

**PUGET SOUND REGIONAL COUNCIL
2002 Regional Growth Centers Report**

KENT MANUFACTURING INDUSTRIAL CENTER

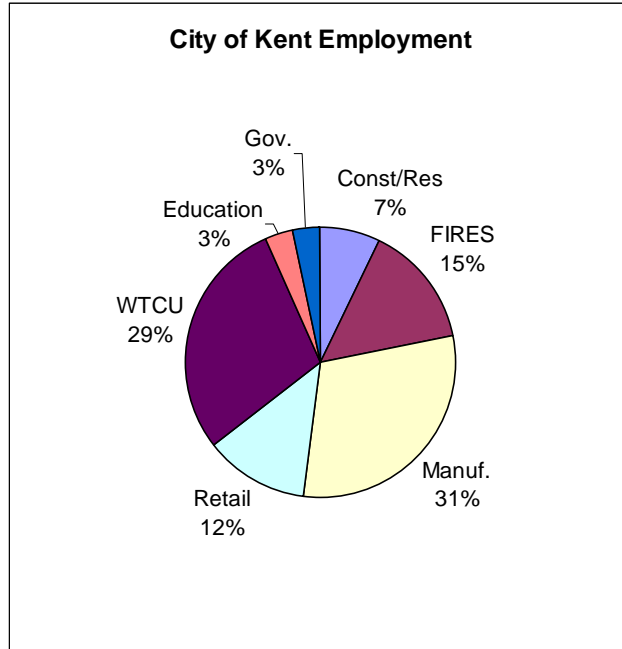
Community Context

The Kent Valley has one of the longest histories of modern settlement in the central Puget Sound region. The first white settlers arrived in 1853, and soon established farms near what is now downtown Kent, which was originally incorporated as a one square mile town in 1890. Over time, the surrounding area experienced a succession of agricultural phases, from early hop and dairy production, to small truck farms just prior to World War II. Commercial logging was also important in the late 19th Century, with the Kent Lumber Company and other sawmills clearing and processing timber from East and West Hill forests. Transportation improvements, including heavy rail lines, the Seattle-Tacoma Interurban Rail Line, and hard-surfaced roadways for automobiles, encouraged the growth of new businesses and residents throughout the Kent Valley and on its surrounding hillsides. By the 1960s, valley lands had become highly attractive to industrial developers due to the flat terrain, the availability of transportation, and the proximity to Seattle, Tacoma, and SeaTac Airport. By the 1970s, warehousing and distribution had become increasingly important as part of Kent's industrial development. In the past few decades, Kent has been transformed from a small, primarily residential and agricultural community into an employment and population center for South King County.

Located midway between Seattle and Tacoma along the Interstate 5 corridor, Kent is the region's sixth largest city with 2000 estimates of 59,331 jobs and a population of 79,524.

Kent City-Wide Snapshot	
Area (square miles)	29.4
Population (2000)	79,524
Population per square mile	2,705
Employment (2000)	59,331
Employees per square mile	2,018
Housing units (2000):	32,488
Employees per housing unit	1.8

Source: US Census Bureau, Washington State Employment Security Department



Employment in the city of Kent is dominated by Manufacturing (31%) and Wholesale trade, Transportation, Communication, and Utilities (29%). Manufacturing and WTCU together provide 60% of all employment for the city. Also, Finance, Insurance, Real Estate, and Services provide 15% of the city's employment. 12% of the city's employment is from Retail sector.

Comprehensive Plan

Kent's Comprehensive Plan, adopted in 1995, was the first full update of the City's planning regulations since 1977. The plan outlines policies for supporting the city's growth in accordance with the Growth Management Act. The citywide plan is organized around a set of 14 broad planning goals, which include detailed policies addressing the following areas: Urban Growth, Transportation, Public Facilities, Housing, Urban Design, Human Services, Economic Development, Natural Resource Industries, Open Space and Recreation, Historic Preservation, Environment, Property Rights, and Permits. Chief among the city's plans for its future is the revitalization of its downtown. The City plans to direct a major portion of its near-term growth into the center.

Working with an interjurisdictional task force in King County, Kent's plan is built upon the 20 year growth target of accommodating 7,520 additional households and 11,500 additional jobs.

See the aerial photo on the following page for a depiction of the Kent Manufacturing Industrial Center.



Manufacturing/Industrial Center Background

The Kent Manufacturing/Industrial Center (MIC) is located in the Kent Valley just north of downtown Kent. The center is generally bounded by SR-167 (Valley Freeway) on the east and south, SW 43rd Street on the north, and West Valley Highway on the west. The Kent center is part of a larger industrial area known as the Kent North Valley Industrial Area. The larger industrial area consists of over 6 square miles, with over 35,000 employees in Kent alone. The Kent MIC (covering 2,355 acres, or about 3.7 square miles) comprises about the eastern half of the Kent North Valley Industrial Area. The Kent MIC is planned and zoned for more intense development than the remainder of the larger Kent industrial area.

The Boeing Company is a major property owner and business presence on industrial lands immediately west of the Kent MIC. Boeing's Kent Space Center and 240-acre Pacific Gateway Business Park are located just across West Valley Highway.

Manufacturing Industrial Center Planning and Implementation

Vision 2020 includes policy support for coordinated planning in the region's manufacturing/industrial centers. Appendix 1 ("Center Characteristics and Descriptions") of the plan includes the following language addressing these centers:

Manufacturing/industrial centers are major, existing regional employment areas of intense, concentrated manufacturing and industrial land uses which cannot be easily mixed at higher densities with other uses. To preserve land at these centers for manufacturing, industry and related uses, large retail uses or non-related offices are discouraged. Provision of adequate public facilities and services, including good access to the region's transportation system, is very important to the success of manufacturing/industrial centers.

In 1992 the city of Kent formally designated its manufacturing/Industrial Center, stating the center would be a concentration of manufacturing land uses and employment, and would be served by transit. The city established a target of 10,000 employees and designated the center in its comprehensive plan. The center boundaries are shown on the Land Use Plan Map (Figure 4.7 of the comprehensive plan). The plan includes the following goals and policies which support the center: define the boundaries of the center to encompass the most intensive manufacturing and warehouse uses; ensure the boundaries reflect accessibility to truck and rail corridors; limit non-manufacturing uses in the center; provide transportation and utility infrastructure to accommodate high-intensity manufacturing uses in the center; preserve land for manufacturing and related uses; and enhance transit service to and within the center. The city has not prepared a specific sub-area plan for its manufacturing/industrial center.

Population, Housing, and Employment

Population, housing, and household data were derived from the 1990 and 2000 censuses. The Kent MI center experienced a slight increase in population and a drop in housing units and households over the past 10 years. Between 1990 and 2000 the center's population grew from 190 to 197, housing units declined from 109 to 78, and the number of households decreased from 103 to 75. Population density increased slightly over the decade, from 62 persons per square mile in 1990 to 64 in 2000. Housing unit density dropped for the period, from 35 to 25 units per square mile. And household density dropped, from 33 per square mile in 1990 to 24 in the year 2000. With the number of housing units declining and employment growing over the 1990-2000 period, the ratio of jobs per housing unit increased strongly, from 128 jobs per housing unit in 1990 to 207 jobs per housing unit in 2000. Given the city's policy

focus and objectives for its manufacturing/industrial centers, these trends are positive. Residential uses are generally discouraged in the Kent Manufacturing Center, since they are adversely affected by industrial activity.

Department of Employment Security data were used to evaluate employment trends in Kent center. Between 1995 and 2000 employment in the center increased by 16%, from 13,931 to 16,164. In the year 2000 half these jobs were in the wholesale, transportation, communication, and utilities sector, while just under 35% were in the manufacturing sector. The remaining 15% were split between construction (8%), services (5%), retail (1%), and other (1%).

King County's Countywide Planning Policies established a goal of 10,000 employees for each manufacturing/industrial center. The Kent MI center had achieved this level before the year 1990, and has now exceeded the goal by 60%.

Manufacturing/Industrial Center Population, Housing, and Employment		
	1990*	2000
Population	190	197
Persons per square mile	62	64
Housing units	109	78
Housing units per square mile	35	25
Households	103	75
Households per square mile	33	24
Employment	13,931	16,164
Employees per square mile	4,526	5,251
Employees per housing unit	127.81	207.23
* Employment data is for 1995		

Source: U.S. Census (1990, 2000), Washington State Department of Employment Security, Puget Sound Regional Council

Manufacturing/Industrial Center Employment by Sector	
Services	4.8 %
Retail	1.0 %
FIRE	0.1 %
WTCU	51.3 %
Manufacturing	34.6 %
Government/education	0.3 %
Construction/resources	7.9 %

Source: Washington State Department of Employment Security

Land Use, Character & Urban Form

The Kent center has 55 blocks, each with about 36 acres. The center is composed primarily of one story manufacturing and warehouse. Kent center includes 458 parcels covering some 1,651 acres, with an average parcel size of 3.6 acres.

Manufacturing/Industrial Center Character and Urban Form	
Total area (acres)	1,970
Number of blocks	55
Average block size (gross acres)	35.8
Number of parcels	458
Average parcel size (net acres)	3.6
Road network (linear miles)	21.6
Freight railroad network(linear miles)	11.4

Source: King County Assessor, Puget Sound Regional Council

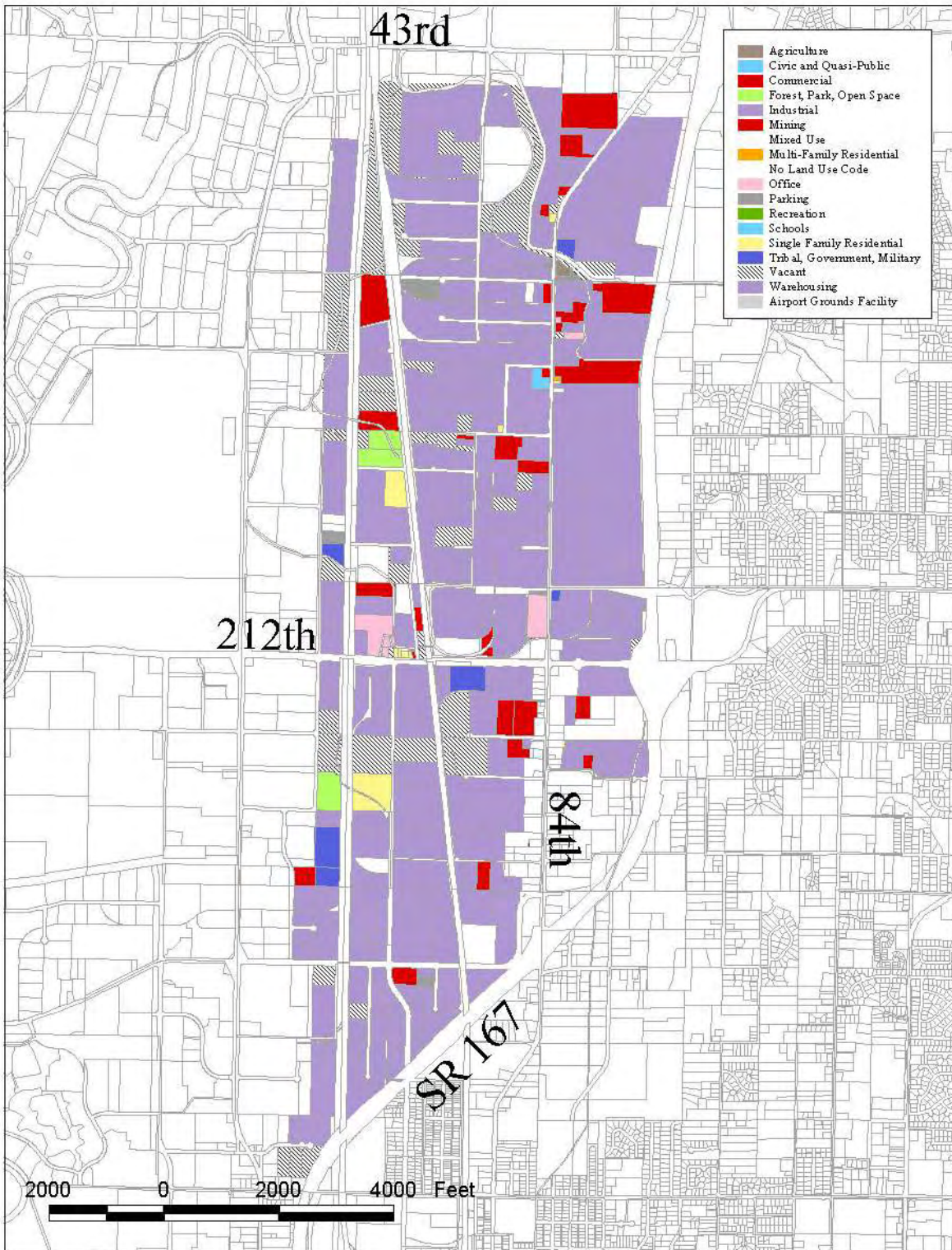
Developable land contained in parcels makes up 70% of the center's total land area. The road network in Kent center consists of nearly 22 miles of streets, while the center is served by 11.4 miles of freight railroad tracks. These include tracks owned and operated by Union Pacific railroad and Burlington Northern Santa Fe Railway. Current land use information was obtained from King County assessor's office records. Current land use in Kent Manufacturing/Industrial Center is predominantly warehousing, with industrial use comprising 13% and commercial uses accounting for another 7%. The remaining 23% of the center contains a mix of open space, office, residential, government/military, and vacant areas.

Kent Manufacturing/Industrial Existing Land Use	
	Percentage
Agriculture	0.06%
Civic/Quasi-public	0.11%
Commercial	6.93%
Parks/Open Space	0.79%
Industrial	13.06%
Residential – Multi Family	0.13%
Office	0.95%
Parking	0.53%
Residential – Single Family	1.26%
Government/Military	1.86%
Unknown (No Data)	5.42%
Vacant	11.39%
Warehousing	57.52%
Total	100%

Source: King County Assessor's Records, Puget Sound Regional Council

See the map on the following page for a depiction of current land uses in the the Kent Manufacturing Industrial Center.

Kent Manufacturing Center (Current Land Use)



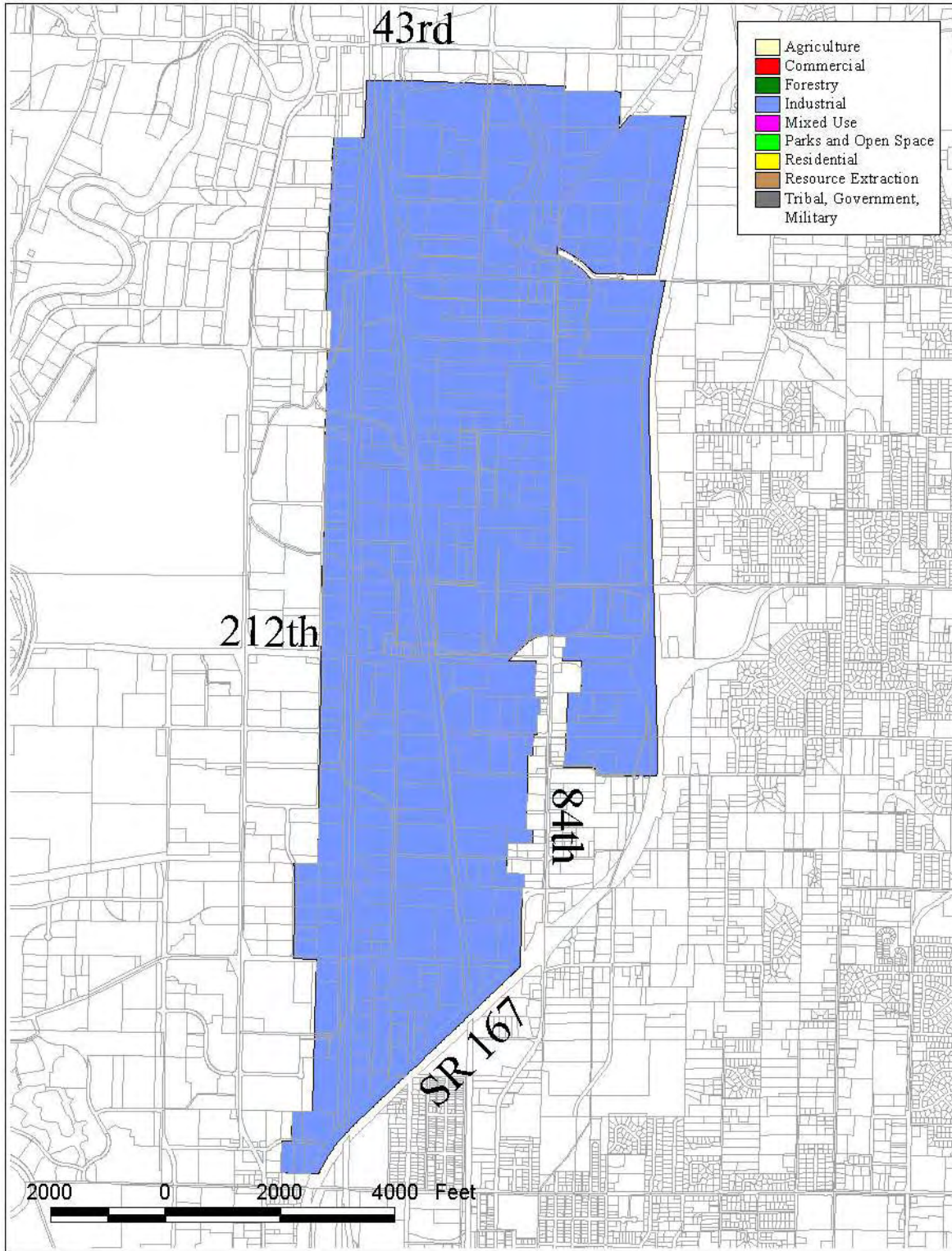
Planned future land use was derived from the land use element of the city of Kent’s comprehensive plan, which designates the entire Kent manufacturing/industrial center for manufacturing use. The center will contain intense manufacturing and warehouse uses with access to truck and rail corridors. The City of Kent intends to improve its manufacturing base by not only defining and preserving areas to serve as its economic and employment core, but by creating better access in terms of commuting and transporting goods. Its policies for manufacturing and industrial areas discourage and limit land uses other than manufacturing and warehouse in the area designated as its Manufacturing Industrial Center.

See the map on the following page for a depiction of planned future land uses in the Kent Manufacturing Industrial Center.

Kent Manufacturing/Industrial Future Land Use	
	Percentage
Industrial	0.01%
Manufacturing Center *	99.99%
Total	100%
* This designation is to preserve land in this area for intensive manufacturing and warehouse uses as well as to provide accessibility to truck and rail corridors.	

Source: City of Kent Comprehensive Plan (1995)

Kent Manufacturing Center (Future Land Use)



Transportation and Access

The Kent MIC has good highway access and is well served by freight rail facilities. The Valley Freeway (SR-167) provides major north-south roadway access to and within the center, with interchanges at S. 212th Street near the north end of the center, and at Central Avenue N. near the south end. SR-167 includes four general purpose freeway lanes plus two high occupancy vehicle (HOV) lanes. Other major highways and streets serving the center include East Valley Highway, West Valley Highway, 76th Avenue South, and 84th Avenue South. East-west access is provided by South 228th Street, South 212th Street, South 196th Street, and SW 43rd Street.

While Sound Transit's Sounder Commuter Rail line runs through Kent MI center, the Kent Sounder Station, which opened for service in 2001, is located south of Kent center, at 301 Railroad Avenue, just south of James Street. Three north-south rail lines serve the Kent center: two parallel Burlington Northern lines run through the middle of the site, while a single Union Pacific line is located along the western edge of the center.

The manufacturing industrial center is served by 5 separate transit routes, which operate an average AM peak frequency of one bus approximately every 32 minutes. There are no transit station areas within the Kent center. The closest is the Kent Sounder commuter rail station located on Railroad Avenue about ½ mile from the center's southern boundary.

Kent Manufacturing Industrial Center Transit Routes and Frequencies (AM Peak Period)			
Item	Route #	Destination	Freq
1	150	Seattle-Kent	16.00
	150	Auburn-Kent	30.55
2	153	Renton-Kent	30.00
3	154	Boeing	60.00
4	167	UW	26.00
5	160	CBD	30.00
			32.09

References and Contacts

City of Kent Comprehensive Plan (1995)
Commuter Rail Station Area Study (2000)

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