has the highest share of workers in jobs with a high school diploma or equivalent of any area in the Puget Sound region. This is due to the large amount of manufacturing, warehousing, and distribution jobs that require a high school diploma or equivalent, with technical training, or specialized skills. Investments in the skilled workforce in these industries is a competitive

advantage and opportunity for continued growth and agglomeration of industrial employers in the Kent Valley.

Figure 2. 3 Jobs with Employees with a High School Diploma or Equivalent



Source: LEHD 2015

Operational Context

Industrial buildings constitute a wide range of uses and operational needs. The National Association of Industrial and Office Properties (NAIOP) provides the following definitions and operational characteristics¹:

Clear Height

Distance from the floor to the lowest-hanging ceiling member or hanging objects, beams, joists or truss work descending down into a substantial portion of the industrial work area. This is the most important measure of the interior height of an industrial building because it defines the minimum height of usable space within the structure.

Distribution Building

A type of warehouse facility designed to accommodate efficient movement of goods.

Dock-high Door

The openings in the loading dock area to the outside of a building. The typical interface involves a semi-truck backing up to a building directly aligning the back doors of the truck with a loading dock door. Also known as loading dock doors.

Door-to-square-foot Ratio

The ratio of the total number of dock-high doors to the building's total square feet.

Flex Facility

As its name suggests, an industrial building designed to allow its occupants flexibility of alternative uses of the space, usually in an industrial park setting. Specialized flex buildings include service centers, showrooms, offices, warehouses, and more.

Fulfillment Center

A fulfillment center is a building is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail customers, retail locations, or other warehouses. A typical fulfillment center has a high level of on-site automation and logistics management. These facilities usually handle smaller packages and quantities than other types of warehouses, and operations at these facilities often include employees fulfilling online orders by picking, packing, and shipping the goods and materials directly to online retail customers; fulfillment centers therefore typically have significant storage.

High Cube

A relative term that refers to industrial buildings with an abundance of clear height or vertical cubic space. (Synonym: high bay)

Industrial Building

A structure used primarily for manufacturing, research and development, production, maintenance, and storage or distribution of goods or both. It can include some office space. Industrial buildings are divided into three primary classifications: manufacturing, warehouse or distribution, and flex.

¹ (Maria Sicola, 2017)

Manufacturing Building

A facility used for the conversion, fabrication or assembly of raw or partly wrought materials into products or goods.

Truck Court

Exterior area adjacent to an industrial building's loading docks where trucks maneuver. The most important measure of the truck court is the depth from the building to the end of the truck court. Greater depth allows for greater maneuverability and better accommodates multiple trucks.

Truck Terminal

This specialized distribution building for redistributing goods from one truck to another serves as an intermediate transfer point. The facilities are primarily used for staging loads (rather than long-term storage) and possess very little, if any, storage area.

Truck-turning Radius

The tightest turn a truck can make, depending on several variables such as truck configuration, trailer size and location of adjacent objects that obstruct the inner turning radius.

Warehouse

A facility primarily used for the storage and/or distribution of materials, goods, and merchandise.

Table 2. 1 Industrial Building Types Matrix

Industrial Building Types Matrix							
	Manufacturing	Warehouse				Flex	
Primary Type	General Purpose	General Purpose Warehouse	General Purpose Distribution	Truck Terminal	Fulfillment Center	General Purpose Flex	Service Center or Showroom
Primary Use	Manufacturing	Storage	Distribution	Truck Trans-shipment	Distribution	Research and Development, Cold Storage, Office, Lab, Light Manufacturing, High-tech, Data or Call Center	Retail Showroom
Subsets	Heavy, Light Manufacturing	Bulk Warehouse, Cold or Refrigerator Storage, Freezer Storage, High-Cube	Overnight Delivery Services, Air Cargo		Delivery directly to consumer		
Building Characteristics							
Square Footage	Any	50,000+	50,000+	20,000+	100,000 - 1m+	Any	Any
Clear Height (ft)	10+	32-36	32-36	16	40	10-24	Any
Loading Docks or Doors	Yes	Yes	Yes	Cross-dock	Yes	Yes	Yes
Door-to-Square-Foot Ratio	Varies	1:5K-15K	1:3K-1K	1:50K-5K	Varies	1:15K+	1:10K
Office Percentage	<20%	<15%	<20%	<10%	<20%	30-100%	30+%
Vehicle Parking Ratio	Varies	Low	Low	Varies	Very High	High	High
Truck-turning Radius (ft)	130	130	120-130	130	130	110	110
Other desirable features		Charging stations for forklifts, solar power array	Charging stations for forklifts, solar power array		Charging stations for forklifts, solar power array		

Industrial uses are typically separated from residential and commercial uses due to the expectation that the operational characteristics of industrial uses will result in negative impacts to surrounding properties. The Puget Sound region also maintains policies limiting the introduction of non-industrial land uses in designated industrial areas. Modern industrial practices and trends, as well as environmental regulations limiting air pollution, waste generation and storage, and other offsite impacts, expand opportunities for certain types of industrial uses, particularly manufacturing and assembly, to coexist harmoniously with others, particularly commercial and service uses. In fact, smaller scale commercial uses within industrial employment areas can add value by providing amenities and services for the surrounding industrial workforce.

Certain industrial uses such as logistics and warehouse buildings and their associated truck courts for storage, loading and maneuvering, challenge this paradigm. These facilities are characterized by large expanses of paving, and long buildings ranging from 100 to 2,000 feet long with 10-200 loading dock doors. Operations are often 24/7, generally with the highest truck volume outside of typical peak PM trip periods from 3-7pm. Traditionally these uses conflict with urban characteristics such as non-motorized travel and active streetscapes. In response, zoning codes often require truck court orientation away from or perpendicular to main streets, as well as fencing, landscape screening or berms to reduce visual impacts. Additional design features as proposed in this subarea plan and associated code changes, can reduce the size and scale of industrial buildings and introduce more human-scaled elements to reduce the impacts of large-scale trucking intensive industrial uses.

Market Trends

Industrial

Industrial lands in the Puget Sound area continue to experience steady growth in lease rates since 2013. Even with rents increasing from \$5.26 per square foot in 2013 to \$8.34 per square foot in 2018, Kent remains a lower-cost option, compared to other areas in the region. These low rents are a competitive advantage for attracting businesses from other parts of the region where costs are increasing at a higher rate. The Kent area is likely to be attractive to price-sensitive tenants looking for lower rents, who also need good access to a qualified workforce and the regional transportation network.

Since 2009, industrial vacancy rates have fluctuated, but they stabilized from 2014 to 2018 at an average of 4%. Current vacancy rates show 2%-4%, indicating a constrained market. This low vacancy rate signals a strong industrial market within Kent's industrial lands which has translated into more rapid rent escalations in the past three years. Market analysts predict that in the near future investors may begin to buy lower-rent flex space and standard industrial buildings in the area and make value-add improvements to the properties to respond to the high demand and attract different tenant types. New development of speculative industrial buildings will still be challenging due to relatively low achievable rents that cannot currently support new construction. As vacancy remains low, increasing lease rates could lead to new construction in future market cycles. In the near-term, build-to-suit development for industrial users is likely to dominate the new construction market.

Office

Office rents have surpassed pre-recession levels in Kent's industrial lands – hitting a record high of \$16.59 per square foot in 2018 compared to \$13.78 in 2013. Office rents are lower in the Kent submarket

relative to comparable submarkets, primarily due to the higher share of Class B and Class C² office space and limited new construction office space in the last two development cycles. Similar to the industrial market, value-driven office tenants are likely to be attracted to the Kent area as office rents have risen quickly in markets closer to Seattle. Current rents do not support new construction of office space in the near-term; achievable office rents would have to approach \$30/sf for the market to support new speculative office development in Kent.

The office vacancy rate in Kent's industrial lands has been declining steadily since 2013. Vacancy rates have dropped from 25.6 percent in 2013 to 7.6 percent in 2018, signaling increasing market strength in Kent for office space. The 2018 vacancy rate of 7.6 percent is the lowest office vacancy rate observed in the last fifteen years. Other areas in the Puget Sound region are also experiencing a strong office market with low vacancy rates; particularly Bellevue, Lynnwood, SoDo, and Tacoma. Decreasing vacancy rates and increasing lease rates indicate that investors are may begin purchasing and renovating older office buildings to command higher rents. These value-add office building renovations are likely to be targeted to attract office tenants that are willing to pay higher rates for improved amenities.

Retail

Despite annual volatility over the last few years, the retail lease rates have remained relatively flat in Kent's industrial lands since 2007, at \$24.70 NNN per square foot in 2018. Although retail lease rates in Kent's industrial lands and the larger Kent Valley have not seen significant growth over the last 12 years, achievable lease rates are at or above all other comparison geographies, excluding Bellevue and Lynnwood. Current retail lease rates around \$25/sf in Kent's industrial lands are consistent with higher demand retail locations in suburban jurisdictions throughout the region.

While retail lease rates have remained relatively stable since 2007, vacancy rates have been on a steady decline over the last five years. Vacancy rates between 2% and 4% in Kent's industrial lands signal a constrained supply of retail space. It is likely that the retail demand is driven by restaurant and food service tenants looking to serve an increasing employee base in the area. The combination of current lease rates and extremely low vacancy indicates that there could be sufficient demand to support additional new construction of retail space to serve employees and residents in the area.

Significant Developments

Amazon Fulfillment Center

Amazon chose Kent as the location for its nearly 1-million square foot fulfillment center, opening for operations in 2016. As of 2019, the new facility employs 3,000 to 5,000 workers, varying seasonally, including picking, packing, and shipping positions to fill Amazon orders generated online.

Blue Origin

In January, 2020, Blue Origin officially opened its new headquarters facility in Kent. The aerospace company established its presence in Kent in 2005, and has since grown to over 2,000 employees. The new building is a significant investment in the company's aerospace manufacturing presence in Kent and will allow Blue Origin to expand its research, development, and manufacturing operations to meet its projected growth to 3,500 in 2020.

² Class B office space buildings compete for a wide range of users with rents in the average range for the area and are usually 10-20 years old. Class C buildings are generally older buildings that compete for tenants requiring functional space at rents below the average for the area.

The Boeing Company, a long-standing fixture in the Kent Valley, has condensed its operations in Kent and as of January, 2020, sold 54 acres of its former Space Center property to industrial property developers Link Industrial Properties and Panattoni. The planned project, near the Amazon Fulfillment Center and Boeing Defense Space and Security building, is expected to be a large industrial business park, including office space, with a range of building sizes. The new owners' goals for the site include attracting manufacturing companies and other industrial tenants with high job-density, similar to that of Blue Origin.

Puget Sound Gateway Program

Significant Legislation

The Streamlined Sales and Use Tax Agreement, adopted by Washington State in 2008, is an agreement between member states to simplify sales tax and reduce administrative and reporting costs for businesses that collect sales tax, especially those that have operations in more than one state. It shifted the state's local sales tax structure from an origin-based to a destination-based system.

The City of Kent, as a regional distribution hub, relied heavily on sales tax revenue from warehousing and distribution centers in its industrial lands. The shift to destination-based taxation resulted in decreased sales tax revenues for the City, totaling \$12 million per year. This drop in revenue has contributed to ongoing budget shortfalls for the City.

Source: WSDOT, 2020

[illegible]

Source: WSDOT, 2020

Property Tax Limitation to 1% Annual Growth

In Washington State, property taxes collected by individual taxing districts are limited to one percent annual growth, with the exception of new construction, utility property, and new annexations. Property tax increases are not based on the increasing value of properties, but rather the amount of the property taxes that were assessed in the prior year. Each year's total levy amount may be increased by no more than 1%, unless the public votes for a greater increase (commonly called a "levy lid lift") or the jurisdiction uses banked capacity (meaning they levied less than the maximum in previous years, and reserve the ability to close the gap in future years when additional revenue is needed).

As property values continue to increase at a rapid pace in the Kent Valley – industrial rents are up from \$5.26/sf in 2013 to a historic high of \$8.34/sf in 2018 – the 1% levy lid prevents local jurisdictions like Kent from collecting a commensurate increase in tax revenue to meet growing capital and maintenance needs. In fact, the 1% limit is less than the annual inflation rate, calculated at 2.3% in 2019, causing Kent's property tax revenues to decline in real terms each year.

References

- ECONorthwest; Mackenzie. (2019). *Kent Industrial Lands Market Analysis and Industrial Site Design Analysis*. City of Kent.
- Maria Sicola, C. I. (2017). *Commercial Real Estate Terms and Definitions*. Herndon, VA: NAIOP Research Foundation.

Chapter 3 Land Use and Industrial Design

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Existing Conditions

Kent's industrial lands cover approximately 6 square miles (4,073.9 acres) and represent 20 percent of the City's land base. This area hosts a concentration of manufacturing, industrial and other related employment uses. In its comprehensive plan, the City has assigned an industrial land use designation to this area, and has established five zoning districts: Industrial Park (M1), Industrial Park/Commercial (M1-C), Commercial Manufacturing I (CM-1), Limited Industrial (M2), and General Industrial (M3). In general, existing development regulations emphasize large scale industrial uses, including various types of manufacturing and warehousing and distribution. Certain office uses are allowed within the M1 and M1-C zoning districts, and to a limited degree in M2. Large-scale bulk retail is allowed, while food service and commercial uses are limited in size and allowed only as accessory uses, promoting those that serve a "make-in-back, sell-in-front" business model.

Kent's regional manufacturing and industrial center (MIC) was initially designated in 2002, and consists of approximately 1,970 acres, 100% of which is zoned for core industrial uses. It is adjacent to Kent's Regional Growth Center; the two regional centers are separated by SR 167, which runs north-south through the Kent Valley. Zoning in Kent's MIC is primarily M2 Light Manufacturing and M3 Heavy Manufacturing (M3), with small areas zoned M1-C Industrial Park/Commercial. Existing development regulations in the MIC are intended to preserve industrial uses by prohibiting intrusion of office, commercial, and residential uses which over time could displace core industrial operations. These limitations are in support of regional policies protecting industrial lands, requiring that non-industrial uses be strictly limited.

PSRC's covered employment estimates for 2018 show 49,680 jobs in Kent's industrial lands, and 19,782 jobs within the existing MIC boundary. The 2015 comprehensive plan estimates that Kent's employment numbers will grow to 81,900 jobs by 2035. As a designated center, a greater percentage of job growth is expected to occur in the manufacturing and industrial center (see below for discussion of proposed

changes to MIC boundaries). Although the industrial lands comprise 20% of the land area in Kent, they are expected to accommodate 40% of job growth, totaling 13,960 new jobs.

Existing Land Use

Distribution of Uses

Using 2019 King County assessor and tax lot data, ECONorthwest analyzed current land use within Kent's industrial lands based on individual building use, as well as total square footage. The analyses focused on industrial uses, which constitute 93 percent of all building uses in this area. The building-based analysis concluded that over 70% of all buildings in Kent's industrial lands are identified as warehousing/storage or distribution, with one third of all buildings being small warehousing and distribution buildings less than 25,000 square feet in size. About 25 percent of all buildings are smaller structures of less than 50,000 square feet devoted to a mix of manufacturing, engineering, automotive, and industrial flex uses.

Another key finding for this analysis is that the large majority of manufacturing uses (about 90 percent) are located in buildings that are less than 100,000 square feet. Manufacturing creates higher numbers of jobs per square foot of building area than other land uses, as discussed in detail below. This makes more efficient use of Kent's industrial lands towards achieving employment growth targets. It also generates more direct sales tax revenues for the City than warehousing and distribution¹, and indirect revenues through business-to-business expenditures and employee expenditures on goods and services². Manufacturing companies, particularly new start-up businesses, tend to be more cost-sensitive than large distribution firms; these businesses are also more likely to be locally-based in contrast to global distribution conglomerates. New land use policies and development regulations adopted through Rally the Valley will prioritize buildings of this smaller size in order to preserve and create new space for manufacturing businesses in Kent's industrial lands.

¹ From 2017-2018, manufacturing businesses in Kent contributed an average \$15,569 per business in Sales & Use and B&O taxes each month (a total of \$3,440,749 for 221 businesses), while warehouse/wholesale businesses each contributed an average of \$9,411 per month (a total of \$4,319,649 for 459 businesses).

² (Community Attributes, Inc. , 2019)

Figure 1. 1 Total Buildings by Use and Size

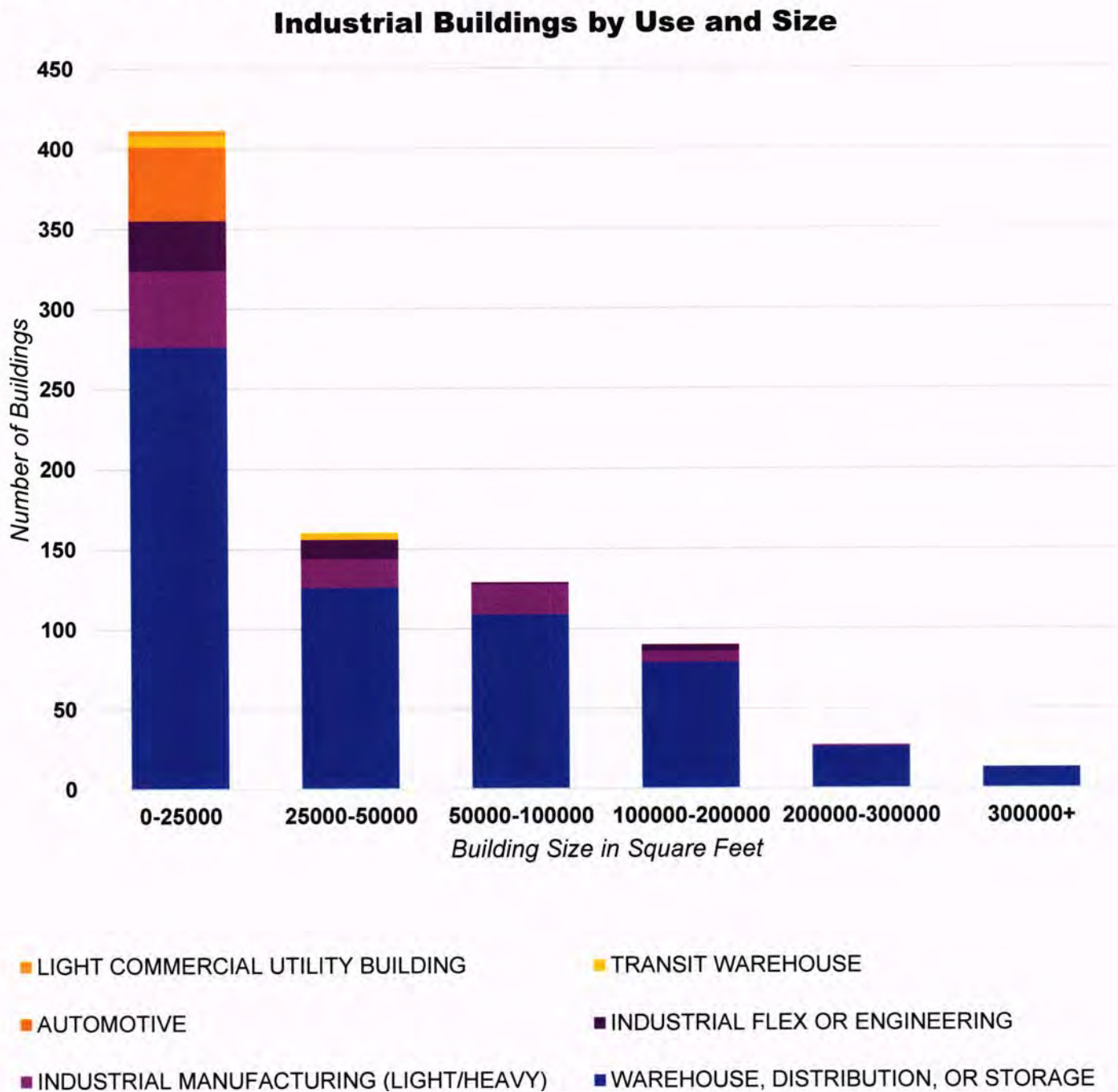
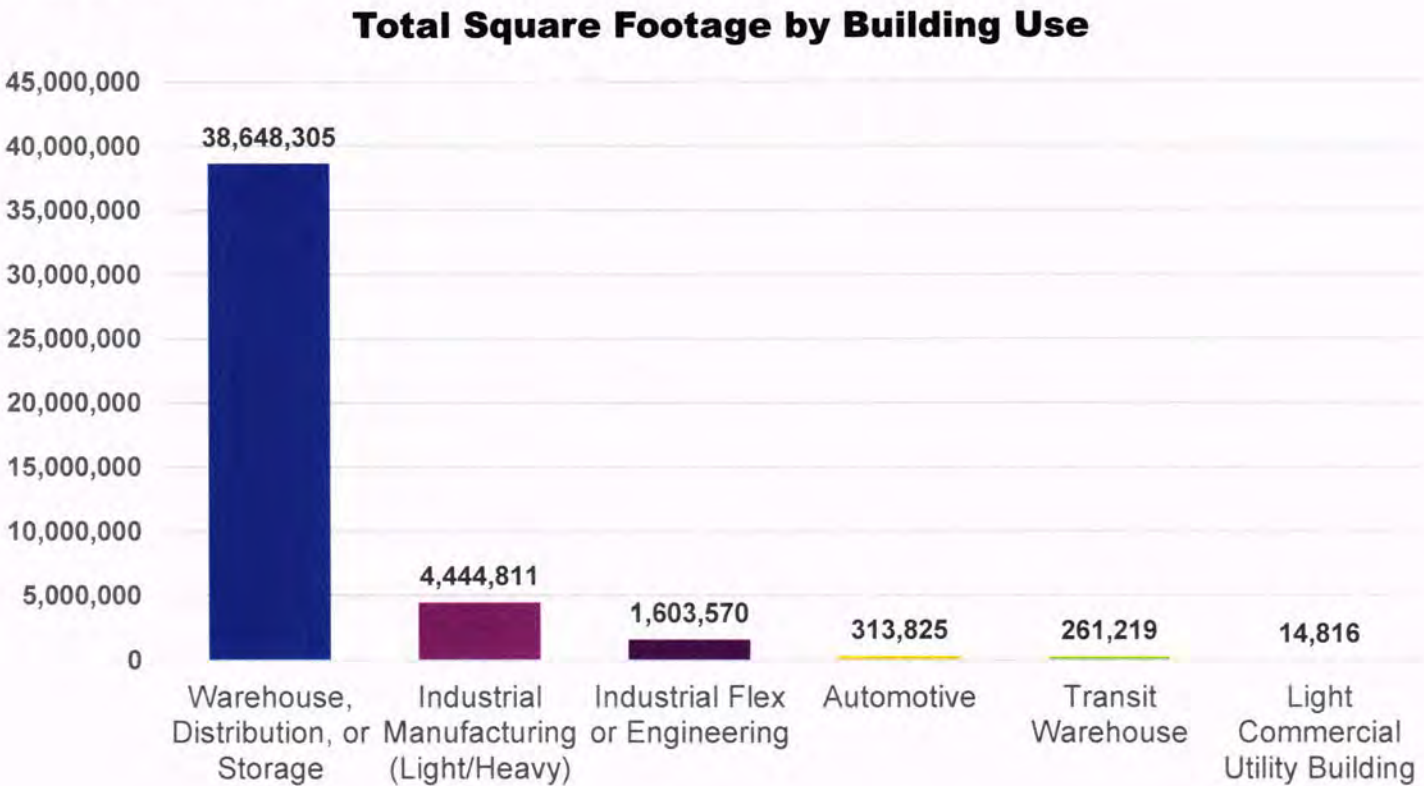


Figure 1. 2 Total Square Footage by Building Use

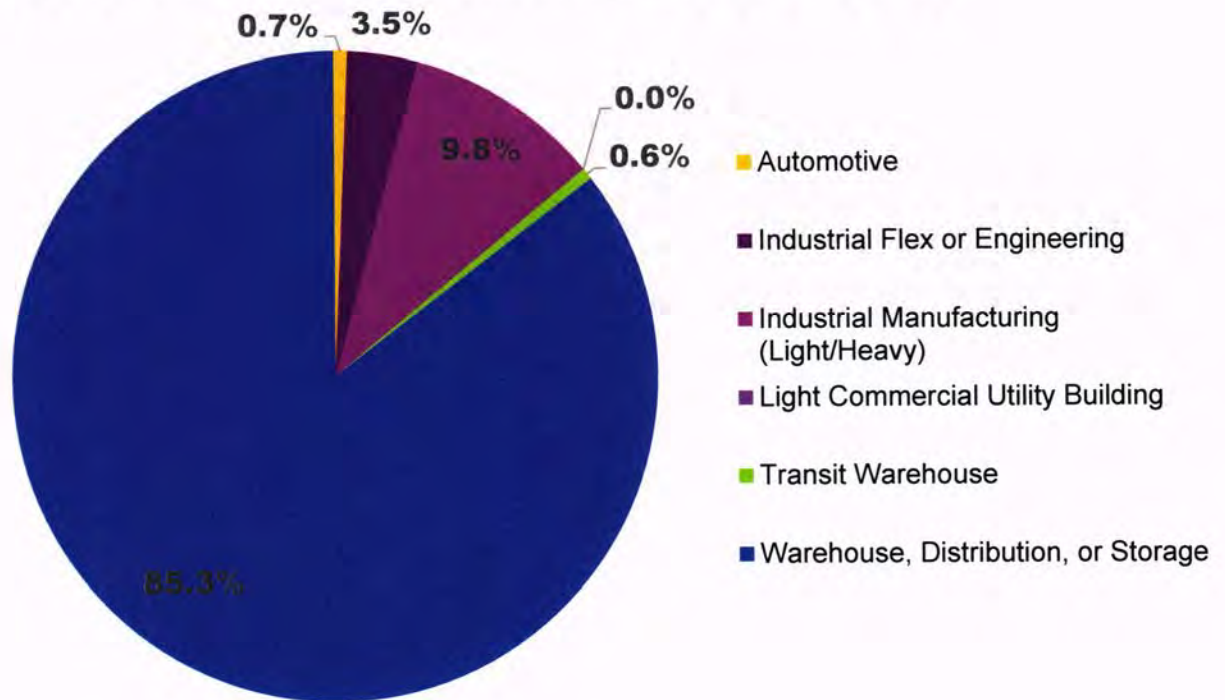


In terms of square footage, current development patterns in Kent's industrial lands also consist primarily of large format warehousing with a smaller share of total square footage comprised of small and medium-sized industrial buildings. The majority of building square footage in the area, 86 percent, is used for distribution or warehousing, while only 13 percent is dedicated to manufacturing, flex or industrial engineering space. This amounts to about 5.9 million square feet of manufacturing, flex or industrial engineering space, and nearly 38.7 million square feet of distribution and storage warehouse space. This includes more than 4.5 million square feet of new industrial space delivered between 2011 and 2016, with increasingly rapid absorption rates.

The chart below, Figure 1. 3, shows the total share of existing building square footage by use.

Figure 1. 3 Percent of Total Square Footage by Building Use

Percent of Total Square Footage by Building Use



Employment Densities

While only 13% of industrial square footage in Kent's industrial lands is dedicated to manufacturing and industrial flex, employment in manufacturing sectors comprises 28% of all jobs, with a job density of approximately 1 job per 430 square feet. In contrast, while 86% of industrial building square footage is in distribution and warehousing, only 38% of jobs are in warehousing, wholesale, and distribution, with a job density of about one job per 2,070 square feet.

Table 3. 1 Industrial Land Use Employment Densities

LAND USE	TOTAL SQUARE FOOTAGE	TOTAL JOBS	PERCENT OF JOBS	SQUARE FOOTAGE PER JOB
Industrial Land Uses	44,600,000	39,601	80%	1,126.2
Manufacturing/Flex	5,900,000	13,667	28%	431.7
Transportation, wholesale, and warehousing	38,700,000	18,711	38%	2,068.3

This analysis highlights the market dynamics trending toward warehousing and distribution uses, despite the significant fiscal and regional policy-related merits of manufacturing uses. It demonstrates that although manufacturing uses are currently allowed throughout Kent's industrial lands, only a small percentage of building square footage is actually devoted to production-related activities. Thus, with market forces strongly favoring storage and pass-through operations for goods produced elsewhere, there is a need for a deliberate, proactive approach to preserve and grow the manufacturing sectors in Kent's industrial lands.

Demand for these spaces exists – from small start-ups seeking prototyping and design space, to large producers looking for space to expand their operations – but market forces alone are not resulting in a sustainable, balanced mix of industrial uses. By adopting this subarea plan, the City of Kent will endeavor to meet the needs of all industrial users so that Kent is a place where businesses can establish a presence and expand their operations. In the case of manufacturing, particularly advanced manufacturing, an industry that depends on the ability to attract and retain employees, this will depend on the cultivation of an employee-centric industrial employment center that is responsive to the changing demands of an discerning workforce.

Worker Preferences

Trends in industrial development reflect a growing preference for locations that offer on-site and nearby amenities for employees to utilize during their work days. The modern industrial workforce is empowered through increased mobility and connectivity to make choices about where they work, and industrial businesses are hiring more office-based and “white collar” workers – industrial businesses in Kent's industrial lands dedicate 10-30% of their building square footage to office uses, and that percentage is growing – which means they're competing with more urban environments where these jobs are more traditionally found.

These expanded options result in quality of life playing a more critical role in how people decide where to work. For many modern workers, choosing a job is not just about a paycheck – it can reflect a lifestyle choice. This brings many factors under consideration, which may not have been as important in the past, including the quality of the commute, or ability to exercise at lunch or run errands. Prospective workers may consider whether there is a nearby place to celebrate with co-workers after work, or a variety of places to go to lunch.

The Rally the Valley employee survey conducted in 2019 found that 80% of respondents placed food and lunch options in their top three most important things to have nearby their place of work. Closely following food and lunch options were parks, trails, and open space; as well as commercial services such

as groceries, banking, and shopping. Transportation options and safe bicycle routes also emerged as top priorities.

These findings are evidence that workers seek space to mentally restore, be physically active, and engage in social activities, as well as achieve a healthy work-life balance through commute/transportation options and the ability to accomplish daily tasks without traveling long distances. Research shows people are more creative when they are physically engaged and/or outside, and workers who are happy and healthy are more productive; the businesses they work for are more successful. Given that employees represent 80-90% of a business's operating expenses, investments in worker quality of life can be expected to result in a high rate of return.

Commercial, service, recreation and cultural, and retail uses play an important role in attracting employers. As described above, there is significant demand for commercial services near industrial employment centers. In fact, retail lease rates in Kent's industrial lands are at or above comparable neighboring areas, with the only exceptions being Bellevue and Lynnwood. Existing regulations governing commercial uses in Kent's industrial lands limit most non-industrial uses to accessory-only; these uses may constitute no more than 25% of a site's gross floor area without a conditional use permit. This requires applicants to undergo expensive and time-consuming administrative procedures, and public hearings before a hearing examiner.

In addition to simplifying manufacturing categories and establishing new performance-based code definitions, this subarea plan also proposes to allow non-industrial uses, including commercial/retail, service, and recreation and cultural uses at neighborhood scales in order to serve the surrounding industrial uses and create a vibrant, amenity-rich environment that welcomes growing industrial businesses.

New land use policies adopted with this subarea plan are intended to align Kent's development regulations with the evolving land use needs of industrial uses. They emphasize manufacturing, research and development, and high-tech or design-related industrial uses that require greater percentages of office use than traditional industrial operations. They also represent a shift to more neighborhood-scale commercial, service, and food-related uses that support industrial and manufacturing uses as worker amenities.³ With adoption of this plan, the focus of Kent's Manufacturing/Industrial Center will turn from industrial land preservation to preservation and betterment of industrial jobs.

³ A secondary benefit to the strategic introduction of commercial and service uses is that they, like manufacturing, directly generate higher revenues through Sales & Use taxes than warehousing and distribution uses. From 2017 to 2018, retail businesses in Kent's industrial lands each generated an average of \$10,854 per month in combined Sales & Use and Business & Occupation taxes (a total of \$1,432,728 for 132 businesses).

Proposed Land Use

This plan proposes amending the boundaries of the regionally-designated MIC to include the largest contiguous area of Kent's industrial lands, as mapped in Figure 3. 1. While Kent's land use policies for all of its industrial lands are consistent with regional MIC policies, centers guidelines emphasize contiguity of designated centers. For this reason, smaller, non-contiguous industrial lands are excluded from the proposed regional designation. In total, the new MIC as proposed will nearly double the size of Kent's MIC to 3,899 acres (91% of Kent's industrial lands, which total 4,297 acres). Employment in Kent's industrial lands is expected to reach to 63,640 jobs by 2035, with 13,960 new jobs by 2035. In Kent's proposed MIC, projected job growth is 12,704 new jobs (91% of industrial lands), totaling 57,912 jobs by 2035.

Kent's comprehensive land use plan map will also be amended to include two industrial land use designations: Manufacturing/Industrial Center – 1 and Manufacturing/Industrial Center – 2, shown in Figure 3. 2. Zoning districts allowed within these land use designations, described further in a later section, are shown in Table 3. 2, below.

The Manufacturing/Industrial Center-1 and Manufacturing/Industrial Center-2 land use designations are defined as follows:

Manufacturing/Industrial Center-1

The Manufacturing/Industrial Center-1 is an area for manufacturing, industrial, and advanced technology uses, generally located along high-opportunity, high-visibility corridors. Other related and supportive uses, including offices, warehousing and distribution, and commercial uses are also allowed, but are limited in scale by development standards. Urban design is a high priority in this land use designation, and complexes with a mix of uses are encouraged in order to facilitate an amenity-rich environment for workers.

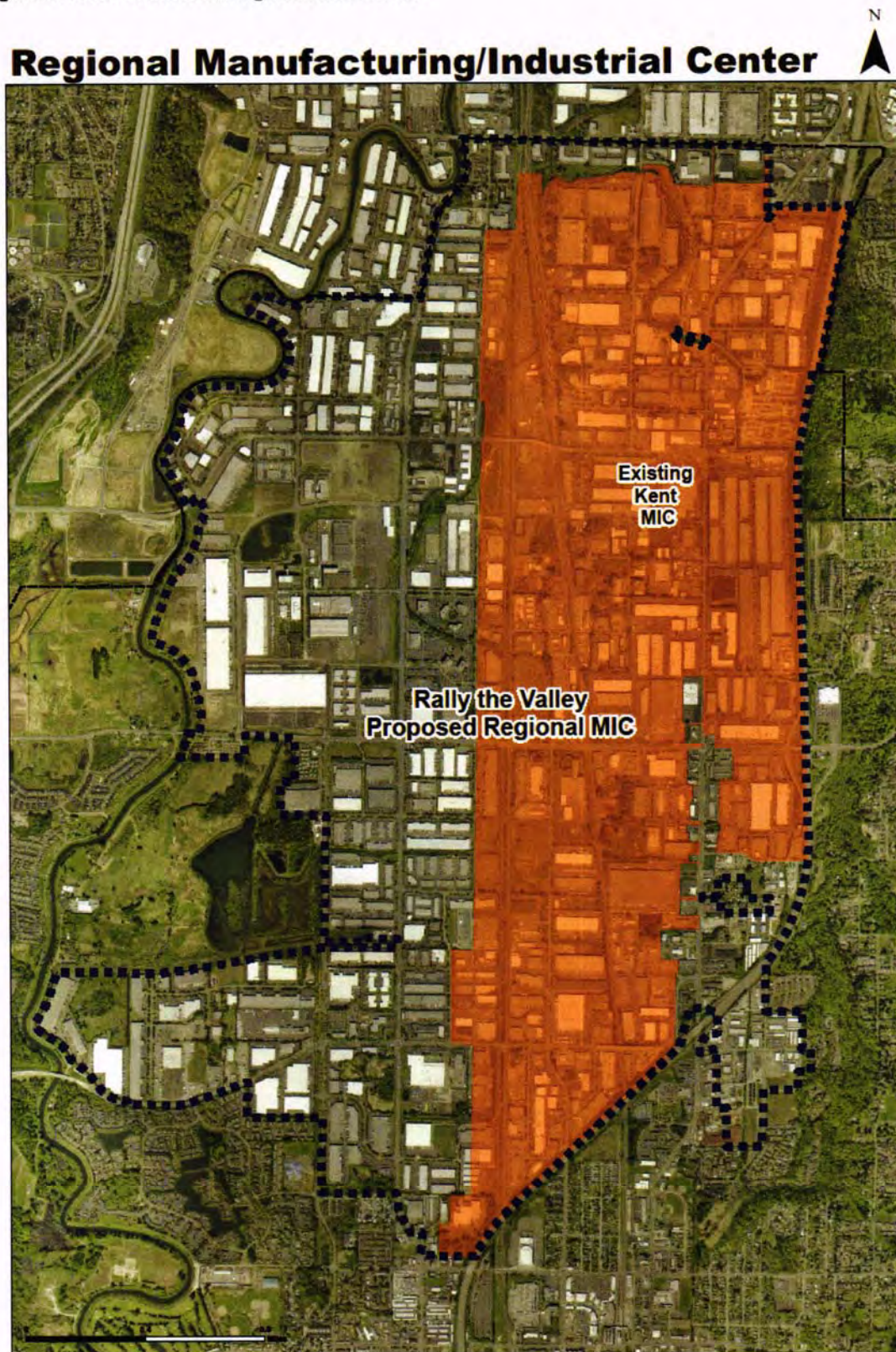
Manufacturing/Industrial Center-2

The Manufacturing/Industrial Center-2 is an area for manufacturing, industrial, and advanced technology uses; warehousing and distribution uses are also allowed. Other related and supportive uses, including offices and commercial uses are allowed, but are limited in scale by development standards. Basic urban design requirements apply in this land use designation to ensure positive worker experience, but they are balanced with goals of achieving cost-effective redevelopment.

Table 3. 2 Industrial Land Use Designations

Land Use	Allowed Zoning
Manufacturing/Industrial Center – 1 (MIC-1)	Light Industrial (I1)
Manufacturing/Industrial Center – 2 (MIC-2)	Medium Industrial (I2), Heavy Industrial (I3)

Figure 3. 1 Kent Manufacturing/Industrial Center



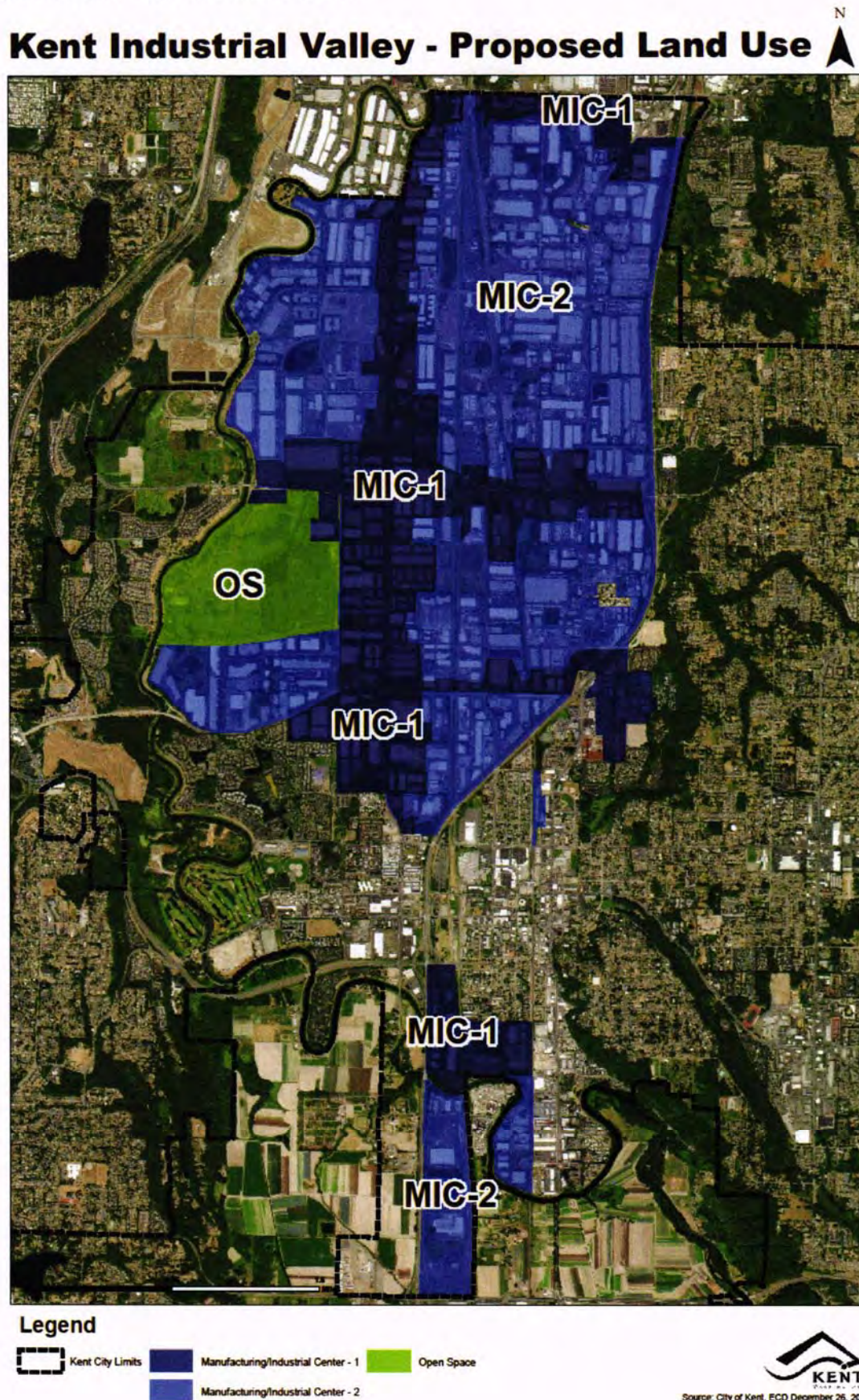
Legend

Kent City Limits Existing Kent MIC Proposed Regional MIC



Source: City of Kent, ECD February 5, 2020

Figure 3. 2 Kent Industrial Valley Land Use



New zoning districts will be established to replace the existing M1, M1-C, CM-1, M2, and M3 zoning districts. A proposed Zoning Districts Map is shown in Figure 3.3. The following intent statements describe the purpose and intended character of each of the proposed zoning districts:

I1 Industrial Business District

The Industrial Business district consists of areas of high opportunity for the City in terms of employment, revenue, and placemaking. High opportunity areas may exhibit a mix of characteristics such as high visibility from key transportation corridors, proximity to prominent gateways, adjacency to transit, commercial nodes, or residential districts, etc. The Industrial Business district is primarily intended to be an amenity-rich environment and to accommodate small- to moderate-scale industrial land uses with high employment density, such as light industrial, manufacturing, assembly, fabrication, industrial offices, prototyping, research and development, small-scale wholesaling, local distribution, and similar activities that generate few adverse operational impacts (e.g., noise, odor, truck traffic, etc.). Neighborhood scale uses such as food, retail, and services are encouraged in the Industrial Business District, as are multi-story buildings, master-planned business parks, and complexes with a mix of allowed uses. Because of its high-quality employment focus, development in the Industrial Business District is required to provide amenity space and attractive architectural design, to improve the daily experience for workers.

I2 Mixed Industrial

The I2 Mixed Industrial district is intended to accommodate a range of small-, moderate- and large-scale industrial uses and activities with moderate to high employment density. Uses appropriate for the I2 district include manufacturing, logistics, processing, industrial parks, and other industrial activities that may generate adverse operational impacts (e.g., noise, odor, truck traffic, etc.) beyond the subject property lines but can be largely mitigated. Because of its employment focus, the Mixed Industrial district has some amenity and architectural design requirements to improve the daily experience for workers, but these requirements are more flexible than those in the I1 district in order to facilitate cost-effective development and redevelopment.

I3 Heavy Industrial

The I3 Heavy Industrial district is primarily intended to accommodate large-scale, high-impact uses, including raw materials and metals processing, large-scale warehousing and distribution, and other activities that generate adverse operational impacts (e.g., noise, odor, truck traffic, etc.) often requiring significant movement of trucks or large vehicles, outdoor storage, or outdoor operational space within the site. Lands designated I3 may have access constraints or potential adverse impacts due to their proximity to rail lines or limited-access freeways.

Use tables in Kent's zoning code contain information about which uses are allowed in each zoning district. Although many industrial and manufacturing uses are operationally similar, Kent's current use tables draw fine distinctions between various types of manufacturing and other industrial uses based on specific inputs, products, and processes. In the context of modern environmental regulations, including Kent's own performance standards, nuisance regulations, and noise ordinance, which prevent offsite operational impacts on properties in Kent, these distinctions are redundant and fail to add value. They create barriers to potential development, and cause unnecessary work for permit applicants and Kent's planning staff. This plan proposes to collapse manufacturing categories by establishing new definitions based on operational characteristics, and rely on performance standards to ensure negative externalities are contained onsite.

Some uses, especially outdoor storage or outdoor warehousing, have negative externalities and make inefficient use of high-value industrial land as stand-alone operations. These uses almost always create negative visual impacts and make little contribution to the industrial fabric when not associated with another primary industrial use such as manufacturing, prototyping, or research and development. As outdoor storage uses, not currently defined as warehousing, they generate substantial trucking activity but are not subject to a square footage tax which applies to similar warehousing activities conducted indoors. This plan proposes to limit outdoor storage use in all of the industrial zoning districts to accessory-only, and establish maximum site area percentages that can be dedicated to outdoor storage with a lowest percentage in the I1 district. For existing outdoor storage or outdoor warehousing uses, the City will also explore options for establishing parity in taxation regardless of whether operations are conducted indoors or outside.

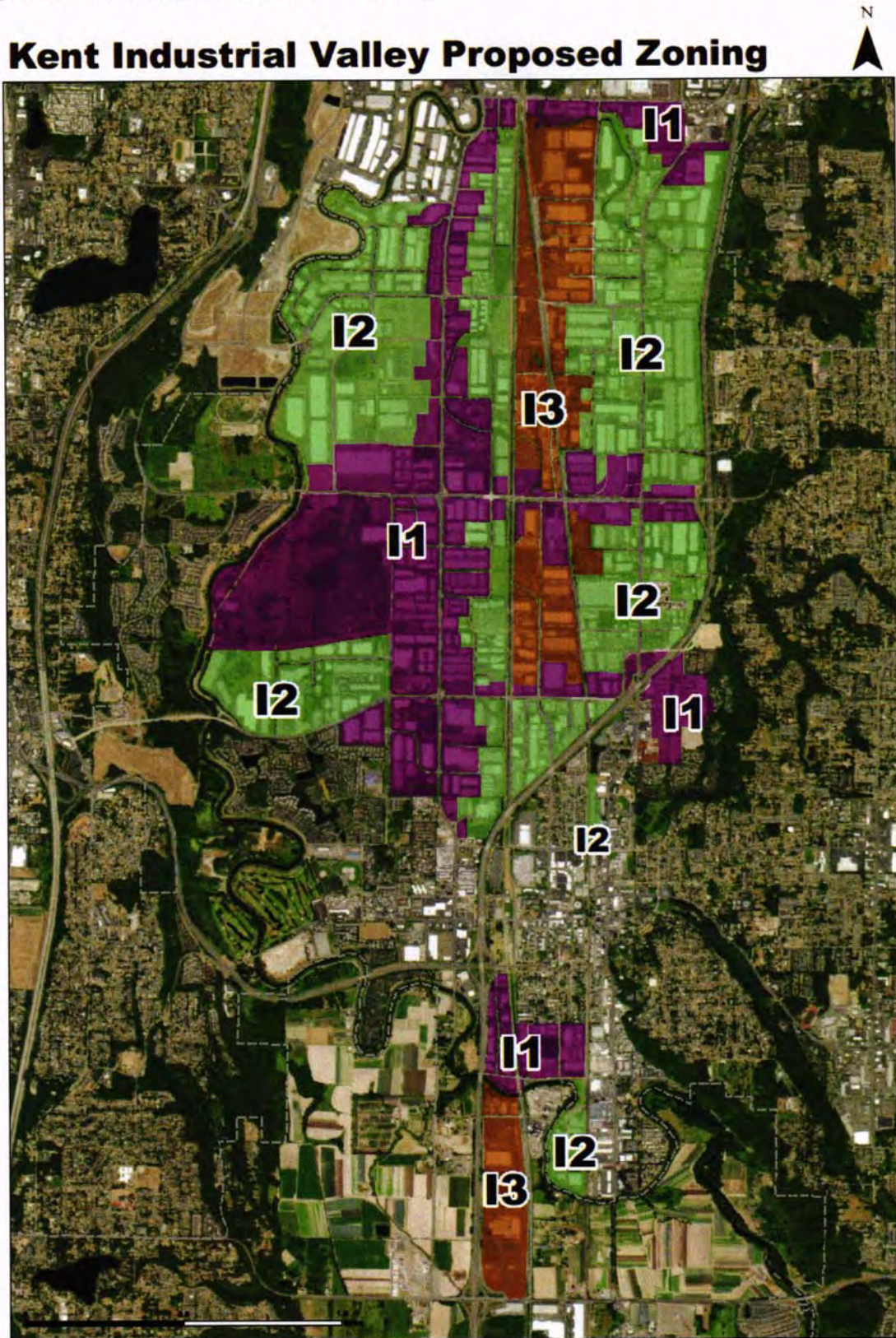
Other uses like transit operations and maintenance facilities are appropriate in some industrial areas but not others, and may require additional consideration through the conditional use process. With multiple operations and maintenance facilities planned in the coming years for King County Metro and Sound Transit, this plan considered the appropriateness of these facilities in Kent's industrial lands, and proposes to allow operations and maintenance facilities in the I3 district, and as a conditional use in the I2 district. Operations and Maintenance Facilities will not be allowed in the I1 district, as this district is envisioned as a high-opportunity, amenity-rich environment; a large operations and maintenance facility characterized by significant movement of equipment and transit vehicles, as well as 24-hour operations, would not be consistent with this vision.

Non-industrial uses like retail, commercial services, and office can serve as amenities for Kent's industrial workforce, and contribute to their growth and long-term success; however, given increasing property values and achievable retail lease rates, it is necessary to consider the risk that these uses could over time displace core industrial uses. Regional policies emphasize the need to strictly limit non-industrial uses to mitigate this risk. Zoning code amendments adopted to implement this plan will allow a wider mix of non-industrial uses, but will strictly limit them to 30,000⁴ square feet in order to maintain neighborhood scale, serving the immediate industrial area rather than drawing customers from elsewhere in the City or the region.

Residential uses, on the other hand, present a number of unique challenges in industrial areas. While many industrial uses have modernized to generate fewer offsite impacts, and MIC-1 lands within Kent's industrial lands and proposed MIC are envisioned as becoming similar to an office or business park environment, some externalities may remain due to existing allowed uses that render residential uses incompatible with industrial lands. For example, diesel emissions and particulate matter are disproportionately high in the Kent Valley due to significant truck activity. The high and increasing value of residential properties in the Puget Sound, particularly in areas with exceptional transportation access and proximity to metropolitan centers like Kent's industrial lands, also presents the risk that residential uses allowed in industrial areas could displace core industrial operations over time. Adopted regional policies speak to housing as an inappropriate use in regionally-designated manufacturing and industrial centers. Any changes to this policy or how it is applied in Kent's MIC will require discussion at the regional level. Kent has also undertaken an effort to develop a comprehensive housing plan. This effort will consider appropriate ways in which Kent can facilitate housing development to serve its industrial workforce while remaining consistent with multicounty and countywide planning policies.

⁴ (Easton & Owen, 2009)

Figure 3. 3 Kent Industrial Valley Proposed Zoning



Legend



Source: City of Kent, ECO December 26, 2019

New definitions to be included in Kent's zoning code include:

Industrial uses: Activities that include production, testing, distribution, or repair of commodities or materials.

Manufacturing, assembly, and fabrication, heavy: The transformation of materials or substances into new products including additive or subtractive processes, construction, testing, and assembling of component parts, and the blending of materials such as lubricating oils, plastics, resins or liquors. Heavy manufacturing and fabrication are often characterized by the need for large outdoor areas in which to conduct operations, and typically result in environmental impacts beyond their own sites. This definition includes, but is not limited to: manufacture and fabrication of cement, brick, lime, gypsum, asphalt, and other manufacturing and fabrication uses as determined by the Economic and Community Development Director. This definition excludes slaughterhouses, manufacture of shellac, varnish or turpentine, paper, pulp, rubber from crude material, refining and/or manufacturing of petroleum products.

Manufacturing, assembly, and fabrication, medium: The transformation of materials or substances into new products including additive or subtractive processes, construction, testing, and assembling of component parts, and the blending of materials such as lubricating oils, plastics, resins or liquors. Medium manufacturing and fabrication is characterized by need for only very limited areas of outdoor storage and may create minor external environmental impacts during the conduct of operations, but most impacts are contained on-site. This definition includes but is not limited to manufacture and fabrication of automotive and aerospace vehicles and their parts, alcoholic products, paints, printing ink, leather goods, and other manufacturing and fabrication uses as determined by the Economic and Community Development Director. This definition excludes manufacture of hazardous substances, as well as slaughterhouses, manufacture of shellac, varnish or turpentine, paper, pulp, rubber from crude material, refining and/or manufacturing of petroleum products.

Manufacturing, assembly, and fabrication, light: The transformation of materials or substances into new products including additive or subtractive processes, construction, testing, and assembling of component parts, and the blending of materials such as lubricating oils, plastics, resins or liquors. Light manufacturing and fabrication is characterized by the use being contained within buildings, and materials or equipment used in production not being stored outside. Light manufacturing and fabrication activities do not generate external emissions such as smoke, odor, noise, vibrations or other nuisances outside the building. This definition includes but is not limited to manufacture and fabrication of food products, electronic components, office products, furniture, glass products, printing and publishing, and other manufacturing and fabrication uses as determined by the Economic and Community Development Director. This definition excludes manufacture of hazardous substances, as well as slaughterhouses, manufacture of shellac, varnish or turpentine, paper, pulp, rubber from crude material, refining and/or manufacturing of petroleum products.

Industrial Design

Perception of the Kent Valley, and Kent's industrial lands, is shaped by the physical environment. Visual cues can contribute to or detract from the Kent Valley's image as an attractive location for workers to seek employment and for businesses to invest. Over time, design standards that increase the aesthetic appeal of Kent's industrial lands are intended to attract forward-thinking businesses that are more sensitive to the settings in which they do business. Generally speaking, these are the businesses that rely more on people and creative ideas.

Successful businesses recognize that customers want quality. Aesthetic details like windows and creative design components such as enhanced entryways are visible measures of quality and they signal that businesses, the City of Kent, and other Kent Valley cities are invested in people's experience. Investments in quality can include people-centered site design techniques that orient workers and visitors within and through the site, and connect them to various transportation options, including transit and non-motorized modes. Deliberate and clearly defined connections to nearby amenities like parks, trails, and open space; and commercial services also helps define Kent's industrial lands as a place where people are welcome.

Large-scale trucking-intensive uses like distribution and warehousing (typically signified by large numbers of dock-high doors) impose externalities on the environment in which they are located. Impacts can be financial as well as opportunity costs; while it is well known that trucking activity causes wear and tear on roads and curbs, it is less commonly recognized that trucking-intensive uses also have visual and accessibility impacts. Large warehouse buildings with expansive loading docks, particularly those that run parallel to City streets, create long, unvarying blocks with few visual indicators of distance. This environment is disorienting for people who are on foot or traveling at less-than-highway speeds.

Additionally, as described above, manufacturing and industrial flex uses are typically found in smaller industrial buildings of less than 100,000 square feet. In order to ensure these design considerations are included in future industrial development, and that smaller spaces are preserved and continue to be built, Kent's industrial design standards will include specific provisions to require or incentivize small-scale industrial buildings. In the I1 district, large-format trucking-intensive uses will not be allowed unless they provide additional building or site design features to offset the impacts of their scale and trucking activity. These limitations will be tiered based on building size and potential impact. Also in the I1 district, due to its high-visibility and high-value access to key transportation corridors, truck courts will be required to be oriented perpendicular to high-priority street corridors and located only on one side of the building. This is intended to minimize the length of the large format building's unbroken street frontage and reducing their visual impact.

Consistent with the intent statements of the proposed zoning districts above, and the goal of improving the perception of value in the Kent's industrial lands, the design standards will require minimum fenestration, modulation, and other design components with particular emphasis on the I1 district. Given trends in high-value industrial markets toward multi-story warehousing and distribution buildings and emerging automation technologies, these standards should be reevaluated in the future to consider their application as these development trends become more relevant for Kent.

Challenges to New Development

There are relatively few vacant or redevelopable sites remaining in Kent's industrial lands. While there are a number of relatively small vacant sites located throughout the area, few developable sites exist with

common parcel ownership over five acres. Potential redevelopment of sites located throughout the Kent Valley, and in particular in Kent's industrial lands, can be constrained by the presence of "brownfields". The term "brownfield" refers to property on which expansion, redevelopment, or reuse may be complicated by the presence or potential presence of hazardous substances. To be redeveloped, these sites are likely to require environmental remediation, presenting challenges related to unknown cleanup costs, liability, and market challenges of industrial to industrial redevelopment. See Figure 3. 4, below for a map depicting vacant lands and brownfields in Kent's industrial lands.

Figure 3. 4 Vacant Lands and Brownfields

Vacant Lands and Brownfields



Legend

- | | |
|---|--|
|  Kent City Limits |  Brownfields (approx. 152 acres total) |
|  Kent Industrial Lands |  Vacant Lands (approx. 272 acres total) |



Source: City of Kent, ECD February 3, 2020

Redevelopment and Tenant Improvements

As described above, few opportunities exist for new development of industrial lands; therefore, most future development will tend toward improvement and redevelopment of existing properties. Complex design standards present a challenge to planning departments in determining their application for existing buildings. Some design elements can be costly, so it is not always appropriate to apply 100% of the design standards to all building permits related to tenant changes submitted to planning services.

This plan proposes a tiered approach to applying the design standards based on building valuation. For each tier of building value, or improvement value, a percentage of that value will be required to be invested in building and site design elements from the design standards.

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- Community Attributes, Inc. . (2019). *Kent Valley Supply Chain Management Sector Analysis - Economic Impacts and Workforce Analysis*. City of Kent.
- ECONorthwest; Mackenzie. (2019). *Kent Industrial Lands Market Analysis and Industrial Site Design Analysis*. City of Kent.

Chapter 3 Action Items

1. Amend MIC boundaries to include the largest contiguous area of Kent's industrial lands, and pursue amendments to CPPs and MPPs to reflect this change
2. Amend land use plan map to include two industrial land uses: MIC-1 and MIC-2
3. Amend zoning districts map and zoning code to replace M1, M1-C, CM-1, M2, and M3 with I1, I2, I3
4. Amend zoning use tables to simplify manufacturing definitions
5. Amend zoning use tables to prohibit outdoor storage other than accessory uses, with maximum site percentages in the I1, I2, and I3 zoning districts.
6. Amend zoning use tables to allow transit operations and maintenance facilities in the I3 zoning district, and in the I2 district as a conditional use
7. Amend zoning use tables to allow non-industrial uses at neighborhood scales to serve as amenities and support industrial uses
8. Establish tiered dock-door to square footage ratios for industrial buildings to preserve and promote smaller-scale industrial development, with elective design and amenity options to increase ratios
9. Establish design standards to elevate urban design in Kent's industrial lands by requiring fenestration, modulation, and site design requirements that mitigate visual impacts and non-motorized accessibility challenges of large development
10. Establish tiered approach to application of design standards for redevelopment
11. Complete housing plan, including assessment of housing needs and opportunities for industrial workforce

Chapter 4 Infrastructure and Transportation

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Transportation

Kent's landscape is dominated by three distinct geographic features: a flat river valley oriented north to south formed by the Green River, and two steep hills rising to the east and west – Kent's East Hill and West Hill. The Valley, characterized by flat terrain with scattered wetland areas, serves as an ideal transportation corridor for freeways, rail lines, transit, surface streets, and non-motorized routes; steep inclines approaching the East Hill and West Hill tend to present challenges to east-west connections traversing the valley, particularly for non-motorized transportation.

Kent's access to regional transportation networks is its most often-cited competitive advantage, particularly in reference to freight distribution and commuter networks. Significant state and regional transportation assets serve all transportation modes in Kent, connecting Kent to neighboring communities, metropolitan centers to the north and south, as well as to distribution networks to and from Seattle-Tacoma International Airport and the Ports of Seattle and Tacoma.

Highways and Freight Corridors

One interstate (I-5) and three limited access freeways (SR-167, SR-18, and west of the Union-Pacific Railroad on SR-516) provide freight mobility in the City of Kent. Interstate-5 on Kent's West Hill and SR-167 in the Kent Valley run north-south, and the SR-516 runs east-west. SR-18 passes just southeast of the City limits. In addition, several principal arterials traverse the City providing mobility for people and freight.

East-west principal arterials:

- S 212th Street from the western city limits to 108th Ave SE
- E James/S 240th/SE 240th Street from SR 181 to 132nd Ave SE
- W Smith Street/Canyon Drive/SE 256th Street/SE Kent-Kangley Road/SE 272nd Street/SR-516 from Central Avenue S to SR-18
- W Willis Street from 4th Avenue N to Central Avenue N
- S 272nd Street/S 272nd Way/S 277th Street/SE 274th Way from SR-99 to 151th Avenue SE

North-south principal arterials:

- SR-99 from S 272nd Street to Kent Des Moines Road/SR-516
- Washington Avenue N/W Valley Highway/68th Avenue SSR-181 from Kent Des Moines Road/SR-516 to S 180th Street
- 116th Avenue SE from 114th Ave SE to SE Kent-Kangley Road
- Central Ave N/S from W Smith Street to W Willis Street

These corridors are vital to freight transportation, which remains an important part of the Kent Valley economy. The WSDOT Freight and Goods Transportation System (FGTS) quantifies freight movement based on the gross annual tonnage. The highest classification, T-1, indicates that 10 million or more gross annual tonnage of freight utilizes the corridor in a year, and the second highest classification, T-2, indicates between 4 million and 9.99 million gross annual tonnage of freight utilizes the corridor in a year. These classifications are eligible for grant funding from the Freight Mobility Strategic Investment Board (FMSIB). T-1 and T-2 corridors in the Kent Valley are listed below:

- S 212th Street from the western city limits to SR-167 (T-1)
- SR-167 (T-1)
- W Valley Highway/68th Avenue S/SR-181 from S 228th Street to S 180th Street (T-1)
- 84th Avenue S/E Valley Highway from SR-167 to S 196th Street (T-1)
- S 196th Street from 80th Avenue S to 84th Ave S/E Valley Highway (T-1)
- SW 43rd Street BNSF Railroad to SR-167 northbound on-ramp (T-1)
- S 272nd Street/S 272nd Way/S 277th Street from I-5 to 83rd Avenue S/Central Avenue S (T-2)
- Kent Des Moines Road/W Willis Street/E Willis Street/SR-516 from SR-99 to Central Avenue S (T-2)
- W James Street from 4th Avenue N to Central Avenue N (T-2)
- S 228th Street/Veteran Drive/83rd Avenue S from Military Road S to 84th Ave S (T-2)
- Washington Ave N/68th Avenue S/W Valley Highway/SR 181 from S 277th Street to S 228th Street (T-2)
- 64th Avenue S from S 228th Street to S 216th Street (T-2)
- 76th Avenue S from S 228th Street to S 212th Street (T-2)
- 84th Avenue S/Central Avenue S from the southern city limits to SR 167 (T-2)
- Canyon Drive/SR-516/SE 256th Street from Central Ave S to 104th Avenue SE (T-2)

- S 196th Street/Russell Road S from western city limits to 80th Avenue S
- E Valley Highway from S 196th Street to northern city limits (T-2)
- S 180th Street from SR-181 to BNSF Railroad (T-2)
- 80th Avenue S from S 196th Street to SW 43rd Street (T-2)

An estimated 9% of all truck trips entering or exiting the ports of Seattle and Tacoma and Sea-Tac International Airport either originate or are destined for locations in the Kent Valley¹; this includes import cargo coming from overseas and export cargo destined for Asia and other markets.

As the second largest distribution center on the West Coast, the Kent Valley is seeing rapid growth in new large-scale warehousing and distribution centers as e-commerce continues to transform the way people buy and sell goods. Due in large part to its access to freeways, and proximity to the Port of Seattle, Port of Tacoma, Sea-Tac Airport and the large customer base in the Greater Seattle Area, the Kent Valley enjoys a competitive advantage in fulfillment and distribution of online orders. E-commerce firms have leveraged the Valley's advantages in recent years, most notably Amazon, which has opened 2,731,700 square feet of warehouse space in the Kent Valley since July 2014, but also other e-commerce giants such as Target and Wayfair. Amazon's push for same-day delivery has raised the standard for shipping online orders and increased demand for warehouses close to Seattle consumers.

The cost to build and maintain freight infrastructure is high: studies show that a single truck trip generates more than 400 times more damage to city streets than a single average passenger vehicle.² Kent's regional Manufacturing and Industrial Center designation places Kent in a position to receive regional grant funding for freight-supportive projects within, or directly serving the designated MIC. Only a portion of Kent's industrial lands are designated MIC; to fully capitalize on available regional funds, Kent proposes to expand its MIC boundaries to include all of its lands designated for industrial use. What such funding sources do not address are opportunity costs; wide turning radii and expansive streets with wide lanes make pedestrian movement difficult and limit placemaking opportunities. Projects to mitigate the negative externalities of freight infrastructure should also be part of the regional funding program, and Kent will advocate at a state and regional level for these projects to be considered. This will require Kent to quantify the economic benefits of distribution and logistics operations in Kent, which are shared regionally, to make the case for equivalent regional cost-sharing.

Generally, transportation funding mechanisms available are tied to vehicle congestion and system expansion, including expenditure of state-authorized traffic impact fees (TIF), which are paid by a developer based on the number of vehicle trips a project is expected to generate. Given that Kent's freight network is largely built-out, its greatest need is for ongoing maintenance. The need also exists for reinvestment in existing streets using construction techniques that extend the useful life of road infrastructure and reduce long-term life cycle costs, concrete roads being a notable example.

A challenge to Kent's TIF model is its methodology for calculating fees. Currently, Kent's TIF program is based on the number of vehicle trips generated by a given land use during the PM peak hour. Trucking-intensive uses generate most trips outside of this PM peak hour, and so are not typically accounted for in congestion-based counts. This results in a lower trip generation rate, and therefore lower TIF, for uses like warehousing and distribution, despite their disproportionately heavy use of City infrastructure. Uses generating greater numbers of passenger vehicles during the PM peak hour, such as manufacturing,

¹ (Community Attributes, Inc. , 2019)

² (Lindeke, 2016)

assembly, or other industrial operations with high employment-density pay higher TIF rates. The City will improve its data collection to document these disparities. It will also explore ways to reduce fees for high employment-density uses within the impact fee framework imposed by state law, particularly when they are combined with other uses such as retail, service, or supportive industrial uses that could retain trips onsite.

Kent's current TIF model exclusively relies on vehicle congestion to determine capacity, which excludes non-motorized and transit-related projects from the TIF project list. These projects can help to achieve mode-shift goals, and reduce road congestion while also increasing throughput capacity. The City will seek ways to recognize the role of non-motorized and transit projects in increasing transportation system capacity, and include capacity projects for all modes in the TIF project list.

In addition to impact fees, other state-authorized infrastructure financing tools were discussed throughout the Rally the Valley process, and included Local Improvement Districts, Community Facilities Districts, Community Revitalization Financing, Transportation Benefit Districts, and the like. These tools are cataloged and assessed in Appendix C, Infrastructure Funding Memo. While each tool has potential to aid in reducing the cost burden for the City, none is well suited to solve the City's financial problems. As an example, Local Improvement Districts cannot be used for ongoing maintenance costs, nor even capital projects that would reduce long term maintenance costs such as concrete roads. Community Revitalization Funding, which authorizes local governments to retain a higher percentage of sales tax to pay for infrastructure improvements within a targeted area, may be an appropriate tool over the long term, but requires significant partnership with other taxing jurisdictions and will likely be slow to produce revenue.

At an Advisory Panel meeting focused on financial issues, discussion included a special fee or tax on dock-high doors, as well as new user fees for trucking companies as a sort of special taxation. While this idea had been considered in one other Washington municipality (Frederickson), the City currently lacks the authority to impose these types of new fees or taxes without changes to state law. Legislative changes such as would be needed to impose a new type of taxation would depend on a very large political coalition and potentially take many years to accomplish; it is therefore inappropriate as a central tenet to achieving the strategic objectives of optimizing land use for the City's fiscal benefit. However, Kent will support such efforts should they become politically viable in the future.

Ultimately, reducing the City of Kent's cost burden related to infrastructure will be severely limited by state-imposed taxation regulations. The City intends to pursue every possible tool through the creation of project lists that meet the requirements of available tools; the pace of this ongoing work will be dependent on all the transportation planning processes the City engages in, including the Transportation Master Plan.

Rail Transportation

Two heavy rail lines owned by Union Pacific Railroad (UPRR) and BNSF Railway Company run north-south through the geographic center of Kent's downtown and Kent Valley industrial lands. The rail lines convey freight, as well as Sound Transit (Sonder) commuter trains and Amtrak passenger rail service. With about 68 trains transitioning through Kent on BNSF rail lines each day, and 8 on UPRR, Kent Valley commuters and visitors frequently express frustration over impacts to east-west traffic flow on surface

streets due to trains crossing (or malfunctioning crossing gates). Sounder trains in particular cause frequent congestion downtown due to operational limitations requiring the trains to protrude into Smith Street during passenger loading at Kent Station.

In addition to heavy rail in the Valley, two new light rail connections are also coming to Kent in 2024 as part of Sound Transit's Federal Way Link Extension project. The extended route will connect Angle Lake Station in SeaTac to new stations on Kent's West Hill at Kent-Des Moines Road near Highline College (Kent's Midway subarea) and at South 272nd Street at the City's border with Federal Way.

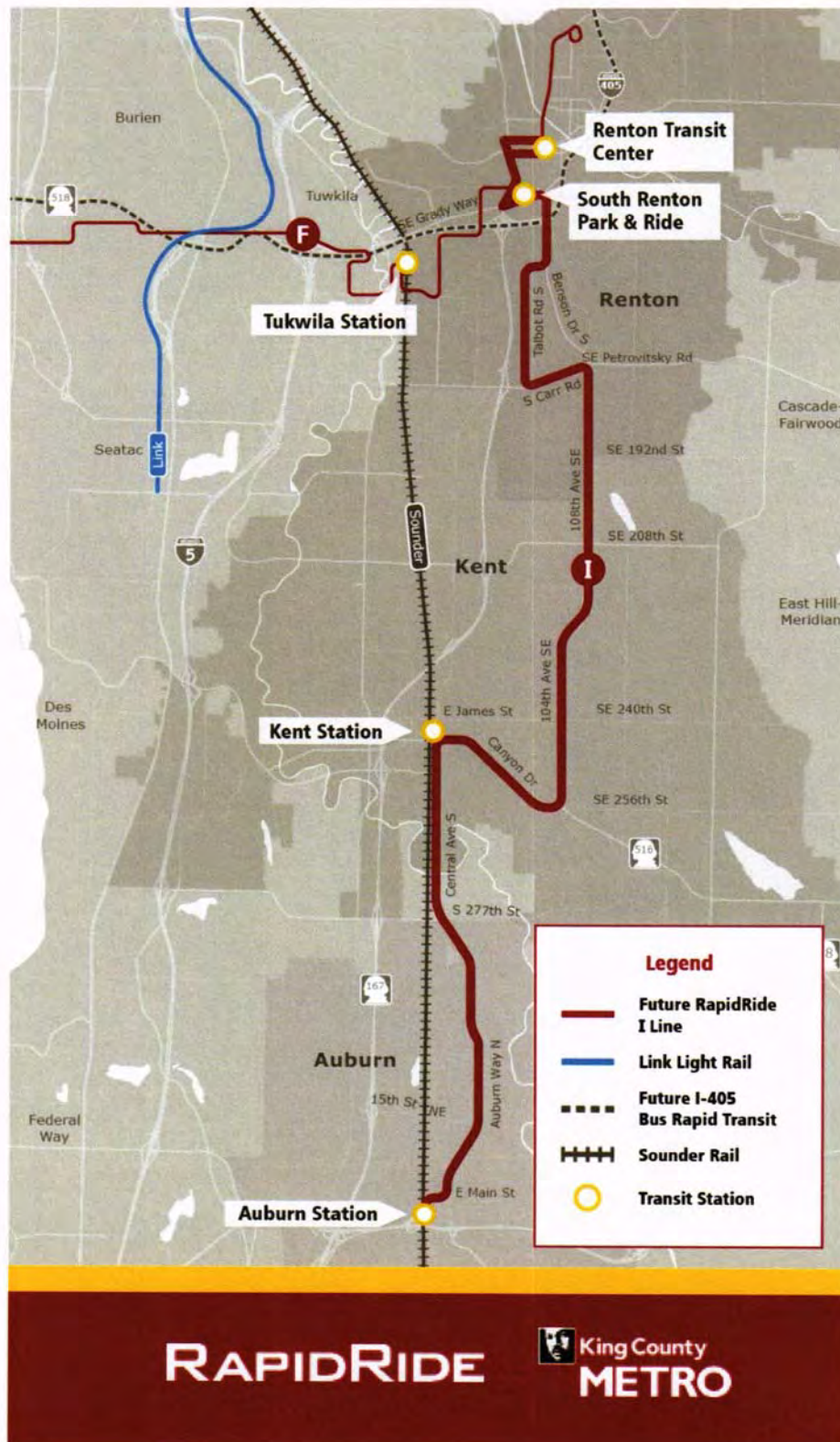
Bus Transit Service

Both King County Metro and Sound Transit operate bus transit service in Kent, with significant expansion planned over the next five years to respond to increasing demand for frequent service, in line with King County Metro's long-range transit plan, Metro Connects. Near-term expansion projects serving the Kent Valley include an upgraded, integrated mobility network with fixed-route, flexible services and a new frequent route between Renton, Kent, and Auburn that will be upgraded to the RapidRide I Line in 2023. The RapidRide I Line is expected to run from Auburn Station to Kent Station primarily on Auburn Way N, similar to existing route 180 service; from Kent Station it will likely follow Canyon Drive SE to the Benson Highway (104th Ave SE/108th Ave SE) and into Renton.

Some anticipated changes planned for 2020 include:

- Added service frequency to routes 105, 148, 164, 166, 168, 183, 906, 917, and 180
- Pathway changes for routes 102, 148, 166, 168, 181, 190, 192, 906, and 915
- Restructuring routes 158, 159, 169, 180, 186, 910, 916, and 917
- New routes 160, 161, 162, 184, and 914
- Eliminating routes 908, 913, 952

Figure 4. 1 Rapid Ride I-Line Representative Alignment



King County Metro is targeting new transportation options for the Kent Valley, citing its critical role as the fourth-largest center for manufacturing and distribution in the U.S. The new Community Connections program recognizes that many industrial workers have schedules that prevent them from using existing bus service, and that the Valley's terrain and pedestrian environment present challenges for the area's diverse and growing workforce getting to or from their jobs. New transportation services coming to the Kent Valley include:

Community Ride: Community Ride is an on-demand public transportation service that operates within a specified service area during a specific time. The Community Ride service area would include the East Hill and Meridian neighborhoods and areas within the Kent Valley and Kent Station. This service would be available daily from 5 a.m. to 7 p.m. Customers would schedule rides with the Community Ride phone app on their phones or by calling a dispatch number. Riders would be picked up by accessible 8-10 passenger transit vehicles driven by paid drivers employed by a King County Metro vendor, and would pay a regular Metro fare using ORCA, cash, valid paper transfer, or mobile ticket.

Community Shuttle: Community Shuttle is a smaller Metro route that includes both a fixed-route section, with regular stops, and flexible-service stops for which riders call ahead to schedule a pick-up or drop-off. Riders pay a regular Metro fare using ORCA, cash, valid paper transfer, or mobile ticket. A Community Shuttle route would operate on evenings and weekends when other Metro bus service through the valley is less available. The route would connect Renton Transit Center and Kent Station to certain work sites in the Kent Valley. Flexible service stops requiring a reservation could include other work sites in the Kent Valley.

Vanpool LIFT: Vanpool LIFT enables qualified Vanpool riders to pay a reduced fare for a Vanpool. A Vanpool is a group of five or more people who share a similar commute. For example, they could be co-workers, friends, or neighbors. Each group has at least two volunteer drivers plus a volunteer bookkeeper to track mileage, ridership and fares. Fares are based on mileage, number of riders and size of van. On average, vanpooling saves participants \$6,000 each year compared to driving alone. Riders with low incomes can qualify for Vanpool LIFT if they qualify for ORCA LIFT (see table below) and if their employer does not offer a transportation subsidy. Qualifying participants can participate in a Vanpool group at a discounted fare (up to 50%). For this pilot, Vanpool groups must serve a worksite within the Kent Valley.

Non-motorized Transportation

A regional multimodal non-motorized trail network comprised of the Green River Trail, Interurban Trail, Puget Power Trail, and various connector segments spans the valley floor generally north to south, linking Kent to Tukwila and Renton to the north and to Auburn, Pacific, and Algona to the south. Portions of the trail network – the Interurban Trail – are owned by Puget Sound Energy, operated as regional trails by King County Parks, and maintained by Kent Parks, while others – the Green River Trail and connectors – are owned and managed by City of Kent Parks Department.

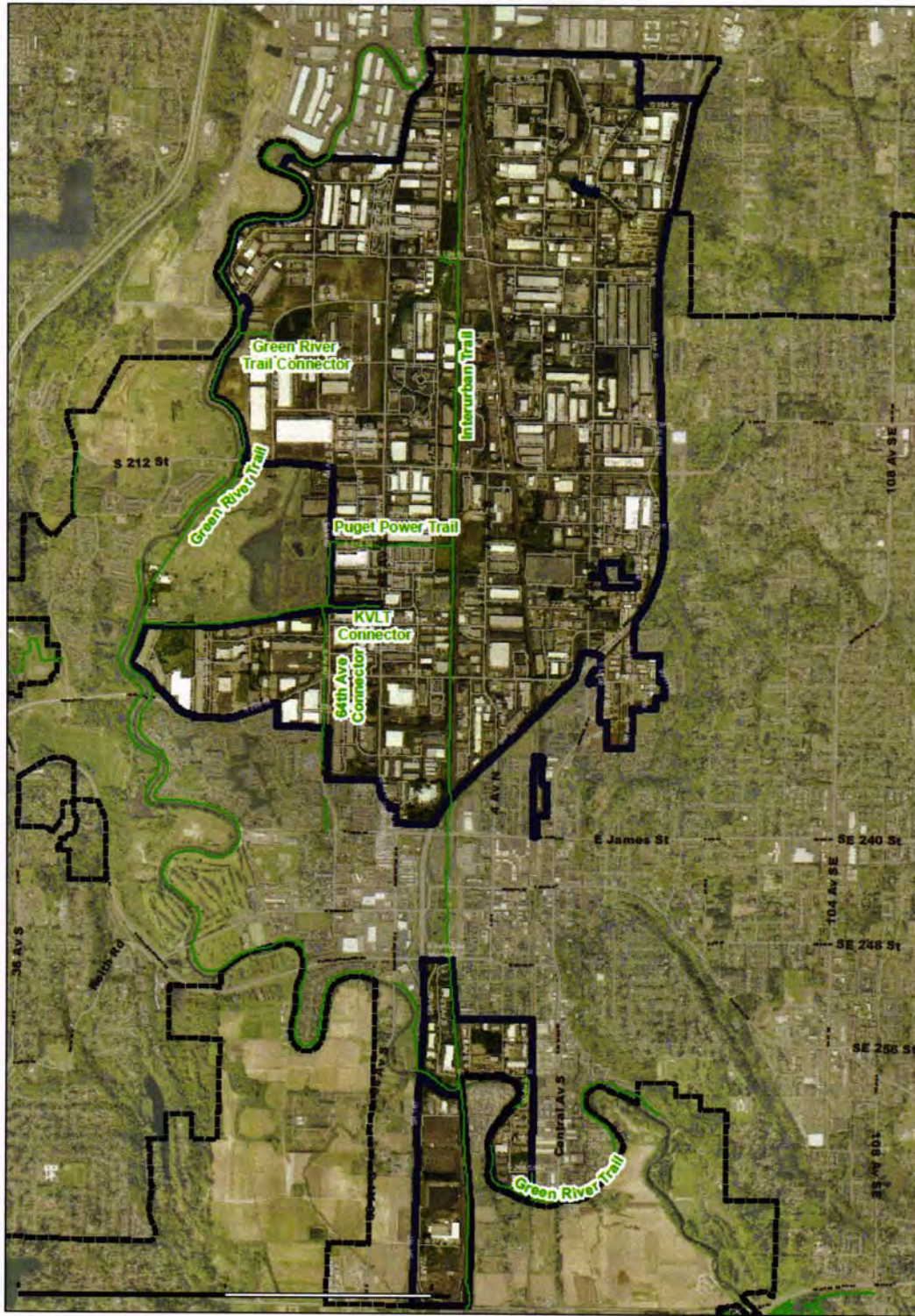
A companion study to this plan, the Regional Trails Opportunity Study, focused specifically on maximizing the recreation, placemaking, and transportation utility of the regional trail system within the Kent Valley. The Interurban and Green River Trails represent significant public investment and opportunities to provide transportation choices and amenities for Kent Valley workers. The trails are geographically well-suited to

complement the growing transit network in the Kent Valley, and their strong linkages to Valley businesses also provide the basis for mutually beneficial public-private partnerships, as access to a high-quality trail system can be a valuable asset for businesses seeking to elevate their image for employee recruitment and retention.

The Kent Valley segments of the regional trails system require capital investment to reach their full potential and overcome existing challenges, including safety, visibility, and cleanliness concerns. The Regional Trails Opportunity Study shows ways to reposition the Kent Valley regional trails as safe and welcoming, and as vital components of the Valley's transportation network. Most businesses have installed physical and visual barriers between their properties and the trails, particularly those businesses along the Interurban Trail, so solutions that include partnerships with businesses and future property redevelopment will be especially important. The study emphasized enhancements to crossings and trail entrances and gateways to improve safety, visibility, and accessibility. In particular, strategies like signage and wayfinding can serve to orient people to significant non-motorized routes, including the Interurban and Green River Trails, as well as other amenities like parks, natural areas, and commercial services.

Figure 4. 2 Kent Valley Regional Trails

Kent Industrial Valley Regional Trails



Legend

- Kent City Limits
- Kent Valley Regional Trails and Connectors
- Kent Industrial Lands



Source: City of Kent, ECO February 3, 2020

In the Kent Valley, local and regional investments have historically favored projects that increase the efficiency of trucking and freight movement. While beneficial for the movement of goods, this focus on freight has resulted in an environment where pedestrians often feel disoriented by the scale of the streetscape. For example, street crossings in the Valley can span seven lanes and distances between marked crossings can be 1,800 feet or more.

Many of the surface streets in the Kent Valley have sidewalks or bicycle facilities, but the network is incomplete with significant gaps, in some cases near large employers where a sidewalk could connect hundreds of employees to nearby transit stops. Where non-motorized facilities are present, they often fail to account for the impact of proximal truck movement and the level of traffic stress can be high. For example, few bicycle lanes in the Valley are sufficiently protected or buffered to achieve an LTS rating of greater than 4³; cyclists or pedestrians are typically directly adjacent to truck traffic traveling at speeds greater than 35 miles per hour.

Insufficient lighting and comfort and safety of transit stops is also a concern for non-motorized travelers and transit-users, particularly during the winter months when many industrial workers find that both ends of their commute happen outside of daylight hours. Rally the Valley revises design standards to require or encourage enhanced pedestrian-scale lighting at building entrances, and proposes partnership with King County Metro and other transit providers to improve lighting and transit user experience at bus stops in the Kent Valley. Kent will facilitate and incentivize through elective design standards partnerships between King County Metro and business owners to install custom bus shelters wherever possible.

A 2019 survey of employees in the Kent Valley demonstrated that 90% drive to work, and many prefer it that way. However, 50% of survey respondents stated they would choose other modes if other options were safe and convenient. More than twice as many people would use transit if it were a convenient and safe option, and 50% more people would bike to work⁴. Kent will invest in transit and non-motorized transportation infrastructure in order to achieve mode-shift goals in Kent's industrial lands, as described below in Table 4. 1.

Table 4. 1 Mode Shift Goals

MODE	CURRENT	2035 GOAL
DRIVE ALONE	90%	50%
CARPPOOL	14%	20%
TRANSIT	9%	25%
COMPANY SHUTTLE	4%	10%
WALK	4%	5%
BICYCLE	10%	15%

*These percentages total greater than 100% due to multiple modes being used for the same trip.

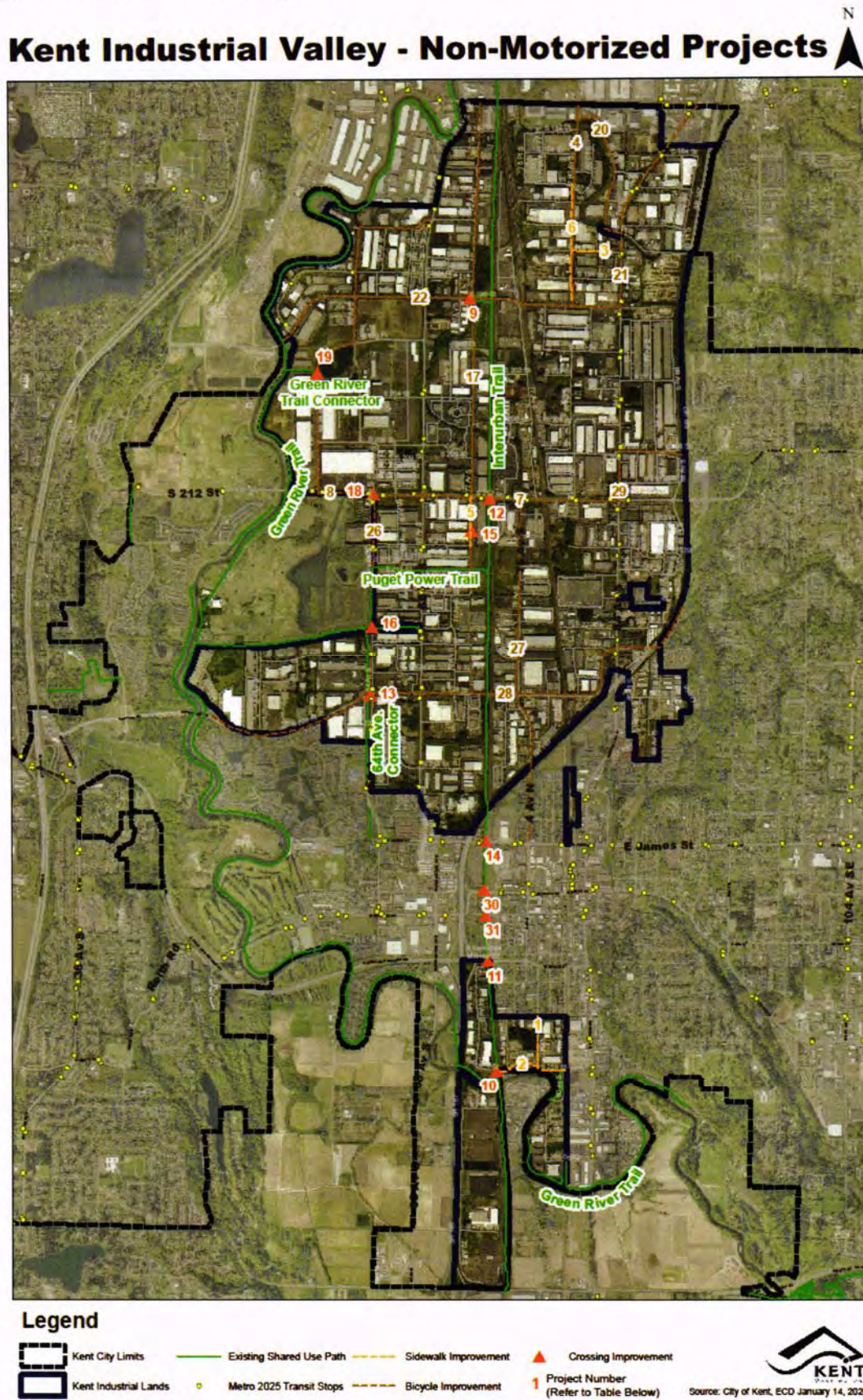
**These figures will be reviewed as part of the 2020 Transportation Master Plan update and may be revised as further data is considered.

³ Refer to Kent's Transportation Master Plan for more information about LTS.

⁴ Refer to 2019 Rally the Valley Employee Survey Results report for more information. (City of Kent, 2019)

The map below, Figure 4. 3, shows planned projects to improve the non-motorized network in the Kent Valley to better serve the industrial workforce.

Figure 4. 3 Non-Motorized Projects



PROJECT #	PROJECT TYPE	LOCATION	DESCRIPTION
1	Sidewalk Improvement – Both Sides	3 rd Ave. S	Install new sidewalk on east and west sides of 3 rd Ave. S between W Overlock St. and S 259 th St. to connect south of downtown industrial businesses to Green River Trail and downtown.
2	New Trail Connection	S 259 th St	As part of the Milwaukee 2 levee and UPRR bridge construction project, install new trail segment connecting the Interurban Trail and Green River Trail segments on S 259 th St. between 1 st Ave. S and 5 th Ave. S. Connect trail segment to existing sidewalk on north side of S 259 th St. between 3 rd Ave. S and Central Avenue to facilitate access to transit on the Central Ave. corridor. This project should be coordinated with Kent Public Works, Kent Parks, King County Parks, and King County Flood Control District.
3	Sidewalk Improvement – Both Sides	S 192 nd St	Install new sidewalk on north and south sides of S 192 nd St. between 80 th Ave. S and existing sidewalk facilities (650ft. east of 80 th Ave. S) to connect employers on 80 th Ave S to transit stops on Central Ave.
4	New Bicycle Facility	80 th Ave S	Install new LTS-3 bike facility between S 180 th St. and S 196 th St.
5	Sidewalk Improvement – West Side and New Crossing	72 nd Ave S	Install new sidewalk on west side of 72 nd Ave. S between S 212 th St. and S 216 th St. to connect major employers to transit on W Valley Hwy and S 212 th St., and install new crosswalk between jointly-operated facilities.
6	Sidewalk Improvement – Both Sides	80 th Ave S - South Segment	Install new sidewalk on east and west sides of 80 th Ave. S between S 186 th Pl. and existing facilities north of S 196 th St. to connect major employers to transit stops on S 180 th and to transit stops on E Valley Hwy/84 th Ave. S.
7	Bicycle Facility Improvement	S 212 th St. – East Segment	Improve level of traffic stress (LTS) on existing bicycle facility from 68 th Ave. S to 84 th Ave. S to LTS-1 by building buffered or separated bicycle facility.
8	New Bicycle Facility	S 212 th St. – West Segment	Build new LTS-1 bike facility connecting existing S 212 th St bicycle facility, Interurban, and Green River Trail from 72 nd Ave. S to the Green River Trail.
9	Crossing Improvement	S 196 th St. and 72 nd Ave. S	Improve crossing safety and visibility by installing high-visibility crosswalk, yellow pedestrian crossing signs, and other safety infrastructure as appropriate.
10	Crossing Improvement and New Sidewalks	S 259 th St. and Interurban Trail	Improve crossing safety and visibility by installing RRFB, street lights or other illumination, high-visibility and/or raised crosswalk and other safety infrastructure as appropriate. Install sidewalks with ADA-compliant ramps on both sides of crosswalk to formalize trail approaches and driveway to parking lots on north and south sides.
11	Crossing Improvement	Willis St. and Interurban Trail	Improve crossing safety and visibility by installing high-visibility crosswalk, yellow pedestrian crossing sign, and other safety infrastructure as appropriate. This project should be coordinated with construction of the Naden Ave. entrance to Willis.
12	Crossing Improvement	S 212 th St. and Interurban Trail	Improve crossing safety and visibility by installing high-visibility crosswalk, yellow pedestrian crossing signs, and other safety infrastructure as appropriate. Install vertical planters on median, with consideration for FHWA requirements for break-away or barrier-protected installations.
13	Crossing Improvement	S 228 th St. and 64 th Ave. S Connector	Realign the 64 th Ave. S Connector Trail entrances on 64 th Ave. S and S 228 th St. to connect directly to the signalized crosswalk. Widen and install high-visibility crosswalk and expand triangular pedestrian refuge island to meet ADA standards. Install other safety infrastructure as appropriate.
14	Crossing Improvement	W James St. and Interurban Trail	Improve crossing safety and visibility by installing high-visibility crosswalk and other safety infrastructure as appropriate.

15	New Crossing	72 nd Ave. S – Midblock	Install new midblock crosswalk on 72 nd Ave. S between S 216 th St. and S 212 th St. to accommodate high volume of pedestrian crossings between facilities under shared ownership. Install high-visibility crosswalk with RRFB.
16	Crossing Improvement	64 th Ave. S and Puget Power Trail	Improve crossing safety and visibility by installing high-visibility crosswalk, pedestrian refuge median, and RRFB, and other safety infrastructure as appropriate.
17	New Bicycle Facility	72 nd Ave. S – S 196 th St. to S 220 th St.	Install new one-way bicycle lanes on the east and west sides of 72 nd Ave S between S 180 th St. and S 228 th St.
18	Crossing and Lighting Improvement	S 212 th St. and 64 th Ave S	Improve crossing safety and visibility by increasing intersection illumination and installing high-visibility crosswalk, pedestrian refuge median, and other safety infrastructure as appropriate.
19	New Crossing	59 th Pl S at Boeing Ponds and Green River Trail Connector	Install new RRFB and high-visibility crosswalk between Green River Connector trail and Boeing Ponds stormwater facility and Earthworks Tour wayfinding markers.
20	New Bicycle Facility	80 th Pl S	Install new LTS-3 bicycle facility between 80 th Ave. S and 84 th Ave. S/Central Ave.
21	New Bicycle Facility	84 th Ave. S/Central Ave.	Install new LTS-3 bicycle facility between S 180 th St. and S 196 th St.
22	New Bicycle Facility	S 196 th St.	Install new LTS-3 bicycle facility between Russell Rd. and 84 th Ave. S/Central Ave.
23	Programmatic	Citywide	Develop and implement regional trail lighting program. Identify and coordinate with private property owners to install lighting fixtures on private property and building façades abutting regional trails.
24	Programmatic	Citywide	In cooperation with private property owners and King County Metro, establish procedures and standard maintenance agreements for installation of custom bus shelters serving major employers.
25	New Bicycle Facility	59 th Pl S - S 212 th St. to 68 th Ave. S	Install new LTS-3 bicycle facility on 59 th Pl S, 62 nd Ave. S, and S 190 th St. between S 212 th St. and 68 th Ave. S.
26	New Bicycle Facility	64 th Ave. S - 212 th to Puget Power Trail	Install new LTS-3 bicycle facility on 64 th Ave. S between Puget Power Trail and S 212 th St.
27	New Bicycle Facility	76 th Ave. S - 212 th to Downtown	Install new LTS-3 bicycle facility on 76 th Ave S/4 th Ave. S from S 212 th St. to Downtown.
28	New Bicycle Facility	S 228 th St.	Install new LTS-3 bicycle facility on S 228 th St. from Russell Rd. to 88 th Ave. S
29	New Bicycle Facility	84 th Ave. S/ S 209 th St.	Install new LTS-3 bicycle facility on 84 th Ave. S and S 209 th St. from 212 th St. to the SR-167 bridge, connecting to LTS-2 facilities on east side of bridge.
30	Crossing Improvement	W Smith St. and Interurban Trail	Improve crossing safety and visibility by installing high-visibility crosswalk and other safety infrastructure as appropriate.
31	Crossing Improvement	W Meeker St. and Interurban Trail	Improve crossing safety and visibility by installing high-visibility crosswalk and other safety infrastructure as appropriate.

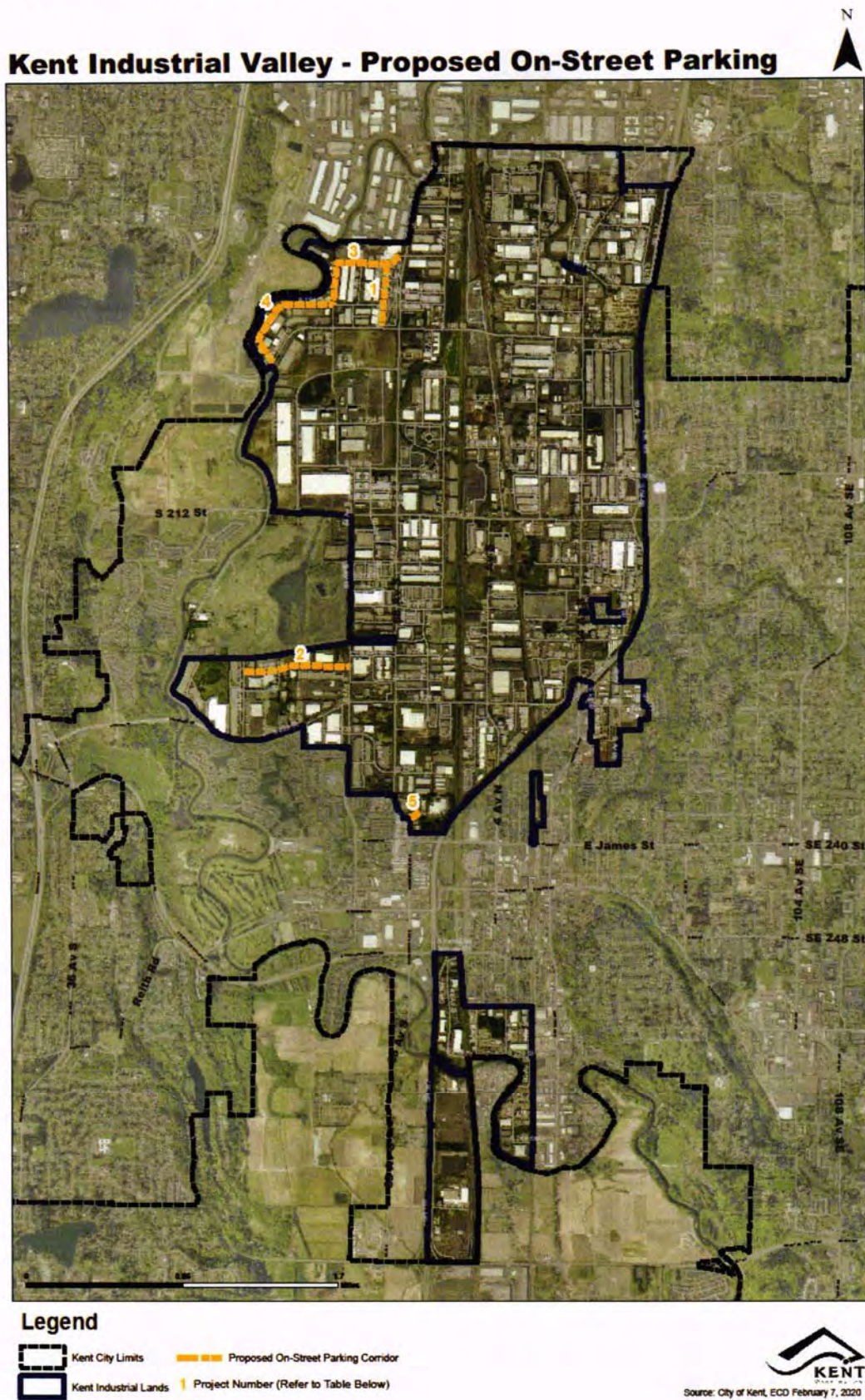
Passenger Vehicles and Parking

Passenger vehicle traffic congestion and parking shortages are described as serious concerns by Kent Valley employers, workers, and visitors. In fact, parking shortages are cited as the greatest barrier to growth for some Kent Valley industrial businesses. Additionally, a small number of manufacturers in Kent have embraced Kent's "make-in-back, sell-in-front" business model with small retail or café space attached to a production facility, and have found that inadequate parking for staff and customers challenges their long-term success and growth potential. Some of this pressure can be attributed to existing parking requirements for industrial uses, which are based on assumptions of relatively low employment density. With the adoption of Rally the Valley, the City will amend its parking regulations to require new industrial development to consider the needs of industrial businesses with higher employment-density. Ample street width or unused right-of-way on many of Kent's industrial collectors and arterials also present the opportunity for the City to explore appropriate corridors for on-street parking to help support business growth in the Valley.

Potential restriping and on-street parking opportunities will be tracked by Public Works Staff and implemented whenever feasible alongside maintenance projects or when funding becomes available through partnerships. Economic and Community development staff will provide prioritization guidance and facilitate partnerships wherever possible. On-street parking regulations will follow best practices for parking in industrial areas, including mechanisms to prevent overnight or long-term parking, and will be implemented in coordination with Kent Public Works and Kent Police Department.

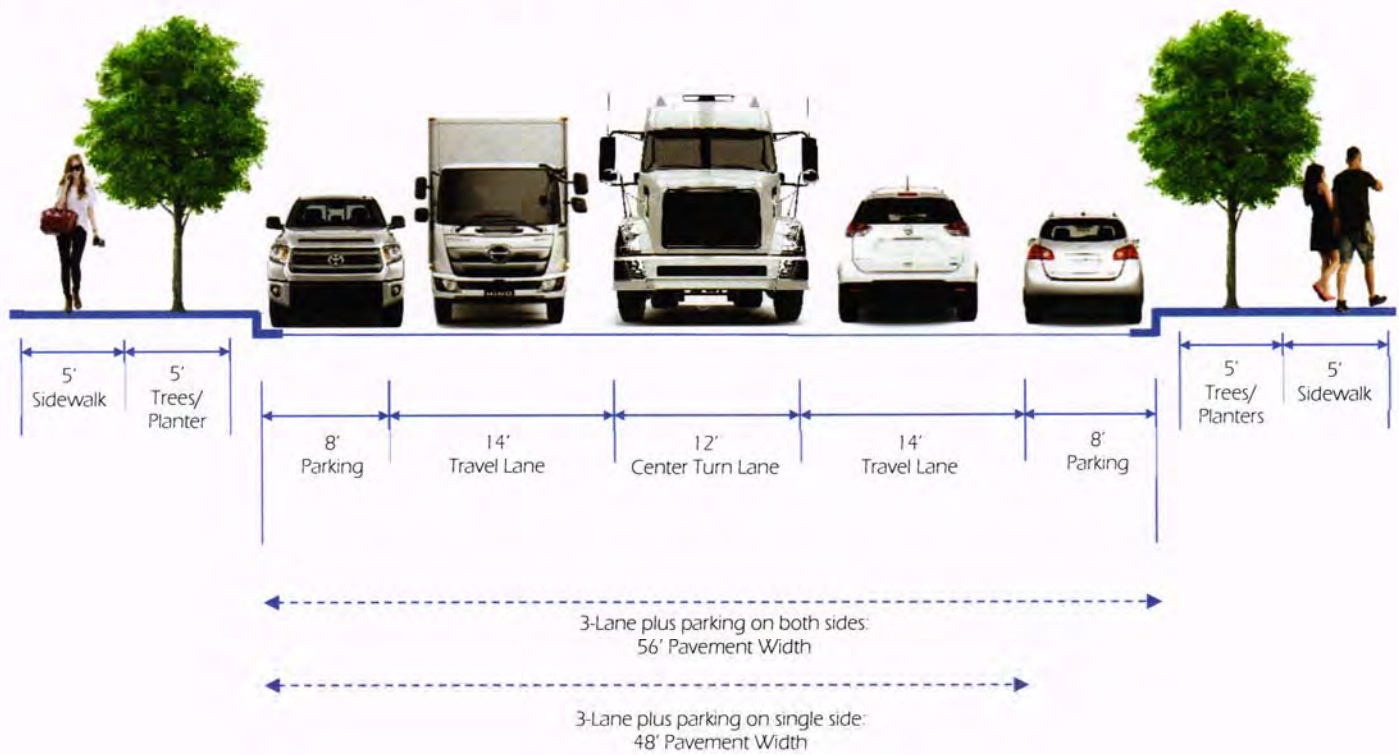
Below is a map of proposed on-street parking corridors for further consideration (Figure 4. 4) followed by a proposed street cross section for industrial on-street parking corridors (Figure 4. 5).

Figure 4. 4 Proposed On-Street Parking



PROJECT #	PROJECT TYPE	LOCATION	DESCRIPTION
1	Re-striping and signage project	66 th Ave. S	Re-stripe and install new signage on 66 th Ave. S from S 190 th St. to S 196 th St. for two through-lanes and on-street parking on the west side adjacent to the existing sidewalk.
2	Re-striping and signage project	S 226 th St.	Re-stripe and install new signage on S 226 th Street between 54 th Ave. S and 64 th Ave. S for two through-lanes and on-street parking on the north side or south side of the street.
3	Re-striping and signage project	62 nd Ave. S and S 190 th St.	Re-stripe and install new signage on 62 nd Ave. S and S 190 th St. from S 194 th St. to W Valley Highway for two through-lanes and on-street parking on the east/south side or west/north side.
4	Re-striping and signage project	58 th Pl S and S 194 th St.	Re-stripe and install new signage on 58 th Pl S and S 194 th St. from S 200 th St. to 62 nd Ave. S for on-street parking on the west/north side or the east/south side.
5	Re-striping and signage project	Oberto Drive	Re-stripe and install new signage on the north side of Oberto Drive from Washington Ave. N east to the cul-de-sac for on-street parallel parking.

Figure 4. 5 Proposed On-Street Parking Corridor Cross-Section



Transportation Technologies

The transportation sector is poised for transformation, particularly with the rapid advancement of autonomous and electric trucking technologies. For example, PACCAR, a Kent Valley company and leader in autonomous and alternative powertrain development for commercial vehicles, recently announced its Level 4 autonomous and battery-electric Kenworth- and Peterbilt-branded trucks designed for a range of commercial applications from on-road transportation of goods, refuse collection, and distribution within urban areas. Development of this technology requires local support for infrastructure investments, such as fiber optic cable and dedicated, protected street environments for testing. Rally the Valley proposes that the City of Kent consider facilitating provision of such environments, given Kent's reputation for innovation and advanced technology. A prominent example of Kent's reputation for advancing transportation technology is NASA's Apollo program and Boeing's development of the lunar rovers, which were sent to traverse the moon's surface with Apollo 15, 16, and 17. With new technologies emerging every day, Kent will seek to be a leader by partnering with innovative firms to provide infrastructure and resources needed to support their ambitious goals.

Parks and Recreation

Providing adequate parks and open space in the Kent Valley can help achieve the goals of Rally the Valley by contributing to a healthy environment for industrial workers and offering space for people to recreate and restore during their work day. Access to these spaces leads to health benefits by providing contact with nature, along with opportunities for physical activity and social interaction. It supports industrial businesses by improving their prospects for workforce recruitment and retention.

Investment in parks and open space in Kent is driven by a recreational-value model, largely based on population density in residential areas.⁵ Rally the Valley's focus on industrial lands in the Kent Valley has highlighted the need to direct resources to not only residents but also to workers in the industrial valley. Over 60,000 people spend their work days in Kent, representing almost half of Kent's total residential population. Need for parks and open space is high, as demonstrated in the City's 2016 Park and Open Space Plan, and current funding sources are limited. Parks capital funding comes primarily from Real Estate Excise Taxes (REET), Business and Operating (B&O) taxes, and one-time funding appropriations such as \$3.86 million in Streamlined Sales Tax mitigation funds allocated to parks projects in 2020. A capital infrastructure backlog grows each year, as park assets and amenities fail without the necessary reinvestment to keep them operational and relevant to users. An evaluation in 2017 showed 43% of park assets at or near the end of their useful life. Given this backlog, new investments in parks and open space in Kent's industrial lands are unlikely without a new, sustained funding source. Kent will evaluate the feasibility of a Parks Impact Fee within Kent's industrial employment center, including the completion of a rate study.

The Kent Parks Department maintains several significant assets in the City's industrial lands, including developed and undeveloped properties. Developed parks include Briscoe Park, Three Friends Fishing Hole, and Van Doren's Landing. Boeing Rock Park, a long strip of park land running north to south along the Green River north of S 212th Street, is a large undeveloped asset owned by Parks; Parks has developed conceptual designs for future development of the park. The Green River Natural Resources Area is a City-owned storm water and habitat restoration facility managed by Kent's Public Works Department. This facility represents tremendous potential to introduce recreational programming and formalized public access; to achieve these goals, Kent's Public Works and Parks Departments will work toward a cooperative management agreement to ensure that the facility can continue to meet citywide objectives for storm water storage, habitat, and recreation.

Other opportunities exist throughout Kent's industrial lands to invest in recreational opportunities for industrial workers and visitors. These include City-owned portions of the Boeing Ponds facility, which currently serves as an opportunity for informal wildlife viewing and urban nature experience; as well as various trailheads for regional trails and connectors throughout the Valley.

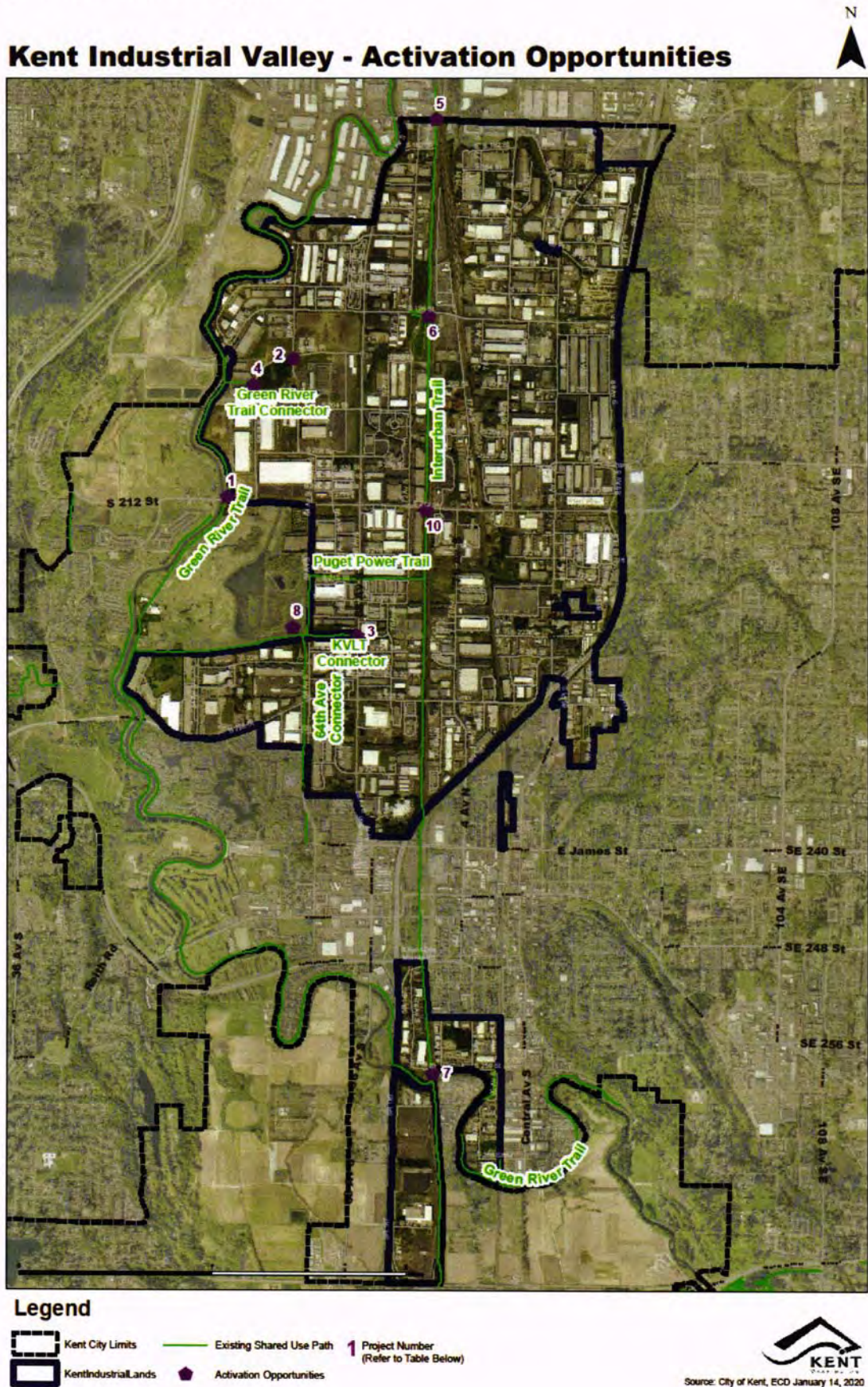
⁵ See the 2016 Kent Park and Open Space Plan

A fundamental challenge to management of parks and open space in Kent's industrial lands is inadequate visibility and accessibility to these assets, resulting in underutilization and perceived or actual safety concerns due to lack of passive surveillance. To address these challenges, the City will pursue projects to activate existing parks and natural spaces through improved formal access, enhanced signage and wayfinding strategies, as well as gateway enhancements to draw in potential users. This plan also proposes replacement of the Green River Corridor Ordinance, KCC 15.08.260, with more targeted language to establish and maintain access to the regional trails system.

While public parks and open space may serve some industrial workers, others may find it difficult to travel offsite during breaks. Many employees in the Kent Valley have break times of 30 minutes or less during the day, and would be better served by on-site amenity spaces. On-site amenity spaces would serve as a place for people in the industrial lands to refresh during lunch breaks, hold outdoor meetings, or interact with one another informally. They could also add attractive, visually interesting components to an industrial site that could be visible to passers-by. To meet this need, the City of Kent will partner with the business community to introduce private or quasi-public amenity spaces for employees to use on their breaks, including through design standards and development incentives.

The following map and project list (shows opportunities for public investment and public-private partnerships for activation opportunities in the Kent Valley:

Figure 4. 6 - Activation Opportunities



PROJECT #	PROJECT TYPE	LOCATION	DESCRIPTION
1	New Park Development and Gateway Enhancement	S 212 th St and Green River Trail	Develop City-owned park property along east side of Green River at Boeing Rock Park. Create highly visible trail entrance and flexible activity space with access from S 212 th St. Consider mobile food vendors and EV charging infrastructure. Partner with adjacent private property owner to maximize park development and gateway enhancement opportunities.
2	New Park Development	Boeing Ponds	Improve access and visibility of City-owned storm water facility to provide opportunities to experience wildlife viewing and natural environment through birdwatching, nature walks. Improvements could include signage, interpretive kiosks, and improved vehicle access, parking, and EV charging infrastructure.
3	Gateway Enhancement	KVLT Connector Trail	Improve access and visibility of City-owned gateway to regional trail system at KVLT Connector Trail entrance. Enhancements could include improved signage and wayfinding information, interpretive kiosks, and site furnishings.
4	Gateway Enhancement	Green River Trail Connector at Boeing Ponds	Improve access and visibility of privately-owned gateway to regional trail system at Green River Trail entrance. Enhancements could include improved signage and wayfinding information, interpretive kiosks, and site furnishings, visual/pedestrian connection to Boeing Ponds natural area and existing Earthworks Tour wayfinding elements.
5	Gateway Enhancement	S 180 th Street Bridge	Improve visibility of Interurban Trail by installing art or signage on the Interurban Trail overpass structure indicating presence of the trail to motorists and passers-by. Add formal access to the trail on the south side by working with private property owner to install access ramp.
6	Gateway Enhancement	Interurban Trail at S 196 th St.	Install gateway signage, art, and wayfinding informational kiosk at Interurban Trail entrances from S 196 th on-ramps. May also include site furnishings such as benches or trash receptacles. Signage should include significant vertical components.
7	Gateway Enhancement and Gap Closure	Interurban Trail at Foster Park Trailhead/Milwaukee 2 Levee	Improve visibility and aesthetic appeal of Interurban Trail trailhead and connect missing link on Green River Trail south of S 259 th St. Improvements could include signage, interpretive kiosks, landscaping, and improved vehicle access, parking, and EV charging infrastructure. Project should be coordinated with King County Flood District, King County Parks, and Kent Public Works on Milwaukee 2 levee construction project.
8	New Park Development and Improvement	Green River Natural Resources Area	Implement the Green River Natural Resources Area Master Plan, including development of park space and programming.
9	Programmatic	Citywide	Establish procedures for cooperative management of storm water infrastructure for recreational and public access purposes. Project will require collaborative effort between Public Works and Parks Departments.
10	Gateway Enhancement	S 212 th St. and Interurban Trail	Install gateway signage, art, and wayfinding informational kiosk (including transit and mode transfer information) at Interurban Trail entrances from S 212 th St. Install permeable hardscape and mode transfer facilities such as bikeshare pick-up/drop-off facilities and markers. May also include site furnishings such as benches or trash receptacles. Signage should include significant vertical components.
11	Programmatic	Citywide	Restore staffing capacity in Kent Parks and Public Works to support volunteer management programs. Develop and implement an adopt-a-trail program for Kent Valley businesses to adopt and regularly clean up and beautify regional trail segments. Secure grants from King Conservation District and Department of Ecology for community-supported restoration and cleanup projects.

Utilities

Other public infrastructure in Kent's industrial lands includes water, sewer, and storm water utilities owned and operated by the City of Kent, and electrical and natural gas utilities provided by Puget Sound Energy.

Water

The City of Kent's water system plan was updated in 2019 in order to identify and plan for water system improvements to correct existing system deficiencies and ensure a safe and reliable supply of water to current and future customers. This water system plan reflects King County's population allocation to the City and the City's current Urban Growth Area (UGA), consistent with Kent's 2015 Comprehensive Plan and King County's 2018 Comprehensive Plan. The water system plan also reflects improvements and changes to the water system since the completion of the previous water system plan in 2011.

Major improvements to the water system proposed in the 2019 water system plan that serve the Kent Valley include:

CIP WM4: 68th Avenue S Transmission Main Improvements

Replace existing >50-year-old concrete main in 68th Ave. S between James St. and S 190th St. with 12" and 16" diameter main, and add seismic restraints.

CIP WM5: S 212th Street Transmission Main Improvements

Replace existing >50-year-old concrete main in S 212th Street between Russell Road and 84th Avenue S with 16-inch-diameter main and add seismic restraints.

CIP WM6: 84th Avenue S Transmission Main Improvements

Replace existing >60-year-old concrete main in 84th Avenue S between S 228th Street and S 192nd Street with 16-inch-diameter main and add seismic restraints.

CIP WM8: 78th Avenue S Water Main Improvements

Replace existing undersized 8-inch-diameter main in 78th Avenue S between approximately S 262nd Street and S 277th Street with 12-inch-diameter main.

CIP WM9: 88th Avenue S Water Main Improvements

Install 12-inch-diameter main where no water main currently exists in 88th Avenue S between S 218th Street and approximately S 222nd Street.

For all future water mains constructed in commercial, business park, and industrial areas, mains will be a minimum of 12 inches in diameter and looped. With these upgrades, water demands from projected growth in Kent's industrial lands can be accommodated.

Sewer and Solid Waste

The service area of the City of Kent sewer utility encompasses approximately 23 square miles, including all of Kent's industrial lands. The City has adopted a Comprehensive Sewerage Plan, which based on population forecasts under Department of Ecology requirements, identified various undersized lines, as well as others that required rehabilitation. This plan, completed in 2000, along with King County's Regional Wastewater Services Plan adopted in 1999, remain in place to guide development of the regional sewer system. King County Wastewater Treatment is responsible for interception, treatment,

and disposal of wastewater from the City, including the industrial lands. Recent and planned projects to address these deficiencies include the Kent-Auburn Conveyance System Improvements Project, completed in 2016, and the South Renton Interceptor Parallel, planned for completion by 2030. The Kent-Auburn Conveyance System Improvements Project consisted of two elements in Kent:

Kent East Hill Diversion.

Located on the East Hill of Kent, this new gravity pipe was built to divert flow out of the upstream portion of the Mill Creek Interceptor and into the South 277th Interceptor.

Kent ULID 1/5 Interceptor Parallel or Replacement.

Located north of downtown Kent, this new gravity pipe would either replace or parallel portions of the existing interceptor along 4th Avenue North between approximately State Route 167 and South 212th Street.

King County is also expanding its capacity through investments in its South Treatment Plant to handle additional flow from south and east King County. Future public investments will be identified through King County's Clean Water Plan, an effort that began in 2019.

Solid waste is managed in cooperation with King County Solid Waste through an interlocal agreement, as well as through a competitive multi-year contract with a private waste collection provider, Republic Services. Kent's solid waste is received by King County's Cedar Hills Landfill for disposal; this facility is slated to close in 2025, so the City continues to coordinate with King County to develop the King County Comprehensive Solid Waste Management Plan, which will provide alternatives to waste disposal at Cedar Hills. This will be an important issue to solve for all Kent businesses, especially manufacturers in the Kent Valley which are dependent on solid waste disposal and recycling service to remove scrap materials or manufacturing waste products.

Storm Water

The City of Kent storm water system is comprised of a 325-mile network of ditches, pipes, and storm water quantity and quality control facilities, as well as several regional control facilities, including the Green River Natural Resources Area. Kent is active in the Technical Advisory Committees for the King County Flood Control District, which constructs, operates, and maintains the levees on the Green River, primarily located in Kent's industrial lands. Additional information regarding the levees in the Kent Valley can be found in Chapter 6 – Environment.

The City maintains a Drainage Master Plan, last updated in 2009, to plan for replacement and repair of storm water infrastructure, and has adopted an updated 2017 Surface Water Design Manual, which adopts by reference the 2016 King County Surface Water Design Manual.

A significant project underway in the Kent Valley to implement the Drainage Master Plan is the Mill Creek Reestablishment Project. This project will reduce flood risks, improve water quality, enhance fish passage and in-stream riparian habitats, and efficiently serve planned growth in Kent's industrial lands. It will reestablish the original creek bottom elevation and channel capacity of Mill Creek through the Kent Valley.

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Chapter 4 Action Items

1. Maintain and expand the geography of the Manufacturing and Industrial Center (MIC) designation to position Kent for regional funding opportunities to support freight infrastructure and advocate regionally for support for projects that offset the financial and opportunity costs of freight.
2. Explore revisions to TIF which may include project lists that include all modes of transportation, reduced fees for mixed-use complexes, and consideration of Rally the Valley findings that trucking-intensive uses generate the highest traffic counts during non-PM-peak hours.
3. Track transportation-related revenue, including grants and TIF, and costs including infrastructure expansion and maintenance.
4. Quantify the regional economic benefits of distribution and logistics operations in the Kent Valley.
5. Support King County Metro and Sound Transit in advancing transit options for workers in the Kent Valley.
6. Partner with businesses to increase safety, accessibility, and utilization of the regional trails system through lighting, placemaking, and gateway enhancement projects.
7. Replace the Green River Corridor Ordinance, KCC 15.08.260 with targeted language to establish and maintain access to the regional trails system.
8. Invest in improvements to the non-motorized transportation system in the Kent Valley, and opportunities to highlight and activate existing assets to achieve 2035 mode-shift goals.
9. Explore opportunities for on-street parking to serve businesses with high employment density.
10. Amend parking regulations to require new development to provide adequate parking for high employment-density uses.
11. Pursue opportunities to partner with firms developing advanced technologies, and explore ways to facilitate supportive infrastructure and resources.
12. Implement water system plan and comprehensive sewerage plan projects to maintain existing infrastructure and ensure capacity for growth in the Kent Valley.
13. Complete the Mill Creek Reestablishment Project in the Kent Valley.
14. Evaluate the feasibility of a Parks Impact Fee within Kent's industrial employment center, including the completion of a rate study.
15. Develop and implement regional trail lighting program. Identify and coordinate with private property owners to install lighting fixtures on private property and building façades abutting regional trails.
16. In cooperation with private property owners and King County Metro, establish procedures and standard maintenance agreements for installation of custom bus shelters serving major employers.
17. Establish procedures for cooperative management of storm water infrastructure for recreational and public access purposes. Project will require collaborative effort between Public Works and Parks Departments.
18. Restore staffing capacity in Kent Parks and Public Works to support volunteer management programs. Develop and implement an adopt-a-trail program for Kent Valley businesses to adopt and regularly clean up and beautify regional trail segments. Secure grants from King Conservation District and Department of Ecology for community-supported restoration and cleanup projects.

Chapter 5 Economy and Employment

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Overview

Previous chapters describe Kent's Manufacturing/Industrial Center and Kent's industrial lands; recognizing the importance of a broader perspective when considering economic and employment trends, this chapter will focus on Rally the Valley's third geography: the larger Kent Valley. The Kent Valley as a market subarea is known globally as a booming industrial hub. As part of the larger Puget Sound region, this area has a reputation as a welcoming host to advanced manufacturing, aerospace research and development, as well as advanced global trade, logistics, and supply chain management.

The Kent Valley, as defined in this plan and previous studies¹ is a major industrial region comprised of all or parts of the cities of Kent, Renton, Tukwila, SeaTac, Federal Way, Des Moines, Auburn, Algona, Pacific, and Sumner (see Figure 5. 1). In 2017, total employment in the Kent Valley summed to 255,200 workers, representing 8% of total employment in the state of Washington, compared to 51% for the Seattle-Bellevue-Everett Metropolitan Division, 7% for Spokane Metropolitan Statistical Area (MSA), and 3% for the Yakima MSA. The Kent Valley is replete with complex distribution networks; many firms draw little distinction between the different cities in the Valley, viewing it instead as a single economic subregion. Evidence of this viewpoint can be found throughout the Kent Valley, with many firms operating associated facilities in multiple Kent Valley cities. Starbucks, for example, has manufacturing facilities in the northern portion of Kent's industrial lands, and ships much of its product out of a distribution center in Auburn.

The three geographies covered in this plan contain varying percentages of core industrial employment; Kent's industrial lands contain 49,680 total jobs based on 2018 covered employment estimates. Eighty percent of these jobs are with core industrial firms, including various categories of manufacturing and transportation, warehousing, and wholesale (NAICS 31-33 and 42, 48-49); as well as construction, utilities, waste management and remediation, telecom, broadcasting and production; and other industrial services (NAICS 22, 23, 14, and 19)². Manufacturing alone consists of 28%, while transportation and

¹ (Community Attributes, Inc. , 2019)

² Refer to PSRC's 2015 Industrial Lands Analysis for more information regarding these categories. (Community Attributes, Inc. , 2015)

warehousing jobs total 38% of the total jobs. In comparison, Kent's existing MIC hosts 19,782 jobs; 86% of these are in core industrial sectors with 37% in manufacturing. Figures in 2018 for the larger Kent Valley, with which this chapter is most concerned, were 252,292 total jobs, of which 55% are core industrial. This percentage is expected to be lower due to this geography covering areas outside of industrial-zoned lands.³

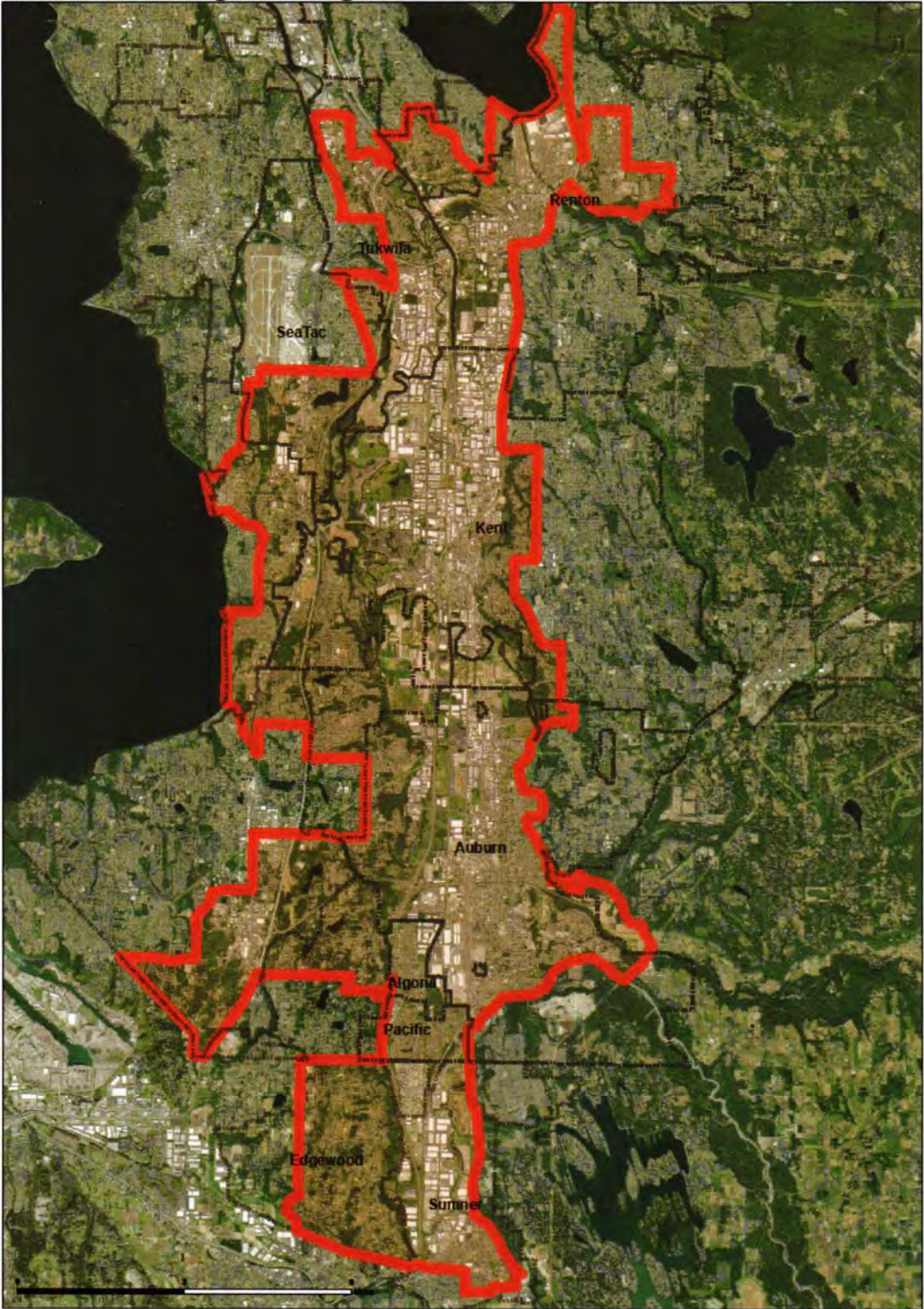
Through strategies described in previous chapters, as well as those described below, this plan targets job growth in the core industrial sectors, with a focus on manufacturing. Of the 13,960 new jobs expected in Kent's industrial lands, and 12,704 in the proposed regional MIC by 2035⁴, this plan establishes a goal of achieving 80% core industrial jobs, with 50% in manufacturing sectors. Achieving these targets would mean 11,168 new industrial jobs in Kent's industrial lands by 2035, with 10,163 in the proposed MIC. Of these, 6,980 in Kent's industrial lands, and 6,352 in the proposed MIC would be in manufacturing sectors.

³ The Kent Valley geography was drawn using census tracts due to data availability.

⁴ See Chapter 3 – Land Use and Industrial Design

Figure 5. 1 Kent Valley Study Area

Kent Valley Study Area



Legend

-  Kent Valley Cities
-  Kent Valley Study Area



Source: City of Kent, ECD February 3, 2020

The region is home to a large concentration of manufacturing and industrial operations, contributing also to a thriving network of supporting industries. Many of these companies are engaged in aerospace manufacturing, research and development, and product assembly⁵. The Boeing Company, at its Kent Space Center, manufactured the lunar rovers launched to the moon's surface for NASA's Apollo 15, 16, and 17 missions in the early 1970s. Boeing continues to develop aerospace technologies in Kent and in its other facilities in the Kent Valley, including Tukwila, Renton, and Auburn. More recently, Blue Origin, a private spaceflight services, orbital spacecraft and launch vehicle manufacturing company located its headquarters in Kent. Founded in 2000, this firm has positioned itself at the forefront of new space, with its BE-3 and BE-4 engines and New Shepard suborbital rocket. They have also publicly announced their pursuit of Lunar exploration activities. The company currently employs over 2,000 people, and projects this number to grow to 3,500 in the next year.

These major aerospace companies depend on and support a number of industries providing goods and services such as satellite, phone and internet providers; weather forecasting services; fleet, asset, and inventory tracking systems; navigational systems; and research activities relying on satellite and spacecraft data. This supply chain creates space for new startups to access the existing aircraft manufacturing supply chains in the Kent Valley for parts and assembled kits, including off-the-shelf components that can be produced at lower cost. They also benefit from the labor pool of engineers, technicians, and other workers.

Warehousing and distribution of marine and air cargo is also a foundational component of the region's economy. These include e-commerce warehousing and fulfillment centers, transloading operations, and local manufacturers importing components and exporting products to overseas and domestic markets. An estimated 6.5% by value of all imports and exports entering or exiting the ports of Seattle and Tacoma and Sea-Tac International Airport are at some point handled at facilities in the Kent Valley.

Strategies to Support Manufacturing and Industrial Industries

Marketing and Messaging

Subregional efforts are underway to collectively market the Kent Valley's strengths and competitive advantages using well-coordinated messaging. Spotlighting its role in space history, Kent submitted an application to King County to designate the three lunar rovers currently on the moon's surface as City of Kent landmarks. The eight-member King County Landmarks Commission unanimously granted the city landmark designation for the three lunar rovers. Efforts are currently underway to advance the designation to the state level. The City recently received a King County Executive's John D. Spellman Award for Exemplary Achievement in Historic Preservation category for its regional campaign for landmark designation of the rovers.

Kent and its partners are committed to inspiring the next generation of the industrial workforce. Building on the enthusiasm from the rovers' landmark designation and press coverage from the 50-year Apollo mission anniversaries, Kent (through the Kent Downtown Partnership) received generous financial support from numerous private companies, including Boeing, to commission a replica lunar rover. The rover, constructed as a detailed interactive play structure, was unveiled at a STEM festival which offered hands-on activities, information and resource booths, and guest characters from Star Wars. More than 700 people, many of them young people and kids, attended the event. This event is representative of ongoing efforts to create forums for attracting talent and connecting with media outlets to share real

⁵ (BERK, 2018)

stories of success in the Kent Valley, drawing strong associations between Kent Valley cities and its flourishing industrial sector. Whether hosting or attending these events, Kent Valley representatives seek to highlight the region as a central figure in the global industrial landscape, and elevate its profile in influential circles.

Kent's Lodging Tax Advisory Committee (LTAC) allocated lodging tax funds for professional marketing and communications services, helping to shape efforts to tell the Kent Valley story in a consistent, compelling, and authentic way. Through strategic curated media coverage, Kent Valley partners are creating a brand for the subregion. With support from communications consultants, Kent and its partners seek out headlines that create a name association for the Kent Valley with aerospace, space, and advanced manufacturing in Puget Sound; global leadership in innovative industrial design and operations; and a progressive approach to developing and training talented young people.

Online Presence

Also using LTAC funds, Kent and its neighboring Kent Valley cities have developed a collaborative website to share information about the Kent Valley's many assets. The website graphically tells the story of the Kent Valley, serving as the 21st Century equivalent of a freeway sign or a number in the yellow pages. This web-based portal, distinct from other Kent-branded sites focused on tourism, government services, or downtown, is focused on business and real estate in the industrial portions of the Kent Valley. Its target audience consists of investors, site selectors, and businesses seeking information about other firms in the area. It includes highlights of the Kent Valley's success, including overlooked companies and innovative technologies, expanding business opportunities south from Seattle, and high-tech companies that don't fit the software development mold. Prospective Kent Valley companies can use the website to find information about real estate opportunities and other relevant data they need to make location decisions. A true regional economic development effort, this work is also funded in part by a Port of Seattle Economic Development Partners grant with contributions from the Cities of Tukwila and Pacific. The website can be found at the following address: <https://www.kentvalleywa.com/>.

Public Partnerships

The Port of Seattle Economic Development grant also funded the Kent Valley Regional Trails Opportunity Study, completed in partnership between the Cities of Kent and Pacific, with consultant support. The Trails Study identified opportunities along the Interurban and Green River Trail network from Tukwila to Pacific to generate activity on the trails, increase their visibility and utilization, and capitalize on past and future investment in the trail network to market the Kent Valley as an amenity-rich employment center with abundant active commute options.

Meaningful partnerships with other Kent Valley cities are critical for the success of Kent's efforts to grow its advanced manufacturing sector. This subarea plan represents coordinated efforts by Kent Valley cities. Kent formally engaged its partner cities by forming a staff working group to collaboratively develop the vision, goals, and stakeholder engagement strategy for Rally the Valley.

Other mutually beneficial efforts such as local business sector promotion, job training, networking, business services, can be undertaken through collaboration with Kent's neighbor cities as well as colleges, state-based agencies and trade groups. Ongoing relationships between Kent Valley cities and these institutions build the 'soft' infrastructure of the Kent Valley – a less visible, but nevertheless critical component of the Valley's asset portfolio. These partnerships can become coalitions to collectively influence regional decision-making and position partners to capitalize on grants and other institutional resources, an example of which is the Port of Seattle Economic Development Partnerships program.

Industry Partnerships

Kent and its Kent Valley partners are also joining efforts with industry groups and economic development agencies with a shared vision of a stronger industrial valley. An example of this partnership is the Aerospace Joint Apprenticeship Committee (AJAC). AJAC, launched in 2008 with investment from Washington State to build-up the aerospace and advanced manufacturing workforce through registered apprenticeship, established an advanced manufacturing training center in Kent. The training center is a platform for future workforce development efforts.

Other important industry partners include:

- Aerospace Futures Alliance (AFA)/Washington State Space Coalition (WSSC)
- Regional Economic Development Alliance (REDA)
- Highline College
- University of Washington

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Chapter 5 Action Items

1. Continue to invest in collaborative marketing and messaging efforts with Kent Valley partner cities to elevate Kent's image as an attractive place for business.
2. Establish and maintain a Kent Valley website and continue to share data and statistics to support Kent Valley businesses and recruit new firms.
3. Maintain partnerships with Kent Valley partner cities and seek opportunities to collectively influence regional decision-making and collaborate on grant offerings.
4. Partner with industry groups and institutions to promote shared goals of growing manufacturing, high-tech, and aerospace jobs in the Kent Valley.

Chapter 6 Environment

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Overview

Kent's industrial lands are situated within a flat, low-lying river valley, dominated by level, poorly drained alluvial soils and urban fill. The area is nearly entirely developed, with approximately 74% impervious surface, including pavement, buildings, and other hardscape; only 26% of Kent's industrial lands consist of vegetation or other permeable surfaces¹. Kent's industrial lands consist of as little as 3.7% tree canopy², placing the area well beyond best-available-science thresholds for watershed health.³ In addition to watershed health, these factors present a number of environmental challenges and risks, including drainage and flood storage limitations, water quality and temperature issues affecting salmon, urban heat island effect⁴, and natural hazards risks like seismic liquefaction and riverine, stream, and localized flooding.

Climate Change and Floodplains

¹ (King County GIS Center, 2009)

² Determined using a 30-meter Landsat 7 landcover grid classified by percent forested. A binary classification was created for this analysis. Grid units identified as greater than 50% forested were considered "forested"; grid units with less than 50% forestation were considered "unforested".

³ (Booth, 2000)

⁴ See <https://www.epa.gov/heat-islands> for more information about urban heat islands.

The Kent Valley is located almost entirely within the Lower Green River Corridor – between river miles 11 and 32 – as defined by the King County Flood Control District. This portion of the Green River is protected from flood events by five distinct levee systems totaling 28 miles.⁵

The Howard Hanson Dam, completed in 1961, is located on the upper reach of the Green River, about 64 miles upstream. Designed for the dual purposes of flood control in the winter and water conservation for fish enhancement in the summer, it was an early example of multi-jurisdictional collaboration, with funding coming from federal sources (\$37 million), Washington State (\$1.5 million), and King County (\$37 million).

Before the dam was constructed, the Green River periodically overflowed into large portions of the Green River Valley. These nearly annual floods caused extensive damage to agricultural lands and buildings. With the construction of the dam, the likelihood of flooding was dramatically reduced, and US Army Corps of Engineers (USACE) estimates that losses avoided just in the past decade (2009-2019) amount to \$4.6 billion.⁶

Climate change increases the risk of flooding for Kent and other communities situated along the Green River. In scenarios run by the Climate Impacts Group of the University of Washington, streamflow volume increased between 15 and 76 percent from historical figures, resulting in 500-year flood levels (0.2% annual chance) becoming the 100-year flood levels (1% annual chance) in the next 60 years. Fortunately for the Kent Valley, USACE research demonstrates that most of this increased risk can be mitigated through flood management operations at the Howard Hanson Dam and the Green River levee system.⁷

Critical Areas

As part of the alluvial valley of the Green River, the Kent Valley is a topographical low point in the Puget Sound area. Built on former floodplains and agricultural lands, it is characterized by numerous wetlands and tributary streams draining to the Green River. Many of these serve as habitat for sensitive species, including threatened or endangered salmon and trout species. The Valley's alluvial soils make it susceptible to significant shaking and liquefaction during seismic events, resulting in nearly the entire valley being identified as a seismic hazard area. The following maps depict these critical areas for Kent's industrial lands within the Kent Valley.

Seismic Hazards

King County defines seismic hazard areas as areas subject to severe risk of earthquake damage resulting from seismic settlement or soil liquefaction. Identified hazard areas are those with low-density loose soils, and are usually associated with a shallow groundwater table.

Wetlands and Streams

Wetlands and streams mapped below include wetlands identified in Kent's wetland inventory, which is updated occasionally as wetlands are delineated, as well as Class 1, 2, and 3 streams and their associated buffers per Kent's Critical Areas Ordinance KCC 11.06.

FEMA Flood Zones

⁵ (King County Flood Control District, 2016)

⁶ (US Army Corps of Engineers, 2019)

⁷ (Climate Impacts Group, University of Washington, 2018)

The mapped 100-year flood extent are those areas depicted on the Federal Emergency Management Agency's Flood Insurance Rate Maps (FIRMs) published September 29, 1989. City of Kent staff are currently coordinating with FEMA representatives to update the FIRMs for the Green River; however as of the writing of this plan these updates have not been finalized.

Wildlife Priority Habitat and Species

The Washington State Department of Fish and Wildlife (WDFW) identifies and maps sensitive habitat areas and wildlife presence in the Priority Habitat and Species database. This database is updated regularly and can be found on the WDFW website. A snapshot of the PHS data is included below.

Figure 3. 2 Kent Valley Critical Areas - Seismic Hazard Area

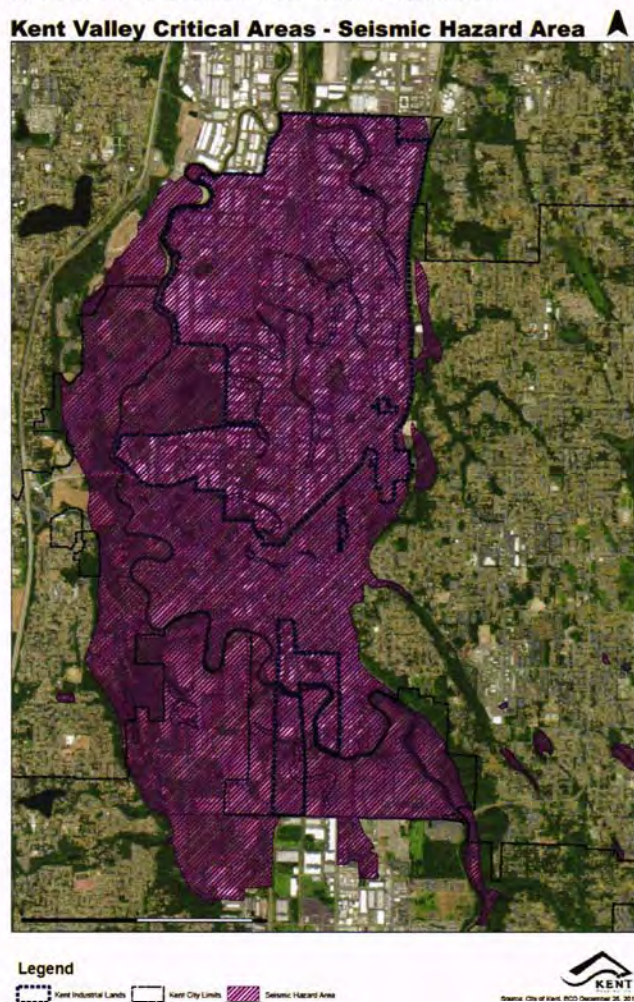


Figure 3. 1 - Kent Valley Critical Areas - Wetlands and Streams

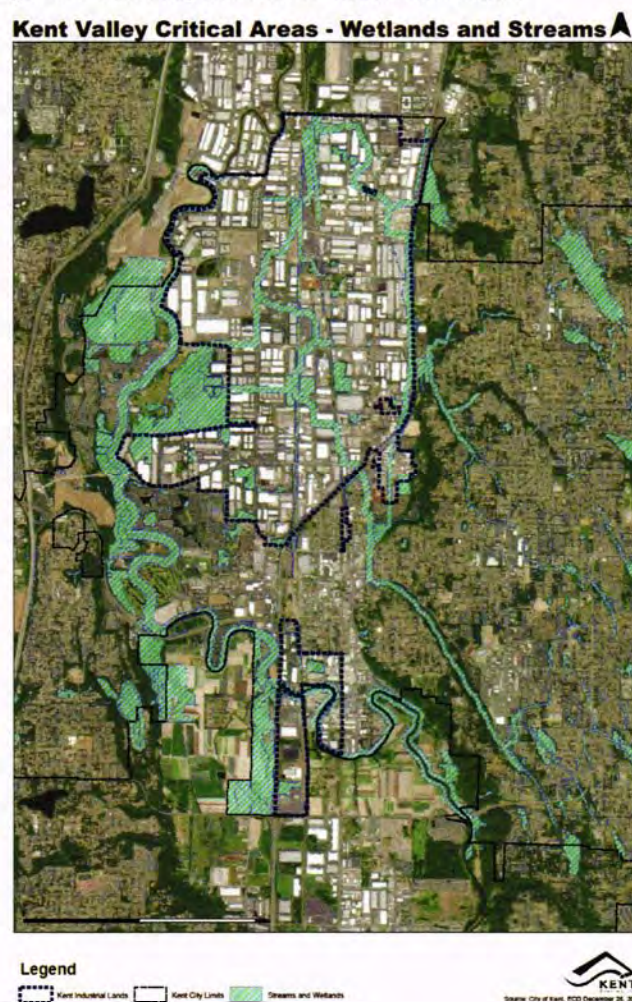


Figure 3. 4 - FEMA Flood Zone (1% Annual Chance or 100-year)

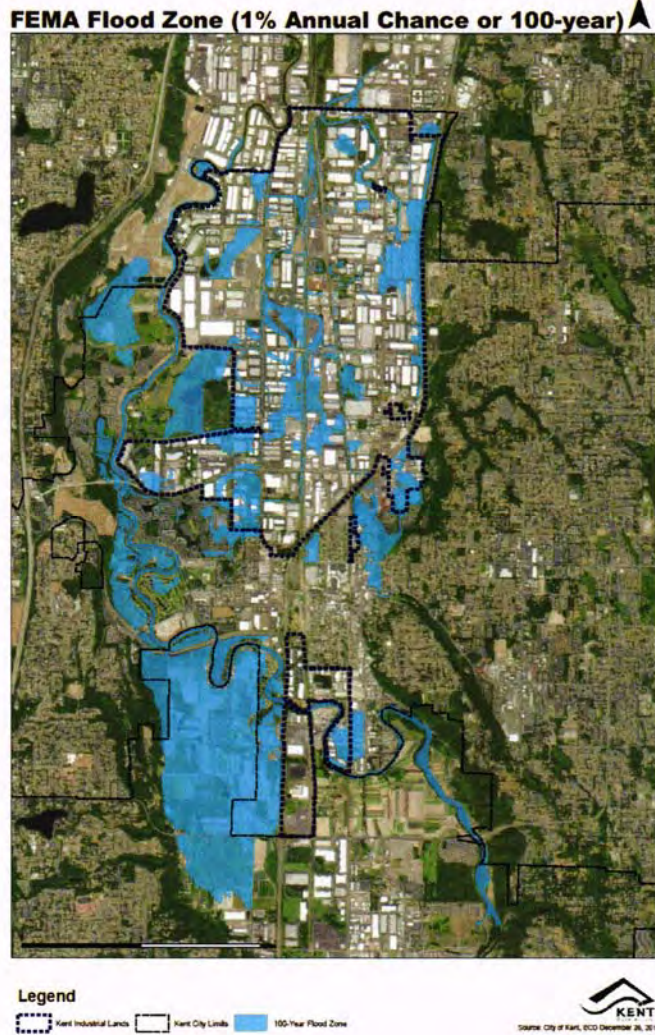
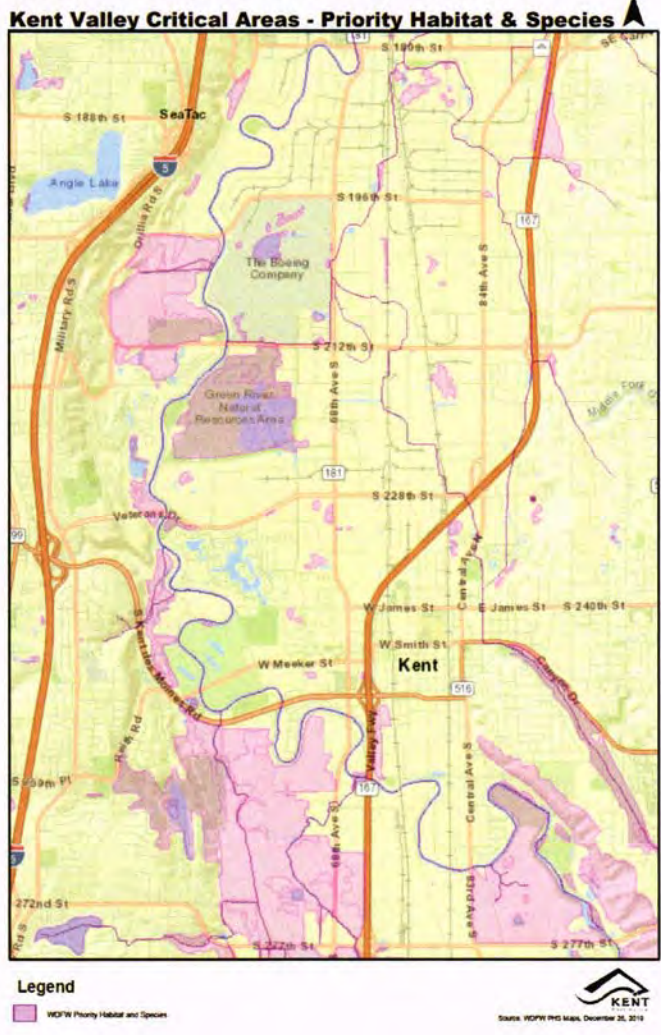


Figure 3. 3 - Kent Valley Critical Areas - Priority Habitat & Species



Strategies for Flood Management

The City of Kent is actively involved in the construction and management of Green River flood control levees to achieve flood protection goals, as well as those related to wildlife habitat preservation and enhancement of natural public spaces. The significance of these efforts to Kent, other cities in the Green River valley, and to the entire Puget Sound region cannot be understated. The flood protection provided by Green River levee projects makes possible the economic engine that is the Kent Valley, enabling businesses to securely invest for the long-term. Habitat features of the levees contribute to the restoration of resident and migratory salmon on the Green River, and continued efforts to ensure public access along much of the levees connect residents to all-too-rare opportunities to enjoy nature and open space.

Key partners in the levee projects are the King County Flood Control District and the State of Washington, which continue to invest in levee construction and improvement projects. Ongoing projects add to the over \$100 million already invested by the district over the past 10 years. In addition to various improvement projects like native tree planting and invasive plant removal and installation of shelves and woody debris for wildlife habitat, the following levee and flood storage projects are ongoing or recently completed:

Briscoe/Desimone Levee

2015. Setback levee with a floodwall landward of the Green River Trail and levee with gently sloped riverbank and installation of a wide variety of native plants.

Boeing Levee

Future Project. Will raise the existing earthen levee height for additional flood risk reduction and complete riparian plantings to enhance wildlife and fish habitat, plant shade trees, and enhance recreational opportunities.

Green River Natural Resources Area

1996. Former sewage lagoon on a 304-acre site which provides flood storage, stormwater treatment, wildlife habitat, passive recreation and environmental education opportunities. Future plans at the GRNRA include construction of a new watershed education facility.

Lower Russell Levee

Ongoing. New setback levee and floodwall landward of the existing levee, removal of portions of the existing levee to allow for more gently sloped banks and excavation of side/back channels for improved habitat along the Green River, installation of native plants and engineered wood structures, and relocation of Van Doren's Park.

SR 516 to S. 231st Way Levee

2016. Construction of setback levees landward of the existing levee, which provide flood protection for The Lakes Community, Kent Valley Ice Centre, and Riverbend Golf Course. Future phases of this project may include removal of the existing levee to allow for more flood storage and habitat improvements.

Downey Farmstead Restoration

Ongoing. Former 22-acre tree nursery being reshaped into a network of side channels of various depths to enhance salmon habitat and flood storage. Non-native vegetation will be removed and replaced with native plants, trees, and large wood structures.

Signature Pointe Levee

Planned. Combination of earthen levees and floodwalls to meet slope stability and freeboard elevation requirements for 500-year flood protection FEMA accreditation standards. Also includes recreation along the Green River trail, invasive plant species removal and installation of native plantings.

Hawley Road Levee

2017. Construction of flood protection and separation of Green River Trail from Hawley Road. Future habitat project may include planting native trees and plants and installation of large wood structures to provide additional habitat for fish and wildlife.

Riverview Park Channel Restoration

2012. A 700-foot side channel that provides refuge for salmon during high flows on an undeveloped park property. Also includes a pedestrian bridge over the channel to allow maintenance and preserve public access.

Leber Homestead Restoration

2017. Construction of a new back channel on Mill Creek near its confluence with the Green River to provide flood storage to help reduce flood risk and to provide high-flow refuge for salmon. The project also included improved habitat on the east bank of Mill Creek and surrounding the back channel, removal of non-native vegetation, and installation of native plants.

Foster Park Levee

2011. Installation of a setback levee in Foster Park, a city park along the Green River. Also included repaving a parking lot with pervious pavement, and construction of a new stretch of the Green River Trail. Future plans include planting trees and other natural vegetation to shade the river and to improve habitat for fish.

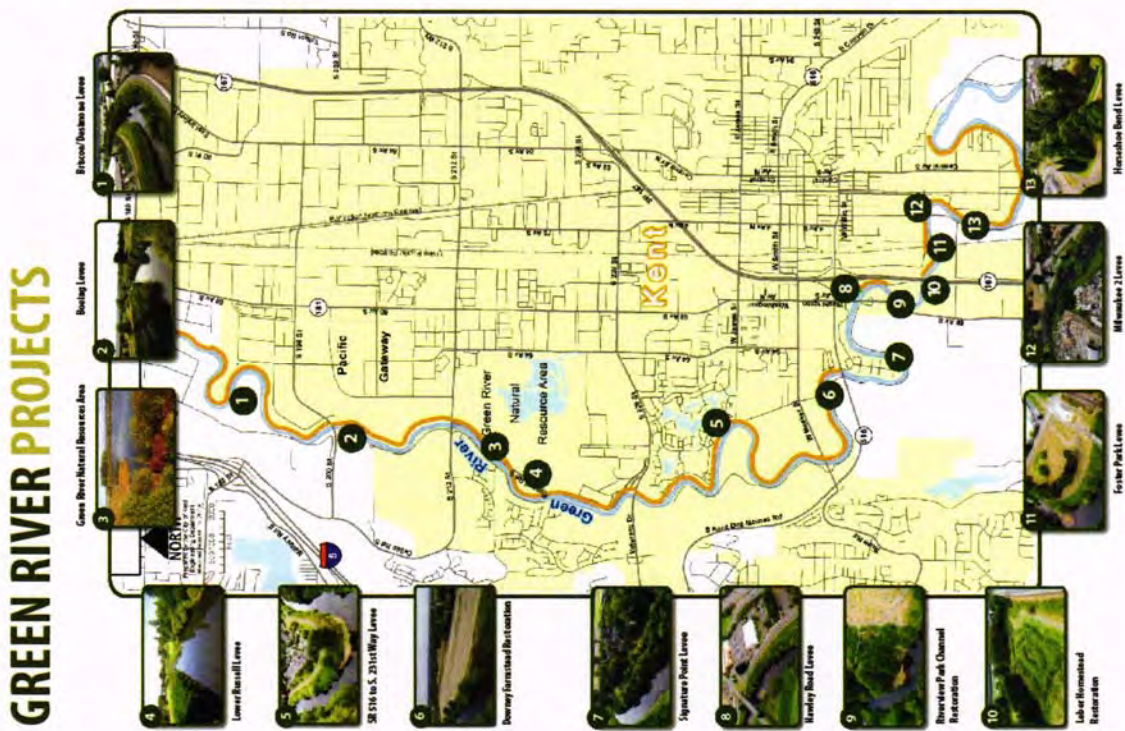
Milwaukee 2 Levee

Planned. Connects the Foster Park and Horseshoe Bend levees, and includes excavation of a backwater channel, removal of all invasive vegetation and hardscape, and replacement with native plants and trees.

Horseshoe Bend Levee

2013. Brought substandard portions of the levee up to FEMA standards and planted nearly 2.5 acres of open space with native shrubs and trees. In a future phase of the project, large wood structures will be installed along the riverbank to provide critical salmon habitat.

Figure 3. 5 - Green River Levee Projects



Critical Areas Regulations

As required by the Washington State Growth Management Act, the City of Kent has adopted Critical Areas regulations to preserve and protect sensitive lands and resources within the City. Kent's Critical Areas Ordinance (CAO), found in KCC 11.06, was last updated in 2015. It contains protections for wetlands, streams, wildlife and fish habitat, geologic hazard areas such as steep slopes, frequently flooded areas, and critical aquifer recharge areas. These regulations are based on best available science and are intended to preserve ecological and hydrological functions of wetlands and streams, and minimize impacts of development on habitat and wildlife, and minimize risk of loss of life and property due to flooding or landslides.

Special stream buffers and enhancement program applies within Kent's industrial lands, along portions of Mill Creek, Garrison Creek, and Springbrook Creek. These areas are substantially degraded, almost entirely built out, and have historic buffers typically less than 50 feet. The valley stream buffers program requires 50-foot buffers with no option for reduced buffers, and emphasizes enhancement to existing vegetation and habitat to accomplish sediment removal and erosion control, pollutant removal, and placement of large woody debris. A key objective of the special program is to reduce stream temperatures.

All development within Kent's industrial lands is subject to Critical Areas regulations, and will be required to comply with all wetland or stream setbacks and buffers, as well as mitigation requirements for unavoidable impacts.

Shoreline Master Program

Significant hydrological features in Kent are regulated by the Shoreline Master Program (SMP) under the authority of the Washington State Shoreline Management Act. The City of Kent updated its SMP in 2019, per Shoreline Management Act requirements. Applicability of the SMA is determined based on size and rate of flow (cubic feet per second, or cfs). Within Kent's industrial lands, SMP regulations apply to the following hydrological features and their associated wetlands:

- Green River
- Green River Natural Resources Area
- Springbrook Creek

Development within 200 feet of the ordinary high-water mark of these water bodies may require a shoreline substantial development permit, shoreline conditional use permit, or shoreline exemption.

Stormwater Regulations

The City of Kent's Surface Water and Drainage Code, KCC 7.07, contains regulations that minimize water quality degradation and control runoff resulting in erosion and sedimentation of its water bodies. They protect downstream property owners from negative impacts of changing water flow patterns, and preserve the aesthetic quality and suitability of Kent's water bodies for recreation and fishing. Another key function of Kent's stormwater regulations is to ensure public roads and right-of-way remain safe and useable.

A drainage plan must be submitted as part of most development permits, including grading, shoreline substantial development, conditional use, and certain building permits. Subdivisions, PUDs, and rezones also require a drainage plan.

All development within Kent's industrial lands is subject to the requirements of the Surface Water and Drainage Code.

The City of Kent also adopts a Surface Water Design Manual, which by reference adopts the 2016 King County Surface Water Design Manual. All development in Kent's industrial lands which meets the thresholds established in the Surface Water Design Manual are subject to drainage review under its requirements.

Air Pollution and Greenhouse Gas Emissions

In Kent's industrial lands, environmental health disparities due to air pollution and greenhouse gas emissions are a serious concern. The Washington State Department of Health publishes data on emissions and air pollutants on its website. Kent's industrial lands rank the highest (10 out of 10) for diesel pollution and disproportionate impact, an index pairing the amount of diesel emissions and five socioeconomic factors of residents. Excluding the socioeconomic factors, Kent's industrial lands rank nine out of ten for both particulate and diesel emissions, based on annual tons per square kilometer.

Land use will not change dramatically with this proposal, and will remain primarily industrial. Emissions from vehicle travel are anticipated to increase slightly as development occurs on vacant property. However, the prioritization of non-motorized and transit-related modes of transportation, coupled with a planned shift away from passenger vehicles and incentivization of less trucking-intensive land uses, is intended to reduce overall air pollution. Investment in parks and open space in Kent's industrial lands will also help to sequester carbon and clean air for Kent Valley inhabitants.

King County Metro plans to replace its entire 1,500-bus fleet with non-carbon-emitting buses by 2040. To serve the infrastructure needs of this fleet transformation, Metro will establish a zero-emission bus base in South King County; Kent is one of the finalists selected to potentially host the facility. A stated goal of the project will be to serve an area where residents have historically experienced a greater share of pollution from cars and trucks. Kent will amend its zoning code to allow this type of operations and maintenance facility in the I3 zoning district, and will support King County Metro in achieving its carbon-neutrality goals.

Kent will also support the transition to alternative transportation fuels that generate fewer greenhouse gases and less particulate matter, which negatively impact health outcomes in the Kent Valley.⁸ Kent will ensure its fleet policies and codes are consistent with Washington State electric vehicle fleet and charging requirements, including RCW 43.19.648, which requires state agencies and local governments to fuel publicly owned vehicles, vessels and construction equipment with electricity or biofuels to the extent practicable, and WAC 51-50-0427, a provision in the Washington State building code which requires that for certain office, residential, and hotel uses where parking is provided, at least five percent of parking spaces be provided with electric vehicle charging.

Environmental Outcomes for People in the Kent Valley

As described in this chapter, current environmental conditions in Kent's industrial lands are poor in some respects. This plan proposes investments in the public realm and non-motorized transportation infrastructure, strong performance standards for development and industrial operations, and elevated aesthetic appeal of Kent's industrial lands. It also contains stated goals of increasing employment density

⁸ See WSDOH Environmental Health Disparities Map: <https://fortress.wa.gov/doh/wtn/WTNIBL/>

within the industrial lands. Achievement of these goals and investment priorities will necessarily result in more people inhabiting Kent's industrial lands, primarily for employment purposes, but also to enjoy the improved amenities. With adoption of this plan, the City of Kent will undertake many actions⁹ which will result in improved conditions for future users, but equally as importantly, for the thousands of employees already in its industrial employment center.

Chapter 6 Action Items

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1. In coordination with the USACE and King County Drainage District, continue to maintain and upgrade the Green River levee system to achieve flood protection and habitat goals.
2. Continue to minimize and mitigate environmental impacts from development through implementation of Kent's Critical Areas Ordinance, Shoreline Master Program, and Surface Water and Drainage Code. Ensure these regulations are updated per required schedules and reflect best available science.
3. Reduce air pollution from passenger vehicles by promoting mode shift to non-motorized and transit modes through investment in non-motorized infrastructure projects in Chapter 4 – Infrastructure and Transportation.
4. Increase carbon sequestration through investments in parks and open space in Kent's industrial lands listed in Chapter 4 - Infrastructure and Transportation.
5. Amend zoning code use tables to allow transit operations and maintenance facilities in the I3 zoning district and as a conditional use in the I2 zoning district.
6. Support King County Metro's work to achieve carbon neutrality by 2040.
7. Ensure Kent's policies and codes are consistent with state requirements relating to transition to alternative fuels.

⁹ See Chapter 7 – Implementation for a list of actions.

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Chapter 7 Conclusions and Implementation

Conclusions

The Kent Valley is brimming with opportunity from transformations in industrial uses and technologies. The City of Kent is poised to capitalize on this "fourth industrial revolution", and abundant demand for its superior access to Ports, regional transportation infrastructure, and metropolitan consumer markets. Rally the Valley is the City's long-term strategy to ensure that these opportunities are realized. Driven by fiscal and policy limitations, and observed trends toward overspecialization in warehousing and distribution, this plan represents a new vision for Kent's industrial lands and its partnerships with its nearby neighbors.

Rally the Valley has laid out a plan to achieve a diverse, economically resilient industrial employment center that is ready to adapt to an evolving industrial market. Its modernized development regulations and design standards will turn the course of Kent's industrial lands toward achieving a healthy balance of industrial uses. At the same time, people-centered investment priorities and economic development partnerships will improve the overall quality of the industrial workforce's experience in the Kent Valley. This move toward diversification and investments in workforce recruitment and retention will deliver financial benefits to Kent Valley businesses through improved location-based property values and long-term business success. The City of Kent will benefit directly through increases in taxable value, and indirectly through growth in its employment base as the Kent Valley establishes itself as an attractive place for industrial businesses to flourish.

The following section outlines an implementation strategy to guide the ongoing work to achieve the vision of Rally the Valley.

Implementation

The efforts surrounding development of a subarea plan are valuable in their own right; the identification of a vision and goals with the support of stakeholders and subject matter experts can have tremendous value in defining a city's direction. This work can easily be undercut, however, without a strong strategy for ensuring actions identified in the planning process are implemented.

The following table summarizes the actions proposed in the Rally the Valley subarea plan; this table is intended to be a tool to track progress on action items and maintain accountability for City departments. For each action identified, this table lists a project lead, as well as partners with which implementation of the action must be coordinated. It describes the goals met by the action, with reference to the strategic framework outlined in Chapter 1 – Purpose and Vision. Each action also has a performance metric (an

achievable point at which the action can be considered complete), potential options for funding or resourcing the work, as well as a timeline designation for short-, mid-, or long-term. Short-term actions are those intended to be implemented simultaneously with the adoption of the subarea plan, or within one to three years. Mid-term actions are those that will be implemented following the adoption of the subarea plan, and expected to be completed within three to seven years. Long-term actions are those that will be accomplished toward the second half of the planning horizon of 2035.

Actions are divided into groups based on the chapter in which they are found.

Action Tracking Matrix

LAND USE AND INDUSTRIAL DESIGN			
Action LU-1: Amend MIC boundaries to include the largest contiguous area of Kent's industrial lands, and pursue amendments to CPPs and MPPs to reflect this change			
Project Lead:	ECD	Partners:	King County, PSRC
Goals/Policies Met:	1b, 3b	Performance Metric:	New boundaries adopted in Kent's comprehensive plan, King County CPPs, and Puget Sound MPPs
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:		Action T-1, King County Countywide Planning Policies, Vision 2050	
Action LU-2: Amend land use plan map to include two industrial land uses: MIC-1 and MIC-2			
Project Lead:	ECD	Partners:	King County, PSRC
Goals/Policies Met:	1b, 3b	Performance Metric:	New boundaries adopted in Kent's comprehensive plan
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:		King County Countywide Planning Policies, Vision 2050	
Action LU-3: Amend zoning districts map and zoning code to replace M1, M1-C, CM-1, M2, and M3 with I1, I2, I3			
Project Lead:	ECD	Partners:	
Goals/Policies Met:	2a, 3a-d	Performance Metric:	New zoning districts map and zoning code updates adopted
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:		City of Kent Comprehensive Plan update	
Action LU-4: Amend zoning use tables to simplify manufacturing definitions			
Project Lead:	ECD	Partners:	
Goals/Policies Met:	3b, 3d	Performance Metric:	Zoning code updates adopted
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:			
Action LU-5: Amend zoning use tables to prohibit outdoor storage other than accessory uses, with maximum site percentages in the I1, I2, and I3 zoning districts.			
Project Lead:	ECD	Partners:	
Goals/Policies Met:	2a, 3a, 3b, 3d	Performance Metric:	Zoning code updates adopted
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:		Metro Connects	
Action LU-6: Amend zoning use tables to allow transit operations and maintenance facilities in the I3 zoning			

district, and in the I2 district as a conditional use			
Project Lead:	ECD	Partners:	
Goals/Policies Met:	3d, 4c	Performance Metric:	Zoning code updates adopted
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:		Metro Connects	
Action LU-7: Amend zoning use tables to allow non-industrial uses at neighborhood scales to serve as amenities and support industrial uses			
Project Lead:	ECD	Partners:	
Goals/Policies Met:	1a, 3b, 3c	Performance Metric:	Zoning code updates adopted
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:			
Action LU-8: Establish tiered dock-door to square footage ratios for industrial buildings to preserve and promote smaller-scale industrial development, with elective design and amenity options to increase ratios			
Project Lead:	ECD	Partners:	
Goals/Policies Met:	1b, 2a, 2b, 2c, 3a, 3d, 4c	Performance Metric:	Zoning code amendments and elective design standards adopted
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:			
Action LU-9: Establish design standards to elevate urban design in Kent's industrial lands by requiring fenestration, modulation, and site design requirements that mitigate visual impacts and non-motorized accessibility challenges of large development			
Project Lead:	ECD	Partners:	
Goals/Policies Met:	2a, 2b, 2c, 3d, 4a, 4c	Performance Metric:	Design standards adopted
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:			
Action LU-10: Establish tiered approach to application of design standards for redevelopment			
Project Lead:	ECD	Partners:	
Goals/Policies Met:	1a, 3a	Performance Metric:	Zoning code amendments adopted
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:			
Action LU-11: Complete housing plan, including assessment of housing needs and opportunities for industrial workforce			
Project Lead:	ECD	Partners:	South King County cities; Dept. of Commerce
Goals/Policies Met:	3b	Performance Metric:	Adopted housing plan with strategies for providing housing for industrial workforce
Timeline:	Mid term	Funding/Resource Options:	Staff time; Department of Commerce grant
Related Plans or Projects:		South King County Housing Plan, City of Kent Housing Plan	

TRANSPORTATION AND INFRASTRUCTURE

Action T-1: Maintain and expand the geography of the Manufacturing and Industrial Center (MIC) designation to

position Kent for regional funding opportunities to support freight infrastructure and advocate regionally for support for projects that offset the financial and opportunity costs of freight.			
Project Lead:	ECD and Elected Officials	Partners:	Public Works, PSRC, King County
Goals/Policies Met:	1a, 1b	Performance Metric:	New boundaries adopted in Kent's comprehensive plan, King County CPPs, and Puget Sound MPPs; regional grant funding availability
Timeline:	Mid term	Funding/Resource Options:	Staff time; elected official time
Related Plans or Projects:		Action LU-1, King County Countywide Planning Policies, Vision 2050	
Action T-2: Explore revisions to TIF which may include project lists that include all modes of transportation, reduced fees for mixed-use complexes, and consideration of Rally the Valley findings that trucking-intensive uses generate the highest traffic counts during non-PM-peak hours.			
Project Lead:	Public Works	Partners:	ECD
Goals/Policies Met:	1a	Performance Metric:	Adopted revisions to Traffic Impact Fees (TIF) and project list
Timeline:	Mid term	Funding/Resource Options:	Staff time; TMP consultant work
Related Plans or Projects:		Transportation Master Plan update	
Action T-3: Track transportation-related revenue, including grants and TIF, and costs including infrastructure expansion and maintenance.			
Project Lead:	Public Works	Partners:	Finance, ECD
Goals/Policies Met:	1a, 1b	Performance Metric:	Reportable data
Timeline:	Short term, ongoing	Funding/Resource Options:	Staff time; EcoNW consultant work
Related Plans or Projects:		EcoNW consultant contract	
Action T-4: Quantify the regional economic benefits of distribution and logistics operations in the Kent Valley.			
Project Lead:	ECD	Partners:	Finance, Public Works
Goals/Policies Met:	1a, 1b	Performance Metric:	Data and messaging for elected officials to share regionally
Timeline:	Short term, ongoing	Funding/Resource Options:	Staff time; EcoNW consultant work
Related Plans or Projects:		EcoNW consultant contract	
Action T-5: Support King County Metro and Sound Transit in advancing transit options for workers in the Kent Valley.			
Project Lead:	King County Metro, Sound Transit	Partners:	ECD, Public Works
Goals/Policies Met:	2b, 2c	Performance Metric:	Full implementation of King County Metro Connects and ST3 projects
Timeline:	Long term	Funding/Resource Options:	Metro, Sound Transit, Regional Mobility Grants, PSRC grants
Related Plans or Projects:		Metro Connects, ST3	
Action T-6: Partner with businesses to increase safety, accessibility, and utilization of the regional trails system through lighting, placemaking, and gateway enhancement projects.			
Project Lead:	ECD/Parks	Partners:	Private businesses

Goals/Policies Met:	1b, 2b, 2c, 4a, 4c	Performance Metric:	Programmatic investment in trails and gateways by private partners
Timeline:	Long term	Funding/Resource Options:	Private investment, placemaking funds
Related Plans or Projects:		Kent Valley Regional Trails Opportunity Study	
Action T-7: Replace the Green River Corridor Ordinance, KCC 15.08.260 with targeted language to establish and maintain access to the regional trails system.			
Project Lead:	ECD	Partners:	
Goals/Policies Met:	2b, 2c, 4c	Performance Metric:	Repeal of KCC 15.08.260, and adoption of new code language
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:		Shoreline Master Program, Kent Valley Regional Trails Opportunity Study	
Action T-8: Invest in improvements to the non-motorized transportation system in the Kent Valley, and opportunities to highlight and activate existing assets to achieve 2035 mode-shift goals.			
Project Lead:	Public Works/Parks	Partners:	ECD, King County Parks, King County Metro
Goals/Policies Met:	2b, 2c, 4a, 4c	Performance Metric:	Completion of the Non-Motorized and Activation Opportunities project lists
Timeline:	Long term	Funding/Resource Options:	PSRC grants, Regional Mobility Grants, King County Metro, King County Parks
Related Plans or Projects:		Action E-3, Action E-4, Metro Connects, King County Open Space Plan, Kent Park and Open Space Plan	
Action T-9: Explore opportunities for on-street parking to serve businesses with high employment density.			
Project Lead:	Public Works	Partners:	ECD
Goals/Policies Met:	3c, 4b	Performance Metric:	Completion of the On-Street Parking project list
Timeline:	Mid term	Funding/Resource Options:	Private development, City capital budget
Related Plans or Projects:		Transportation Master Plan update	
Action T-10: Amend parking regulations to require new development to provide adequate parking for high employment-density uses.			
Project Lead:	ECD	Partners:	
Goals/Policies Met:	3a	Performance Metric:	Zoning code amendments adopted
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:			
Action T-11: Pursue opportunities to partner with firms developing advanced technologies, and explore ways to facilitate supportive infrastructure and resources.			
Project Lead:	ECD	Partners:	ACESNW
Goals/Policies Met:	3a, 3b, 3d	Performance Metric:	Established partnership with advanced technology or R&D firm to locate operations in Kent's industrial lands
Timeline:	Short term	Funding/Resource Options:	Private funding, utilities franchise agreements, City capital budget
Related Plans or Projects:		ACES Northwest Network strategic goals (https://cascadia.center/aces/)	

Action T-12: Implement water system plan and comprehensive sewerage plan projects to maintain existing infrastructure and ensure capacity for growth in the Kent Valley.			
Project Lead:	Public Works	Partners:	ECD, private development
Goals/Policies Met:	1a, 3d	Performance Metric:	Completion of projects listed in Kent's Water System Plan and comprehensive sewerage plan
Timeline:	Long term	Funding/Resource Options:	Private development, City capital budget
Related Plans or Projects:		2019 Water System Plan; 2000 Comprehensive Sewer Plan	
Action T-13: Complete the Mill Creek Reestablishment Project in the Kent Valley.			
Project Lead:	Public Works	Partners:	King County Drainage District, USACE, WDFW, Muckleshoot Tribe, Dept. of Ecology
Goals/Policies Met:	3a, 4b	Performance Metric:	Completion of all Mill Creek Reestablishment Project components
Timeline:	Mid term	Funding/Resource Options:	City capital budget
Related Plans or Projects:		Mill Creek Reestablishment Project EIS	
Action T-14: Evaluate the feasibility of a Parks Impact Fee within Kent's industrial employment center, including the completion of a rate study.			
Project Lead:	Parks	Partners:	ECD
Goals/Policies Met:	1a, 2b, 4a,	Performance Metric:	Parks Impact Fee feasibility study completed.
Timeline:	Short Term	Funding/Resource Options:	Staff time
Related Plans or Projects:		Parks Impact Fee Rate Study	
Action T-15: Develop and implement regional trail lighting program. Identify and coordinate with private property owners to install lighting fixtures on private property and building façades abutting regional trails.			
Project Lead:	Parks	Partners:	ECD
Goals/Policies Met:	2a, 2b, 2c, 4c	Performance Metric:	Lighting program created and underway.
Timeline:	Mid term	Funding/Resource Options:	Staff time
Related Plans or Projects:			
Action T-16: In cooperation with private property owners and King County Metro, establish procedures and standard maintenance agreements for installation of custom bus shelters serving major employers.			
Project Lead:	ECD	Partners:	Public Works
Goals/Policies Met:	3d, 4b, 4c	Performance Metric:	Procedures established.
Timeline:	Mid Term	Funding/Resource Options:	Staff time
Related Plans or Projects:		Metro Connects	
Action T-17: Establish procedures for cooperative management of storm water infrastructure for recreational and public access purposes. Project will require collaborative effort between Public Works and Parks Departments.			
Project Lead:	Public Works, Parks	Partners:	ECD
Goals/Policies Met:	2b, 4a	Performance Metric:	Procedures established.
Timeline:	Mid Term	Funding/Resource Options:	Staff time
Related Plans or Projects:		GRNRA Master Plan	
Action T-18: Restore staffing capacity in Kent Parks and Public Works to support volunteer management programs. Develop and implement an adopt-a-trail program for Kent Valley businesses to adopt and regularly clean up and beautify regional trail segments. Secure grants from King Conservation District and Department of			

Ecology for community-supported restoration and cleanup projects.			
Project Lead:	ECD	Partners:	Public Works
Goals/Policies Met:	2b, 2c, 4a	Performance Metric:	Procedures established.
Timeline:	Mid Term	Funding/Resource Options:	Staff time
Related Plans or Projects:			

ENVIRONMENT			
Action E-1: In coordination with the USACE and King County Drainage District, continue to maintain and upgrade the Green River levee system to achieve flood protection and habitat goals.			
Project Lead:	Public Works	Partners:	Parks, King County Drainage District
Goals/Policies Met:	1b, 3a, 3d, 4b, 4c	Performance Metric:	Green River levee system completed
Timeline:	Short term	Funding/Resource Options:	King County Drainage District, City capital budget
Related Plans or Projects:		Green River System-Wide Improvement Framework	
Action E-2: Continue to minimize and mitigate environmental impacts from development through implementation of Kent's Critical Areas Ordinance, Shoreline Master Program, and Surface Water and Drainage Code. Ensure these regulations are updated per required schedules and reflect best available science.			
Project Lead:	ECD	Partners:	
Goals/Policies Met:	3a, 3d	Performance Metric:	New development and redevelopment occurs consistent with environmental regulations
Timeline:	Ongoing	Funding/Resource Options:	Staff time
Related Plans or Projects:		Shoreline Master Program, Critical Areas Ordinance, Surface Water and Drainage Code, 2017 Kent Surface Water Design Manual	
Action E-3: Reduce air pollution from passenger vehicles by promoting mode shift to non-motorized and transit modes through investment in non-motorized infrastructure projects in Chapter 4 – Infrastructure and Transportation.			
Project Lead:	Public Works	Partners:	ECD, King County Metro, King County Parks, Sound Transit, Private developers
Goals/Policies Met:	2b, 2c, 4c	Performance Metric:	Mode shift goals achieved, and overall reduction in air pollution from passenger vehicles (per Puget Sound Clean Air Agency GHG Inventory)
Timeline:	Long term	Funding/Resource Options:	King County Parks Levy, Private development, City capital budget
Related Plans or Projects:		Action T-8, Kent Transportation Master Plan, Metro Connects, King County Open Space Plan, Kent Park and Open Space Plan	
Action E-4: Increase carbon sequestration through investments in parks and open space in Kent's industrial lands listed in Chapter 4 - Infrastructure and Transportation.			

Project Lead:	Public Works/Parks	Partners:	Parks, King County Drainage District
Goals/Policies Met:	2b, 2c, 4a, 4c	Performance Metric:	Completion of Activation Opportunities project list
Timeline:	Long term	Funding/Resource Options:	
Related Plans or Projects:		Action T-8, King County Open Space Plan, Kent Park and Open Space Plan, Kent Valley Regional Trails Opportunity Study	
Action E-5: Amend zoning code use tables to allow transit operations and maintenance facilities in the I3 zoning district and as a conditional use in the I2 zoning district.			
Project Lead:	ECD	Partners:	
Goals/Policies Met:	3d, 4c	Performance Metric:	Zoning code updates adopted
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:		Action LU-5, Metro Connects	
Action E-6: Support King County Metro's work to achieve carbon neutrality by 2040.			
Project Lead:	King County Metro	Partners:	ECD, Public Works
Goals/Policies Met:	4a, 4c	Performance Metric:	Completion of carbon neutrality projects in King County's Metro Connects plan
Timeline:	Long term	Funding/Resource Options:	Staff time
Related Plans or Projects:		Action T-5, Metro Connects	
Action E-7: Ensure Kent's policies and codes are consistent with state requirements relating to transition to alternative fuels, including RCW 43.19.648 and WAC 51-50-0427.			
Project Lead:	ECD	Partners:	
Goals/Policies Met:	2a, 3a, 4b	Performance Metric:	Zoning code amendments adopted
Timeline:	Short term	Funding/Resource Options:	Staff time
Related Plans or Projects:			

ECONOMY AND EMPLOYMENT

Action EE-1: Continue to invest in collaborative marketing and messaging efforts with Kent Valley partner cities to elevate Kent's image as an attractive place for business.

Project Lead:	ECD	Partners:	Kent Valley partner cities
Goals/Policies Met:	3a, 3d, 3c	Performance Metric:	Kent Valley has brand recognition globally
Timeline:	Short term, ongoing	Funding/Resource Options:	LTAC funds
Related Plans or Projects:	City of Kent Economic Development Plan		

Action EE-2: Establish and maintain a Kent Valley website and continue to share data and statistics to support Kent Valley businesses and recruit new firms.

Project Lead:	ECD	Partners:	Kent Valley partner cities, Port of Seattle
Goals/Policies Met:	3a	Performance Metric:	Website is live, sees 100+ views per day, and is instrumental in drawing firms to the Kent Valley
Timeline:	Short term, Ongoing	Funding/Resource Options:	LTAC, Port of Seattle grant program

Related Plans or Projects:		https://www.kentvalleywa.com/	
Action EE-3: Establish and maintain partnerships with Kent Valley partner cities and seek opportunities to collectively influence regional decision-making and collaborate on grant offerings.			
Project Lead:	ECD	Partners:	Kent Valley partner cities, Elected officials
Goals/Policies Met:	1b, 3a, 3b	Performance Metric:	Kent is a regional thought-leader and successfully advocates for regional policy change benefiting the Kent Valley; Kent Valley cities receive partnership grants
Timeline:	Short term, ongoing	Funding/Resource Options:	Staff time
Related Plans or Projects:			
Action EE-4: Partner with industry groups and institutions to promote shared goals of growing manufacturing, high-tech, and aerospace jobs in the Kent Valley.			
Project Lead:	ECD	Partners:	AFA/WSSC, Highline College, UW
Goals/Policies Met:	3a	Performance Metric:	Through partnerships, Kent achieves manufacturing job growth targets
Timeline:	Short term, ongoing	Funding/Resource Options:	Staff time, private and institutional investment
Related Plans or Projects:			

APPENDICES

DATE: September 10, 2019
TO: William Ellis, Hayley Bonsteel, and Danielle Butsick, City of Kent
FROM: Tyler Bump, Morgan Shook, and Sadie DiNatale, ECONorthwest
SUBJECT: Infrastructure Financing Tools Memo

The City of Kent contracted ECONorthwest to develop a memorandum that summarizes infrastructure funding opportunities. This memorandum is intended to support a discussion among the City to determine which, if any, opportunity is suitable for further evaluation.

1 Introduction

As part of a larger project, the City of Kent has initiated a planning process for an industrial area known as the Kent Industrial Lands. The area hosts 48,000 employees and over 1,300 businesses. In proximity to both Seattle and Tacoma, the Kent Industrial Lands area plays an important role in the regional manufacturing industry base. Continued infrastructure investments will be integral to ensuring the area has capacity to support the key industries it wants to retain and attract, as it grows and develops.

This memorandum addresses opportunities to fund the needed investments. While this memo addresses funding, it does not provide detailed financial analysis. Rather, it allows the City of Kent to discuss the merits and drawbacks of various funding tools irrespective of the projects ultimately implemented.

2 Infrastructure Funding Opportunities

The City of Kent is considering its options to pay for infrastructure capital projects in the Kent Industrial Lands (it should be noted that the City also has a need to support its maintenance and operations needs). On one hand, the City may create more (or increase rates of existing) general-purpose, local funding sources to pay for unfunded infrastructure improvements. The financial impact of general-purpose funding tools (e.g. local option levies, bonds, sales taxes, system development charges, and utility fees) is not always tied to the users of the system.

For new funding tools which require a city-wide public vote, the new tax/fee must be broad enough to resonate with the community of voters, which can sometimes be difficult. An alternative to general-purpose funding tools are local, sub-area financing tools. Mechanisms that limit financial impact to a geographically constrained area better ensures that the payers of the system are the ones who benefit from that system.

The remainder of this memo is focused on local, sub-area financing tools as these opportunities are likely the most feasible route to accomplish the City's infrastructure funding objectives in the Kent Industrial Lands.

2.1 Sub-Area Funding Tools

This section provides details about five opportunities that the City of Kent may pursue to fund its infrastructure investments. The first subsection provides a description of each tool (in particular, what it is and how it works). The subsection that follows provides a comparative evaluation of each tool across several criteria: legality, revenue capacity, efficiency, fairness, and political acceptability.

2.1.1 Funding Tool Descriptions

The five sub-area funding tools under consideration are:

- **Local Improvement Districts:** a type of special assessment district where property owners opt into being assessed a temporary tax to pay for capital improvements (which will directly benefit the property owners) in a defined boundary.
- **Community Facilities District:** a type of special assessment district formed by a petition from 100% of the property owners who opt into being assessed a temporary tax to finance infrastructure improvements in a defined boundary.
- **Community Revitalization Financing:** a type of special assessment district that temporarily relies on tax increments to finance public improvements within the increment area. Tax increments are catalyzed by respective public improvements.
- **Landscape Conservation and Local Infrastructure Program:** a program that allows cities to receive a portion of future, county property tax revenue to pay for local infrastructure investments by relying a mechanism known as Transfer of Development Rights.
- **Transportation Benefit Districts:** a district that can raise revenue for specific transportation projects, usually through vehicle license fees or sales taxes.

Following pages provide additional details.

Local Improvement Districts (LIDs)

What is the tool?	A LID is a special assessment district where property owners are assessed a fee to pay for capital improvements, such as infrastructure upgrades, streetscape enhancements, underground utilities, or shared open space. Its distinctive feature is that a LID is enabled by a group of property owners <u>who opt into sharing</u> the cost of a project or infrastructure improvement.
How does it work?	Specific projects are determined eligible and suitable for a LID. Infrastructure improvements considered for a LID may be codified in a capital improvements program, required by regulation, or uncovered through public testimony, petitions, or letters from the public. Projects must benefit specific properties in a defined area. LIDs are formed through a <i>Resolution of Intention</i> (City-initiated option) or a <i>Petition</i> (property owner-initiated option). Both pathways require that an ordinance be passed through a public hearing (subject to an appeals process) which must be supported by a majority of affected property owners. Part of this process includes an estimation of the improvement costs, and the portion of those costs in which property owners will be responsible to pay for. Prior to formation of a LID, the City would evaluate project costs and additional funding sources (if applicable) as well as develop a public relations plan, a preliminary design report, and an environmental impact statement (if applicable). Once the LID is formed, the City would pay for the project upfront by implementing a bond backed by the LID (i.e. property tax revenue committed by public or private property owners). In the event that actual costs are greater than collected revenue (due to underestimation), the City would place an additional assessment on the respective property owners to cover the additional costs. Additional costs would be prorated among all benefitted properties and the process would require another public hearing.
Unanswered questions	▪ Which infrastructure projects seem most suited to LID financing? How many property owners would benefit from implementation of each of these projects? ▪ If the City of Kent will initiate LID conversations with property owners, what process will they follow? ▪ What assessment methodology will the City employ—a mathematical assessment (e.g. per parcel, square foot of property, linear foot of street frontage, traffic volumes, a combination of methods, etc.) or a special benefit analysis using a certified appraisal?

Community Facilities Districts (CFDs)

What is the tool?	A CFD is similar to a LID. It is a special assessment district where property owners are assessed a fee to pay for capital improvements, such as infrastructure upgrades, streetscape enhancements, underground utilities, or shared open space. A CFD is different than a LID in that it must be enabled by 100% of the property owners comprising the district. Property owners opt into sharing the cost of a project or infrastructure improvement.
How does it work?	A city may form a CFD after receiving a petition from 100% of the property owners within the proposed district. The petition should determine the CFD boundaries, the specific facilities/improvements needing financing, the property owners willing to participate on the CFD's board of supervisors, a proposed method of assessment, and the proposed repayment process of assessments and bonds. A public hearing must be held before the city chooses to create the CFD. If it passes, the CFD will need to form a board of supervisors. The board of supervisors will need three members of the jurisdiction's legislative authority and two additional members to represent the property owners. The board of supervisors will create the special assessment district and determine the assessments. They may issue assessment bonds to finance the facilities/improvements. The CFD can foreclose on properties that fail to pay assessments on time.
Unanswered questions	▪ Which infrastructure projects seem most suited to CFD financing? Would all property owners benefit from implementation of each of these projects? ▪ If the City of Kent will initiate petition conversations with property owners, what process will they follow?

Community Revitalization Financing (CRF)

What is the tool?	A CRF allows cities to finance public improvements (such as infrastructure capital projects) by creating tax increment areas where community revitalization is needed. The public improvements, proposed to be financed by CRF, are expected to encourage private development and increase the fair market value of real property within the increment area. CRF is a tax increment-like funding tool that allows local and special purpose governments to opt-in to contribute their portion of property tax allocations. To date, there are four instances of CRF use in the Spokane area as an economic development partnership between the city and county.
How does it work?	The City would evaluate the geographic boundary of the increment area, consider the projects designated for improvements, estimate revenue potential. A written agreement would be obtained to ensure that CRF revenue would be used to finance all or some of the costs of designated public improvements in the increment area. The agreement must include language about tax apportions (e.g. 25% of any increased real property value occurring in the increment area is apportioned to the tax allocation base value and 75% to the increment value). The agreement must be signed and authorized by the governing body of all taxing districts in the increment area. Provide notice and hold a public hearing on the proposed financing of the public improvement in whole or in part with CRF. Adopt an ordinance establishing the increment area that describes the public improvements, the boundaries of the increment area, the estimated cost of the public improvements, and the portion of costs to be financed by CRF. CRF funds can be invested in the form of low interest loans and/or grants for a variety of infrastructure capital investments. The City designating an increment area may incur general indebtedness and issue a bond to finance the improvements. The City may use CRF to retire the indebtedness in whole or in part from tax allocation revenues it receives.
Unanswered questions	▪ What is an appropriate geographic boundary for the increment area? Would overlapping taxing districts be supportive of CRF? ▪ What is the City's capacity for general indebtedness?

Landscape Conservation and Local Infrastructure Program (LCLIP)

What is the tool?	LCLIP offers cities access to tax increment financing in return for the city's acceptance of development rights transferred (Transfer of Development Rights, or TDR) from regional farms and forests to areas more suitable for urban development. TDR transfers are typically conducted as private real estate transactions, but they can also be conducted by cities. In exchange for the placement of development rights in LCLIP districts, the jurisdictional county (in this case King County) agrees to contribute a portion of its regular property tax to the sponsoring city for use for a defined period (up to 25 years). Revenue increments may fund infrastructure improvements that support infill growth and redevelopment.
How does it work?	The City implements an LCLIP program, if evaluation deems it feasible. The City must identify a specific geographic area for increased density that will become a local infrastructure project area ("LIPA"). The City must accept responsibility for all, or a share, of the TDR allocated from the Puget Sound Regional Council to the city. The City may consider to the extent to which it includes any rights from another city through an IGA. The City must adopt a plan for development of public infrastructure within the LIPA. The City must adopt a TDR program. TDR will allow landowners (of land less suitable for development) to sell the development value of their properties as an alternative to building. Developers then purchase those rights to receive more favorable development standards (e.g. density bonuses, allowance of increased height or square footage, reduced setbacks, etc.) in areas more suitable for development. A public hearing must be held on the proposed formation of the LIPA. The county assessor, county treasurer, and county within the proposed LIPA must receive notice of the City's intent to create the area. Notice must be provided at least 180 days before the hearing. Upon successful implementation of LCLIP, the City and County must provide a report to the Department of Commerce every year by March 1. The report includes information such as the number of TDR transactions that occurred, the number of acres conserved, the number of TDR credits transferred to the City, etc.
Unanswered questions	▪ Is a Transfer of Development Rights (TDR program) feasible in the City of Kent? How much developer demand is there for building beyond the City's existing zoning capacity? What incentives might be valuable? ▪ How would the City of Kent structure its program parameters and development regulations? ▪ Should monies be used for capital or operations?

Transportation Benefits District (TBD)

What is the tool?	TBDs are a temporary quasi-government corporation or independent taxing district that raises revenue to acquire, construct, improve, provide, and fund transportation improvements—usually through vehicle license fees or sales taxes.
How does it work?	Any city or county may form a TBD by ordinance, in the public's interest, following a public hearing. The establishing ordinance must determine the district boundaries (all or part of a city, or multiple jurisdictions) and the transportation improvements identified for TBD funding. The parameters of the TBD may not be changed without additional public hearings. TBDs are primarily funded through vehicle license fees and/or sales taxes. Other funding options are available, but not as frequently used (e.g. fuel taxes, general obligation bonds, impact fees, vehicle tools, excess property taxes, local improvement districts, etc.). The jurisdiction's legislative body and the governing board of the TBD must be separate and distinct bodies and they must hold separate and distinct meetings. That said, each body may be comprised of the same members. Annual financial reporting, with specific accounting requirements, and an annual transportation improvement report, detailing revenues and expenditures and other details such as project statuses, is required of TBDs.
Unanswered questions	▪ What funding source(s) will be selected to fund TBD? Would a public vote be required? ▪ Almost all TBDs in Washington state share the same boundary as the establishing jurisdiction. Would the City of Kent prefer the TBD to be contiguous with the Kent Industrial Lands Area, or with city limits?

2.1.2 Funding Tool Evaluation

The purpose of this section is to evaluate the funding tools previously described. It is to inform discussions about the merits and drawbacks of each tool. The evaluation uses five criteria: (1) legality, (2) capacity, (3) efficiency, (4) fairness, and (5) political acceptability. They are defined as:

- **Legality.** If a funding tool is prohibited by state statute or needs additional legislation for implementation, then there is a large administrative hurdle to overcome from the start. All the benefits of a funding tool are not achievable if the tool is not legal or cannot become legal within the desired timeframe. Tools that are legal may still have complicated legislative requirements that would (1) require a lot of work and cost to implement; (2) raise the likelihood of legal challenge; (3) raise the likelihood that any legal challenge would actually be successful; or (4) reduce political acceptability by adding uncertainty and cost to the implementation process. If the tool is not legal and is too hard to make legal in the time available, or is too complicated to implement because of legal requirements, then evaluators may choose to remove the tool from the list of ones meriting further consideration. In some cases, the evaluation will be binary (either yes or no).
- **Capacity.** Capacity refers to revenue capacity, which evaluates revenue potential—the amount any tool can raise. Revenue capacity is tied to the rate imposed, and the rate imposed is always at least partially determined by legality and political acceptability. Evaluators may measure this criterion qualitatively (e.g. a three-category scale of \$ to \$\$\$), however it is most commonly measured quantitatively (e.g. estimated annual revenue by size of the tax/fee needed to fund projects).
- **Efficiency.** In addition, this category covers other items related to creating and maintaining net revenues (net of collection costs). The efficiency category is divided into three subcategories: (1) timing, (2) administrative ease, and (3) stability/predictability. Evaluation will be qualitative, using a relative ranking approach appropriate to each element.
 - *Timing.* Timing considers at what point revenues will become available. Tools that do not provide revenue until after private development occurs, such as tax increment financing, may be ill suited to fund up-front construction costs.
 - *Administrative ease.* As is the case with all government funding sources, the costs incurred by collecting, monitoring, and enforcing taxes/fees are a drain that should be minimized. Revenue that is easier and cheaper to collect is preferable to those that require elaborate and costly mechanisms to implement. As part of the cost, administration of a funding tool affects the bottom line. Administrative ease measures the portion of gross revenues that will be spent on administration. The easier it is to administer the mechanism, the more of the gross revenue collected will be available as net revenue for capital or operations and maintenance. Increasing the rate of an existing funding mechanism is often easier

(less expensive) to administer than a new mechanism. The same is true of tying, when possible, a local addition to a larger regional or state funding source.

- *Stability and predictability.* It is important to have a stable and predictable source of funds to cover infrastructure costs and ongoing maintenance. This criterion identifies whether the tool is likely to avoid large fluctuations each year, and whether the revenue forecasts are generally accurate. The more stable a revenue source, the more it can be assumed to contribute constant revenues over time and allow for long-term planning.
- **Fairness.** This criterion examines horizontal and vertical elements of equity to address issues of fairness across socio-economic groups.
 - *Horizontal and Vertical Equity.* Equity, also referred to as fairness, can be defined in many ways. In the context of infrastructure funding, a key question related to fairness is “who pays?” A standard definition of fairness in public finance is that the charges that fund the infrastructural system be tied to the users who receive benefits from (or impose costs on) the system, unless they are in groups that have been singled out for special treatment (typical categories: low income, elderly, physically disadvantaged).

That definition makes it clear why fairness is a judgment (normative) call, it depends on perspective. One person might judge a funding mechanism fair because users pay; another person may judge the same mechanism unfair because many users have low incomes and society should be providing them those services at less than full cost.

For example, low-income residents in Washington State pay a higher share of their income in taxes compared to higher income individuals. Thus, revenue sources, such as a sales tax, places more burden on lower income individuals. Improvements in transit service may also benefit low-income individuals more than higher income individuals. This is a type of vertical equity. Horizontal equity is based on the idea that those who have the same amount of wealth, or similar levels of income, should be taxed at the same rate as others within that same income bracket.

Additionally, there are other questions related to fairness include: Do both businesses and residents have to pay? Are certain entities or groups of people that benefit from the improvement exempt from paying? Are costs proportional to one’s ability to pay (as measured by income, or value)? Are certain groups (such as the elderly, or low-income) protected from undue financial burdens? While all of these questions have merit, it is recommended that the City of Kent focus on the first definition of fairness described above: are the charges that fund the improvement tied to the users who receive benefits from (or impose costs on) the improvement? Evaluation would be qualitative, using a relative ranking approach.

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- **Political Acceptability.** Political acceptability plays a critical role in decisions about whether or not to use a funding source. Adopting and implementing taxes or fees that are strongly opposed by the public may be more difficult. While certain businesses or localities benefit from infrastructure improvements, elected officials would need to consider whether the application of a funding tool may result in unforeseen social or economic impacts.

The matrix on the following pages evaluates each of the four funding tools across the five dimensions (criteria) described above. It allows for comparative analysis and serves as a starting place for continued discussion by decision makers.

Table 1. Funding Tools Evaluation Matrix

	Local Improvement District	Community Facilities District	Community Revitalization Financing	Landscape Conservation and Local Infrastructure Program	Transportation Benefit Districts
Legality: All the benefits of a funding tool are not achievable if the tool is not legal or cannot become legal within the desired timeframe.	Legal LIDs are legally allowed in WA, per RCW 35.43 through 35.56. LIDs are most commonly initiated by property owners. If at least 50% of property owners sign a petition in favor of the LID, City Councilors can approve the LID. To form a LID that is city-initiated via a Resolution of Intention, the protest percentage must be below 60%. Once an agreement is reached on the portion of funding to come from the LID, the municipality would sell a 10- or 20-year bond to finance the project. The bonds would be repaid through annual payments by affected property owners within the LID.	Legal CFDs are legally allowed in WA, Under ESSB 6241. CFDs may finance a range of improvements/facilities comparable to the list codified in RCW 35.43.040.	Legal CRFs are legally allowed in WA, per RCW 39.89. Cities may create tax increment areas to finance community revitalization projects and programs by diverting a portion of the regular property taxes imposed by local governments within the tax increment area.	Legal LCLIP was enacted in 2011 and encouraged through RCW 36.70A.090. LCLIP is only available to select cities in the central Puget Sound counties of King, Pierce, and Snohomish County. The LCLIP program can run for a maximum of 25 years, but the legislation requires that participating cities demonstrate performance on the use of credits within their Local Improvement Project Area (LIPA). The LIPA must not include more than 25% of the total assessed taxable property within the city.	Legal TBDs are legally allowed in WA, per RCW 36.73. A TBD is temporary – it must end its day-to-day operations within 30 days after the transportation improvements are completed or outstanding debt is repaid.
Capacity: The amount of revenue any tool can raise. Revenue capacity is tied to the rate imposed, and the rate imposed is always at least partially determined by legality and political acceptability.	\$ The revenue capacity for LIDs is more of a political question than a technical question. If LIDs covered enough assessed value, and had high enough rates, then they could generate substantial revenue. However, depending on how the LID is structured, its revenue may be fairly humble.	\$-\$\$\$ The revenue capacity for CFDs is more of a political question than a technical question. If the CFD covers enough assessed value, and had high enough rates, then they could generate substantial revenue.	\$\$-\$\$\$ The revenue capacity for a CRF area is tied to its potential for growth in assessed value and the levy rate selected.	\$\$-\$\$\$ The tax basis of LCLIP is new construction (existing buildings and revaluation are excluded). LCLIP revenues derive from the allocation of a portion of the city's and county's regular property tax (e.g. current expense levy) to the LCLIP district. When a LCLIP district is created by a city, 75% of the assessed value of new construction—multiplied by a city's Sponsoring Ratio*—is allocated to the LCLIP district and used as the basis to distribute revenues. *The "Sponsoring City Ratio" reflects the specified proportion of development rights a city has chosen to accept of the city's allocated share.	\$\$-\$\$\$ Revenue capacity is tied to the funding tool ultimately selected (and the extent of the affected population who pays the fee/tax). Most TBDs impose vehicle registration fees—up to \$50 without a public vote or up to \$100 with voter approval (RCW 82.80.140, RCW 36.73.040(3)(b)). TBDs may levy a sale and use tax of up to 0.2% (RCW 82.14.0455, RCW 36.73.040(3)(a)). A sale and use tax must be approved by a simple majority of voters and the option is limited to 10 years, with the ability to renew the tax for one additional 10-year period (if voters approve). The repayment of debt is the only exception to the time limitation (but the original ballot measure should state this purpose and the length of the repayment term).

	Local Improvement District	Community Facilities District	Community Revitalization Financing	Landscape Conservation and Local Infrastructure Program	Transportation Benefit Districts
Efficiency: Considers when revenue becomes available; the costs incurred by collecting, monitoring, and enforcing taxes/fees; and how stable and predictable the source of funds is over time.	Medium Timing: LIDs allow municipalities to sell bonds to receive upfront funding for projects that are paid back over time. However, in the early years of the development, when little to no development has occurred, the tax base in the area will be too low to support LIDs at a significant level. LIDs will become more useful for the area in later stages of development, when there is a critical mass of taxable development in the area. Administration: LIDs have relatively low ongoing administrative costs once implemented. However, LIDs require substantial public outreach to convince property owners to voluntarily increase their tax burdens. Stability: Property taxes, which this tool relies on, are a stable and predictable source of revenue.	Medium Timing: CFDs allow municipalities to sell bonds to receive upfront funding for projects that are paid back over time. CFDs become increasingly useful for the area in later stages of development, when there is a critical mass of taxable development in the area. Administration: CFDs have relatively low ongoing administrative costs once implemented. However, CFDs require substantial public outreach to convince property owners to voluntarily increase their tax burdens. Stability: Property taxes, which this tool relies on, are a stable and predictable source of revenue.	Medium Timing: Although a CRF area would have substantial revenue capacity, the timing of that revenue may not align with the infrastructure needs of the area. Significant tax increment financing revenue would not be generated in the area until after development occurs. Even once development occurs, there will be a lag before that increase in assessed value comes onto the tax rolls. Administration: A lengthy public process is typically needed before creation of CRF area. While staff is typically required to administer the implementation of the CRF, the system for collecting property taxes is already in place, and no capital investments are required to administer the tax. Stability: Because revenues are property tax based, revenues almost never decline. However, revenues are not immediately available, taking several years to build sufficient capacity to be useful. Also, tax increment districts depend heavily on growth in assessed value from new development, which can lead to volatility and unpredictability if that growth does not occur.	Medium Timing: To maximize revenues and mitigate risks the City of Kent should time the use of LCLIP around known projects that would use TDR. Administration: TDR transfers can be complex procedures, warranting use of a third-party organization. Stability: Prices in the TDR market are more stable in King County due to the county's TDR bank but prices can and do fluctuate.	High Timing: TBDs are generally function for 10-years (20-years if renewed by voters, or longer if TBD is a debt repayment mechanism). Administration: Adopting a new few/tax may require new staff to oversee the system. Other than the hurdles with implementation, many taxes/fees could be administered relatively affordably (particularly in the case of a sales tax or vehicle registration fee). Stability: Stability could fluctuate depending on the funding tool ultimately selected. For example, a general sales tax would be relatively stable and predictable, though (as with many other funding sources) it would track with broader economic trends. A sales tax targeted towards a specific sector (e.g., tourism) would be more vulnerable to revenue swings.

	Local Improvement District	Community Facilities District	Community Revitalization Financing	Landscape Conservation and Local Infrastructure Program	Transportation Benefit Districts
Fairness: The charges (tax/fee) that fund the infrastructural system are tied to the users who receive benefits from (or impose costs on) the system.	High LIDs are funded by property owners to pay for capital improvements that improve property values. The charges established by the LID should be proportional to the benefits individual property owners will enjoy. New LIDs may pose financial burdens for homeowners on fixed-income and businesses.	High All property owners comprising the district opt into sharing the charges established by the CFD, which gives property owners an out if they do not believe the benefits are proportional to the charges.	Medium to High The equity of CRF depends on the types of projects funded by this tool and the overall direct/indirect impact those projects have on low-income and vulnerable populations. A fair use of CRF would focus on projects that have a strong likelihood to stimulate new development in the area and generate additional property tax revenue. CRF does not raise taxes, so there is no additional burden to low-income households or small businesses.	Medium to High LCLIP (and TDR) compensates landowners for lost property value due to zoning and development requirements. The programs use the market to pay for the preservation of public goods in return for more favorable development conditions in areas more suitable for urban development.	Medium TBDs are generally fair in that the improvements located in the district are funded by payers located in the district. However, different funding tools may dissimilarly impact payers. For example, vehicle fees disproportionately affect lower-income households because they do not consider a household's ability to pay. A general sales tax is considered regressive because low-income people pay a higher percentage of their income than high-income people. The fairness of a sales tax from a "user pays" perspective would depend on how it is applied. By applying the tax only to goods and services related to transportation, there is a stronger connection between the benefits received and taxes paid.
Political Acceptability: Adopting and implementing taxes or fees that are strongly opposed by the public may be more difficult.	Medium The creation of LIDs usually requires extensive political outreach to gain support from property owners who will be asked to voluntarily increase their tax burden. If property owners believe they will receive tangible benefits from the capital improvement and the costs are acceptable, then the political acceptability can be relatively high. The more property owners that comprise the intended district, the more difficult it can be to achieve majority support. If matching funds were available from another source, political acceptability and neighborhood interest could increase.	Medium Because 100% of the district's property owners must opt in, a CFD may be more politically acceptable than other financing tools. However, getting 100% of the property owners of a proposed district to opt in may be a political challenge.	Medium Use of CRF would require conversations with the public and with overlapping taxing districts. The tool can be viewed as politically contentious because of the perception that school districts are adversely impacted. As increment financing does not increase taxes, the public may view the tool more favorably. The tool is often considered suitable for key areas, to help achieve communities' growth plans.	High Several cities have implemented local TDR programs in Washington and the City of Seattle implemented an LCLIP program with major success.	Medium Political acceptability may be low as TBD imposes new costs on residents or businesses. A new tax with a nexus to the types of projects funded by the tool, may improve political acceptability.

3 Implications

Each funding tool described in this memo likely warrants further exploration. ECONorthwest believes that each of these tools presents a viable funding option to meet the area's needs.

Implications for each of the tools follows:

- **Local Improvement District (LID).** There are many property owners the comprise the Kent Industrial Lands, however there are many large interests. This makes LID formation relatively more or less difficult. A large LID would be needed to fund large projects and getting majority consent across owners might be difficult. On the other hand, smaller, more proximately defined projects might be easier to implement for owners if the projects create value and benefit assessment can be worked out. The assessment rate ultimately selected, and the total assessed value in the district, will determine the magnitude of funding received from a LID. LIDs will have limited capacity to pay for infrastructure in early phases of the development. As the area develops in phases over time, the financial capacity of a LID would be significantly higher at full build out. The practical capacity of a LID in the area is likely limited, but capacity depends on the specific assumptions for the timing and value of new development, as well as willingness to participate from property owners.
- **Community Facilities District (CFD).** In theory, a CFD may be the most politically viable tool – if a petition signed by 100% of the property owners can be achieved – however, it may also be the most administratively challenging district to form as getting complete consensus could be onerous. For this reason, a CFD contiguous with the entire Kent Industrial Lands area may not be feasible, despite that geography's likely ability to generate substantial revenue to repay debt. A CFD created within a smaller sub-area of the Kent Industrial Lands where property owners and users can identify a common need for infrastructure improvements is likely to be more successful.
- **Community Revitalization Financing (CRF).** CRF is a complex process which requires extensive public involvement and community support, especially from other taxing jurisdictions. Over the long term (most districts are established for a period of 20 or more years), the increment area could produce substantial revenues for infrastructure projects. Due to the sometimes slow or indirect nature of property tax growth in relation to targeted projects, the increment area can often take five or more years to produce meaningful levels of revenue resulting in loss of project alignment. The best way forward for a CRF is some economic development partnership between the City, County, and the Port of Seattle.
- **Landscape Conservation and Local Infrastructure Program (LCLIP).** The City may implement LCLIP after additional exploration of the program parameters and discussions with King County. The revenue capacity of LCLIP could be substantial, but capacity is contingent on developer demand for building beyond the City's existing zoning capacity. LCLIP could present a viable option for funding street operations by leveraging King County property tax contributions. The revenue could be large given the amount of new construction valuation that is generated in the Kent Valley. LCLIP

offers an advantage to CRF in that the county is automatically a partner. In addition, there may be a potential option for the Port of Seattle to also contribute infrastructure funding via LCLIP.

- **Transportation Benefits District (TBD).** A Transportation Benefits Districts may be the least politically viable as it requires imposition of new fees/taxes, which may be regressive in nature. In addition, the practical capacity for revenue is highly contingent on the fee/tax structure ultimately imposed. However, many cities have implemented the vehicle license fees and about half have been successful in putting forth sales tax measures. The key issue for Kent are 1) should the TBD operate on a city-wide or other geographic basis, 2) what funding tool best presents an opportunity to fund the needed projects, and 3) how does a TBD integrate with other funding mechanisms at different geographies and over different time periods and what is the political and community acceptability of a package of funding tools.

4 Recommendations and Next Steps

The City of Kent's next steps are twofold. First, the current planning process must advocate for a range of needed projects and local area funding tools. We would recommend the following as part of the process:

1. Use LIDs for smaller, more defined projects (road and utility) where the benefits of the projects are clear to articulate and implement.
2. Use LCLIP for transportation operations and maintenance in the area.
3. Pursue TBD on a city-wide basis to meet the larger needs of the city.

When the planning process concludes, the city will need to create a more tactical funding plan to put these measures in place. This includes:

1. Continue to evaluate the financing opportunities and develop a basis for implementation that would allow the City to meet its infrastructure funding goals. This task is in relation to conversations that the City is having regarding updating or creating impact fees for transportation or parks.
2. Determine the key projects and/or operational needs.
3. Determine the revenue potential for the tools of interest.
4. Create the administrative and legal basis to forward policy and code to the City's elected leadership.

Kent Industrial Lands Market Analysis and Industrial Site Design Analysis

November 2019

Prepared for:
City of Kent

ECONorthwest

ECONOMICS • FINANCE • PLANNING

MACKENZIE.

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Background and Purpose

Located in the southeast portion of the Puget Sound region, the Kent Industrial Valley has become increasingly attractive for many industrial uses due to its flat terrain, availability of transportation connections, and the proximity to Seattle, Tacoma, and SeaTac Airport. Within the Kent Industrial Valley is Kent's Manufacturing/Industrial Center (MIC), one of nine Manufacturing/Industrial Centers in the Puget Sound region with strategic goals for more intensive industrial activity. These regional centers are identified for strategic growth, economic development and infrastructure investments to improve mobility of people and goods¹. The City hired Mackenzie and ECONorthwest to conduct an industrial needs assessment for the valley and to develop a vision and strategic plan for the Kent Industrial Valley.

ECONorthwest completed this market and employment trends analysis to help the City of Kent and the Rally the Valley Advisory Panel understand how the industrial sector has changed in the Kent Industrial Valley economy relative to neighboring regions in Washington that boast similar market strengths. This white paper provides the summary of the industrial profile.

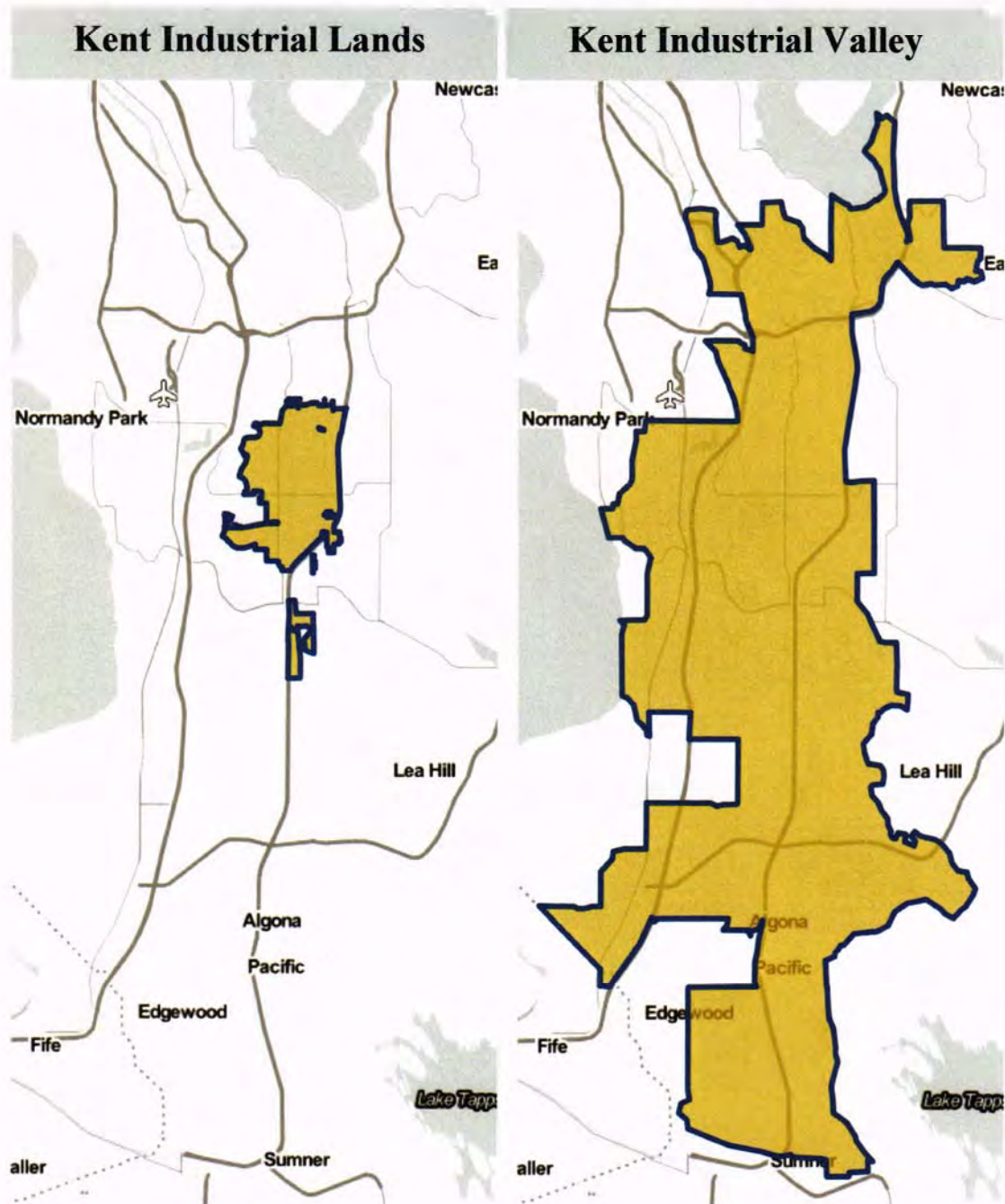
This document is organized as follows:

- **Employment Trends Analysis.** This analysis examines the employment shift by industry trends in the valley and the greater Puget Sound Region.
- **Industrial Land and Building Composition.** This section examines the current industrial use by industry and includes a review of existing building use and total square footage of the industrial sector. This section also includes maps of the Kent Industrial Lands building use by parcel and vacant lands.
- **Market Analysis.** This section provides a summary of current and recent industrial, office, and retail market condition trends. Included in this analysis is a review of lease rates and vacancy rates for each comparison market area.
- **Employee Characteristics.** This section provides a summary of employee demographics that include income, education, skills, and commute characteristics.
- **Market Area Demographic Snapshot.** This section provides a summary table of Kent Industrial Valley market area demographic information and forecast population and employment.
- **Code Standards.** This section provides a summary of the impeding goals in the current code and an example of some other jurisdiction's codes.
- **Design and Site Characteristics.** This section provides a summary of typical industrial site types and design characteristics.

¹ Puget Sound Regional Council. 2009. Vision 2040: The Growth Management, Environmental, Economic, and Transportation Strategy for the Central Puget Sound Region.

This white paper evaluates trends and data for two geographies, the Kent Industrial Valley and Kent Industrial Lands. The Kent Industrial Valley geography represents a larger economic region that includes employment areas in Kent, Renton, Auburn, Lakeland North, Lakeland South, Algona, Pacific, Edgewood, and Sumner. The Kent Industrial Lands geography represents only the City of Kent portion of the Kent Industrial Valley.

Exhibit 1. Kent Industrial Valley and Kent Industrial Lands Geographies



Employment Trends Analysis

The Puget Sound Region has realized significant job growth in the current business cycle coming out of the 2008 recession. The Kent Industrial Valley, like the Puget Sound Region, has also seen significant job growth over the last ten years. The Kent Industrial Valley is currently home to over 10,057 businesses.

In 2018, there were nearly 252,000 employees who worked in the Kent Industrial Valley. Between 2008 and 2018, there were approximately 37,000 new jobs that were added to the Valley. In this ten-year period, employment growth occurred in nearly every industry category, with the exception of retail which saw a 3 percent decline. Three industry categories saw the largest increases in employment in the last ten years; manufacturing, transportation and warehousing, and construction. Exhibit 2 shows annual employment changes by industry category.

The Kent Industrial Valley plays an important role in the regional manufacturing industry base. There are nearly 49,000 manufacturing jobs in the Kent Industrial Valley. Sixty percent of all the manufacturing jobs in the Kent Valley—and about 12% of all Kent Valley employees—are in advanced manufacturing industries, industries that require a workforce that has a high degree of training or advanced education.² The Kent Industrial Valley is home to over 22,000 aerospace manufacturing jobs including those at Boeing and Blue Origin. Additionally, there are 7,100 jobs in the Kent Industrial Valley in advanced manufacturing industries outside of the aerospace industry.

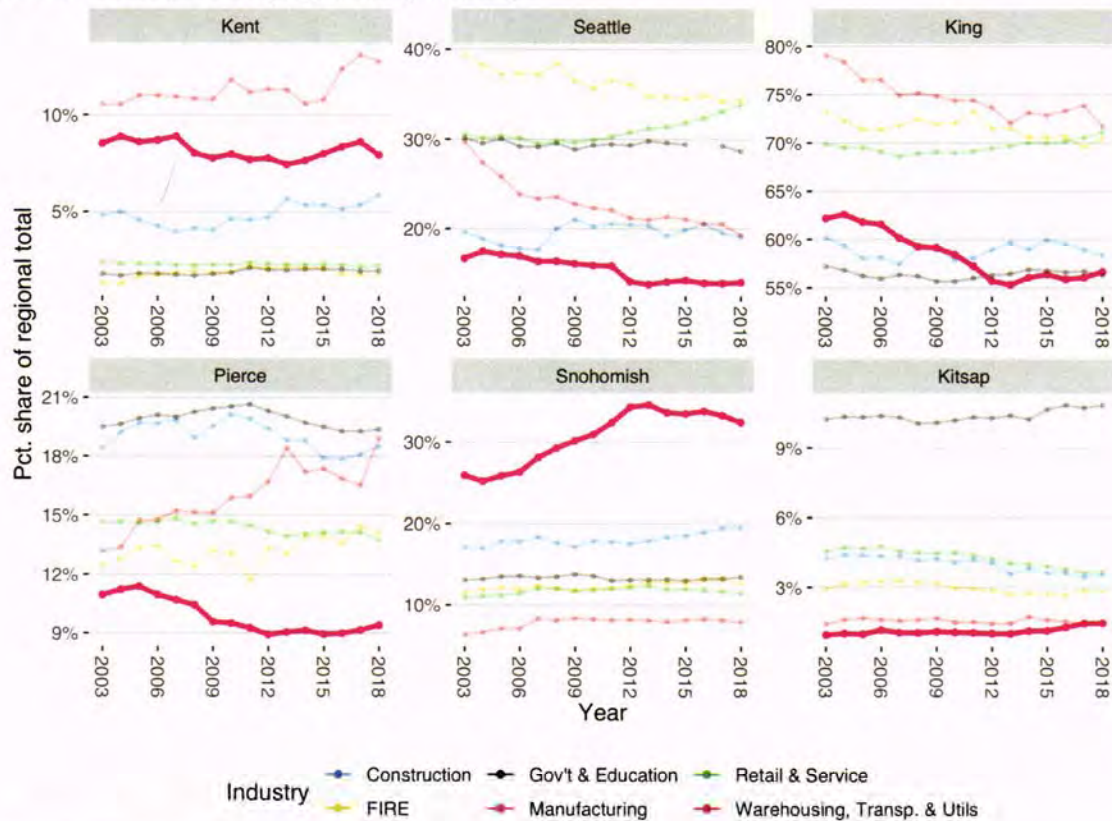
Exhibit 2. Kent Industrial Valley Annual Employment Change by Industry Category



Source: Puget Sound Regional Council, Washington State Employment Security Department

² <https://www.brookings.edu/wp-content/uploads/2015/02/Advanced-Industries-Data-and-Methods-Appendix.pdf>

Exhibit 3. Share of Employment by Industry



Source: PSRC Covered Employment

Data from the Puget Sound Regional Council also indicates that the Kent Industrial Valley is capturing a larger share of regional manufacturing employment compared to other cities and counties in the region. Seattle's share of manufacturing sector jobs saw the largest decline in the region during this period, falling by about 8 percent since around the 2008 recession and into the last several years. As a result, other jurisdictions in the region - mainly Kent, Auburn, Renton, and Everett - have seen a commensurate increase in their regional shares. While Seattle saw losses in the manufacturing sectors between 2003 and 2018, Kent's share remained relatively stable, ultimately netting a 0.5 percent increase over the period. The construction, warehousing and transportation sectors in Kent saw relatively larger increases over the period. Taken together, this would indicate that Kent's mix of manufacturing and distribution industries are remaining stable as King County moves towards an economy dominated by high tech and medical services. Changes in regional shares of employment for manufacturing and other industrial uses indicates that the Kent Industrial Valley will continue to have regional competitive advantages to grow employment in manufacturing industries.

Exhibit 4. Share of Regional Manufacturing Employment

	Pierce County	Snohomish County	Kent Industrial Valley
2008	10%	29%	26%
2018	9%	32%	27%

Source: PSRC Covered Employment

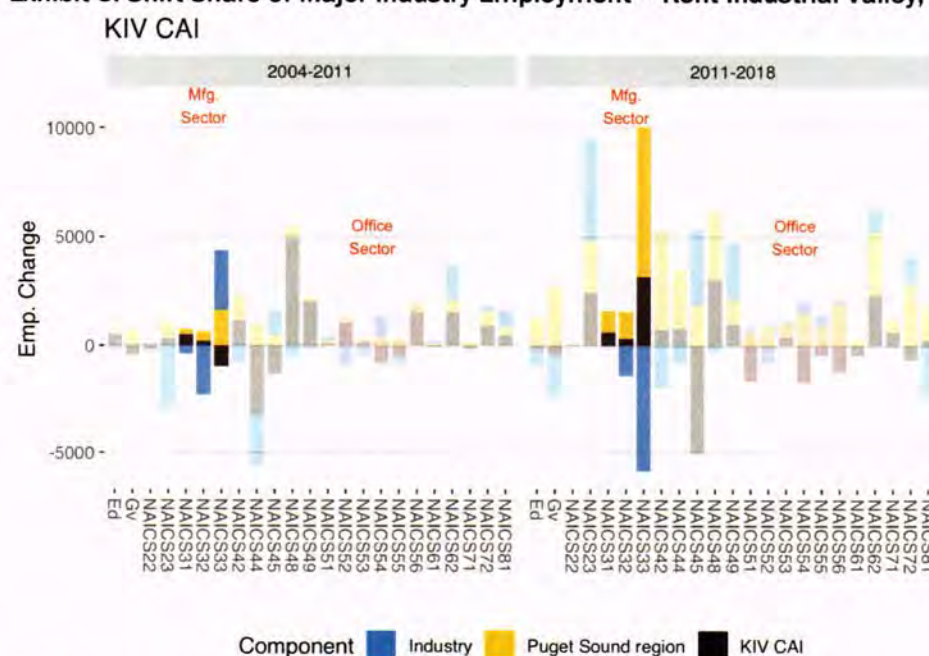
Employment Shift Analysis

A shift-share analysis is a method for breaking down employment changes by industry into three broad components: local area conditions, industry-level trends, and region-wide shifts. The three components can have either a negative or positive effect on the actual change in employment numbers, based on their relative magnitude. This approach can help identify local area-specific competitive advantages; it informs policymakers and economic development professionals of the industries growing at a higher rate locally compared to regionwide growth so they might target those businesses for economic development and policy support. A competitive advantage in the context of a shift-share analysis indicates market preference and the desirability of an area for business and employment growth for specific industries. Factors such as agglomeration, qualified labor markets, and access to infrastructure contribute to competitive advantages. ECONorthwest conducted a shift-share analysis for three geographies to identify any sub-geography-specific comparative advantages for employment growth; the Kent Industrial Valley, Kent Industrial Lands, and the Kent Manufacturing/Industrial Center (MIC).

This analysis found that the Kent MIC has the strongest local area competitive advantage for manufacturing businesses, the Kent Industrial Lands geography has a strong local area competitive advantage for transportation and warehousing businesses, and the Kent Industrial Valley has a local area competitive advantage for both manufacturing and transportation and distribution businesses.

The Kent Industrial Valley shift-share analysis (Exhibit 5) indicates that there is local area strength and competitive advantage in the manufacturing industries. The Kent Industrial Valley does not have a competitive advantage in traditional office-based employment industries. The Kent Industrial Valley also has a moderate competitive advantage for wholesale and transportation employment.

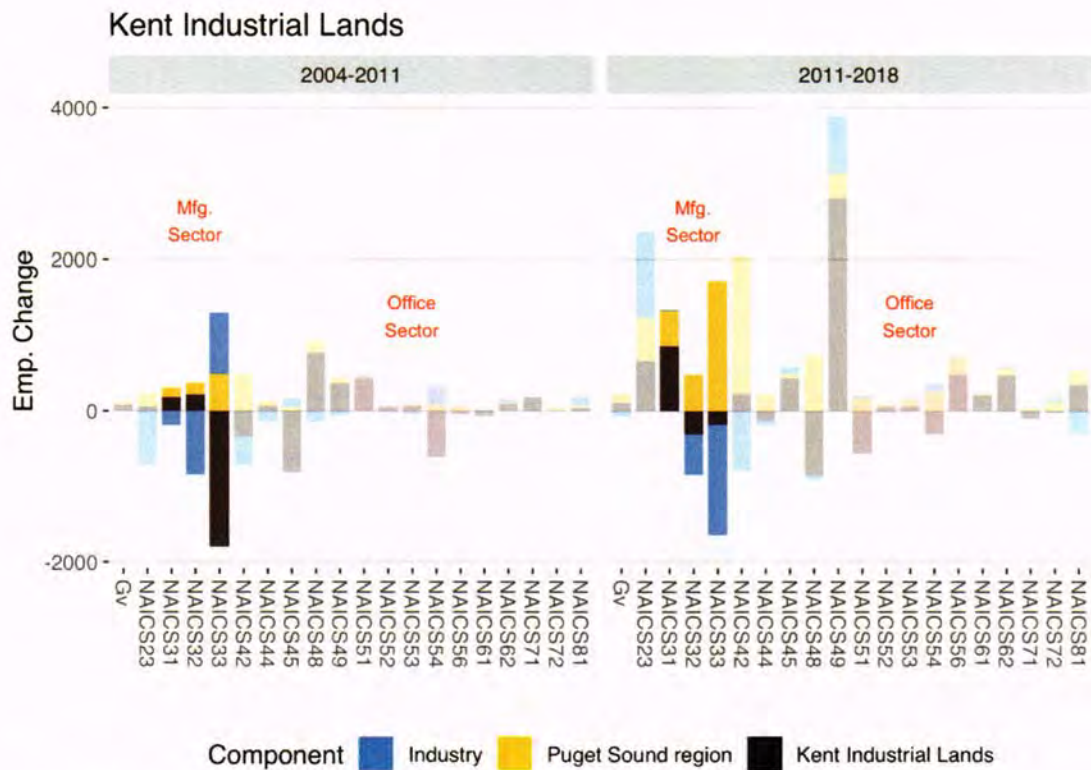
Exhibit 5. Shift Share of Major Industry Employment – Kent Industrial Valley, 2004-2018



Source: PSRC Covered Employment

The Kent Industrial Lands shift-share analysis (Exhibit 6) indicates that there is a small local competitive advantage in the manufacturing industries. The Kent Industrial Lands area does not have a competitive advantage in traditional office-based employment industries. The Kent Industrial Valley also has a strong competitive advantage for wholesale and transportation employment.

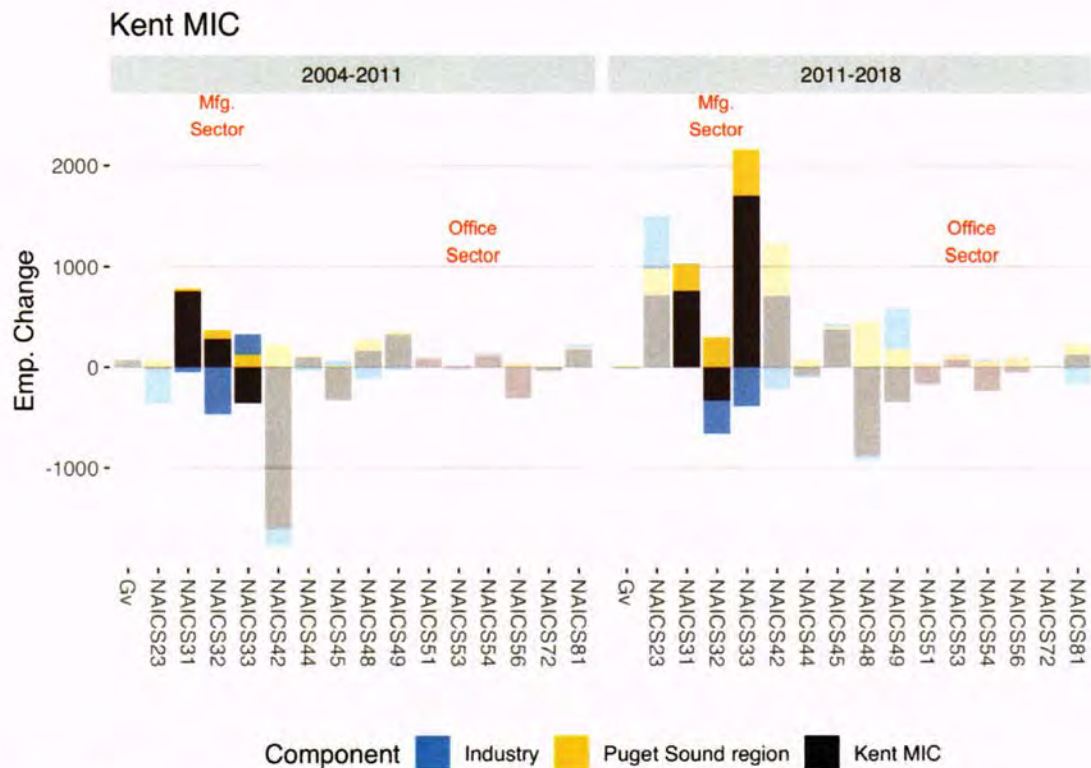
Exhibit 6. Shift Share of Major Industry Employment – Kent Industrial Lands, 2004-2018



Source: PSRC Covered Employment

The Kent Manufacturing/Industrial Center (MIC) shift-share analysis (Exhibit 7) indicates that there is a strong local area competitive advantage in the manufacturing industries. The Kent MIC has does not have competitive advantage in traditional office-based employment industries. The Kent MIC does not have a competitive advantage for warehousing and transportation employment but does have an advantage in wholesale trade.

Exhibit 7. Shift Share of Major Industry Employment – Kent MIC, 2004-2018



Source: PSRC Covered Employment

Industrial Building Inventory

The Kent Industrial Lands area is predominantly large format warehousing with a smaller share of small and medium format industrial buildings. Exhibit 8 shows the share of the total square footage of building area by use. The majority of buildings in the area, 86 percent, are used as distribution or storage warehouses. There is almost 38.7 million square feet of distribution and storage warehouse space in the area (Exhibit 9). Thirteen percent of building square footage in the area is used as manufacturing, flex or industrial engineering space (Exhibit 8). There is almost 5.9 million square feet of manufacturing, flex or industrial engineering space in the area (Exhibit 9).

Exhibit 8. Share of Total Square Feet by Building Use

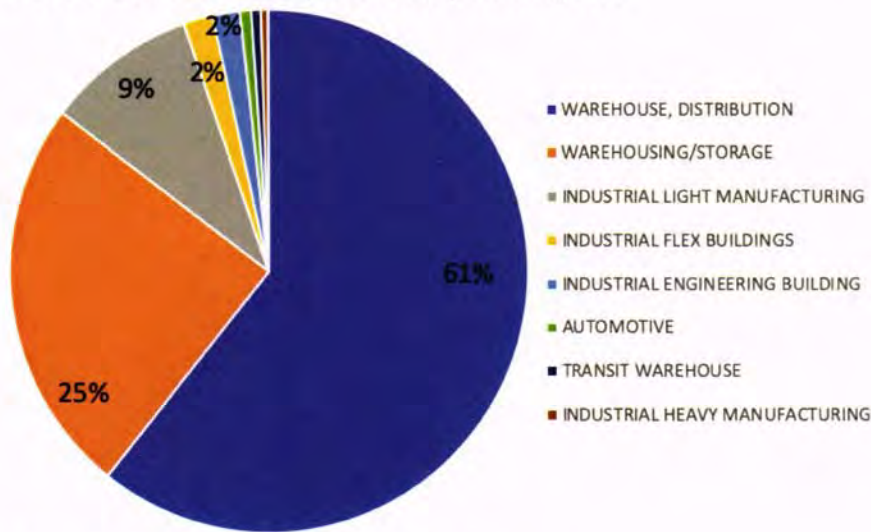
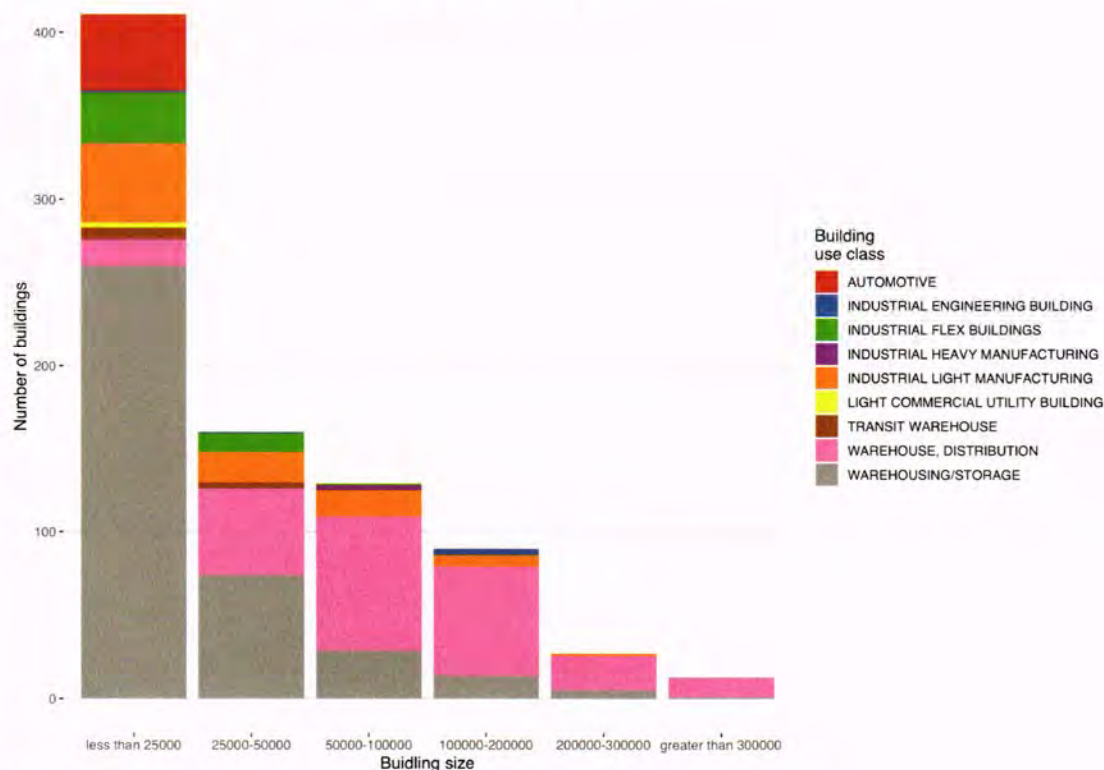


Exhibit 9. Total Square Feet by Building Use



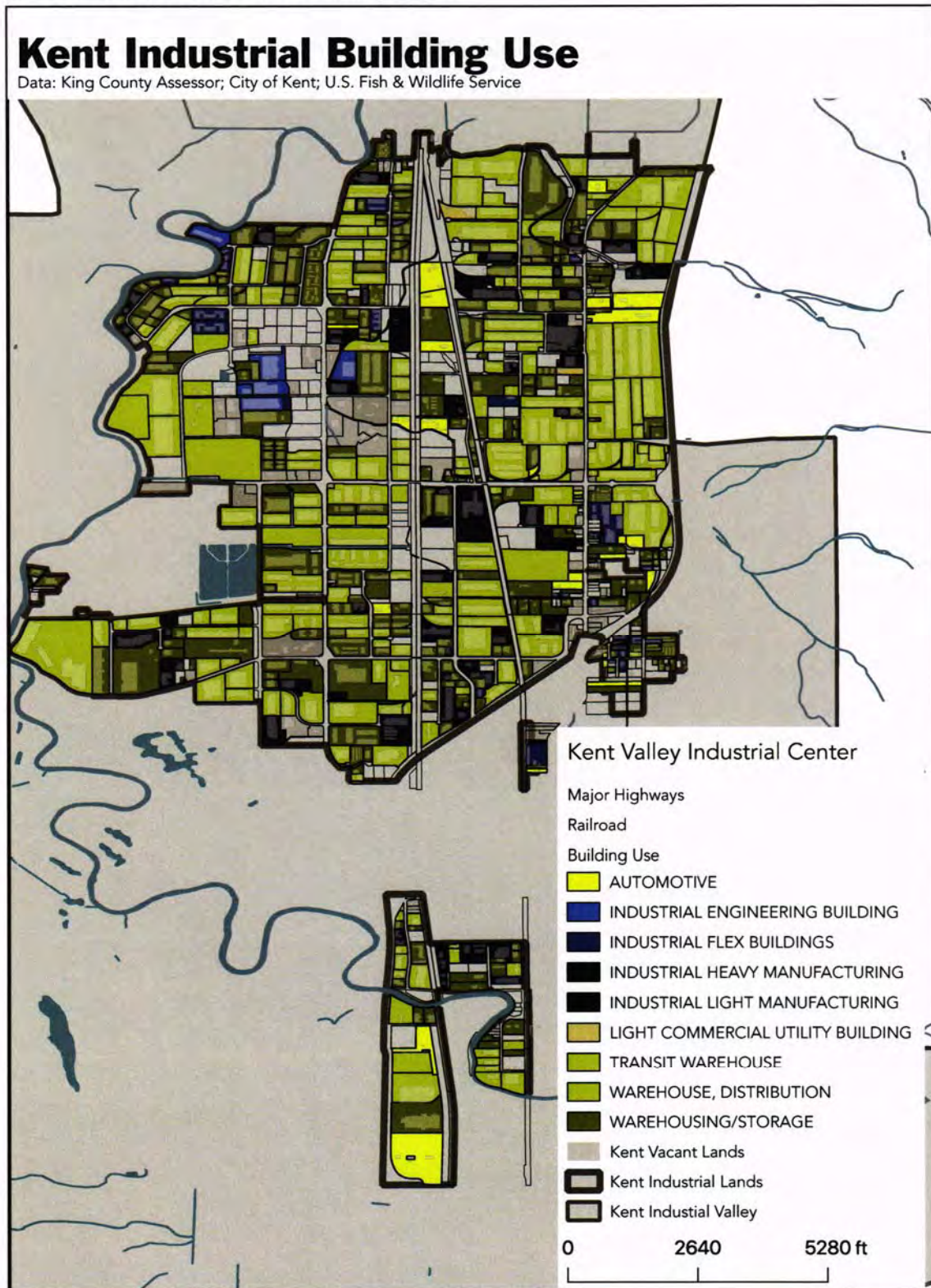
Using recent King County assessor and tax lot data, ECONorthwest analyzed the size and current use of all industrial and employment buildings within the Kent Industrial Lands area. This analysis evaluated only uses in industrial buildings because buildings with industrial uses make up 93 percent of all building uses in the Kent Industrial Lands. Nearly a third of all buildings in the area are small buildings (under 25,000 sq. ft.) with a land use of “warehousing storage”. Warehousing storage buildings of *all sizes* make up nearly half of the buildings in the Kent Industrial Lands area. The remaining share of buildings (about 25 percent) are composed of smaller (50,000 sq. ft. or smaller) structures devoted to a mix of manufacturing, automotive, and “industrial flex” uses. The majority of manufacturing uses (about 90 percent) are located in buildings that are 100,000 square feet or smaller.

Exhibit 10. Kent Industrial Buildings by Use and Size



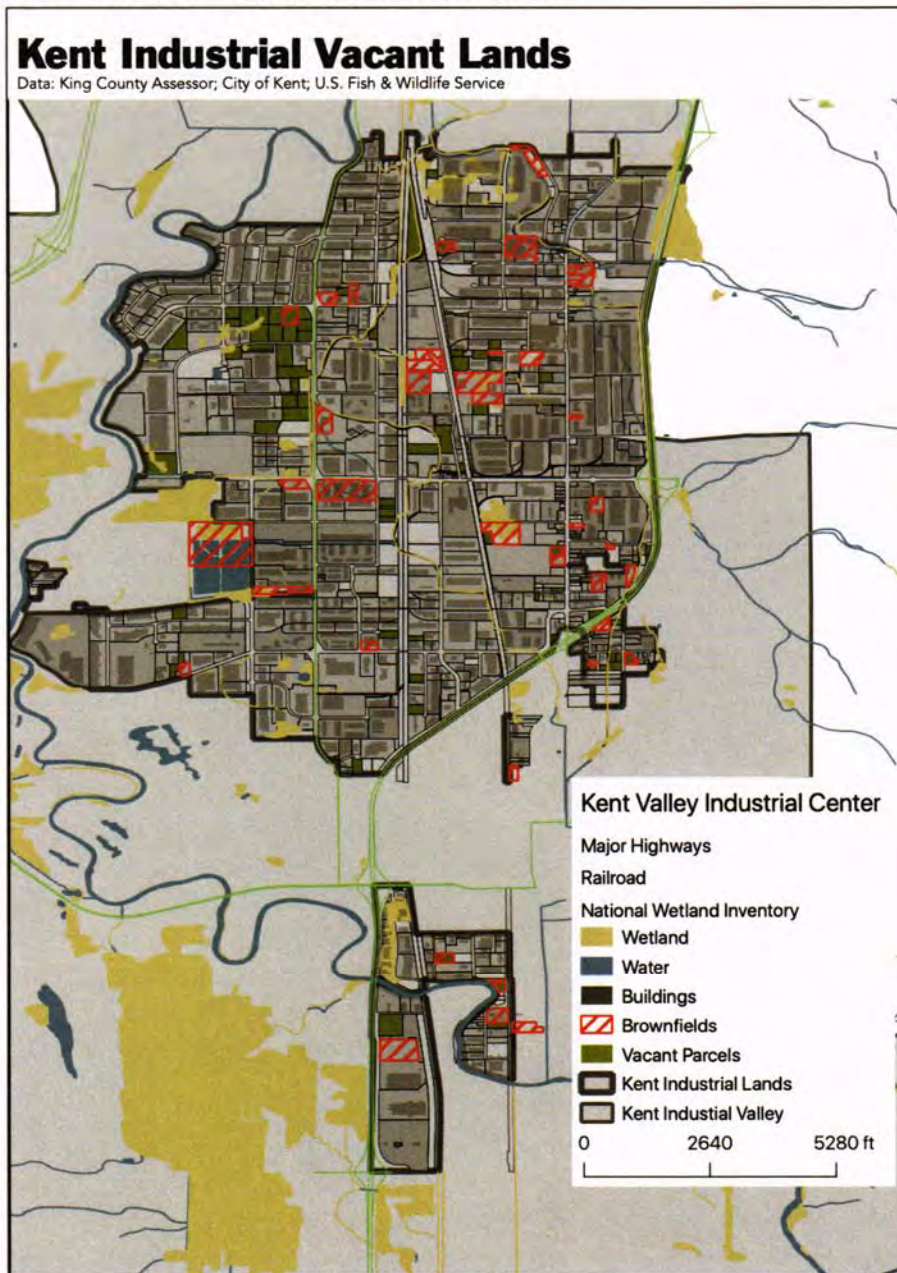
Source: King County

Exhibit 11. Kent Industrial Lands Buildings by Use



There are relatively few vacant developable sites remaining in the Kent Industrial Lands. While there are a number of smaller vacant sites located throughout the area, there are few larger sites with common parcel ownership over five acres throughout the Kent Industrial Lands. Potential redevelopment of sites located throughout the Kent Industrial Lands can be constrained by the presence of “brownfields” which are redevelopment sites that are likely to require environmental remediation. The term “brownfield” refers to real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of hazardous substances. Brownfield sites can be challenging for redevelopment due to unknown cleanup costs, liability, and market challenges of industrial to industrial redevelopment.

Exhibit 12. Kent Industrial Lands Vacant Land



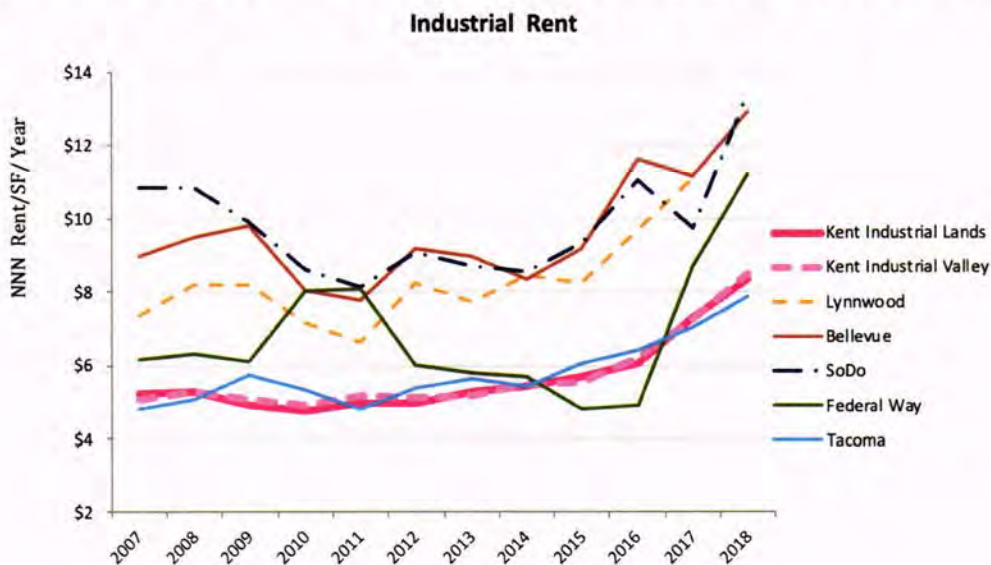
Market Analysis

This section summarizes market trends data for all commercial real estate types. This analysis compares the lease rates and vacancy rates of the Kent Industrial Valley and Kent Industrial Lands area to other employment areas in the region including; Lynnwood, Bellevue, Seattle's South Downtown (SoDo) District, Federal Way, and Tacoma.

Industrial

Industrial rents have increased to a historic high of \$8.34/SF/NNN, compared to \$5.26 in 2013. Industrial lease rates in the Kent Industrial Lands area have been steadily increasing since 2013 but Kent remains a lower cost area for industrial tenants compared to other areas in the region. These low rents are a competitive advantage for attracting businesses from other parts of the region where costs are increasing at a higher rate. The Kent area is likely to be attractive to price-sensitive tenants that find lower rents in Kent attractive but also need good access to a qualified workforce and the regional transportation network.

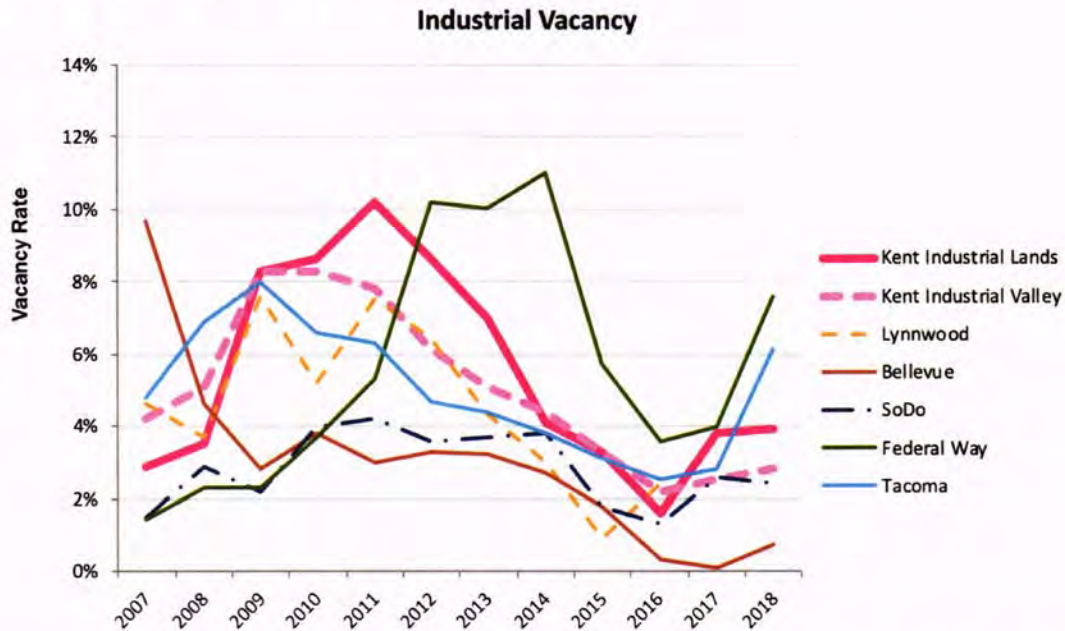
Exhibit 13. Average Industrial NNN Rent per Square Foot, 2007 to 2018, Nominal Dollars



Source: ECONorthwest, CoStar

Since 2009, vacancy rates have fluctuated, but they stabilized from 2014 to 2018 at an average 4 percent. This low vacancy rate signals a strong industrial market within the Kent Industrial Lands which has translated into rent escalations in the last few years. The Kent area has industrial vacancy rates between 2%-4% which indicates a constrained market. It is likely that in the near future investors will start to buy lower rent flex and standard industrial buildings in the area and make value-add improvements to the properties to respond to the high demand and attract different tenant types. New development of speculative industrial buildings will still be challenging due to relatively low achievable rents that cannot currently support new construction. As vacancy remains low, increasing lease rates could help support new construction in the near future. Build-to-suit development for industrial users is likely to dominate the new construction market in the near future.

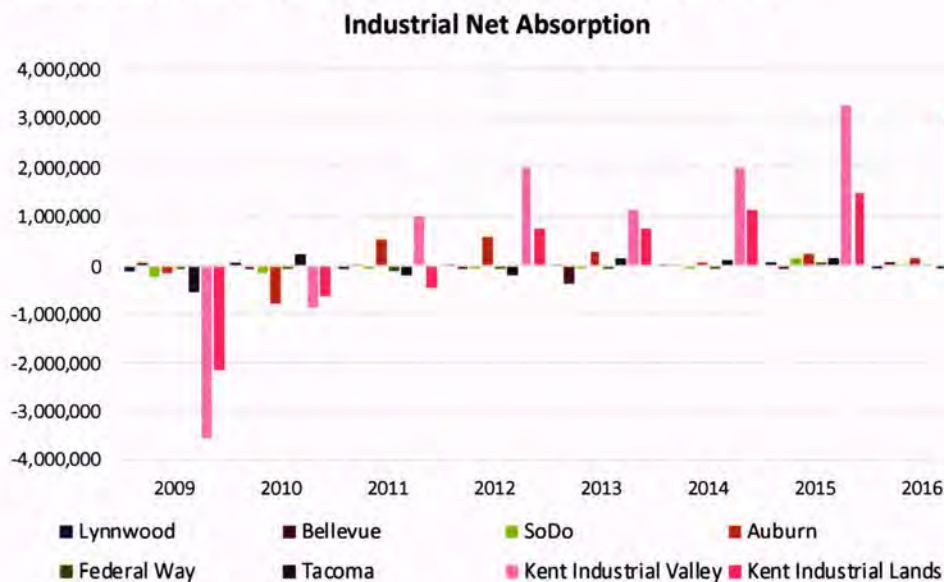
Exhibit 14. Industrial Vacancy Rate, 2007 to 2018



Source: ECONorthwest, CoStar

Net absorption, new leased space, in the Kent Industrial Lands submarket averaged about 785,000 square feet annually between 2011 and 2016, with significant deliveries of newly constructed industrial space totaling more than 4.5 million square feet in this same time period. Increasingly low vacancy rates over this period of time led to rapid absorption of vacant and newly constructed industrial space.

Exhibit 15. Industrial Net Absorption Square Foot, 2009 to 2016



Source: CoStar

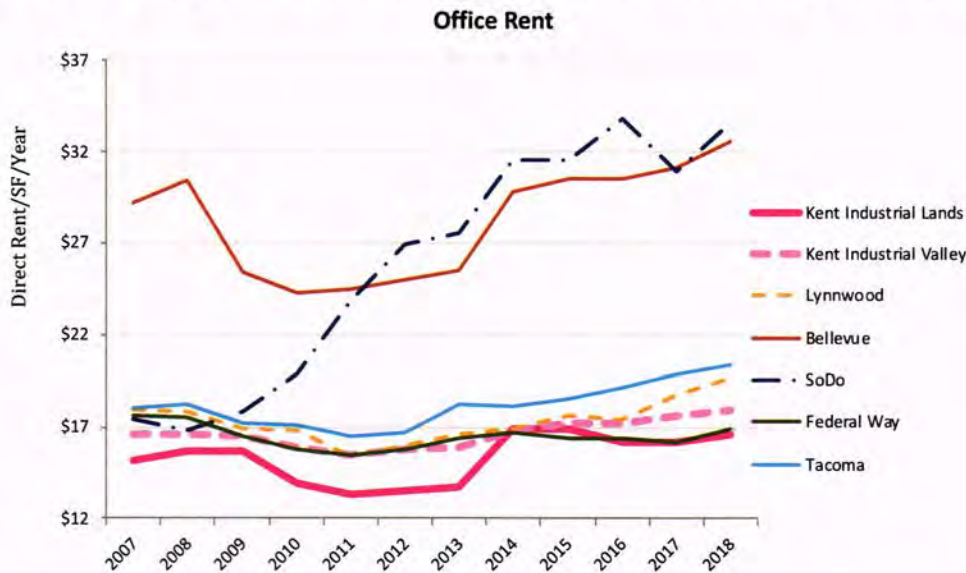
Office

Office rents have surpassed pre-recession levels in the Kent Industrial Lands— hitting a new all-time high of \$16.59/NNN per square foot in 2018 compared to \$13.78 in 2013. Office rents are the lowest in the Kent Industrial Lands submarket relative to comparable submarkets.

Comparatively low office rents in Kent are primarily due to the higher share of Class B and Class C office space and limited new construction office space in the last two development cycles. Class B office space buildings compete for a wide range of users with rents in the average range for the area and are usually 10-20 years old. Class C buildings are generally older buildings that compete for tenants requiring functional space at rents below the average for the area.

Similar to the industrial market, value driven office tenants are likely to be attracted to the Kent area as office rents have risen quickly in markets closer to Seattle. Current rents do not support new construction of office space in the immediate future. Achievable office rents would need to increase closer to \$30/SF/NNN for new speculative office development to occur. Office rents in the SoDo and Bellevue area are more than double when compared to the rest of the region. Looking closer at office rents in the region, the Kent Industrial Lands submarket has similar office market conditions comparable to Lynnwood, Auburn, Renton, Federal Way, and Tacoma.

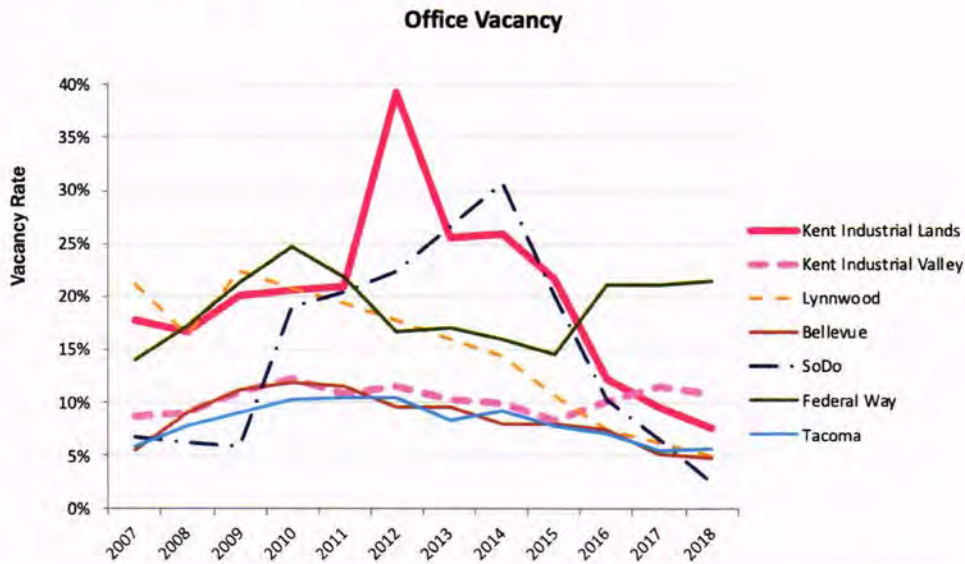
Exhibit 16. Average Office NNN Rent per Square Foot, 2007 to 2018, Nominal Dollars



Source: ECONorthwest, CoStar

The Kent Industrial Valley's office vacancy rate trend has been declining steadily since 2013. Vacancy rates have dropped from 25.6 percent in 2013 to 7.6 percent in 2018, signaling a stronger market in the Kent Industrial Lands area for office space. The 2018 vacancy rate of 7.6 percent is the lowest office vacancy rate observed in the last fifteen years. Other parts of the region are also experiencing a strong office market with low vacancy rates, especially in Bellevue, Lynnwood, SoDo, and Tacoma. Decreasing vacancy rates and increasing lease rates would indicate that investors are likely to start purchasing and renovating older office buildings to command higher rents. These value-add office building renovations are likely to be targeted to attract office tenants that are willing to pay higher rates for improved amenities.

Exhibit 17. Office Vacancy Rates, 2007 to 2018

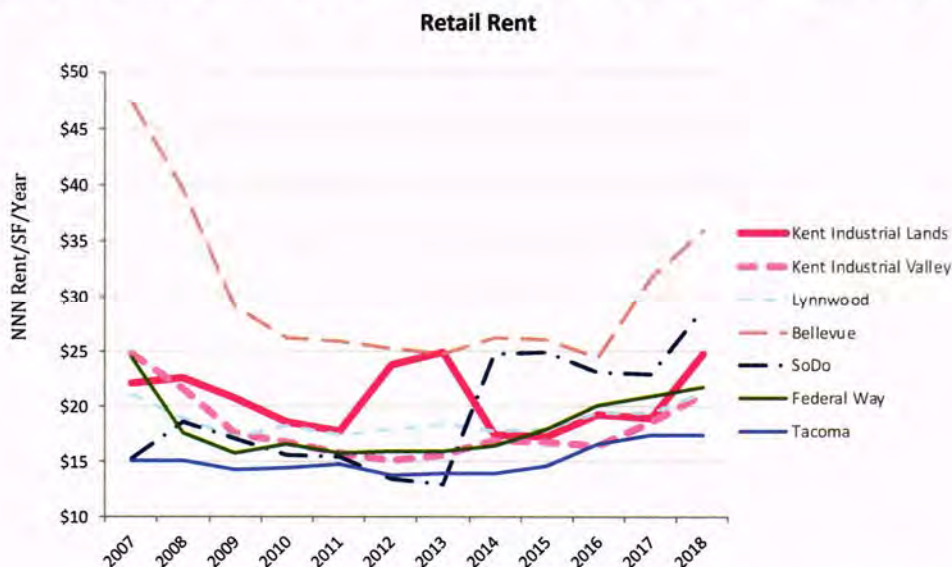


Source: ECONorthwest, CoStar

Retail

Despite annual volatility over the last few years, the Kent Industrial Lands retail lease rate trend has remained relatively flat since 2007 at \$24.70 NNN per square foot in 2018. While retail lease rates in the Kent Industrial Lands and Kent Industrial Valley areas have been relatively stable over the last 12 years, achievable lease rates are at or above all other comparison geographies with the exception of Bellevue and Lynnwood. Current retail lease rates around \$25/SF/NNN in the Kent Industrial Lands area are consistent with higher demand retail locations in suburban jurisdictions throughout the region.

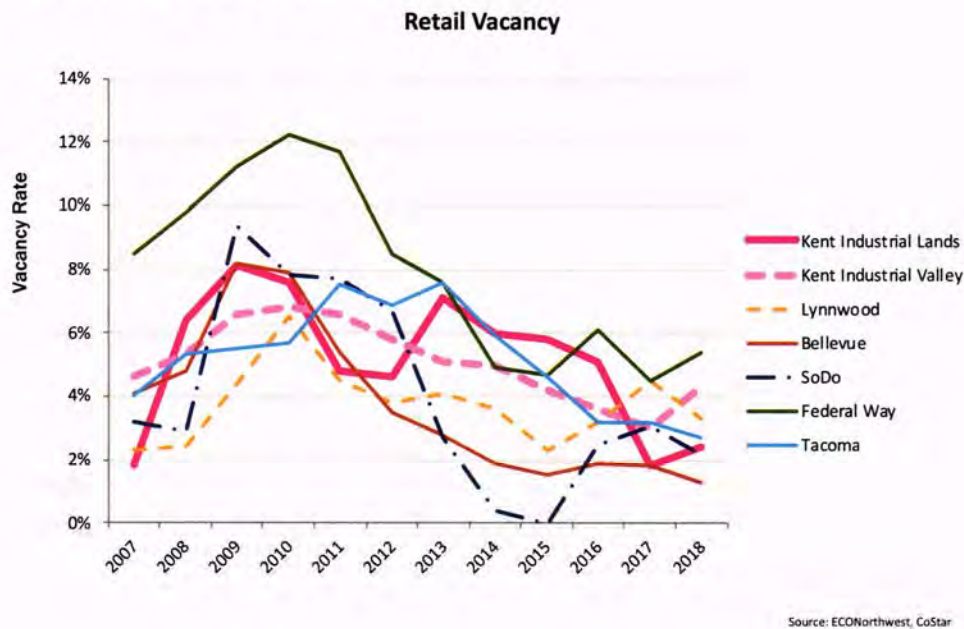
Exhibit 18. Average Retail NNN Rent per Square Foot, 2007 to 2018, Nominal Dollars



Source: ECONorthwest, CoStar

While retail lease rates have remained relatively stable since 2007, vacancy rates have been on a steady decline over the last five years. Vacancy rates between 2% and 4% in the Kent Industrial areas signal a constrained supply of retail space. It is likely that the retail demand is driven by restaurant and food service tenants looking to serve an increasing employee base in the area. The combination of current lease rates and extremely low vacancy indicates that there could be sufficient demand to support additional new construction retail space to serve employees and residents in the area.

Exhibit 19. Retail Vacancy Rates, 2007 to 2018



Employee and Worker Characteristics

The majority of manufacturing industries are composed primarily of production-related occupations. Regional Economic Models Inc. (REMI) maintains a dataset of 95 broad occupational titles (based on the federal government's Standard Occupational Classification system, or "SOC") cross-tabulated by 70 industries (based on the North American Industry Classification System, or "NAICS").

When these occupational categories are divided into two broad categories – "production & supervision" (blue-collar) or "management & design" (white-collar) – the data indicates that most manufacturing industries consist mainly of workers engaged in production-based activities (Exhibit 20) such as machine operation, fabrication, or general laborer. Complex electronic and chemical manufacturing industries require more focus on research & design, and as such their shares of managerial and design-related occupations reflect a larger percentage of "white collar" occupations.

The Kent Industrial Valley has a large number of manufacturing businesses with a higher share of workers in "white collar" occupations. This is especially true for the advanced manufacturing and aerospace industries in the Valley. These types of business are more likely to have operational needs that support a larger share of office-based "white collar" workers.

Exhibit 20. Occupation by Industry

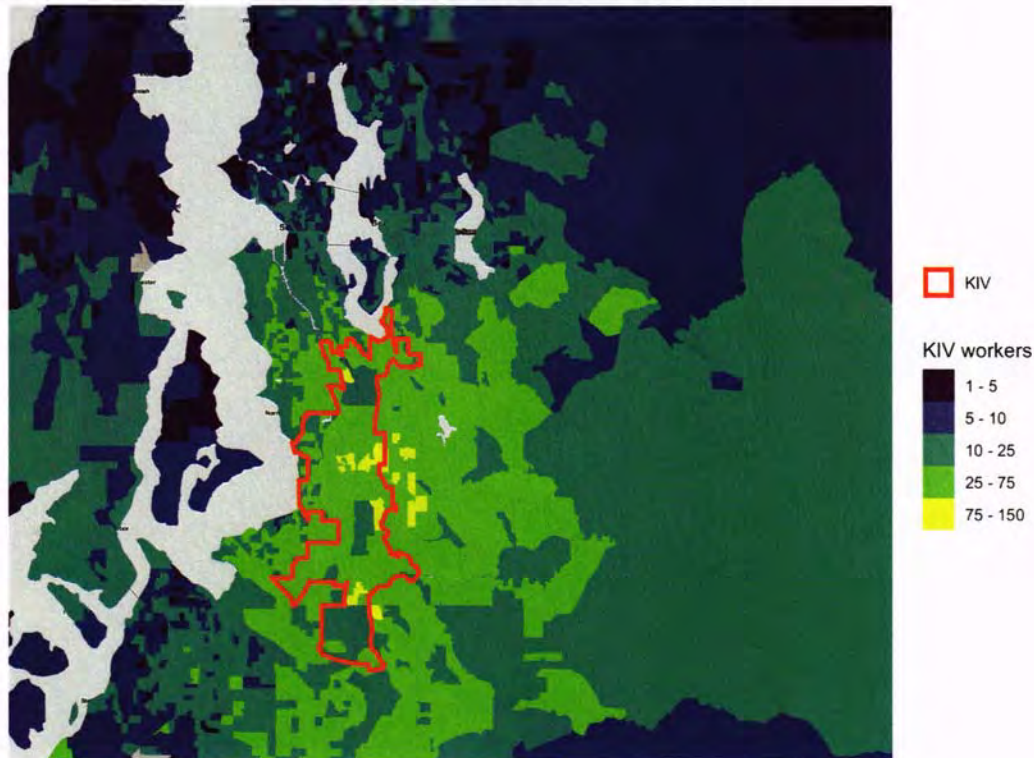


Source: REMI, BLS
 *Occupation description contains titles such as 'production', 'worker', 'operator', 'vehicle', or fabricator

Source: REMI, BLS

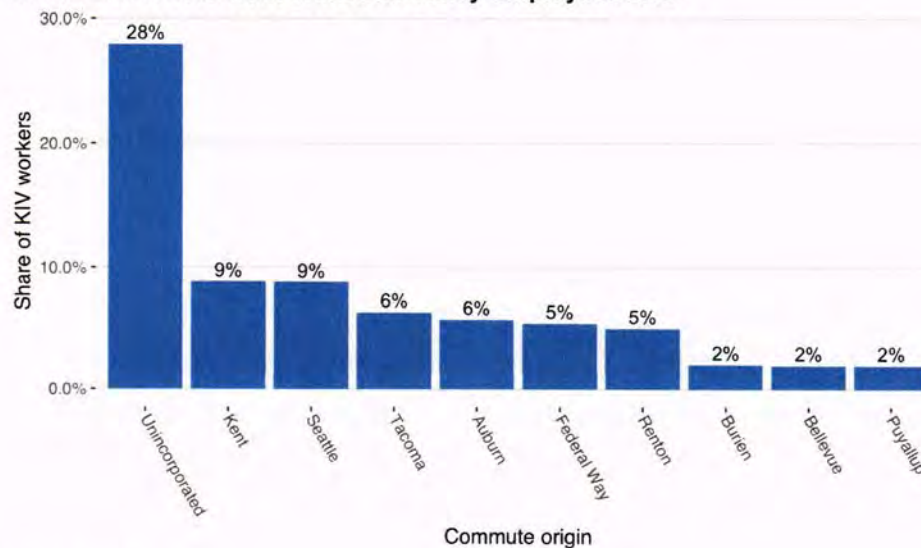
About 20 percent of the Kent Industrial Valley employees reside within the cities of Kent, Auburn and Renton, while 20 percent of employees in the Kent Industrial Valley commute to work from nearby cities in Seattle, Federal Way, and Tacoma. The Kent Industrial Valley also draws a large industrial workforce, about 28 percent, from eastern rural and unincorporated urban areas of the Puget Sound Region (Exhibit 21).

Exhibit 21. Employee Commute Patterns in Kent Industrial Valley



Source: LODS 2017

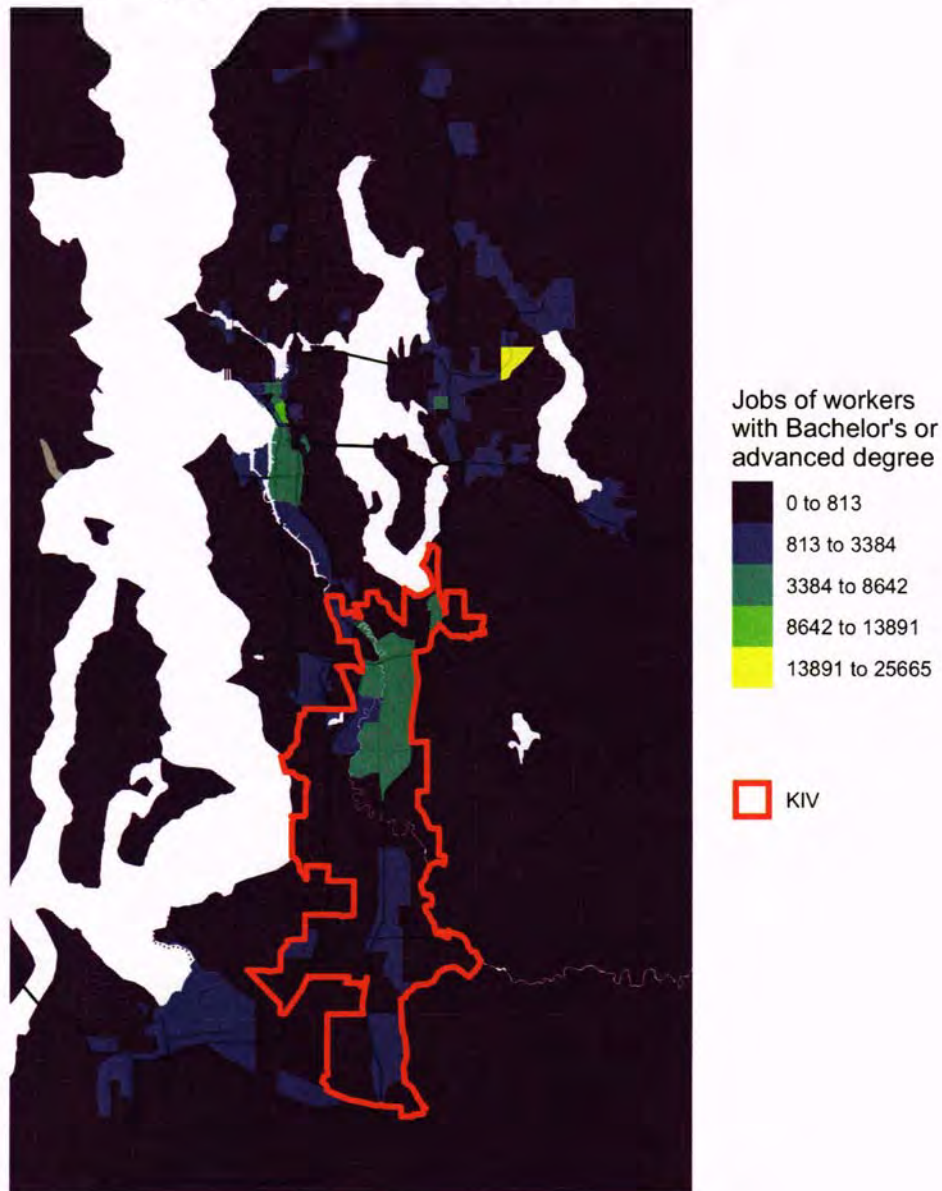
Exhibit 22. Where Kent Industrial Valley Employees Live



Source: LODS 2017

In the Puget Sound region, jobs requiring a bachelor's degree or higher tend to cluster around downtown Seattle and the Bel-Red area in Bellevue which is home to the Microsoft campus. There is also a large number of workers with bachelor's degrees or higher that work throughout the larger Kent Industrial Valley area (Exhibit 23).

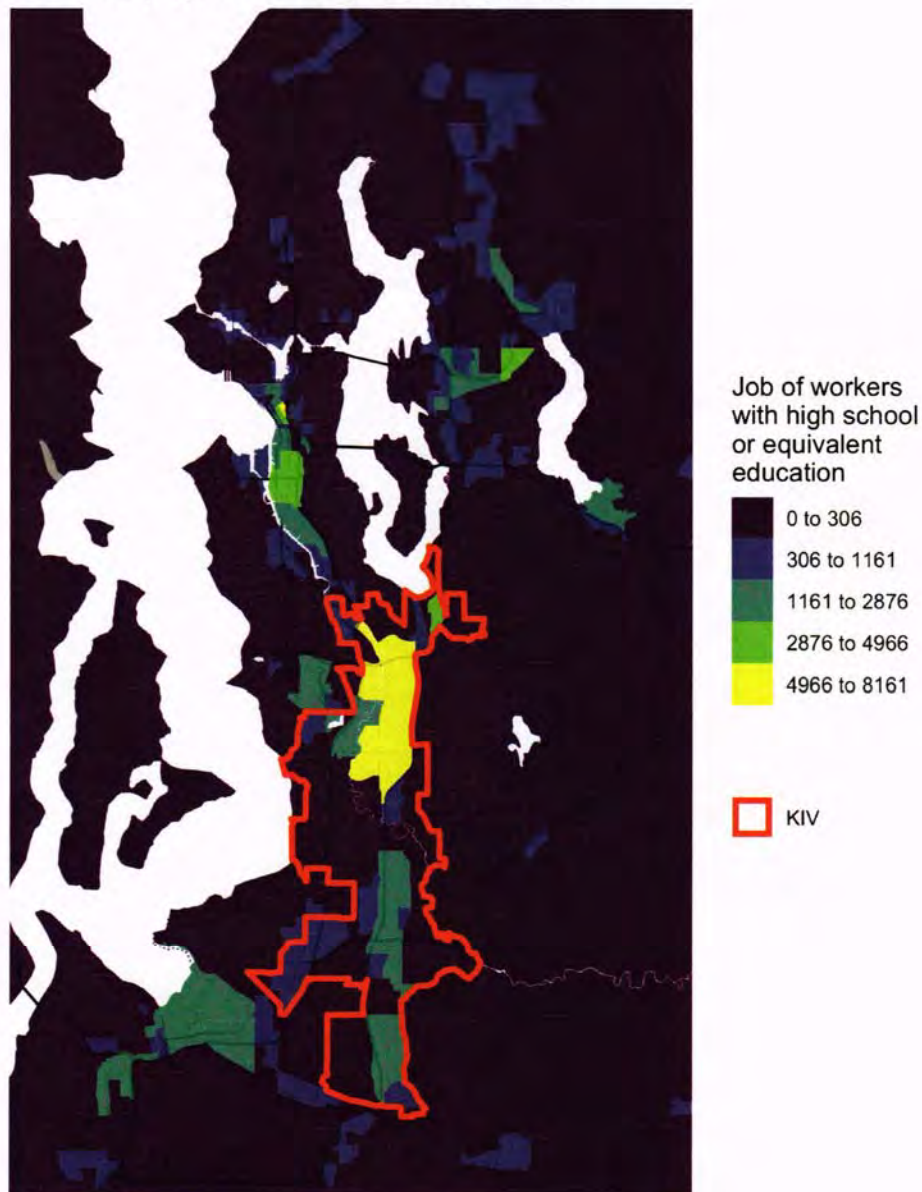
Exhibit 23. Jobs with Employees with a Bachelor's Degree or Higher



Source: LEHD 2015

In the Puget Sound region, and in large regions throughout the country, jobs requiring a high school diploma or less are typically clustered in industrial districts and commercial areas with a high share of service sector employees. Employment in industrial sectors has long provided lower barrier-to-entry middle wage jobs for workers without higher-education degrees. Exhibit 24 indicates that the Kent Industrial Valley has the highest share of workers in jobs with a high school diploma or equivalent of any area in the Puget Sound region. This is due to the large amount of manufacturing, warehousing, and distribution jobs that require only a high school diploma or equivalent, technical training, or specialized skills. The skilled workforce in these industries is a competitive advantage for continued growth and agglomeration of industrial employers in the Kent Industrial Valley.

Exhibit 24. Jobs with Employees with a Diploma or Equivalent



Source: LEHD 2015

Market Area Demographic Snapshot

Businesses looking to locate in a specific employment area are likely to evaluate the population and demographic composition of residents who can easily access the area as the potential workforce pool. This demographic summary provides context for population demographic changes over the last nearly twenty years. The Boeing 18-61 Facility was selected as the central measuring point to summarize demographics for a wide range of the Kent Industrial Lands.

Exhibit 25. Kent Area Demographic Snapshot

KENT AREA DEMOGRAPHIC PROFILE		3 Miles	5 Miles	10 Miles
(Distance measured from Boeing 18-61 Facility)				
POPULATION	Total Population 2000	82,819	206,477	567,826
	Total Population 2010	82,601	219,489	609,822
	Total Population 2017	93,877	241,688	673,626
	Total Population 2020*	94,767	247,322	697,057
	Total Population 2025*	99,607	256,381	722,056
	Historic Annual Population Growth 2000-2010	-0.03%	0.61%	0.72%
	Historic Annual Population Growth 2010-2017	1.84%	1.39%	1.43%
	Forecasted Annual Population Growth 2020-2025*	1.00%	0.72%	0.71%
	Median Age	35.45	36.1	36.8
HOUSEHOLDS	Total Households 2000	34,132	81,783	216,057
	Total Households 2010	34,007	86,345	232,129
	Total Households 2017	34,198	88,028	244,158
	Total Households 2020	37,981	97,075	269,460
	Total Households 2025	40,385	102,169	284,524
	Historic Annual Household Growth 2000-2010	-0.04%	0.54%	0.72%
	Historic Annual Household Growth 2010-2017	0.08%	0.28%	0.72%
	Forecasted Annual Household Growth 2020-2025*	1.24%	1.03%	1.09%
INCOME	Median Household Income	\$ 61,726	\$ 61,958	\$ 63,009
	Per capita Income	\$ 29,780	\$ 29,616	\$ 29,509
RACE & ETHNICITY	White Alone	47.5%	50.6%	54.3%
	Black or African American Alone	13.6%	13.0%	11.1%
	American Indian and Alaska Native Alone	1.7%	1.0%	1.0%
	Asian Alone	17.9%	18.3%	17.9%
	Other Race Alone or in Combination	19.4%	17.1%	15.7%
	Hispanic or Latino	17.0%	16.0%	15.2%
EDUCATION	Less Than 9th Grade	6.1%	6.3%	6.4%
	Some High School	7.3%	7.3%	7.2%
	High School Degree	25.8%	25.6%	25.3%
	Some College	23.5%	24.2%	23.0%
	Associates Degree	10.3%	10.1%	9.9%
	Bachelors Degree	19.2%	18.9%	19.8%
	Graduate or Professional Degree	7.8%	7.6%	8.5%
BUSINESS	Total Jobs 2017	127,803	196,479	350,746
	Total Jobs 2020*	141,209	238,391	397,486
	Total Jobs 2025*	149,441	253,093	420,687
	Forecasted Annual Job Growth 2020-2025*	1.1%	1.2%	1.1%

Code Standards

What follows is a review peer cities and their approach and practices, key portions of industrial land use provisions and how they may be deployed in Kent to achieve the desired outcomes and a review of the existing City of Kent industrial use table and development standards and its operating profile in the Valley.

We concluded that the current code has outdated use descriptions, too many categories of uses and limitations on preferred uses aligning with the new vision for the Valley. The existing development standards were outdated and did not align with industrial site characteristics as the industry has significantly evolved. Opportunities exist to realign the development standards to support the new strategic vision of Kent's industrial areas.

Peer City Review

Numerous jurisdictions were investigated for their approach to industrial land use practices, advanced manufacturing goals, community enhancement, development standards and implementation strategies.

Jurisdictions Researched:

Seattle
Renton
Sumner
Puyallup
Fremont, CA - Warm Springs
Pierce County (Fredrickson)
Lacey
Portland, OR
El Segundo - Smoky Hollow
Hesperia, CA
San Jose CA
Snoqualmie - Snoqualmie Business Park
Knoxville, TN

A few key examples emerged as points of reference for the team to develop an approach uniquely tailored to Kent's goals and situation.

Auburn

The City of Auburn has two primarily industrial zones: M-1 Light Industrial and M-2 Heavy Industrial.

The M-1 zone is intended to accommodate a variety of industrial, commercial and limited residential uses. This zoning is intended to provide a high level of flexibility for "non-nuisance" creating light industrial and commercial uses. The code encourages an industrial park like built

environment that focuses more on how the industrial and commercial uses function than the actual type of products made. An essential focus of this zone is quality development that attracts further investment in light industrial and commercial development. The intent is to keep the primary activities within enclosed buildings, thereby preserving higher quality development. This includes severely restricting outdoor operation.

The M-2 or Heavy Industrial Zone allows for a broad range of manufacturing and industrial uses. Higher intensity uses such as manufacturing, fabrication, assembly, and processing of materials are allowed in this zone. The uses in this zone fit a more traditional view of industrial development. While this zone does allow for other uses, those uses must not discourage the use of adjacent sites for heavy industrial, interrupt the continuity of industrial site, or produce traffic that would conflict with the industrial uses.

Renton

Renton has three industrial zones: light, medium and heavy. The Renton industrial categories focus on intensity of uses and where those uses take place. The more the use (including storage and production) is confined within a structure the less intense the use is. In addition, light intensity uses do not generate external emissions such as smoke, odor, noise, vibrations or other nuisances outside the building. Ultimately, the code considers the intensity of the use more than the use itself when decided which category it fall in. The result is that many of the same uses are allowed in each zone, but the intensity of use dictates which zone the development will occur.

The Renton code also identifies the need for compatible or necessary uses to serve the primary uses of the zone.

Summary of zoning classifications

Light industrial - The purpose of this zone is low intensity manufacturing, industrial services, distribution, storage, and technical schools. The allowed use shall be contained within the buildings and materials and equipment are not stored outside. Uses in the Light Industrial should not generate offsite impacts or emissions.

Medium Industrial – The medium industrial zone includes most of the uses allowed in the light industrial and adds warehousing. Medium density zones are appropriate for development that generates some external emissions and requires some outdoor storage, but the impacts are limited to the site. A wide range of commercial and service uses are also permitted.

Heavy Industrial – The heavy industrial zone provides areas for high-intensity industrial activities involving heavy fabrication, processing of raw materials, bulk handling and storage, construction, and heavy transportation. Uses in the heavy industrial zone are allowed to conduct operations in outdoor areas and environmental impacts may affect off-site areas. Therefore, these activities are isolated from sensitive areas. The heavy industrial zone also allows for compatible uses that directly serve the needs for permitted uses.

Pierce County Industrial – Frederickson Sub-area

Pierce County's approach has provided a useful model to tangibly connect a strategic direction to land use language. The approach makes a clear statement regarding employment growth.

Zone classifications are grouped into Urban and Rural and Resource Classifications based on their locations inside or outside of an urban growth boundary. The relevant zoning designations are broken into three categories that are mapped into the community.

EC Employment Center

CE Community Employment

ES Employment Services

- a. **Employment Center.** An Employment Center (EC) is a concentration of low to high intensity office parks, manufacturing, other industrial development, or a combination of activities. It may also include commercial development as a part of the center as long as the commercial development is incidental to the employment activities of the center and supports and serves the needs of the workforce.
- b. **Community Employment.** The role of the Community Employment (CE) classification is to provide for areas in the communities where low to moderate intensity industrial activities (manufacturing, assembly, warehousing, and industrial services), research activities, and/or office park development may locate.
- e. **Employment Service.** The primary focus of the Employment Service (ES) zone is the provision of those goods and services needed on a daily basis by workers within the Employment Center land use designation in an easily identifiable, well-defined location. Light industrial, commercial, and civic uses are permitted.

Pierce County defines uses into nine broad categories rather than 30-50 that Kent and many other codes deploy. These uses are then further constrained by scale of development. This offers a clear example of a very small use framework in contrast to zoning codes with use descriptions in the numerous subcategories.

Exhibit 26: Pierce County-Frederickson Industrial Use Table

Use Categories and Use Types	FREDERICKSON						
	Urban Zone Classifications (18A.22.010)						
	Urban Districts and Other Zones			Urban Employment Centers			
	MUD: Mixed Use District	ROC: Residential/Office-Civic	PR: Park and Recreation	EC: Employment Center	CE: Community Employment	ES: Employment Service	[Reserved]
	MUD	ROC	PR	EC	CE	ES	
INDUSTRIAL USE CATEGORY: See PCC 18A.33.280 for Description of Industrial Use Categories.							
Basic Manufacturing				P			
Contractor Yards				P			
Food and Related Products	C2			P	P		
Industrial Services and Repair				P	P	C	
Intermediate Manufacturing and Intermediate/Final Assembly	C1.2			P	P	C3	
Off-site Hazardous Waste Treatment and Storage Facilities				C			
Recycling Collection and Processing Facilities				P			
Salvage Yards/Vehicle Storage				C			
Warehousing, Distribution and Freight Movement	C1.2			P1-3,C4	P1-3	C1,2	

Lacey - Light Industrial

Industrial uses in this jurisdiction are very simply organized into “allowed” and “prohibited” uses with an abbreviated approach. Significant restrictions are provided for large scaled developments triggered by site size and building size. Lacey also includes design review and specific industrial design review standards for large scaled developments. These are defined with site area greater than +40 areas or buildings greater than 200,000 sf. Significant language is included for industrial developments adjacent to residentially zoned lots especially focused on truck courts. This is not a significant priority for Kent since residential zones areas are rarely within the Valley.

Allowed

Permitted Uses. Uses allowed within this zone are limited to those necessary for a healthy and vibrant employment zone that promote manufacturing activity and job generation. A use must meet the intent of the zone to be permitted. Types of uses that may be permitted in the light industrial district, subject to satisfying the intent of the zone, may include:

Permitted industrial uses broken into **3 broad categories**

1. Light industrial activities involving the manufacture, assembly, repair, servicing
2. Light industrial activities involving the assembly of manufactured
3. Other Uses...

Prohibited

Uses other than those identified or described in the code are prohibited, including but not limited to all uses or activities which would require extraordinary equipment, devices or technology for the control of odors, dust, fumes, smoke, noise or other wastes and/or by-products which, if uncontrolled, would contaminate the environment to a degree which would exceed the acceptable limits established by competent and recognized public and quasi-public agencies.

Prohibited uses broadly outlined

- Animal slathering
- Care of animals/livestock
- Storage or use of highly hazardous volatile materials
- Heavy industrial activities

Master Site Plan

Lacey also includes a requirement for a higher degree of review for multiple building site plan developments and establishes a Master SPR (Site Plan Review) process. This offers the applicant and the City to review and comment on an overall multi-building and multi-phased project rather than a by-building basis.

When multiple buildings are located on a single parcel a master site plan shall be required. The master site plan will be reviewed through the site plan review requirements of...

Industrial Design Review Standards

Lacey standards call out specific design effects, expectations and components. Modulation, color, campus design concept, attentiveness to public facing facades, minimizing flat walls are addressed. Multiple types of features/design strategies are offered to meet these standards. An attention to building entries and focal points is also included as well as the pedestrian route and experience. Specific standards are provided for size, materials and relationships to other elements including mass-transit.

Excerpt from the beginning of this section.

1. New buildings shall maintain diversity and individuality in style while improving the aesthetic character of their surrounding area...

Excerpt from a specific section offering specific design strategies to meet City goals. This offers an array of options for the developer to seek an approach that is best aligned with each project. A few of these are residential in nature and not useful.

6. To avoid flat walls building modulation shall be used to reduce the mass and bulk of the structure. This can be achieved by utilizing the following techniques:
 - a. Building setbacks on upper floor levels;

-
- b. Recessed or clearly defined entryways;
 - c. Building ornamentation;
 - d. Varying roof lines, pitches, and shapes;
 - e. Overhangs, awnings and marquees;
 - f. Dormers, balconies, porches, staircases;
 - g. Window and door fenestration;
 - h. Architectural technique that will have a modulation effect and meet the intent of this section;
 - i. Landscaping trellises with climbing vegetation or artwork may be utilized for building walls that are located within public viewing;
 - j. Vegetated roofs;
 - k. Use of glass and storefront window systems;
 - l. Use of reveals to create patterning in the concrete;
 - m. Main entrances to the buildings shall be well defined.

Fremont, CA Industrial

Fremont utilized a very detailed use breakdown and specific innovation approach utilizing an approval category labeled “Z” for Zoning Administrator Permit. This emerged as an option for innovation and a forward-looking approval structure that acknowledges that future uses and issues need process paths which cannot be codified today. Additional uses are defined in alignment with NAICS codes offering connectivity with other measuring/tracking data sets. Fremont’s industrial zones are as follows.

I-S Service Industrial
I-T Tech industrial
I-G General industrial

Fremont like others including Kent has a lengthy use table quantified with five modifiers.

“P” Permitted
“C” Conditional Use
“Z” Zoning administrator permit
“A” Accessory
Blank – not permitted

The purpose of “zoning administrator permits” is to provide a simplified process for reviewing land uses which are similar to permitted uses within a zoning district, but

which require review to ensure that the location, site layout, design of structures, and other characteristics of the use are compatible with the zoning district.

Exhibit 17: Fremont California: Portion of use table

Use	NAICS (2012)	I-S	I-T	I-G	Specific Use Regulations/ Notes
INDUSTRIAL USES AND SERVICES⁵					
Carpet and upholstery cleaning services ²	561740	--	--	p ⁵	
Construction ² without a corporation yard ¹	23	p ⁵	p ⁵	p ⁵	
Corporation yard-service yard-fleet yard and contractor's storage yard ¹ (permanent facilities)		z ⁵	z ⁵	z ⁵	See 18.190.080 for temporary construction yards
Dry cleaning and laundry services ²	812320	z ⁵	--	p ⁵	
Information ² (e.g., newspaper and book publishing, software publishing, motion picture and sound recording studios, radio and television broadcasting, and data processing and hosting) excluding telecommunication facilities ¹	51	p ⁵	p ⁵	p ⁵	See miscellaneous section for telecommunication facilities ¹
Mini-warehouses for household goods ¹		z ⁵	z ⁵	z ⁵	18.190.330
Warehousing, general ¹ (including e-commerce and e-catalog retailers) excluding mini-warehouses for household goods ¹ and warehousing for firearms ¹ or refrigerated warehousing and storage ²	493120	p ⁵	p ⁵	p ⁵	18.190.600 and 18.190.610 See retail section for retail uses in connection with a warehouse
Warehousing and storage, firearms ¹		--	c ⁵	c ⁵	18.190.160 , 18.190.600 and 18.190.610
Warehousing and storage, refrigerated ²	493120	z ⁵	z ⁵	z ⁵	18.190.600 and 18.190.610

City of Seattle: Industrial General Zones

Seattle, the largest jurisdiction in the state, offers a different structure to industrial zoning. A very small group of categories exist connected to a long use table. Continuity and familiarity for the development community is appropriate to consider with Kent's code refinements/restructure. Seattle also offers a unique approach to change of use and SEPA exemptions within industrial districts. The City established a path for similar industrial uses in project remodels to avoiding triggering a Master Use Permit/SEPA review. This is a tangible process refinement offered only within industrial zoned areas.

Exhibit 28: City of Seattle Industrial Categories

IG1

General Industrial 1 (IG1)

The intent of the IG1 zone is to protect marine and rail-related industrial areas from an inappropriate level of unrelated retail and commercial uses by limiting these uses to a density or size limit lower than that allowed for industrial uses.



Typical Land Uses

General and heavy manufacturing, commercial uses, subject to some limits. High impact uses as a condition of use. Industrial uses as existing buildings, intermodal uses, other than adult, transportation and utility services, and storage and recycling uses.

Height
No maximum height limit, except retail, office, entertainment, research and development, and institutional uses which are limited to 30', 40', 45', 50' as designated on the Official Land Use Map.

Maximum size of use
Retail sales and service and entertainment uses: 10,000 square feet.
Office uses: 10,000 square feet.
Some exceptions apply to maximum size of use limits (23.50.027 B).

FAR

2.5

Setbacks

A setback may be required in order to meet street improvement requirements.

Screening and landscaping may be required.



IG2

General Industrial 2 (IG2)

The intent of the IG2 zone is to allow a broad range of uses where the industrial function of an area is less established than in IG1 zones, and where additional commercial activity could improve employment opportunities and the physical condition of the area, without conflicting with industrial activity.



Typical Land Uses

Same as IG1

Height

Same as IG1

Maximum size of use limits
 Lodging and entertainment uses: 10,000 square feet.
 Office and retail uses: 25,000 square feet. Some exceptions apply to maximum size of use limits (23.50.027 B).

FAR

2.5

Setbacks

A setback may be required in order to meet street improvement requirements.

Screening and landscaping may be required.

IB

Industrial Buffer (IB)

The intent of the Industrial Buffer is to provide an appropriate transition between industrial areas and adjacent residential zones, or commercial zones having a residential orientation and/or a pedestrian character.

Typical Land Uses Light and general manufacturing, commercial use subject to some limits, some transportation services, entertainment uses other than adult, institutions generally in existing buildings, salvage and recycling uses.

Height Same as IG1 and IG2, except that an lot across a street from IG1 or IG2 zones the following limits apply:

Setbacks Same as IG1 and IG2, plus:

- 5' from street property lines when across from IG1 or IG2 zones (see diagram).
- 5' for parking and loading facilities and storage and recycling collection facilities when across a street from MRL, MRL, or PC zones, or across an alley from any residential zone.
- 5' for parking lots and structures or drive-in businesses when any lot line abuts a residential zone.
- 15' for outdoor loading, recycling, storage or storage facilities when any lot line abuts a residential zone.
- 50' from any lot in a residential zone for outdoor manufacturing, recycling or refuse compacting.
- 5' for all windows or openings that face an abutting residentially zoned lot, unless the opening is translucent or perpendicular to lot line or screened.

Screening and Landscaping Screen trees and screening required for rooftop areas, parking, loading, outdoor sales and storage, and drive-in businesses when lot abuts or is across right-of-way from residential or Neighborhood Commercial zones.

Access to Parking and Loading Screen trees and screening required for rooftop areas, parking, loading, outdoor sales and storage, and drive-in businesses when lot abuts or is across right-of-way from residential or Neighborhood Commercial zones.

Major Odor Sources Uses which involve designated odor-emitting processes may be called a major odor source. A major odor source may be required to take measures to reduce odorous emissions and airborne pollutants.

Light and Glare Exterior lighting must be screened away from residential zones. Facade materials which may result in glare may be required to be modified.

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IC

Industrial Commercial (IC)

The intent of the Industrial Commercial zone is to promote development of businesses which incorporate a mix of industrial and commercial activities, including light manufacturing and research and development, while accommodating a wide range of other employment activities.

Typical Land Uses

Light and general manufacturing, commercial uses, those production facilities, entertainment other than adult, institutions generally in existing buildings, utilities, and salvage and recycling uses.

Height The maximum structure heights for all uses is 30', 40', 45', or 50' as designated on the Official Land Use Map. Along the central waterfront special limitations apply.

Maximum size of use Retail sales and service and entertainment uses: 75,000 square feet.

Office uses No maximum size limit. The total area of all the foregoing uses on a lot may not exceed two and one-half times the area of the lot. Some exceptions apply to maximum size of use limits (23.50.027 B).

FAR 2.5

Setbacks Same as IG1 and IG2, plus:

When abutting a residentially zoned lot, setbacks vary with the height of the structure and when screen trees are required. No openings permitted within 5' of residential zoned lot.

Jurisdictional Comparison and Summary

A summary of development standards from a select few of the jurisdictions were compared to the current Kent standards. The tabulation table below (Exhibit 29) reflects the code language comparisons.

Tabulation of Code Comparisons across AHJ's

Exhibit 29. Code Comparison Summary Table

Item	Sub unit	Sumner M-1	Sumner M-2	Snoqualmie Business Park	Lacey LI-C	Lacey LI	Kent M1	Kent M1-C	Kent M2	Kent M3	Fremont Warm springs	Pierce County - EC Frederickson
Setback (in feet)	Front	20	10	20	15	20	20	20	40	10% of lot depth; max 35	Based on project	35 (N/A)
	Street Side	20	10	20	15	15	15-40 ft (Aggregate width 10% of lot)	15-40 ft (Aggregate width 10% of lot)	10-30 ft (Aggregate width 10% of lot)	10-25 ft (Aggregate width 10% of lot)	Based on project	N/A
	Interior Side	20	0	10	15	15	15-40 ft (Aggregate width 10% of lot)	15-40 ft (Aggregate width 10% of lot)	10-30 ft (Aggregate width 10% of lot)	10-25 ft (Aggregate width 10% of lot)	Based on project	0 (N/A)
	Rear	20	0	10	15	25	0	0	0	0	Based on project	0 (N/A)
	To Residential	50	50	20 (20 SFR; 30 MFR)	25	50	50	50	50	50	Based on project	N/A
		*25 ft. if abutting principal or minor arterial	*25 ft. if abutting principal or minor arterial				200 ft if abutting Green River, Russell Road, or Frager Road	200 ft if abutting Green River, Russell Road, or Frager Road				
Large Bldg Category		N/A	N/A	N/A	N/A	yes 200,000 sf	N/A	N/A	N/A	N/A	N/A	N/A
Height	Base	35	35	60	35	District based	35	35	35	35	75 (District based; 65-240)	60 (N/A)
	With Additional Setback	45	45	N/A	Sites 1-2ac-45ft; >2ac 60 ft	District based	4 stories/60 ft.	4 stories/60 ft.	4 stories/60 ft.	4 stories/60 ft.	N/A	Frederickson unlimited *
Stories		N/A	N/A	4	N/A	District based (N/A)	2	2	2	2	Within 1/2 mi of BART: 4-8 Outside 1/2 mi of BART: 3-6	
Landscaping Buffer	At Street	25	25	30	8ft Type II	District based (8ft Type II)	20 ft Type III	20 ft Type III	15 ft Type III	10 ft Type III	N/A	If abutting 176th St E, or Canyon Rd. E: 20 ft L3 + Berm
	Side	10 (20)	15 (20)	10 ft Type III	8 ft Type II	District based (8ft Type II)	15 ft Type II	15 ft Type II	10 ft Type II	5 ft Type II	N/A	8 ft L2 (N/A)
	Rear	10	15	10 ft Type III	8 Ft Type II	District based (8ft Type II)	No	No	No	No	N/A	8 ft L2 (N/A)
	Residential District	25	35	20 ft Type I (20' SFR; 30' MFR)	15 ft Type I	35	5 ft Type II 5' H fence	5 ft Type II 5' H fence	5 ft Type II 5' H fence	5 ft Type II 5' H fence	N/A	20 ft L3 + Berm

Item	Sub unit	Sumner M-1	Sumner M-2	Snoqualmie Business Park	Lacey LI-C	Lacey LI	Kent M1	Kent M1-C	Kent M2	Kent M3	Fremont Warm springs	Pierce County - EC Frederickson
	At Bldg. Perimeter	6' W	6' W	No	No	No	No	No	No	No	N/A	N/A
	Fence	No	No	No	Yes if Type I	No	No	No	No	No	No	No
	Berm	4' H 12' W	4' H 12' W	No		No	36" min 42" max	36" min 42" max	30" min	20" min	N/A	4 ft min
Bldg Coverage		70% (N/A)	80% (N/A)	N/A (Max building size 20,000 SF)	Max building size 200,000 SF	40%	60% (N/A)	60% (N/A)	65% (N/A)	N/A	N/A	N/A
Impervious Maximum		10 (70%)	10 (80%)	80%	80%	70%	N/A (60%)	N/A (60%)	n/a (65%)	75%	N/A	85%
Landscaping Minimum (Pervious)		10	10	N/A	60% front yard landscaping required	N/A	N/A	N/A	N/A	N/A	N/A	15% native
Min Lot Size		10,000 SF	6,000 SF	N/A	10,000 SF	20,000 SF	1 acre	10,000 SF	20,000 SF	15,000 SF	N/A	N/A
FAR		No	No	0.8	1	No	No	No	No	No	.50 (within 1/2 mi of BART) .35 (outside of 1/2 mi BART)	No
Design Review		Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes (N/A)
Design Guidelines		Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes (N/A)
Blank Walls		Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes (N/A)
Entries		Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes (N/A)
Multi-Entries		Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes (N/A)
Glazing		Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes (N/A)
Pedestrian Amenities		Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes
Mechanical Screening		Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes
Bike Amenities (Beyond Racks)		No (Yes, parking covering)	No (Yes, parking covering)	Yes inside, outside, and showers	Yes, bollards or 5ft clearance from vehicle parking area; lockers, changing areas, and showers	no (Yes, bollards or 5ft clearance from vehicle parking area; lockers, changing areas, and showers)	No	No	No	No	Yes Showers	No
Open Space		? (No)	? (No)	? (Yes)	Yes	District based (Yes)	No	No	No	No	Yes	Yes

Item	Sub unit	Sumner M-1	Sumner M-2	Snoqualmie Business Park	Lacey LI-C	Lacey LI	Kent M1	Kent M1-C	Kent M2	Kent M3	Fremont Warm springs	Pierce County - EC Frederickson
Modulation - Bldg.		Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes (N/A)
Modulation - Roof Line		Yes	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes (N/A)
Loading Docks - Not Facing Street		Yes	Yes	Yes	No	Yes (may not face residential property)	No	No	No	No	yes (No)	Yes
LEED Incentives		Yes	Yes	No	No	No	No	No	No	No	No	
Arts Program		No	No	No	No	No	No	No	No	No	Yes	Yes

Design & Site Characteristics

“Kent is recognized as a thriving economically resilient industrial ecosystem. It is a center for productive business and a healthy desirable, place to work.” This is the articulated vision statement for Rally the Valley. But what this means and how the built environment plays a role to maintain and enhance this vision is shifting significantly. The following Rally the Valley goals all speak directly or tangentially to the built environment.

Goal #2:

Elevate people's experience of the Valley by introducing visible cues of dynamic business activity and desirable amenities.

Goal #3:

Encourage more business types, uses, and economic activity to complement the City's current strengths as a manufacturing and industrial hub.

Goal #4:

Invest in a public realm that supports people and their activities.

Best in class businesses need to deploy unique and compelling features in the design of their facilities. There are many examples of compelling industrial building and site design features that exist across the Valley as well as across the world. The very tight labor market in the Puget Sound, as well as the implementation of emerging technologies is changing how employers will interface with their employees and vice versa. What employers need to create in the workplace has been significantly impacted in an effort to attract and retain today's knowledge workers. Institutional investors and capital partners are now dictating enhanced design and facility features to their buildings to assure long term value and to create an asset class that can trade multiple times.

Market Drivers

“Industrial Amenities” in the last few years has emerged in the industrial sector a unique driver which is at times directly connected to design of the workplace and the site. The following exhibit reflects the most common accepted amenities in the industrial sector. These are very

similar to what is seen in the office sector from a decade ago. Amenities in the office sector have taken a significant expansion in intensity and commitment which goes well beyond this list.

Exhibit 31: Top 10 Industrial Amenities to Attract & Retain Labor - Cushman & Wakefield Blog



Exhibit 32: JLL - What distribution centers can learn from high-end offices



Views

What distribution centers can learn from high-end offices

January 10, 2019

Share:
 
 


Contributors:
Rich Thompson



Human centric design
"Human centric design." What does that mean? That was the question I asked myself when looking at the only words on the cover of a new distribution center marketing brochure targeted to corporate occupiers outside of Tokyo.

These amenities are directly connected to the strategic goals for the Valley. With a goal of sustaining and growing the best industrial environment in the State the status quo is not going to be sufficient. To create more opportunities for advanced manufacturing jobs and to foster a rich and vibrant community many new environmental qualities need to be woven into the fabric of Kent. These, and others, are requested and at times demanded by companies and employees. These translate into developer and lender requirements for high quality industrial assets. Institutions and capital partners are now dictating these enhanced requirements to their buildings. This assures an asset class that can trade multiple times. This is a game changer for this sector and combines with the evolution of the industrial workforce to create a nexus for change.

Design & Site Characteristics

In reviewing the elements, factors, characteristics that can be affected by zoning codes and in parallel with this new market driver for industrial amenities we choose and explored deeper the following aspects in his effort to influence and shape results in alignment with Kent's strategic goals.

Hard Aspects

Building Coverage
FAR (Floor Area Ratio)
Building Height
Diversity of Uses
Support small scale makers users

Soft Aspects

Truck Court Orientation
Landscaping/Screening
Building Modulation
Glazing/Entries
Pedestrians + Open Space

The hard aspects

Building Coverage:

- Review and potentially increase allowable coverage to increase density and opportunity. Landscape buffers and associated requirement are maintained to protect adjacencies and key pathways.

FAR (Floor Area Ratio)

- This concept is specifically geared to multi-story buildings on urban sites and rarely used in peer communities. Not recommended for the Kent situation. Incentivize multiple story solutions elsewhere

Building Height

- Review and potentially increase allowable. Over then last decade industrial building heights have increased due to construction changes and users demands. Clear heights inside warehouses have gone from 24 ft to 30 ft to 36 ft to 40 ft. Multi-story warehouse/logistics centers are present in Kent and additional demand is apparent. Increasing the height limit will be managed, in part, by parking requirements.

Diversity of Uses

- One of the keys to creating vibrant business areas is a diversity of uses. In the past, with an overly simplified view, uses were separated rather than integrated. This was most visible in the industrial sector and for some clear and obvious reasons. Some uses are loud, noxious, 24/7 and incompatible with residential. These uses still need to be shielded from some areas but allowing for a rich diversity of uses in the manufacturing and logistics areas will foster the development of employment centers that cater to the full needs of employees and employers. Review and ensure a diversity of appropriate uses are allowed outright in the Valley

Support small scale makers users

- A use classification of "maker spaces" has emerged as a vital segment of the industrial and business community. The Valley has a significant quantity of industrial building stock that is very well suited for this use. These uses often directly foster or are

connecting to other large-scale employers in communities. This is strongly apparent in other communities across the country where specific districts are targeted as “maker space zones” in an effort to directly support innovation in their communities. Increasing the ease of development or redevelopment of sites for these uses is an important sub-goal in the Valley.

Presecent Examples

The images below highlight many of the key aspects identified that are important qualities the new Kent zoning and development standards will need to take into consideration.

Exhibit 33. Industrial Development Standards and Design Qualities



The following nine images highlight some key site impact standards to be considered in the new development code.

Truck Courts

Impact Standards- Detail

Truck Courts
Orientation and Screening



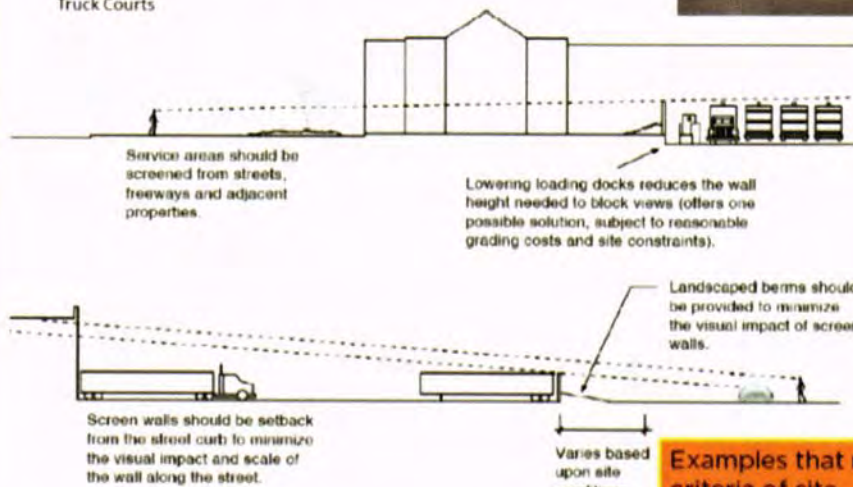
Flexibility:
Satisfy site constraints
and corridor qualities

2
3

M.

Impact Standards- Detail

Truck Courts



Service areas should be screened from streets, freeways and adjacent properties.

Lowering loading docks reduces the wall height needed to block views (offers one possible solution, subject to reasonable grading costs and site constraints).

Landscaped berms should be provided to minimize the visual impact of screen walls.

Screen walls should be setback from the street curb to minimize the visual impact and scale of the wall along the street.

Varies based upon site conditions.

Examples that meet the criteria of site constraints and pedestrian corridor

25

Unique to industrial developments and impactful in the Valley today are logistics/warehouse buildings and their truck courts for semi-truck storing, loading and maneuvering. These are characterized by large expanses of paving, long buildings ranging from 100 to 2,000 feet long with 10-200 loading dock doors. These can be 24/7 operations but rarely with high truck volume during typical peak PM trip periods from 3-7pm. These environments are not environmentally supportive of pedestrian/bike pathways and are typically not placed directly adjacent to retail or residential developments. Zoning codes often address this feature directly by restricting orientation away from or perpendicular to main streets. Shielding truck courts with fencing, landscape screening or berms is often included. Quantity limitation on number of truck docks or size of courts is not often encountered. Current Kent code provides very limited parameters guiding truck courts.

Summary:

To support the strategic goals implementation of strong parameters on truck courts is prudent where pedestrian and bike pathway or key community arterials exist. Orientation, visibility, screening and scale of operation should be included in the parameters. Care should be taken not to disincentivize advanced manufacturing facilities or all logistics operations.

Blank Walls

Impact Standards- Detail

Blank Walls



The scale of industrial buildings can be reduced with windows that face the street, variation in massing at the primary entrance, and landscaping to soften the appearance.



Avoid a single dominant building mass.

At corridor overlays focus attention on creating walls that support multi-modal movement.

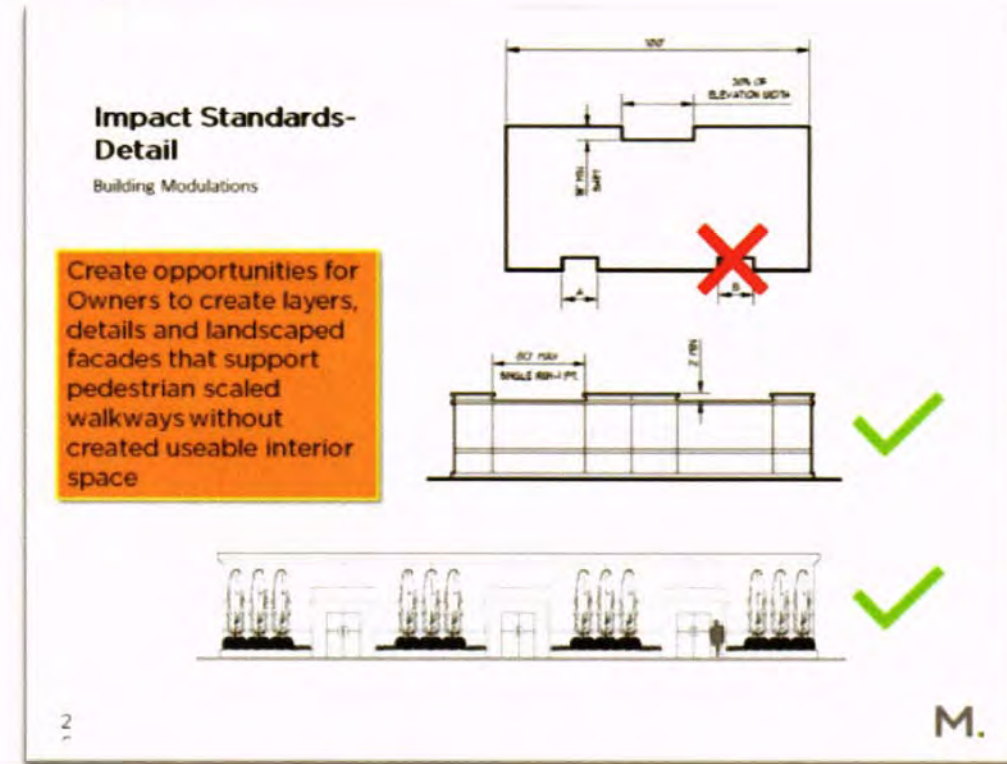
33

M.

Blank walls are a key focus in nearly every jurisdiction that engages industrial facilities. This parameter is tied to modulation. Surface area or length of wall without variation are the typical triggers. These can run from 240 sf of blank wall to a 60-foot length of wall. Usually flexibility is provided to the developer to address blank walls. With the inherent nature of large warehouse buildings, in the logistics sector, addressing blank walls is always triggered in these cities. Unfortunately, these typically often are practically addressed through the application of “wallpapering” of detail onto the building face. These yield little or no value to the interior occupants.

Summary:

To support the strategic goals implementation of moderate parameters on blank walls is prudent where pedestrian and bike pathway or key community arterials exist. Scale should be adjusted to industrial building size, rather than residential, with an overall goal for thick versus thin strategies that are attuned to the functional aspects of a warehouse buildings which yield results for both interior and exterior spaces. Roof line modulation, plan modulation, surface and glazing modulation/articulation as well as enhanced landscape solutions should be allowed/encouraged. Care should be taken not to disincentivize logistics and advanced manufacturing facilities.

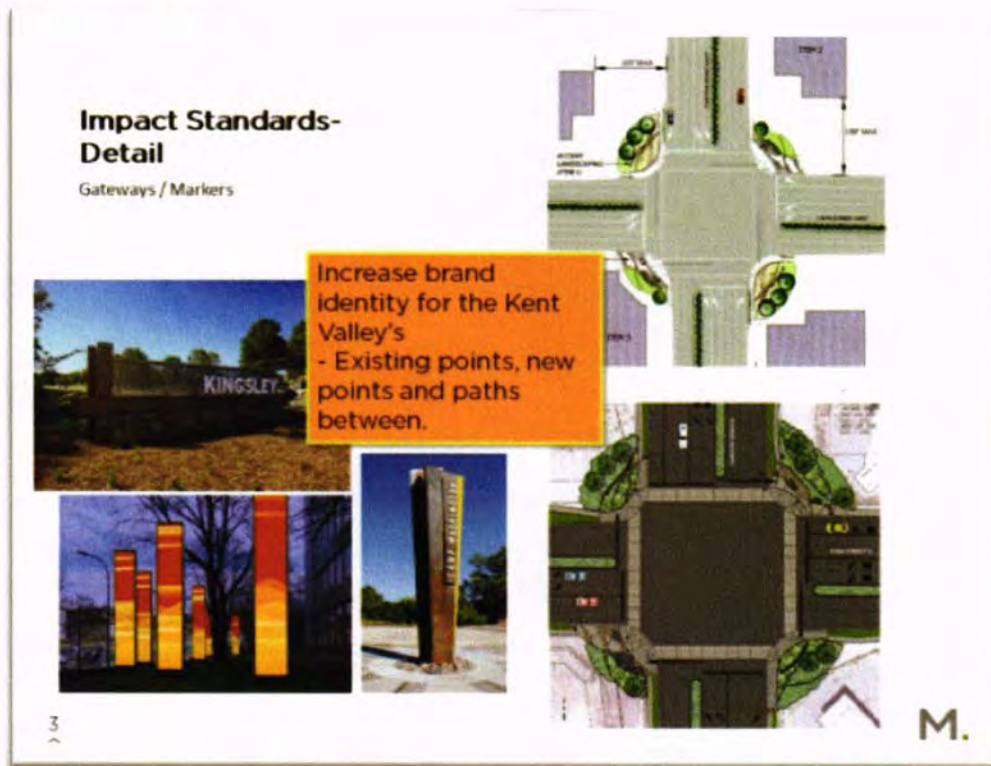


Building Modulation is also a key focus in some jurisdiction that engage industrial facilities. This parameter is often tied to blank walls. Length of wall without modulation is the typical trigger. Modulation parameters where they exist tend to require building offsets, in plan, for a specified distance, like 60 feet. The offset distance is typically defined from 5-15 feet in depth. A length of the offset is also defined. Flexibility is not often provided to the developer to address modulation and the solution becomes prescriptive. Like with blank wall parameters the inherent nature of large warehouse buildings, in the logistics sector, interior modulation that results in typical unused and wasted space. Unfortunately, these typically often are practically addressed through the “tacking on” of details onto the building face or adding “western façade parapets”. These yield little or no value to the interior occupants. The exterior spaces that result is an improvement over a 100% flush façade.

Summary:

To support the strategic goals implementation of moderate parameters on wall modulation wall is prudent where pedestrian and bike pathway or key community arterials or features exist. Scale should be adjusted to industrial building size, rather than residential, with an overall goal for compelling, useable strategies that are attuned to the functional aspects of a warehouse buildings which yield results for both interior and exterior spaces. As mentioned with blank facades, roof line modulation, plan modulation, surface and glazing modulation/articulation as well as enhanced landscape solutions should be allowed/encouraged. Provisions for allowing innovative strategies that yield the articulated goals should be encouraged. Care should be taken not to disincentivize logistics and advanced manufacturing facilities.

Gateway/Markers



Corridors, gateways, and wayfinding is rarely addressed in the industrial codes in the jurisdictions reviewed. Uniquely the Kent Valley has a system in place already at numerous key intersections. Arrival, entry, community identity and story-telling are elements in creating place. Jurisdictions often have intersections, corridors, pathways, view corridors identified and protected with codes to protect and enhance existing community or regional features. These protect, enhance and focus development and community engagement. The existing Kent intersection program does not seem to reflect the goals and spirit of a new Kent. An opportunity exists to enhance the Valley for residents, workers, employers and visitors.

Summary:

To support the strategic goals implementation of an overlay or other identification method that identifies key Valley arterials/collectors, key intersections into or within the Valley and key supporting multi-modal features and destinations should be made apparent to the community and reinforced in the Code. Along these arterials, especially those that are intended to support multi-modal transportation numerous parameters within the development code should be deployed to enhance these assets. These parameters include; ROW design sections, lighting, signage, landscape, multi-modal separations, allowed adjacent uses and building interfaces and their character along these routes and intersections. Designated corners, like what exists today, should be explored for re-branding/refreshing to become visible and a community asset. Designated intersections not yet in place should be explored for development.

Corridors

Impact Standards- Detail

Corridors Overlay

One cities approach.
Many ways exist to accomplish
same goal.

Kent will define its own version
to fit its existing development
setback (25 ft.). Limited or no
new dedication of lands
envisioned.

UTILITY POLE ON
CANYON RD. E.

TYPICAL
SIDEWALK
MEANDER

28

M.

Corridor design parameters are rarely addressed in the industrial codes in the jurisdictions reviewed. This parameter is strongly linked to gateway/wayfinding as discussed above. Jurisdictions often do have corridors specifically identified and protected with codes to protect and enhance existing community or regional features. These tend to be shaped to enhance the path to some other district, like a downtown, and hide/screen the industrial uses.

The existing Kent arterial program has been strongly shaped to address traffic circulation, truck and car, and to overcome barriers, like the railroad lines. Bus and regional train service continue to improve on regional level. Existing multi-modal paths including the Interurban Trail and the Green River Trail are strong, well used and a recognized regional asset. Their integration into a community plan has room to be expanded and made even more vital.

Summary:

To support the strategic goals implementation of parameters to support the development and protection of key; truck, car, bike and pedestrian pathways. Connections between transportation modes need to be activated and commute versus recreational uses leveraged. Public investment aspects to this goal may be needed. Innovative strategies should be explored. Design of the right-of-way is of particular concern to ensure transportation, safety, building and community enhancement are working together. The current arterial design should be reviewed with this appreciation.

Entries/Glazing/Pedestrian Approaches



This parameter brings together three significant elements in building and site design; entries, pedestrian approach and glazing. These might often be split into separate parameters in many codes. These speak directly to the human scaled features and qualities of the building and site design. In traditional industrial facilities these aspects are often secondary features. In the new model for industrial facilities coming from owners, tenants, and investors the quality and scale of these aspects are moving onto the “must have” list. Some jurisdictions layer in heavy handed entry and glazing requirements that are disconnected from industrial building tenant/market requirements. Large truck courts can introduce very difficult to accomplish pedestrian routes. Kent Code is currently silent on these aspects.

Summary:

To support the strategic goals implementation of strong but tailored parameters on entries, glazing and pathways is prudent. These should make sense to the building and to the community connections. Along key arterials the community connections should be addressed first. The route from the street (public way), the key staff and visitor parking areas and to other buildings in a campus need to be conceived as a whole. Staff entries need to be proportionately scaled and higher quality. These should be expanded beyond a solid door in a solid wall. Linkages to remote entries should be addressed. Quantity of entries should be tailored to first and future use profiles. Glazing is one of the most expensive elements on the skin of industrial building yet has the most important quality impacts in both interior and exterior spaces. Industrial buildings have numerous use profiles, many of which require little to no glazing. Glazing that supports the use within should be incentivized, clerestory and skylights for warehouse and extensive glazing for office areas with wall panels designed to receive future windows. Care should be taken not to disincentivize logistics and advanced manufacturing facilities.

Catalyst Projects



Oftentimes regions can leap frog forward along a strategic direction through a catalyst project. These are often through a public private partnership around a vision. Kent Station was such a project. Is Kent in a position for another? The project example above is the Retail & Bike Pavilion from the Spring District in Bellevue and it offers a more modest example. It is a multi-use building strategically placed as a community asset that speaks directly to an aspirational lifestyle. This is enhancing the brand of Bellevue and the Spring District as well as all the owners and tenants close by.

Summary:

To support the strategic goals seeking out whether a catalyst project can be conceived, developed and built specifically for the Valley. This should announce to Kent residents and workers and the greater Valley that something new is happening here and place a refreshed Kent Industrial Valley on the map nationwide.

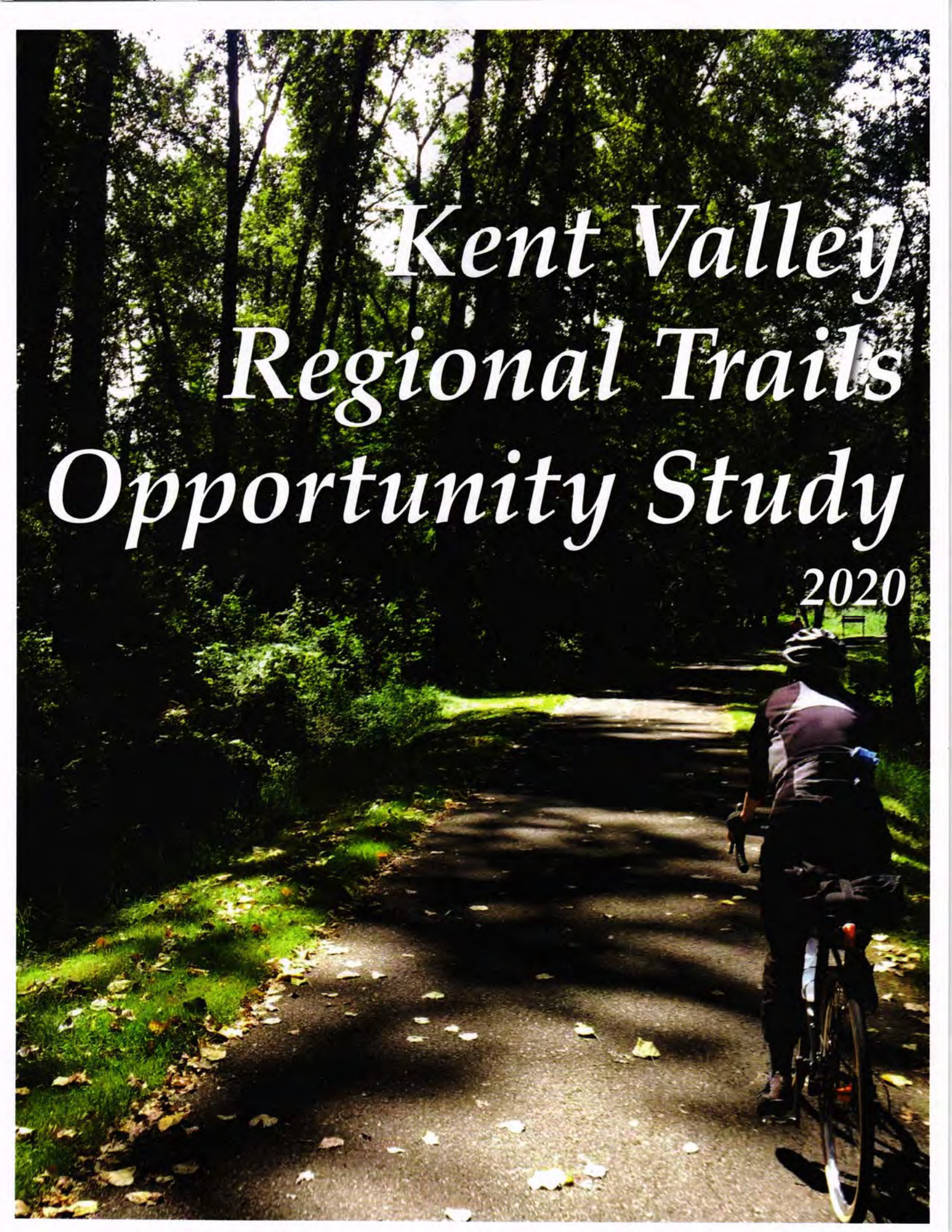
Industrial User Building Types and Needs

The following table summarizes high-level building needs by different industrial building users.

Exhibit 34. Industrial Building Types and User Needs

Primary Type	Building Type					
	Manufacturing	Warehouse			Flex	
Sub-type/ Special Purpose	General Purpose	General Purpose Warehouse	General Purpose Distribution	Truck Terminal	General Purpose Flex	Service Center/Showroom
Size (sf)	Any	50k +	50k +	20k +	20k +	< 150k
Clear Height (ft)	10 +	16 +	16 +	12-16	10-18	15-25
Loading Docks	Yes	Yes	Yes	Cross-dock	Yes	Yes
Door-to-Square-Foot Ratio	Varies	1:5k-15k	1:3k-10k	1:500-5k	1:5k-15k +	1:10k
Office Percentage	<20%	<15%	<20%	<10%	25-100%	30-40%
Divisibility (Smallest suite – sf)	Varies	15k +	50k +	10k +	5k +	2k +
Curb Appeal	Low	Low	Low	Low	High	High
Automobile Parking Ratio	Varies	Low	Low	Varies	High	High
Primary Use	Manufacturing	Storage, Distribution	Distribution	Truck Trans-shipment	R&D, Storage, Office, Lab, Retail, Light Manufacturing	Showroom, Storage, Light Manufacturing
Sub-Sets	Heavy, Light Manufacturing	Bulk Warehouse, Cold/Refrigerator Storage, Freezer Storage, High-Cube, Self Storage, Bonded	Overnight Delivery Services, Air Cargo		Garden Office, Incubator, Tech	Shallow-Bay

Source: NAIOP

A photograph of a person riding a bicycle on a paved trail through a forest. The person is wearing a dark jersey with white accents and a white helmet. The trail is surrounded by tall trees and green foliage, with sunlight filtering through the leaves. The ground is covered with fallen leaves.

Kent Valley Regional Trails Opportunity Study

2020



ACKNOWLEDGEMENTS

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INTRODUCTION

THE INTERURBAN TRAIL

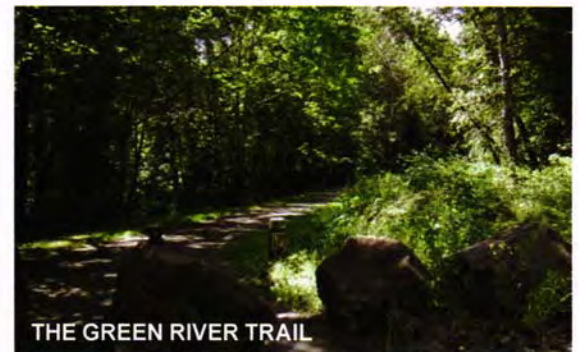
Purpose

This trail activation framework, organized into typologies described later in this document, applies to the Interurban and Green River Trails. The Kent Valley is one of the largest concentrations of commercial and light industrial activity in the Puget Sound region and experiences a large influx of employees each day. The Interurban and Green River Trails provide different experiences for trail users through the Kent Valley.

While King County Parks & Recreation owns and operates the Interurban Trail in partnership with the City of Kent, and the City of Kent owns and operates the Green River Trail through the Kent Valley, each jurisdiction through which the trails traverse has opportunities to influence the design, character, and activation of the trails themselves directly or indirectly. For example, jurisdictions can implement design standards for development adjacent to trails that can enhance the trail user's experience indirectly, through artwork, landscaping, lighting, windows on sides of buildings adjacent to the trail, and the incorporation of trail amenities. Jurisdictions can also influence trail activation in more direct ways, such as through partnerships with King County at major entrances or at locations where trails cross major roadways, referred to in this document as gateways. These enhancements raise the profiles of the existing trails and help to brand the trail as a community asset.

This Kent Valley Regional Trails Opportunity Study provides a framework for how private development adjacent to the trail, combined with strategic public investments, can jointly enhance the user experience for users of both trails. In order to assess a large area, roughly between the City of Tukwila and the City of Pacific, the Study creates a set of typologies, described further in Typologies Section to follow, that provides a framework for how community and public investments can jointly enhance the user experience along the Interurban and Green River Trails through the Kent Valley between Tukwila and Pacific. It is important to note that this document is a guide that provides a framework to assist with discussions between jurisdictions, King County Parks and Recreation, and businesses with frontages along the trails. Elements within this strategy may be codified by jurisdictions, if desired, but can also be used as future improvements and capital investments in the trails are made.

The primary objective of the opportunity study is to help coordinate how and where improvements, design enhancements, and amenities can occur, taking into consideration adjacent characteristics and the most practical activation strategies that respond to those characteristics.



TRAIL CHARACTERISTICS

Interurban Trail

The Interurban Trail runs parallel to the BNSF and Union Pacific railroad, and its general conditions include the railroad on the east side of the trail and commercial and industrial activity on the west side of the trail. The existing trail varies from 8 feet to 10 feet wide and is optimal for commuters or faster riders due to its more direct configuration and its close proximity to commercial and industrial activity as well as its proximity to the downtown areas of Kent and Auburn. Both downtown Kent and Auburn have Sounder Commuter Rail stops and higher concentrations of bus service routes creating opportunities for mode transfers.

The Interurban Trail's adjacent characteristics are currently largely defined by commercial and industrial activity backing on the trail with little to no integration with the trail. This has led to a user experience that generally lacks any significant visual cues that would lead to the feeling that there are eyes on the trail, a concept known as Crime Prevention Through Environmental Design (CPTED). Additionally, points where the Interurban Trail crosses major arterials are generally void of any enhancements that would draw passer-by attention to the trail. Public and private sector design enhancements present an opportunity to raise the profile of the trail as a local and regional asset that reflects the characteristics of the communities it traverses while also enhancing the perception of safety.

Green River Trail

The Green River Trail takes its name from the Green River which it meanders adjacent to. The Green River Trail is predominantly situated on the top of the Army Corps of Engineers levees and follows the river between Tukwila and the southern portion of Kent. The Puget Power Trail serves as a connector between the Green River Trail and the Interurban Trail. Frager Road runs parallel to the Green River, on the west side of the river from SR 516 north, opposite the Green River Trail. Frager Road is also used by cyclists as another option to the Green River Trail. Additionally, the Green River Trail runs near and crosses the Interurban Trail in several places.

The meandering nature of the trail, and its proximity to the river, lead to an experience that is significantly more natural than the Interurban Trail, although some sections of the trail have commercial and industrial activity on one side. Several parks and open spaces lie adjacent to the trail, creating a more peaceful experience.

Despite the predominantly natural characteristics of the Green River Trail, some of the same opportunities for commercial and industrial activation also exist. Additionally, there are opportunities to raise the profile of the trail through targeted gateways and ways to enhance user experience through the addition of viewpoints, wayfinding signage, and educational signage.



THE INTERURBAN TRAIL

Ongoing or Recently Completed Planning Efforts

- Rally the Valley
- 2016 Kent Park & Open Space Plan
- Kent Valley Loop Trail Master Plan
- 2016 King County Open Space Plan
- 2016 King County Regional Trails Needs Report
- Art Master Plan for King County Trails
- Transportation Master Plan, 2020

Planning Context

The Kent Valley is home to one of the largest concentrations of industrial and commercial activity in the Puget Sound region. These areas have generally been used for industrial warehousing and some light manufacturing but are currently seeing an influx of aerospace activities and tech operations. The cities of Kent, Auburn, and Renton are currently conducting the Rally the Valley land use project which will result in changes to land use and zoning that reflect the changing dynamics. Additional projects completed by the City of Kent pertaining to the trails include the 2016 Kent Park & Open Space Plan and the Kent Valley Loop Trail Master Plan.

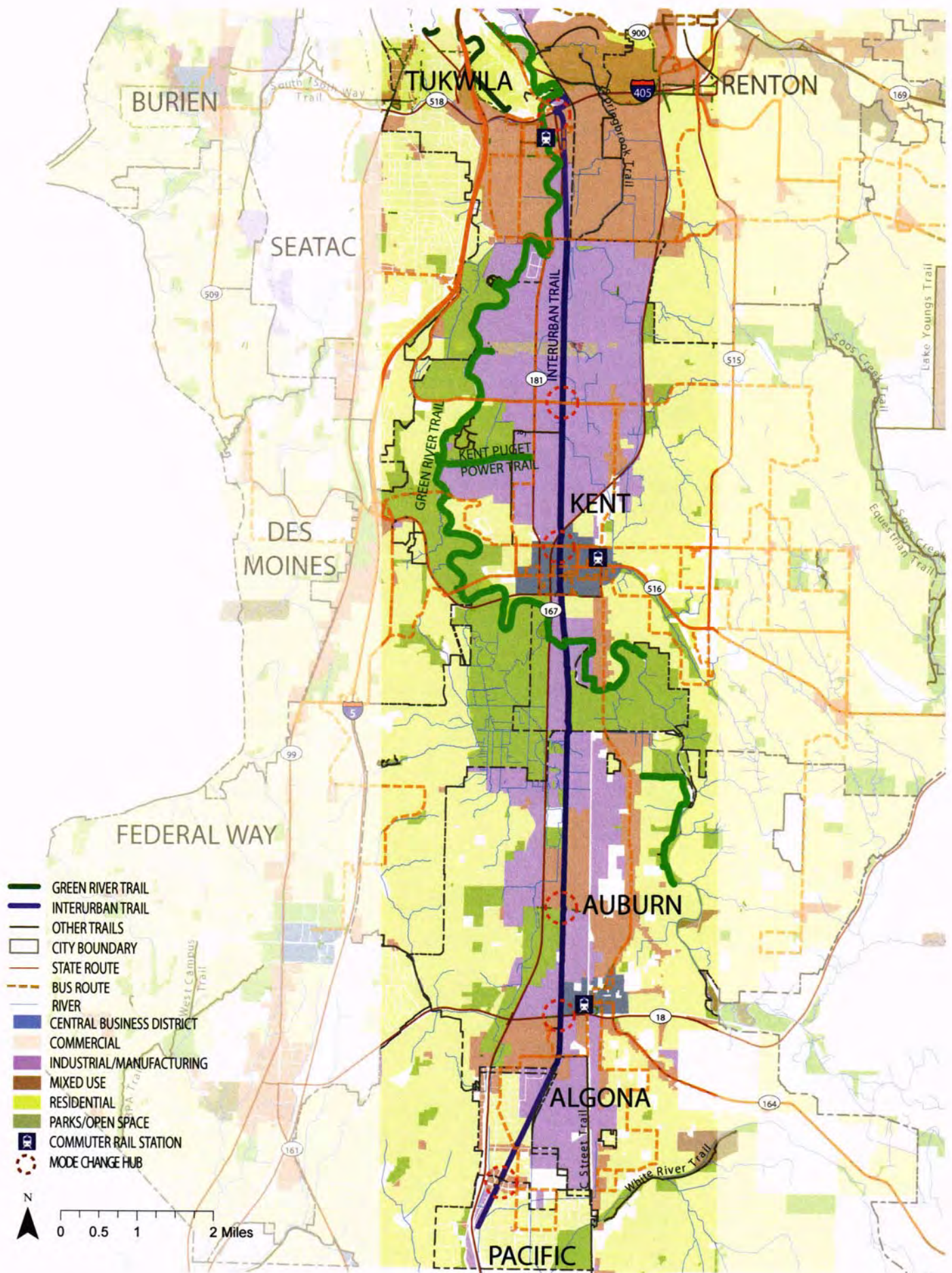
While land use is governed by adjacent jurisdictions, the Green River Trail is owned by the City of Kent and the Interurban Trail is owned by King County Parks. King County Parks has completed several planning efforts that guide future improvements to the Interurban and Green River Trails, including the 2016 King County Open Space Plan, the 2016 King County Regional Trails Needs Report, and the Arts Master Plan for King County Trails.

Many of these documents provide an in-depth assessment of trail needs, cross-sections, amenities, and design standards. This activation framework does not supercede these planning efforts but rather serves as a coordination tool for the application of amenities and standards defined in these plans.

Planning Context Map

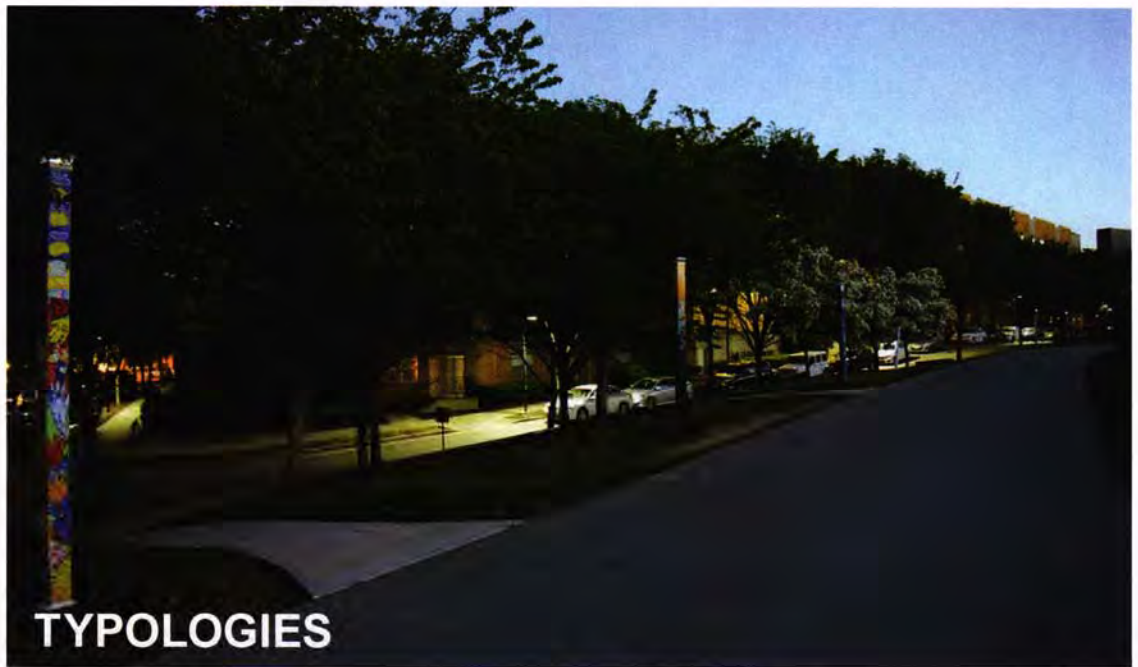
The planning Context Map on the adjacent page depicts the generalized land use context in the Kent Valley between Tukwila and Pacific. While land use is not the determining factor for the application of activation strategies, assessing the land use framework helps provide an understanding of the general characteristics along the trail corridors which is in turn used to understand the types of strategies that may be appropriate to enhance those existing trail characteristics.

The Planning Context Map also depicts major arterials, transit routes, and commuter rail stations. The use of trails for commuting is increasing in the Puget Sound region and is one key component of a multimodal network. Areas identified as multimodal hubs in the planning context map present opportunities for enhancements that improve the multimodal network by providing efficient, safe, and well-signed connections for trail users to transfer to transit. In the future, these hubs can serve as an area where mode shifts between bikes, e-bikes, scooters, transit buses, and trains can be facilitated through the creation of a mobility hub.





THE GREEN RIVER TRAIL



Definition & Purpose

The typologies contained within this section are a tool for the application of various activation strategies based on adjacent characteristics across the Interurban and Green River Trails. For example, typologies are meant to describe the different characteristics that a user can experience as they utilize the trails and which activation strategies and amenities are most appropriate based on that experience. They are flexible, intended to be widely applied, and are not comprehensive in addressing every potential characteristic that one might experience along the trail.

The typologies developed and described in more detail within this section include:

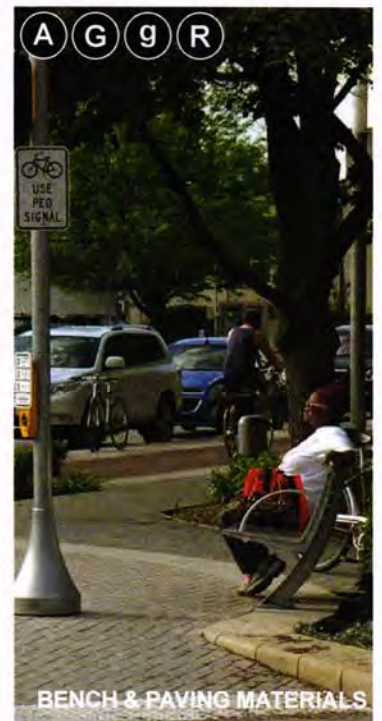
- A** **Activity Hubs:** Highest population and employment concentrations
- L** **Long Stretch:** Portions of the trail with long distances between entry and exit points with minimal impediments; likely used for direct route travel between destinations
- G** **Major Gateways:** Trail crossings at arterial locations with a high potential to enhance trail visibility and serve as multi-modal hubs by leveraging transit access
- g** **Minor Gateways:** Local roadway crossings where safe crossings and minor gateways are the primary objective
- R** **Residential:** Linkages between adjacent neighborhoods and the trail for accessibility
- N** **Natural:** Open space areas leading to a more recreational and leisurely experience

Development

The typologies were developed using a project steering committee comprised of staff from Kent, Pacific, King County Metro, and King County Parks as well as a local cycling advocate. While the intent of the typologies are not to correspond directly with adjacent land use, the assessment began by utilizing the planning context map to develop generalized conditions which are largely associated with land use characteristics.

Discussions occurred on the different characteristics associated with each. For example, the Interurban Trail through industrial areas was predominantly defined by buildings backing to the trail. These long stretches of the trail had few crossings or impediments making them a great pathway for commuters or those looking for a direct route. Visually they are defined by a lack of aesthetic appeal due to many buildings backing the trail. In some areas, this can create the perception of isolation and lack of safety which might deter some users. Strategies in this situation would minimize amenities that create a more passive experience, such as benches and activity plazas, and would instead focus on ways to leverage adjacent development to enhance the experience by incorporating artwork, windows, and lighting in areas adjacent to the trail.

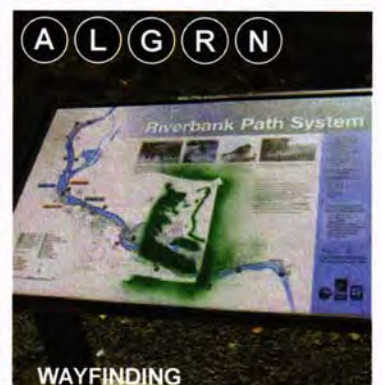
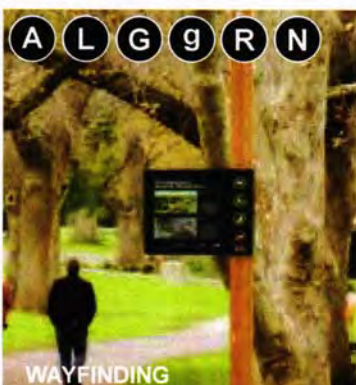
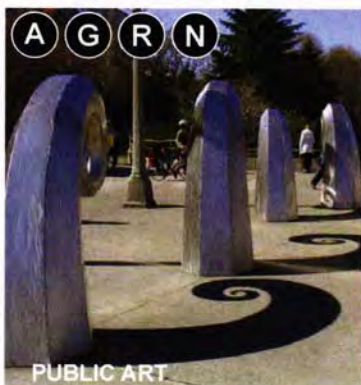
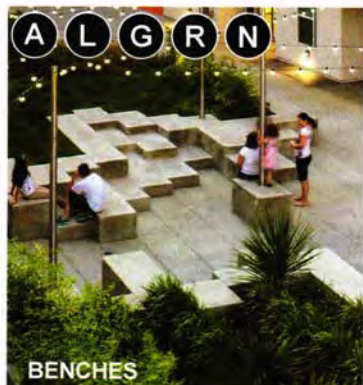
These types of discussions occurred with the different trail characteristics until the six typologies described above were developed. Strategies on how the public and private sectors might contribute to activation were assessed based on a prioritized application approach.

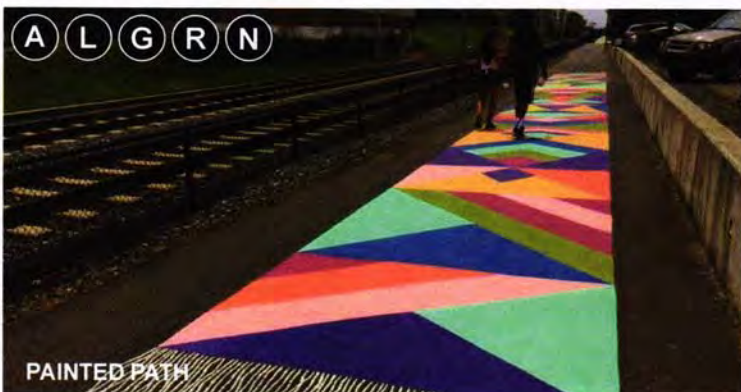
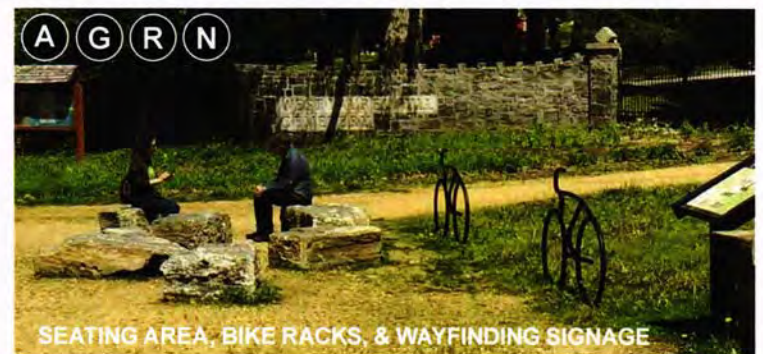


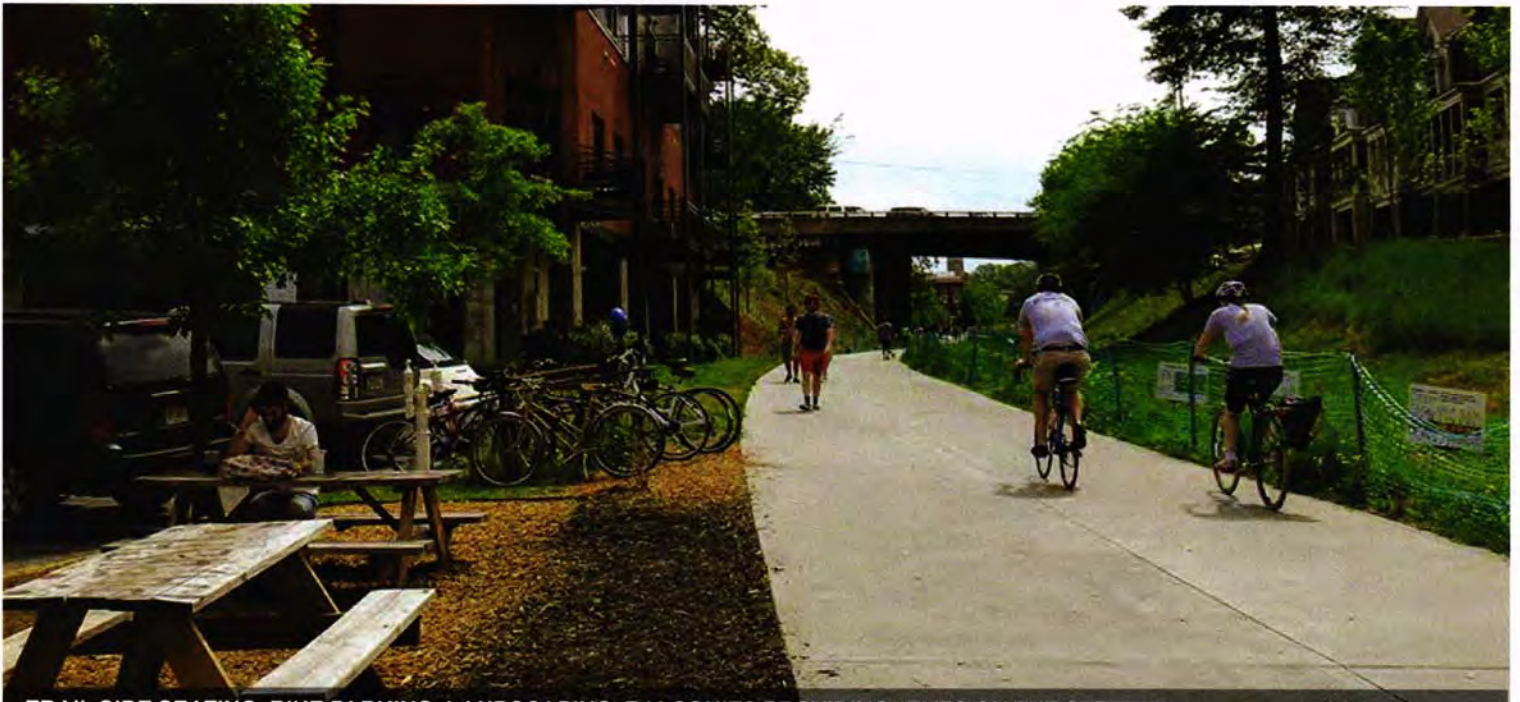
Trail Amenities

The trail amenity images represent design features and elements that may be incorporated into the trail design along the corridor. In general, the amenities correspond to specific trail typologies as is indicated with the key to the right.

- A** Activity Hubs
- L** Long Stretch
- G** Major Gateways
- g** Minor Gateways
- R** Residential
- N** Natural







TRAIL SIDE SEATING, BIKE PARKING, LANDSCAPING, BALCONIES PROVIDING "EYES ON THE STREET"



TRAIL SIDE ACTIVITIES

ACTIVITY HUB

Activity Hubs are areas with a larger concentration of employees and residential populations, such as near the downtown areas of Kent and Auburn. These locations have the opportunity to jointly serve as a public space, particularly where adjacent public parks are present. Activity Hubs could incorporate trail-oriented development, with businesses and establishments adjacent to the trail providing benches and outside space along the trail frontage. Public investments might include larger gateway features, wayfinding along the trail that reflects the local character and directs trail users to downtown attractions, outdoor gyms, and other activities that draw people near the trail. Rest stops and lighting would also be the most appropriate in these locations.



TRAIL SIDE BIKE PARKING



MOVEABLE SEATING



OUTDOOR GYM EQUIPMENT



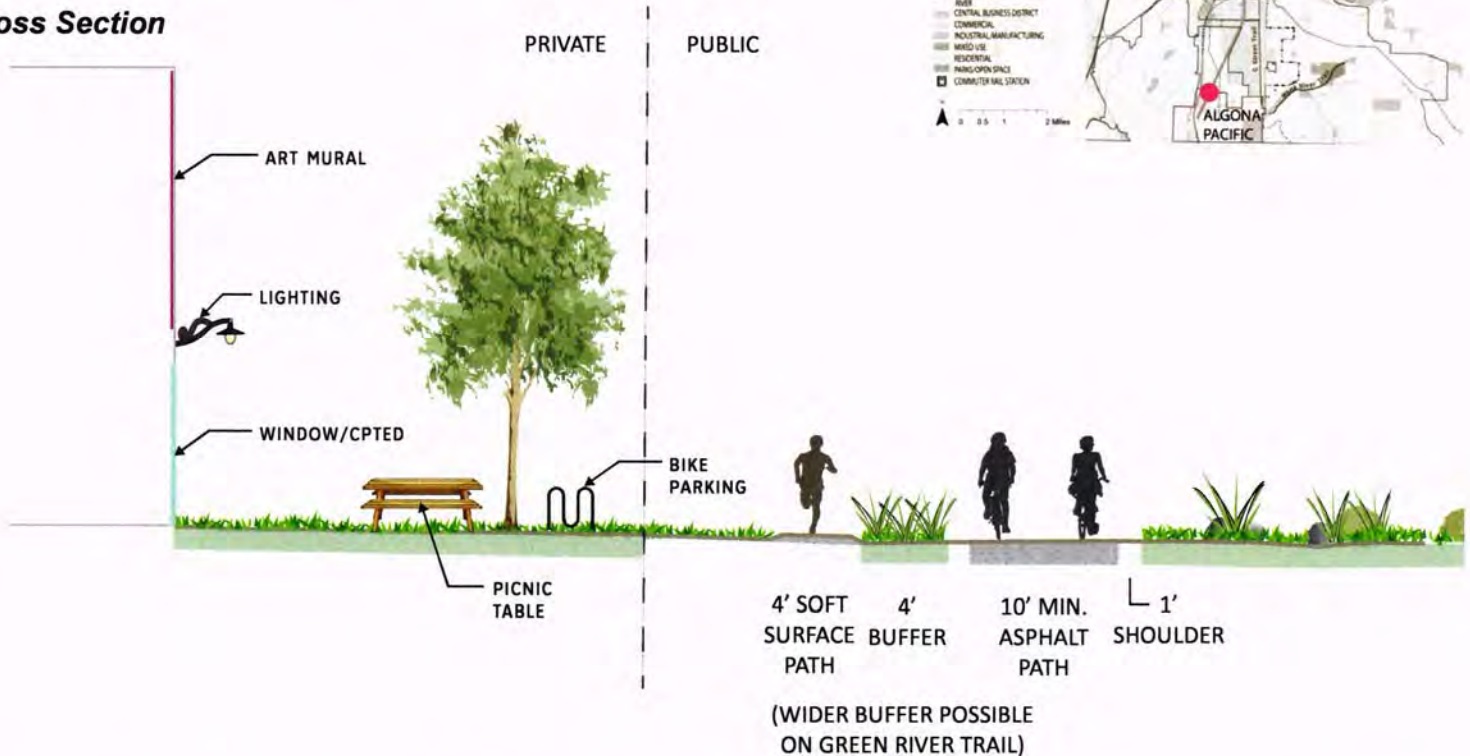
HARDSCAPE PLAZA WITH SEATING AND GATHERING SPACE



Potential Amenities

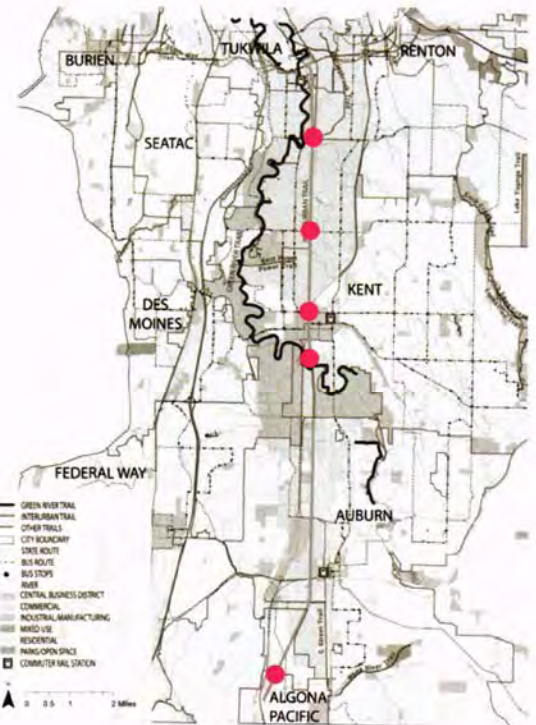
- Lighting
- Public Art
- Gateways
- Drinking Fountains
- Bike Repair Station
- Wayfinding
- Bike Share Parking
- Restrooms

Cross Section



Key Map

Hub/Activity Center



Private Stewardship

- Required Trail Connection
- Spillover Lighting
- Amenity Maintenance Partnership
- Adopt a Trail
- Amenities at Trail Side
- Tree and Landscape Plantings/Maintenance

Public Leadership

- Trail-Oriented Development Standards
- Wall Art Incentive
- Public/Private Partnerships for Large Improvements
- Trail Amenity Menu for Developers
- Trail Lighting
- Trail Branding
- CPTD Design Standards
- Trail-adjacent Landscaping Standards
- Public Art Program Site
- Wayfinding & Signage
- Soft Surface Secondary Trail
- Trail-adjacent Park Improvements





REST AREA WITH PAVILION FOR SHADE, PICNIC TABLES, TRASH RECEPTACLES



EDUCATIONAL SIGNAGE



PICNIC AREAS



TRAIL NETWORK KIOSK

NATURAL

While predominantly located along the Green River Trail, both trails have areas with a natural setting. These areas should reflect a more leisurely experience, leveraging natural elements such as trees, native riparian plantings and pollinator meadows. On both the Green River and Interurban Trails, educational wayfinding signage would provide information on natural elements, such as flora and fauna, along the trail route. Small viewpoints and rest plazas can provide amenities such as shade, seating, drinking fountains, bike repair stations, and trail network maps, among others. Development adjacent to trails could incorporate natural elements within landscaping along the property line, such as trees and shrubs, to contribute to the natural feel.



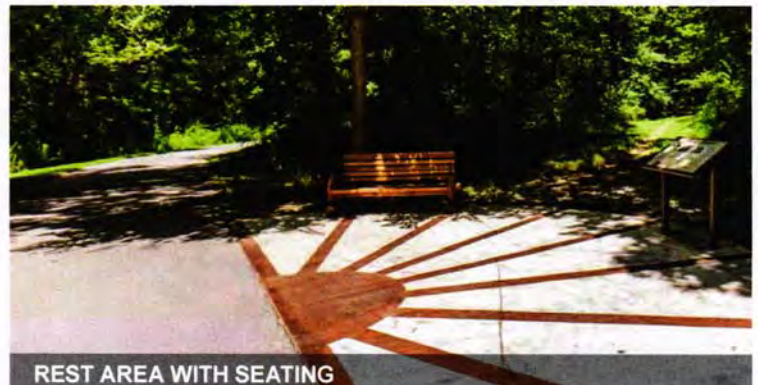
POLLINATOR MEADOWS



SEATING AREAS



INFORMATION AND EDUCATIONAL WAYFINDING KIOSKS



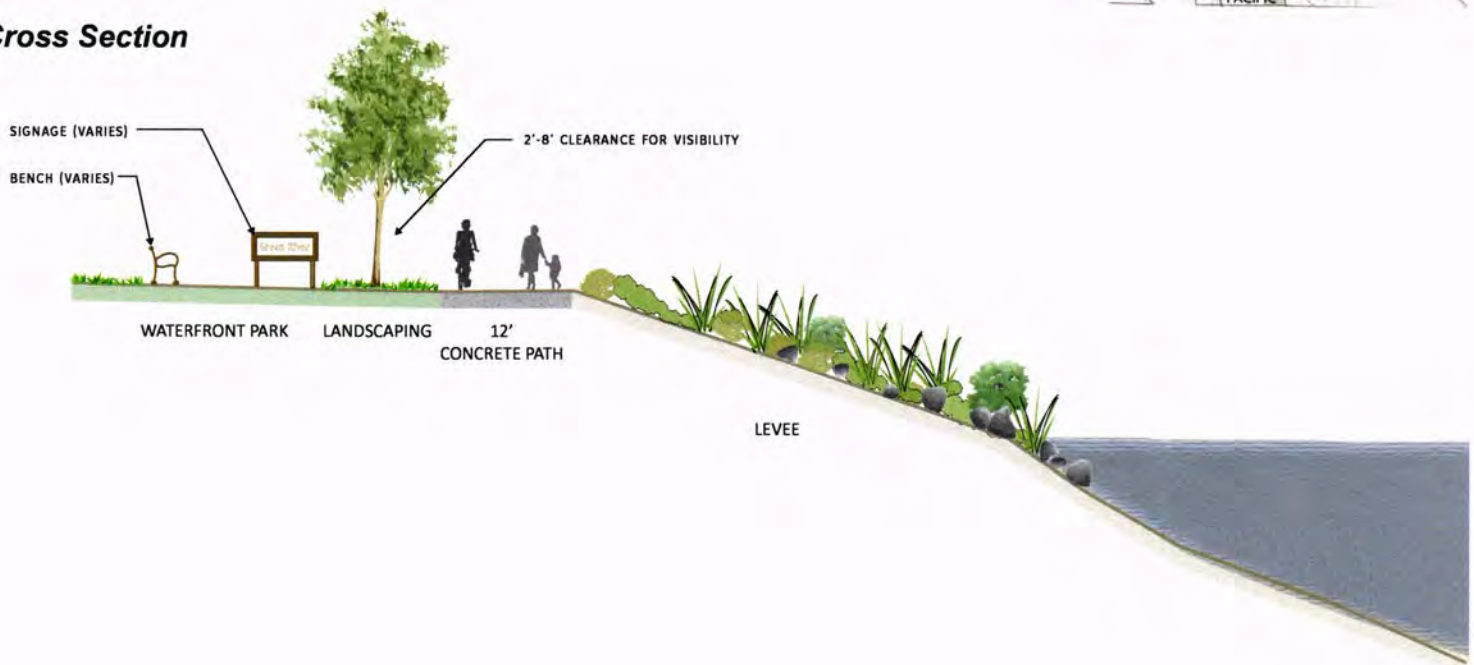
REST AREA WITH SEATING



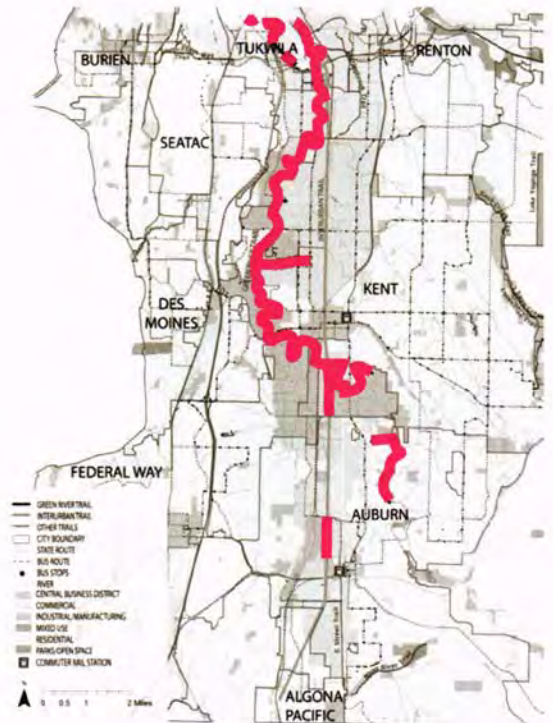
Potential Amenities

- Landscaping
- Educational Signage
- Viewpoints

Cross Section



Key Map Natural

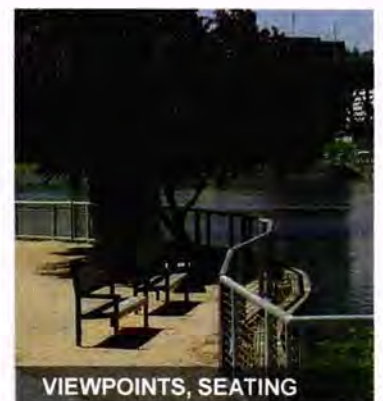


Private Stewardship

- Voluntary Trail Connections
- Employee Space Adjacent to Trail
- Educational Wayfinding on Business Facilities
- Public Art
- Lighting on Buildings

Public Leadership

- CPTED Design Standards
- Trail-adjacent Landscaping Standards
- Wall Art Incentives
- Low-Maintenance Landscaping
- Viewpoints and Sporadic Amenities
- Wayfinding & Signage
- Trail Branding





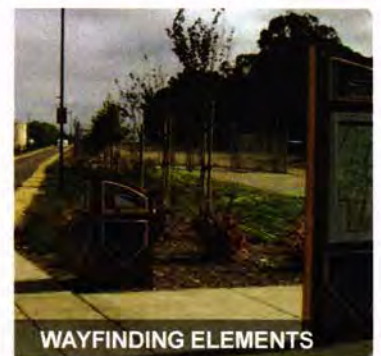
MURALS AND TREES

LONG STRETCH

Long Stretch areas are primarily located in industrial and commercial areas where existing buildings back the trail. These stretches serve as a direct route and, with minimal impediments and crossings, allow users to travel at higher speeds. Due to buildings backing to the trail, some users may be deterred from use due to visibility and safety concerns. Crime Prevention Through Environmental Design (CPTED) principles are the primary activation strategy for these areas and would include murals or artwork and flood lights or spill-over lighting on the sides of buildings that are adjacent to the trail. Windows and faux window treatments, gates that provide connectivity between the trail and the adjacent business, and simple trail artwork that is created and supported by adjacent businesses and the local community. Other trail amenities would be kept to a minimum, with occasional rest points and wayfinding that directs users to activity hubs, transit, and other attractions or points of interest.



UNDERPASS LIGHTING



WAYFINDING ELEMENTS



SIDE OF BUILDING MURALS



PUBLIC ARTWORK AND LIGHTING



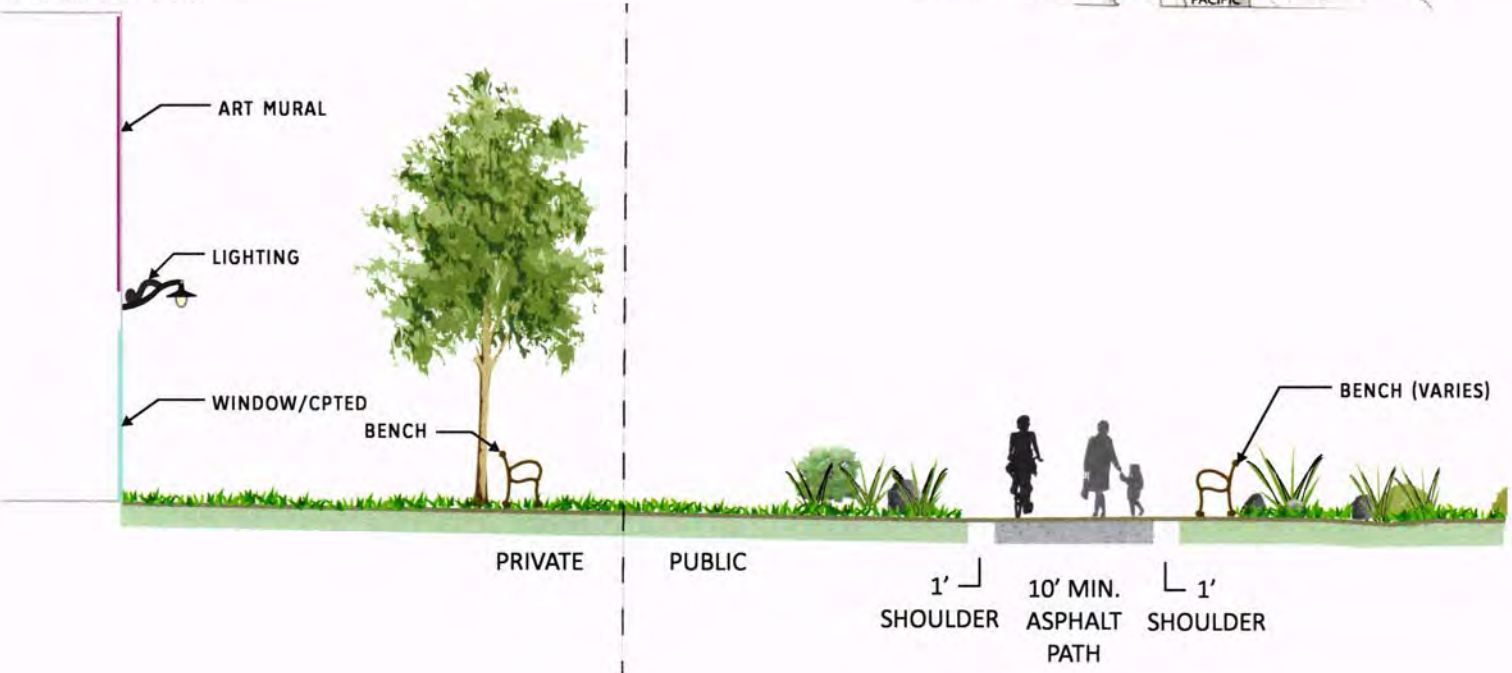
PUBLIC ARTWORK AND REST POINTS



Potential Amenities

- Private Investment
- Murals
- Art on Trail
- Benches
- Split Rail Fence
- Educational Signage
- Wayfinding

Cross Section



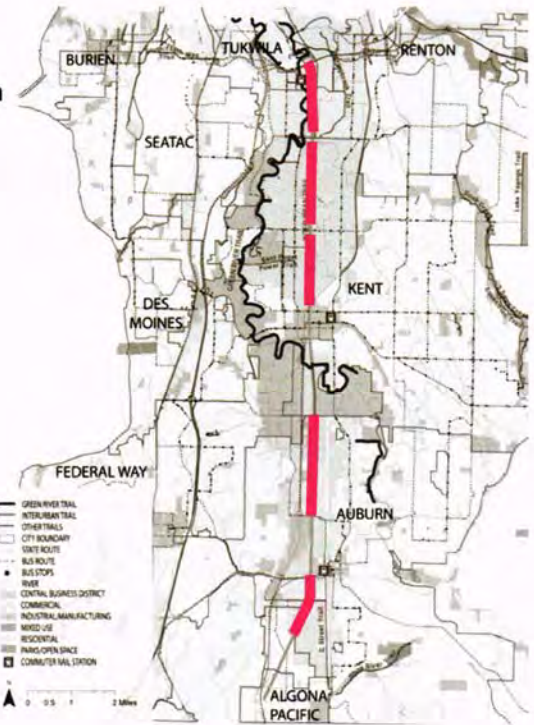
Private Stewardship

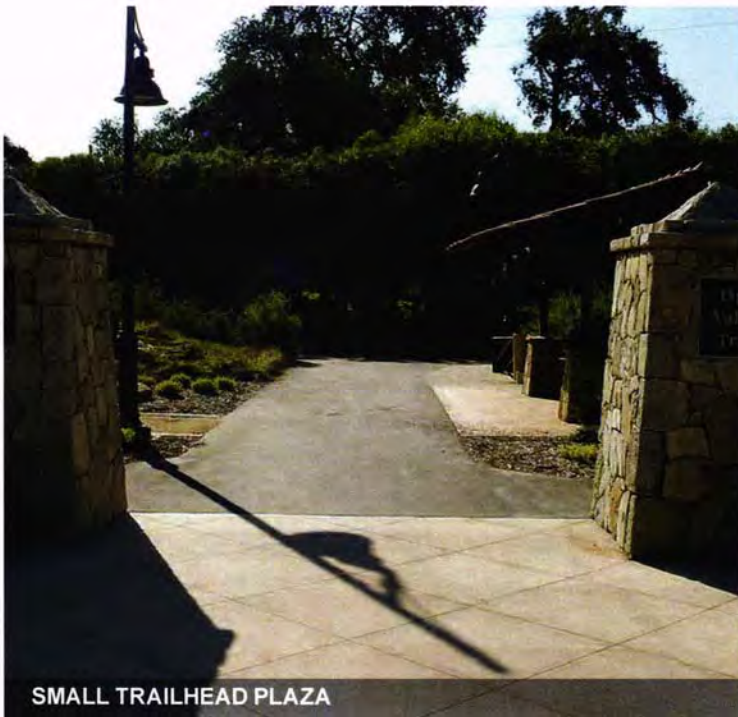
- Voluntary Trail Connections
- Pubic Art
- Educational Wayfinding on Business Operations
- Employee Space Adjacent to Trail
- Private Spillover Lighting
- Trail Side Amenities
- Amenity Maintenance Partnership
- Adopt a Trail

Public Leadership

- CPTED Design Standards
- Trail Amenity Menu for Developers
- Amenity Maintenance Partnerships
- Minimal Amenity Investment
- Wall Art Program Incentives
- Wayfinding and Signage

Key Map Long Stretch





SMALL TRAILHEAD PLAZA



GRADE-SEPARATED CROSSING

MAJOR GATEWAY

Major Gateways are highly visible crossings at arterial roadways. Major Gateways are opportunities to both enhance the safety of users crossing arterial roadways while also raising the profile of the trail to those passing by on the roadway itself. Major gateways also provide opportunities for multi-modal hubs by integrating adjacent bus stops at or near trail access points, potentially through small plazas with seating, trash receptacles, and other amenities such as a drinking fountain or bike repair station. Major Gateways might include a protected median, artistic or highly-visible crossings, potential use of Pedestrian Hybrid Beacon (PHB) or RRFBs, vertical design elements that contain trail signage, enhanced landscaping, and other elements that brand the trail and generate interest. Grade-separated crossings could include wall or bridge art along with trail signage. FHWA does not allow artistic crossings of highways.



PUBLIC ART



GATEWAY PLAZA AMENITIES



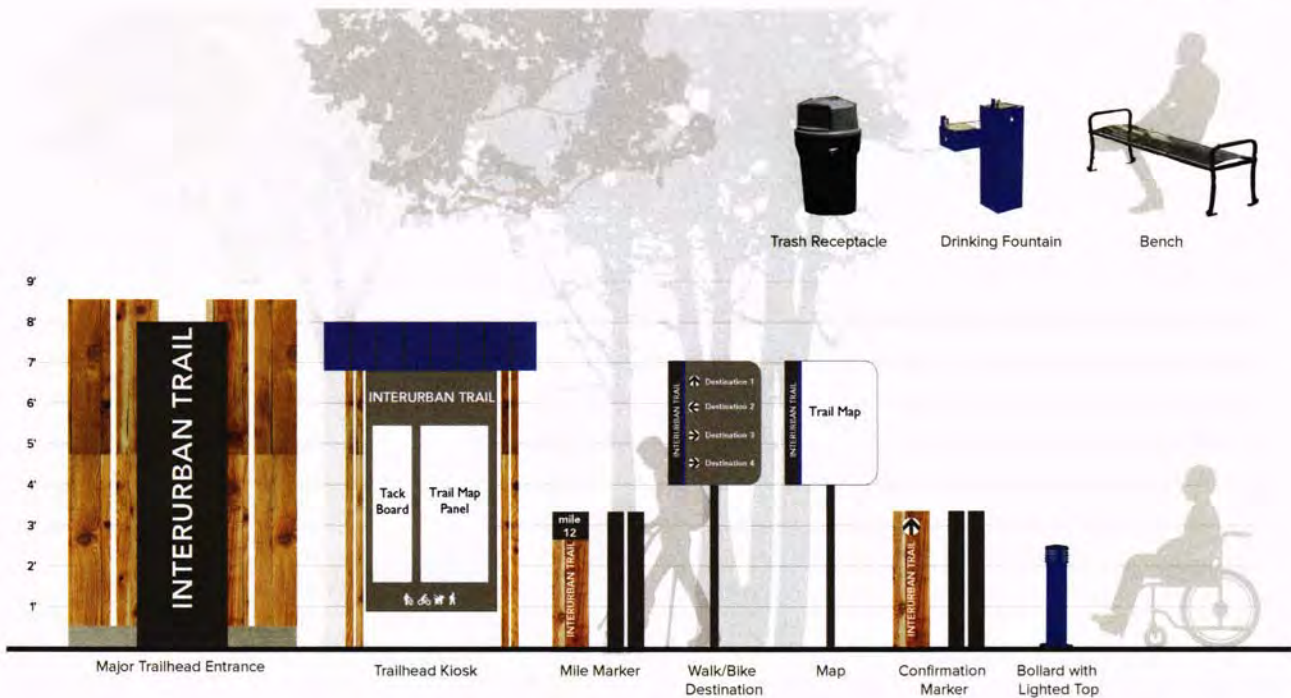
TRAIL BRANDING AND SIGNAGE



Potential Amenities

- Pocket Parks
- Seating Areas
- Larger Signage
- Bus Stop Coordination
- Transit Wayfinding
- Public Art
- Vertical Elements
- Murals
- Enhanced Crossing
- HAWK signals or RRFBS
- Bike Share Hubs

Cross Section



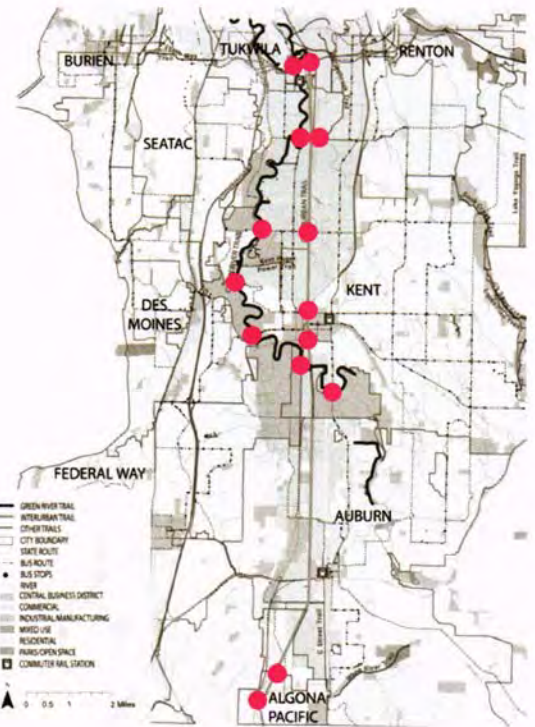
Private Stewardship

- Adopt a Trail
- Custom Transit Shelters and Informational Kiosks

Public Leadership

- Low Maintenance Landscaping
- Trail Signage and Branding
- Roadway Crossing Infrastructure
- Lighting
- Trailhead Amenities
- Wayfinding & Signage
- Multimodal Hub

Key Map Major Gateway



VERTICAL TRAIL SIGNAGE



SAFE TRAIL CROSSING WITH RRFB

MINOR GATEWAY

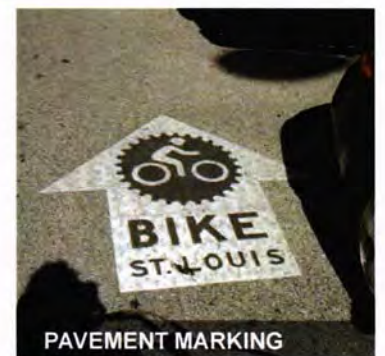
Minor Gateways are crossings that occur at local roadways. At these locations, focus should primarily be on safe trail crossings of the roadway by incorporating enhanced crossings, raised crossings, Rectangular Rapid Flashing Beacons (RRFBs), and other safety elements. Design elements would include smaller trail signage features as well as sidewalk and/or bicycle route connections to access the trail.



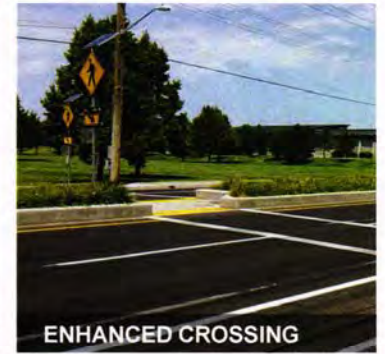
SMALL TRAIL SIGNAGE



TRAIL CONNECTION, SEATING, SIGNAGE



PAVEMENT MARKING



ENHANCED CROSSING

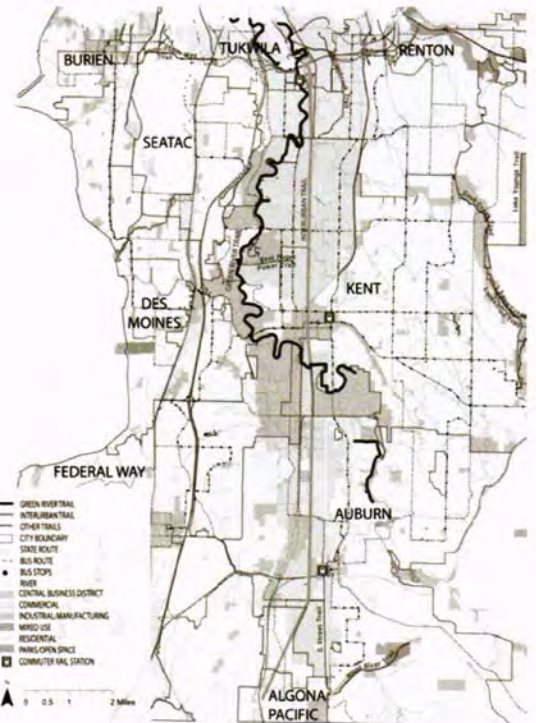


TRAIL SIGNAGE AND SIDEWALK ACCESS



Key Map

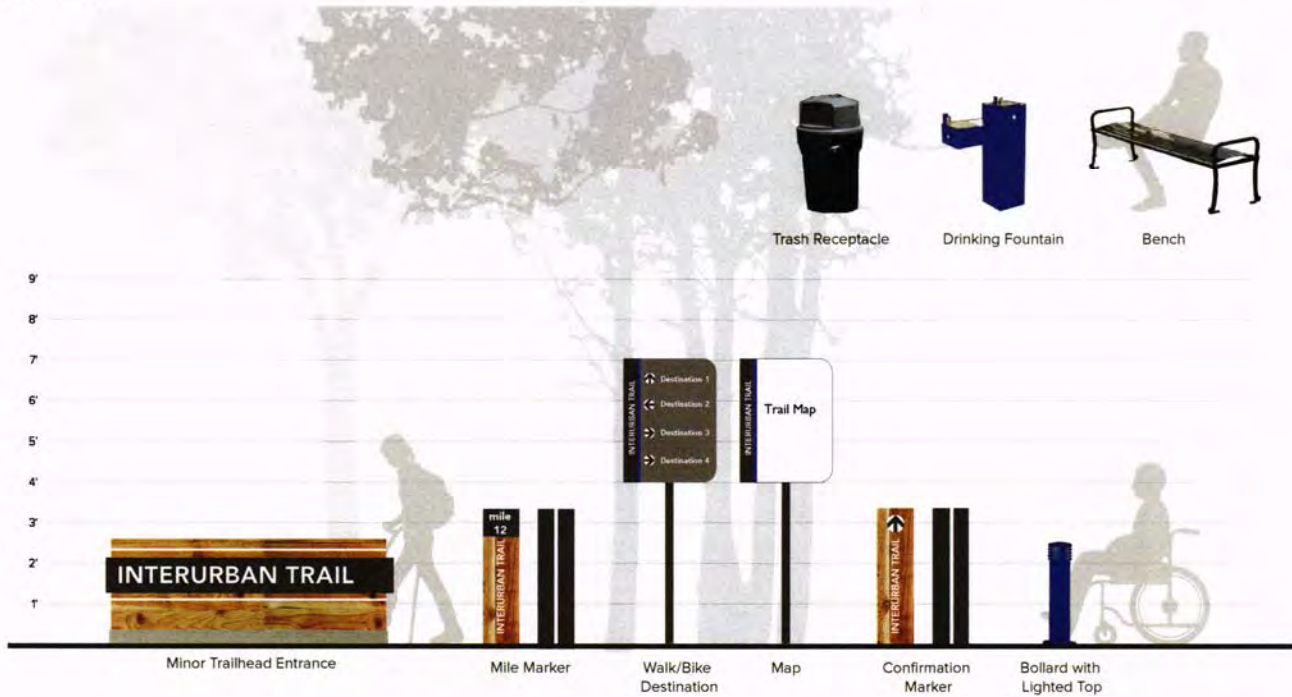
Minor Gateway
(Varies; at
local roadway
intersections
with trail)



Potential Amenities

- Trail Signage
- Raised Crossing
- Enhanced Crossing (2-Lane)
- Trash Receptacles
- Drinking Fountain
- Seating Areas

Cross Section



Private Stewardship

- Adopt a Trail
- Neighborhood Art Program

Public Leadership

- Low Maintenance Landscaping
- Trail Signage and Branding
- Roadway Crossing Infrastructure
- Lighting
- Wayfinding & Signage





IMPROVED TRAIL CONNECTION AND VISIBILITY, TRAIL SIGNAGE



SOLAR LIGHTS, GARDENS

RESIDENTIAL

While both the Green River and Interurban trails largely traverse commercial and industrial contexts, there are small portions of trail that go through residential areas. Incorporating painted trail artwork on the trail itself or on adjacent walls can be a neighborhood and community-building project that reflects the demographics and unique characteristics of adjacent neighborhoods which generates a sense of ownership of the trail by the adjacent neighborhood. Additionally, neighborhood gardens could be incorporated and solar lighting can improve the perception of safety by trail users and adjacent property owners. Additional focus could be on improving or creating additional connections to the trail from adjacent neighborhoods to enhance accessibility and encourage regular use by nearby residents.



TRAIL IDENTITY MARKERS



COMMUNITY BUILDING EVENTS



POTENTIAL FOR FUTURE CONNECTIONS TO ADJACENT COMMUNITIES



ENHANCED ACCESSIBILITY

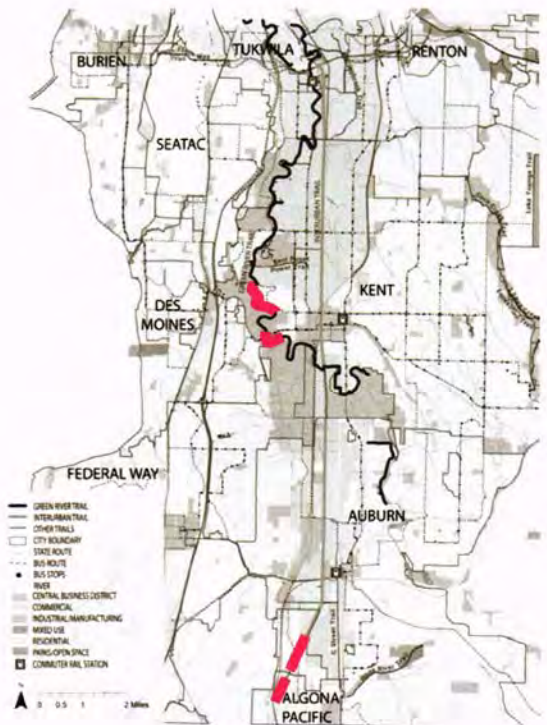


TRAIL CONNECTION AMENITIES

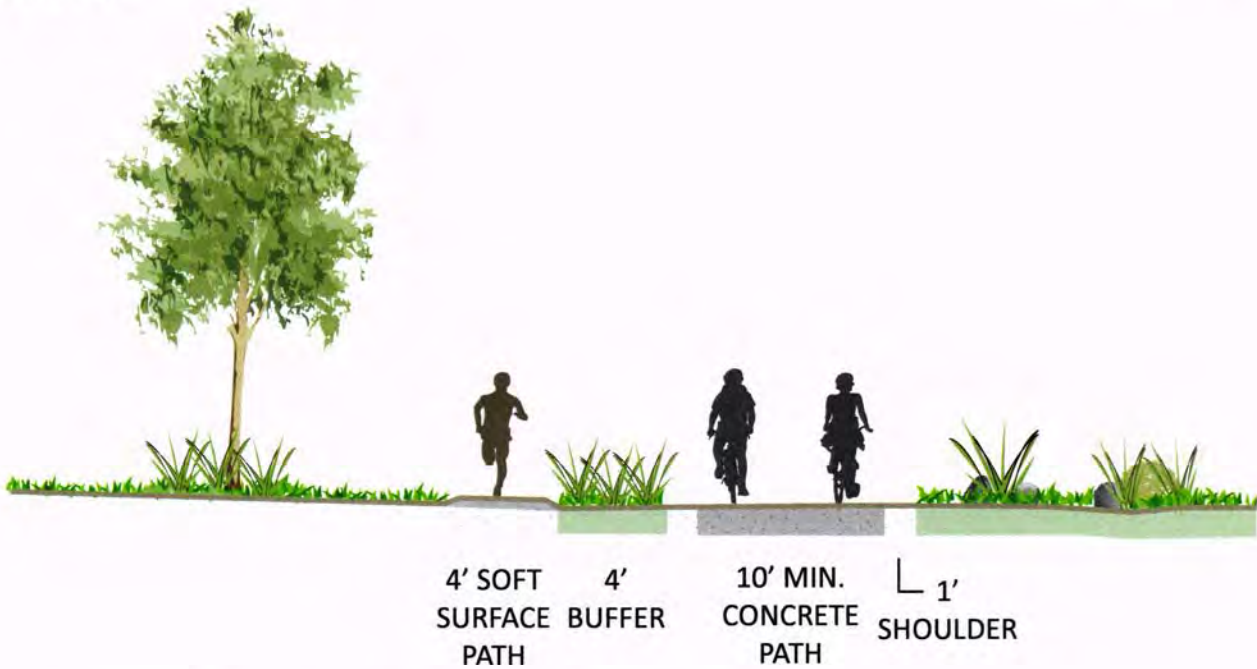
Potential Amenities

- Enhanced Fence Design
- Design Treatments
- Connections to Neighborhood Parks and Open Space

Key Map
Residential



Cross Section



Private Stewardship

- Voluntary Trail Connections
- Neighborhood Art Program
- Adopt a Trail Program

Public Leadership

- Public Art Program Site
- Wayfinding and Signage
- Soft Surface Secondary Trail



Background

The four concepts on the following pages are intended to provide an overview of how some of the private and public improvements depicted within the typologies might be applied at specific sites. The sites are intended to reflect a general application of ideas and were chosen due to their ability to be replicated at numerous other locations within the Kent Valley. These concepts are intended to be idea-starters, rather than comprehensive solutions, and demonstrate low-cost ways in which both public and private investments may occur.

The concepts are intended to depict the following types of locations for application:

- Major Gateway implementation at an at-grade crossing
- Major Gateway implementation at a grade-separated crossing
- Private sector trail activation along the Interurban Trail
- Private sector trail activation along the Green River Trail

The sites selected have potential application points along both the Interurban and Green River trails and are not intended to be exclusively applied on the trails where the examples are located. Rather, designs included within concepts could be applied interchangeably between both trails depending on adjacent site characteristics.



Arterial Crossing At-Grade

This concept located at S. 212th Street and the Interurban Trail depicts design enhancements that can be made at an at-grade trail crossing across an arterial. Currently, many crossings incorporate very minimal design enhancements making the trail almost unnoticeable to many passing by. Design enhancements at these locations have two primary purposes - they enhance the safety of trail users crossing major roadways and they raise the profile of the trail for those passing

by. Enhancements at these locations are likely to be primarily driven by public investment in gateway signage, wayfinding, low-maintenance landscape enhancements, and the incorporation of public art, as possible. At-grade arterial crossings also often present opportunities for mode shift with transit stops located within close proximity of the trail on most major arterial crossings. As possible, assisted crossing, such as a Rapid Rectangular Flashing Beacon (RRFB) should be considered for safety, along with a center pedestrian refuge.





Grade Separated Crossing

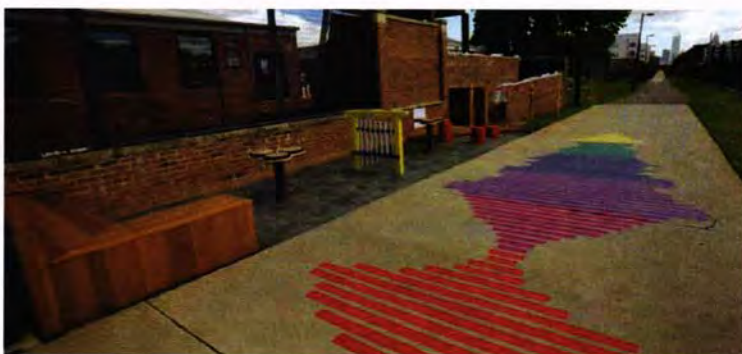
Grade separated crossings present another opportunity for gateway treatments, albeit generally less prominent than at-grade crossings due to the presence of ramps from street level to the trails themselves. Vertical gateway treatments at the intersection of the trail ramp and street can visibly identify the existence of a trail access point and assist with trail branding. Small entrance plazas can function as a small trailhead and multimodal hub, providing signage, shelter, benches, and other types of small amenities. Vertical elements at grade separated crossings make exceptional opportunities for public art that both beautify the community and raise the profile of the trail as a community and regional asset.

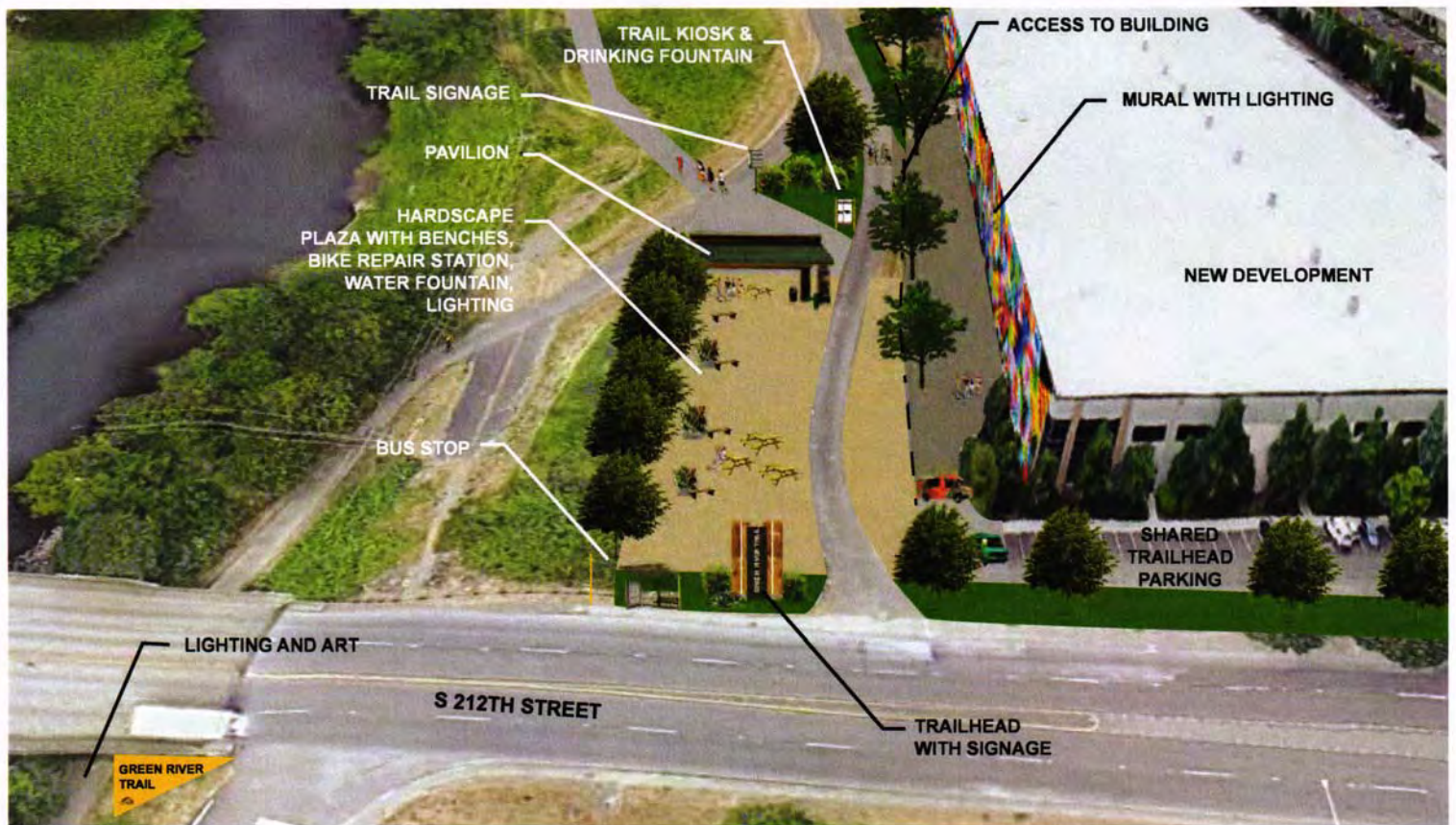


Private-Sector Trail Activation

There are opportunities along both trails for a larger participation in trail activation by the private sector that potentially leverage incentives or partnerships with local jurisdictions. This concept is intended to show a site that has provided trail access for its employees in a way that both activates the trail and provides some degree of public space, but also provides

a place for employees to take breaks or have lunch. This site, in particular, is at an area with somewhat higher volumes of trail pedestrians and depicts a larger amount of public space. The primary intent is to demonstrate how trail activation can have both a public and private benefit.





Public-Private Trail Activation

There are opportunities along both trails for larger scale activation opportunities, particularly as sites either develop or redevelop. This concept leverages a prime location on the Green River Trail along a vacant site adjacent to S. 212th Street. In this concept, the availability of land makes it a prime candidate for a trailhead and major gateway. Features such as trailhead parking, gateway signage, a transit plaza, and pavilion are depicted and would likely be implemented as part of a partnership between public agencies and the private developer of the adjacent site. Additionally, activation can occur on the development site adjacent to the trail by providing lighting and innovative components, such as the food truck area depicted in this concept, that could serve employees and trail users alike.



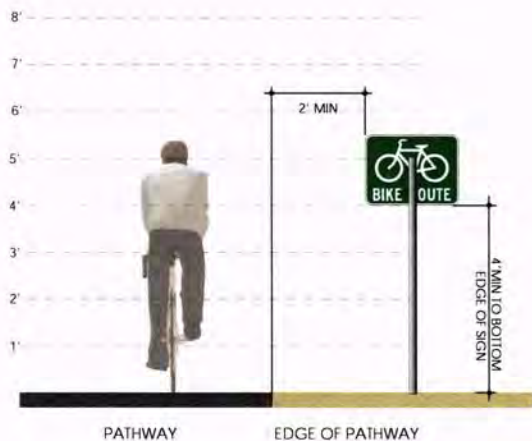


APPLICATION AND IMPLEMENTATION

Incentives & Regulatory Controls

There are incentives, partnerships, and regulatory controls that jurisdictions can use to help implement trail activation goals. Example programs and incentives are highlighted within the typology sections under Private Stewardship and Public Leadership and may include the following:

- **Trail Amenity Menu:** As development or redevelopment occurs next to portions of the trail where limited public investment is desired, jurisdictions can include a trail amenity menu that assigns points to various types of trail amenities. If codified, development and redevelopment would have to achieve a certain number of total points for compliance. Code would limit the application of some amenities, such as bike repair stations, based on distance from a previously existing one to limit and protect against over-application.
- **CPTED Design Standards:** Jurisdictions can codify the requirement of Crime Prevention Through Environmental Design standards in new development and redevelopment. This can also be a menu of design standards such as windows (faux or real), spillover lighting, building ingress/egress, employee break areas, and other elements that provide activity or reduce the perception of isolation to those traveling on the trail.
- **Art Incentives, Amenities, & Maintenance:** Jurisdictions can consider bonuses in building densities and floor areas if, as part of development and redevelopment, the site adjacent to the trail incorporates and maintains significant features, such as large murals within view of major arterials, public access to the trail through the site, trail adjacent pocket parks and plaza spaces, public art, and larger-scale amenities. The development would be required to maintain amenities.
- **Trailside Landscaping Regulations:** Jurisdictions may consider requiring landscaping standards for areas that lie adjacent to trails, similar to what occurs along public frontages. Landscaping along trail frontage should maintain visibility between buildings and the trail, and the use of evergreen screening should be discouraged.
- **Voluntary Participation:** In addition to regulatory controls and incentives, voluntary involvement by businesses and neighborhood can play a role in activation. Businesses should be encouraged to provide trail access points and should place outdoor employee space towards the trail. Regulations should allow for artistic expression on walls facing the trail so that businesses that wish to provide public art are not restricted from doing so. Businesses and neighborhoods should be encouraged to adopt trail segments not only for maintenance, but also for aesthetic enhancements such as on-trail artwork or public spaces.



Wayfinding Signage

The AASHTO Guide for the Development of Bicycle Facilities largely defers to Part 9 of the MUTCD for guidelines related to the design and placement of signs for bicycles, however the AASHTO guide does provide general information on the type and application of guide signs needed to support bicycling facilities:

- Bicycle wayfinding signs should supplement other infrastructure improvements so that conditions are favorable for bicycling, as signs alone do not improve safety or rider comfort.
- Guide signs may be used to designate continuous routes that may be composed of a variety of facility types and settings.
- Wayfinding guidance may be used to provide connectivity between two or more major bicycle facilities, such as a street with bike lanes and a shared use path.
- Wayfinding may be used to provide guidance and continuity in a gap between existing sections of a bikeway, such as a bike lane or shared use path.
- Road/path name signs should be placed at all path-roadway crossings to help users track their locations.
- Reference location signs (mile markers) assist path users in estimating their progress, provide a means for identifying the location of emergency incidents, and are beneficial during maintenance activities.

The MUTCD specifies bicycle sign placement for off-road applications such as trails, and on-road facilities. The figure above illustrates the minimum sign clearances for signs on shared use paths.

Wayfinding Placement

Placement planning is a multi-layered process. The steps below illustrate considerations when determining destinations and where to place signs.

STEP 1: IDENTIFY KEY DESTINATIONS

Select destinations according to an established criteria.

STEP 2: ROUTE SELECTION

Select routes that are continuous, logical, and safe for people walking and bicycling. Use existing and planned facility GIS data, field observations, and stakeholder input to generate key routes along which to install wayfinding signage.

STEP 3: KEY DECISION POINTS

Identify critical turning points and junctions where people walking and bicycling make decisions in route direction.

STEP 4: CAN I GET THERE SAFELY?

The wayfinding system should only include route where people of all ages and abilities can safely travel.

STEP 5: POTENTIAL MESSAGES

Determine which destinations should be used for each sign location based on the route direction, consistency in destination identification, and destination hierarchy.

STEP 6: REVIEW HIERARCHY OF DESTINATIONS

Select up to three destinations per sign and prioritize destinations of a city-level or regional importance.

STEP 7: MESSAGE NAMING

Use MUTCD guidance and local naming conventions to limit the number of characters displayed in destination names to preserve sign legibility.

STEP 8: ROUTE TESTING

Review sign location, destination progression, and sign content along chosen routes with fieldwork.



Lighting

Lighting installation on a trail is an effective way to increase hours of safe operation for trail users. Lighting can improve visibility, increase overall trail access and convenience, and give trail users a sense of security at night.

In contrast to highway lighting, trail lighting should be done on a small scale and only where necessary. To preserve dark skies and wildlife, lenses should be flat in order to shed light only on the path below. Round lenses, comparatively, shine light in all directions. Fixtures should be selected to reduce loss of light or glare in any way possible.

According to AASHTO guidelines, pedestrian-scale lighting is characterized by shorter light poles (standards about 15 feet high, lower levels of illumination (except at crossings), closer spacing of standards (to avoid dark zones between luminaires), and high pressure sodium vapor or metal halide lamps. Metal halide lamps produce better color rendition than sodium vapor lamps and can facilitate user recognition in areas with high volumes of night use. Depending on the location, average maintained horizontal illumination levels of 0.5 to 2-foot candles (5 to 22 lux) should be considered.

Lights on a trail should, at the very least, be installed at the following locations according to AASHTO guidelines:

- Always in a tunnel or at overpasses
- Trailheads
- Bridge entrances and exits
- Public gathering places
- Along streets
- Crosswalks
- Where the path crosses another path or sidewalk
- On signage

When preparing to install lighting along a trail, it is best to consult a licensed lighting professional. Such authorities are able to evaluate the trail for the best use of lighting in terms of type, placement and design.

Resources: Rails to Trails Conservancy, <https://www.railsto-trails.org/build-trails/trail-building-toolbox/design/lighting/>

Typology Application

The typologies described, at a high level, the characteristics and strategies for activation. They are intended to be applied at a broader scale at various locations along trails. The concepts on pages 24 to 28 also provide ideas for application at points along the trail. The following are examples of additional areas that fit the characteristics under which their respective typologies may be applied.

- **Activity Hub:** One location that serves as a prime example of the potential that an Activity Hub could achieve is the Interurban Trail at W. James Street in Kent. The City currently owns parkland directly adjacent to the Interurban Trail that could be used for the inclusion of trailside amenities on public land. This area is near Downtown Kent and numerous other activity generators and would have the nearby foot traffic, employees, and population to support a variety of activities. Additionally, this is a major multimodal hub with close proximity to bus stops and Kent Station where both Amtrak and Sounder Commuter Rail have multiple daily stops. The inclusion of bike share and scooter docking areas would contribute to the overall connectivity and function of the area as a multimodal hub. Additionally, due to the potential activity, this area would be optimal for restroom facilities that would be located on the adjacent city park and would provide a respite place for trail users.
- **Natural Areas:** While the Green River Trail is predominantly natural in character, there are only a few locations along the Interurban that are truly natural in nature. One location is the Interurban Trail near Emerald Downs. To the west of the trail lies Mill Creek and its associated floodplain. There are natural pastures as well as significant flora and fauna along this stretch of the Interurban. This presents a prime opportunity for activation with the use of educational wayfinding and rest area that takes advantage of the quiet, non-urban feel of this stretch of the trail. It provides a contrast for users to stop, rest, or picnic with a view of Mt. Rainier in the distance.
- **Long Stretch:** While there are numerous locations where long stretch strategies may be appropriate, one location that has great potential would be the interurban trail between Highway 167 and S. 212th Street. This portion of the trail has a higher density of employees, and is adjacent to Blue Origin. It is likely that aerospace industries will continue to grow, particularly in spaces near Blue Origin. Partnerships with the tech industry would be optimal, encouraging the creation of employee spaces near trails, the provision of amenities along the trail, and the incorporation of artwork and other visual indicators that reflect the industry. To the south, the trail proceeds into an Activity Hub while to the north, a major gateway could shape the Interurban trail crossing at 212th Street. This area has the potential to serve as a standard and statement in the Kent Valley that integrates the trail into planned and future development.
- **Minor Gateway:** An example of a major gateway is provided on page 25 and page 26. There are also numerous opportunities for minor gateways along the corridor. One example is the Interurban Trail at 1st Ave N. in Algona. 1st Ave N. is not a major arterial roadway and does not provide direct access to Highway 167. It is, however, an important street that is centered in the middle of Algona's residential neighborhood. Algona Interurban Trailhead Park is located here and has the opportunity to be used for additional amenities. The crossing could be enhanced visually and the trailhead could include trail system signage and information. Additionally, trail gateway signage would raise the profile of the trail through Algona.
- **Residential:** The interurban trail traverses established neighborhoods in Algona and Pacific. Due to the smaller blocks, there are numerous local street crossings of the trail that provide access. The greatest opportunity for activation along this stretch of the trail lies with the neighborhood itself. Neighborhood groups, places of worship, and nearby businesses can take part in aesthetic enhancements of the trail and can be encouraged to participate in the artistic and aesthetic enhancements and volunteer activities that bring the neighborhoods together.



CPTED (Crime Prevention Through Environmental Design)

Personal safety, both real and perceived, heavily influences a trail user's decision to use a facility and a community's decision to embrace the trail system. Proper design must address both the perceived safety issues (i.e., feeling safe or fear of crime) and actual safety threats (i.e., infrastructure failure and criminal behavior and abnormal users). CPTED is a proactive approach to deterring unwanted behavior in neighborhoods and communities. When all spaces have a defined use and the use is clearly legible in the landscape, it is easier to identify unwanted behavior.

Principle #1: Natural Surveillance

Principle #2: Natural Access Control

Principle #3: Territorial Reinforcement

Principle #4: Maintenance

Apply CPTED guidelines to trail facilities, management features, and amenities when appropriate. CPTED does not eliminate crime, and should be used in combination with social programs and activation.

General Guidance

- Where feasible, fencing installed along trails should not obstruct the view of trail users. Use transparent fencing.
- Where the trail is fenced for long stretches, intermittent openings should be located to prevent entrapment areas. Access points

to the trail should be at locations with good visibility from the surrounding neighbors.

- Trail signage should include the contact number to report vandalism, suspicious behavior, and maintenance issues (e.g., *"Immediately report any observed graffiti to 911"*).
- All groundcover and shrubs along trails should be trimmed to a maximum height of 24 inches above ground level, where feasible.
- Trees should be limbed-up to provide a minimum of 6 feet of vertical clearance to provide good sight lines, where feasible.
- Tree canopies should not obstruct pathway illumination.
- Hostile native landscaping material (e.g. vegetation with thorns) can be used in strategic areas to discourage unauthorized use and eliminate entrapment areas.
- Add anti-graffiti application to retaining walls, where appropriate. Repair vandalism immediately.
- Work with local artists to provide public art along trails wherever possible.
- Where unwanted behavior is recurring on or near a trail, work with a CPTED expert (CPD) to perform an assessment and develop specific interventions for trails.

Resources: International Crime Prevention Through Environmental Design Association, *Guiding Principles* (2008). <http://www.cpted.net/default.html>



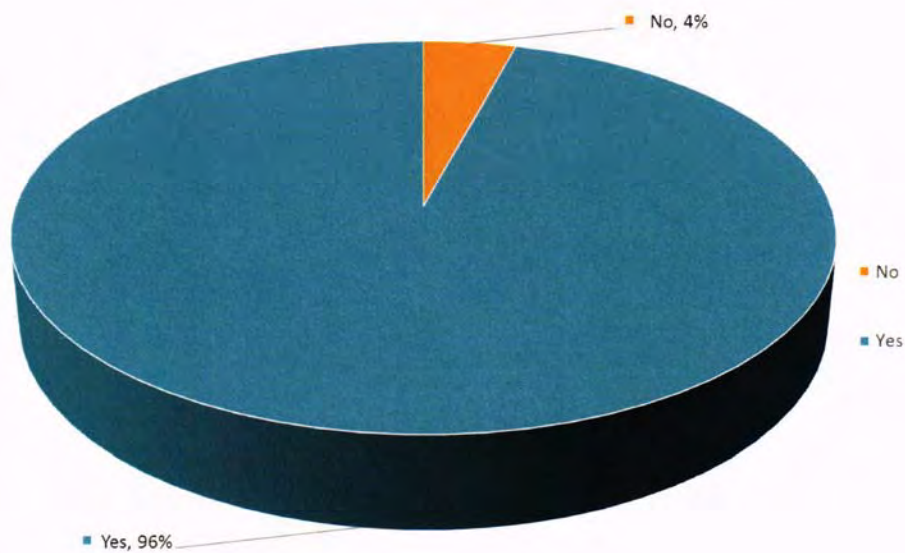
Rally the Valley

Outreach and Stakeholder Engagement



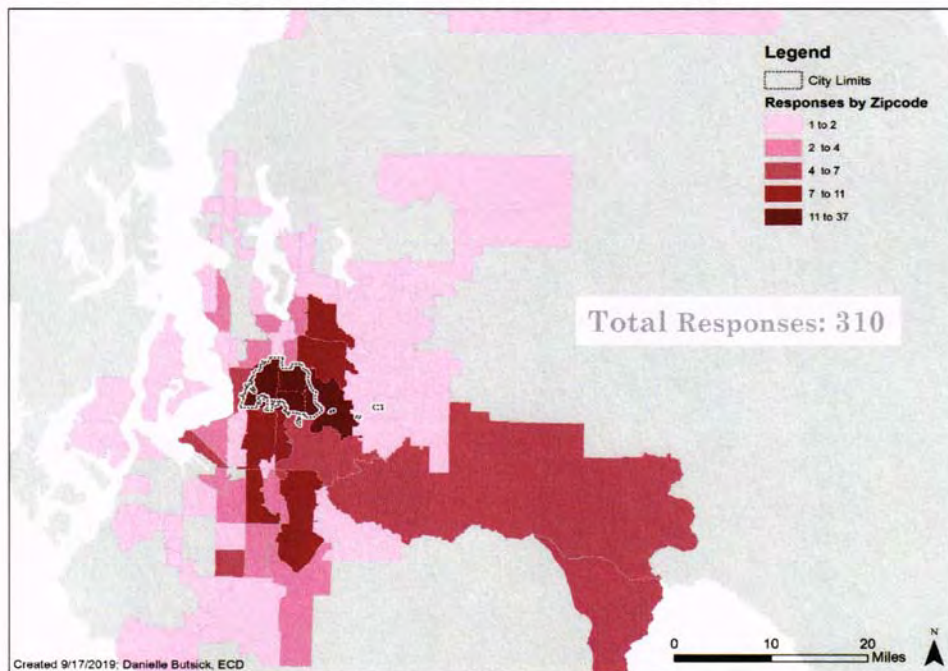
Employee Survey Results

DO YOU WORK IN THE KENT INDUSTRIAL VALLEY?

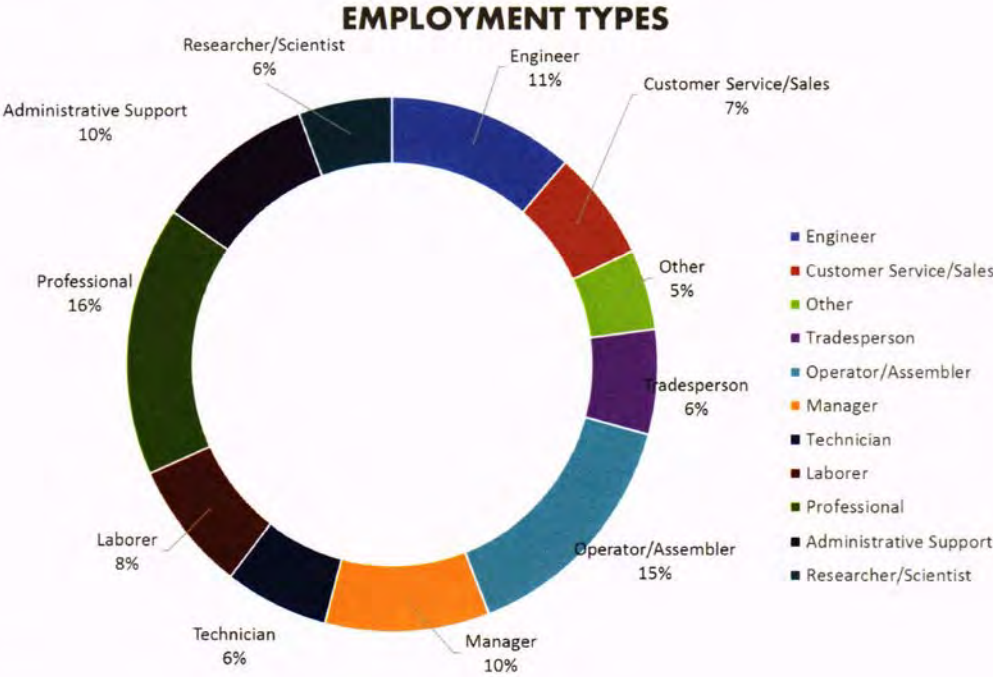


Employee Survey Results

RESPONSES BY RESIDENTIAL ZIPCODE



Employee Survey Results



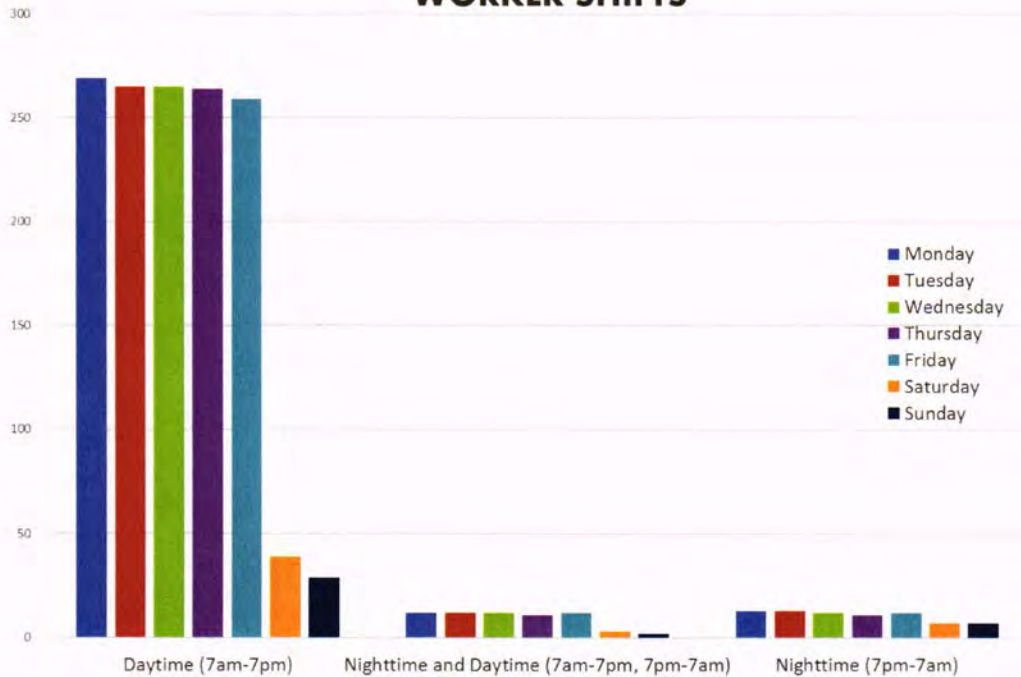
Employee Survey Results

OTHER EMPLOYMENT TYPES



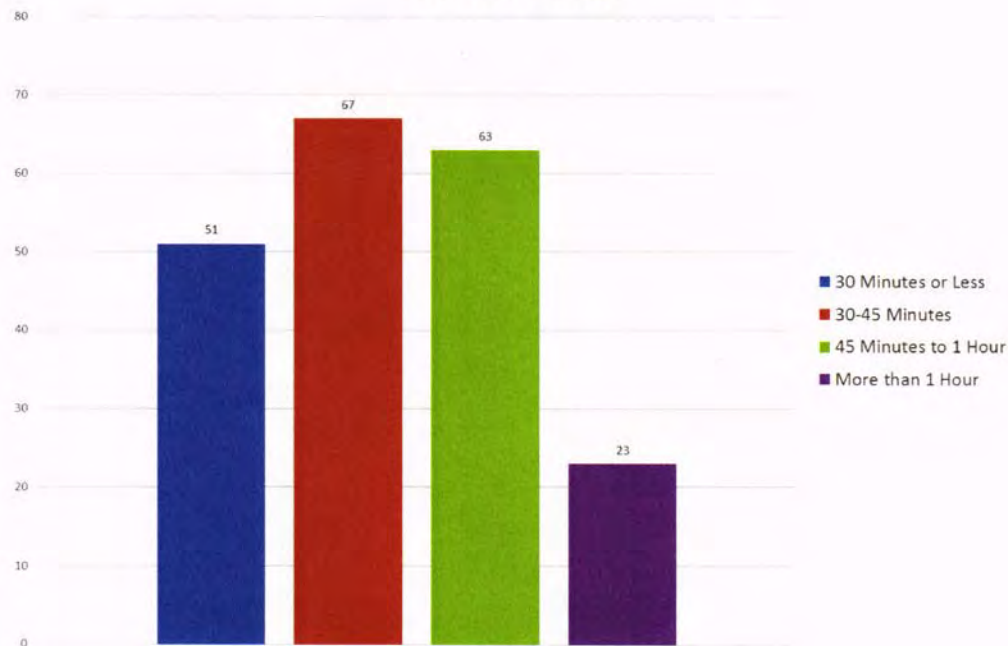
Employee Survey Results

WORKER SHIFTS



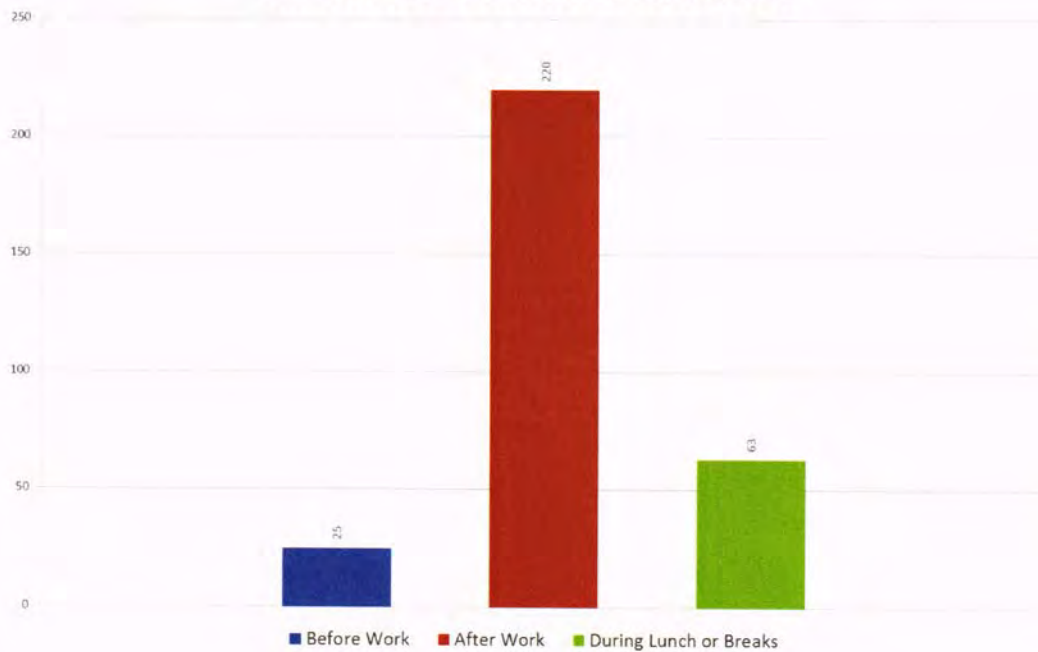
Employee Survey Results

BREAK TIMES



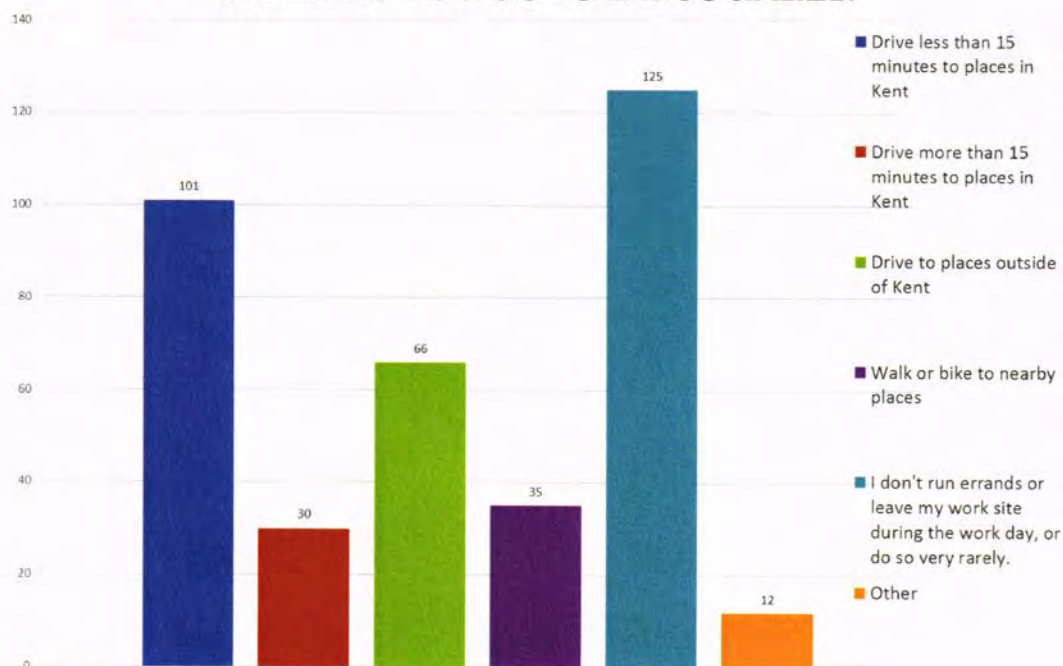
Employee Survey Results

WHEN DO YOU RUN ERRANDS



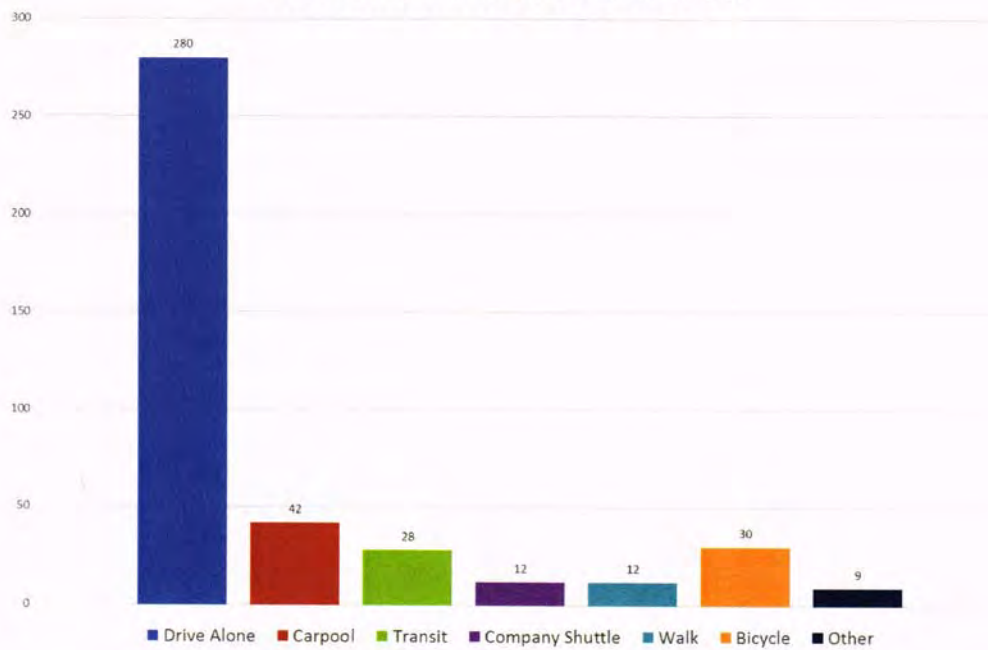
Employee Survey Results

WHERE DO YOU GO TO EAT/SOCIALIZE?



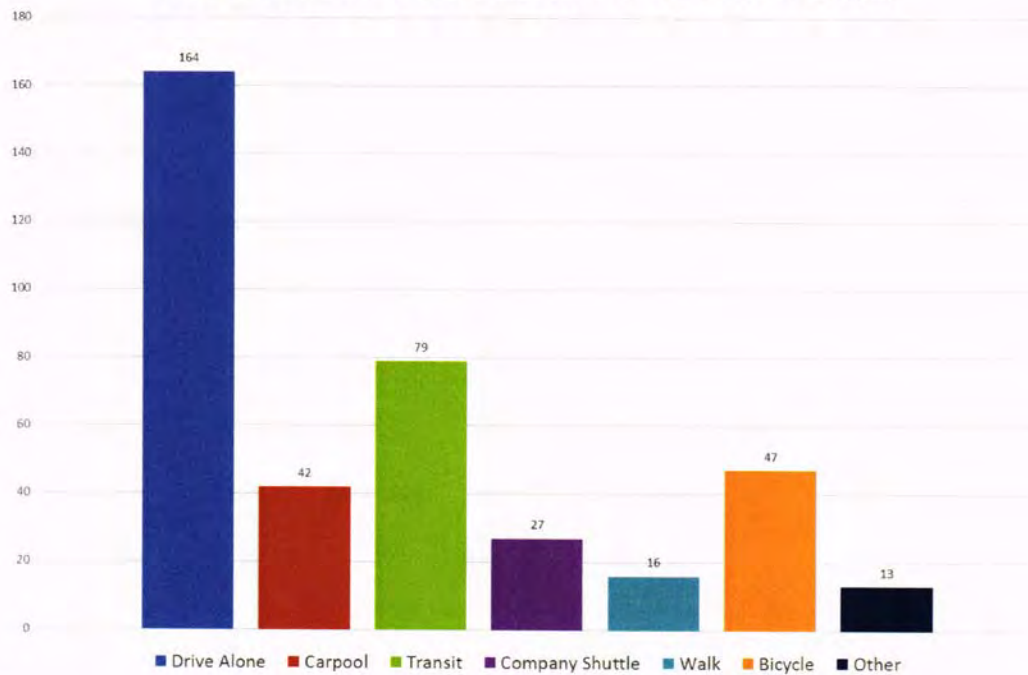
Employee Survey Results

HOW DO YOU GET TO WORK?



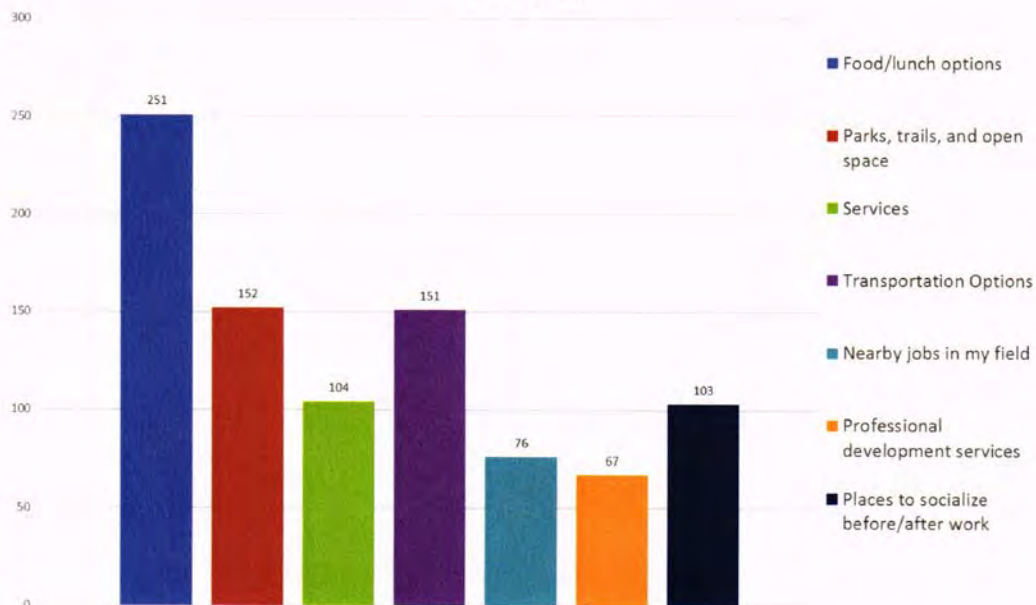
Employee Survey Results

HOW WOULD YOU PREFER TO GET TO WORK?



Employee Survey Results

WHAT'S MOST IMPORTANT NEAR WHERE YOU WORK?



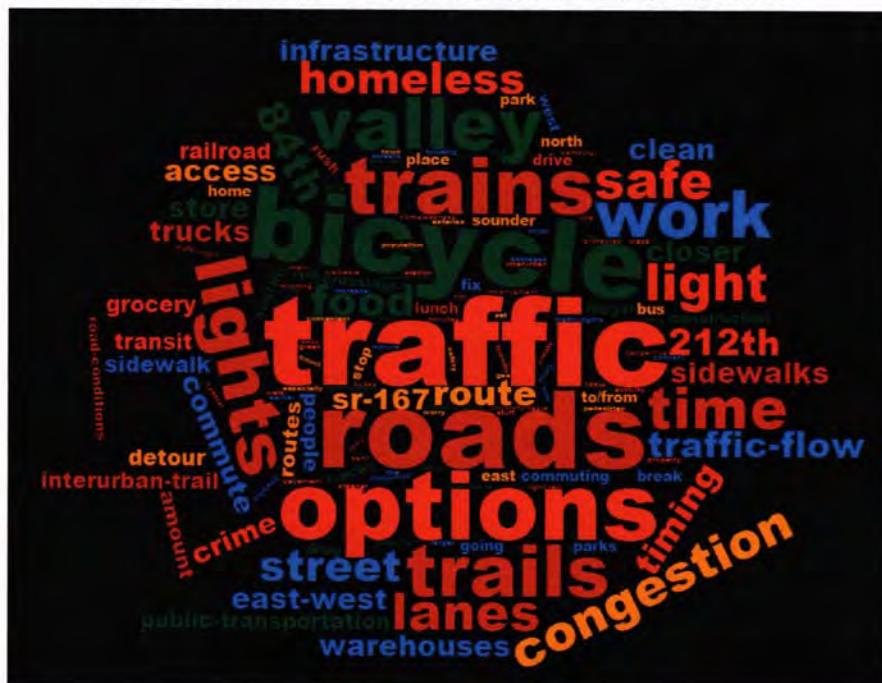
Employee Survey Results

OTHER IMPORTANT THINGS NEAR WORK



Employee Survey Results

WHAT WOULD YOU CHANGE IF YOU COULD



Key Findings

- Nearly all respondents work in the Kent Valley – **40% in Kent ZIP Codes**
- Overwhelmingly respondents work **M-F daytime shifts**, and they run their errands after work
- **90% drive** to work, and many prefer it that way
 - more than 2x more people **would use transit** if it were a convenient/safe option
 - 50% more people **would bike** if it were safe and convenient



Key Findings

- 80% say **food and lunch options** are in the top 3 important things to have near work
 - 50% put **parks and open space** and **transportation options** in their top 3
 - **trails, groceries, banking, and shopping**, and **safe bicycle routes** were top write-in responses for important to have near work
- Things most people would change if they could include:
 - reduce **traffic** congestion
 - improve **roads** and **lighting**
 - more **east-west** connections
 - reduce **train delay**
 - more **bicycle infrastructure**

Employer Interviews

Purpose:

Deeper discussions with a handful of companies about their **operations**, **future plans**, and their **experience** in the Kent Valley.

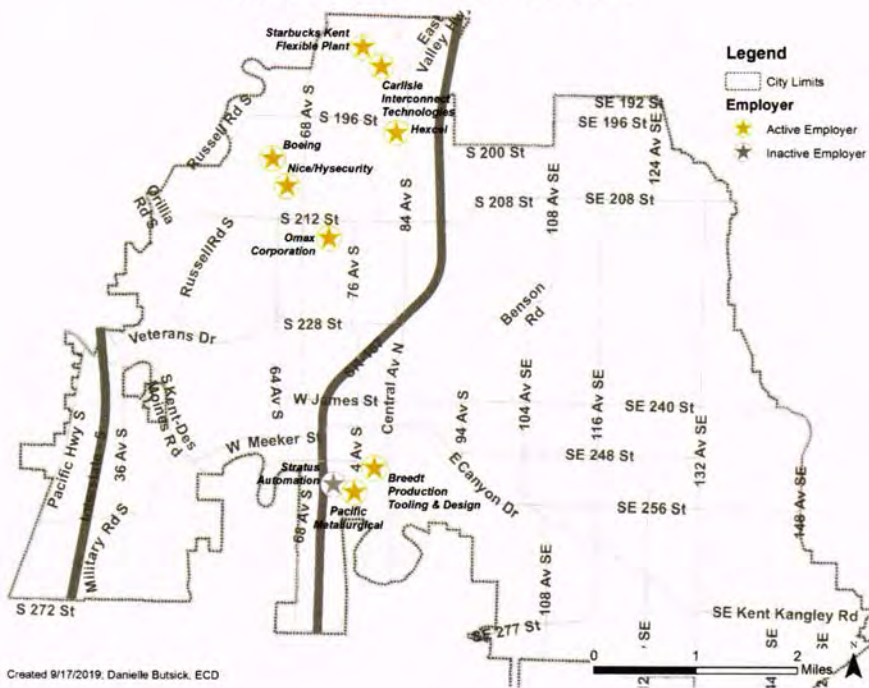
Interviewees:

- 9 Kent Valley companies (stratified random sample ~20)
- 17 employees/19K square feet to >2K employees/>500K square feet
- Tenure in Kent: 4 years to 52 years
- Manufacturing, assembly, industrial processing



Employer Interviews

EMPLOYERS INTERVIEWED



Created 9/17/2019, Danielle Butsick, ECD

Key Findings

- *Nearly all* operations **expanding**
 - plan to stay in Kent Valley long-term
- **Limitations to growth** include
 - parking availability
 - rising labor costs and competition
 - difficulty finding talent (ex. Stratus Automation)
- All have **office** component – **10% - 30%**

Key Findings

Biggest **advantages** to Kent Valley are

- near customers (esp. Boeing)
- space to grow
- access to transportation networks
- employees live nearby (generally south)

Biggest **disadvantages** to Kent Valley are

- transit/employee transportation options
- traffic
- road maintenance issues
- limited parking



Key Findings

Most have **onsite lunch options**

- vending and cafeterias
- employees frequently use delivery service and nearby fast food

All have “top 3” **local suppliers and/or customers** within the Kent Valley

- well-established local supply networks

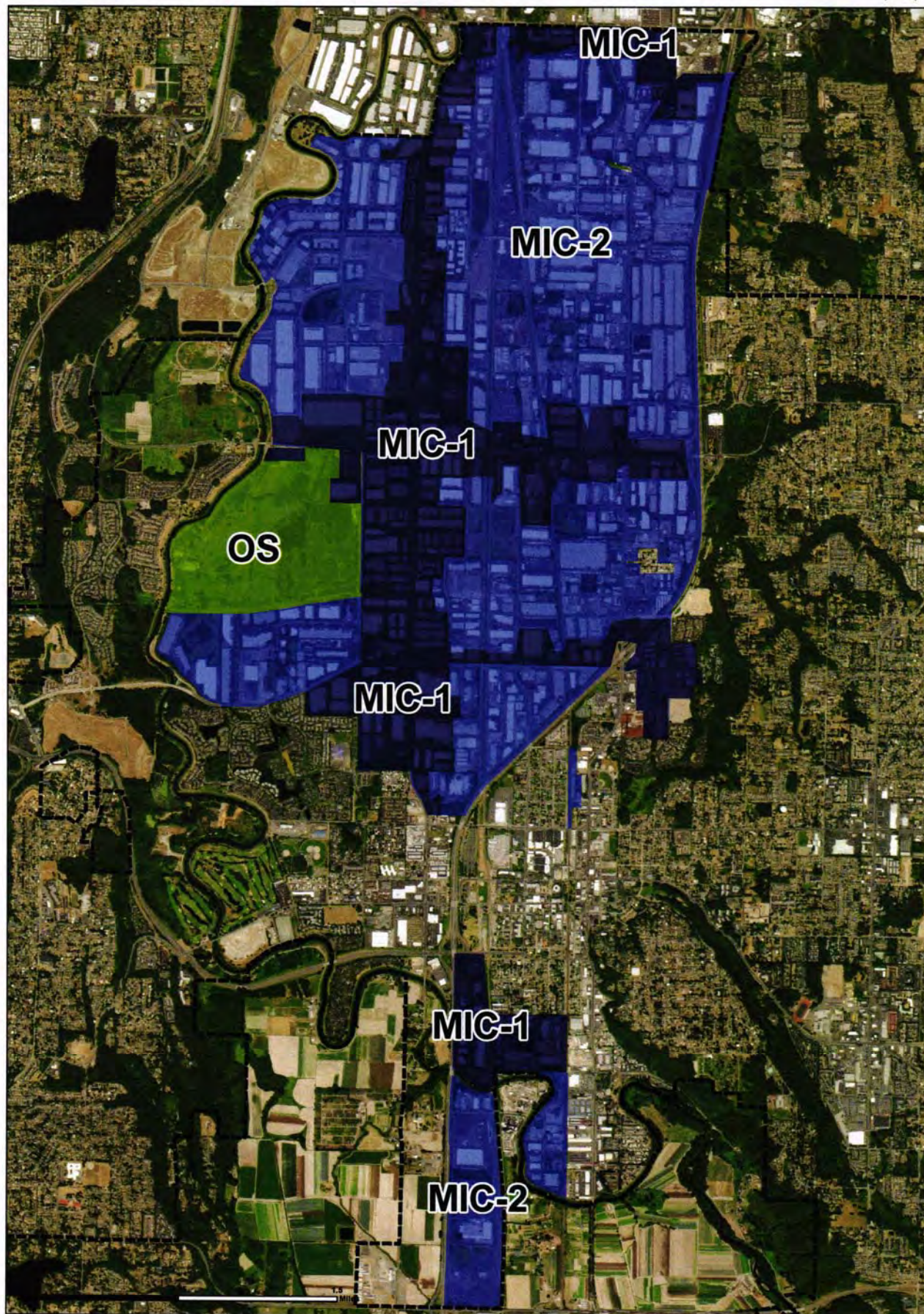
Few rely on **rail transportation**

- trucking most common, some ship/receive **globally via ports**

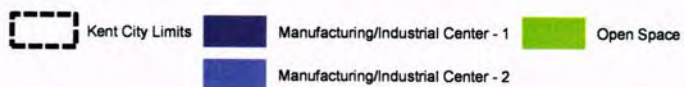


EXHIBIT B
Land Use Plan Map

Kent Industrial Valley - Land Use



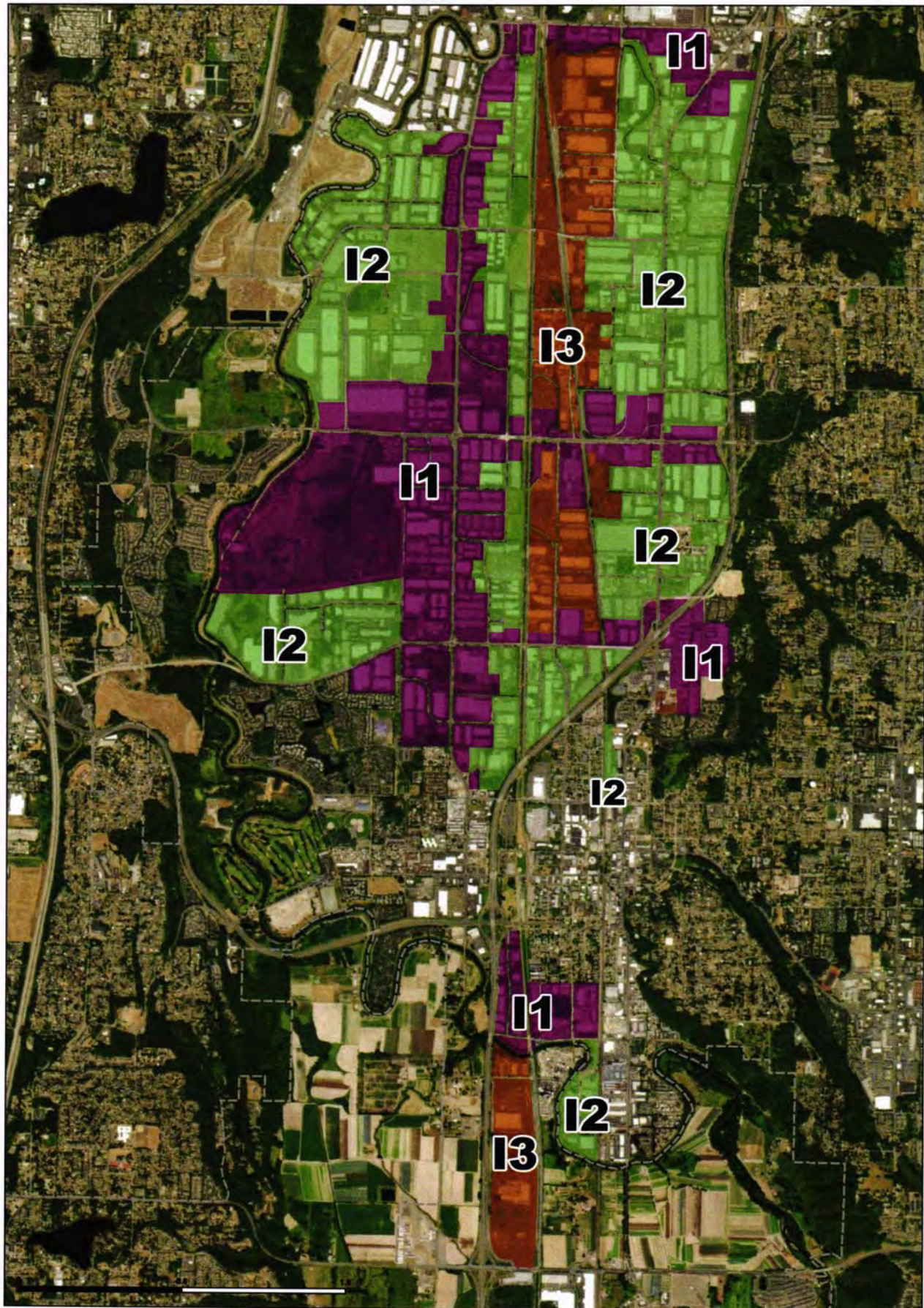
Legend



Source: City of Kent, ECD December 26, 2019

EXHIBIT C
Zoning Map

Kent Industrial Valley Zoning



Legend



Source: City of Kent, ECD December 26, 2019

EXHIBIT D
Chapter 15.02

Chapter 15.02. Definitions

Sec. 15.02.110.1. Dock-High Doors. *Dock High Doors* means the openings in the loading dock area to the outside of a building. The typical interface involves a semi-truck backing up to a building directly aligning the back doors of the truck with a loading dock door. The elevation of the dock apron, the approach pavement area, is lower than the building slab elevation so that the bed of the truck will match the building slab elevation. The typical offset is 48 inches and the typical loading dock door is 9 ft wide by 10 ft tall. A loading dock can be accessorized with dock equipment that interfaces with the truck. These may include; dock seals, dock bumpers, dock levelers, dock communication lights and canopies. *Also known as loading dock doors.*

Sec.15.02.151. Fulfillment Center. *Fulfillment Center* means a building that is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail customers, retail locations, or other warehouses. A typical fulfillment center has a high level of on-site automation and logistics management. The automation and logistics enable highly-efficient processing of goods through the center. Fulfillment centers are generally characterized by a significant storage function and direct distribution of ecommerce product to end users. These facilities usually handle smaller packages and quantities than other types of warehouses, and operations at these facilities often include employees fulfilling online orders by picking, packing, and shipping the goods and materials directly to online retail customers. These qualities, large-scale, and volume of goods moved directly to home customer delivery differentiates it from other kinds of warehouse distribution.

Sec. 15.02.203.01. Industrial Use. *Industrial use* means an activity that includes production, testing, distribution, or repair of commodities or materials.

Sec. 15.02.257.01. Manufacturing, assembly, and fabrication, heavy. *Manufacturing, assembly, and fabrication, heavy* means the transformation of

materials or substances into new products including additive or subtractive processes, construction, testing, and assembling of component parts, and the blending of materials such as lubricating oils, plastics, resins or liquors. Heavy manufacturing and fabrication are often characterized by the need for large outdoor areas in which to conduct operations, and typically result in environmental impacts beyond their own sites. This definition includes, but is not limited to: manufacture and fabrication of cement, brick, lime, gypsum, asphalt, and other manufacturing and fabrication uses as determined by the Community and Economic Development Director. This definition excludes slaughterhouses, manufacture of shellac, varnish or turpentine, paper, pulp, rubber from crude material, refining and/or manufacturing of petroleum products.

Sec. 15.02.257.02. Manufacturing, assembly, and fabrication, light.

Manufacturing, assembly, and fabrication, light means the transformation of materials or substances into new products including additive or subtractive processes, construction, testing, and assembling of component parts, and the blending of materials such as lubricating oils, plastics, resins or liquors. Light manufacturing and fabrication is characterized by the use being contained within buildings, and materials or equipment used in production not being stored outside. Light manufacturing and fabrication activities do not generate external emissions such as smoke, odor, noise, vibrations or other nuisances outside the building. This definition includes but is not limited to manufacture and fabrication of food products, electronic components, office products, furniture, glass products, printing and publishing, and other manufacturing and fabrication uses as determined by the Community and Economic Development Director. This definition excludes manufacture of hazardous substances, as well as slaughterhouses, manufacture of shellac, varnish or turpentine, paper, pulp, rubber from crude material, refining and/or manufacturing of petroleum products.

Sec. 15.02.257.03. Manufacturing, assembly, and fabrication, medium.

Manufacturing, assembly, and fabrication, medium means the transformation of materials or substances into new products including additive or subtractive processes, construction, testing, and assembling of component parts, and the blending of materials such as lubricating oils, plastics, resins or liquors. Medium

manufacturing and fabrication is characterized by need for only very limited areas of outdoor storage and may create minor external environmental impacts during the conduct of operations but most impacts are contained on-site. This definition includes but is not limited to manufacture and fabrication of automotive and aerospace vehicles and their parts, alcoholic products, paints, printing ink, leather goods, and other manufacturing and fabrication uses as determined by the Community and Economic Development Director. This definition excludes manufacture of hazardous substances, as well as slaughterhouses, manufacture of shellac, varnish or turpentine, paper, pulp, rubber from crude material, refining and/or manufacturing of petroleum products.

Sec. 15.02.315. Outdoor storage or outside storage. *Outdoor storage or outside storage* means all or part of a lot which is used for the keeping of materials or products in an open, uncovered yard or in an unwallled building. ~~Such materials shall not be for~~Outdoor storage does not apply to materials which are displayed for marketing purposes to the general public, such as retail products for sale or rent. general public consumption or viewing. Such materials shall include tractors, backhoes, heavy equipment, construction materials, and other similar items which detract from the appearance of the zone in which they are located.

Sec. 15.02.338.01. Research, development, and testing. *Research, development, and testing* means activities which involve the conceptualization, design, and modification of new products or commodities. They may also involve tests, trials, or scientific analysis.

EXHIBIT E
Chapter 15.03

Sec. 15.03.010. Establishment and designation of districts. The various districts established by this title and into which the city is divided are designated as follows:

A-10 Agricultural District

The stated goal of the city is to preserve prime agricultural land in the Green River Valley as a nonrenewable resource. The agriculture zone shall actively encourage the concentration of agricultural uses in areas where incompatibility with urban uses will be minimal to aid in the implementation of those goals. Further, such classification of prime agricultural land thus recognizes and encourages farming activity as a viable sector of the local economy.

SR-1 Residential Agricultural District

The purpose of the SR-1 zone is to provide for areas allowing low density single-family residential development. SR-1 zoning shall be applied to those areas identified in the comprehensive plan for low density development, because of environmental constraints or the lack of urban services.

AG Agricultural General District

The purpose of the AG zone is to provide appropriate locations for agriculturally related industrial and retail uses in or near areas designated for long-term agricultural use. Such areas may contain prime farmland soils which may be currently or potentially used for agricultural production.

SR-3 Single-Family Residential District

SR-4.5 Single-Family Residential District

SR-6 Single-Family Residential District

SR-8 Single-Family Residential District

It is the purpose of the single-family residential districts to stabilize and preserve single-family residential neighborhoods, as designated in the comprehensive plan. It

is further the purpose to provide a range of densities and minimum lot sizes in order to promote diversity and recognize a variety of residential environments.

MR-D Duplex Multifamily Residential District

It is the purpose of the MR-D district to provide for a limited increase in population density and allow for a greater variety of housing types by allowing duplex dwelling units and higher density single-family detached residential development.

MR-T12 Multifamily Residential Townhouse District

MR-T16 Multifamily Residential Townhouse District

It is the purpose of the MR-T districts to provide suitable locations for low to medium density multifamily residential development where home ownership is encouraged consistent with the comprehensive plan.

MR-G Low Density Multifamily Residential District

It is the purpose of the MR-G district to provide locations for low to medium density multifamily residential development and higher density single-family residential development, as designated in the comprehensive plan.

MR-M Medium Density Multifamily Residential District

It is the purpose of the MR-M district to provide for locations for medium density multifamily residential development and higher density single-family residential development, as designated in the comprehensive plan.

MR-H High Density Multifamily Residential District

It is the purpose of the MR-H district to provide for locations for high density residential districts suitable for urban living.

MHP Mobile Home Park Combining District

The MHP combining district is designed to provide proper locations for mobile home parks. Mobile home parks may be located in any multi-family residential district when MHP combining district regulations and development plans are approved for that location.

PUD Planned Unit Development District

The intent of the PUD is to create a process to promote diversity and creativity in site design, and protect and enhance natural and community features. The process is provided to encourage unique developments which may combine a mixture of residential, commercial, and industrial uses. By using flexibility in the application of development standards, this process will promote developments that will benefit citizens that live and work within the city.

NCC Neighborhood Convenience Commercial District

It is the purpose of the NCC district to provide small nodal areas for retail and personal service activities convenient to residential areas and to provide ready access to everyday convenience goods for the residents of such neighborhoods. NCC districts shall be located in areas designated for neighborhood services in the comprehensive plan.

CC Community Commercial District

The purpose of the CC district is to provide areas for limited commercial activities that serve several residential neighborhoods. This district shall only apply to such commercial districts as designated in the city comprehensive plan. It is also the purpose of this district to provide opportunities for mixed use development within the designated mixed use overlay boundary, as designated by the comprehensive plan.

DC Downtown Commercial District

It is the purpose of the DC district to provide a place and create environmental conditions which will encourage the location of dense and varied retail, office, residential, civic, and recreational activities which will benefit and contribute to the vitality of a central downtown location, to recognize and preserve the historic pattern of development in the area and to implement the land use goals and policies in the 1989 downtown plan, the Kent comprehensive plan, and the downtown action plan. In the DC area, permitted uses should be primarily pedestrian-oriented and able to take advantage of on-street and structured off-street parking lots.

DCE Downtown Commercial Enterprise District

The purpose of this district is to encourage and promote higher density development and a variety and mixture of compatible retail, commercial, residential, civic,

recreational, and service activities in the downtown area, to enhance the pedestrian-oriented character of the downtown, and to implement the goals and policies of the 1989 downtown plan, the Kent comprehensive plan, and the downtown strategic action plan.

DCE-T Downtown Commercial Enterprise District – Transitional Overlay

Within the downtown commercial enterprise district, a transitional overlay addresses compatibility of higher intensity mixed use development with nearby single-family residential zones through height limits and required application of certain downtown design review elements.

MTC-1 Midway Transit Community-1 District

The purpose and intent of the MTC-1 district is to provide an area that will encourage the location of moderately dense and varied retail, office, or residential activities in support of rapid light rail and mass transit options, to enhance a pedestrian-oriented character while acknowledging the existing highway corridor character, and to implement the goals and policies of the Midway Subarea Plan.

MTC-2 Midway Transit Community-2 District

The purpose and intent of the MTC-2 district is to provide a place and create environmental conditions which will promote the location of dense and varied retail, office, or residential activities, and recreational activities in support of rapid light rail and mass transit options, to ensure a primarily pedestrian-oriented character, and to implement the goals and policies of the Midway Subarea Plan.

MCR Midway Commercial/Residential District

The purpose and intent of the MCR district is to provide area that will encourage the location of dense and varied retail, office, or residential activities in support of rapid light rail and mass transit options, to enhance a pedestrian-oriented character, and to implement the goals and policies of the Midway Subarea Plan.

~~CM-1 Commercial Manufacturing-1 District~~

~~It is the purpose of the CM-1 district to provide locations for those types of developments which combine some characteristics of both retail establishments and industrial operations, heavy commercial uses, and wholesale uses.~~

CM-2 Commercial Manufacturing_2-District

It is the purpose of the CM_2-district to provide locations for those types of developments which combine some characteristics of both retail establishments and small-scale, light industrial operations, heavy commercial and wholesale uses, and specialty manufacturing.

GC General Commercial District

The purpose and intent of the general commercial district is to provide for the location of commercial areas developed along certain major thoroughfares; to provide use incentives and development standards which will encourage the redevelopment and upgrading of such areas; to provide for a range of trade, service, entertainment, and recreation land uses which occur adjacent to major traffic arterials and residential uses; and to provide areas for development which are automobile-oriented and designed for convenience, safety, and the reduction of the visual blight of uncontrolled advertising signs, traffic control devices, and utility equipment. It is also the purpose of this district to provide opportunities for mixed use development within the designated mixed use overlay boundary, as designated by the comprehensive plan.

I1 Industrial Business District

The I1 Industrial Business district consists of areas of high opportunity for the City in terms of employment, revenue, and placemaking. High opportunity areas may exhibit a mix of characteristics such as high visibility from key transportation corridors, proximity to prominent gateways, adjacency to transit, commercial nodes, or residential districts, etc. The Industrial Business district is primarily intended to be an amenity-rich environment and to accommodate small- to moderate-scale industrial land uses with high employment density, such as light industrial, manufacturing, assembly, fabrication, industrial offices, prototyping, research and development, small-scale wholesaling, local distribution, and similar activities that

generate few adverse operational impacts (e.g., noise, odor, truck traffic, etc.). Neighborhood scale uses such as food, retail, and services are encouraged in the Industrial Business District, as are multi-story buildings, master-planned business parks, and complexes with a mix of allowed uses. Because of its high-quality employment focus, development in the Industrial Business District is required to provide amenity space and attractive architectural design, to improve the daily experience for workers.

I2 Mixed Industrial District

The I2 Mixed Industrial district is intended to accommodate a range of small-, moderate- and large-scale industrial uses and activities with moderate to high employment density. Uses appropriate for the I2 district include manufacturing, logistics, processing, industrial parks, and other industrial activities that may generate adverse operational impacts (e.g., noise, odor, truck traffic, etc.) beyond the subject property lines but can be largely mitigated. Because of its employment focus, the Mixed Industrial district has some amenity and architectural design requirements to improve the daily experience for workers, but these requirements are more flexible than those in the I1 district in order to facilitate cost-effective development and redevelopment.

I3 Heavy Industrial District

The I3 Heavy Industrial district is primarily intended to accommodate large-scale, high-impact uses, including raw materials and metals processing, large-scale warehousing and distribution, and other activities that generate adverse operational impacts (e.g., noise, odor, truck traffic, etc.) often requiring significant movement of trucks or large vehicles, outdoor storage, or outdoor operational space within the site. Lands designated I3 may have access constraints or experience adverse impacts due to their proximity to rail lines or limited-access freeways.

M1, M1-C Industrial Park District

~~The purpose of the M1 district is to provide an environment exclusively for and conducive to the development and protection of a broad range of industrial, office, and business park activities, including modern, large-scale administrative facilities,~~

~~research institutions, and specialized manufacturing organizations, all of a nonnuisance type, as designated in the comprehensive plan. This district is intended to provide areas for those industrial activities that desire to conduct business in a prestigious location in which environmental amenities are protected through a high level of development standards. It is also the purpose of this zone to allow certain limited commercial land uses that provide necessary personal and business services for the general industrial area. Such uses are allowed in the M1 district, through the application of the "C" suffix, at centralized, nodal locations where major arterials intersect.~~

~~M2 Limited Industrial District~~

~~The purpose of the M2 district is to provide areas suitable for a broad range of industrial and warehouse/distribution activities. The permitted uses are similar to those of the industrial park district; except, that nonindustrial uses, particularly office and retail, are restricted, in accordance with the manufacturing/industrial center designation in the comprehensive plan. Development standards are aimed at maintaining an efficient and desirable industrial area.~~

~~M3 General Industrial District~~

~~The purpose of the M3 district is to provide areas suitable for the broadest range of industrial activities, and to specify those industrial activities having unusual or potentially deleterious operational characteristics, where special attention must be paid to location and site development. Light industrial uses which require restrictive standards on the part of adjoining uses and nonindustrial uses are discouraged from locating in this district, in accordance with the manufacturing/industrial center designation in the comprehensive plan.~~

~~SU Special Use Combining District~~

~~It is the purpose of the SU district to provide for special controls for certain uses which do not clearly fit into other districts, which may be due to technological and social changes, or which are of such unique character as to warrant special attention in the interest of the city's optimum development and the preservation and enhancement of its environmental quality. A special~~

use combining district is imposed on an existing zoning district, permitting the special use as well as uses permitted by the underlying zone. The combining district becomes void if substantial construction has not begun within a one-year period, and the district reverts to its original zoning designation. It is the intent of the special use combining regulations to provide the city with adequate procedures for controlling and reviewing such uses and to discourage application for speculative rezoning.

EXHIBIT F Chapter 15.04

Sec. 15.04.020. Residential land uses.

Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	Zoning Districts																			
	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1	MTC-2
One single-family dwelling per lot	P		P	P	P	P	P	P	P	P	P	P	P							
One duplex per lot					P (27)	P (27)	P (27)	P												
One modular home per lot	P		P	P	P	P	P	P	P	P	P	P	P							
Duplexes					P (27)	P (27)	P (27)	P (22)	P	P	P	P	P							
Multifamily townhouse units					P (27)	P (27)	P (27)		P (19) (20)	P (19) (20)	P	P	P			P (2)	P (4) (5)	P	P	P
Multifamily dwellings									P (26)	P (26)	P	P	P			P (2)	P (4) (5)	P	P	P
Mobile homes and manufactured homes														P						
Mobile home parks								P (13)	P (13)	P (13)	P (13)	P (13)	P (13)	P						
Group homes class I	P (32)		P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)	P (32)
Group homes class II-A								C (32)	C (32)	C (32)	C (32)	C (32)	C (32)		C (32)	C (32)	C (32)	C (32)	C (32)	C (32)
Group homes class II-B								C (32)	C (32)	C (32)	C (32)	C (32)	C (32)		C (32)	C (32)	C (32)	C (32)	C (32)	C (32)
Group homes class II-C								C (32)	C (32)	C (32)	C (32)	C (32)	C (32)		C (32)	C (32)	C (32)	C (32)	C (32)	C (32)
Group homes class III															C (23) (32)	C (23) (32)	C (23) (32)	C (23) (32)	C (23) (32)	C (23) (32)
Secure community transition facilities ^{23, 24}																				
Communal residences	P (33)		P (33)	P (33)	P (33)	P (33)	P (33)	P (33)	P (33)	P (33)	P (33)	P (33)	P (33)							
Rebuild/accessory uses for existing dwellings		P (6)													P (6)	P (6)	P (6)	P (6)	P (6)	P (6)
Transitional housing											P (29)	P (29)	P (29)			P (2)	P (4) (5)	P	P	P
Short-term rentals				A (34)	A (34)	A (34)	A (34)	A (34)	A (34)	A (34)	A (34)	A (34)	A (34)							
Farm worker accommodations	A (17)	A (9)	A (17)																	
Accessory uses and structures customarily appurtenant to a permitted use	A	A	A (8) (18)	A (8) (18)	A (8) (18)	A (8) (18)	A (8) (18)	A (18)	A (18)	A (18)	A (18)	A (18)	A (18)		A	A	A	A	A	A

	Zoning Districts																			
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1	MTC-2
Accessory dwelling units and guest cottages	A (8) (10)		A (8) (10)	A (8) (10)	A (8) (10)	A (8) (10)	A (8) (10)	A (8) (10)	A (8) (10)	A (8) (10)	A (8) (10)	A (8) (10)	A (8) (10)							
Accessory living quarters															A (14)	A (14)	A (14)	A (14)	A (14)	A (14)
Live-work units																				
Home occupations	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)	A (11)
Service buildings														A						
Storage of recreational vehicles	A (16)		A (16)	A (16)	A (16)	A (16)	A (16)	A (16)	A (16)	A (16)	A (16)	A (16)	A (16)	A						
Drive-in churches		C	C	C	C	C	C	C	C	C	C	C	C		C	C	C	C	C	C
Emergency housing; emergency shelter								C (31)							C	C	C	C	C	C
Independent senior living facilities				C	C	C	C	C			P (29)	P (29)	P (29)			P (2) C (3)	P (4) C (5)	P	P	P
Assisted living facilities				C	C	C	C	C			P (29)	P (29)	P (29)			P (2) C (3)	P (4) C (5)	P	P	P
Residential facilities with health care				C	C	C	C	C			P (29)	P (29)	P (29)			P (2) C (3)	P (4) C (5)	P	P	P
Designated manufactured home	P (25)		P (25)	P (25)	P (25)	P (25)	P (25)	P (25)	P (25)	P (25)	P (25)	P (25)	P (25)	P (25)						

Sec. 15.04.040. Manufacturing-Industrial land uses.

Zoning Districts	
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	A-10
	AG
	SR-1
	SR-3
	SR-4.5
	SR-6
	SR-8
	MR-D
	MR-T12
	MR-T16
	MR-G
	MR-M
	MR-H
	MHP
	NCC
	CC
DC	
DCE	
MTC-1	
MTC-2	
MCR	
GM-1	
CM-2	
GC	
M1I1	
M1-E	
M2I2	
M3I3	
Manufacturing, processing, blending, and packaging of food and beverage products	- - - - - - - - - - - - - - - - - P (2) - - - - P (23) P (23) - P (23) P(23) P (23) P (23) C (1)
Manufacturing, Assembly, and Fabrication - Heavy	 <

Zoning Districts	
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	
	A-10 AG SR-1 SR-3 SR-4.5 SR-6 SR-8 MR-D MR-T12 MR-T16 MR-G MR-M MR-H MHP NCC CC DC DCE MTC-1 MTC-2 MCR GM-1 CM-2 GC M11 M1-E M212 M313
Heavy equipment and truck repair Manufacturing, processing, blending, and packaging of drugs, pharmaceuticals, toiletries, and cosmetics	' '

	Zoning Districts																												
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1	MTC-2	MCR	GM-1	CM-2	GC	M11	M1-G	M212	M313	
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P (2)	-	-	-	P (3)	P (3)	-	P	P	P	P (1)	
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P (2)	-	-	-	P	P	-	P	P	P	P (1)	
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P (2)	-	-	-	P (3)	P (3)	-	P (25)	P (25)	P (25)	P (25)	
	A (7)	A (7)													A (8)	A (8)	A (8)	A (8)	A (7)			A (7)	A (7)	A (7)	A (12)	A (12)	A (12)	A (14) C (15)	
										A	A	A	A	A					P (2)	A	A	A	P	P		P (37)	P	P (37)	P (37)
		P (22) C (31)																					P (16) (34)	P (16) (34)		P (16) (34)	P (16) (34)	P (24) C (1)	
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	E (13)	-	-	PG (17)	C (17)	BP (18)	BP (11) G (1)

	Zoning Districts																												
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1	MTC-2	MCR	GM-1	CM-2	GC	M-1.1	M-1.6	M-2.12	M-3.13	
																		A (2)				P	P	A	A (35) (38)	A	A (35) (38)	P G (+) A (35) (38)	
	Outdoor storage (including truck, heavy equipment, and contractor storage yards as allowed by development standards, KCC 15.04.190 and 15.04.195)																												
	Miniwarehouses self-storage															P (19)						P (49)	P (19)	P (19)			P (35) (37)	P (35) (37)	
	Manufacturing of soaps, detergents, and other basic cleaning and cleansing preparations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P (2)	-	-	-	-	-	-	-		G	P G (+)
	Manufacturing of plastics and synthetic resins	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P (2)	-	-	-	-	-	-	-		G	P G (+)
	Manufacturing of synthetic and natural fiber and cloth	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P (2)	-	-	-	-	-	-	-		G	P G (+)
	Manufacturing of plywood, composition wallboard, and similar structural wood products	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P (2)	-	-	-	-	-	-	-		G	P G (+)
	Manufacturing of nonmetallic mineral products such as abrasives, asbestos, chalk, pumice, and putty	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		G	P G (+)

Zoning Districts																	
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC
	DCE	MTC-1	MTC-2	MCR	GM-1	CM-2	GC	M-11	M-1-G	M-212	M-313						
Manufacturing of heat-resisting or structural clay products (brick, tile, or pipe) or porcelain products	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P (2)
Manufacturing of machinery and heavy machine tool equipment for general industry and mining, agricultural, construction, or service industries	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P (2)
Manufacturing, processing, assembling, and packaging of articles, products, or merchandise made from previously prepared natural or synthetic materials	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Manufacturing, processing, treating, assembling, and packaging of articles, products, or merchandise from previously prepared ferrous, nonferrous, or alloyed metals	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P (2)
Complexes which include a combination of uses, including a mixture of office, storage, commercial, and light manufacturing uses																	P (2) (33)

	Zoning Districts																											
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1	MTC-2	MCR	GM-1	CM-2	GC	MH1	M1-E	M2I2	M2I3
	A	A	A (27) (32)	A (32)	A (32)	A (32)	A (32)	A	A	A	A	A	A		A (9)	A (9)	A (10)	A (10)	A (10)	A (10)	A (10)	A (9)	A (9)	A (9)	A (6)	A (6)	A (6)	A (6)
																							C					E (4)

Sec. 15.04.050. ~~Manufacturing~~ Industrial land use development conditions.

1. ~~[Reserved]~~1. — The following uses require a conditional use permit:

a. ~~Manufacture of such types of basic materials as follows:~~

i. ~~Gum and wood chemicals and fertilizers, and basic industrial organic and inorganic chemicals or products such as alkalis and chlorine, industrial and liquid petroleum, gases, cellophane, coal tar products, dyes and dye products, impregnated products, tanning compounds, and glue and gelatin.~~

ii. ~~Hydraulic cement, concrete, gypsum, lime, carbon, carbon black, graphite, coke, glass, and similar products.~~

b. ~~Manufacture of products such as the following:~~

i. ~~Ammunition, explosives, fireworks, matches, photographic film, missile propellants, and similar combustibles.~~

ii. ~~Rubber from natural, synthetic, or reclaimed materials.~~

iii. ~~Paving and roofing materials or other products from petroleum derivatives.~~

c. ~~Refining of materials such as petroleum and petroleum products, metals and metal ores, sugar, and fats and oils.~~

d. ~~Distilling of materials such as bone, coal, coal tar, coke, wood, and other similar distillates.~~

e. ~~Heavy metal processes, such as ore reduction or smelting, including blast furnaces, and including drop forging, drop hammering, boiler plate works, and similar heavy metal operations:~~

i. ~~Asphalt batching plants.~~

ii. ~~Concrete mixing and batching plants, including ready mix concrete facilities.~~

iii. ~~Rock crushing plants and aggregate dryers.~~

iv. ~~Sandblasting plants.~~

f. ~~Animal and food processing, including the following and similar operations:~~

i. ~~Tanning, dressing, and finishing of hides, skins, and furs.~~

~~ii. — Meat and seafood products, curing, canning, rendering, and slaughtering.~~

~~iii. — Nitrating of cotton and other materials.~~

~~iv. — Rendering of animal grease or tallow, fish oil, and similar materials.~~

~~v. — Slaughtering, stockyard, feedlot, dairy, and similar operations.~~

~~vi. — Pickling and brine-curing processes.~~

~~vii. — Wholesale produce markets.~~

~~g. — Salvage, wrecking, and disposal activities, including the following and similar operations:~~

~~i. — Automobile and building wrecking and salvage.~~

~~ii. — Salvage of industrial waste materials such as metal, paper, glass, rags, and similar materials.~~

~~iii. — Sewage disposal and treatment plants.~~

~~iv. — Dump and sump operations for such uses as rubbish, garbage, trash, and other liquid and solid wastes.~~

~~h. — Storage of the following kinds of goods:~~

~~i. — Bulk storage of oil, gas, petroleum, butane, propane, liquid petroleum gas, and similar products, and bulk stations and plants.~~

~~ii. — Used building materials, mover's equipment, relocated buildings, impounded vehicles, and similar materials.~~

~~iii. — Explosives or fireworks, except where incidental to a principally permitted use.~~

~~iv. — Fertilizer or manure.~~

2. Light manufacturing is permitted in the downtown commercial enterprise district as follows:

a. Laboratory and related industrial research and development uses are permitted, including such uses as hardware or robotics testing, industrial showrooms, and training facilities for industrial machinery.

b. Operations of sorting, packaging, recycling, or distribution are not permitted except as accessory uses to the on-premises manufacturing.

c. Heavy industrial uses that have significant external impacts such as noise, olfactory pollution, or vibration, ~~such as those listed in subsection (1) of this section,~~ are not permitted.

d. All processing, fabricating, or assembly of products (i.e., light manufacturing) takes place wholly within an enclosed building.

i. "Assembly" is defined as creation of a component or end item made from a number of parts and subassemblies. This does not include the putting together of kits, gift baskets, or packaging items produced elsewhere for purposes of e-commerce or wholesale trading.

e. Storage is limited to items consumed, produced, or altered on the premises.

i. Outdoor storage shall only be allowed as an accessory use to another principal use.

A. The material(s) being stored shall not exceed 12 feet in height at any point.

B. The material(s) being stored shall be wrapped or enclosed to prevent wind-blown debris.

C. The storage area shall not exceed 15 percent of the building footprint or five percent of the lot area, whichever is less.

D. Outdoor storage shall be screened from public view from Class A and B streets (as defined in the downtown design guidelines) and from trails by Type I landscaping and minimum six-foot-tall fence or wall.

E. Outdoor storage shall be sited to minimize visibility.

f. Truck storage is only permitted as an accessory use to a principally permitted use on sites two and one-half acres or larger that also have access to a principal arterial or higher classification roadway within 500 feet of the property, or as otherwise approved by the director.

g. Areas designated for truck parking or loading shall be concealed from view along public streets or trails. Dock-high doors for truck loading are permitted at a ratio of one door per 25,000 square feet of building area.

h. Dock-high loading doors shall be set back, recessed, and/or screened so as not to be visible from adjacent local streets or residential properties.

i. The office portion of a manufacturing use shall be adjacent to the public street with the highest classification.

j. Buildings must have entries on abutting Class A and B streets (as defined in the downtown design guidelines) and those entries shall include substantial fenestration on the associated facade to emphasize the entry.

3. Small-scale light manufacturing operations as follows: stamping, brazing, testing, electronic assembly, and kindred operations where the building, structure, or total operation does not encompass more than 10,000 square feet of area. The 10,000-square-foot total shall include all indoor and outdoor storage areas associated with the manufacturing operation. Only one 10,000-square-foot manufacturing operation shall be permitted per lot.

~~4. [Reserved] 4. Conditional use for manufacturing of paint, but manufacturing of paint is permitted outright in the M3 zone.~~

5. Contractor shops where most of the work is done on call, and which do not rely on walk-in trade, but where some incidental storage or semi-manufacturing work is done on the premises, such as carpentry, heating, electrical, or glass shops, printing, publishing, or lithographic shops, furniture, upholstery, dry cleaning, and exterminators.

6. Accessory uses include sales of product accessory to and directly related to the manufacturing or warehousing use on the site.

~~7. [Reserved.] 7. For permitted uses, accessory hazardous substance land uses, including onsite hazardous waste treatment or storage facilities, which are not subject to cleanup permit requirements of Chapter 11.02 KCC, subject to the provisions of KCC 15.08.050, except offsite hazardous waste treatment or storage facilities, which are not permitted in this district. Fuel farm facilities are not allowed in AG or A-10 zones.~~

~~8. [Reserved.] 8. For permitted uses, hazardous substance land uses, including onsite hazardous waste treatment or storage facilities, which are not subject to cleanup permit requirements of Chapter 11.02 KCC and which do not accumulate~~

~~more than 5,000 pounds of hazardous substances or wastes or any combination thereof at any one time on the site, subject to the provisions of KCC 15.08.050, except offsite hazardous waste treatment or storage facilities, which are not permitted in this district.~~

9. Includes incidental storage facilities and loading/unloading areas.

10. Includes incidental storage facilities, which must be enclosed, and loading/unloading areas.

~~11. [Reserved.] 11. Includes rail-truck transfer uses, except classification yards in the category of "hump yards."~~

12. For permitted uses, accessory hazardous substance land uses, including onsite hazardous waste treatment or storage facilities, which are not subject to cleanup permit requirements of Chapter 11.02 KCC, subject to the provisions of KCC 15.08.050. Offsite hazardous waste treatment or storage facilities are not permitted in this district, except through a special use combining district.

~~13. [Reserved.] 13. Conditional use permit required for trucking terminals and rail-truck transfer uses.~~

14. For permitted uses, accessory hazardous substance land uses, including onsite hazardous waste treatment or storage facilities, which are not subject to cleanup permit requirements of Chapter 11.02 KCC, subject to the provisions of KCC 15.08.050, except offsite hazardous waste treatment or storage facilities, which require a conditional use permit in this district.

15. The following require a conditional use permit:

a. Offsite hazardous waste treatment or storage facilities, subject to the provisions of KCC 15.08.050.

b. Any hazardous substance land use that is not an accessory use to a principally permitted use.

~~16. [Reserved.] 16. Warehousing and distribution facilities and the storage of goods or products, except for those goods or products specifically described as permitted to be stored only as conditional uses in the M3 district~~

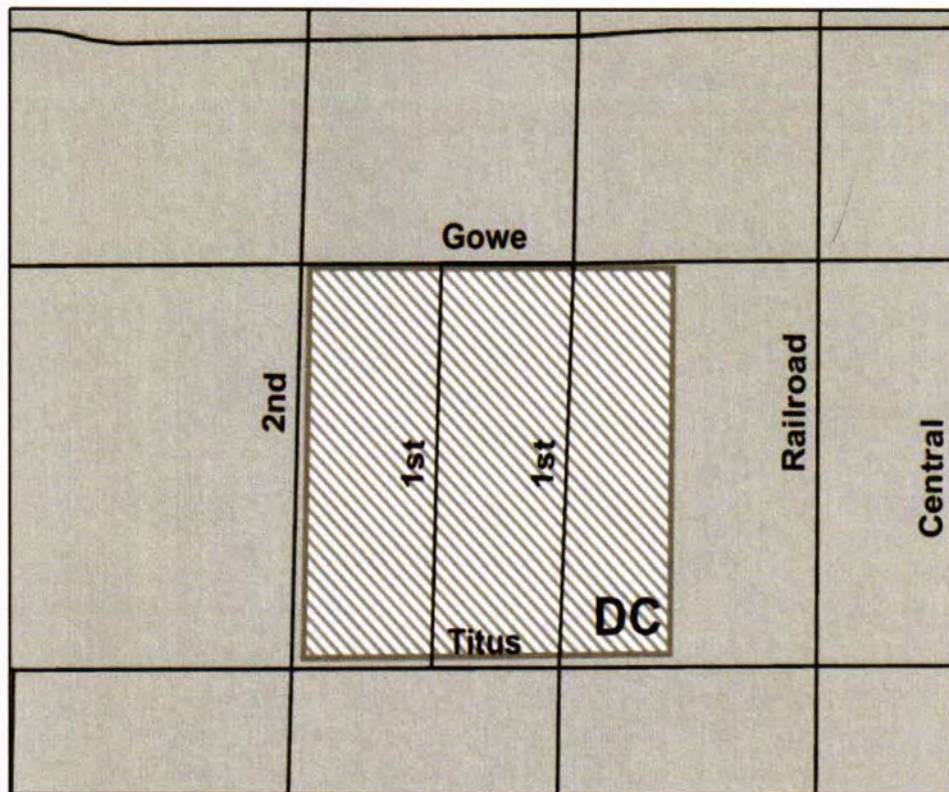
~~17. [Reserved.] 17. Conditional use for car loading and distribution facilities, and rail truck transfer uses.~~

~~18.- [Reserved.] 18. Warehousing and distribution facilities and the storage of goods or products, including rail truck transfer uses.~~

19. Miniwarehouses are limited to 40 percent of the gross leasable area of the building in which the miniwarehousing use is located, and cannot be located on the ground floor. For purposes of this title, "miniwarehouses" means any real property designed and used for the purpose of renting or leasing individual storage space to occupants who are to have access to the space for the purpose of storing and removing personal property on a self-service basis, but does not include a garage or other storage area in a private residence.

~~20. [Reserved.] 20. Prohibited are those manufacturing activities having potentially deleterious operational characteristics, such as initial processing of raw materials (forging, smelting, refining, and forming).~~

21. The ground level or street level portion of all buildings in the pedestrian overlay of the DC district, set forth in the map below, must be retail or pedestrian-oriented.



Pedestrian-oriented development shall have the main ground floor entry located adjacent to a public street and be physically and visually accessible by pedestrians from the sidewalk, and may include the following uses:

- a. Retail establishments, including but not limited to convenience goods, department and variety stores, specialty shops such as apparel and accessories, gift shops, toy shops, cards and paper goods, home and home accessory shops, florists, antique shops, and book shops;
- b. Personal services, including but not limited to barber shops, beauty salons, and dry cleaning;
- c. Repair services, including but not limited to television, radio, computer, jewelry, and shoe repair;
- d. Food-related shops, including but not limited to restaurants (including outdoor seating areas and excluding drive-in restaurants) and taverns;
- e. Copy establishments;
- f. Professional services, including but not limited to law offices and consulting services; and

g. Any other use that is determined by the economic and community development director to be of the same general character as the above permitted uses and in accordance with the stated purpose of the district, pursuant to KCC 15.09.065, Interpretation of uses.

22. Permitted uses are limited to storage, warehousing, processing, and conversion of agricultural, dairy, and horticultural products, but not including slaughtering, meat packing, and fuel farm facilities.

~~23. [Reserved.]23. Excluding slaughtering, rendering, curing, or canning of meat or seafood products.~~

~~24. [Reserved.]24. Except for those goods or products specifically described as permitted to be stored as conditional uses.~~

~~25. [Reserved.]25. Excluding explosive fuels and propellants.~~

~~26. [Reserved.]26. Excluding predominantly drop forge and drop hammer operations.~~

27. Other accessory uses and buildings customarily appurtenant to a permitted use, except for onsite hazardous waste treatment and storage facilities, which are not permitted in residential zones.

~~28. [Reserved.]28. Excluding paint boiling processes.~~

~~29. [Reserved.]29. Limited to 25 percent of gross floor area. Reference KCC 15.04.080(5).~~

~~30. [Reserved.]30. Retail or services uses which exceed the 25 percent limit on an individual or cumulative basis shall be subject to review individually through the conditional use permit process. A conditional use permit shall be required on an individual tenant or business basis and shall be granted only when it is demonstrated that the operating characteristics of the use will not adversely impact onsite or offsite conditions on either an individual or cumulative basis.~~

31. Reuse or replacement of existing structures for nonagricultural uses is allowed where it is shown that the existing structures are obsolete for agricultural use and will have no viable economic use unless they can be put to nonagricultural use. Any replacement structures must maintain or enhance the agricultural appearance of the property. Signs shall be limited to not more than 100 square feet in area per business, and of that amount, freestanding signs shall not exceed 40 square feet in area. No increase in the area of existing impervious surface shall be allowed in connection with a nonagricultural use.

32. Accessory structures composed of at least two walls and a roof, not including accessory uses or structures customarily appurtenant to agricultural uses, are subject to the provisions of KCC 15.08.160.

33. All uses within a complex must be principally permitted uses within the zoning district.

~~34. [Reserved.] 34. New buildings and additions to buildings (vested after April 2, 2019) are limited to no more than one dock-high loading door per 40,000 square feet of gross floor area; however, for buildings less than 40,000 square feet, one dock-high loading door is permitted. The footprint area of new buildings is limited to 125,000 square feet.~~

~~35. Outside storage or operations yards in the I1, I2, and I3 districts shall be permitted only as accessory uses. Such uses are incidental and subordinate to the principal use of the property or structure. Outdoor storage is limited to 15% of the total site area in the I1 district, 30% of the total site area in the I2 district, and 50% of the total site area in the I3 district.~~

~~36. [Reserved.]~~

~~37. In the I1, I2, and I3 districts, commercial, office, and retail uses are allowed; these uses are limited to 30,000 square feet per occupancy.~~

~~38. Reference KCC 15.07.040(B), outdoor storage landscaping.~~

Sec. 15.04.060. Transportation, public, and utilities land uses.

	Zoning Districts																											
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1	MTC-2	MCR	GM-1	CM-2	GC	MH11	M1-G	M212	M313
Commercial parking lots or structures																	C	C	C	C	C				C		C	C
Transportation and transit facilities, including high capacity transit facilities	C (11)	C (11)	C (11)	C (11)	C (11)	C (11)	C (11)	C (11)	C (11)	C (11)	C (11)	C (11)	C (11)	C (11) (12)	C (11)	C (11)	C (11)	C (11)	C (11)	C (11)	C (11)	E (11)	C (11)	C (11)	C (11)	E (11)	C (11)	P (6) (11)
<u>Rail-truck transfer uses</u>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-			A	A
Transit operations and maintenance facilities																							C				-	C
<u>Railway and bus depots, taxi stands</u>	-	-	-	-	-	-	-	-	E	E	-	-	-	-	-	-	E	E	E	E	E	-	-	-	-	-	-	-
Utility and transportation facilities: electrical substations, pumping or regulating devices for the transmission of water, gas, steam, petroleum, etc.	C	C	C	C	C	C	C	C	C	C	C	C	C		C	C	C	C	C	C	C	E	C	C	C	E	C	C
Public facilities: firehouses, police stations, libraries, and administrative offices of governmental agencies, primary and secondary schools, vocational schools, and colleges	C	C	C	C	C	C	C	C	C	C	C	C	C		C	C	C	P	C	C	C	E	C	C	C	E	C	C
Accessory uses and structures customarily appurtenant to a permitted use	A	A	A (13)	A (13)	A (13)	A (13)	A (13)	A	A	A	A	A	A		A	A	A	A	A	A	A	A	A	A	A	A	A	A

[illegible]

Sec. 15.04.070. Wholesale and retail land uses.

	Zoning Districts																
	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses																	
Bakeries and confectioneries																	P
Wholesale bakery																	P
Bulk retail																	P
Recycling centers																	P
Retail sales of lumber, tools, and other building materials, including preassembled products																	P
Hardware, paint, tile, and wallpaper (retail)																	P
Farm equipment																	P
General merchandise: dry goods, variety, and department stores (retail)																	P
Food and convenience stores (retail)																	P

	Zoning Districts																												
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1	MTC-2	MCR	GM-1	CM-2	GC	MH-1	MH-6	MH-12	MH-13	
Automobile, aircraft, motorcycle, boat, and recreational vehicles sales (retail)																						P	P	P	P (2) (28)	-	P (2) (28)	P (2) (28)	
Automotive, aircraft, motorcycle, and marine accessories (retail)																P			P		P	P	P	P	P (2) (28) P (13)	P (13)	P (2) (28) P (6) (13)	P (2) (28)	P (2) (28)
Gasoline service stations															S (6)	S (6)			S (6)			S (6)	S (6)	S (6)	S (6)	S (6)	S (6)	S (6)	
Apparel and accessories (retail)																P	P (11)	P	P	P	P	P	-	P	P	P (28) A (8)	A (8)	P (28)	P (28)
Furniture, home furnishing (retail)																P	P (11)	P	P	P	P	P	P	P	P (28)	-	P (28)	P (28)	
Eating and drinking establishments (no drive-through)															P	P	P (11)	P	P	P	P	P	P	P	P (28) P	P (28) (6)	P (28)	P (28)	
Eating and drinking establishments (with drive-through)																S (6) (20)		C (7) (20)				P		S (6) (20) P (20)	P (20) (28) (20)	P (20) (28) -	P (20) (28)	P (20) (28)	

	Zoning Districts																											
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1	MTC-2	MCR	GM-1	CM-2	GC	MH-1	MH-6	MH-12	MH-13
Eating facilities for employees																			P	P	P				A P (28)	A P (28)	A P (28)	A P (28)
Planned development retail sales	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Drive-through/drive-up businesses (commercial/retail – other than eating/drinking establishments)															C (22)	P (20)		P (20)	P (24)		P (24)		P (20)	P (20)	P (20)		P (20)	P (20)
Miscellaneous retail: drugs, antiques, books, sporting goods, jewelry, florist, photo supplies, video rental, computer supplies, etc.															P (11)	P (11)	P (11)	P (11)	P (11)	P (11)	P (11)		P (11)	P (11)	AP (28) (8)	A (28) (8)	P (28)	P (28)
Liquor store															P (11)	P (11)	P (11)	P (11)	P (11)	P (11)	P (11)		P (11)	P (11)	P (28)	P (28)	P (28)	P (28)
Farm supplies, hay, grain, feed, fencing, etc. (retail)															P								P	P	P (2) (28)	- (28)	P (2) (28)	P (2) (28)
Nurseries, greenhouses, garden supplies, tools, etc.															P				P				P	P	P (2) (28)	- (28)	P (2) (28)	P (2) (28)
Pet shops (retail and grooming)																			P		P		P	P	P (28)	- (28)	P (28)	P (28)
Computers and electronics (retail)															P				P		P		P	P	P (28)	P (28)	P (28)	P (28)

[illegible]

Sec. 15.04.080. Wholesale and retail land use development conditions.

~~1. [Reserved.]1. Bulk retail uses which provide goods for regional retail and wholesale markets; provided, that each use occupy no less than 43,560 square feet of gross floor area.~~

2. Outside storage or operations yards in the I1, I2, and I3 districts shall be permitted only as accessory uses. Such uses are incidental and subordinate to the principal use of the property or structure. Outdoor storage is limited to 15% of the total site area in the I1 district, 30% of the total site area in the I2 district, and 50% of the total site area in the I3 district. ~~2. [Reserved.]~~

3. [Reserved.]

4. [Reserved.]

~~5. [Reserved.]5. Uses shall be limited to 25 percent of the gross floor area of any single or multi-building development. Retail and service uses which exceed the 25 percent limit on an individual or cumulative basis shall be subject to review individually through the conditional use permit process. A conditional use permit shall be required on an individual tenant or business basis and shall be granted only when it is demonstrated that the operating characteristics of the use will not adversely impact onsite or offsite conditions on either an individual or cumulative basis. For example, in the case of a business park with several buildings, 25 percent of the buildings' combined floor area may be devoted to these retail and service uses. For single building parcels, 25 percent of the floor area of the single building may be devoted to these retail and service uses.~~

6. Special uses must conform to the development standards listed in KCC 15.08.020.

7. Drive-through restaurants, only if located in a building having at least two stories.

8. Accessory uses are only allowed in cases where development plans demonstrate a relationship between these uses and the principal uses of the property.

9. Other accessory uses and buildings customarily appurtenant to a permitted use, except for onsite hazardous waste treatment and storage facilities, which are not permitted in residential zones.

~~10. [Reserved.] 10. Retail uses operated in conjunction with and incidental to permitted uses, provided such uses are housed as a part of the building comprising the basic operations.~~

11. The ground level or street level portion of all buildings in the pedestrian overlay of the DC district, set forth in the map below, must be retail or pedestrian-oriented. Pedestrian-oriented development shall have the main ground floor entry located adjacent to a public street and be physically and visually accessible by pedestrians from the sidewalk, and may include the following uses:

a. Retail establishments, including but not limited to convenience goods, department and variety stores, specialty shops such as apparel and accessories, gift shops, toy shops, cards and paper goods, home and home accessory shops, florists, antique shops, and book shops;

b. Personal services, including but not limited to barber shops, beauty salons, and dry cleaning;

c. Repair services, including but not limited to television, radio, computer, jewelry, and shoe repair;

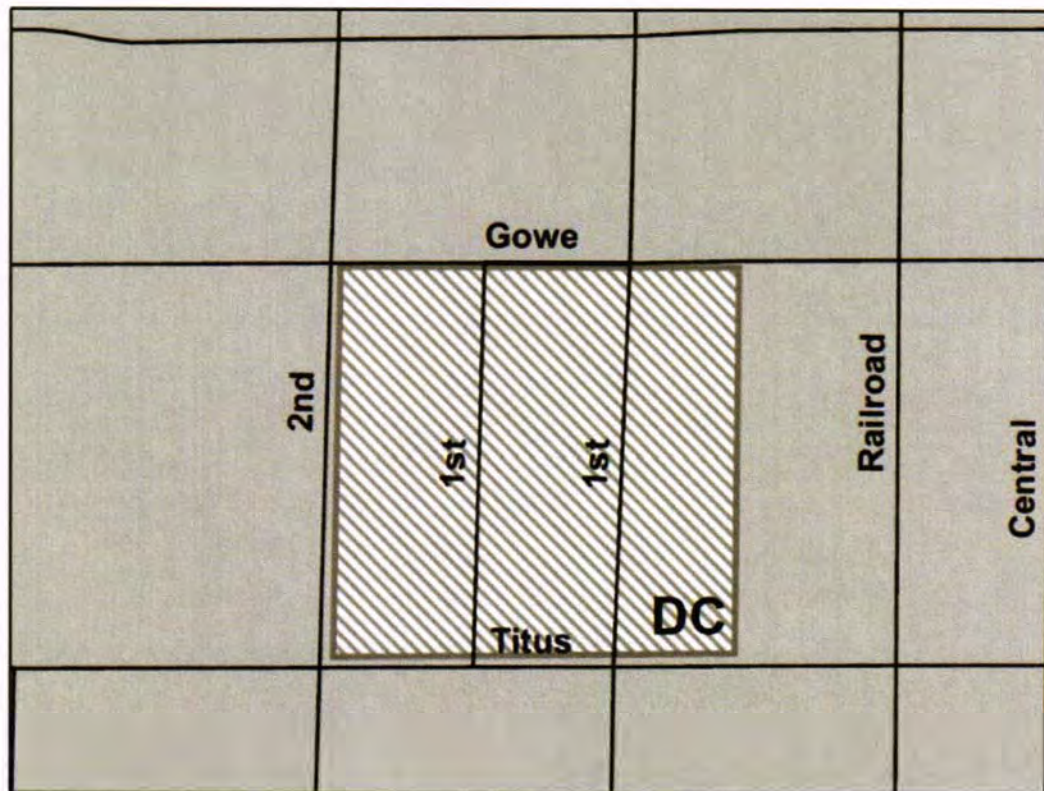
d. Food-related shops, including but not limited to restaurants (including outdoor seating areas and excluding drive-in restaurants) and taverns;

e. Copy establishments;

f. Professional services, including but not limited to law offices and consulting services; and

g. Any other use that is determined by the economic and community development director to be of the same general character as the above

permitted uses and in accordance with the stated purpose of the district, pursuant to KCC 15.09.065, Interpretation of uses.



12. Retail convenience grocery sales are allowed in conjunction with a gasoline service station as a special permit use subject to the development standards listed in KCC 15.08.020.

~~13. [Reserved.] 13. Retail sales are limited to tires, batteries, and accessories for industrial vehicle and equipment, except in the M1-C zoning district where retail sales of tires, batteries, and accessories are allowed for industrial or personal vehicles and equipment.~~

14. [Reserved].

15. [Reserved].

16. Includes incidental storage facilities and loading/unloading areas.

17. Includes incidental storage facilities, which must be enclosed, and loading/unloading areas.
18. [Reserved].
19. Reference KCC 15.07.040(B), outdoor storage landscaping.
20. Whenever feasible, drive-up/drive-through facilities shall be accessed from the rear of a site and run along an interior lot line or building elevation. Landscaping, sufficient to soften the visual impact of vehicle stacking areas, may be required.
21. Retail use must be for sale of agricultural or horticultural products, at least 25 percent of the gross sales value of which are grown within Washington State. Up to 50 percent of the gross sales value may be for seed, gardening equipment and products, private label foods, and locally hand-made products. Any structures must be designed to maintain or enhance the agricultural appearance of the area.
22. Any drive-up/drive-through facility shall be accessory to the principal use to which it is attached.
23. All battery exchange activities and associated storage shall take place within an enclosed building. The development standards listed in KCC 15.08.020(B) shall apply, except that KCC 15.08.020(B)(3) shall not apply.
24. Drive-through/drive-up businesses are permitted only under the following conditions:
 - a. The development must be within a strip-mall or shopping center.
25. The ground floor or street level must be retail or pedestrian-oriented following the Midway Design Guidelines. The main ground floor entry shall open to a public street with accessory retail uses accessible by pedestrians.
- ~~26. [Reserved.] 26. Bulk retail is permitted only when single tenant building is over one acre in size.~~

27. Accessory structures composed of at least two walls and a roof, not including accessory uses or structures customarily appurtenant to agricultural uses, are subject to the provisions of KCC 15.08.160.

28. In the I1, I2, and I3 districts, commercial, office, and retail uses are allowed, but shall be limited to 30,000 square feet per occupancy.

Sec. 15.04.090. Service land uses.

	Zoning Districts																			
	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1	MTC-2
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses																				
Finance, insurance, real estate services															P (22)	P (12)	P (1) (12)	P	P	P
Personal services: laundry, dry cleaning, barber, salons, shoe repair, laundrettes															P (22)	P (12)	P	P	P	P
Mortuaries																	P (12)		P	P
Home day-care	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Day-care center	C	C	C	C	C	C	C	P	P	P	P	P	P	P	P	P	P	P	P	P
Business services, duplicating and blue printing, travel agencies, and employment agencies																	P (12)	P	P	P
Building mainte nance and pest control																		P	P	P

	Zoning Districts																											
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1	MTC-2	MCR	GM-1	CM-2	GC	MH-1	MH-6	MH-12	MH-13
Outdoor storage (including truck, heavy equipment, and contractor storage yards as allowed by development standards, KCC 15.04.190 and 15.04.195)																						P	P	A	A (9) (11)	A (9) (11) A E (9)	A (9) (11) A E (9)	
Rental and leasing services for cars, trucks, trailers, furniture, and tools																			P			P	P	P	P (2) (9)P	P (2) (9)	P (2) (9)	P (2) (9)
Auto repair and washing services (including body work)																C			P			P	P	P	P (2) (9)	P (2) (9)	P (2) (9) (21) (23)	
Repair services: watch, TV, electrical, electronic, upholstery																P	P (12)	P	P	P			P	P	P (2)	P (2)	P (2) (2)	
Professional services: medical, clinics, and other health care-related services															P (20)	P		P	P	P	P		P	P	P (2)P	P (2)	P (2) (2)	
Opiate substitution treatment facility																						E (3)			C (3)	C (3)		

	Zoning Districts																											
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses																												
	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1	MTC-2	MCR	GM-1	CM-2	GC	MH-11	MH-6	MH-12	MH-13
Heavy equipment and truck repair	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	P	P	-	-	C (9)	P
Contract construction service offices: building construction, plumbing, paving, and landscaping																			P (16)			P	P	P (16)	P (2) (17)	P (17)	P (2) (17)	P (2) (9)
Educational services: vocational, trade, art, music, dancing, barber, and beauty																		P	P	P	P		P	P	P (2) (5)	P (2) (5)	P (2) (5)	P (2) (5)
Churches	S (4)		S (4)	S (4)	S (4)	S (4)	S (4)	S (4)	S (4)	S (4)	S (4)				S (4)	S (4)		S (4)	S (4)	S (4)	S (4)	S (4)	S (4)	S (4)	S (4)	S (4)	S (4)	
Administrative and professional offices – general																P	P (12)	P	P	P	P	C	P	P	P (2)	P (2)	P (2)	P (2)
Municipal uses and buildings															P (13)	P (13)		P	P (13)	P (13)	P (13)	P (13)	P (13)	P (13)	P (2) (13)	P (13)	P (2) (13)	P (2) (13)
Research, development, and testing	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	P	C	P	-	P	P	P	P	P (2)	P (14)

	Zoning Districts																											
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1	MTC-2	MCR	GM-1	CM-2	GC	M1-1	M1-E	M2-12	M3-13
Accessory uses and structures customarily appurtenant to a permitted use	A	A	A (7) (24)	A (24)	A (24)	A (24)	A (24)	A	A	A	A	A	A		A (18)	A (18)	A (19)	A (19)	A (19)	A (19)	A (19)	A (18)	A (18)	A (18)	A	A	A	A
Boarding kennels, <u>pet daycare</u> and breeding establishments		C																	C					C	P (2)		P (2)	P (2)
Veterinary clinics and veterinary hospitals		C													P (8)				P (8)		P (8)		P (8)	P (8)	P (2)		P (2)	P (2)
Administrative or executive offices which are part of a predominant <u>associated with an industrial operation</u>																						P			P (2)	P	P (2)	P (2)
Offices incidental and necessary to the conduct of a principally permitted use									A	A	A	A	A												P (2)		P (2)	P (2)

Sec. 15.04.100. Service land use development conditions.

1. Banks and financial institutions (excluding drive-through).
2. ~~Uses shall be limited to 25 percent of the gross floor area of any single or multi-building development. Retail and service uses which exceed the 25 percent limit on an individual or cumulative basis shall be subject to review individually through the conditional use permit process. A conditional use permit shall be required on an individual tenant or business basis and shall be granted only when it is demonstrated that the operating characteristics of the use will not adversely impact onsite or offsite conditions on either an individual or cumulative basis.~~ Service uses in the I1, I2, and I3 zoning districts are allowed, but shall be limited to 30,000 square feet per occupancy.
3. Opiate substitution treatment facilities are permitted only with a conditional use permit, within the area depicted in the map below, and must provide indoor waiting areas of at least 15 percent of the total floor area. In addition to the general requirements of KCC 15.08.030, all applications shall contain and be approved by the city based on the following information:

other affected jurisdictions, including but not limited to the King County Countywide Planning Policies;

f. Documentation of public involvement efforts to date, including public and agency comments received, and plans for future public participation; and

g. A proposed "good faith" agreement for neighborhood partnership. This agreement shall state the goals of the partnership and address loitering prevention steps the facility owner/operator will take as well as frequency of planned maintenance and upkeep of the exterior of the facility (including, but not limited to, trash and litter removal, landscape maintenance, and graffiti). The agreement shall serve as the basis for a partnership between the city, the facility, and local businesses, and will outline steps partners will take to resolve concerns.

No opiate substitution treatment facility may be located within 500 feet of an existing opiate substitution treatment facility.

4. Special uses must conform to the development standards listed in KCC 15.08.020.

5. Specialized training facilities or satellite campuses offering industrial workforce training programs are not subject to the 30,000 square foot limitation.~~5. [Reserved].~~

6. [Reserved].

7. Other accessory uses and buildings customarily appurtenant to a permitted use, except for onsite hazardous waste treatment and storage facilities, which are not permitted in residential zones.

8. Veterinary clinics and animal hospitals when located no closer than 150 feet to any residential use, provided the animals are housed indoors, with no outside runs, and the building is soundproofed. Soundproofing must be designed by competent acoustical engineers.

9. Outside storage or operations yards in the I1, I2, and I3 districts shall be permitted only as accessory uses. Such uses are incidental and subordinate to the principal use of the property or structure. Outdoor storage is limited to 15% of the

total site area in the I1 district, 30% of the total site area in the I2 district, and 50% of the total site area in the I3 district.~~Those uses that are principally permitted in the M3 zone may be permitted in the M2 zone via a conditional use permit.~~

~~10. [Reserved.]10. Personal services uses limited to linen supply and industrial laundry services, diaper services, rug cleaning and repair services, photographic services, beauty and barber services, and fur repair and storage services.~~

11. Reference KCC 15.07.040(B), outdoor storage landscaping.~~[Reserved].~~

12. The ground level or street level portion of all buildings in the pedestrian overlay of the DC district, set forth in the map below, must be pedestrian-oriented. Pedestrian-oriented development shall have the main ground floor entry located adjacent to a public street and be physically and visually accessible by pedestrians from the sidewalk, and may include the following uses:

a. Retail establishments, including but not limited to convenience goods, department and variety stores, specialty shops such as apparel and accessories, gift shops, toy shops, cards and paper goods, home and home accessory shops, florists, antique shops, and book shops;

b. Personal services, including but not limited to barber shops, beauty salons, and dry cleaning;

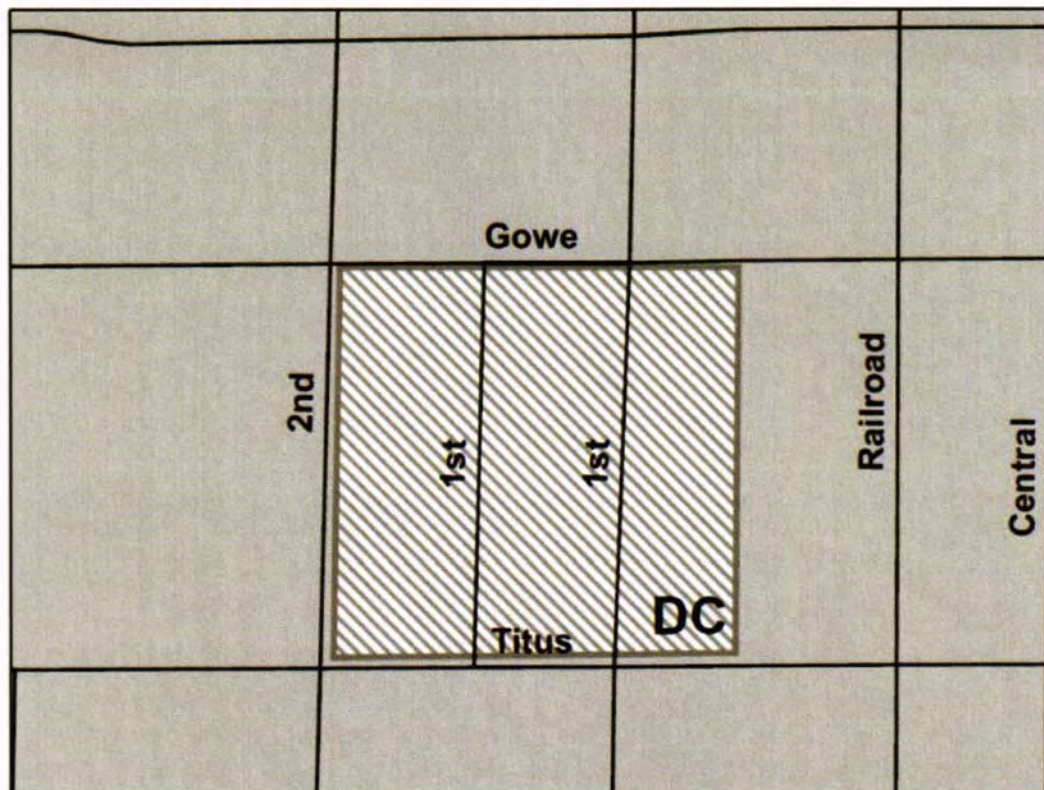
c. Repair services, including but not limited to television, radio, computer, jewelry, and shoe repair;

d. Food-related shops, including but not limited to restaurants (including outdoor seating areas and excluding drive-in restaurants) and taverns;

e. Copy establishments;

f. Professional services, including but not limited to law offices and consulting services; and

g. Any other use that is determined by the economic and community development director to be of the same general character as the above permitted uses and in accordance with the stated purpose of the district, pursuant to KCC 15.09.065, Interpretation of uses.



13. Except for such uses and buildings subject to KCC 15.04.150.
14. ~~Conducted in conjunction with a principally permitted use.~~[Reserved].
15. [Reserved].
16. Contract construction services office use does not include contractor storage yards, which is a separate use listed in KCC 15.04.040.
17. Outside storage or operations yards are permitted only as accessory uses. Such uses are incidental and subordinate to the principal use of the property or structure.
18. Includes incidental storage facilities and loading/unloading areas.
19. Includes incidental storage facilities, which must be enclosed, and loading/unloading areas.

20. Shall only apply to medical and dental offices and/or neighborhood clinics.

~~21. [Reserved.] 21. Auto repair, including body work, and washing services are permitted only under the following conditions:~~

~~a. The property is also used for heavy equipment repair and/or truck repair; and~~

~~b. Gasoline service stations that also offer auto repair and washing services are not permitted in the M3, general industrial zoning district.~~

22. Any associated drive-up/drive-through facility shall be accessory and shall require a conditional use permit.

~~23. [Reserved.] 23. Auto repair, including body work, and auto washing services shall be allowed in the general industrial (M3) zoning district as follows:~~

~~a. For adaptive reuse of existing site structures, all of the following conditions must apply:~~

~~i. The site is not currently served by a rail spur; and~~

~~ii. Existing site structures do not have dock high loading bay doors, where the finished floor is generally level with the floor of freight containers; and~~

~~iii. All ground level bay doors of existing structures have a height of less than 14 feet, which would generally impede full access to freight containers; and~~

~~iv. Existing site structures have a clear height from finished floor to interior roof trusses of less than 20 feet; and~~

~~v. Maximum building area per parcel is not greater than 40,000 square feet.~~

~~b. For proposed site development, all of the following conditions must apply:~~

~~i. The site is not currently served by a rail spur; and~~

~~ii. Based on parcels existing at the time of the effective date of the ordinance codified in this section, the maximum parcel size is no greater than 40,000 square feet.~~

24. Accessory structures composed of at least two walls and a roof, not including accessory uses or structures customarily appurtenant to agricultural uses, are subject to the provisions of KCC 15.08.160.

Sec. 15.04.110. Cultural, entertainment, and recreation land uses.

	Zoning Districts																											
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1	MTC-2	MCR	CM-1	CM-2	GC	M411	M41-G	M212	M313
Performing and cultural arts uses, such as art galleries/studios																	P (3)	P	P	P	P		P	P	P (8)	P	P (8)	P (8)
House-banked card rooms																P C (1)						P (4)	P (1)	P C (1)	P (4) (8)	P (4) (8)	P (4) (8)	P (4) (8)
Historic and monument sites																							P	P	P (8)-	-	P (8)-	P (8)-
Public assembly (indoor): sports facilities, arenas, auditoriums and exhibition halls, bowling alleys, dart-playing facilities, skating rinks, community clubs, athletic clubs, recreation centers, theaters (excluding school facilities)																P		P	C		C		P	P	P (8) (2)	P (2)	P (8) (2)	P (8)
Public assembly (outdoor): fairgrounds and amusement parks, tennis courts, athletic fields, miniature golf, go-cart tracks, drive-in theaters, etc.																					C		P	P	P (8)-	-	P (8)-	P (8)-

[illegible]

Sec. 15.04.120. Cultural, entertainment, and recreation land use development conditions.

1. House-banked card rooms are not allowed in areas zoned GC-MU (general commercial – mixed use) or CC-MU (community commercial – mixed use) unless authorized by a conditional use permit. House-banked card rooms are not allowed in areas designated urban center on the land use plan map. Should any court of competent jurisdiction find that the city zoning for house-banked card rooms is unconstitutional or illegal, the city elects to permit a legally existing card room to continue operation as a nonconforming legal use and otherwise bans card rooms.

~~2. [Reserved.] 2. Principally permitted uses are limited to indoor paintball, health and fitness clubs and facilities, gymnastic schools, and other similar uses deemed compatible with the general character and stated purpose of the district.~~

3. The ground level or street level portion of all buildings in the pedestrian overlay of the DC district, set forth in the map below, must be retail or pedestrian oriented. Pedestrian-oriented development shall have the main ground floor entry located adjacent to a public street and be physically and visually accessible by pedestrians from the sidewalk, and may include the following uses:

a. Retail establishments, including but not limited to convenience goods, department and variety stores, specialty shops such as apparel and accessories, gift shops, toy shops, cards and paper goods, home and home accessory shops, florists, antique shops, and book shops;

b. Personal services, including but not limited to barber shops, beauty salons, and dry cleaning;

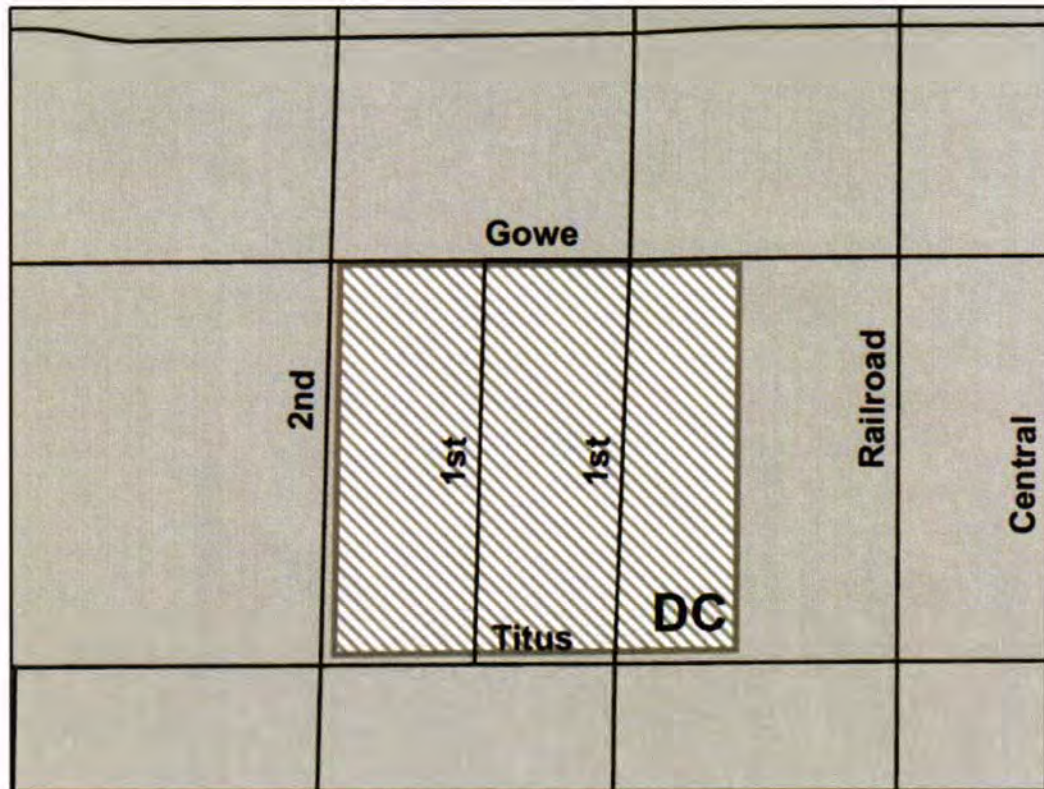
c. Repair services, including but not limited to television, radio, computer, jewelry, and shoe repair;

d. Food-related shops, including but not limited to restaurants (including outdoor seating areas and excluding drive-in restaurants) and taverns;

e. Copy establishments;

f. Professional services, including but not limited to law offices and consulting services; and

g. Any other use that is determined by the economic and community development director to be of the same general character as the above permitted uses and in accordance with the stated purpose of the district, pursuant to KCC 15.09.065, use interpretations.



4. ~~House-banked card rooms are not allowed in areas designated manufacturing/industrial-center (MIC).~~ Should any court of competent jurisdiction find that the city zoning for house-banked card rooms is unconstitutional or illegal, the city elects to permit a legally existing house-banked card room to continue operation as a nonconforming legal use and otherwise bans house-banked card rooms.

5. Business, civic, social, and fraternal associations and service offices are principally permitted uses.

6. Principally permitted uses are limited to parks and playgrounds.

7. Principally permitted uses are limited to golf driving ranges.

8. In the I1, I2, and I3 districts, cultural, entertainment, and recreational uses are allowed but shall be limited to 30,000 square feet per occupancy in the I1, I2, and I3 zoning districts. [Reserved].

9. Conditionally permitted uses are limited to parks and playgrounds.

10. Accessory structures composed of at least two walls and a roof, not including accessory uses or structures customarily appurtenant to agricultural uses, are subject to the provisions of KCC 15.08.160.

Sec. 15.04.130. Resource land uses.

	Zoning Districts																			
Key P = Principally Permitted Uses S = Special Uses C = Conditional Uses A = Accessory Uses	A-10	AG	SR-1	SR-3	SR-4.5	SR-6	SR-8	MR-D	MR-T12	MR-T16	MR-G	MR-M	MR-H	MHP	NCC	CC	DC	DCE	MTC-1	MTC-2
Agricultural uses such as planting and harvesting of crops, animal husbandry (including wholesale nurseries and greenhouses)	P	P	P																	
Crop and tree farming	P	P	P	P	P	P	P	P	P	P	P	P	P							
Storage, processing, and conversion of agricultural products (not including slaughtering or meat packing)		P																		
Accessory uses and structures customarily appurtenant to a permitted use	A	A	A (1) (4)	A (4)	A (4)	A (4)	A (4)	A	A	A	A	A	A	A	A	A	A	A	A	A
Roadside stands	A (3)	A (2)	A (3)																	

Sec. 15.04.140. Resource land use development conditions.

1. Other accessory uses and buildings customarily appurtenant to a permitted use, except for onsite hazardous waste treatment and storage facilities, which are not permitted in residential zones.
2. Roadside stand not exceeding 400 square feet in floor area exclusively for agricultural products grown on the premises.
3. Roadside stands not exceeding 400 square feet in floor area, and not over 20 lineal feet on any side, primarily for sale of agricultural products on the premises.
4. Accessory structures composed of at least two walls and a roof, not including accessory uses or structures customarily appurtenant to agricultural uses, are subject to the provisions of KCC 15.08.160.
5. Outside storage or operations yards in the I1, I2, and I3 districts shall be permitted only as accessory uses. Such uses are incidental and subordinate to the principal use of the property or structure. Outdoor storage is limited to 15% of the total site area in the I1 district, 30% of the total site area in the I2 district, and 50% of the total site area in the I3 district.
6. Reference KCC 15.07.040(B), outdoor storage landscaping.

Sec. 15.04.150. Special use combining district, SU. It is the purpose of the SU district to provide for special controls for certain uses which do not clearly fit into other districts, which may be due to technological and social changes, or which are of such unique character as to warrant special attention in the interest of the city's optimum development and the preservation and enhancement of its environmental quality. A special use combining district is imposed on an existing zoning district, permitting the special use as well as uses permitted by the underlying zone. The combining district becomes void if substantial construction has not begun within a one-year period, and the district reverts to its original zoning designation. It is the intent of the special use combining regulations to provide the city with adequate procedures for controlling and reviewing such uses and to discourage application for speculative rezoning.

A. *Uses subject to special use combining district regulations.* The following list is illustrative of the types of uses subject to special use combining district regulations and is not intended to be exclusive:

1. Uses which occupy or would occupy large areas of land.
2. Uses which would involve the construction of buildings or other structures of unusual height or mass.
3. Uses which house, employ, or serve large numbers of people.
4. Uses which generate heavy traffic.
5. Uses which have unusual impact on environmental quality of the area.
6. Any use which does not lend itself to an interpretation of substantial similarity to other uses identified or described in this title.
7. Uses which, in the judgment of the planning manager, warrant review by the land use and planning board and the city council.
8. Examples of uses subject to review as described in this subsection would include but are not limited to the following:
 - a. Commercial uses: sports stadiums, rodeos, fairgrounds, exhibition or convention halls, merchandise marts, and drive-in theaters.
 - b. Special environmental problems posed by: refineries, nuclear power generating plants, airports, heliports, sanitary landfills, extractive industries, solid waste incinerators, or energy/resource recovery facilities.

~~c. Hazardous wastes: offsite hazardous waste treatment or storage facilities in M1 and M2 districts only, subject to the provisions of KCC 15.08.050.~~

B. Application procedures. The application procedure for a special use combining district shall be the same as for an amendment to this title as provided in KCC 15.09.050, except that development plan approval is concurrent with the combining district.

C. Documentation required. Required documentation is as follows:

1. A vicinity map drawn to a scale not smaller than 1,000 feet to the inch showing the site in relation to its surrounding area, including streets, roads, streams, or other bodies of water, the development characteristics and zoning pattern of the area, and a scale and north arrow. The vicinity map may be in sketch form but shall be drawn with sufficient accuracy to reasonably orient the reader to the vicinity, and to adequately convey the required information.

2. A map or drawing of the site drawn to a scale acceptable to the planning services, generally 100 feet to the inch. The map or drawing shall show the following information:

- a. Dimensions and names of streets bounding or touching the site.
- b. Such existing or proposed features as streams or other bodies of water, rights-of-way, easements, and other physical or legal features which may affect or be affected by the proposed development.
- c. Existing and proposed topography at contour intervals of not more than five feet in areas having slopes exceeding three percent, and not more than two feet in areas having slopes of less than three percent.
- d. Accurate legal description of the property.
- e. Existing and proposed structures or buildings, including the identification of types and proposed use of the structures. All uses must be compatible with the major use.
- f. Off-street parking and loading facilities.
- g. Dimensions of the site, distances from property lines, and space between structures.

h. Tentative routing of domestic water lines, storm drains, sanitary sewers, and other utilities, including an identification of planned disposal or runoff.

i. Elevations, perspective renderings, or such other graphic material or evidence to illustrate effect on the view enjoyed by and from other properties in the vicinity, if required by the planning department.

j. Architectural renderings of buildings.

k. A written statement providing the following information:

i. Program for development, including staging or timing.

ii. Proposed ownership pattern upon completion of development.

iii. Basic content of restrictive covenants, if any.

iv. Provisions to ensure permanence and maintenance of open space through means acceptable to the city.

v. Statement or tabulation of number of persons to be employed, served, or housed in the proposed development.

vi. Statement describing the relationship of the proposed development to the city comprehensive plan.

vii. Statement indicating availability of existing or proposed sanitary sewers.

3. Such other data or information as the planning department may require.

D. Development standards. In reviewing and approving proposed developments falling under the purview of this section, the hearing examiner and city council shall make the following findings:

1. That the location for the proposed use is reasonable.

2. That existing or proposed trafficways are adequate to serve new development.

3. That setback, height, and bulk of buildings are acceptable for the proposed use and for the vicinity in which it is located.

4. That landscaping and other site improvements are comparable to the highest standards set forth for other developments as set out in this title.

5. That the performance standards pertaining to air and water pollution, noise levels, etc., are comparable to the highest standards specified for other uses as set out in this title.

6. That the proposed development is in the public interest and serves a need of community-wide or regional importance. In reviewing and approving special uses, the hearing examiner and the city council may impose such conditions as they deem necessary in the interest of the welfare of the city and the protection of the environment.

E. Period of validity. Any special use combining district shall remain effective only for one year unless the use is begun within that time or construction has commenced. If not in use or construction has not commenced within one year of the granting of the special use combining district, the combining district shall become invalid, and the original zoning designation of the land shall apply.

F. Minor and major adjustments.

1. If minor adjustments are made following the adoption of the final development plan and approval of the combining district, such adjustments shall be approved by the planning manager prior to the issuance of a building permit. Minor adjustments are those which may affect the precise dimensions or siting of buildings approved in the final plan, or the density of the development or open space provided.

2. Major adjustments are those which, as determined by the planning director, substantially change the basic design, density, open space uses, or other similar requirements or provisions. Authorization for major adjustments shall be made by the city council.

3. The provisions of this subsection pertaining to minor and major adjustments shall apply to various parts of a staged development.

Sec. 15.04.170. Agricultural and residential zone development standards

	Zoning Districts																							
	A-10 Agricultural	SR-1 Residential Agricultural	SR-3 Single-Family Residential	SR-4.5 Single-Family Residential	SR-6 Single-Family Residential	SR-8 Single-Family Residential	MR-D Duplex Multifamily Residential		MR-T12 Multifamily Residential Townhouse			MR-T16 Multifamily Residential Townhouse			MR-G Low Density Multifamily Residential			MR-M Medium Density Multifamily Residential			MR-H High Density Multifamily Residential			MHP Mobile Home Park Combining
							SF	Duplex	SF	Duplex	MF	SF	Duplex	MF	SF	Duplex	MF	SF	Duplex	MF	SF	Duplex	MF	
Maximum density: dwelling units per acre	1 du/ 10 ac	1 du/ac	3.63 dus/ac	4.53 dus/ac	6.05 dus/ac	8.71 dus/ac	8.71 dus/ac	10.89 dus/ac	12.0 dus/ac	12.0 dus/ac	16.0 dus/ac	16.0 dus/ac	16.0 dus/ac	16.0 dus/ac	23.0 dus/ac	23.0 dus/ac	40.0 dus/ac	40.0 dus/ac	40.0 dus/ac	40.0 dus/ac				
Minimum lot area: square feet or acres, as noted	10 ac	34,700 sq ft	9,600 sq ft	7,600 sq ft (37)	5,700 sq ft (37)	4,000 sq ft (37)	4,000 sq ft	8,000 sq ft	none	8,000 sq ft	8,500/ 3,500 sq ft (27)	none	8,000 sq ft (35)	8,500/3,500 sq ft (35)	none	8,000 sq ft	8,500/ 2,500 sq ft (1)	none	8,000 sq ft	8,500/ 1,600 sq ft (2)	none	8,000 sq ft	8,500/ 900 sq ft (3)	
Minimum lot width: feet (4)	60 ft	60 ft	50 ft	50 ft	50 ft	40 ft	25 ft	80 ft	25 ft	80 ft	80 ft	25 ft	80 ft	80 ft	25 ft	80 ft	80 ft	25 ft	80 ft	80 ft	25 ft	80 ft	80 ft	

	Zoning Districts																						
	A-10 Agricultural	SR-1 Residential Agricultural	SR-3 Single-Family Residential	SR-4.5 Single-Family Residential	SR-6 Single-Family Residential	SR-8 Single-Family Residential	MR-D Duplex Multifamily Residential	MR-T12 Multifamily Residential Townhouse	MR-T16 Multifamily Residential Townhouse	MR-G Low Density Multifamily Residential	MR-M Medium Density Multifamily Residential	MR-H High Density Multifamily Residential	MHP Mobile Home Park Combining										
				(37)	(37)	(37)																	
Maximum site coverage: percent of site	30%	30%	45% (5)	45% (5)	50% (5)	55% (5)	55% (5)	40% (5)	55% (5)	40% (5)	45% (5)	55% (5)	40% (5)	45% (5)	55% (5)	40% (5)	45% (5)	55% (5)	40% (5)	45% (5)	55% (5)	40% (5)	50%
Minimum yard requirements: feet																							
Front yard	20 ft (6)	20 ft (6)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	10 ft (6) (8) (9)	
Side yard	15 ft	15 ft	5 ft	5 ft	5 ft	5 ft	5 ft (30)	5 ft (30)	5 ft (30)	5 ft (11) (30)	5 ft (30)	5 ft (11) (30)	5 ft (30)	5 ft (11) (30)	5 ft (30)	5 ft (11) (30)	5 ft (30)	5 ft (11) (30)	5 ft (30)	5 ft (11) (30)	5 ft (30)	5 ft (11)	

(22)

	Zoning Districts																						
	A-10 Agricultural	SR-1 Residential Agricultural	SR-3 Single-Family Residential	SR-4.5 Single-Family Residential	SR-6 Single-Family Residential	SR-8 Single-Family Residential	MR-D Duplex Multifamily Residential	MR-T12 Multifamily Residential Townhouse	MR-T16 Multifamily Residential Townhouse	MR-G Low Density Multifamily Residential	MR-M Medium Density Multifamily Residential	MR-H High Density Multifamily Residential	MHP Mobile Home Park Combining										
Side yard on flanking street of a corner lot	20 ft	20 ft	10 ft (9)	10 ft (9)	10 ft (9)	10 ft (9)	10 ft (9)	10 ft (9)	10 ft (9)	15 ft (9)	10 ft (9)	10 ft (9)	15 ft (9)	10 ft (9)	10 ft (9)	15 ft (9)	10 ft (9)	10 ft (9)	15 ft (9)	10 ft (9)	10 ft (9)	15 ft	
Rear yard	20 ft	15 ft	5 ft	10 ft	10 ft	10 ft	5 ft	8 ft	5 ft	8 ft	20 ft	5 ft	8 ft	20 ft	5 ft	8 ft	20 ft	5 ft	8 ft	20 ft	5 ft	8 ft	20 ft
Additional setbacks/distances between buildings	(12)	(12)							(32)	(32)	(14) (15) (32)	(31) (32)	(31) (32)	(14) (15) (31) (32)	(31) (31)	(14) (15) (31)			(14) (15)		(14) (15)		
							SF	Duplex	SF	Duplex	MF	SF	Duplex	MF	SF	Duplex	MF	SF	Duplex	MF	SF	Duplex	MF
Height limitation: in stories/not to exceed in feet	2.5 stry/ 35 ft (16)	2.5 stry/ 35 ft	2.5 stry/ 35 ft	2.5 stry/ 35 ft	2.5 stry/ 35 ft	2.5 stry/ 35 ft	2.5 stry/ 35 ft	2.5 stry/ 35 ft	2.5 stry/ 35 ft	2.5 stry/ 35 ft	3 stry/ 40 ft	2.5 stry/ 35 ft	2.5 stry/ 35 ft	3 stry/ 40 ft	2.5 stry/ 35 ft	2.5 stry/ 35 ft	3 stry/ 40 ft	2.5 stry/ 35 ft	2.5 stry/ 35 ft	3 stry/ 40 ft	2.5 stry/ 35 ft	2.5 stry/ 35 ft	4 stry/ 50 ft

	Zoning Districts																					
	A-10 Agricultural	SR-1 Residential Agricultural	SR-3 Single-Family Residential	SR-4.5 Single-Family Residential	SR-6 Single-Family Residential	SR-8 Single-Family Residential	MR-D Duplex Multifamily Residential	MR-T12 Multifamily Residential Townhouse	MR-T16 Multifamily Residential Townhouse	MR-G Low Density Multifamily Residential	MR-M Medium Density Multifamily Residential	MR-H High Density Multifamily Residential	MHP Mobile Home Park Combining									
Maximum impervious surface: percent of total parcel area	40% (19)	40% (19)	50% (23)	60% (23)	70% (23)	75% (23)	75% (19)	70% (19)	70% (19)	75% (19)	70% (19)	70% (19)	75% (19)	70% (19)		75% (19)	70% (19)		75% (19)	70% (19)		
Zero lot line and clustering (24)	The provisions in KCC 15.08.300, 15.08.310, 15.08.320, and 15.08.330 shall apply.																					
Signs	The sign regulations of Chapter 15.06 KCC shall apply.																					
Off-street parking	The off-street parking requirements of Chapter 15.05 KCC shall apply.																					
Landscaping	The landscaping requirements of Chapter 15.07 KCC shall apply.																					
Design review		(26) (39) (40)	(25) (26) (39) (40)	(25) (26) (39) (40)	(25) (26) (39) (40)	(25) (26) (39) (40)	(25)(40)	(26)(40)	(26)(34)(40)	(25)(26)(40)	(25)(26)(34)(40)	(25)(26)(40)										

	Zoning Districts																		
	A-10 Agricultural	SR-1 Residential Agricultural	SR-3 Single-Family Residential	SR-4.5 Single-Family Residential	SR-6 Single-Family Residential	SR-8 Single-Family Residential	MR-D Duplex Multifamily Residential	MR-T12 Multifamily Residential Townhouse	MR-T16 Multifamily Residential Townhouse	MR-G Low Density Multifamily Residential	MR-M Medium Density Multifamily Residential	MR-H High Density Multifamily Residential	MHP Mobile Home Park Combining						
Additional standards	Additional standards for specific uses are contained in Chapters 15.08 and 15.09 KCC.																		
	(20)	(31)	(33)	(33)	(33)	(33)	(36)	(36)	(28)	(28)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	
	(41)	(33)	(36)	(36)	(36)	(36)			(29)	(29)	(41)	(41)	(41)	(41)	(41)				
	(36)	(36)		(41)		(41)			(36)	(36)									
	(41)																		

Sec. 15.04.180. Agricultural and residential land use development standard conditions.

1. Minimum lot area is 8,500 square feet for the first two dwelling units, and 2,500 square feet for each additional dwelling unit.
2. Minimum lot area is 8,500 square feet for the first two dwelling units, and 1,600 square feet for each additional dwelling unit.
3. Minimum lot area is 8,500 square feet for the first two dwelling units, and 900 square feet for each additional dwelling unit.
4. To determine minimum lot width for irregular lots, a circle of applicable diameter (the minimum lot width permitted) shall be scaled within the proposed boundaries of the lot; provided, that an access easement to another lot is not included within the circle.
5. Interior yards shall not be computed as part of the site coverage.
6. Porches and private shared courtyard features may be built within the front building setback line.
7. For properties abutting on West Valley Highway, the frontage on West Valley Highway shall be considered the front yard.
8. Proposed front yards less than 20 feet in depth are subject to approval by the planning manager, based on review and recommendation from the public works department relative to the existing and future traffic volumes and right-of-way requirements as specified in the city comprehensive transportation plan and city construction standards.
9. At least 20 linear feet of driveway shall be provided between any garage, carport, or other primary parking area and the street property line with the exception of an alley property line.
10. An aggregate side yard of 30 feet shall be provided. A minimum of 10 feet shall be provided for each side yard. On a corner lot the side yard setback shall be a minimum of 20 feet from the property line.

11. Each side yard shall be a minimum of 10 percent of the lot width; however, regardless of lot width, the yard width need not be more than 30 feet. For multifamily townhouse developments that attach three units or less, in the MRT-12 or MRT-16 zoning districts, the aggregate yard width need not be more than 30 feet, but in no case shall a yard be less than 10 feet.

12. Structures for feeding, housing, and care of animals, except household pets, shall be set back 50 feet from any property line.

13. Additional setbacks for the agricultural general AG zoning district.

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

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

c. *Setbacks, Green River.* Industrial development in the AG district abutting the Green River, or Russell Road or Frager Road where such roads follow the river bank, shall be set back from the ordinary high-water mark of the river a minimum of 200 feet. Such setbacks are in accordance with the city comprehensive plan and in accordance with the high quality of site development typically required for the industrial park areas of the city and in accordance with the State Shoreline Management Act of 1971, and shall be no more or less restrictive than the Shoreline Management Act.

14. An inner court providing access to a double-row building shall be a minimum of 20 feet.

15. The distance between principal buildings shall be at least one-half the sum of the height of both buildings; provided, however, that in no case shall the distance be less than 12 feet. This requirement shall also apply to portions of the same building separated from each other by a court or other open space.

16. The height limitations shall not apply to barns and silos; provided, that they are not located within 50 feet of any lot line.
17. Beyond this height, to a height not greater than either four stories or 60 feet, there shall be added one additional foot of yard for each additional foot of building height.
18. The planning manager shall be authorized to approve a height greater than four stories or 60 feet, provided such height does not detract from the continuity of the area. When a request is made to exceed the building height limit, the planning manager may impose such conditions, within a reasonable amount of time, as may be necessary to reduce any incompatibilities with surrounding uses.
19. Except for lots used for agricultural practices, the maximum impervious surface area allowed shall be 10,000 square feet when the lot is greater than one acre.
20. The following uses are prohibited:
 - a. The removal of topsoil for any purpose.
 - b. Grade and fill operations; provided, that limited grade and fill may be approved as needed to construct permitted buildings or structures.
 - c. All subsurface activities, including excavation for underground utilities, pipelines, or other underground installations, that cause permanent disruption of the surface of the land. Temporarily disrupted soil surfaces shall be restored in a manner consistent with agricultural uses.
 - d. Dumping or storage of nonagricultural solid or liquid waste, or of trash, rubbish, or noxious materials.
 - e. Activities that violate sound agricultural soil and water conservation management practices.
21. Outdoor storage for industrial uses shall be located at the rear of a principally permitted structure and shall be completely fenced.
22. *Mobile home park combining district, MHP.* The standards and procedures of the city mobile home park code shall apply. General requirements and standards for mobile home park design, KCC 12.04.055; mobile home parks, Chapter 12.05 KCC.

23. Except for lots used for agricultural practices, the maximum impervious surface area allowed shall be 10,000 square feet.
24. Minimum lot width, building setbacks, and minimum lot size regulations may be modified consistent with provisions for zero lot line and clustering housing development.
25. Assisted living facilities, independent senior living facilities, and residential facilities with health care are subject to multifamily design review as provided for in KCC 15.09.045(D), except when located within downtown or along Meeker Street from 64th Avenue South to Kent-Des Moines Road, where development is subject to downtown design review pursuant to KCC 15.09.046.
26. The requirements of KCC 15.09.045(D) for multifamily design review shall apply to any multifamily dwelling or transitional housing of three or more units, including triplex townhouse structures, except when located within downtown or along Meeker Street from 64th Avenue South to Kent-Des Moines Road (where development is subject to downtown design review pursuant to KCC 15.09.046), or when located in a single-family plat or short plat, where residential design review applies pursuant to KCC 15.09.046(C).
27. Minimum lot area is 8,500 square feet for the first two dwelling units, and 3,500 square feet for each additional dwelling unit.
28. The following zoning is required to be in existence on the entire property to be rezoned at the time of application of a rezone to an MR-T zone: SR-8, MR-D, MR-G, MR-M, MR-H, NCC, CC, GC, DC, or DCE.
29. All multifamily townhouse developments in the MR-T zone shall be townhouses with ownership interest only.
30. As an option to the five-foot side yard requirement for single-family development in all multifamily zoning districts as set forth in KCC 15.04.170, a side yard width of no less than three feet may be utilized under the following conditions:
- a. Fire hydrants for the development, as required by the fire code set forth in KCC Title 13, will be placed a maximum of 300 feet in separation;

b. The required fire hydrants shall have a minimum fire flow of 1,500 gallons per minute; and

c. Emergency vehicle access roads shall be provided to the development, which include an improved road accessible within 150 feet of all portions of the exterior first floor of the structure.

This option is subject to the approval of the Washington State Building Council. Application of this option shall be effective upon receipt by the city of Kent of such approval.

31. Where lands are located wholly or partially within the urban separator, as designated on the city of Kent comprehensive land use plan map, dwelling units shall be required to be clustered, subject to the provisions of Chapter 12.04 KCC, Subdivisions, Binding Site Plans, and Lot Line Adjustments. The density in a cluster subdivision shall be no greater than the density that would be allowed on the parcel as a whole, including all critical areas (creeks, wetlands, geological hazard areas) and buffers, using the maximum density provisions of the zoning district in which it is located.

The common open space in a cluster subdivision shall be a minimum of 50 percent of the nonconstrained area of the parcel. The nonconstrained area of the parcel includes all areas of the parcel, minus critical areas, as defined in RCW 36.70A.030(5) as currently and hereinafter amended, and buffers. The remainder of the nonconstrained area of the parcel shall be the buildable area of the parcel. The common open space tracts created by clustering shall be located and configured in the manner that best connects and increases protective buffers for environmentally sensitive areas, connects and protects area wildlife habitat, creates connectivity between the open space provided by the clustering and other adjacent open spaces as well as existing or planned public parks and trails, and maintains scenic vistas. Critical areas and buffers shall not be used in determining lot size and common open space requirements in a cluster subdivision. All natural features (such as streams and their buffers, significant stands of trees, and rock outcroppings), as well as sensitive areas (such as steep slopes and wetlands and their buffers), shall be preserved as open space in a cluster subdivision.

Future development of the common open space shall be prohibited. Except as specified on recorded documents creating the common open space, all common open space resulting from lot clustering shall not be altered or disturbed in a manner that degrades adjacent environmentally sensitive areas, rural areas, agricultural areas, or resource lands; impairs scenic vistas and the connectivity between the open space provided by the clustered

development and adjacent open spaces; degrades wildlife habitat; and impairs the recreational benefits enjoyed by the residents of the development. Such common open spaces may be retained under ownership by the owner or subdivider, conveyed to residents of the development, conveyed to a homeowners' association for the benefit of the residents of the development, conveyed to the city with the city's consent and approval, or to another party upon approval of the city of Kent.

The minimum lot size of individual lots within a clustered subdivision is 2,500 square feet, and the minimum lot width is 30 feet. In the event that common open space prohibits development of one single-family residence on the parcel, the common open space will be reduced by the amount necessary to meet the minimum 2,500-square-foot lot size. New lots created by any subdivision action shall be clustered in groups not exceeding eight units. There may be more than one cluster per project. Separation between cluster groups shall be a minimum of 120 feet. Sight-obscuring fences are not permitted along cluster lot lines adjacent to the open space area.

32. For multifamily townhouse developments that attach three units, the minimum building-to-building separation shall be 10 feet. For duplex and single-family condominium townhouse developments, the minimum building-to-building separation shall be established through the International Building Code (IBC) or International Residential Code (IRC), as may be applicable.

33. Where lands are located wholly outside the urban separator, as designated on the city of Kent comprehensive land use plan map, dwelling units may be clustered, subject to the applicable provisions of Chapter 12.04 KCC.

34. The downtown design review requirements of KCC 15.09.046 shall apply for all development within downtown or along Meeker Street from 64th Avenue South to Kent-Des Moines Road.

35. Minimum lot area requirements do not apply to multifamily development in the Kent downtown planning area identified in KCC 15.09.046.

36. Cargo containers proposed to be located in a residential zone must be located completely within a stick-built structure with a peaked roof and building materials similar to that of the principal residence on the site. No containers greater than 10 feet by 20 feet may be placed in residential districts. This restriction does not apply to containers collecting

Rally the Valley Subarea Plan

debris or accepting household goods for moving that are located on residential property for less than 72 hours. Additionally, institutional uses are exempt from these requirements except when a shipping container is proposed to be located adjacent to or within sight of a residential use.

37. For subdivisions and short subdivisions created after March 22, 2007, or altered to comply with zoning and subdivision code amendments effective after March 22, 2007, the minimum lot size shall be 3,000 square feet. Minimum lot width shall be measured by scaling a 30-foot-diameter circle within the boundaries of the lot; provided, that easement areas may not be included in the required 30-foot-diameter circle. The lot frontage along private or public streets shall be a minimum 20 feet in width. Minimum driveway separation shall be 10 feet. Shared driveways are permitted.

38. [Reserved].

39. The residential design review standards of KCC 15.09.045(C) shall apply.

40. Duplexes are subject to the residential design review standards of KCC 15.09.045(C), except when located within downtown or along Meeker Street from 64th Avenue South to Kent-Des Moines Road, where they are subject to downtown design review pursuant to KCC 15.09.046.

41. Development adjacent to a regional trail is subject to the following Regional Trail Corridor Development Standards:

a. Regional trails for the purposes of this section shall include scenic and recreational roads and the Green River Trail, Interurban Trail, and Puget Power Trail.

b. Regional trail access. No building or lot shall be constructed or created within 500 feet of a regional trail without providing public access to the regional trail via public sidewalks or a trail system dedicated for public use by a public access easement. Such sidewalks or private trail systems shall connect to regional trails at intervals of five hundred feet or less, and shall be accomplished with minimal street crossings.

c. All public access points shall have standard City of Kent signage indicating trail access.

d. No street connections to scenic and recreational roads shall be permitted unless no other vehicle access is practical.

Sec. 15.04.190. Commercial and industrial zone development standards.

	Zoning Districts														
	NCC	CC	DC	DCE	MTC-1	MTC-2	MCR	CM-1	CM-2	GC	I1M1	M1-E	I2M2	I3M3	AG
Minimum lot area: square feet or acres, as noted	10,000 sq ft	10,000 sq ft	5,000 sq ft (1) (66)	5,000 sq ft (66)	7,500 sq ft	7,500 sq ft	7,500 sq ft	10,000 sq ft	10,000 sq ft	10,000 sq ft (66)	10,000 sq ft (66)	10,000 sq ft (66)	10,000 sq ft (66)	15,000 sq ft	1 acre
Maximum site coverage: percent of site	40%	40%	100%	100%	80%	100%	80%	50%	50%	40%	60%	60%	65%	75%	60%
Minimum yard requirements: feet															
Front yard	10 ft	15 ft	(2)	(3)	20 ft	(68)	20 ft	15 ft	15 ft	20 ft	(5)15ft	(5)	(6)15ft	(7)25ft	(5)
Side yard	(8)	(9)	(2)	(3)	(68) (10)	(68) (10)	(68) (10)	(10)	(10)	(10)	(12)10ft	(12)	(13)10ft	(14)15ft	(12)
Side yard on flanking street of corner lot							-				(17)15ft	(17)	(17)15ft	(18)20ft	(17)
Rear yard	(8)	20 ft	(2)	(3)	(68) (19)	(68) (19)	(68) (19)	(19)	(19)	(19) (2)	(20)	(20)	(21)20	(21)20	(20) (21)
Yards, transitional conditions							-				(23)24	(23)	(24)	(25)24	(23)24
Additional setbacks							-				(29)	(29)	(29)	(29)	(29)
Height limitation: in stories/not to exceed in feet	2 stry/ 35 ft	3 stry/ 40 ft (30)	4 stry/ 60 ft	(32)	7 stry/65 ft (69) (70)	16 stry/200 ft (70)	16 stry/200 ft (70)	2 stry/ 35 ft (30)	2 stry/ 35 ft (30)	2 stry/ 35 ft (30)	8 stry/ 85 ft (35)	2 stry/ 35 ft (35)	8 stry/ 85 ft (35)	8 stry/ 85 ft (35)	2 stry/ 35 ft (35)
Landscaping	The landscaping requirements of Chapter 15.07 KCC shall apply.														
							-				(52)	(52)			(52)
Outdoor storage	(39)	(39)					(40) (41)	(40) (41)	(40)	(40)	15% of site area (43) (44)	(43)	30% of site area (43) (44)	50% of site area (43) (45) (51)	(43)
Signs	The sign regulations of Chapter 15.06 KCC shall apply.														
												(60)			
Vehicle drive-through, drive-in, and service bays	(46)	(46)		(46)	(46)		(46)		(46)	(46)	(46)		(46)	(46)	
Loading areas											(47) (48)	(47) (48)	(47) (48) (49)	(47) (48) (51)	(47) (48)
Off-street parking	The off-street parking requirements of Chapter 15.05 KCC shall apply.														
	(57)	(57)							(57)	(57)	(57) (58)	(58)	(57) (58)	(57)	(58)57
Design review		(4)(11) (15)	(31)	(31)	(71)	(71)	(71)	(4)	(4)(72)	(4)(11) (15) (72)	(73)		(73)	(73)	
Additional standards	(50) (56) (62) (63) (64) (65)	(50) (56)	(50) (56)	(50) (56) (67)	(50) (56)	(50) (56)	(50) (56)	(50) (56)	(50) (56)	(50) (56)	(50) (53) (54) (55) (56) (59) (63) (16)	(50) (53) (54) (55) (56) (59) (63) (16)	(50) (54) (55) (56) (59) (63)	(50) (54) (55) (56) (59) (63)	(50) (53) (54) (55) (56) (59)

Sec. 15.04.195. Commercial and industrial land use development standard conditions.

1. Minimum lot of record or 5,000 square feet, whichever is less.
2. None, except as required by landscaping, or if off-street parking is provided onsite. See the downtown design review criteria outlined in KCC 15.09.046.
3. No minimum setback is required. If a rear and/or side yard abuts a residential district, a 20-foot setback may be required for any yard abutting a residential district. See the downtown design review criteria outlined in KCC 15.09.046.
4. Independent senior living facilities, assisted living facilities, and residential facilities with health care are subject to the requirements of KCC 15.09.045(D) for multifamily design review, unless they are located within downtown or along Meeker Street from 64th Avenue South to Kent-Des Moines Road, where they are subject to downtown design review pursuant to KCC 15.09.046.
5. ~~[Reserved]The minimum front yard setback shall be related to the classification of the adjacent street. This classification shall be determined by the city transportation engineer. The setbacks are as follows:~~
 - a. ~~Properties fronting on arterial and collector streets shall have a minimum setback of 20 feet.~~
 - b. ~~Properties fronting on local access streets shall have a minimum setback of 20 feet.~~
6. ~~[Reserved]The minimum front yard setback shall be related to the classification of the adjacent street. This classification shall be determined by the city transportation engineer. The setbacks are as follows:~~
 - a. ~~Properties fronting on arterials and collector streets shall have a minimum setback of 40 feet.~~
 - b. ~~Properties fronting on local access streets shall have a minimum setback of 30 feet.~~

7. ~~[Reserved]The front yard shall be 10 percent of the lot depth. Regardless of lot size, the yard depth need not be more than 35 feet.~~

8. No side or rear yard is required, except when abutting a district other than NCC, in which case the yard shall be not less than five feet in width; provided, however, that if the abutting district or use is residential, then the yard shall be 10 feet in width and fully landscaped.

9. No side yard is required, except when abutting a more restrictive district, in which case the side yard shall be not less than 20 feet in width.

10. No side yard is required, except when abutting a residential district, in which case the side yard shall be not less than 20 feet in width.

11. All projects along Meeker Street from 64th Avenue South to Kent-Des Moines Road are subject to KCC 15.09.046 for downtown design review.

12. ~~[Reserved]The side yards shall have an aggregate width of 10 percent of the lot width, but the aggregate width need not be more than 40 feet. There shall be a minimum of 15 feet on each side.~~

13. ~~[Reserved]The side yards shall have an aggregate width of 10 percent of the lot width, but the aggregate width need not be more than 30 feet. There shall be a minimum of 10 feet on each side.~~

14. ~~[Reserved]The side yards shall have an aggregate width of 10 percent of the lot width, but the aggregate width need not be more than 25 feet. There shall be a minimum of 10 feet on each side.~~

15. Design review for mixed use development is required as provided for in KCC 15.09.045(F); see KCC 15.04.200 for mixed use development standards.

16. In the I1 zoning district only, the following dock-high door to building footprint square footage ratios shall apply, and shall be cumulative such that first tier applies to the first 30,000 square feet of larger buildings, the second tier applies to the square footage above 30,000 square feet and below 100,000 square feet, and so on. Square

footage refers to the building footprint; each building shall be allotted a number of doors available based on size of building and presence of enhanced options within the project. Enhanced options are described in the Industrial Design Guidelines adopted in KCC 15.09.047. Allotted doors may be reapportioned amongst any building within the project after the total project allotment has been determined. Decimals shall be rounded up.

<u>Building Footprint Square Footage Tier</u>		<u>Possible Building Footprint Square Footage Available</u>	<u>Number of Enhanced Options in Project</u>	<u>Applicable Ratio</u>	<u>Total Doors Available per Tier</u>
<u>1</u>	<u>0-30,000 sf</u>	<u>Up to 30,000 sf</u>	<u>Any</u>	<u>1:3,000 sf</u>	<u>Up to 10</u>
<u>2</u>	<u>30,000 sf to 100,000 sf</u>	<u>Up to 70,000 sf</u>	<u>0</u>	<u>1:15,000 sf</u>	<u>Up to 5</u>
			<u>1</u>	<u>1:10,000 sf</u>	<u>Up to 7</u>
			<u>2 or more</u>	<u>1:7,500 sf</u>	<u>Up to 9</u>
<u>3</u>	<u>100,000 sf to 200,000 sf</u>	<u>Up to 100,000 sf</u>	<u>0 or 1</u>	<u>1:20,000 sf</u>	<u>Up to 5</u>
			<u>2</u>	<u>1:15,000 sf</u>	<u>Up to 7</u>
			<u>3 or more</u>	<u>1:10,000 sf</u>	<u>Up to 10</u>
<u>4</u>	<u>200,000 sf or more</u>	<u>No cap</u>	<u>0 or 1</u>	<u>1:30,000 sf</u>	<u>No cap</u>
			<u>2</u>	<u>1:20,000 sf</u>	
			<u>3</u>	<u>1:15,000 sf</u>	
			<u>4 or more</u>	<u>1:10,000 sf</u>	

~~16. New buildings and additions to buildings (vested after April 2, 2019) are limited to no more than one dock high loading door per 40,000 square feet of gross floor area; however, for buildings less than 40,000 square feet, one dock high loading door is permitted. The footprint area of new buildings is limited to 125,000 square feet.~~

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

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

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

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

19. No rear yard is required, except when abutting a residential district, in which case the rear yard shall be not less than 20 feet in width.

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

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

22. ~~[Reserved].~~

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

24. Transitional conditions shall exist when an M2 AG, I1 or I3 district adjoins a residential district containing a density of two dwelling units or more per acre or a proposed residential area indicated on the city comprehensive plan. Such transitional

conditions shall not exist where the separation includes an intervening use such as a river, freeway, railway main line, major topographic differential, or other similar conditions, or where the industrial properties face on a limited access surface street on which the housing does not face. When transitional conditions exist as defined in this subsection, a yard of not less than 50 feet shall be provided between the uses.

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

26. [Reserved].

27. [Reserved].

28. [Reserved].

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

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

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

32. No maximum height limit is required, except for parcels located within a downtown commercial enterprise – transitional overlay (DCE-T), where the height

limit is 35 feet. See also the downtown design review criteria outlined in KCC 15.09.046.

33. [Reserved].

34. [Reserved].

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

36. [Reserved].

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

38. [Reserved].

39. Outdoor storage areas are prohibited.

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

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

42. [Reserved].

43. Outside storage or operations yards in the I1, I2 and I3 districts ~~M1 or M1-C district and AG district~~ shall be permitted only as accessory uses. Such uses are incidental and subordinate to the principal use of the property or structure. Outdoor storage is limited to 15% of the total site area in the I1 district, 30% of the total site area in the I2 district, and 50% of the total site area in the I3 district. ~~Outside storage or operations yards shall be confined to the area to the rear of the principal building or the rear two thirds of the property and reasonably screened from view from any property line by appropriate walls, fencing, earth mounds, or landscaping. Outside storage exceeding a height of 15 feet shall be so placed on the property as to not detract from the reasonably accepted appearance of the district.~~

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

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

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

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

48. Earth berms and landscaping shall be provided along street frontages as necessary to screen dock-high loading areas from public rights-of-way. Berms shall be a minimum of 36 inches and a maximum of 42 inches in

height. Landscaping located on the berm shall conform to Type III landscaping as described in KCC 15.07.050.

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

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

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

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

53. ~~[Reserved] Predominant activities and operations shall be completely enclosed within buildings or structures, except for customary appurtenances such as loading and unloading areas, or where special conditions are imposed pursuant to the approval of a conditional use permit. The economic and community development director shall be authorized to determine the reasonable application of this provision in cases of operational hardship or other showing of uncommon circumstances.~~

54. Multitenant buildings shall be permitted.

55. All required yards, parking areas, storage areas, operations yards, and other open uses on the site shall be maintained in a neat and orderly manner appropriate

for the district at all times. The economic and community development director shall be authorized to reasonably pursue the enforcement of this subsection where a use is in violation, and to notify the owner or operator of the use in writing of such noncompliance. The property owner or operator of the use shall be given a reasonable length of time to correct the condition.

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

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

58. ~~[Reserved]. Those areas not required to be landscaped may be used for off-street parking.~~

59. ~~[Reserved]. Development within 500 feet of a regional trail is subject to the following Regional Trail Corridor Development Standards:~~

~~a. Regional trails for the purposes of this section shall include scenic and recreational roads and the Green River Trail, Interurban Trail, and Puget Power Trail.~~

~~b. Regional trail access. No building or lot shall be constructed or created within 500 feet of a regional trail without providing public access to the regional trail via public sidewalks or a trail system dedicated for public use by a public access easement. Such sidewalks or private trail systems shall connect to regional trails at intervals of five hundred feet or less, and shall be accomplished with minimal street crossings.~~

~~c. All public access easements shall be no less than 20 feet wide.~~

~~d. All public access points shall have standard City of Kent signage indicating trail access.~~

~~e. No street connections to scenic and recreational roads shall be permitted unless no other vehicle access is practical.~~

~~f. Additional requirements for buildings in Regional Trail Corridors with footprint areas greater than 75,000 square feet are included in KCC 15.09.047 Industrial Design Review.~~

~~60. [Reserved] 60. Signage on commercial uses in the M1-C zone shall be as specified in KCC 15.06.050(B). Signage on industrial uses in the M1-C zone shall be as specified in KCC 15.06.050~~

61. [Reserved]

62. Parking should be located either next to or behind the building. Parking should not be placed between the street and the building.

63. A direct pedestrian connection shall be provided from the street to the building at intervals of no more than 500 feet. If the property abuts a public park or trail a direct pedestrian connection shall be provided from the park or trail to the building.

64. Screening by either an enclosure and/or evergreen landscaping shall be provided for mechanical equipment, service doors, and garbage areas. Rooftop equipment shall be enclosed with a parapet or similar design feature.

65. Structures shall be designed to maintain the residential character of the surrounding neighborhood. Modulating the building mass, adding dormer windows, covered entryways, or porches are ways to enhance the human scale and provide a residential dimension to structures.

66. Minimum lot area requirements do not apply to multifamily development in the Kent downtown planning area identified in KCC 15.09.046.

67. Within the downtown commercial enterprise-transitional overlay (DCE-T), downtown design review guidelines regarding balconies and/or upper floor setbacks (sections III.B and III.C) are required elements, not optional elements.

68. No yard, except as required by landscaping, or if surface parking is provided onsite. See the Midway Design Guidelines and KCC 15.09.045.

69. The height limitation of new construction in MTC-1 zoning district abutting a residential district shall be 35 feet in height within 20 feet from the residential district and 45 feet in height within 40 feet from the residential district.

70. New construction shall conform to applicable Federal Aviation Administration regulations, including 14 C.F.R. Part 77, as presently constituted or as may be subsequently amended.

71. The transit-oriented community design review requirements of KCC 15.09.045(G) shall apply.

72. Transitional housing with three or more families outside of downtown is subject to multifamily design review as provided in KCC 15.09.045(D).

73. Development in the I1, I2, and I3 districts shall be subject to KCC 15.09.47 Industrial Design Review.

EXHIBIT G
Chapter 15.05

Sec. 15.05.020. Categories of uses and conditions of uses covered by chapter

A. *New construction.* New construction is covered by this chapter as follows:

1. Buildings constructed or enlarged.
2. Other structures or use areas constructed or enlarged.
3. Parking lots constructed or enlarged as follows:
 - a. If new or adding the equivalent of fifty (50) percent or more of the existing parking lot area, the entire parking facility must meet the standards of this title.
 - b. If adding less than fifty (50) percent of the existing parking lot area, only the new portion must meet the standards of this title.

B. *Change in use.* When the occupancy of any land use, structure or building, or any part of a building, structure or land use, is changed to another use, parking shall be provided to meet the parking requirements of the new use, with the following exceptions:

1. Change of use from warehousing and distribution to manufacturing uses.
2. Change of use from warehousing and distribution to complexes which include a combination of uses, including a mixture of office, storage, commercial, and manufacturing uses.
3. Change of use from warehousing and distribution to research, development, and testing.

Sec. 15.05.040. Parking standards for specific activities.

A. Standards for the number of parking spaces for specific activities are indicated in the following chart:

<i>SPECIFIC LAND USE</i>	<i>PARKING SPACE REQUIREMENT</i>
<i>Living activities</i>	
Single-family	Two (2) parking spaces per single-family dwelling.
Duplex	Two (2) parking spaces per dwelling unit.
Multifamily ^{1, 2, 3, 4}	One (1) parking space per unit for efficiency apartments in all sized developments; two (2) parking spaces for each dwelling unit for developments with forty-nine (49) or less dwelling units; one and eight-tenths (1.8) parking spaces per dwelling unit for developments of fifty (50) or more dwelling units.
Accessory dwelling unit	One (1) off-street parking space per accessory unit is required in addition to the required parking for the single-family home. The planning director may waive this requirement

<i>SPECIFIC LAND USE</i>	<i>PARKING SPACE REQUIREMENT</i>
	where there are special circumstances related to the property and its location. The surface of a required ADU off-street parking space shall comply with KCC 15.05.090(C).
Boardinghouses and lodging houses	One (1) parking space for the proprietor, plus one (1) space per sleeping room for boarders or lodging use, plus one (1) additional space for each four (4) persons employed on the premises.
Mobile and manufactured home parks	Two (2) parking spaces for each mobile home site.
Recreational vehicle park	One (1) parking space for each site.
Hotels ⁵	One (1) parking space for each guest room, plus two (2) parking spaces for each three (3) employees.
<i>Commercial activities</i>	
Banks ⁶	One (1) parking space for each two hundred (200) square feet of gross floor area, except

<i>SPECIFIC LAND USE</i>	<i>PARKING SPACE REQUIREMENT</i>
	when part of a shopping center.
Professional and business offices ⁶	One (1) parking space for each two hundred fifty (250) square feet of gross floor area, except when part of a shopping center.
Shopping centers ⁷	Four and one-half (4.5) spaces per one thousand (1,000) square feet of gross leaseable area (GLA) for centers having GLA of less than four hundred thousand (400,000) square feet, and five (5) spaces per one thousand (1,000) square feet of GLA for centers having a GLA of over four hundred thousand (400,000) square feet.
Restaurants, nightclubs, taverns and lounges ⁸	One (1) parking space for each one hundred (100) square feet of gross floor area, except when part of a shopping center.
Retail stores, supermarkets, department stores and personal service shops ⁹	One (1) parking space for each two hundred (200) square feet of gross floor area, except when located in a shopping center.

<i>SPECIFIC LAND USE</i>	<i>PARKING SPACE REQUIREMENT</i>
Other retail establishments; furniture, appliance, hardware stores, household equipment service shops, clothing or shoe repair shops ¹⁰	One (1) parking space for each five hundred (500) square feet of gross floor area, except when located in a shopping center.
Drive-in business ¹¹	One (1) parking space for each one hundred (100) square feet of gross floor area, except when located in a shopping center.
Uncovered commercial area, new and used car lots, plant nursery	One (1) parking space for each five thousand (5,000) square feet of retail sales area in addition to any parking requirements for buildings, except when located in a shopping center.
Motor vehicle repair and services	One (1) parking space for each four hundred (400) square feet of gross floor area, except when part of a shopping center.
Industrial showroom and display	One (1) parking space for each five hundred (500) square feet of display area.
Bulk retail stores	One (1) parking space for each

<i>SPECIFIC LAND USE</i>	<i>PARKING SPACE REQUIREMENT</i>
	three hundred fifty (350) square feet of gross floor area.
<i>Industrial activities</i>	
<u>Manufacturing and industrial uses, including warehouses, storage buildings, and speculative warehouse and industrial buildings with multiple use or tenant potential</u> Manufacturing, research and testing laboratories, creameries, bottling establishments, bakeries, canneries, printing and engraving shops	One (1) parking space for each one thousand (1,000) square feet of for 90% of the gross floor area. For parking requirements for associated office areas, see "Professional and business offices." Maximum office area of two (2) percent of gross floor area may be included without additional parking requirements, <u>and one parking space per 250 square feet for 10% of the gross floor area.</u> <u>When total of uses other than manufacturing and industrial exceeds 10% of the gross floor area, the parking requirements for those uses shall apply.</u>
Warehouses and storage buildings	One (1) parking space for each two thousand (2,000) square feet of gross floor area. For parking

SPECIFIC LAND USE	PARKING SPACE REQUIREMENT
	requirements for associated office areas, see "Professional and business offices." Maximum office area of two (2) percent of gross floor area may be included without additional parking requirements.
Speculative warehouse and industrial buildings with multiple use or tenant potential	One (1) parking space for each one thousand (1,000) square feet of gross floor area if building size is less than one hundred thousand (100,000) square feet, or one (1) parking space for each two thousand (2,000) square feet of gross floor area for buildings which exceed one hundred thousand (100,000) square feet of gross floor area. This is a minimum requirement and valid for construction permit purposes only. Final parking requirements will be based upon actual occupancy.
<i>Recreation-amusement activities</i>	
Auditoriums, theaters, places of public	One (1) parking space for each four (4) fixed seats, or

<i>SPECIFIC LAND USE</i>	<i>PARKING SPACE REQUIREMENT</i>
assembly, stadiums, and outdoor sports areas ¹²	one (1) parking space for each one hundred (100) square feet of floor area of main auditorium or of principal place of assembly not containing fixed seats, whichever is greater.
Bowling alleys ¹³	Five (5) spaces for each alley, except when located in a shopping center.
Dance halls and skating rinks ¹⁴	One (1) parking space for each two hundred (200) square feet of gross floor area, except when located in a shopping center.
Golf driving ranges	One (1) parking space for each driving station.
Miniature golf courses	One (1) parking space for each hole.
Recreational buildings, whether independent or associated with a multifamily complex	One (1) parking space for each two hundred (200) square feet of gross floor area. Such spaces shall be located adjacent to the building and shall be designated for visitors by signing or other special markings.
<i>Educational activities</i>	

<i>SPECIFIC LAND USE</i>	<i>PARKING SPACE REQUIREMENT</i>
Senior high schools, public, parochial, and private	One (1) space for each employee plus one (1) space for each ten (10) students enrolled. In addition, if buses for the transportation of children are kept at the school, one (1) off-street parking space shall be provided for each bus, of a size sufficient to park each bus. One (1) additional parking space for each one hundred (100) students shall be provided for visitors in the vicinity of or adjacent to the administration portion of the building or complex. Such parking spaces shall be so designated by signing or other special marking as approved by the traffic engineer.
Colleges and universities and business and vocational schools ¹⁵	Two and one-half (2.5) parking spaces for each employee, plus one (1) space for each three (3) students residing on campus, plus one (1) space for each five (5) day students not

<i>SPECIFIC LAND USE</i>	<i>PARKING SPACE REQUIREMENT</i>
	residing on campus. In addition, if buses for transportation of students are kept at the school, one (1) off-street parking space shall be provided for each bus, of a size sufficient to park each bus. One (1) additional parking space for each one hundred (100) students shall be provided for visitors in the vicinity of or adjacent to the administration portion of the building or complex. Such parking spaces shall be so designated by signing or other special marking as approved by the traffic engineer.
Elementary and junior high	One (1) parking space for each employee, plus one (1) parking space for every 50 student capacity (<i>Capacity</i> means the designed capacity of the school, even if actual enrollment varies by year). In addition, if buses for transportation of students are kept at

<i>SPECIFIC LAND USE</i>	<i>PARKING SPACE REQUIREMENT</i>
	the school, one (1) off-street parking space shall be provided for each bus, of a size sufficient to park each bus. Consideration for student loading/unloading and pick-up/drop-off areas shall be integrated in the site plan.
Libraries and museums	One (1) parking space for each two hundred fifty (250) square feet in office and public use.
Day-care centers	One (1) parking space for each employee, plus loading and unloading areas.
<i>Medical activities</i>	
Medical and dental offices ¹⁶	One (1) parking space for each two hundred (200) square feet of gross floor area, except when located in a shopping center.
Convalescent, nursing, and health institutions	One (1) parking space for each two (2) employees, plus one (1) parking space for each three (3) beds.
Hospitals	One (1) parking space for each three (3) beds, plus

SPECIFIC LAND USE	PARKING SPACE REQUIREMENT
	one (1) parking space for each staff doctor, plus one (1) parking space for each three (3) employees.
<i>Religious activities</i>	
Churches, religious institutions, or other places of worship ¹⁷	One (1) space for each five (5) seats in the main auditorium/ gathering place; provided, that the spaces for any institution shall not be less than ten (10). One (1) seat is equivalent to seven (7) square feet, for institutions that do not have seats in the main gathering place. For all existing institutions enlarging the seating capacity of their auditoriums, one (1) additional parking space shall be provided for each five (5) additional seats provided by the new construction. For all existing institutions making structural alterations or additions which do not increase the seating capacity of the auditorium, no

<i>SPECIFIC LAND USE</i>	<i>PARKING SPACE REQUIREMENT</i>
	additional parking need be provided.
Mortuaries or funeral homes	One (1) parking space for each one hundred (100) square feet of floor area of assembly rooms.
Other uses	For uses not specifically identified in this section, the amount of parking required shall be determined by the planning department, based on staff experience, parking required for similar uses, and, if appropriate, documentation provided by the applicant.

1. Where enclosed garages are utilized to provide parking required by this title, an eighteen (18) foot stacking space shall be provided in front of such garage units; provided, however, the planning director shall have the authority to approve alternative plans where the developer can assure that such garage units will continue to be available for parking purposes and will not cause onsite parking or circulation problems. These assurances include but are not limited to: (a) covenants that run with the land or homeowners' association that require garages to be utilized for the storage of vehicles, (b) maintenance of drive aisle widths of twenty-six (26) feet in front of each garage unit, and (c) maintenance of minimum clearances for fire lanes on the site. Special parking for recreational vehicles will not be required as long as the facility does not permit recreational vehicles other than campers or vehicles that will fit into a normal-sized parking stall. If recreational vehicles are to be permitted on the development, they must be screened and fenced.

2. Exceptions for senior citizen apartments in multifamily buildings:
 - a. The multifamily parking requirement may be reduced as determined by the planning director. The planning director shall base his/her decision on a parking study that supports one (1) or more of the following:
 - i. Availability of private, convenient, regular transportation services to meet the needs of the tenants;
 - ii. Accessibility to and frequency of public transportation;
 - iii. Pedestrian access to health, medical, and shopping facilities;
 - iv. Minimum age requirement to reside in subject apartments;
 - v. Special support services offered by the facility;
 - vi. Other documentation or standards that support a permanent reduction of parking stalls.
3. In MTC-1, MTC-2, and MCR zoning districts, a minimum of three-fourths (0.75) parking space per dwelling unit, or conduct a parking feasibility study to determine need. No spaces provided for recreation vehicles.
4. In MTC-1, MTC-2, and MCR zoning districts, one (1) parking space for every four (4) dwelling units, or conduct a parking feasibility study to determine need.
5. In MTC-1, MTC-2, and MCR zoning districts, one (1) parking space for each guest room, plus two (2) parking spaces for every five (5) employees, or conduct a parking feasibility study to determine need.
6. In MTC-1 and MCR zoning districts, one (1) parking space for every four hundred (400) square feet of gross floor area, except when part of a shopping center, or conduct a parking feasibility study to determine need; in MTC-2 zoning district, one (1) parking space for every five hundred (500) square feet of gross floor area, or conduct a parking feasibility study to determine need.
7. In MTC-1 and MCR zoning districts, one (1) parking space for every four hundred (400) square feet of gross floor area, or conduct a parking feasibility study to determine need.
8. In MTC-1 and MCR zoning districts, one (1) parking space for every two hundred (200) square feet of gross floor area, or conduct a parking feasibility study

to determine need; in MTC-2 zoning district, a minimum of one (1) parking space for every three hundred (300) square feet of gross floor area, or conduct a parking feasibility study to determine need. No parking is required if use is three thousand (3,000) square feet or less and with a parking supply of at least twenty (20) spaces within five hundred (500) feet or one thousand (1,000) feet of a public garage.

9. In MTC-1 and MCR zoning districts, one (1) parking space for every four hundred (400) square feet of gross floor area, or conduct a parking feasibility study to determine need; in MTC-2 zoning district, one (1) parking space for every five hundred (500) square feet of gross floor area, or conduct a parking feasibility study to determine need. No parking is required if use is eight hundred (800) square feet or less and with a parking supply of at least twenty (20) spaces within five hundred (500) feet or one thousand (1,000) feet of a public garage.

10. In MTC-1, MTC-2, and MCR zoning districts, one (1) parking space for every one thousand (1,000) square feet of gross floor area, or conduct a parking feasibility study to determine need. No parking is required if use is eight hundred (800) square feet or less and with a parking supply of at least twenty (20) spaces within five hundred (500) feet or one thousand (1,000) feet of a public garage.

11. In MTC-1 and MCR zoning districts, one (1) parking space for every four hundred (400) square feet of gross floor area, except when located in a shopping center.

12. In MTC-1 and MCR zoning districts, conduct a parking feasibility study to determine need.

13. In MTC-1 and MCR zoning districts, three (3) parking spaces for each alley, except when located in a shopping center.

14. In MTC-1 and MCR zoning districts, one (1) parking space for every five hundred (500) square feet of gross floor area, or conduct a parking feasibility study to determine need.

15. In MTC-1, MTC-2, and MCR zoning districts, conduct a parking feasibility study to determine need.

16. In MTC-1, MTC-2, and MCR zoning districts, a minimum of one (1) parking space for every four hundred (400) square feet of gross floor area, or conduct a parking feasibility study to determine need.

17. In MTC-1, MTC-2, and MCR zoning districts, one (1) parking space for every ten (10) seats in the main auditorium; provided, that the spaces for any church shall not be less than ten (10). For all existing churches enlarging the seating capacity, one (1) additional parking space shall be provided for every ten (10) seats provided by the new construction.

B. Mixed occupancies or mixed use if one (1) occupancy. In the case of two (2) or more uses in the same building, the total requirements for off-street parking facilities shall be the sum of the requirements for the several uses computed separately; except in shopping centers, and except as provided in the mixed use overlay, KCC 15.04.200. Off-street parking facilities for one (1) use shall not be considered as providing required parking facilities for any other use, except as permitted in subsection (C) of this section pertaining to joint use.

C. Joint use. The minimum amount of off-street parking required by subsection (A) of this section may be reduced by the planning director when shared parking facilities for two (2) or more uses are proposed if:

1. The total parking area exceeds five thousand (5,000) square feet;
2. The parking facilities are designed and developed as a single onsite common parking facility, or as a system of onsite and offsite facilities if all facilities are connected with improved pedestrian facilities and located within five hundred (500) feet of the buildings or use areas they are intended to serve;
3. The amount of reduction in off-street parking does not exceed ten (10) percent per use unless it is documented that the peak parking demand hours of two (2) or more uses are separated by at least one (1) hour;
4. The subject properties are legally encumbered by an easement or other appropriate means which provide for continuous joint use of the parking facilities. Documentation shall require review and approval by the city attorney; and
5. The total number of parking spaces in the shared parking facility is not less than the minimum required by any single use.

D. Employee parking. Where employee parking will be maintained separately and in addition to parking for the general public, the regulations of this subsection shall apply:

1. Minimum parking stall sizes, aisle widths, and percentage of compact car stalls shall be as per other requirements in this chapter.

2. Employee parking must be clearly identified as such and not become parking for the general public.

3. If the employee parking is changed to parking for the general public, the normal regulations for off-street parking shall be in force.

4. Employee parking shall not be in lieu of parking requirements per activity as stated in this section.

E. Temporary parking facilities. Temporary parking facilities may be permitted by the planning director when it has been shown that:

1. The existing use of the subject property has adequate legal nonconforming parking or that existing parking conforms to the applicable standards of this title.

2. The temporary parking facility is primarily intended to serve the public at large and not the existing use on the property.

3. The temporary parking facility serves a public need.

4. The temporary facility meets the following minimum standards:

- a. There shall be a minimum of two hundred eighty-five (285) square feet gross area per stall.

- b. The pavement section shall be a minimum of four (4) inches of five-eighths (5/8) inch minus C.R. crushed rock with bituminous surface treatment, subject to engineering department review.

- c. Onsite drainage control and detention shall be provided per the drainage ordinance.

- d. Ingress and egress and interior circulation and perimeter control shall be subject to traffic engineer approval.

F. Compact car parking.

1. Parking stall size shall be a minimum of eight (8) feet by sixteen (16) feet. Aisle width shall be per the requirements of KCC 15.05.080 and Diagram No. 1 following KCC 15.05.100.

2. Compact car parking spaces shall be clearly identified by signing or other marking as approved by the city engineer.

3. Compact car parking spaces shall not exceed thirty (30) percent of the total required parking, and shall be distributed throughout the entire parking area. For parking lots of more than twenty (20) stalls, up to fifty (50) percent of the total required parking may be compact car parking spaces. Compact stalls cannot be located along a fire lane in lots where the percentage of compact stalls exceeds thirty (30) percent, unless approved by the fire marshal.

4. See KCC 15.05.080 and diagram No. 1 following KCC 15.05.100 for typical compact car stall arrangements.

G. Transit and rideshare provisions.

1. The planning director may reduce the minimum number of off-street parking stalls for businesses which have a commute trip reduction program filed with the city. Based upon a review of this program and input from other staff members, a reduction of up to twenty (20) percent of the minimum standard may be approved. Any reduction in the amount of required parking is only valid for as long as the approved CTR program is in effect. An invalidated program or a change in use or operations would result in the application of the underlying standards per subsection (A) of this section.

2. The planning director may reduce the number of required off-street parking stalls for businesses which do not have a commute trip reduction program by one (1) stall for every two (2) car pool stalls, and/or one (1) stall for every one (1) van pool stall if:

a. Reserved rideshare parking is located convenient to the primary employee entrance;

b. Reserved areas are clearly marked by signs for use by approved and qualified rideshare vehicles;

c. The use of reserved areas for rideshare parking is actively enforced by the employer; and

d. The total reduction in the number of parking stalls does not exceed ten (10) percent of the required stalls.

EXHIBIT H
Chapter 15.06

Sec. 15.06.040. General restrictions and limitations for all districts.

- A. *Sign material.* All signs must be made of durable and weather-resistant wood, stone, masonry, metal or plastic material.
- B. *Electronic messaging center sign.* Electronic messaging centers are allowed in any nonresidential zone, except as provided by KCC 15.06.050(A)(4), subject to the allowed sign area for each property. Electronic message centers shall not contain video, animation, blinking or flashing messages or images, and shall not change message more than eight times per minute.
- C. *Signs in street right-of-way or future street right-of-way.* No sign shall be located in or project into the present or future right-of-way of any public street unless such location or projection is specifically authorized by other provisions of this section.
- D. *Signs interfering with sight distance.* No sign shall be so designed or constructed as to interfere with the sight distance of motorists proceeding on or approaching adjacent streets, alleys, driveways, or parking areas, or of pedestrians proceeding on or approaching adjacent sidewalks or pedestrian ways.
- E. *Signs over driveways.* No sign suspended over or projecting into the area above a driveway located on private property shall be situated at a height of less than 15 feet above the surface of the driveway.
- F. *Signs over public sidewalks and pedestrian ways.* No sign suspended over or projecting into the area above a public sidewalk or pedestrian way shall be situated at a height of less than eight and one-half feet above the surface of the sidewalk or pedestrian way, and no sign may project more than 75 percent of the distance between the property line and the curblin except for signs attached to the underside of a canopy or other architectural projection.

G. *Directional signs.* Directional signs and signs indicating entrances, exits, service areas and parking areas shall be excluded from the sign provisions of this title, and may be erected on private property upon approval of the planning director. These signs shall not contain advertising or promotional information, and may be restricted in size.

H. *Removal of signs on closure of business.* Upon the closure and vacation of business or activity, the owner of the business or activity shall have 120 calendar days from the date of closure to remove all signs related to the business or activity.

I. *Window signs.* Window signs shall be considered as a sign and computed as part of the aggregate sign area and number of signs. Any painted-over window shall be considered as a wall. The following signs, if used in the specified manner, are not computed as part of the aggregate sign area and do not require a permit:

1. Decals indicating credit cards honored.
2. Banners or posters on the inside of windows. Such signs may be used in conjunction with national advertising programs, or as weekly marketing specials, or as decorations customary for special holidays.

J. *Painted signs.* Signs painted on exterior wall, window, or structure of any kind shall be computed as part of the aggregate sign area and number of signs.

K. *Barber poles.* In addition to any other signs authorized by the provisions of this chapter, any barbershop shall be entitled to display a barber pole. The design of the pole and its location and manner of erection shall be subject to the approval of the planning director.

L. *Credit card signs.* Signs indicating credit cards honored may be displayed in window areas only. Such signs are not computed as part of the aggregate sign area and do not require a permit.

M. *Gate or entrance sign.* Gate or entrance signs may be permitted, and may be located in public rights-of-way, if approved by the public works department.

N. *Community bulletin board.* Subdivisions and residential communities may be allowed to erect a permanent structure as a community bulletin board if approved by the planning director.

O. *Business hours signs.* Signs stating business hours shall be excluded from the provisions of this title, and may be erected upon private property if approved by the planning director. These signs shall not contain advertising or promotional information. Maximum number permitted shall be one per entrance, with a maximum size of four square feet.

P. *Public service signs.* Nonadvertising or nonpromotional signs may be erected as a public service to the community by public service clubs or other nonprofit organizations. Such signs may be located in any zone upon approval by the planning director.

Q. *Real estate signs.* Real estate signs are permitted as follows. No sign permit is required.

1. *Residential uses.*

a. *Single-family dwellings and duplexes.* One real estate sign shall be permitted for each street frontage of a lot. The sign may have two faces, shall not exceed a height of five feet above the surface of the street unless placed in a window, shall not exceed an area of four square feet per face, and shall be unlighted.

b. *Multiple-family dwellings.* One real estate sign shall be permitted for each street frontage of a development. The sign shall not exceed an area of 12 square feet, shall be attached flat against a principal building, shall not project above the eave of the roof or the top of the parapet of the building, and shall be unlighted.

2. *Commercial and industrial uses.* One real estate sign shall be permitted for each public entrance, but there shall not be more than four signs per lot. The sign shall not exceed an area of eight square feet, shall be attached flat against the building or freestanding, shall not project above the eave of the roof or the top of the parapet of the building, and shall be unlighted.

3. *Unimproved acreage.* One real estate sign shall be permitted for each lot. The sign shall not exceed an area of one-fourth square foot for each foot of lot

frontage and shall not in any event exceed 50 square feet. The sign shall not exceed a height of 10 feet above the surface of the nearest street, and shall be unlighted.

4. *Portable signs.* Portable signs are allowed for limited duration sales events such as open houses, on the premises for sale and in the right-of-way pursuant to KCC 15.06.060. Owners of the signs shall be responsible for their removal within seven calendar days following the last date of the sales event.

R. *Temporary signs.* Temporary signs may be authorized by the planning department for a time period specified for each type of temporary sign.

1. *Temporary subdivision or apartment signs.* A temporary real estate sign declaring a group of lots, dwellings, or occupancies within a subdivision or apartment complex for sale or rent shall be permitted subject to the following conditions:

a. One such sign shall be permitted for each street frontage of the premises being sold or leased. The sign shall be located on the premises being sold or leased.

b. The area of such signs shall not exceed an area of 25 square feet each.

c. The signs shall not exceed a height of 10 feet above the level of the street.

d. The signs shall be unlighted.

e. The signs shall not interfere with the sight distance of pedestrians and motorists proceeding on or approaching adjacent streets.

f. The signs may remain as long as the project remains unsold or unleased, or for one year, whichever period shall be lesser; provided, however, that the planning director shall have the authority to extend the time period one year.

2. *Construction signs.* One sign identifying a project under construction shall be permitted for each street frontage of the building or structure under construction. The sign shall be permitted during the period of construction, and shall not exceed a total of 50 square feet for all faces.

3. *Grand openings and special events signs.* Special permits may be issued by the planning department for a period not to exceed 30 calendar days for banners and streamers for special events such as carnivals, outdoor affairs and sales, grand openings, and events of a similar nature.

4. *Portable signs.* Portable signs may be placed on private property without a permit only as follows:

a. A portable sign shall be made of weather-resistant wood, metal or plastic and shall be no greater than 36 inches wide by 36 inches tall. Canvas, fabric, cardboard and paper signs are prohibited.

b. Not more than two portable signs may be utilized per business. No commercial uses are allowed offsite portable signs in residential zones, except as allowed by subsection (Q)(4) of this section and KCC 15.06.060.

c. Portable signs shall not be placed within 10 feet of a driveway, wheelchair ramp, crosswalk, or situated in such a way as to constitute a threat to the health, safety, and welfare of the public.

d. Owners of signs related to a limited duration event shall be responsible for their removal within seven calendar days after the termination of the event.

e. Portable signs advertising a property actively for sale are governed by subsection (Q)(4) of this section.

S. *Off-premises signs.*

1. *Authorized.* The total number of off-premises sign structures allowed within the city of Kent shall not exceed the total number of off-premises sign structures in existence as of March 5, 2000, the date the ordinance originally establishing this section became effective. Off-premises sign structures shall be inventoried by the city. In order to assist the city in its inventory, the owner of any off-premises sign located within the city shall, to the best of its ability, provide the city with information as to the dates of installation, repair, or alteration of the owner's off-premises signs within the city and no repair, alteration, or replacement of any such off-premises sign may occur until such information is provided to the city. Subject to any permitting requirements, any person, firm, or corporation who owns or maintains off-premises sign structures within the city of Kent shall be authorized to alter, repair, maintain, and relocate their off-premises sign structures in existence as of the effective date of the ordinance codified in this subsection. As unincorporated areas are annexed to the city of Kent, the total number of off-premises sign structures

in the area annexed will constitute an addition to the number authorized in the city of Kent and shall be added to the inventory and shall be eligible to be relocated. To the extent the provisions of KCC 15.08.100(F) are inconsistent with this subsection (S)(1), the provisions of this subsection shall prevail.

2. *Districts where permitted.* Off-premises signs are permitted in ~~M1, M2, and M3~~ I1, I2, and I3 districts. Off-premises signs not in one of the above zones shall be categorized as legal nonconforming signs. A sign structure authorized to be relocated pursuant to subsection (S)(1) of this section may only be relocated to an ~~M1, M2, or M3~~ I1, I2, or I3 zoning district. The owner of an off-premises sign shall have two years to relocate an inventoried off-premises sign that has been removed under the authority of a demolition permit. A one-year extension may be granted by the city planning director in instances where relocation cannot be undertaken due to circumstances beyond the control of the owner of the off-premises sign to be relocated.

3. *Standards.*

a. *Maximum size.* As of the effective date of the ordinance codified in this subsection, the maximum size per sign face is 300 square feet.

b. *Maximum height.* Maximum height is 35 feet.

c. *Distance from any intersection.* Off-premises signs shall be located a distance of 300 feet from any intersection.

d. *Double-faced signs.* An off-premises sign structure may contain up to two sign faces arranged either back-to-back or in a V-shape arrangement. The use of tri-vision panels on a sign face shall not in itself constitute additional sign faces.

e. *Spacing.* Not more than four sign structures per 1,000 lineal feet are permitted.

4. *Permits.* Off-premises signs shall not be altered with regard to size, shape, orientation, height, or location without the prior issuance of a building permit. Ordinary maintenance shall not require building permits. Off-premises sign copy replacement may occur at any time and is exempt from the requirement for building permits.

5. *Tri-vision panels.* Subject to applicable permitting requirements, the allowable faces on off-premises sign structures listed on the official city of Kent off-premises sign inventory may contain tri-vision panels which rotate, subject to KCC 15.06.030(E). Tri-vision panels are the only type of moving parts authorized on off-premises signs.

6. *Unpermitted signs.* Owners of off-premises signs that have unpermitted tri-vision panels as of the date of the ordinance codified in this subsection shall have one year from the effective date of the ordinance enacting this provision to apply for and obtain permits for such.

7. *Electronic video signs prohibited.* Off-premises signs that contain electronic video displays similar to or otherwise depicting a television screen are prohibited.

8. *Hazard or nuisance.* All off-premises signs, together with all of their supports, braces, guys and anchors, shall be kept in good repair and in a proper state of preservation and safety. If an off-premises sign is determined by the Kent building official to be in a state of disrepair so as to constitute a safety hazard or a nuisance as defined by the building code or Kent City Code, the building official may initiate enforcement proceedings pursuant to KCC 15.10.070.

9. *Enforcement.* Any violation of the provisions of this subsection (S) shall be subject to enforcement pursuant to KCC 15.10.070.

T. *Stadium signs.* One double-faced freestanding or wall identification sign is allowed for each street frontage. The sign may have an aggregate area of one square foot for each 10 lineal feet of street frontage, up to a maximum sign area of 200 square feet per display face. However, each stadium is guaranteed a minimum sign area of 12 square feet per display face regardless of street frontage. The sign may be illuminated. The sign may include on each regulated display face advertising on up to 40 percent of the total square footage for that display face. The maximum height of a freestanding sign shall be 20 feet.

U. *Motorist information follow through signs.* Motorist information follow through signs may be located in the public right-of-way when permitted pursuant to KCC 6.07.050(B).

Sec. 15.06.050. Regulations for specific districts. In all districts the planning director shall have the option to waive sign type requirements in unique and special cases where, due to building design or other special circumstance, the development is unable to conform to stated standards.

A. *Signs permitted in residential districts.*

1. *Identification signs for single-family dwellings and duplexes.* One identification sign shall be permitted for each occupancy. The sign shall not exceed an area of three square feet, shall not exceed a height of six feet above the surface of the street, shall be attached directly to a building, fence, standard, or mailbox, and shall be unlighted or provided with indirect illumination. Home occupations shall not be allowed additional sign area.

2. *Identification signs for multifamily dwellings.* One identification sign shall be permitted for each development, except that multifamily dwellings with more than one street frontage may be allowed an additional sign for each street frontage of such lot. Each sign shall not exceed an area of 25 square feet, may be a wall or freestanding sign, shall be unlighted or indirectly lighted, and shall not exceed a height of six feet above the ground if freestanding.

3. *Farm product identification signs.* No permit is required, but such signs may not be located in the public right-of-way.

4. *Institutional signs.* For institutional uses allowed in single-family zones, one double-faced freestanding or wall identification sign is permitted for each street frontage. The sign may have an aggregate area of one square foot for each 10 lineal feet of street frontage. However, each use is guaranteed a minimum sign area of 25 square feet per display face regardless of street frontage. The sign shall be unlighted or indirectly illuminated. The sign may be an electronic messaging center subject to the restrictions of KCC 15.06.040(B). Freestanding symbols of sculpture used as identification may be permitted with the approval of the planning and building divisions. Freestanding signs and symbols of sculpture shall not exceed the maximum height of the underlying zoning district. Wall signs, lettering, or symbols may also be approved by the planning department.

B. *Signs permitted in community commercial, general commercial, and commercial manufacturing districts.* The aggregate sign area for any lot shall not exceed one and one-half square feet for each foot of street frontage. Aggregate sign area for corner lots shall not exceed one square foot for each foot of street frontage. The permitted signs enumerated in this subsection shall be subject to the total aggregate sign area.

1. *Identification signs for occupancies.* Each business establishment may have one freestanding sign for each street frontage if not located in a shopping center, and three additional signs.

a. *Freestanding sign.* The freestanding sign shall not exceed a height of 30 feet. The maximum sign area permitted is 200 square feet for the total of all faces. No one face shall exceed 100 square feet. The sign may be illuminated.

b. *Additional signs.* Three additional signs shall be permitted subject to the following restrictions:

i. The total area of all signs, graphics, or other advertising shall not be more than 10 percent of the building facade to which they are attached or on which they are displayed.

ii. On properties where a pole sign cannot be erected due to setback requirements or building placement, a projecting sign may be allowed in lieu of the permitted freestanding sign. The projecting sign may not exceed 15 square feet in outside dimension.

2. *Identification signs for shopping centers.* One freestanding identification sign, which may list the names of the occupants of the shopping center, shall be permitted for each street frontage of each shopping center. The maximum sign area permitted for a freestanding sign is 200 square feet for the total of all faces. No one face shall exceed 100 square feet. A freestanding sign shall not exceed a height of 30 feet, and may be illuminated.

3. *Automobile service station signs.* The aggregate sign area for any corner lot shall not exceed one square foot for each foot of lot frontage, and the aggregate sign area for any interior lot shall not exceed one and one-half square feet for each foot of lot frontage; and the permitted signs enumerated in this subsection shall be subject to the total aggregate sign area.

a. *Freestanding signs.* One freestanding lighted double-faced identification sign, not exceeding 200 square feet for the total of all faces, with no such face exceeding 100 square feet, is permitted. Such sign shall not exceed a height of 30 feet. If on a corner lot, two monument signs not exceeding 100 square feet per sign for the total of all faces are permitted. Such monument signs shall not exceed a height of 15 feet. Freestanding signs shall be lighted during business hours only.

b. *Additional signs.* Three additional signs shall be permitted subject to the following restrictions: The total area of all signs, graphics, or other advertising shall not be more than 10 percent of the building facade to which they are attached or on which they are displayed.

c. *Fuel price signs.* Fuel price signs shall be included in the aggregate sign area.

4. *Farm product identification signs.* No permit is required, but such signs may not be located in the public right-of-way.

C. *Signs permitted in downtown commercial and downtown commercial enterprise districts.* The aggregate sign area for any lot shall not exceed one and one-half square feet for each foot of street frontage. The aggregate sign area for corner lots shall not exceed one square foot for each foot of street frontage. The permitted signs enumerated in this subsection shall be subject to the total aggregate sign area.

1. *Identification signs for multitenant buildings.*

a. *Wall sign.* Each multitenant building may have one identification wall sign for the building's identification for each street frontage. The sign shall not exceed a total of five percent of the facade to which it is attached. The sign shall not name or advertise the individual tenants of the building. Aggregate sign area shall apply. A multitenant building will have the option of the sign described in this subsection (C)(1)(a) or the identification sign described in subsection (C)(1)(b) of this section.

b. *Freestanding sign.* Each building may have one freestanding sign on each street frontage. The sign may not exceed 15 feet in height. The maximum sign area permitted for the freestanding sign is 100 square feet for the total of all faces. No one face shall exceed 50 square feet. Multitenant freestanding signs shall not name or advertise the individual tenants of the building.

2. *Identification signs for occupancies.* Each occupant of a multitenant building shall be permitted two wall signs. Such signs shall not exceed 10 percent of the facade of the individual business unit. Aggregate sign area shall not apply.

3. *Identification signs for single-tenant buildings.*

a. Each building may have one freestanding sign for each street frontage. The sign may not exceed a height of 15 feet. The maximum sign area permitted for the freestanding sign is 100 square feet for the total of all faces. No one face shall exceed 50 square feet.

b. Three additional signs shall be permitted. All signs are subject to the aggregate sign area allowed. The total area of all signs, graphics, or other types of signs shall not exceed 10 percent of the facade to which they are attached or on which they are displayed.

D. *Signs permitted in midway transit community-1 district.* The aggregate sign area for any lot shall not exceed one square foot for each linear foot of street frontage. Aggregate sign area for corner lots shall not exceed three-fourths of a square foot for each linear foot of street frontage. The permitted signs enumerated in this subsection shall be subject to the total aggregate sign area and may be permitted subject to Midway Design Guidelines.

1. *Identification signs for occupancies.* Each single business property may have one freestanding monument sign per street frontage or one projecting sign per street frontage if located along or at the intersections of SR 99, SR 516, South 240th Street, South 246th Street, or South 272nd Street, if not located in a multitenant building, and one wall sign and one suspended sign per street frontage.

a. *Freestanding monument signs.* Freestanding monument signs shall not exceed a height of 20 feet. The maximum sign area permitted is 100 square feet for the total of all faces. No one face shall exceed 50 square feet. The sign may be internally illuminated; provided, that it shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated. Freestanding monument signs shall not rotate, blink, flash, or be animated. Freestanding monument signs shall include landscaping and curbing around the base of the sign to prevent vehicles hitting the structure and improve the visual appearance of the sign structure. Landscaping shall

be in proportion to the structure, with a minimum of one-half square foot of landscaping for each square foot of sign area, and shall be maintained throughout the life of the sign.

b. *Projecting or suspended signs.* Projecting or suspended signs shall not protrude less than eight feet above the surface of the sidewalk. The following are recognized projecting signs:

i. *Blade signs.* Blade signs shall be double-faced, may be nonilluminated, internal or internal indirect illuminated, or neon tube illuminated. Internal illumination shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated. The maximum sign area permitted is 80 square feet. No one face shall exceed 40 square feet. The maximum sign height permitted is 20 feet. Blade signs shall not rotate, blink, flash, or be animated.

ii. *Hanging signs.* Hanging signs shall be double-faced and shall be nonilluminated.

c. *Wall signs.* Wall signs shall not exceed an area of 10 percent of the building first floor facade to which they are attached, or 24 square feet, whichever is greater. Wall signs shall be attached flat against the building, and placement shall not exceed 35 feet above median sidewalk grade measured from the top of the sign. Wall signs may be nonilluminated, internally or indirectly illuminated. Internal illumination shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated.

2. *Identification signs for multitenant buildings.* Each multitenant property may have one freestanding monument sign per street frontage or one projecting sign per street frontage if located along or at the intersections of SR 99 and SR 516, South 240th Street, South 246th Street, or South 272nd Street and each occupancy may have one wall sign and one suspended sign per occupancy, except the anchor tenants with a business frontage of at least 100 linear feet shall be allowed two wall signs. The aggregate wall sign area shall not exceed 10 percent of the first floor building facade to which the signs are attached.

a. *Freestanding monument signs.* Each multitenant property may have one freestanding monument sign on each street frontage. The sign may not exceed a height of 20 feet. The maximum sign area permitted is 100 square feet for the total of all faces. No one face shall exceed 50 square feet. The sign may be internally illuminated; provided, that it shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated. Freestanding monument signs shall not rotate, blink, flash, or be animated. Freestanding monument signs shall include landscaping and curbing around the base of the sign to prevent vehicles hitting the structure and improve the visual appearance of the sign structure. Landscaping shall be in proportion to the structure, with a minimum of one-half square foot of landscaping for each square foot of sign area, and shall be maintained throughout the life of the sign.

b. *Wall signs.* Each multitenant building may have one identification wall sign for the building's identification for each street frontage. The sign shall not exceed a total of five percent of the first floor facade to which it is attached. The sign shall not name or advertise the individual tenants of the building. The sign may be internally illuminated; provided, that it shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated. Aggregate sign area shall apply. A multitenant building shall have the option of the sign described in this subsection (D)(2)(b) or the identification sign described in subsection (D)(2)(c) of this section.

c. *Identification signs for occupancies.* Each occupant of a multitenant building with street frontage shall be permitted two wall signs and one projecting or suspended sign. Each occupancy shall be allowed at least 24 square feet of sign area. The aggregate wall sign area shall not exceed 10 percent of the first floor facade to which the signs are attached. The wall sign may be internally illuminated. Internal illumination shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated. The projecting or suspended sign shall be nonilluminated.

3. *Freestanding signs, exceptions.* The director may permit freestanding signs other than monument-type freestanding signs within the MTC-1 zoning district along the SR-99 street frontage to a maximum sign area of 150 square feet for the total of all faces, and a maximum height of 20 feet, where the applicant demonstrates all of the following:

- a. No single cabinet face is greater than 40 square feet;
- b. Creativity in design that creates visual interest for motorists and pedestrians consistent with the goals of the Midway Subarea Plan and Design Guidelines. Examples include sculptural signs or multi-cabinet signs with variation in face shape, size, and height;
- c. The sign's support structure(s) is (i) ornamented for pedestrian-level visual interest, or (ii) screened from view at the pedestrian eye level using landscaping or other creative screening element;
- d. The subject property has at least 200 linear feet of frontage on SR-99 where the sign is to be located;
- e. The proposed signage will not adversely impact or detract from the welfare of nearby residences;
- f. The proposed sign location will not obstruct or otherwise interfere with pedestrian movement, the location of pedestrian facilities within the public right-of-way, or on the private development site; and
- g. A projecting or suspended sign would not achieve the intended purpose of such signage.

E. *Signs permitted in midway transit community-2 district.* The aggregate sign area for any lot shall not exceed one square foot for each linear foot of street frontage. Aggregate sign area for corner lots shall not exceed three-fourths of a square foot for each linear foot of street frontage. The permitted signs enumerated in this subsection shall be subject to the total aggregate sign area and may be permitted subject to Midway Design Guidelines.

1. *Identification signs for occupancies.* Each single business property may have one freestanding monument sign per street frontage or one projecting sign per street frontage, if not located in a multitenant building, and two wall signs and one suspended sign per street frontage.

a. *Freestanding monument signs.* Freestanding monument signs shall not exceed a height of five feet. The maximum sign area permitted is 30 square feet for the total of all faces. No one face shall exceed 15 square feet. The sign may be illuminated indirectly. Freestanding monument signs shall include landscaping and curbing around the base of the sign to prevent vehicles hitting the structure and improve the visual appearance of the sign structure. Landscaping shall be in proportion to the structure, with a minimum of one-half square foot of landscaping for each square foot of sign area, and shall be maintained throughout the life of the sign.

b. *Projecting or suspended signs.* Projecting or suspended signs shall not protrude less than eight feet above the surface of the sidewalk. The following are recognized projecting signs:

i. *Blade signs.* Blade signs shall be double-faced, may be nonilluminated, indirectly illuminated, or neon tube illuminated. The maximum sign area permitted is 30 square feet. No one face shall exceed 15 square feet. The maximum sign height permitted is 15 feet. Blade signs shall not rotate, blink, flash, or be animated.

ii. *Hanging signs.* Hanging signs shall be double-faced and shall be nonilluminated.

c. *Wall signs.* Wall signs shall not exceed an area of five percent of the building first floor facade to which they are attached, or 24 square feet, whichever is greater. Wall signs shall be attached flat against the building, and placement shall not exceed 15 feet above median sidewalk grade measured from the top of the sign. If a single business building is greater than 65 feet in height, one building identification wall sign for each street frontage may be placed on the parapet. Wall signs may be nonilluminated, internally or indirectly illuminated, or neon tube illuminated. Internal illumination shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated. Wall signs shall not blink, flash, or be animated.

2. *Identification signs for multitenant buildings.* Each multitenant property may have one freestanding monument sign or one projecting sign and each

occupancy with street frontage may have two wall signs and one suspended sign. The aggregate wall sign area shall not exceed five percent of the first floor building facade to which the signs are attached.

a. *Freestanding monument signs.* Each multitenant property may have one freestanding monument sign on each street frontage. The sign may not exceed a height of five feet. The maximum sign area permitted is 30 square feet for the total of all faces. No one face shall exceed 15 square feet. The sign may be illuminated indirectly. Freestanding monument signs shall include landscaping and curbing around the base of the sign to prevent vehicles hitting the structure and improve the visual appearance of the sign structure. Landscaping shall be in proportion to the structure, with a minimum of one-half square foot of landscaping for each square foot of sign area, and shall be maintained throughout the life of the sign.

b. *Projecting or suspended signs.* Projecting or suspended signs shall not protrude less than eight feet above the surface of the sidewalk. The following are recognized projecting signs:

i. *Blade signs.* Blade signs shall be double-faced, may be nonilluminated, internal indirect illuminated, or neon tube illuminated. The maximum sign area permitted is 30 square feet. No one face shall exceed 15 square feet. The maximum sign height permitted is 15 feet. Blade signs shall not rotate, blink, flash, or be animated.

ii. *Hanging signs.* Hanging signs shall be double-faced and shall be nonilluminated.

c. *Wall signs.* Each multitenant building may have one identification wall sign for the building's identification for each street frontage. The sign shall not exceed a total of five percent of the first floor facade to which it is attached, or 24 square feet, whichever is greater. Wall signs shall be attached flat against the building, and placement shall not exceed 15 feet above median sidewalk grade measured from the top of the sign. If the multitenant building is greater than 65 feet in height, one building identification wall sign for each street frontage may be placed on the parapet. The sign shall not name or advertise the individual tenants of the building. Wall signs may be nonilluminated, internally or indirectly illuminated, or

neon tube illuminated. Internal illumination shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated. Wall signs shall not blink, flash, or be animated. Aggregate sign area shall apply. A multitenant building shall have the option of the sign described in this subsection (E)(2)(c) or the identification sign described in subsection (E)(2)(d) of this section.

d. *Identification signs for occupancies.* Each occupant of a multitenant building with street frontage shall be permitted two wall signs and one projecting or suspended sign. Each occupancy with street frontage shall be allowed at least 24 square feet of sign area. The aggregate wall sign area shall not exceed five percent of the first floor facade to which the signs are attached. The wall sign may be internally illuminated. Internal illumination shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated. The projecting or suspended sign shall be nonilluminated. Wall signs shall not blink, flash, or be animated.

F. *Signs permitted in midway commercial/residential district.* The aggregate sign area for any lot shall not exceed one square foot for each linear foot of street frontage. Aggregate sign area for corner lots shall not exceed three-fourths of a square foot for each linear foot of street frontage. The permitted signs enumerated in this subsection shall be subject to the total aggregate sign area and may be permitted subject to Midway Design Guidelines.

1. *Identification signs for occupancies.* Each single business property may have one freestanding monument sign per street frontage or one projecting sign per street frontage, if not located in a multitenant building, and two wall signs and one suspended sign per street frontage.

a. *Freestanding monument signs.* Freestanding monument signs shall not exceed a height of 15 feet. The maximum sign area permitted is 80 square feet for the total of all faces. No one face shall exceed 40 square feet. The sign may be internally illuminated; provided, that it shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated. Freestanding monument signs shall

not rotate, blink, flash, or be animated. Freestanding monument signs shall include landscaping and curbing around the base of the sign to prevent vehicles hitting the structure and improve the visual appearance of the sign structure. Landscaping shall be in proportion to the structure, with a minimum of one-half square foot of landscaping for each square foot of sign area, and shall be maintained throughout the life of the sign.

b. *Projecting or suspended signs.* Projecting or suspended signs shall not protrude less than eight feet above the surface of the sidewalk. The following are recognized projecting signs:

i. *Blade signs.* Blade signs shall be double-faced, may be nonilluminated, internal or internal indirect illuminated, or neon tube illuminated. Internal illumination shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated. The maximum sign area permitted is 80 square feet. No one face shall exceed 40 square feet. The maximum sign height permitted is 20 feet. Blade signs shall not rotate, blink, flash, or be animated.

ii. *Hanging signs.* Hanging signs shall be double-faced and shall be nonilluminated.

c. *Wall signs.* Wall signs shall not exceed an area of 10 percent of the building first floor facade to which they are attached, or 24 square feet, whichever is greater. Wall signs shall be attached flat against the building, and placement shall not exceed 35 feet above median sidewalk grade measured from the top of the sign. Wall signs may be nonilluminated, internally or indirectly illuminated. Internal illumination shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated.

2. *Identification signs for multitenant buildings.* Each multitenant property may have one freestanding monument sign or one projecting sign and each occupancy with street frontage may have two wall signs and one suspended sign per street frontage, except the anchor tenants with a business frontage of at least 100 linear feet shall be allowed three wall signs. The aggregate wall sign area shall not exceed 10 percent of the first floor building facade to which the signs are attached.

a. *Freestanding monument signs.* Each multitenant property may have one freestanding monument sign on each street frontage. The sign may not exceed a height of 15 feet. The maximum sign area permitted is 80 square feet for the total of all faces. No one face shall exceed 40 square feet. The sign may be internally illuminated; provided, that it shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated. Freestanding monument signs shall not rotate, blink, flash, or be animated. Freestanding monument signs shall include landscaping and curbing around the base of the sign to prevent vehicles hitting the structure and improve the visual appearance of the sign structure. Landscaping shall be in proportion to the structure, with a minimum of one-half square foot of landscaping for each square foot of sign area, and shall be maintained throughout the life of the sign.

b. *Wall signs.* Each multitenant building may have one identification wall sign for the building's identification for each street frontage. The sign shall not exceed a total of five percent of the first floor facade to which it is attached. The sign shall not name or advertise the individual tenants of the building. The sign may be internally illuminated; provided, that it shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated. Aggregate sign area shall apply. A multitenant building will have the option of the sign described in this subsection (F)(2)(b) or the identification sign described in subsection (F)(2)(c) of this section.

c. *Identification signs for occupancies.* Each occupant of a multitenant building with street frontage shall be permitted two wall signs and one projecting or suspended sign. Each occupancy shall be allowed at least 24 square feet of sign area. The aggregate wall sign area shall not exceed 10 percent of the first floor facade to which the signs are attached. The wall sign may be internally illuminated. Internal illumination shall be constructed using individual letters/characters, or sign cabinets with an opaque field or background so that only the individual letters/characters are illuminated. The projecting or suspended sign shall be nonilluminated.

G. *Signs permitted in neighborhood convenience commercial districts.*

1. *Generally.* One freestanding double-faced identification sign shall be permitted for each lot. The sign shall not exceed a maximum area of 50 square feet for the total of all faces. No one face shall exceed 25 square feet. A freestanding sign shall not exceed a height of 15 feet and shall be unlighted or provided with indirect illumination.

2. *Identification signs for buildings.* One identification sign shall be permitted for each principal building. The sign shall not exceed an area of five percent of the facade to which it is attached, shall be attached flat against the building, shall not project above the eave of the roof or the top of the parapet, and shall be unlighted or provided with indirect illumination. Such signs shall not advertise or name individual tenants of the building.

3. *Identification signs for occupancies.* Signs not exceeding a total of five percent of the facade of the business unit to which they are attached shall be permitted for each occupancy in a multitenant building when the occupancy has outside frontage.

H. *Signs permitted in industrial districts.*

1. *Aggregate sign area.* The aggregate sign area for lots in the ~~M1 and AG districts~~district shall not exceed one-half square foot for each foot of street frontage. The aggregate sign area for lots in the ~~M2~~I1, I2, and I3 districts shall not exceed ~~three-fourths of one~~one square foot for each foot of street frontage. ~~The aggregate sign area for lots in the M3 district shall not exceed one square foot for each foot of street frontage.~~ In no case shall the aggregate sign area on either street frontage exceed one-half square foot for each foot of street frontage on a corner lot. The permitted signs enumerated in this subsection shall be subject to the total aggregate sign area.

a. *Identification signs for buildings.* One identification sign shall be permitted for each lot on each street frontage, which may be a freestanding sign or a wall sign. The maximum sign area permitted for a freestanding sign is ~~200~~400 square feet for the total of all faces. No one face shall exceed ~~100~~200 square feet. If the sign is a wall sign, its size shall not exceed 20 percent of the building facade. A freestanding sign shall not exceed a height of 20 feet. The sign may be illuminated.

b. *Identification signs for occupancies.* One identification sign shall be permitted for each occupancy on each street frontage and shall be a wall sign. The maximum size of the sign shall be 10 percent of the building facade. This sign may be illuminated. If the identification sign permitted under subsection (H)(1)(a) of this section is a wall sign, an additional wall sign may be permitted on a building facade not facing a street frontage.

2. *Farm product identification signs.* No permit is required, but the sign may not be located in the public right-of-way.

I. *Signs permitted in planned unit developments, special use combining districts, and mobile home park districts and for conditional uses.* All signs in planned unit developments, special use combining districts, and mobile home parks and for conditional uses shall be incorporated as part of the developmental plan and approved with the developmental plan. Subsequent changes which conform to the adopted signing program may be granted by the planning director.

J. *Signs permitted in shopping centers.* The aggregate sign area for each occupant of a shopping center shall not exceed 20 percent of the front facade of the unit. Wall signs are permitted on each exterior wall of the individual business unit. A minimum of 30 square feet shall be permitted for any occupancy. No combination of signs shall exceed 10 percent of the facade to which they are attached. If there is an attached canopy or overhang, a 10-square-foot sign may be attached to the canopy or overhang in addition to the other permitted signs. Such sign shall be at least eight feet above any pedestrian walkway.

EXHIBIT I
Chapter 15.07

Sec. 15.07.060. Regulations for specific districts.

Zones	Minimum Perimeter Landscape Planter Width and Type				Additional Requirements
	Abutting Street	Side Yard	Rear Yard	Abutting Residential District or Use	
SR-1 through SR-8	N/A (see also KCC 12.04.245)	N/A			
MR-D	N/A				
MR-G MR-T MR-M MR-H	10' Type III	10' Type II or III	10' Type II or III	N/A, except for parking lots per KCC 15.07.040(B)(2)	Open green area shall occupy no less than 25 percent of the total lot area. A minimum of five feet of foundation landscaping shall be placed along the perimeter of any multifamily structure. Foundation landscaping consists of shrubbery or some other combination of landscape materials that helps to reduce the visual bulk of structures and buffer dwelling units from light, glare, and other environmental intrusions. Additional requirements may apply through

Zones	Minimum Perimeter Landscape Planter Width and Type				Additional Requirements
	Abutting Street	Side Yard	Rear Yard	Abutting Residential District or Use	
					multifamily design review, KCC 15.09.045(D).
MHP	Requirements per Chapter 12.05 KCC				
CC CM GC	5' Type III	N/A	N/A	10' Type II, and for parking lots per KCC 15.07.040(B)(2)	N/A
DC	N/A				A minimum of three feet of landscaping to screen off-street parking areas, placement of which shall be determined through the downtown design review process outlined in KCC 15.09.046. Additional landscaping or alternative methods of screening may be approved through downtown design review.
DCE	N/A			10' Type II, and for parking lots per KCC 15.07.040(B)(2)	A minimum of three feet of landscaping to screen off-street parking areas, placement of which shall be determined through the downtown design review process outlined in KCC 15.09.046. Additional landscaping or alternative

Zones	Minimum Perimeter Landscape Planter Width and Type				Additional Requirements
	Abutting Street	Side Yard	Rear Yard	Abutting Residential District or Use	
					methods of screening may be approved through downtown design review.
MTC-1 ¹					
MTC-2 ²					
MCR ³					
AG M1I1	20 15' Type III in front yard	15 10' Type II or III	N/A	N/A, except for parking lots per KCC 15.07.040(B)(2)	<u>KCC 15.09.047 Industrial Design Review</u>
M2I2	15' Type III in front yard	10' Type II or III	N/A	N/A, except for parking lots per KCC 15.07.040(B)(2)	<u>KCC 15.09.047 Industrial Design Review</u>
M3I3	10 15' Type III in front yard	5 10' Type II or III	N/A	N/A, except for parking lots per KCC 15.07.040(B)(2)	<u>KCC 15.09.047 Industrial Design Review</u>
NCC	10' Type III	5' or 10' Type II or III ^{5, 7}	5' Type II or III	10' Type II	
¹ MTC-1 additional landscaping requirements. Landscaping requirements shall be determined through the midway design review process outlined in KCC 12.01.040 and shall include the following to soften the appearance of parking areas and building elevation, and to provide separation between uses:					

Zones	Minimum Perimeter Landscape Planter Width and Type				Additional Requirements
	Abutting Street	Side Yard	Rear Yard	Abutting Residential District or Use	
(A) The perimeter of properties abutting a single-family residential or mobile home park land use shall be landscaped with a minimum of 10 feet of Type I landscaping. (B) The perimeter of properties abutting a multifamily residential land use shall be landscaped with a minimum of 10 feet of Type I landscaping. (C) The perimeter of properties abutting a public right-of-way shall be landscaped with a minimum of 10 feet of Type III landscaping. The following exceptions apply: (1) When a vehicular parking area abuts such setback, a Type III landscape strip with an average of 20 feet in depth shall be provided. (2) When such setback is utilized as a public open space plaza and not accompanying parking, no perimeter landscaping strip shall be required. (3) When such setback is utilized as a public open space plaza and exceeds 30 linear feet, street trees shall be provided as set forth in the 2009 Design and Construction Standards, or as the same may be subsequently amended. (D) The perimeter of side property lines shall be landscaped with a minimum of five feet of Type III landscaping, unless the building is constructed at the build-to line or property line. <i>2MTC-2 additional landscaping requirements.</i> Landscaping requirements shall be determined through the midway design review process outlined in KCC 12.01.040 and shall include the following to soften the appearance of parking areas and building elevations, and to provide separation between uses: (A) The perimeter of properties abutting public parks, plazas, open space, or multi-purpose trails shall be landscaped with a minimum of 10 feet of Type III landscaping. (B) When a vehicular parking area abuts a public right-of-way, a Type III landscaping strip a minimum of five feet in depth shall be provided. (C) When a vehicular parking area abuts the side property lines, a Type III landscaping strip a minimum of 10 feet in depth shall be provided. <i>3MCR additional landscape requirements.</i> Landscaping requirements shall be determined through the midway design review process outlined in KCC 12.01.040 and shall include the following to soften the appearance of parking areas and building elevations, and to provide separation between uses:					

Zones	Minimum Perimeter Landscape Planter Width and Type				Additional Requirements
	Abutting Street	Side Yard	Rear Yard	Abutting Residential District or Use	
(A) When buildings abut the required front yard, a Type III landscaping strip minimally 10 feet in depth shall be provided. (B) When vehicular parking area abuts a public right-of-way, a Type III landscaping strip minimally 15 feet in depth shall be provided. (C) When vehicular parking area abuts the side property lines, a Type III landscaping strip minimally 10 feet in depth shall be provided. ⁴[Reserved]. ⁵No landscaping along the side property lines shall be required between adjacent properties where a common, shared driveway with a perpetual cross-access easement is provided to serve the adjoining properties. ⁶[Reserved]. ⁷A Type III landscape strip of at least 10 feet in depth shall be provided alongside all property lines of a corner lot that abut public rights-of-way.					

EXHIBIT J
Chapter 15.08

Sec. 15.08.035. Wireless telecommunications facilities.

A. *Purpose and goals.* The purpose of this section is to establish general guidelines for the siting of wireless telecommunications facilities (WTFs), specifically including, without limitation, towers and antennas, in light of the following goals:

1. Protecting residential areas from potential adverse impacts;
2. Enhancing the ability of the providers of wireless telecommunications services to provide those services quickly, effectively, and efficiently;
3. Encouraging location in nonresidential areas;
4. Minimizing the total height of towers within the community;
5. Encouraging the joint use of new and existing sites;
6. Encouraging service providers to locate and configure facilities to minimize adverse impacts through careful design, siting, landscaping, screening, and innovative camouflaging techniques; and
7. Considering potential adverse impacts to the public health and safety from these facilities except where preempted by other laws, rules, and regulations. In furtherance of these goals, the city shall give due consideration to the city's comprehensive plan, zoning map, existing land uses, and environmentally sensitive areas in approving sites for the location of WTFs, including towers and antennas.

B. *Definitions.* As used in this section only, the following terms shall have the meanings set forth below:

Abandon or abandonment means:

1. To cease operation for a period of 180 or more consecutive calendar days; or
2. To reduce the effective radiated power of an antenna by 75 percent for 180 or more consecutive calendar days unless new technology or the construction of additional cells in the same locality allows reduction of effective radiated power by

more than 75 percent, so long as the operator still serves essentially the same customer base.

Antenna means any exterior transmitting or receiving device used in communications that radiates or captures electromagnetic waves.

Backhaul network means the lines that connect a provider's WTFs/towers/cell sites to one or more cellular telephone switching offices, and/or long distance providers, or the public switched telephone network.

Camouflage means to disguise, hide, or integrate with an existing or proposed structure or with the natural environment so as to be significantly screened from view.

Colocate means use of a WTF by more than one service provider.

COW means cell on wheels or cellular on wheels.

EIA means Electronic Industries Association.

FAA means the Federal Aviation Administration.

FCC means the Federal Communications Commission.

Guyed tower means a wireless communication support structure which is typically over 100 feet tall and is steadied by guy wires in a radial pattern around the tower.

Height means, when referring to a tower or other WTF, the distance measured from the finished grade of the parcel at the base of the WTF to the highest point on the tower or other WTF, including the base pad and any antennas.

Lattice tower means a support structure which consists of a network of crossed metal braces, forming a tower which is usually triangular or square in cross-section.

Monopole tower means a support structure which consists of a single pole sunk into the ground and/or attached to a foundation.

Non-whip antenna means an antenna that is not a whip antenna, such as dish antennas, panel antennas, etc.

Personal wireless service means commercial mobile services, unlicensed wireless services, and common carrier wireless exchange access services as defined in 47 U.S.C. Section 332(c)(7)(C), or as amended.

Preexisting WTF means any WTF for which a building permit has been properly issued prior to July 7, 1997, including permitted WTFs that have not yet been constructed, so long as that permit or approval has not expired.

Small cell equipment means wireless telecommunications facilities attached, mounted, or installed on a proprietary or leased pole, excluding monopole towers, that is located in right-of-way and used to provide personal wireless service.

Telecommunications means the transmission, between or among points specified by the user, of information of the user's choosing without change in the form or content of the information as sent and received.

Telecommunications service means the offering of telecommunications for a fee directly to the public, or to such classes of users as to be effectively available directly to the public, regardless of the facilities used.

Tower means any structure that is designed and constructed primarily for the purpose of supporting one or more antennas for telecommunications, telephone, radio, and similar communication purposes. The term includes the structure, all structural supports, and all related buildings and appurtenances.

Whip antenna means an omnidirectional dipole antenna of cylindrical shape that is no more than six inches in average diameter.

Wireless telecommunications facility or *WTF* includes "personal wireless service," "personal wireless service facilities," and "facilities" as defined in 47 U.S.C. Section 332(c)(7)(C), including all future amendments, and also includes facilities for the transmission and reception of radio or microwave signals used for communication, telecommunication, cellular phone personal communications services, enhanced specialized mobile radio, and any other services licensed by the FCC, and also includes any other unlicensed wireless services.

C. *Applicability.*

1. *New uses.* All WTF proposals made in the city, whether for new construction or for modification of existing facilities, shall be subject to the regulations set forth in this code, except as provided in subsection (D) of this section.

D. *Exemptions.* The following are exempt from the provisions of this section and are allowed in all zoning districts:

1. *Existing uses.* WTFs that currently exist on July 7, 1997, or for which a valid building permit has been obtained and remains in effect on July 7, 1997, except this exemption does not apply to modifications of existing facilities.

2. *Industrial/scientific equipment.* Industrial processing equipment and scientific or medical equipment using frequencies regulated by the FCC.

3. *Amateur radio station operators or receive-only antennas.* Any tower or antenna that is under 70 feet in height and is owned and operated by a federally licensed amateur radio station operator or is used exclusively for receive-only antennas.

4. *Home satellite services.* Satellite dish antennas less than two meters in diameter, including direct-to-home satellite services, when used as a secondary use of the property.

5. *COW.* A COW or other temporary WTF, but its use anywhere in the city cannot exceed 30 days, unless extended by permit issued by the planning manager or unless the city has declared an area-wide emergency.

6. *Public safety WTFs and equipment.* Public safety WTFs and equipment, including, but not limited to, the regional 911 system.

7. *Small cell equipment.* Small cell equipment, as defined in subsection (B) of this section, subject to a specific agreement with the city, provided such equipment complies with concealment features stipulated in such agreements.

E. *General.*

1. *Principal or accessory use.* WTFs may be considered either principal or accessory uses. A different use of an existing structure on the same lot shall not preclude the installation of WTFs on that lot.

2. *Not essential services.* WTFs shall be regulated and permitted pursuant to this section and shall not be regulated or permitted as essential public services.

F. *General requirements.*

1. *Siting.* Anyone who applies to construct a WTF or to modify or add to an existing WTF shall demonstrate to the city's satisfaction that the proposed facility is located at the least obtrusive and the most appropriate available site to function in the applicant's grid system.

2. *FCC licensing.* The city will only process WTF permit applications upon a satisfactory showing of proof that the applicant is an FCC licensed telecommunications provider or that the applicant has agreements with an FCC licensed telecommunications provider for use or lease of the facility.

3. *Compliance with other laws.* Applicants must show, to the satisfaction of the planning manager, compliance with current FCC and FAA rules and regulations and all other applicable federal, state, and local laws, rules, and regulations.

4. *Lot size.* For purposes of determining whether the installation of WTFs complies with district development regulations including, but not limited to, setback requirements, lot-coverage requirements, and other requirements, the dimensions of the entire lot shall control, even though the WTFs may be located on leased parcels within that lot.

5. *Height.* Unless further restricted or expanded elsewhere in this section, no WTFs may exceed the following height and usage criteria:

- a. For a single user, up to 90 feet in height; and
- b. For two or more users, up to 120 feet in height.

6. *Security fencing.* WTFs shall be enclosed, where appropriate, by security fencing not less than six feet in height; provided, however, that the planning manager or, where applicable, the hearing examiner may waive these requirements, as appropriate.

7. *Landscaping.* WTFs shall be landscaped with a buffer of plant materials that effectively screens the view of the WTF compound; provided, however, that the planning manager or, where applicable, the hearing examiner may waive these requirements if the goals of this section would be better served.

8. *WTFs mounted on structures or rooftops.* WTFs mounted on existing structures or rooftops shall be designed and located so as to minimize visual and aesthetic impacts to the adjoining land uses and structures and shall, to the greatest extent practical, blend into the existing environment.

9. *Aesthetics.* WTFs shall meet the following requirements:

a. WTFs shall be painted a neutral color so as to reduce visual obtrusiveness.

b. At a WTF site, the design of the buildings and related structures shall, to the extent possible, use materials, colors, textures, screening, and landscaping that will blend into the existing natural and constructed environment.

10. *Lighting.* Towers shall not be artificially lighted, unless required by the FAA or other applicable authority. If lighting is required for any WTF, the lighting must cause the least disturbance to the surrounding area.

11. *Measurement.* For purposes of measurement, WTF setbacks and separation distances shall be calculated and applied irrespective of municipal and county jurisdictional boundaries.

12. *Franchises, licenses, and permits.* Owners and/or operators of WTFs shall certify that they have obtained all franchises, licenses, or permits required by law for the construction and/or operation of a wireless telecommunication system in the city and shall file a copy of all required franchises, licenses, and permits with the planning manager.

13. *Signs.* No signs shall be allowed on an antenna or tower.

14. *Backhaul providers.* Backhaul providers shall be identified and they shall have and maintain all necessary approvals to operate as such, including holding necessary franchises, permits, and certificates. The method of providing backhaul, wired or wireless, shall be identified.

G. *Tower requirements.*

1. *Tower setbacks.* All towers, support structures, and accessory buildings must satisfy the minimum setback requirements for that zoning district.

2. *Support systems setbacks.* All guy wires, anchors, and other support structures must be located within the buildable area of the lot and not within the front, rear, or side yard setbacks and no closer than five feet to any property line.

3. *Monopole construction required.* All towers will be of a tapering monopole construction; however, the planning manager or, where applicable, the hearing examiner may allow another type of tower upon a showing that it would cause less impact to the surrounding property than a similar monopole structure or would further the purposes and goals in this section.

4. *Inventory of existing sites.* Each applicant for a tower shall provide an inventory of its existing WTF sites that are either within the jurisdiction of the city or within one mile of its borders, including specific information about the location, height, and design of each facility.

5. *EIA standards.* Towers shall be constructed so as to meet or exceed the most recent EIA standards. Prior to issuance of a building permit, the building official shall be provided with an engineer's certification that the tower's design meets or exceeds those standards.

6. *Site selection and height.* Towers shall be located to minimize their number and height and to minimize their visual impacts on the surrounding area in accordance with the following policies:

a. Ensure that the height of towers has the least visual impact and that the height is no greater than necessary to achieve service area requirements and to provide for potential colocation; and

b. Demonstrate that the owner or operator has, to the greatest extent practical, selected a new tower site that provides the least visual impact on residential areas. This shall include an analysis of the potential impacts from other vantage points in the area to illustrate that the selected site and design provide the best opportunity to minimize the visual impact of the proposed facility; and

c. Site so as to minimize being visually solitary or prominent when viewed from surrounding areas, especially residential areas. The facility should be camouflaged to the maximum extent feasible.

7. *Colocation priority.* Colocation of antennas by more than one carrier on existing towers is preferred to construction of new towers; provided, that the colocation is consistent with the following:

a. *Redesign restrictions.* A tower that is modified or reconstructed to accommodate the colocation of an additional antenna shall be of the same tower type as the existing tower, or of a less obtrusive design (such as a monopole), if practical.

b. *Height.* Except as may be modified in subsection (I)(1)(a) of this section, an existing tower may be modified or rebuilt to a taller height, not to exceed 30 feet over the tower's existing height or 120 feet, whichever is lower, to accommodate the colocation by another provider or operator of an additional antenna system in any district except DC, DCE, NCC, and all SR districts. This additional height shall not require an additional distance separation.

c. *Onsite relocation.* A tower that is being rebuilt to accommodate the colocation of an additional antenna may be relocated on its existing site within 50 feet of its existing location. If consistent with the purposes and goals in subsection (A) of this section, the planning manager or, where applicable, the hearing examiner may permit the onsite relocation of a tower which comes within the separation distances to residential units or residentially zoned lands.

8. *Separation distances between towers.* Separation distances between towers shall be measured between the proposed tower and preexisting towers. Measurement shall be from base of tower to base of tower, excluding pad, footing, or foundation. The separation distances shall be measured by drawing or following a straight line between the nearest point on the base of the existing tower and the proposed tower base, pursuant to a site plan of the proposed tower. The separation distances (listed in linear feet) shall be as shown in Table 1, unless the distance is reduced by the planning manager when administratively approving a WTF or by the hearing examiner through issuance of a conditional use permit

Table 1

	<i>Mono- pole 75 feet in height or less than 75 feet in height</i>				<i>Lattice Guyed greater height</i>
Lattice	5,000	5,000	1,500	750	
Guyed	5,000	5,000	1,500	750	
Monopole 75 feet in height or greater	1,500	1,500	1,500	750	
Monopole less than 75 feet in height					

H. *Administratively approved WTFs.* The planning manager may administratively approve the uses listed in this subsection once each applicant has applied for and provided all necessary information required in this code and in the city's application form. This administrative approval is classified as a Process I application and is subject to the requirements of Chapter 12.01 KCC.

1. *Administratively approved uses.* The following uses may be approved by the planning manager after conducting an administrative review:

a. *Industrial/commercial zones.* Locating WTFs, including the placement of additional buildings or other supporting equipment used in connection with WTFs, that do not exceed 90 feet in height for a single user and 120 feet in height for two or more users in the following districts: MA, ~~M1, M1-C, M2, M3, I1, I2, I3, CM-1, CM-2~~CM, GC, and GWC.

b. *Antennas on existing structures.* Locating a WTF other than a tower as an accessory use by attachment to any building or structure other than a

single-family dwelling or multifamily structure of fewer than eight dwelling units in any zoning district, provided:

i. The antenna does not extend more than 20 feet above the highest point of the structure if a whip antenna, or 10 feet above the highest point of the structure if a non-whip antenna; and

ii. The antenna complies with all applicable building codes; and

iii. All associated equipment is placed either within the same building or in a separate structure that matches the existing building or structure in character and materials.

c. *WTFs on existing towers.* Locating a WTF through colocation by attaching the antenna to an existing tower.

d. *WTFs within allowable building height.* Locating WTFs, including placement of additional buildings or other supporting equipment used in connection with the WTF in O, CC, MRG, MRM, MRH, AG, and A-10 districts, so long as the WTF does not exceed the allowable building height for that district.

e. *COWs for greater than 30-day periods.* Upon a proper showing of extreme necessity (for example, if repair or modification of an existing WTF clearly and legitimately cannot be completed within 30 days), locating a COW at a single location for more than 30 calendar days; however, purely economic convenience shall not be considered a viable factor in making this determination.

2. *Authority to waive certain requirements.* In connection with this administrative approval, the planning manager may, in order to encourage camouflaging and colocation of WTFs, administratively waive separation distance requirements between WTFs by up to 50 percent in nonresidential zones. Additionally, the planning manager may, in order to encourage the use of the least obtrusive type of WTF, administratively allow the reconstruction of an existing WTF to that less obstructive use.

I. *Conditional use permits.* Applications for conditional use permits under this subsection shall be subject to the procedures and requirements of KCC 15.09.030 and Chapter 12.01 KCC, except as modified by this subsection. If the WTF is not

subject to administrative approval pursuant to subsection (H) of this section, then a conditional use permit shall be required.

1. *Conditional WTF uses.* Specifically, conditional use permits shall be required for the following WTFs:

a. *Industrial/commercial zones.* Locating WTFs that exceed 90 feet in height for a single user or 120 feet for two or more users or locating antennas on existing structures that exceed the height limitations in subsection (H)(1)(b) of this section in the following districts: MA, ~~M1, M1-C, M2, M3~~I1, I2, I3, CM-1, CM-2~~CM~~, GC, and GWC.

b. *Government property.* Locating WTFs (i) separate from existing structures on property owned, leased, or otherwise controlled by the city or other governmental entity or (ii) attached to existing structures on property owned, leased, or otherwise controlled by the city or other governmental entity exceeding the height limitations in subsection (H)(1)(b) of this section, but only on the condition that the total height of the attached WTF, including the structure, does not exceed 120 feet, unless permitted under subsection (I)(1)(a) of this section; however, this subsection shall not apply in DC, DCE, and NCC districts.

c. *WTFs exceeding allowable building height.* Locating WTFs that exceed the allowable building height in the following districts: O, CC, MRG, MRM, MRH, AG, and A-10.

d. *Tower construction under allowed separation distances.* Locating towers that do not meet the separation distance requirements in subsection (G)(8) of this section or that do not meet administratively approved separation distance limits.

2. *Factors considered in granting conditional use permits for towers.* In addition to KCC 15.09.030(D), the hearing examiner shall also consider the following factors when considering a CUP application for WTF towers:

- a. Height of the proposed tower;
- b. Proximity of the tower to residential structures and residential district boundaries;
- c. Nature of uses on adjacent and nearby properties;
- d. Surrounding topography;

- e. Surrounding tree coverage and foliage;
- f. Design of the tower, with particular reference to design characteristics that have the effect of reducing or eliminating visual obtrusiveness;
- g. Availability of suitable existing towers, other structures, or alternative technologies not requiring the use of towers or structures;
- h. Obstruction of or interference with views;
- i. Consistency with purpose and goals set forth in subsection (A) of this section.

3. *Availability of suitable existing towers, other structures, or alternative technology.* No new tower shall be permitted unless the applicant demonstrates to the reasonable satisfaction of the hearing examiner that no existing tower, structure, or alternative technology that does not require the use of towers can accommodate the applicant's proposed WTF. An applicant shall submit information requested by the hearing examiner related to the availability of suitable existing towers, other structures, or alternative technology. Evidence submitted to demonstrate that no existing tower, structure, or alternative technology can accommodate the applicant's proposed WTF may consist of any of the following:

- a. No existing WTF is located within the geographic area that meets applicant's engineering requirements.
- b. Existing WTFs are not of sufficient height to meet applicant's engineering requirements.
- c. Existing WTFs cannot practically be reconstructed to provide sufficient structural strength to support applicant's proposed antenna and related equipment.
- d. Electromagnetic interference would occur between two or more WTF systems.
- e. The fees, costs, or contractual provisions required by the owner in order to share an existing WTF or to adapt an existing WTF for colocation are unreasonable. Fees or costs that exceed new WTF development shall not be presumed to render sharing facilities unsuitable.
- f. Other limiting factors render existing WTFs unsuitable.

g. An alternative technology that does not require the use of towers or structures would be unsuitable. Costs of alternative technology that exceed new WTF development shall not be presumed to render the technology unsuitable.

4. *Separation requirements.* The hearing examiner may reduce tower separation distance requirements, including administratively approved separation distance reductions, if the purposes and goals of this section would be better served; however, development of multiple tower locations on a single site (often referred to as “antenna farms”) are specifically discouraged wherever possible.

J. *Removal of abandoned towers.*

1. *Abandonment and removal.* The owner or operator of any abandoned tower shall notify the city’s planning manager, in writing, of that abandonment and shall remove the same within 90 calendar days. Failure to remove an abandoned tower within 90 calendar days shall be grounds to remove the tower at the owner’s expense. If there are two or more users of a single tower, then the city’s right to remove the tower shall not become effective until all users abandon the tower.

2. *Partial abandonment and removal.* If the antennas on any tower are removed or relocated to a point where the top 20 percent or more of the height of the tower is no longer in use, the tower shall be deemed partially abandoned. The owner or operator of any partially abandoned tower shall notify the city’s planning manager, in writing, of that partial abandonment and shall remove the partially abandoned portion within 90 calendar days. Failure to remove a partially abandoned tower within 90 calendar days shall be grounds to remove the abandoned portion of the tower at the owner’s expense.

3. *Security and lien.* Each applicant, prior to commencement of construction, shall post sufficient security in the form of a bond, assignment of funds, cashier’s check, or cash, in a form acceptable to the city, to cover the estimated cost of demolition or removal of the tower and support structures, including complete site restoration. If for any reason the posted funds are not adequate to cover the cost of removal, then the city may charge the facility owner or operator with the city’s total cost incurred in removing the abandoned structures. If the owner or operator fails to make full payment within 30 calendar days, then the amount remaining unpaid shall become a lien on the facility property.

K. *Nonconforming uses.*

1. *Preexisting towers.* Preexisting towers shall be allowed to continue their usage as they presently exist. Routine maintenance shall be permitted. Any construction other than routine maintenance on a preexisting tower shall comply with the requirements of this section.

2. *Damage or destruction not the fault of owner/occupant.* Bona fide nonconforming WTFs that are damaged or destroyed without fault attributable to the owner or entity in control may be rebuilt without first having to obtain administrative approval or a conditional use permit and without having to meet separation requirements. The type, height, and location of the tower onsite shall be of the same type and intensity as the original facility. Building permits to rebuild the facility shall comply with applicable building codes and shall be obtained within 180 days from the date the facility is damaged or destroyed. If no permit is obtained or if the permit expires, the tower or antenna shall be deemed abandoned as specified in subsection (J) of this section.

Section. 15.08.050 Performance standards.

A. *Performance standards defined.* Performance standards deal with the operational aspects of land uses. While performance standards shall apply to all land uses within the city, they are primarily concerned with the impact of industrial development upon the environment. Continued compliance with the performance standards shall be required of all uses, except as otherwise provided for in this title. No land or building in any district shall be used or occupied in any manner so as to create any dangerous, injurious, noxious or otherwise objectionable condition. The following elements, if created, may become dangerous, injurious, noxious or otherwise objectionable under the circumstances, and are then referred to as dangerous or objectionable elements:

1. Noise, vibration or glare.
2. Smoke, dust, odor or other form of air pollution.
3. Heat, cold or dampness.
4. Hazardous substances and wastes.

B. *Nonconforming uses.* Uses established before the effective date of this title and nonconforming as to performance standards shall be given three years in which to conform therewith.

C. *Locations where determinations are to be made for enforcement of performance standards.* The determination of the existence of any dangerous and objectionable elements shall be made at the location of the use creating the dangerous or objectionable elements and at any points where the existence of such elements may be more apparent (referred to in the section as "at any point"); provided, however, that the measurement of performance standards for noise, vibration, odors, glare or hazardous substances or wastes shall be taken at the following points of measurement:

1. In all districts: at the property lines or lot lines; or
2. In all districts: at the buffer zone setback line for any hazardous substance land use facility, which must be at least 50 feet from any property line.

D. *Restrictions on dangerous and objectionable elements.*

1. *Vibration*. No vibration shall be permitted which is discernible without instruments at the points of measurement specified in this section.

2. *Odors*. No emission shall be permitted of odorous gases or other odorous matter in such quantities so as to exceed the odor threshold at the following points of measurement. The odor threshold shall be defined as the concentration in the air of a gas or vapor which will just evoke a response in the human olfactory system.

a. ~~*Industrial park district, M1*~~ *Industrial Business District, I1*. Odorous matter released from any operation or activity shall not exceed the odor threshold beyond lot lines.

b. ~~*Limited industrial district, M2*~~ *Mixed Industrial District, I2*. Odorous matter released from any operation or activity shall not exceed the odor threshold beyond lot lines.

c. ~~*General industrial district, M3*~~ *Heavy Industrial District, I3*. Odorous matter released from any operation or activity shall not exceed the odor threshold beyond the district boundary or 500 feet from the lot line, whichever distance is shortest.

3. *Glare*. No direct or sky-reflected glare, whether from floodlights or from high temperature processes such as combustion or welding or otherwise, so as to be visible at the points of measurement specified in subsection (C) of this section shall be permitted. This restriction shall not apply to signs or floodlighting of buildings for advertising or protection otherwise permitted by the provisions of this title.

4. *Radioactivity or electrical disturbance*. The regulations of the federal occupational safety and health standards shall apply for all radioactivity and electrical disturbance unless local codes and ordinances supersede this federal regulation.

5. *Fire and explosion hazards*. The relevant provisions of federal, state and local laws and regulations shall apply.

6. *Smoke, fly ash, dust, fumes, vapors, gases and other forms of air pollution*. The standards of the Puget Sound Air Pollution Control Agency, Regulation I, or those regulations as may be subsequently amended, shall apply.

7. *Liquid or solid wastes*. No discharge of any materials of such nature or temperature as can contaminate any water supply, interfere with bacterial processes in sewage treatment, or otherwise cause the emission of dangerous or offensive

elements shall be permitted at any point into any public sewer, private sewage disposal system, or stream, or into the ground, except in compliance with state and federal regulations and Chapter 7.14 KCC.

8. *Hazardous substances or wastes.* No release of hazardous substances or wastes as can contaminate any water supply, interfere with bacterial processes in sewage treatment, or otherwise cause the emission of dangerous or offensive elements shall be permitted at any point into any public sewer, private sewage disposal system, watercourse, or water body, or the ground, except in compliance with state and federal regulations and Chapter 7.14 KCC. The relevant provisions of federal, state, and local laws and regulations shall apply, and compliance shall be certified by applicants for permits under this title. The following site development standards shall apply:

a. Hazardous waste facilities shall meet the location standards for siting dangerous waste management facilities adopted pursuant to Chapter 70.105 RCW;

b. Hazardous substance land use facilities shall be located at least:

i. Two hundred feet from erosion, landslide or seismic hazard areas or the ordinary high water mark of streams, as defined in Chapter 11.06 KCC, lakes, shorelines of statewide significance, or shorelines of the state;

ii. *Repealed by Ord. No. 4257;*

iii. One-quarter mile from public parks, public recreation areas, or natural preserves, or state or federal wildlife refuges; provided, that for purposes of this section public recreation areas do not include public trails;

iv. Fifty feet from any property line to serve as an onsite hazardous substance land use facility buffer zone;

v. Five hundred feet and 100 feet from a residential zone and a residential unit, respectively; and

vi. Five hundred feet from a public gathering place or agricultural land or zone, in the case of a nonagricultural hazardous substance land use facility;

c. Hazardous substance land use facilities shall not be located in a 100-year floodplain;

d. Hazardous substance land use facilities which are not entirely enclosed within a building shall provide a type I solid screen landscaping of a width of at least 10 feet in the hazardous substance facility buffer zone required by subsection (D)(8)(b)(iv) of this section;

e. Above ground hazardous substance land use facilities shall be constructed with containment controls which will prevent the escape of hazardous substances or wastes in the event of an accidental release from the facility, and shall meet federal, state, and local design and construction requirements;

f. Underground hazardous substance land use facilities shall meet federal, state, and local design and construction requirements;

g. Hazardous substance land uses shall comply with adopted fire codes;

h. Hazardous substance land uses shall provide for review and approval by the city fire department of a hazardous substance spill contingency plan for immediate implementation in the event of a release of hazardous substances or wastes at the facility;

i. Hazardous substance land uses should use traffic routes which do not go through residential zones;

j. Hazardous substance land uses in the O, NCC, CC, and DC zones shall be entirely enclosed within a building; and

k. Without limiting the application of the adopted fire codes to diesel fuel tanks, above and below ground diesel fuel storage tanks exclusively intended for use on stationary, onsite, oil burning equipment (such as electrical power generator systems) in all nonresidential zoning districts shall be exempt from the hazardous substance regulations of this section, and above and below ground diesel fuel tanks of up to 6,000 gallons intended exclusively for use on stationary, onsite, oil burning equipment (such as electrical power generator systems) in residential zones shall be exempt from the hazardous substance regulations of this section for essential governmental facilities only. The hazardous substance zoning code regulations, including the existing 500-gallon limit for hazardous substances for

residential uses, shall otherwise remain in force and effect. Additionally, all above ground diesel fuel tanks over 500 gallons exempted by this subsection are required to have a five-foot minimum landscape buffer surrounding the tank to buffer the visual impacts of these tanks. Moreover, the planning director shall have the discretion to increase or modify this landscape buffer requirement depending upon the specific circumstances posed by any particular tank location.

E. Aesthetics. The following may not be visible from adjacent properties: waste materials, parts or material storage, or machinery or equipment other than that which is necessary for the operation and which, because of size and function, cannot be installed for practical purposes within an enclosed building.

In case of conflict between any of these site development standards and the development standards of specific zoning districts or other requirements of this title, the more restrictive requirement shall apply.

Sec. 15.08.295. Patient cooperatives.

- A. Medical marijuana patient cooperatives, as defined in KCC 15.02.326, are prohibited in the following zoning districts:
1. All agricultural districts, including A-10 and AG;
 2. All residential districts, including SR-1, SR-3, SR-4.5, SR-6, SR-8, MR-D, MR-T12, MR-T16, MR-G, MR-M, MR-H, MHP, PUD, MTC-1, MTC-2, and MCR;
 3. All commercial districts, including NCC, CC, CC-MU, DC, DCE, DCE-T, ~~CM-1, CM-2~~ CM, GC, and GC-MU;
 4. All industrial districts, including ~~M1, M1-C, M2, and M3~~ I1, I2, and I3; and
 5. Any new district established on or after July 1, 2016.
- B. Any violation of this section is declared to be a public nuisance per se, and shall be abated by the city attorney under applicable provisions of this code or state law, including, but not limited to, Chapter 1.04 KCC.
- C. Nothing in this section is intended to authorize, legalize or permit the establishment or operation of a use that violates any city, county, state or federal law or statute.

Sec. 15.08.400. Planned unit development. The intent of the PUD is to create a process to promote diversity and creativity in site design, and protect and enhance natural and community features. The process is provided to encourage unique developments which may combine a mixture of residential, commercial, and industrial uses. The PUD process permits departures from the conventional siting, setback, and density requirements of a particular zoning district in the interest of achieving superior site development, creating open space, and encouraging imaginative design by permitting design flexibility. By using flexibility in the application of development standards, this process will promote developments that will benefit citizens that live and work within the city.

A. *Zoning districts where permitted.* PUDs are permitted in all zoning districts with the exception of the A-10, agricultural zone; provided, however, that PUDs in SR zones are only allowed if the site is at least 100 acres in size, except as provided in subsection (C) of this section.

B. *Permitted uses.*

1. *Principally permitted uses.* The principally permitted uses in PUDs shall be the same as those permitted in the underlying zoning classifications, except as provided in subsection (B)(4) of this section.

2. *Conditional uses.* The conditional uses in PUDs shall be the same as those permitted in the underlying zoning classification. The conditional use permit review process may be consolidated with that of the PUD pursuant to procedures specified in subsection (F) of this section.

3. *Accessory uses.* Accessory uses and buildings which are customarily incidental and subordinate to a principally permitted use are also permitted.

4. *Exceptions.* In residential PUDs of 100 acres or more located in SR zones, and in residential PUDs of 10 acres or more located in other zoning districts, commercial uses may be permitted. Commercial uses shall be limited to those uses permitted in the neighborhood convenience commercial district. In PUDs of 100 acres or more in size located in SR zones, attached dwelling units are permitted only if they are condominiums created in accordance with the Washington Condominium Act, Chapter 64.34 RCW; provided, that if a proposed PUD in a single-family zoning district

includes such attached condominiums, the density bonus provisions outlined in subsection (D) of this section shall not apply; and further provided, that no condominium building may exceed two stories.

C. *Development standards.* The following development standards are minimum requirements for a planned unit development:

1. *Minimum lot size exclusion.* The minimum lot size requirements of the districts outlined in this title shall not apply to PUDs.

2. *Minimum site acreage.* Minimum site acreage for a PUD is established according to the zoning district in which the PUD is located, as follows:

Zones	Minimum Site Acreage
Multifamily (MR-D, MR-G, MR-M, MR-H, MR-T12, MR-T16)	None
Commercial, office and manufacturing zones	None
SR zones (SR-1, SR-3, SR-4.5, SR- 6, SR-8) consisting entirely of detached single-family dwellings as defined in KCC 15.02.115	5 acres
SR zones (SR-1, SR-3, SR-4.5, SR- 6, SR-8) consisting entirely of detached single-family dwellings as defined in KCC 15.02.115 and if providing increased wetland buffers pursuant to KCC 11.06.600(D)	0 acres
SR zones (SR-1, SR-3, SR-4.5, SR- 6, SR-8) not comprised entirely of detached single-family dwellings as defined in KCC 15.02.115	100

3. *Minimum perimeter building setback.* The minimum perimeter building setback of the underlying zone shall apply. The hearing examiner may reduce building separation requirements to the minimum required by the building and fire departments according to the criteria set forth in subsection (G)(1) of this section. If an adjacent property is undevelopable under this title, the hearing examiner may also reduce the perimeter building setback requirement to the minimum standards in the city building and fire codes.

4. *Maximum height of structures.* The maximum height of structures of the underlying zone shall apply. The hearing examiner may authorize additional height in CC, GC, DC, CM, ~~M1, M2, and M3~~ I1, I2, and I3 zones where proposed development in the PUD is compatible with the scale and character of adjacent existing developments.

5. *Open space.*

a. The standard set forth in this subsection shall apply to PUD residential developments only. Each PUD shall provide a minimum of 35 percent of the total site area for common open space. In mixed use PUDs containing residential uses, 35 percent of the area used for residential use shall be reserved as open space.

b. For the purpose of this section, open space shall be defined as land which is not used for buildings, dedicated public rights-of-way, traffic circulation and roads, parking areas, or any kind of storage. Open space includes, but is not limited to, privately owned woodlands, open fields, streams, wetlands, severe hazard areas, landscaped areas, trails through parks and sensitive areas (not including required sidewalks), gardens, courtyards, or lawns. Common open space may provide for either active or passive recreation.

c. Open space within a PUD shall be available for common use by the residents, tenants, or the general public, depending on the type of project.

6. *Streets.* If streets within the development are required to be dedicated to the city for public use, such streets shall be designed in accordance with the standards outlined in the city subdivision code and other appropriate city standards. If streets within the development are to remain in private ownership and remain as private streets, the following standards shall apply:

a. *Minimum private street pavement widths for parallel parking in residential planned unit developments.* Minimum private street pavement widths with and without parallel parking in residential planned unit developments are as follows:

	No Parking (feet)	Parking One Side (feet)	Parking Both Sides (feet)
One-way streets	20	29	38
Two-way streets	22	31	40

The minimum widths set out in this subsection may be modified upon review and approval by the city fire chief and the city traffic engineer, providing they are sufficient to maintain emergency access and traffic safety. A maintenance agreement for private streets within a PUD shall be required by the hearing examiner as a condition of PUD approval.

b. *Vehicle parking areas.* Adequate vehicular parking areas shall be provided. Vehicular parking areas may be provided by on-street parking or off-street parking lots. The design of such parking areas shall be in accordance with the standards outlined in Chapter 15.05 KCC. In single-family PUDs, parking shall be provided at a ratio of 1.8 parking stalls per dwelling unit; garages are excluded from the parking circulation. The planning manager may recommend for hearing examiner approval additional parking based upon site design and project land uses; the recommendation may include a requirement for on-street parking.

c. *One-way streets.* One-way loop streets shall be no more than 2,000 feet long.

d. *On-street parking.* On-street parking shall be permitted. Privately owned and maintained "no parking" and "fire lane" signs may be required as determined by the city traffic engineer and city fire department chief.

7. *Pedestrian walkways.* Pedestrian walkways shall be provided to connect residences to public walkways and streets and shall be constructed of material deemed to be an all-weather surface by the public works director and planning manager.

8. *Landscaping.*

a. Minimum perimeter landscaping of the underlying zone shall apply. Additional landscaping shall be required as provided in Chapter 15.07 KCC and KCC 15.08.215.

b. All PUD developments shall ensure that parking areas are integrated with the landscaping system and provide screening of vehicles from view from public streets. Parking areas shall be conveniently located to buildings and streets while providing for landscaping adjacent to buildings and pedestrian access.

c. Solid waste collection areas and waste reduction or recycling collection areas shall be conveniently and safely located for onsite use and collection, and attractively site screened.

9. *Signs.* The sign regulations of Chapter 15.06 KCC shall apply.

10. *Platting.* If portions of the PUD are to be subdivided for sale or lease, the procedures of the city subdivision code, as amended, shall apply. Specific development standards such as lot size, street design, etc., shall be provided as outlined in subsection (E) of this section.

11. *Green River Corridor.* Any development located within the Green River Corridor district shall adhere to the Green River Corridor district regulations.

12. *View regulations.* View regulations as specified in KCC 15.08.060 shall apply to all PUDs.

13. *Shoreline master program.* Any development located within 200 feet of the Green River shall adhere to the city shoreline master program regulations.

14. *Design review.* PUDs shall be subject to administrative design review in KCC 15.09.045. PUDs of only single-family detached residences shall be evaluated using the review criteria of KCC 15.09.045(C), residential design review. Multifamily dwellings, multifamily townhouse units, independent senior living facilities, assisted living facilities, residential facilities with health care or transitional housing for three or more families located outside of downtown and Meeker Street from 64th Avenue

South to Kent-Des Moines Road are subject to multifamily design review as provided for in KCC 15.09.045(D), or as provided for in KCC 15.09.046 if located within downtown or along Meeker Street from 64th Avenue South to Kent-Des Moines Road.

D. *Density bonus standards.* The density of residential development for PUDs will be based on the gross density of the underlying zoning district with density bonuses allowed as described below. PUDs under 20 acres in size located in SR zones shall not be allowed density bonuses except as provided by subsection (D)(8) of this section. For all other PUDs, the hearing examiner may recommend a dwelling unit density not more than 20 percent greater than that permitted by the underlying zone upon findings and conclusions that the amenities or design features which promote the purposes of this subsection, as follows, are provided:

1. *Open space.* A four percent density bonus may be authorized if at least 10 percent of the open space is in concentrated areas for passive use. Open space shall include significant natural features of the site, including but not limited to fields, woodlands, watercourses, and permanent and seasonal wetlands. Excluded from the open space definition are the areas within the building footprints, land used for parking, vehicular circulation or rights-of-way, and areas used for any kind of storage.

2. *Active recreation areas.* A four percent density bonus may be authorized if at least 10 percent of the site is utilized for active recreational purposes, including but not limited to jogging or walking trails, pools, children's play areas, etc. Only that percentage of space contained within accessory structures that is directly used for active recreation purposes can be included in the 10 percent active recreation requirement.

3. *Stormwater drainage.* A two percent density bonus may be authorized if stormwater drainage control is accomplished using natural onsite drainage features. Natural drainage features may include streams, creeks, ponds, etc.

4. *Native vegetation.* A four percent density bonus may be authorized if at least 15 percent of the native vegetation on the site is left undisturbed in large open areas.

5. *Parking lot size.* A two percent density bonus may be authorized if off-street parking is grouped in areas of 16 stalls or less. Parking areas must be

separated from other parking areas or buildings by significant landscaping in excess of Type V standards as provided in KCC 15.07.050. At least 50 percent of these parking areas must be designed as outlined in this subsection to receive the density bonus.

6. *Mixed housing types.* A two percent density bonus may be authorized if a development features a mix of residential housing types. Single-family residences, attached single units, condominiums, apartments, and townhomes are examples of housing types. The mix need not include some of every type.

7. *Project planning and management.* A two percent density bonus may be granted if a design/development team is used. Such a team would include a mixture of architects, engineers, landscape architects, and designers. A design/ development team is likely to produce a professional development concept that would be consistent with the purpose of the zoning regulations.

8. *Increased wetland buffer widths.* A 10 percent density bonus may be granted for a wetland buffer that is increased by 25 feet. A 20 percent density bonus may be granted for a wetland buffer that is increased by 50 feet. All other requirements of the PUD standards shall apply.

These standards are thresholds, and partial credit is not given for partial attainment. The site plan must at least meet the threshold level of each bonus standard in order for density bonuses to be given for that standard. In no case shall any of the density bonus provisions be combined to create a total bonus greater than 20 percent.

E. *Master plan approvals.* The master plan process is intended to allow approval of a generalized, conceptual development plan on a site which would then be constructed in phases over a longer period of time than a typical planned unit development. The master plan approval process is typically appropriate for development which might occur on a site over a period of several years, and in phases which are not entirely predictable.

1. *Submittal requirements.* The distinguishing characteristic between a master plan development application and a planned unit development application is that a master plan development proposal is conceptual in nature. However, the master plan application shall provide sufficient detail of the scope of the development,

the uses, the amount of land to be developed and preserved, and how services will be provided. The specific submittal requirements are noted below:

- a. A written description of the scope of the project, including total anticipated build-out (number of units of residential, gross floor area for commercial), and the types of uses proposed;
- b. A clear vicinity map, showing adjacent roads;
- c. A fully dimensional site plan, which would show the areas upon which development would occur, the proposed number of units or buildings in each phase of the development, the areas that would be preserved for open space or protection of environmentally sensitive features, and a generalized circulation plan, which would include proposed pedestrian and bicycle circulation;
- d. A generalized drainage and stormwater runoff plan;
- e. A site map showing contours at not greater than five-foot intervals and showing any wetlands, streams, or other natural features;
- f. A description of the proposed phasing plan;
- g. Documentation of coordination with the Kent school district;
- h. Certificates of water and sewer availability;
- i. Generalized building elevations showing the types of uses being proposed.

2. *Density.* The gross density of a residential master plan project shall be the same as the density allowable in the underlying zoning district.

3. *Open space.* The criteria in subsection (C)(5) of this section shall apply.

4. *Application process.* The application process for a master plan application shall be as outlined in subsection (F) of this section.

5. *Review criteria.* The review criteria for a master plan application shall be the same as those outlined in subsection (G) of this section.

6. *Administrative approval of individual phases.* Once a master site plan PUD has been approved pursuant to subsection (F) of this section, any individual phase of the development shall be reviewed and approved administratively, as outlined in Chapter 15.09 KCC; provided, that for each phase of development that includes a residential condominium, the applicant shall submit a copy of the

condominium declaration recorded against the property, and as outlined in RCW 64.34.200.

7. *Time limits.* The master plan approved by the hearing examiner or city council, as provided in subsection (F) of this section, shall be valid for a period of up to seven years. At the end of this seven-year period, development permits must be issued for all phases of the master plan development. An extension of time may be requested by the applicant. A single extension may be granted by the planning manager for a period of not more than two additional years.

8. *Modifications.* Once approved, requests for modifications to the master plan project shall be made in writing to the planning manager. The planning manager shall make a determination as to whether the requested modification is major or minor as outlined in subsection (I) of this section.

F. *Application process.* The application process includes the following steps: informal review process, compliance with the State Environmental Policy Act, community information meeting, development plan review, and public hearing before the hearing examiner.

1. *Informal review process.* An applicant shall meet informally with the planning department at the earliest possible date to discuss the proposed PUD. The purpose of this meeting is to develop a project that will meet the needs of the applicant and the objectives of the city as defined in this title.

2. *SEPA compliance.* Compliance with the State Environmental Policy Act and regulations and city SEPA requirements shall be completed prior to development plan review.

3. *Development plan review.* After informal review and completion of the SEPA process, a proposal shall next be reviewed by city staff through the development plan review process. Comments received by the project developer under the development review process shall be used to formalize the proposed development prior to the development being presented at a public hearing before the hearing examiner.

4. *Community information meeting.*

a. A community information meeting shall be required for any proposed PUD located in a residential zone or within 200 feet of a residential zone.

At this meeting, the applicant shall present the development proposed to interested residents. Issues raised at the meeting may be used to refine the PUD plan. Notice shall be given in at least one publication in the local newspaper at least 10 days prior to the public hearing. Written notice shall be mailed first class to all property owners within a radius of not less than 200 feet of the exterior boundaries of the property subject to the application. Any alleged failure of any property owner to actually receive the notice of hearing shall not invalidate the proceedings.

b. Nonresidential PUDs not located within 200 feet of a residential zone shall not require a community information meeting.

5. *Public notice and hearing examiner public hearing.* The hearing examiner shall hold at least one public hearing on the proposed PUD and shall give notice thereof in at least one publication in the local newspaper at least 10 days prior to the public hearing. Written notice shall be mailed first class to all property owners within a radius of not less than 200 feet of the exterior boundaries of the property subject to the application. Any alleged failure of any property owner to actually receive the notice of hearing shall not invalidate the proceedings.

6. *Consolidation of land use permit processes.* The PUD approval process may be used to consolidate other land use permit processes, which are required by other sections of this title. The public hearing required for the PUD may serve as the public hearing for the conditional use permit, subdivision, shoreline substantial development, and rezoning if such land use permits are a part of the overall PUD application. When another land use permit is involved which requires city council approval, the PUD shall not be deemed to be approved until the city council has approved the related land use permit. If a public hearing is required for any of the categories of actions listed in this subsection, the hearing examiner shall employ the public hearing notice requirements for all actions considered which ensure the maximum notice to the public.

7. *Hearing examiner decision.* The hearing examiner shall issue a written decision within 10 working days from the date of the hearing. Parties of record will be notified in writing of the decision. For PUDs which propose a use permitted in the underlying zoning district, the hearing examiner's decision is final. For PUDs which propose a use which is not typically permitted in the underlying zoning district as

provided in subsection (B)(4) of this section, the hearing examiner shall forward a recommendation to the city council, which shall have the final authority to approve or deny the proposed PUD. For a proposed residential PUD that includes condominiums as outlined in subsection (B)(4) of this section, a condition of approval by the city council shall be that for each development phase the applicant shall submit a recorded copy of the covenants, conditions, and restrictions recorded against the property. Within 30 days of receipt of the hearing examiner's recommendation, the city council shall, at a regular meeting, consider the application. Any appeal from the final decision of the hearing examiner and city council shall be pursuant to the appeal provisions of Chapter 12.01 KCC.

8. *Effective date.* In approving a PUD, the hearing examiner shall specify that the approved PUD shall not take effect unless or until the developer files a completed development permit application within the time periods required by this title as set forth in subsection (H) of this section. No official map or zoning text designations shall be amended to reflect the approved PUD designation until such time as the PUD becomes effective.

G. *Review criteria for planned unit developments.* Upon receipt of a complete application for a residential PUD, the planning department shall review the application and make its recommendation to the hearing examiner. The hearing examiner shall determine whether to grant, deny, or condition an application based upon the following review criteria:

1. *Residential planned unit development criteria.*

a. The proposed PUD project shall have a beneficial effect upon the community and users of the development which would not normally be achieved by traditional lot-by-lot development and shall not be detrimental to existing or potential surrounding land uses as defined by the comprehensive plan.

b. The proposed PUD project shall be compatible with the existing land use or property that abuts or is directly across the street from the subject property. The term compatibility includes but is not limited to apparent size, scale, mass, and architectural design.

c. Unusual and sensitive environmental features of the site shall be preserved, maintained, and incorporated into the design to benefit the development and the community.

d. The proposed PUD project shall provide areas of openness by using techniques such as clustering, separation of building groups, and use of well-designed open space and landscaping. Open space shall be integrated within the PUD rather than be an isolated element of the project.

e. The proposed PUD project shall promote variety and innovation in site and building design, and shall include architectural and site features that promote community interaction, such as porches, de-emphasized garages, sidewalks/walkways, and adjacent common areas. Buildings in groups shall be related by common materials and roof styles, but contrast shall be provided throughout the site by the use of varied materials, architectural detailing, building scale, and orientation.

f. Building design shall be based on a unified design concept, particularly when construction will be in phases.

2. *Nonresidential planned unit development criteria.*

a. The proposed project shall have a beneficial effect which would not normally be achieved by traditional lot-by-lot development and not be detrimental to present or potential surrounding land uses as defined by the comprehensive plan.

b. Unusual and sensitive environmental features of the site shall be preserved, maintained, and incorporated into the design to benefit the development and the community.

c. The proposed project shall provide areas of openness by the clustering of buildings, and by the use of well-designed landscaping and open spaces. Landscaping shall promote a coordinated appearance and break up continuous expanses of building and pavement.

d. The proposed project shall promote variety and innovation in site and building design. It shall encourage the incorporation of special design features such as visitor entrances, plazas, outdoor employee lunch and recreation areas, architectural focal points, and accent lighting.

e. Building design shall be based on a unified design concept, particularly when construction will be in phases.

H. *Time limits.*

1. *Application for development permit.* The applicant shall apply for a development permit no later than one year following final approval of the PUD. The application for development permit shall contain all conditions of the PUD approval.

2. *Extensions.* An extension of time for development permit application may be requested in writing by the applicant. Such an extension may be granted by the planning manager for a period not to exceed one year. If a development permit is not issued within two years, the PUD approval shall become null and void and the PUD shall not take effect.

I. *Modifications of plan.* Requests for modifications of final approved plans shall be made in writing and shall be submitted to the planning services office in the manner and form prescribed by the planning manager. In commercial, office, industrial, and manufacturing zoning districts, where a master plan is consistent with a planned action ordinance and a development agreement, the determination of whether a proposed modification is minor or major shall be made at the sole discretion of the planning manager; provided, however, that the planning manager's determination must be consistent with criteria established in either the planned action ordinance or the development agreement. If the planned action ordinance or the development agreement does not establish such criteria, the planning manager's determination shall be consistent with the criteria stated in subsections (I)(1) and (I)(2) of this section. The criteria for determining minor and major modifications in all other cases shall be as stated in subsections (I)(1) and (I)(2) of this section. The criteria for approval of a request for a major modification shall be those criteria covering original approval of the permit which is the subject of the proposed modification.

1. *Minor modifications.* Modifications are deemed minor if all the following criteria are satisfied:

a. No new land use is proposed;

- b. No increase in density, number of dwelling units, or lots is proposed;
- c. No change in the general location or number of access points is proposed;
- d. No reduction in the amount of open space is proposed;
- e. No reduction in the amount of parking is proposed;
- f. No increase in the total square footage of structures to be developed is proposed; and
- g. No increase in general height of structures is proposed.

Examples of minor modifications include but are not limited to lot line adjustments, minor relocations of buildings or landscaped areas, minor changes in phasing and timing, and minor changes in elevations of buildings.

2. *Major modifications.* Major adjustments are those which, as determined by the planning manager, substantially change the basic design, density, open space, or other similar requirements or provisions. Major adjustments to the development plans shall be reviewed by the hearing examiner. The hearing examiner may review such adjustments at a regular public hearing. If a public hearing is held, the process outlined in subsection (F) of this section shall apply. The hearing examiner shall issue a written decision to approve, deny, or modify the request. Such a decision shall be final. Any appeals of this decision shall be in accordance with KCC 12.01.040.

EXHIBIT K
Chapter 15.09

Sec. 15.09.047. Industrial design review.

A. Purpose and scope. Industrial design review is an administrative process, the purpose of which is to implement and give effect to the Rally the Valley Industrial Valley Subarea Plan as adopted into the Comprehensive Plan, and its policies or parts thereof. The Industrial Design Guidelines, adopted in subsection (D) of this section, apply to development located in Industrial zones I1, I2, and I3.

B. Application and review process. The industrial design review process is administrative and is conducted as part of the permit review process. The applicant must make application for the design review process on forms provided by the economic and community development department. In the administration of this process, the department may develop supplementary handbooks for the public, which may pictorially illustrate and provide additional guidance on the interpretation of the criteria set forth in the Industrial Design Guidelines.

C. Applicability. Industrial design review shall apply to all new construction, enlargement of existing buildings and structures, as well as changes of use, as follows:-

1. New construction or enlargement.

a. Buildings constructed or enlarged. For enlargement of existing building, ten percent of improvement value shall be invested in building or site improvements consistent with the Industrial Design Guidelines. Specific improvements shall be approved by the planning manager as part of building permit review. Improvement value shall be assessed according to the most recently published International Code Council Building Valuation Data.

b. Other structures or exterior use areas constructed or enlarged. For enlargement of existing structures or use areas, ten percent of improvement value shall be invested in building or site improvements consistent with the Industrial Design Guidelines. Specific improvements shall be approved by the planning manager as part of building permit review. Improvement value shall be

assessed according to the most recently published International Code Council Building Valuation Data.

2. *Change in use.* When the occupancy of any land use, structure or building, or any part of a building, structure or land use, is changed to another use, the Industrial Design Guidelines shall apply, with the following exceptions:

a. Change of use from warehousing and distribution to manufacturing uses.

b. Change of use from warehousing and distribution to complexes which include a combination of uses, including a mixture of office, storage, commercial, and manufacturing uses.

c. Change of use from warehousing and distribution to research, development, and testing.

3. For change in use, ten percent of improvement value shall be invested in building or site improvements consistent with the Industrial Design Guidelines. Specific improvements shall be approved by the planning manager. Improvement value shall be assessed according to the most recently published International Code Council Building Valuation Data.

D. Industrial Design Guidelines – Adoption. The planning manager shall use the Industrial Design Guidelines in the evaluation and/or conditioning of applications under the industrial design review process. The Industrial Design Guidelines, entitled “City of Kent Industrial Design Guidelines,” are hereby adopted by this reference as authorized pursuant to RCW 35A.12.140 and shall be placed on file as adopted and amended hereafter in the offices of the city clerk and the economic and community development department.

E. Appeals. The decision of the planning manager to approve, approve with conditions, or reject any application under the industrial design review process is final unless an appeal is made to the hearing examiner within 14 calendar days of either the issuance of the planning manager’s approval or rejection of any application under this section. Appeals to the hearing examiner shall be conducted as set forth in Chapter 2.32 KCC. The decision of the hearing examiner shall be final, unless an appeal is made to the King County superior court, within 21

calendar days of the date of the issuance of the decision, pursuant to Chapter 36.70C RCW.

Sec. 15.09.050. Amendments. This title may be amended by the city council by changing the boundaries of zoning districts (rezones which change the official zoning map) or by changing any other provisions thereof (text amendments which add, delete, or otherwise modify the text of this title) whenever the public necessity and convenience and the general welfare require such amendment, by following the procedures of this section.

A. *Initiation.* An amendment may be initiated as follows:

1. Amendments to the text of this title and official zoning map amendments may be initiated by resolution of intention by the city council. Text amendments are heard by the land use and planning board and city council; zoning map amendments are heard by the hearing examiner. In the case of area-wide zoning or rezoning, both text amendments and zoning map amendments may be heard by the land use and planning board and city council in accordance with Chapter 12.01 KCC.

2. Amendments to the text of this title may be initiated by resolution of intention by the land use and planning board.

3. Official zoning map amendments (rezones), including the application of the "C" suffix, may be initiated by application of one or more owners, or their agents, of the property affected by the proposed amendment, which shall be made on a form prescribed by the planning department and filed with the planning department. The application shall be submitted in the manner required for Process IV applications. The hearing examiner shall consider the application in an open record predecision hearing in accordance with Chapters 2.32 and 12.01 KCC.

B. *Public hearing.* The hearing examiner shall hold an open record predecision hearing on any proposed amendment, and shall give notice thereof in accordance with the requirements of Chapter 12.01 KCC.

C. *Standards and criteria for granting a request for rezone.* The following standards and criteria shall be used by the hearing examiner and city council to evaluate a request for rezone. Such an amendment shall only be granted if the city

council determines that the request is consistent with these standards and criteria and subject to the requirements of Chapter 12.01 KCC.

1. The proposed rezone is consistent with the comprehensive plan.
2. The proposed rezone and subsequent development of the site would be compatible with development in the vicinity.
3. The proposed rezone will not unduly burden the transportation system in the vicinity of the property with significant adverse impacts which cannot be mitigated.
4. Circumstances have changed substantially since the establishment of the current zoning district to warrant the proposed rezone.
5. The proposed rezone will not adversely affect the health, safety, and general welfare of the citizens of the city.

6. [Reserved]. Furthermore, for rezones to M1-C:

- a. ~~The proposed rezone is in close proximity or contiguous to major arterial intersections identified on the comprehensive plan land use map as being appropriate locations for commercial type land uses.~~
- b. ~~Except for city wide mapping proposals, rezoning to M1-C shall not be speculative in nature, but shall be based on generalized development plans and uses.~~

D. [Reserved].

E. *Rezone to mixed use overlay*. The hearing examiner and the city council shall use the standards and criteria provided in subsection (C) of this section to evaluate a request for expanding the boundaries of the mixed use overlay boundary which is located in the GC and CC zoning districts. In addition, the hearing examiner and city council shall evaluate a request for expanding the mixed use overlay using the following standards and criteria as well. Such an amendment shall only be granted if the city council determines the request is consistent with these standards and criteria and subject to the requirements of Chapter 12.01 KCC.

1. The proposed rezone is contiguous to an existing mixed use overlay area, or is at least one acre in size.

2. The proposed area is located within close proximity to existing residential uses and existing commercial uses which would support residential use.

3. The proposed area is located in close proximity to transit stops, parks, and community facilities.

F. *Rezoning to MR-T.* The hearing examiner and the city council shall use the standards and criteria provided in subsection (C) of this section to evaluate a request for rezone to MR-T. In addition, the hearing examiner and city council shall evaluate a request for MR-T using the following standards and criteria as well. Such an amendment shall only be granted if the city council determines the request is consistent with these standards and criteria and subject to the requirements of Chapter 12.01 KCC.

1. The proposed rezone site is adjacent to or has convenient access to an arterial street to ensure that the traffic accessing the MR-T development minimizes the disruption to single-family residential neighborhoods.

G. *Recommendation of hearing examiner.* Following the public hearing provided for in this section, the hearing examiner shall make a report of findings and recommendations with respect to the proposed amendment and shall forward such to the city council, which shall have the final authority to act on the amendment.

H. *City council action/appeal.*

1. The city council shall, at a regular public meeting, consider the recommendation and issue a final decision. The decision of the city council is appealable to the King County superior court within 21 calendar days from the issuance of a notice of decision and in accordance with the requirements of Chapter 12.01 KCC and Chapter 36.70(C) RCW.

2. If the application for an amendment is denied by the city council, the application shall not be eligible for resubmittal for one year from date of the denial, unless specifically stated to be without prejudice. A new application affecting the same property may be submitted if, in the opinion of the hearing examiner, circumstances affecting the application have changed substantially.

EXHIBIT L
Chapter 5.04

Sec. 5.04.010 Regulations

- A. The discharge of firearms and other weapons of similar character shall be lawful if done in connection with any group or club, hereafter called a gun club, which is organized for the purpose of providing for its members an opportunity to engage in skeet or trap shooting, and which complies with the conditions of this section.
- B. The shooting may be done only on land owned or leased by the gun club. If the gun club is composed of members of an employee organization, written permission of the employer for use of its land shall suffice.
- C. The range where shooting is to occur must be situated so there can be no danger to the general public from misdirected or accidentally discharged weapons.
- D. Each gun club must keep posted with the police department of the city a schedule approved by the chief of police or his designated representative of the hours and days during which shooting will take place. Shooting will not be permitted at other than the posted times without prior written permission of the chief of police or his designated representative.
- E. Shooting shall be restricted to gun club members and their guests only. Each gun club shall issue some form of identification to each member and guest which must be carried by the member and guest at all times when engaged in shooting at his or another club's location. The identification card shall be produced for inspection upon demand of any officer of the police department upon the premises of any gun club during the hours that shooting is taking place.
- F. Shooting shall be restricted to those districts zoned MA, RA, I1 and I2M1, ~~and M2~~ or their equivalents. There shall be no shooting within three hundred (300) feet of any occupied dwelling or within four hundred (400) feet of any school playground.

G. Failure to comply with any of the provisions of this chapter shall result in revocation of the gun club's rights and privileges granted in this chapter. Each gun club shall be responsible for policing its own membership to ensure compliance with this chapter.

H. The chief of police is hereby granted the power to enforce the provisions of this chapter. All decisions of the chief of police, including but not limited to whether reasonable shooting hours are being observed, or whether public safety is being adequately protected, shall be final. Any decision of the chief of police requiring a gun club to discontinue operations because of alleged violations of any of the provisions of this chapter may be appealed to the city council by filing written notice of appeal with the city clerk. The city council shall set a date for hearing which shall be not more than thirty (30) days following receipt of the appeal by the city clerk. Between the time of the decision of the chief of police appealed from and the final disposition of the appeal, the gun club shall not engage in any shooting activities. All decisions of the city council shall be final and no appeal may be taken therefrom.

EXHIBIT M
Chapter 8.05

Sec. 8.05.080. Zoning classification for EDNA. The following land use zoning classifications as found in the zoning code are assigned the EDNA classification below:

<i>Zone</i>	<i>EDNA</i>
SR-1, SR-3, SR-4.5, SR-6, Class A	
SR-8, MR-D, MR-T12, MR-T16, MR-G, MR-M, MR-H, MHP	
NCC, CC, DC, DCE, MTC-1, Class B	
MTC-2, MCR, CM-1, CM-2, CM , GC	
M1, M2, M3 <u>I1, I2, I3</u> , SU, Class C	
A-10, AG	

EXHIBIT N
Industrial Design Guidelines

City of Kent Industrial Design Guidelines



Adopted _____
Ord. # _____

City of Kent Industrial Design Guidelines, KCC 15.09.047 Ord. _____

The following guidelines shall apply wherever Industrial Design Review is required under KCC 15.04.190 and KCC 15.09.47.

Numeric standards in sections 2, 3, and 5 may be reduced by up to 25% at the director's discretion, if the proposal meets the intent of that section through other means.

1. Dock-High Door Allowance in Industrial-1 Zoning District

Intent: Encourage diversity of industrial building types and scale site investment in proportion to impacts.

In the I1 zoning district only, the following dock-high door to building footprint square footage ratios shall apply, and shall be cumulative such that first tier applies to the first 30,000 square feet of a building, the second tier applies to the square footage above 30,000 square feet and below 100,000 square feet, and so on. Square footage refers to the building footprint; each building shall be allotted a number of doors available based on size of building and presence of enhanced options within the project; the allotted doors may then be reapportioned amongst any building within the project. Decimals shall be rounded up.

Enhanced options available to increase the dock-high door to building footprint square footage ratio above the base are listed in sections 2 through 5 and include both regional trail-related enhanced options and non-regional trail-related enhanced options.

Building Footprint Square Footage Tier		Possible Building Footprint Square Footage Available	Number of Enhanced Options in Project	Applicable Ratio	Total Doors Available per Tier
1	0-30,000 sf	Up to 30,000 sf	Any	1:3,000 sf	Up to 10
2	30,000 sf to 100,000 sf	Up to 70,000 sf	0	1:15,000 sf	Up to 5
			1	1:10,000 sf	Up to 7
			2 or more	1:7,500 sf	Up to 9
3	100,000 sf to 200,000 sf	Up to 100,000 sf	0 or 1	1:20,000 sf	Up to 5
			2	1:15,000 sf	Up to 7
			3 or more	1:10,000 sf	Up to 10
4	200,000 sf or more	No cap	0 or 1	1:30,000 sf	No cap
			2	1:20,000 sf	
			3	1:15,000 sf	
			4 or more	1:10,000 sf	

The following worksheet is an example of dock-high door calculation and may be used to determine total dock-height door allowance for new or remodeled buildings:

SCENARIO 1: Single 135,000 sf building

Building Footprint Square Footage Tier		Building Footprint Square Footage	Number of Enhanced Options in Project	Applicable Ratio	Door Allotment
SCENARIO 1A: NO ENHANCED OPTIONS					
1	0-30,000 sf	30,000 sf	0	1:3,000 sf	10
2	30,000 sf to 100,000 sf	70,000 sf	0	1:15,000 sf	5 (rounded up from 4.67)
			1	1:10,000 sf	
			2 or more	1:7,500 sf	
3	100,000 sf to 200,000 sf	35,000 sf	0 or 1	1:20,000 sf	2 (rounded up from 1.75)
			2	1:15,000 sf	
			3 or more	1:10,000 sf	
4	200,000 sf or more		0 or 1	1:30,000 sf	
			2	1:20,000 sf	
			3	1:15,000 sf	
			4 or more	1:10,000 sf	
Total Building Square Footage		135,000 sf	Total Door Allotment:		17
SCENARIO 1B: ONE ENHANCED OPTION					
1	0-30,000 sf	30,000 sf	1	1:3,000 sf	10
2	30,000 sf to 100,000 sf	70,000 sf	0	1:15,000 sf	7
			1	1:10,000 sf	
			2 or more	1:7,500 sf	
3	100,000 sf to 200,000 sf	35,000 sf	0 or 1	1:20,000 sf	2 (rounded up from 1.75)
			2	1:15,000 sf	
			3 or more	1:10,000 sf	
4	200,000 sf or more		0 or 1	1:30,000 sf	
			2	1:20,000 sf	
			3	1:15,000 sf	
			4 or more	1:10,000 sf	
Total Building Square Footage		135,000 sf	Total Door Allotment		19

Building Footprint Square Footage Tier		Applicable Building Footprint Square Footage	Number of Enhanced Options in Project	Applicable Ratio	Door Allotment
SCENARIO 1C: TWO ENHANCED OPTIONS					
1	0-30,000 sf	30,000 sf	2	1:3,000 sf	10
2	30,000 sf to 100,000 sf	70,000 sf	0	1:15,000 sf	10 (rounded up from 9.3)
			1	1:10,000 sf	
			2 or more	1:7,500 sf	
3	100,000 sf to 200,000 sf	35,000 sf	0 or 1	1:20,000 sf	3 (rounded up from 2.3)
			2	1:15,000 sf	
			3 or more	1:10,000 sf	
4	200,000 sf or more		0 or 1	1:30,000 sf	
			2	1:20,000 sf	
			3	1:15,000 sf	
			4 or more	1:10,000 sf	
Total Building Square Footage		135,000 sf	Total Door Allotment		23
SCENARIO 1D: THREE ENHANCED OPTIONS					
1	0-30,000 sf	30,000 sf	3	1:3,000 sf	10
2	30,000 sf to 100,000 sf	70,000 sf	0	1:15,000 sf	10 (rounded up from 9.3)
			1	1:10,000 sf	
			2 or more (3)	1:7,500 sf	
3	100,000 sf to 200,000 sf	35,000 sf	0 or 1	1:20,000 sf	4 (rounded up from 3.5)
			2	1:15,000 sf	
			3 or more	1:10,000 sf	
4	200,000 sf or more		0 or 1	1:30,000 sf	
			2	1:20,000 sf	
			3	1:15,000 sf	
			4 or more	1:10,000 sf	
Total Building Square Footage		135,000 sf	Total Door Allotment		24

SCENARIO 2: Three buildings of size (A) 30,000 sf, (B) 200,000 sf, and (C) 70,000 sf; no enhanced options

Building Footprint Square Footage Tier		Applicable Building Footprint Square Footage	Number of Enhanced Options in Project	Applicable Ratio	Door Allotment
Building A: 30,000 sf					
1	0-30,000 sf	30,000 sf	0	1:3,000 sf	10
2	30,000 sf to 100,000 sf	70,000 sf	0	1:15,000 sf	
			1	1:10,000 sf	
			2 or more	1:7,500 sf	
3	100,000 sf to 200,000 sf	35,000 sf	0 or 1	1:20,000 sf	
			2	1:15,000 sf	
			3 or more	1:10,000 sf	
4	200,000 sf or more		0 or 1	1:30,000 sf	
			2	1:20,000 sf	
			3	1:15,000 sf	
			4 or more	1:10,000 sf	
Total Building Square Footage		30,000 sf	Total Door Allotment Building A		10
Building B: 200,000 sf					
1	0-30,000 sf	30,000 sf	0	1:3,000 sf	10
2	30,000 sf to 100,000 sf	70,000 sf	0	1:15,000 sf	5 (rounded up from 4.67)
			1	1:10,000 sf	
			2 or more	1:7,500 sf	
3	100,000 sf to 200,000 sf	100,000 sf	0 or 1	1:20,000 sf	5
			2	1:15,000 sf	
			3 or more	1:10,000 sf	
4	200,000 sf or more		0 or 1	1:30,000 sf	
			2	1:20,000 sf	
			3	1:15,000 sf	
			4 or more	1:10,000 sf	
Total Building Square Footage		200,000 sf	Total Door Allotment Building B		20
Building C: 70,000 sf					
1	0-30,000 sf	30,000 sf	0	1:3,000 sf	10
2	30,000 sf to 100,000 sf	40,000 sf	0	1:15,000 sf	3 (rounded up from 2.67)
			1	1:10,000 sf	
			2 or more	1:7,500 sf	
3	100,000 sf to 200,000 sf	100,000 sf	0 or 1	1:20,000 sf	5
			2	1:15,000 sf	
			3 or more	1:10,000 sf	

4	200,000 sf or more		0 or 1	1:30,000 sf	
			2	1:20,000 sf	
			3	1:15,000 sf	
			4 or more	1:10,000 sf	
Total Building Square Footage		200,000 sf	Total Door Allotment Building C		13
TOTAL DOOR ALLOTMENT FOR PROJECT (can be apportioned amongst any buildings in project)			43		

2. Public Trail Access

Intent: Facilitate access to public trails with visible, welcoming design cues and functional, usable connections, for the health and wellbeing of employees and visitors.

For projects adjacent to public trails with buildings over 75,000 square feet, the following is required on private property:

- A. Direct ADA-compliant pedestrian connection to trail from sidewalks and nearest building entrance, in concrete, paving stones, or other hardscape excepting asphalt
 - a. **Enhanced option:** *Trail entrance welcome area within 15' of trail, that is regularly maintained by the property owner and is visually connected with following characteristics:*
 - i. *Vertical separation from employee parking lots/truck courts (i.e., curb, retaining wall); space must be visually distinguished from adjacent private parking or other site functions.*
 - ii. *Minimum size of 500 square feet or .5% of building footprint area, whichever is larger, in concrete, paving stones, or other hardscape (except asphalt).*
 - iii. *Programming with commercial grade furnishings such as seating (picnic tables, benches), exercise equipment, interpretive signage, etc.*
 - iv. *Parking facilities for public access to trail at a ratio of one parking space per 100 linear feet of trail frontage, not to exceed ten spaces. These parking spaces shall be visible from a public street, and situated so that the public can clearly see riverfront open space and gain access to the public portion of that open space; parking areas may not be counted toward trail entrance welcome area square footage (A.a.ii., above), nor toward other off-street parking requirements.*
- B. Standard City of Kent trail signs at trail entrance from property and all entrances (driveways, pedestrian paths) to property from street.
 - a. **Enhanced option:** *Interpretive/informational kiosks in addition to above entrance signage, integrated into hardscape trail access points, with a minimum investment of \$15,000.*
- C. Outdoor bike parking at trail entrance at 1 space per 25,000 square feet of new building footprint area, including only new buildings greater than 75,000 square feet. (Racks may count as more than 1 space based on how many bikes can be comfortably parked per rack.)
 - a. **Enhanced option:** *In addition to outdoor bike parking requirements, provide indoor bike parking with 1 space per 10,000 square feet of building footprint area. Must include indoor lockers and showers, and an outdoor bike amenity (smart lockers, water fountain, e-bike charging station, air filling or repair station, etc.) adjacent to trail. Indoor bike parking and amenities may be secured for employee access only.*
- D. Ground-level lighting (at or below bollard height) at trail entrances.

3. Amenity Space

Intent: Provide functional, welcoming outdoor spaces that enhance employee wellbeing and aid in worker recruitment and retention.

Buildings in the I1 and I2 zoning districts with footprint area of greater than 75,000 square feet must provide an outdoor amenity space which meets the following conditions:

- A. An amenity space shall be provided that consists of hardscape in concrete, paving stones, or other material excepting asphalt, at a minimum size of 5% of the entire building footprint area in I1 and 2% of the entire building footprint area in I2.
 - a. ***Enhanced option:*** Minimum outdoor amenity space shall be 8% or more of the entire building footprint area.
 - b. ***Enhanced option:*** Required outdoor amenity space shall be protected from weather with durable coverings attached to permanently affixed footings.
 - c. ***Enhanced option:*** Required outdoor amenity space shall be accomplished through accessible rooftop deck with furnishings and vegetative components (green roof).
 - d. ***Enhanced option:*** At least 50% of the required amenity space shall be publicly accessible.
 - i. Public portion of amenity space must be oriented to the public right-of-way and open to the public during daylight hours.
 - ii. Appropriate signage must be provided to indicate public access and hours of operation.
 - iii. Property owner retains responsibility for maintenance of publicly accessible amenity space.
- B. Outdoor amenity space must be programmed with seating or other commercial grade furnishings with at least 1 programming or furnishing element per 500 square feet.
- C. Outdoor amenity space must be visible to the public from the highest classification street or regional trail on which the property is located, and shall be buffered from parking areas and building walls by a minimum 2 feet of Type IV landscaping per KCC 15.07.050.
- D. If project is also adjacent to trail, trail entrance area and outdoor amenity space as required by KCC 15.09.047 Industrial Design Review may be integrated in terms of location and programming; however, size requirements must be met separately.
- E. Outdoor amenity spaces may overlap with areas designated as setbacks, if facing collector arterials or local streets. Setbacks must be met separately on principal or minor arterials.

4. Site Design

Intent: Ensure quality design choices that contribute to the visual appeal of the public realm and facilitate safe, logical, and welcoming multimodal movement.

- A. All buildings must have entries that meet the following characteristics:
 - a. Visible from public right-of-way with fenestration surrounding door (see other fenestration requirements).
 - i. **Enhanced option:** *Create entrance "node" that is glass-enclosed (all sides of projection are substantially fenestrated) and either*
 - 1. *Entrance node height exceeds rest of building height by 8'*
 - 2. *Entrance node protrudes from rest of building by 12'*
 - b. Equally accessible from parking and sidewalks (i.e., pedestrians shall not be required to walk around to opposite side of building from sidewalk. Through site design or additional entries, pedestrians arriving at the site by means other than personal vehicle shall have equal priority in accessing building).
- B. Walking paths are required to connect the building and the perimeter streets; parking areas shall have walking paths to the building entries or ground plaza areas. Walking paths shall be:
 - a. Oriented to existing transit stops, with useful connection points to sidewalks
 - i. **Enhanced option:** *Custom bus shelter including trash receptacle, seating, and signage/wayfinding. Requires agreement with transit provider and must be maintained by property owner.*
 - b. Vertically separated from parking lot by at least 6" curb
 - c. Use surface material to contrast with parking lot, such as concrete or other non-asphalt hardscape.
 - d. Illuminated at ground level (bollard height or below)
 - e. Integrated with overall landscape design solutions (parking lot planting areas or LID/storm water, etc.)
- C. Truck courts and loading areas in the I1 zoning district are subject to the following standards.
 - a. For buildings adjacent to one or more public streets:
 - i. No more than one side of a building shall contain a truck court.
 - ii. For buildings greater than 175 feet in depth (the dimension perpendicular to the highest classification street) and 250 feet in width (the dimension parallel to the highest classification street), truck courts must be oriented perpendicular to the highest classification arterial on which they are located. If the building is less than 175 feet in depth and less than 250 feet in width, a truck court may be perpendicular or parallel to the highest classification street on which it is located. In all cases, if parallel, the truck court must be on the rear-facing facade with dock doors facing away from the street.
 - b. Truck courts shall be screened from streets and trails by structural walls and type III landscaping per KCC 15.07.050.
- D. Integrate stormwater design with landscaping and use stormwater ponds as an amenity as well as a utility whenever possible.

5. Building Design

Intent: Create transparency to business activities occurring in the Kent Valley and the value of these industries, break up long expanses of blank walls, contribute to a visually appealing public realm, and reduce bulk of large buildings. The elements in this section are intended to achieve architecturally distinctive buildings through a combination of techniques, to be employed at sufficient scale to visibly distinguish buildings in the Kent Valley as seen from public streets or trails.

- A. Glazing and fenestration. Glazing/ fenestration shall be required for all buildings, particularly focused on those façades that face streets, trails or other public spaces ("priority façades"). Glazing/ fenestration requirements for non-priority façades may be added together and applied to any façade on the building. Priority façade requirements must be met on the priority façade. Human-scale entries (doors) shall count toward glazing/fenestration requirements but dock-high- doors shall not. Glazing that spans multiple panels in tilt-up construction by utilizing recessed bands across panel width in addition to "punched" openings (commonly referred to as "ribbon" windows) shall meet the requirements.
- a. All buildings must meet the following glazing/fenestration requirements, where the percent of facade length as measured along the ground floor perimeter is multiplied by the average height of the building:

Zone	I1		I2		I3	
Footprint square footage	Priority Facades	Non Priority Facades	Priority Facades	Non Priority Facades	Priority Facades	Non Priority Facades
<= 50,000	20%	5%	10%	2%	2%	2%
50,001-99,999	25%	10%	15%	5%	5%	2%
>=100,000	30%	15%	20%	10%	10%	5%

- b. Glazing and fenestration shall be oriented around entries and shall include recessed or projected divisions (ex. mullions, sashes, jambs, etc.) measuring at least two inches from the façade. Large walls of glass shall incorporate a variety of division patterns or other detailing to offer scale and prevent a large, monolithic appearance.
- c. Windows, doors and other openings should add considerably to the façade's three-dimensional quality, providing a clear pattern of building openings. Specifically, main entrances should be visually defined via distinctive differentiation in materials, with other openings and entrances utilizing complementary design choices for an overall unified façade.

- B. Massing/Modulation. Buildings greater than 50,000 square feet shall utilize a combination of techniques such as protruding and recessed building massing, visually differentiated materials/colors/textures, signage and window treatments to create a visually distinctive building concept and specifically its frontage. Building modulation occurring both horizontally and vertically is preferred to add dimension and create the appearance of smaller scale volumes; architectural projections can include usable floor space, or be visually significant non-usable elements such as isolated, angled, or shadow panels that add dynamic variation. Insubstantial "tack-on" details and steps in rooflines will not satisfy massing requirements; neither will scoring or other shallow recesses. As an example, "fins" or other shallow protrusions may satisfy the requirements if combined with other architectural features to create an overall distinctive building concept. Protrusions serving a functional and logical purpose (i.e., canopies near entrances), will satisfy the requirements, whereas merely decorative projections that lack architectural emphasis or integration shall not (i.e., trellises). Avoid long, repetitive, monotonous façades, particularly those that repeat the same design element several times along the same elevation. Two-dimensional treatments such as signage or paint, and surface finishes such as exposed aggregate or exposed rock, shall generally not be sufficient alone but may contribute to the overall architectural design; exceptions may be made for particularly innovative screening systems or other exterior materials unique to or rarely seen in the Kent Valley that result in dynamic shapes or forms. Building forms that are outwardly expressive of interior business activities, such as glass-enclosed stairwells and break rooms, are encouraged. Varying building heights/massing and setbacks to define different functions such as offices and warehousing is encouraged. Particularly emphasize entries with horizontal projections that extend along the façade.
- a. Massing/Modulation is most critical on street-facing façades and in the I1 district; non-street-facing façades in I1 and street-facing façades in I2 shall utilize some of the above treatments to break up large expanses of blank walls but are not required to provide such substantial treatments. Non-street facing façades in I2 are not required to be modulated. Facades in I3 do not require modulation.
- C. Supplemental Square Footage: Large-scale buildings (generally those over 75,000 square feet) are encouraged to be designed for multiple tenanting options.
- a. ***Enhanced option:*** Large-scale buildings must have supplemental square footage equal to 15% of the building ground floor area in a structural, fully enclosed second story including windows, stairs, plumbing, and elevator if required by building code.
- D. Materials. Materials and patterns should not be repetitive for linear distances along walls greater than 150' without interruption by significant entrance/exit or extensive shift of building footprint (end caps, separate entrances, showcased stairwells or cantilevered spaces, etc.).
- a. Synthetic stucco, or EIFS (Exterior Insulating Finish Systems) shall not be used on large-scale building as a primary exterior wall cladding system.
- b. Reflective glazing, glass block and obscure glass shall be permissible for limited detail and aesthetic effect.

- c. High quality durable materials such as brick, stone, architectural concrete masonry units and glass shall be used in retail and commercial office developments. Use of masonry shall be allocated to maintain an appearance of mass and closure such as continuing around an entire building base or all sides of a smaller projecting bay. An overall building design concept applied to each side of the building should be evident.
- d. Add scale and detail through patterning and relief of masonry, exposed aggregate or exposed rock.

**City of Morgan Hill
City Council
October 28, 2020**



ZONING TEXT AMENDMENT AMENDING CH 18.26

- 1** Land use regulations for industrial buildings
- 2** Design permit review for large projects
- 3** Use Definitions for E-Commerce
- 4** Warehousing and Distribution and Light Fleet-Based Services

Industrial Zoned Land



Google Earth

© 2020 Google

Industrial Zoned land
that could accommodate
75K+ new development

Google Earth

© 2020 Google

Industrial Zoned land
that could accommodate
75K+ development and
would be subject to
proposed ordinance



Current Zoning Code

- Includes land use regulations for traditional warehouse (wholesale and business to business), but not direct-to-consumer warehousing (“fulfillment centers”)
- Does not use thresholds to determine what projects are required to go to Planning Commission for site and design review.
- Does not include definitions for e-commerce uses
- Permits local delivery services in all industrial zones regardless of size or intensity

Policy Decisions

- Should the City prohibit large fulfillment centers and/or regional parcel sorting centers?
- Should the City regulate local delivery facilities?
 - If so, should some local delivery facilities be permitted?
 - Should more intense local delivery facilities be subject to a conditional use permit?
- Should design review for large buildings automatically go to the Planning Commission?
 - If so, what constitutes a large building?

Proposed design review regulations

Changes to Design Permit Process in the Municipal Code to require Planning Commission review of large projects.

B. Review Authority.

1. Except as provided below, ~~The~~ the Community Development Director shall review and act on all Design Permit applications.
2. The Community Development Director may refer-elevate any Design Permit application under his or her authority to the Planning Commission for review and final decision.
3. The City Council shall review and act on all Design Permit applications for new City projects (e.g., new municipal buildings, parks) determined by the Community Development Director to be significant in accordance with Subsection D below.
4. Except for new City projects, the Planning Commission shall act on any Design Permit Application for any other projects determined by the Community Development Director to be significant in accordance with Subsection D below.

Significant projects

Any structure of
100,000 SF or more

Any structure 40 feet
of building height or
greater

Any residential
development of 200
units or more

D. Significant Projects.

1. The Community Development Director shall determine whether a project in Subsection C above is significant and thus requires a Design Review permit. When determining if a project is significant, the Community Development Director shall consider:
 - a. The visual prominence of the project when viewed from the public right-of-way and/or private property;
 - b. The project height, mass, and area of site disturbance;
 - c. The type, character, and proximity of adjacent development; and
 - d. The potential of the project to create adverse impacts on adjacent uses or the community at large.
2. Any structure with more than 100,000 square feet of floor area or a building height greater than 40 feet, not including projections allowed by-right under Table 18.56-1, is presumed to be significant for purposes of this Chapter.
3. Any residential development of more than 200 units is presumed significant for purposes of this chapter.
- ~~2.4.~~ The Community Development Director's determination that a project is significant may be appealed to the Planning Commission in accordance with Chapter 18.112 (Appeals).

18-124-050 Industrial Uses

Added definitions
for E-commerce
uses

E-Commerce Distribution.

1. Heavy Distribution. A Fulfillment Center or similar use with a minimum gross 108- floor area of 200,000 square feet and a minimum ceiling height of 24 feet. The Fulfillment Center's primary purpose is storage and distribution of e-commerce products to consumers or end-users, either directly or through a Parcel Hub. Heavy Distribution is prohibited in all zones in the City of Morgan Hill.

2. Parcel Sorting Facilities. Establishments for the sorting and or re-distribution of parcels or products from Heavy Distribution (Fulfillment Centers) to a Parcel Hub via intramodal transit truck to truck.

3. Parcel Hub. A "Last Mile" facility or similar establishment for the processing and/or re-distribution of parcels or products. A Parcel Hub's primary function is moving a shipment from one mode of transport to vehicles with rated capacities less than 10,000 pounds, for delivery directly to consumers or end-users primarily within the Morgan Hill zip code.

- **Parcel Hub, Large.** A parcel hub facility that occupies 75,000 square feet or more in building area.
- **Parcel Hub, Small.** A parcel hub facility that occupies less than 75,000 square feet in building area.

Approach to Definitions

- Looked at numerous City's zoning definitions
- Reviewed Urban Land Institute working paper for nuances in manufacturing, warehouse and distribution definitions
- Communicated with other cities about best practices

Proposed land use regulations



Prohibits large fulfillment centers

Prohibits parcel sorting centers

Identifies areas where parcel hubs (sometimes called last mile delivery centers) to be permitted or conditionally permitted

Warehousing and Distribution						
Warehousing and Distribution, Large	C	C [3]	C [3]	C	P	
Warehousing and Distribution, Small	C	C [3]	C [3]	P	P	
Warehousing and Distribution with Outdoor Storage	C	—	—	C	C	
Heavy Distribution	—	—	—	—	—	
<u>Parcel Sorting Facilities</u>	—	—	—	—	—	
<u>Parcel Hub Small < 75,000 sq. ft.</u>	—	—	—	<u>P</u>	<u>P</u>	
<u>Parcel Hub Large > 75,000 sq. ft.</u>	—	—	—	<u>C</u>	<u>C</u>	

Other proposed changes

Removed “Local Delivery” from the definition of Light Fleet Based Services

- A. Light Fleet-Based Services.** Passenger transportation services, ~~local delivery services,~~ medical transport, and other businesses that rely on fleets of three or more vehicles with rated capacities less than 10,000 pounds. Includes parking, dispatching, and offices for taxicab and limousine operations, ambulance services, nonemergency medical transport, local messenger and document delivery services, and similar businesses. Excludes towing operations (see “Towing and Impound”) or delivery services with two or fewer fleet vehicles on site (see “Business Support Services”).

Other proposed changes

Added “(wholesale)” to Warehousing and Distribution definition

Added “or use” to definition Warehousing and Distribution definition for large and clarified that small Warehousing and Distribution includes facilities where the warehousing is a secondary use that occupies less than 75,000 square feet of building area.

F.J. Warehousing and Distribution. A use engaged in storage, wholesale and distribution of manufactured products, supplies, and equipment to retailers; to industrial, commercial, institutional, farm, or professional business users; or to other wholesalers; or acting as agents or brokers in buying merchandise for or selling merchandise to such persons or companies. Includes merchant wholesalers; agents, merchandise or commodity brokers, and commission merchants; assemblers, buyers and associations engaged in the cooperative marketing of farm products; and bottling works.

1. **Warehousing and Distribution, Large.** A warehousing distribution facility 75,000 square feet or more in building or use area.
2. **Warehousing and Distribution, Small.** A warehousing distribution facility less than 75,000 square feet in building area, or as a secondary/companion use of no more than 75,000 sf ancillary to another activity contained within a larger building area.
3. **Outdoor Storage.** Storage of commercial goods in open lots.

Policy Decisions

- Should the City prohibit large fulfillment centers and/or regional parcel sorting centers?
- Should the City regulate local delivery facilities?
 - If so, should some local delivery facilities be permitted?
 - Should more intense local delivery facilities be subject to a conditional use permit?
- Should design review for large buildings automatically go to the Planning Commission?
 - If so, what constitutes a large building?

Staff's Initial Analysis of Initiative Measure



Initiative Provision Re: Director's Authority



18.08.020 Authority.

The City Council delegates to the Community Development Director and the director's designees the authority to interpret the meaning and applicability of all provisions in the Zoning Code; provided, however that, notwithstanding any other provision of this code, in no event shall any staff employee of the City of Morgan Hill have authority to approve a land use application for a large-Scale Development project which requires environmental review under the California Environmental Quality Act (Public Resources Code Section 21000, et seq., as amended), including without limitation, any application for a "project" (as defined in 14 CCR 15378) requiring discretionary approval (as defined in 14 CCR 15357). All such authority having been vested in the City Council of the City of Morgan Hill and/or the Planning Commission of the City of Morgan Hill, as appropriate.

The added language is confusing in this context. The existing language delegates authority to interpret provisions of the zoning code to the Community Development Director. The reference to permit approvals is out of place.

This code section is not related to land use approvals, so it could be missed by someone reviewing Chapter 18.100, which is the chapter that describes the roles of the Director, the Planning Commission and the Council in land use approvals.

Rules of Measurement—Dock High Doors

Chapter 18.12 - Rules of Measurement

18.12.045 - Dock-High-Door-and-Dock-High-Door-to-Square-foot Ratio.

A. Dock-High-Door means an opening to the outside of a building used to interface with trucks for the loading and /or unloading of goods, products, merchandise or wares of any type and where the bottom of the opening is not at ground level but rather elevated by twenty-four (24) inches or more. Dock-High-Doors are used so that the bed of a truck and /or shipping container will match the building slab elevation at the opening. The typical configuration allows a semi-truck to back up to a building and directly align the back doors of the truck with a loading dock door. The elevation of the dock apron, the approach pavement area, is lower than the building slab elevation so that the bed of the truck will match the building slab elevation. The typical offset is forty-eight (48) inches and the typical loading dock door is nine (9) feet wide by ten (10) feet tall. (Dock-High-Doors are also sometimes known as loading dock doors.)

This Chapter of the code is how to measure – the formula for a slope of a lot, where you measure the height of a structure from, how to determine density. As written, all of these entries belong in the definitions chapter or as a development standard within Supplemental Standards.

The dock-high-door definition is clear, but it should not be located under Rules of Measurement. It should be located under definitions.

Rules of Measurement—Clear Ceiling Height



B. Clear Ceiling Height. Distance from the floor to the lowest hanging ceiling member or hanging objects, beams, joists or truss work descending down into a substantial portion of the area. This measure of the interior height of an industrial building defines the minimum height of usable space within the structure. Also known as clear height, clear headway, or clearance.

This definition of Clear Ceiling Height is intended to define minimum ceiling height. It is not intended to calculate a maximum ceiling height.

This definition would be difficult to enforce because leaves room for interpretation about whether a hanging object descends into a substantial portion of an area. For calculating a maximum, we would prefer a more simplified definition.

Rules of Measurement—Large Scale Development



18.12.065 – Large-Scale Development. Large-Scale Development means any development which proposes the construction and/or addition of more than seventy-five thousand (75,000) square feet of new floor area, or a new building or addition to an existing building which is more than thirty-five (35) feet in height.

This definition does not belong in the Rules of Measurement. This language could be added to the definitions.

Staff recommendation incorporates size standards in the thresholds for Planning Commission review.

Standards

Table 18.26-2: STANDARDS.

*

Structure Requirements [2]

*

Notes:

[1] An FAR of 0.6 is allowed for industrial uses. An FAR of 0.5 is allowed for non-industrial uses.

[2] Fulfillment Center structures, as defined in Section 18.124.050, are prohibited per Section 18.92.105.

Table 18.26-2 describes applicable development standards, not permitted or prohibited uses. The use should be identified, then prohibited under Table 18.26-1 to be effective.

Supplemental Standards

Chapter 18.92 - Supplemental Standards.

18.92.105 - Fulfillment Centers
Fulfillment Centers, as defined in Section 18.124.050, are prohibited uses in all Zoning Districts and Overlay Zones in the City of Morgan Hill. Fulfillment Centers lawfully existing prior to the effective date shall not be affected by this section.

A prohibition on a specific use does not belong under Supplemental Standards. It should be under the Land Use Regulations – specifically under Table 18.26-1.

Supplemental Standards are just that - additional development standards for specific uses.

Supplemental Standards

18.108.020 - Administrative Use Permits.

C. Review Authority. The Community Development Director ~~takes action on~~ shall review and act on all Administrative Use Permit applications. The community Development Director may refer any Administrative Use Permit application to the Planning Commission for review and final decision other than applications relating to Large Scale Developments; ~~provided, however, that the Community Development Director may refer any Administrative Use Permit application to the Planning Commission for review and final decision.~~ The Planning Commission shall review and act on all Administrative Use Permit applications, which: (1) relate to Large-Scale Developments; and/or (2) are otherwise referred to the Planning Commission by the Community Development Director pursuant to this paragraph.

Administrative Use Permit process. We have proposed an alternative process that requires large projects to go to Planning Commission for site and design review. This will result in greater transparency, and less confusion between permit types.

This section would not apply to an Administrative Use Permit allowed under an existing Planned Development zone or Development Agreement. There are very few uses in the Zoning Code allowed by Administrative Use Permit. Planning Commission spent a lot of time discussing this particular permit during the development of the revised Zoning Code.

Design Review

B. Review Authority.

1. The Community Development Director shall review and act on all Design Permit applications other than applications relating to Large-Scale Developments; provided, however, that the Community Development Director may refer any Design Permit application to the Planning Commission for review and final decision. The Planning Commission shall review and act on all Design Permit applications, which: (1) relate to Large-Scale Developments; and/or (2) are otherwise referred to the Planning Commission by the Community Development Director pursuant to this paragraph.

Large Scale Development is not a use proposed in the land use table. Setting a threshold, whether it be size or number of units, is the standard way to differentiate between Director and Planning Commission approval.

The initiative attempts to establish a threshold through a definition that is not located in the land use classification chapter nor the general terms chapter.

The staff recommendation would achieve the same result by establishing defined thresholds for Planning Commission review.

Fulfillment Center Definition

Fulfillment Center. Any structure, building or other facility that has all of the following three attributes: (1) a floor area of seventy-five thousand (75,000 square feet or greater, and (2) a clear ceiling height of twenty-four (24) feet or greater over more than twenty-five (25) percent of the floor area, and (3) more than one dock-high door per 25,000 square feet of floor area (i.e., a proposed or as built DHDSFR greater than 1:25,000). For purposes of this section, "Fulfillment Center" shall include, but not be limited to, the following structures, buildings, and facilities: distribution center, sortable fulfillment center, e-commerce center, non-sort fulfillment center, transload facility, parcel hub, cold storage facility, short-term storage facility, high-cube warehouse, cross-dock facility, bulk break center, package handling center, order fulfillment center, logistics center or facility. receive center, sortation center, delivery station, specialty facility, last-touch facility, last-mile facility, last-mile distribution facility, city distribution facility, multi-market distribution facility, gateway facility, warehousing center; or any building, structure, or other facility, provided it has all three attributes listed above.

This definition is overbroad in that it is not limited to fulfillment center, or similar distribution uses. Under the initiative, any building that meets the criteria, including existing and potential research and development, manufacturing, and traditional warehouse/office uses, would be defined as fulfillment centers. Conversely, delivery uses that do not meet the criteria would be permitted, regardless of the actual use. While the definition includes a comprehensive laundry-list of similar uses, but that list is not operative or binding independent of the physical characteristics of the building.

This definition creates absolutes, so even an existing business would be unable to apply for an exemption.

Buildings and Dock Doors



Mission Bell



- 103,000 sq ft
- 24 ft clear height
- 6 dock doors (4 dock high)

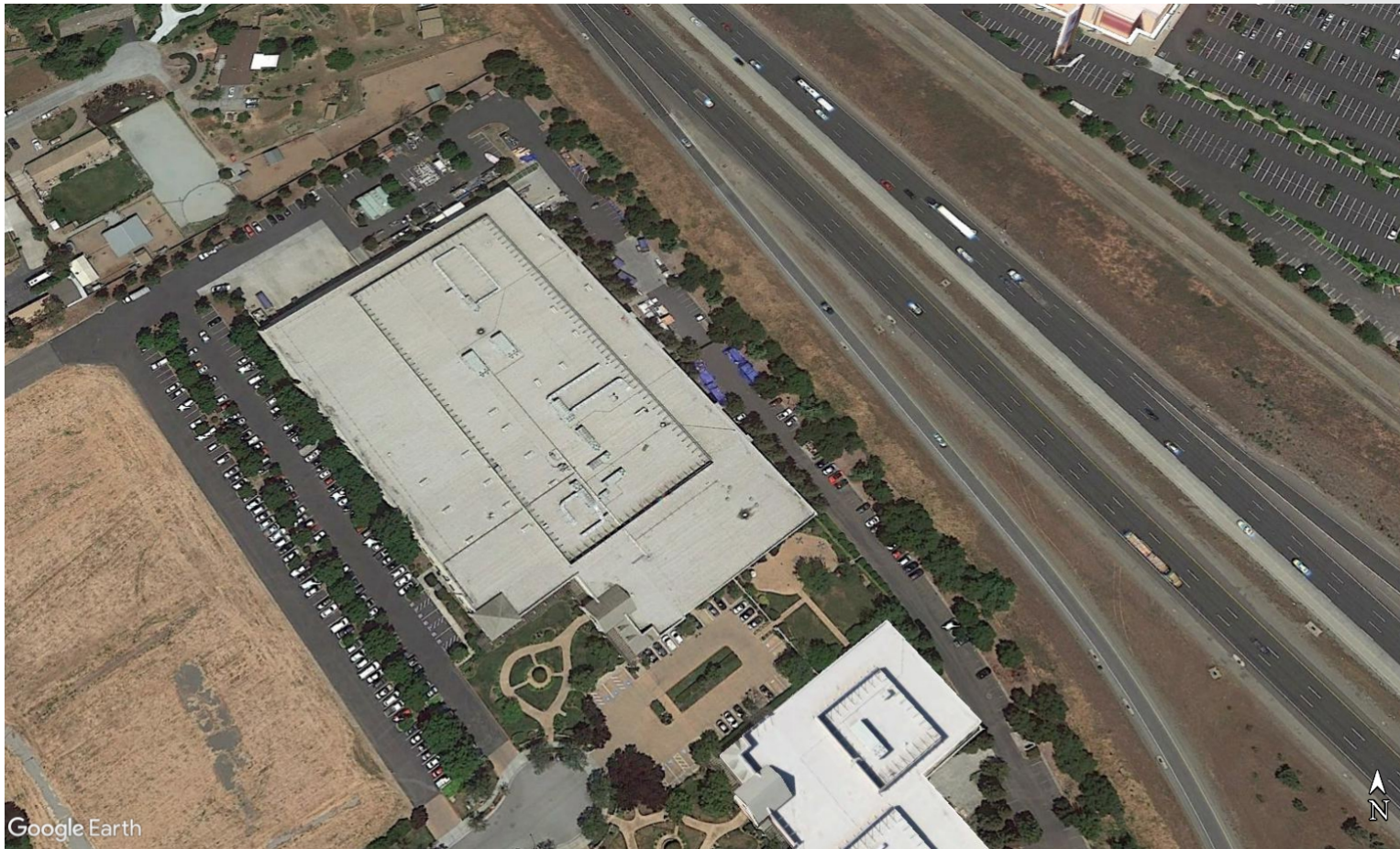
Known Legal-Nonconforming Under Initiative



Specialized Headquarters



- 312,000 sq. ft.
- 24 feet ceiling height
- Dock doors: 15 (13 dock high)



- 155,520 sq ft
- 24 ft ceiling height
- 12 dock doors (8 dock high)

Sunbasket/Talamo Foods



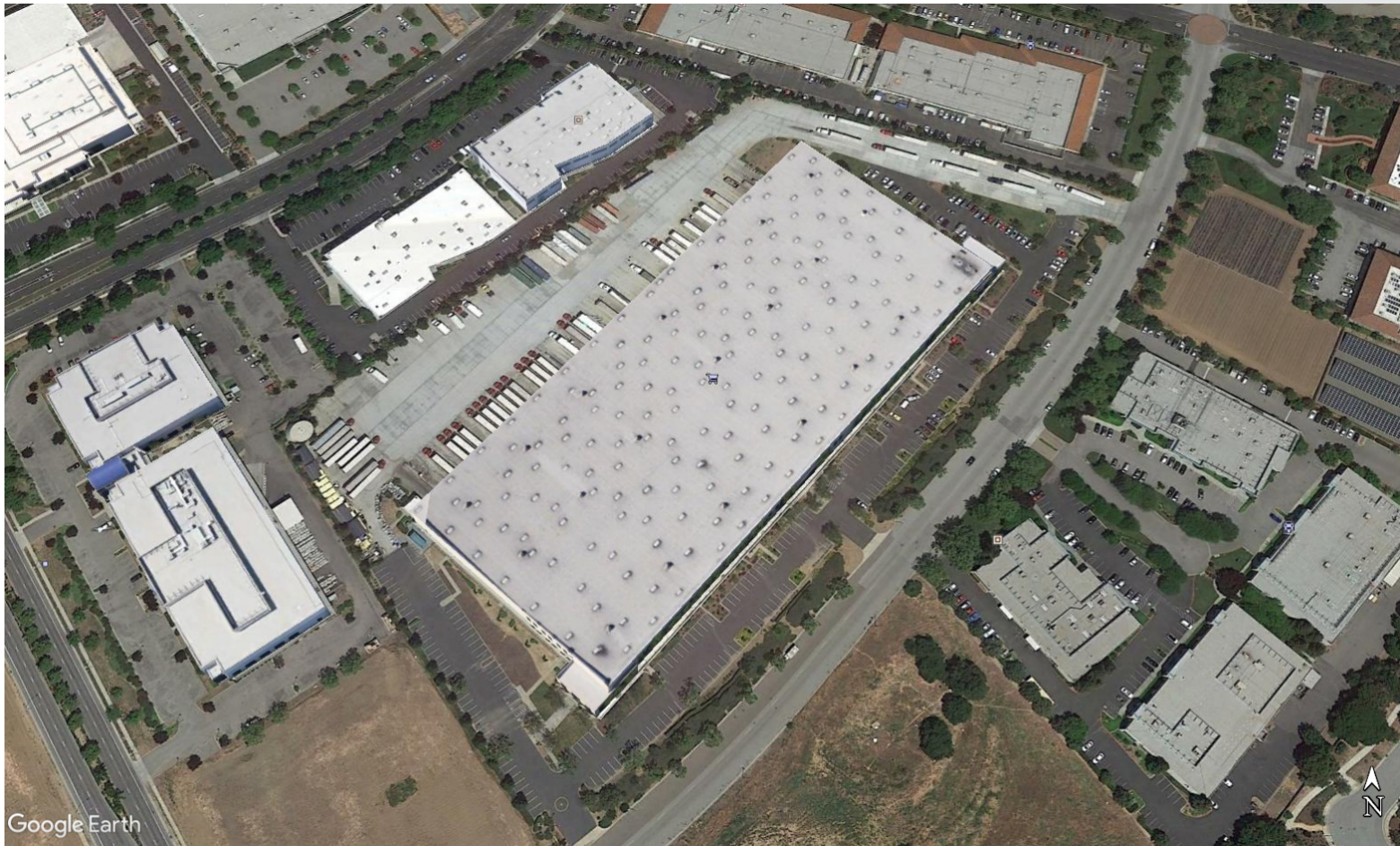
- 126,370 sq ft
- 28-32 ft ceiling heights
- 16 dock doors (12 dock high)

Creative Manufacturing/Pinnacle



- 112,600 sq ft
24-35 ft ceiling heights
- 9 dock doors (6 dock high)

Young's Market



- 286,000 sq ft
- 32 feet ceiling height
- 40 dock doors (40 dock high)

Next Steps



Next Steps

- Address PUD Zoning for Phase I of the Morgan Hill Ranch Business Park
- Develop E-Commerce definitions for commercial zoning districts
- Further refine development standards. Consider regulations to prevent concentration of warehouse/e-commerce uses.

Other Factors and Considerations

- Design standards and articulation
- Landscaping requirements
- Parking ratios
- Set-backs
- Building orientation

Policy Decisions

- Should the City prohibit large fulfillment centers and/or regional parcel sorting centers?
- Should the City regulate local delivery facilities?
 - If so, should some local delivery facilities be permitted?
 - Should more intense local delivery facilities be subject to a conditional use permit?
- Should design review for large buildings automatically go to the Planning Commission?
 - If so, what constitutes a large building?

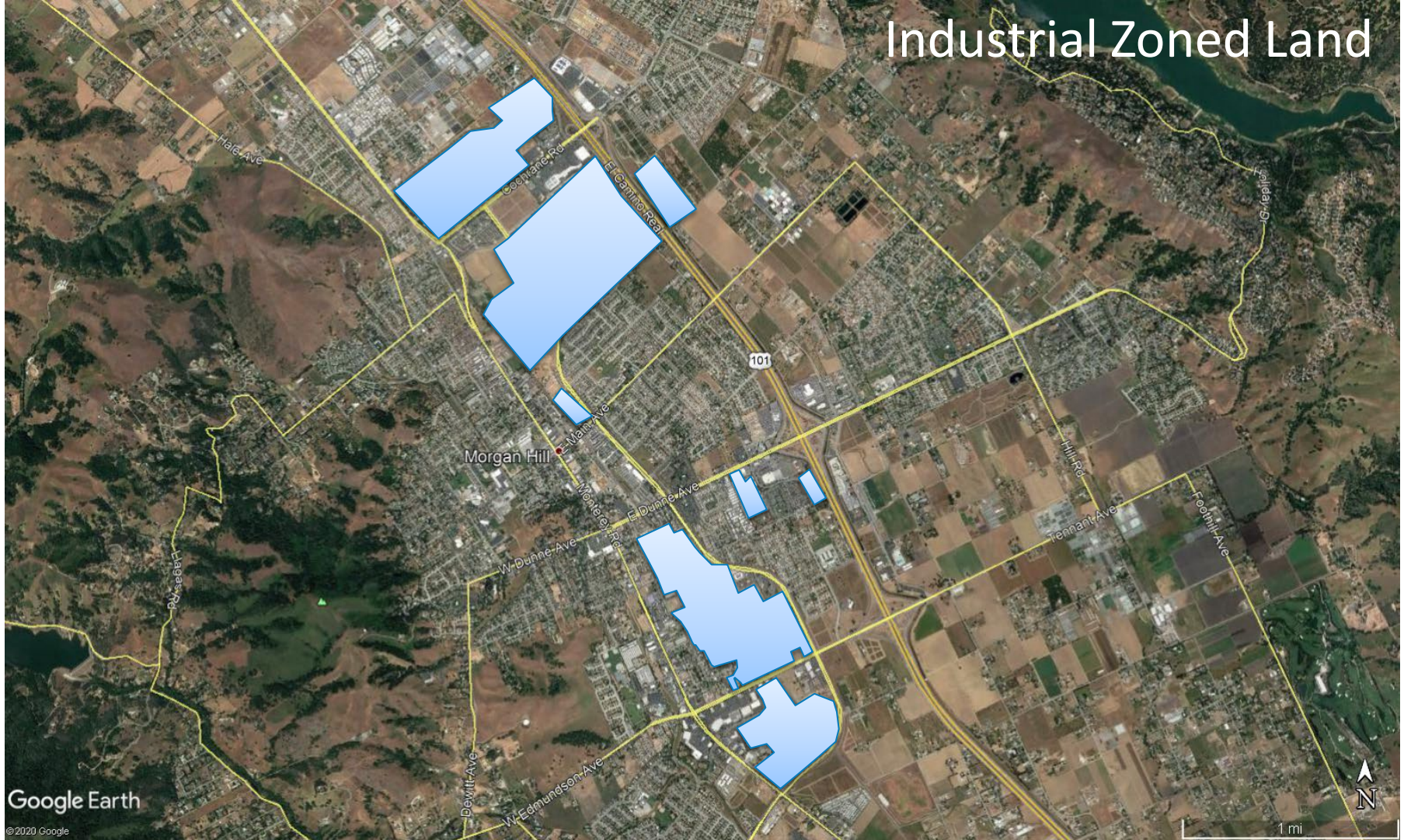
**City of Morgan Hill
City Council
October 28, 2020**



ZONING TEXT AMENDMENT AMENDING CH 18.26

- 1** Land use regulations for industrial buildings
- 2** Design permit review for large projects
- 3** Use Definitions for E-Commerce
- 4** Warehousing and Distribution and Light Fleet-Based Services

Industrial Zoned Land



Google Earth

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1 mi

Industrial Zoned land
that could accommodate
75K+ new development



Industrial Zoned land
that could accommodate
75K+ development and
would be subject to
proposed ordinance



Current Zoning Code

- Includes land use regulations for traditional warehouse (wholesale and business to business), but not direct-to-consumer warehousing (“fulfillment centers”)
- Does not use thresholds to determine what projects are required to go to Planning Commission for site and design review.
- Does not include definitions for e-commerce uses
- Permits local delivery services in all industrial zones regardless of size or intensity

Policy Decisions

- Should the City prohibit large fulfillment centers and/or regional parcel sorting centers?
- Should the City regulate local delivery facilities?
 - If so, should some local delivery facilities be permitted?
 - Should more intense local delivery facilities be subject to a conditional use permit?
- Should design review for large buildings automatically go to the Planning Commission?
 - If so, what constitutes a large building?

Proposed design review regulations

Changes to Design Permit Process in the Municipal Code to require Planning Commission review of large projects.

B. Review Authority.

1. Except as provided below, ~~The~~ the Community Development Director shall review and act on all Design Permit applications.
2. The Community Development Director may refer-elevate any Design Permit application under his or her authority to the Planning Commission for review and final decision.
3. The City Council shall review and act on all Design Permit applications for new City projects (e.g., new municipal buildings, parks) determined by the Community Development Director to be significant in accordance with Subsection D below.
4. Except for new City projects, the Planning Commission shall act on any Design Permit Application for any other projects determined by the Community Development Director to be significant in accordance with Subsection D below.

Significant projects

Any structure of
100,000 SF or more

Any structure 40 feet
of building height or
greater

Any residential
development of 200
units or more

D. Significant Projects.

1. The Community Development Director shall determine whether a project in Subsection C above is significant and thus requires a Design Review permit. When determining if a project is significant, the Community Development Director shall consider:
 - a. The visual prominence of the project when viewed from the public right-of-way and/or private property;
 - b. The project height, mass, and area of site disturbance;
 - c. The type, character, and proximity of adjacent development; and
 - d. The potential of the project to create adverse impacts on adjacent uses or the community at large.
2. Any structure with more than 100,000 square feet of floor area or a building height greater than 40 feet, not including projections allowed by-right under Table 18.56-1, is presumed to be significant for purposes of this Chapter.
3. Any residential development of more than 200 units is presumed significant for purposes of this chapter.
- ~~2.4.~~ The Community Development Director's determination that a project is significant may be appealed to the Planning Commission in accordance with Chapter 18.112 (Appeals).

18-124-050 Industrial Uses

Added definitions
for E-commerce
uses

E-Commerce Distribution.

1. Heavy Distribution. A Fulfillment Center or similar use with a minimum gross 108- floor area of 200,000 square feet and a minimum ceiling height of 24 feet. The Fulfillment Center's primary purpose is storage and distribution of e-commerce products to consumers or end-users, either directly or through a Parcel Hub. Heavy Distribution is prohibited in all zones in the City of Morgan Hill.

2. Parcel Sorting Facilities. Establishments for the sorting and or re-distribution of parcels or products from Heavy Distribution (Fulfillment Centers) to a Parcel Hub via intramodal transit truck to truck.

3. Parcel Hub. A "Last Mile" facility or similar establishment for the processing and/or re-distribution of parcels or products. A Parcel Hub's primary function is moving a shipment from one mode of transport to vehicles with rated capacities less than 10,000 pounds, for delivery directly to consumers or end-users primarily within the Morgan Hill zip code.

- **Parcel Hub, Large.** A parcel hub facility that occupies 75,000 square feet or more in building area.
- **Parcel Hub, Small.** A parcel hub facility that occupies less than 75,000 square feet in building area.

Approach to Definitions

- Looked at numerous City's zoning definitions
- Reviewed Urban Land Institute working paper for nuances in manufacturing, warehouse and distribution definitions
- Communicated with other cities about best practices

Proposed land use regulations



Prohibits large fulfillment centers

Prohibits parcel sorting centers

Identifies areas where parcel hubs (sometimes called last mile delivery centers) to be permitted or conditionally permitted

Warehousing and Distribution						
Warehousing and Distribution, Large	C	C [3]	C [3]	C	P	
Warehousing and Distribution, Small	C	C [3]	C [3]	P	P	
Warehousing and Distribution with Outdoor Storage	C	—	—	C	C	
Heavy Distribution	—	—	—	—	—	
<u>Parcel Sorting Facilities</u>	—	—	—	—	—	
<u>Parcel Hub Small < 75,000 sq. ft.</u>	—	—	—	<u>P</u>	<u>P</u>	
<u>Parcel Hub Large > 75,000 sq. ft.</u>	—	—	—	<u>C</u>	<u>C</u>	

Other proposed changes

Removed “Local Delivery” from the definition of Light Fleet Based Services

- A. Light Fleet-Based Services.** Passenger transportation services, ~~local delivery services,~~ medical transport, and other businesses that rely on fleets of three or more vehicles with rated capacities less than 10,000 pounds. Includes parking, dispatching, and offices for taxicab and limousine operations, ambulance services, nonemergency medical transport, local messenger and document delivery services, and similar businesses. Excludes towing operations (see “Towing and Impound”) or delivery services with two or fewer fleet vehicles on site (see “Business Support Services”).

Other proposed changes

Added “(wholesale)” to Warehousing and Distribution definition

Added “or use” to definition Warehousing and Distribution definition for large and clarified that small Warehousing and Distribution includes facilities where the warehousing is a secondary use that occupies less than 75,000 square feet of building area.

F.J. Warehousing and Distribution. A use engaged in storage, wholesale and distribution of manufactured products, supplies, and equipment to retailers; to industrial, commercial, institutional, farm, or professional business users; or to other wholesalers; or acting as agents or brokers in buying merchandise for or selling merchandise to such persons or companies. Includes merchant wholesalers; agents, merchandise or commodity brokers, and commission merchants; assemblers, buyers and associations engaged in the cooperative marketing of farm products; and bottling works.

1. **Warehousing and Distribution, Large.** A warehousing distribution facility 75,000 square feet or more in building or use area.
2. **Warehousing and Distribution, Small.** A warehousing distribution facility less than 75,000 square feet in building area, or as a secondary/companion use of no more than 75,000 sf ancillary to another activity contained within a larger building area.
3. **Outdoor Storage.** Storage of commercial goods in open lots.

Policy Decisions

- Should the City prohibit large fulfillment centers and/or regional parcel sorting centers?
- Should the City regulate local delivery facilities?
 - If so, should some local delivery facilities be permitted?
 - Should more intense local delivery facilities be subject to a conditional use permit?
- Should design review for large buildings automatically go to the Planning Commission?
 - If so, what constitutes a large building?

Staff's Initial Analysis of Initiative Measure



Initiative Provision Re: Director's Authority

18.08.020 Authority.

The City Council delegates to the Community Development Director and the director's designees the authority to interpret the meaning and applicability of all provisions in the Zoning Code; provided, however that, notwithstanding any other provision of this code, in no event shall any staff employee of the City of Morgan Hill have authority to approve a land use application for a large-Scale Development project which requires environmental review under the California Environmental Quality Act (Public Resources Code Section 21000, et seq., as amended), including without limitation, any application for a "project" (as defined in 14 CCR 15378) requiring discretionary approval as defined in 14 CCR 15357). All such authority having been vested in the City Council of the City of Morgan Hill and/or the Planning Commission of the City of Morgan Hill, as appropriate.

The added language is confusing in this context. The existing language delegates authority to interpret provisions of the zoning code to the Community Development Director. The reference to permit approvals is out of place.

This code section is not related to land use approvals, so it could be missed by someone reviewing Chapter 18.100, which is the chapter that describes the roles of the Director, the Planning Commission and the Council in land use approvals.

Rules of Measurement—Dock High Doors

Chapter 18.12 - Rules of Measurement

18.12.045 - Dock-High-Door-and-Dock-High-Door-to-Square-foot Ratio.

A. Dock-High-Door means an opening to the outside of a building used to interface with trucks for the loading and /or unloading of goods, products, merchandise or wares of any type and where the bottom of the opening is not at ground level but rather elevated by twenty-four (24) inches or more. Dock-High-Doors are used so that the bed of a truck and /or shipping container will match the building slab elevation at the opening. The typical configuration allows a semi-truck to back up to a building and directly align the back doors of the truck with a loading dock door. The elevation of the dock apron, the approach pavement area, is lower than the building slab elevation so that the bed of the truck will match the building slab elevation. The typical offset is forty-eight (48) inches and the typical loading dock door is nine (9) feet wide by ten (10) feet tall. (Dock-High-Doors are also sometimes known as loading dock doors.)

This Chapter of the code is how to measure – the formula for a slope of a lot, where you measure the height of a structure from, how to determine density. As written, all of these entries belong in the definitions chapter or as a development standard within Supplemental Standards.

The dock-high-door definition is clear, but it should not be located under Rules of Measurement. It should be located under definitions.

Rules of Measurement—Clear Ceiling Height

B. Clear Ceiling Height. Distance from the floor to the lowest hanging ceiling member or hanging objects, beams, joists or truss work descending down into a substantial portion of the area. This measure of the interior height of an industrial building defines the minimum height of usable space within the structure. Also known as clear height, clear headway, or clearance.

This definition of Clear Ceiling Height is intended to define minimum ceiling height. It is not intended to calculate a maximum ceiling height.

This definition would be difficult to enforce because leaves room for interpretation about whether a hanging object descends into a substantial portion of an area. For calculating a maximum, we would prefer a more simplified definition.

Rules of Measurement—Large Scale Development



18.12.065 – Large-Scale Development. Large-Scale Development means any development which proposes the construction and/or addition of more than seventy-five thousand (75,000) square feet of new floor area, or a new building or addition to an existing building which is more than thirty-five (35) feet in height.

This definition does not belong in the Rules of Measurement. This language could be added to the definitions.

Staff recommendation incorporates size standards in the thresholds for Planning Commission review.

Standards

Table 18.26-2: STANDARDS.

*

Structure Requirements [2]

*

Notes:

[1] An FAR of 0.6 is allowed for industrial uses. An FAR of 0.5 is allowed for non-industrial uses.

[2] Fulfillment Center structures, as defined in Section 18.124.050, are prohibited per Section 18.92.105.

Table 18.26-2 describes applicable development standards, not permitted or prohibited uses. The use should be identified, then prohibited under Table 18.26-1 to be effective.

Supplemental Standards

Chapter 18.92 - Supplemental Standards.

18.92.105 - Fulfillment Centers
Fulfillment Centers, as defined in Section 18.124.050, are prohibited uses in all Zoning Districts and Overlay Zones in the City of Morgan Hill. Fulfillment Centers lawfully existing prior to the effective date shall not be affected by this section.

A prohibition on a specific use does not belong under Supplemental Standards. It should be under the Land Use Regulations – specifically under Table 18.26-1.

Supplemental Standards are just that - additional development standards for specific uses.

Supplemental Standards

18.108.020 - Administrative Use Permits.

~~C. Review Authority. The Community Development Director takes action on~~
shall review and act on all Administrative Use Permit applications. The community Development Director may refer any Administrative Use Permit application to the Planning Commission for review and final decision other than applications relating to Large Scale Developments; provided, however, that the Community Development Director may refer any Administrative Use Permit application to the Planning Commission for review and final decision. The Planning Commission shall review and act on all Administrative Use Permit applications, which: (1) relate to Large-Scale Developments; and/or (2) are otherwise referred to the Planning Commission by the Community Development Director pursuant to this paragraph.

Administrative Use Permit process. We have proposed an alternative process that requires large projects to go to Planning Commission for site and design review. This will result in greater transparency, and less confusion between permit types.

This section would not apply to an Administrative Use Permit allowed under an existing Planned Development zone or Development Agreement. There are very few uses in the Zoning Code allowed by Administrative Use Permit. Planning Commission spent a lot of time discussing this particular permit during the development of the revised Zoning Code.

Design Review

B. Review Authority.

1. The Community Development Director shall review and act on all Design Permit applications other than applications relating to Large-Scale Developments; provided, however, that the Community Development Director may refer any Design Permit application to the Planning Commission for review and final decision. The Planning Commission shall review and act on all Design Permit applications, which: (1) relate to Large-Scale Developments; and/or (2) are otherwise referred to the Planning Commission by the Community Development Director pursuant to this paragraph.

Large Scale Development is not a use proposed in the land use table. Setting a threshold, whether it be size or number of units, is the standard way to differentiate between Director and Planning Commission approval.

The initiative attempts to establish a threshold through a definition that is not located in the land use classification chapter nor the general terms chapter.

The staff recommendation would achieve the same result by establishing defined thresholds for Planning Commission review.

Fulfillment Center Definition

Fulfillment Center. Any structure, building or other facility that has all of the following three attributes: (1) a floor area of seventy-five thousand (75,000 square feet or greater, and (2) a clear ceiling height of twenty-four (24) feet or greater over more than twenty-five (25) percent of the floor area, and (3) more than one dock-high door per 25,000 square feet of floor area (i.e., a proposed or as built DHDSFR greater than 1:25,000). For purposes of this section, "Fulfillment Center" shall include, but not be limited to, the following structures, buildings, and facilities: distribution center, sortable fulfillment center, e-commerce center, non-sort fulfillment center, transload facility, parcel hub, cold storage facility, short-term storage facility, high-cube warehouse, cross-dock facility, bulk break center, package handling center, order fulfillment center, logistics center or facility. receive center, sortation center, delivery station, specialty facility, last-touch facility, last-mile facility, last-mile distribution facility, city distribution facility, multi-market distribution facility, gateway facility, warehousing center; or any building, structure, or other facility, provided it has all three attributes listed above.

This definition is overbroad in that it is not limited to fulfillment center, or similar distribution uses. Under the initiative, any building that meets the criteria, including existing and potential research and development, manufacturing, and traditional warehouse/office uses, would be defined as fulfillment centers. Conversely, delivery uses that do not meet the criteria would be permitted, regardless of the actual use. While the definition includes a comprehensive laundry-list of similar uses, but that list is not operative or binding independent of the physical characteristics of the building.

This definition creates absolutes, so even an existing business would be unable to apply for an exemption.

Buildings and Dock Doors



Mission Bell



- 103,000 sq ft
- 24 ft clear height
- 6 dock doors (4 dock high)

Known Legal-Nonconforming Under Initiative



Specialized Headquarters



- 312,000 sq. ft.
- 24 feet ceiling height
- Dock doors: 15 (13 dock high)



- 155,520 sq ft
- 24 ft ceiling height
- 12 dock doors (8 dock high)

Sunbasket/Talamo Foods



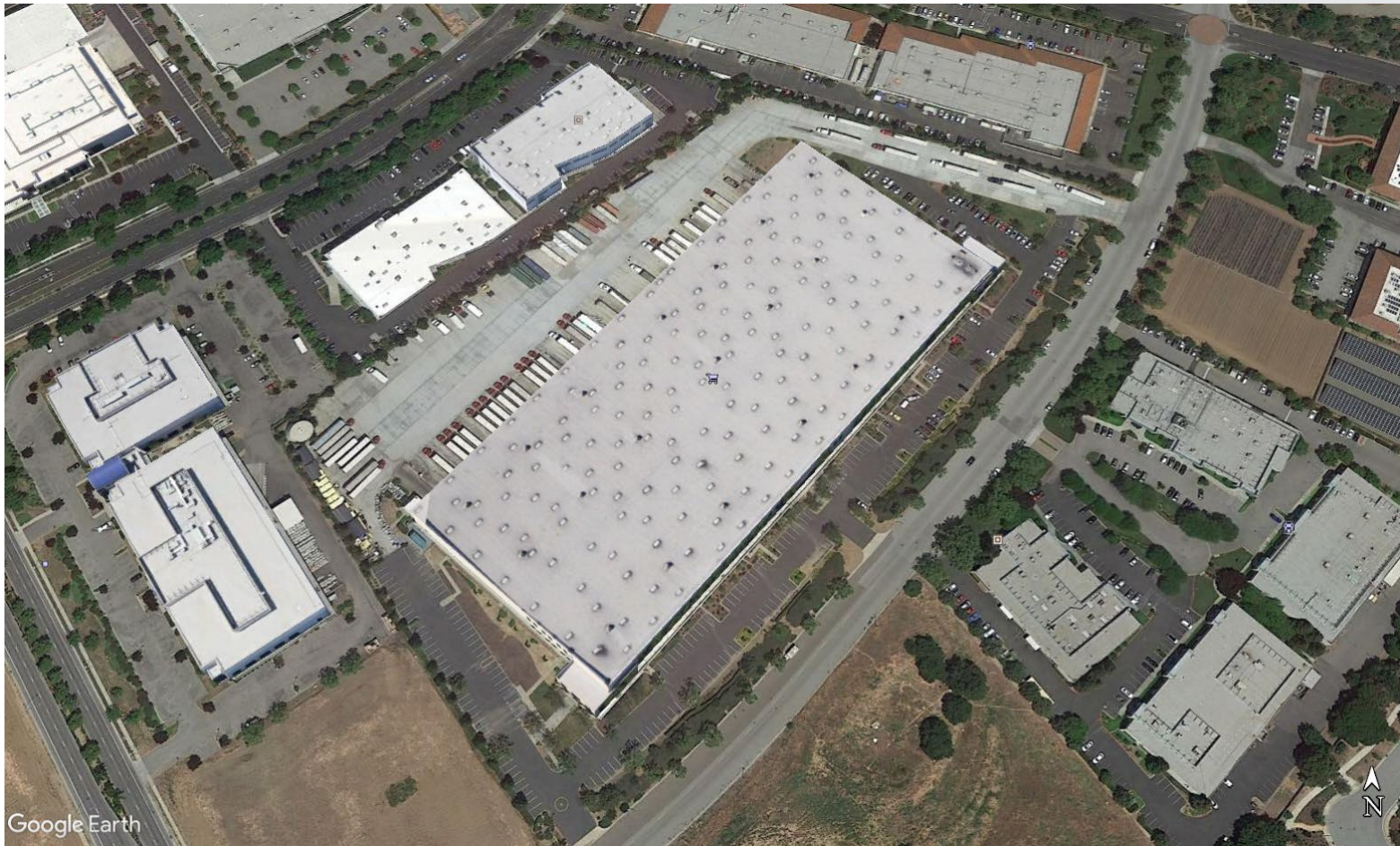
- 126,370 sq ft
- 28-32 ft ceiling heights
- 16 dock doors (12 dock high)

Creative Manufacturing/Pinnacle



- 112,600 sq ft
24-35 ft ceiling heights
- 9 dock doors (6 dock high)

Young's Market



- 286,000 sq ft
- 32 feet ceiling height
- 40 dock doors (40 dock high)

Next Steps



Next Steps

- Address PUD Zoning for Phase I of the Morgan Hill Ranch Business Park
- Develop E-Commerce definitions for commercial zoning districts
- Further refine development standards. Consider regulations to prevent concentration of warehouse/e-commerce uses.

Other Factors and Considerations

- Design standards and articulation
- Landscaping requirements
- Parking ratios
- Set-backs
- Building orientation

Policy Decisions

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