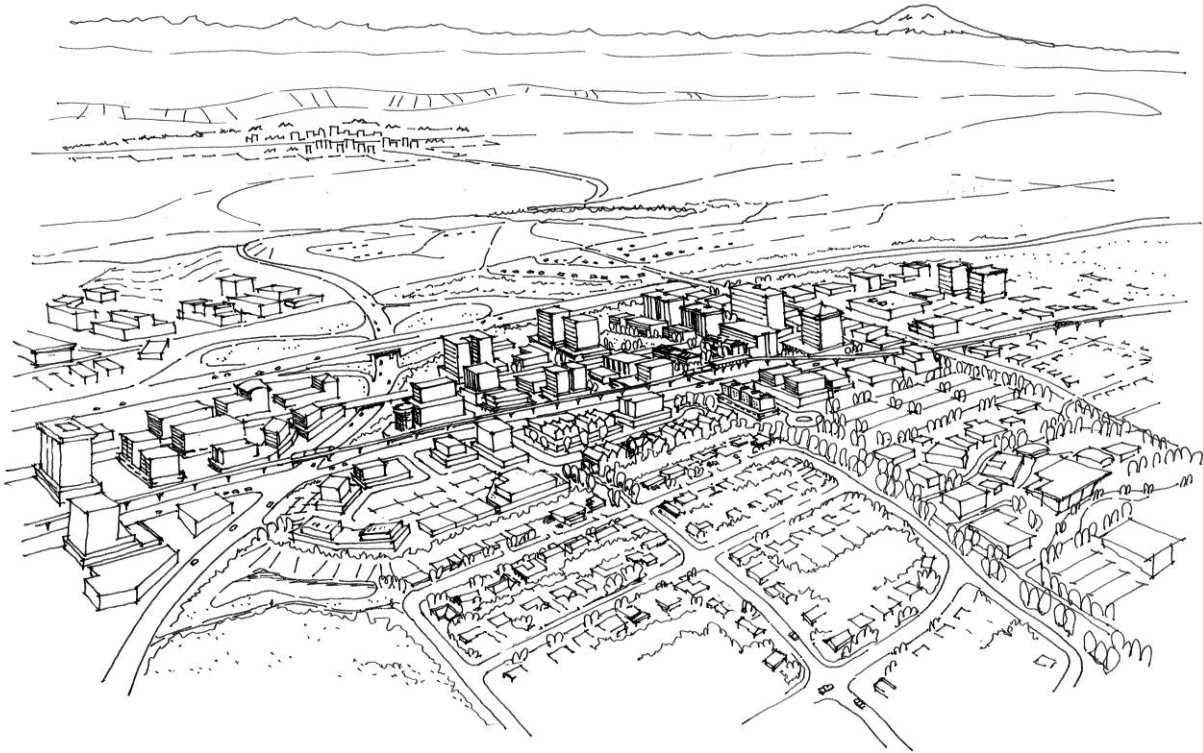


City of Kent  
**Midway  
Subarea Plan**



# City of Kent **Midway Subarea Plan**



Ordinance No. 4009 Adopted December 13, 2011  
By Kent City Council

City of Kent  
220 Fourth Avenue South  
Kent, WA 98032

# ACKNOWLEDGEMENTS

## **Mayor**

*Suzette Cooke*

## **Chief Administrative Officer**

*John Hodgson*

## **City Clerk**

*Brenda Jacober*

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*Elizabeth Albertson*

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*Les Thomas*

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*Steve Dowell*

*Aleanna Kondelis-Halpin*

*Navdeep Gill*

*Barbara Phillips*

## **Former Land Use & Planning Board Member**

*Alan Gray*

## **Economic and Community Development**

*Ben Wolters, Director*

*Charlene Anderson, AICP, Planning Manager*

*Gloria Gould-Wessen, AICP, Planner Project Lead*

## **All City of Kent Departments**

### **CITY OF DES MOINES**

## **City Council**

*Bob Sheckler, Mayor*

*Dave Kaplan*

*Carmen Scott*

*Dan Sherman*

*Scott Thomasson*

## **Des Moines Planning Agency**

*Cass Prindle*

## **Des Moines Staff**

*Tony Piasecki, City Manager*

*Grant Fredricks, Planning, Building & Public Works Director*

*Denise Lathrop, AICP, Planning Manager*

*Steve Schenzel, GIS Coordinator*

## **Stakeholder Participants**

*Norman Abbott, Puget Sd Regional Council*  
*Pete Babington, Highline Community College*  
*Jack Birmingham, Highline Community College*  
*Sarah Campbell, Key Bank*  
*Katie Chalmers, King County Metro*  
*Matthew Chan, Sunway Services*  
*Eric Chipps, Sound Transit*  
*Doug Corbin, Puget Sound Energy*  
*Susan Everett, WSDOT*  
*David Goldberg, Sound Transit*  
*Dennis Hartwick, City of SeaTac*  
*David Hoffman, Kent Bicycle Advisory Board*  
*Kathi Jones, The Lakes Nghbrhd Assoc*  
*Scott Kirkpatrick, Sound Transit*  
*Bob Larson, Clearpath, LLC*

*Jack Latteman, King County Metro*  
*Bob Loeliger, West Hill Nghbrhd Council*  
*John Muscatel, Dollar Store*  
*Bridget Myers, Salt Aire Hills Nghbrhd Assoc.*  
*James Peyton, Highline Community College*  
*Melvin Roberts, Kent Bicycle Advisory Brd.*  
*Steve Rodrigues, Olympic Forum*  
*Michael Scarey, City of SeaTac*  
*Rod Sheffer, Highline School District #401*  
*Scott Thomson, Strider Capital Mgmt Group*  
*Tom Washington, WSDOT*  
*Randy Welk, Fred Meyer*  
*Sam Wentz, WA. State Dept. of Commerce*  
*Larry Yok, Highline Community College*

## **Developers Forum Participants**

*Dawn Banfield, West Hill Community*  
*Peter Battuello, Parametrix*  
*Catherine Benotto, Weber Thompson*  
*Brad Corner, Property Owner*  
*Robert Cryan, Cryan Properties LLC*  
*Chester Dorsey, Auto Salons*  
*Kurt Easthouse, Parametrix*  
*Steve Fuller, Parametrix*  
*Mark Gulbranson, Puget Sd Regional Council*  
*Ryan Hitt, Tarragon*  
*Andrea Johnson, Highline School District*  
*Lim Hau Kim, Property Owner*  
*Andy Langsford, Venture Real Estate*

*Tory Laughlin-Taylor, Hsg Resources Grp*  
*Dorothy Lengyel, DASH/Univ Hts Comm Ctr*  
*Bruce Lorig, Lorig Associates*  
*Alex Martinac, CBRE Real Estate*  
*Sean McDonald, City of Seattle Public Utilities*  
*Dallas Radford, Greenfield Park Community*  
*Dan Rosenfeld, Urban Partners*  
*Robert Slattery, Mondo Land Development*  
*Brian Steinburg, Weber Thompson Architects*  
*Rich Wagner, Baylis Architects*  
*Karen Williams, Housing Dev. Consortium*  
*Gary Young, Polygon NW*

## **Consultant Team**

*Cascade Design Collaborative*  
*Berk and Associates*  
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# MIDWAY SUBAREA PLAN



## Chapter One

### **INTRODUCTION**

The Midway Subarea Plan (the Plan) conveys a range of actions that prepares the area for future high capacity light rail transit. The Plan illustrates the potential of Midway and is intended to inform decisions of public and private entities. The implementation of the Plan will be through design guidelines, development regulations and incentives, capital investments, and other public and private strategies along the transportation corridor of Pacific Highway South and for the transit nodes. Kent will complete a Planned Action Ordinance to encourage redevelopment in the area, most particularly around the light rail transit station node anticipated to be located in the vicinity of Highline Community College.

The Midway Subarea (the Subarea) contains the commercial spine for Kent's West Hill residents, as well as residents from the City of Des Moines. The shared geography and common interests in the future of

Midway prompted leadership from both communities to engage in a collaborative visioning effort, called *Envision Midway*, which resulted in the Midway Subarea Plan. The City of Des Moines is developing a similar document. Together these planning documents will guide the cities in creating regulations that are consistent and that will facilitate future redevelopment, particularly for property owners east of Pacific Highway South (SR-99). The overall thrust of the Plan is a new direction toward a walkable compact community, consisting of a mix of uses that thrive in an economically and environmentally sustainable future supported by high capacity transit. The existing highway commercial corridor will continue to support retail and burgeoning light industrial uses while accommodating pedestrian and transit users.

This document contains the following sections: Introduction of the Plan's purpose, with an overview of the Subarea and history of development patterns; Existing Conditions of the environment, demographics and economics, community services, and growth forecast; The Vision starting with a look into the future followed by details of the public outreach process and the results; and Framework for Midway which includes the policies and goals for the Midway Subarea.

## **Purpose**

### **Envision Midway Mission Statement**

*To transform the Midway community into a sustainable urban area which enhances commercial development and optimizes its geographic location, wide range of transportation options, educational institutions, and views.*

The prospect of high capacity light rail transit prompted the Cities of Kent and Des Moines to undertake a major planning effort called '*Envision Midway*'. The mission and goals of *Envision Midway* were established collaboratively by the City Councils of the two cities and guided extensive public involvement. The outcomes from the visioning efforts of *Envision Midway* guided the Plan.

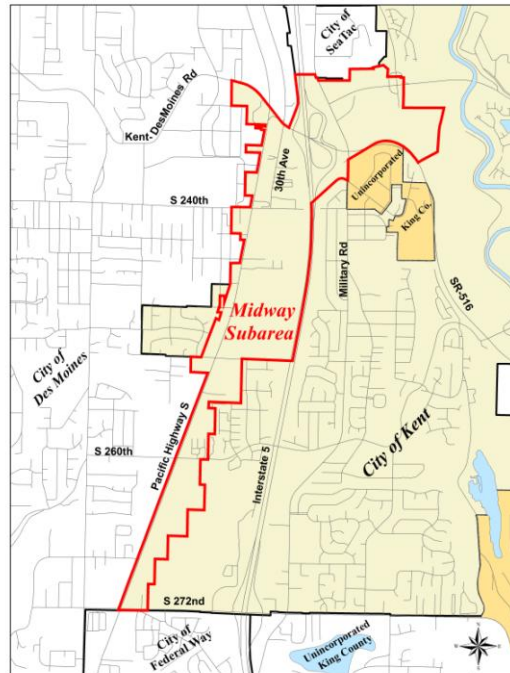


## **Envision Midway Goals**

- 1. Provide a mix of land uses that increase revenues, job opportunities, and housing choices.*
- 2. Reconcile development standards along the border between the Cities of Kent and Des Moines to be consistent and reflect the vision for the study area.*
- 3. Provide for public participation in the development of land use policies, development regulations, and implementation strategies within the study area.*
- 4. Provide appropriate land uses and regulations that support Bus Rapid Transit within the Pacific Highway corridor.*
- 5. Identify preferred alignments for light rail and the associated station and stop locations within Kent and Des Moines.*
- 6. Ensure design that provides a safe and inviting pedestrian environment.*

## **Overview**

Midway is located along the extreme western portion of Kent along a north/south ridge line sandwiched between the Duwamish/Green River Valley and Puget Sound. The Subarea abuts the City of Des Moines along the entire western border. It also shares boundaries with the Cities of SeaTac and Federal Way, and Unincorporated King County. The Subarea is bound to the north by SR-516 (a.k.a., Kent-Des Moines Road) and to the south by South 272<sup>nd</sup> Street. Generally the landscape is gently rolling with the highest point located in the northern third of the Subarea, affording the potential to capture views of Puget Sound and the Olympic Mountains to the west, and views of the Kent Valley, Mt. Rainier and Cascade Mountains to the east.



The name 'Midway' was a marketing tool devised in the 1930s to denote the area's location halfway between Seattle and Tacoma. Location remains a key asset for Midway. It is less than 5 miles south of Seattle-Tacoma International Airport. There is direct access to Interstate-5, connecting to Seattle, Tacoma and beyond. The Kent industrial valley is located minutes away off SR-516, as are recreational opportunities of golf, ice skating, and entertainment at the ShoWare Center. To the west is the City of Des Moines' large marina and beach park along Puget Sound. Completion of the I-5 – SR-509 Corridor Completion and Freight Improvement Project will link the Port of Seattle to Midway.

### **History of Development**

Highway 99 (a.k.a. Pacific Highway South or SR-99) defines Midway. Back in the 1930s and 1940s, the new highway brought people from around the region to the Spanish Castle (located at the intersection of SR-99 and Kent-Des Moines Road [SR-516]) for a night out with Gordon Green's Orchestra. The Spanish Castle continued operating into the late 1960s where it became a place for teens to dance to local bands like The Wailers, Paul Revere and the Raiders, Sonics and national acts like Jerry Lee Lewis and the Beach Boys. Jimi Hendrix played there as a teenager and later wrote Spanish Castle Magic, a hit in the 1960s. Another icon was the Midway Drive-in Theater which operated from the 1940s to the mid-1980s. The huge neon sign on the back of the gigantic screen was as iconic regionally as the Hollywood sign in Los Angeles. Once closed, the drive-in theater became an off-site parking lot for Highline Community College students and on weekends a huge flea-market.



The Midway area has constantly been evolving. Many of the historic motels and small businesses that once served the weary traveler have made way for a newer auto-oriented development, namely strip malls and big box stores with large expanses of parking. Along with the typical auto-oriented retail shopping areas, there are light industrial

operations, outdoor storage yards, long-haul truck sales and service, mobile home parks and a couple of small apartment complexes. Highline Community College (HCC) is tucked behind the commercial corridor in the City of Des Moines and is a major presence serving 18,000 students and providing 1,200 jobs. Recently HCC completed a master plan to grow the campus in partnership with Central Washington University. There are two (2) closed landfills located in the Subarea (i.e., Midway and Kent Highlands Landfills) that are being prepared for reuse and redevelopment by the property owner, City of Seattle Public Utilities (SPU).

## **The Present**

A new wave of redevelopment in Midway started in 2006 when Kent (along with adjacent cities) completed the Pacific Highway Rehabilitation Project. Kent invested \$21 million dollars to build sidewalks, pedestrian scale lighting and a redesigned left-turn lane that



gives way to a planted median, turning SR-99 into a safe and attractive roadway. Two (2) HOV lanes were added to the existing five (5) lane highway for the purpose of accommodating King County's "Transit Now" program and its Bus Rapid Transit (BRT) system. Beginning in October 2010, BRT uses technology to provide a fast and reliable transit system that connects riders with the SeaTac Airport Light Rail Station. One of the first redevelopment projects was a Lowe's Home Improvement superstore where the old Midway Drive-in was located. Fred Meyer at South 252<sup>nd</sup> Street remodeled their existing store. Both projects constructed additional retailing space that abuts the highway for a more pedestrian-friendly atmosphere. Three-story office buildings have been constructed – one to accommodate Highline Community College and the other housing the Carpenters Union.

The catalyst for the next phase of development in Midway will be the expansion of Sound Transit's light rail service south from Seattle-Tacoma International Airport. Funding to expand light rail to 55 miles was approved by Central Puget Sound voters in November, 2008. The

additional 36 miles will extend rail north from Seattle to Lynnwood, east to the Redmond Overlake Transit Center, and south from the SeaTac Airport Station to Star Lake/Redondo Transit Center located at South 272<sup>nd</sup> Street. Expansion of the southern route is expected sometime in the next 10 to 20 years.



## Chapter Two

### **EXISTING CONDITIONS**

A thorough examination of existing conditions is essential to understanding opportunities and challenges in the Subarea. This section examines the environmental conditions, followed by demographics and economic conditions, overview of community services, and concluding with growth forecasts.

#### **Environmental**

The Subarea is largely developed, but there are areas that are restricted from development due to steep slopes, wetlands, or undevelopable closed landfills. Generally, the Subarea sits at a high point of a gently undulating ridge that is contained by Puget Sound approximately one mile to the west and the Kent Valley to the east. The steep slopes and unstable soils on the northeastern edge of the Subarea have constrained development and this area remains wooded with predominately deciduous second growth trees. The topography of the Subarea provides view opportunities in some locations. There are two (2) large former landfills that provide a sense of open space due to the open grassy fields and undeveloped nature of these properties. The Midway Landfill is surrounded by development and can be seen from I-5. The Kent Highlands Landfill, however, is contiguous with the wooded steep slopes on the eastern edge of the Subarea and adds to a relatively large habitat.



There are natural open spaces within the Subarea that contain wetlands and are a part of the Puget Sound and Green River Watersheds. The flows of these watersheds are illuminated by their names and contain two (2) basins related to the Midway Subarea (see Figure 1 – Midway Subarea Drainage Basins and Existing Wetlands).

The Puget Sound Watershed is located west of SR-99 to South 240<sup>th</sup> Street where it runs to the east, taking in the subarea to the south.

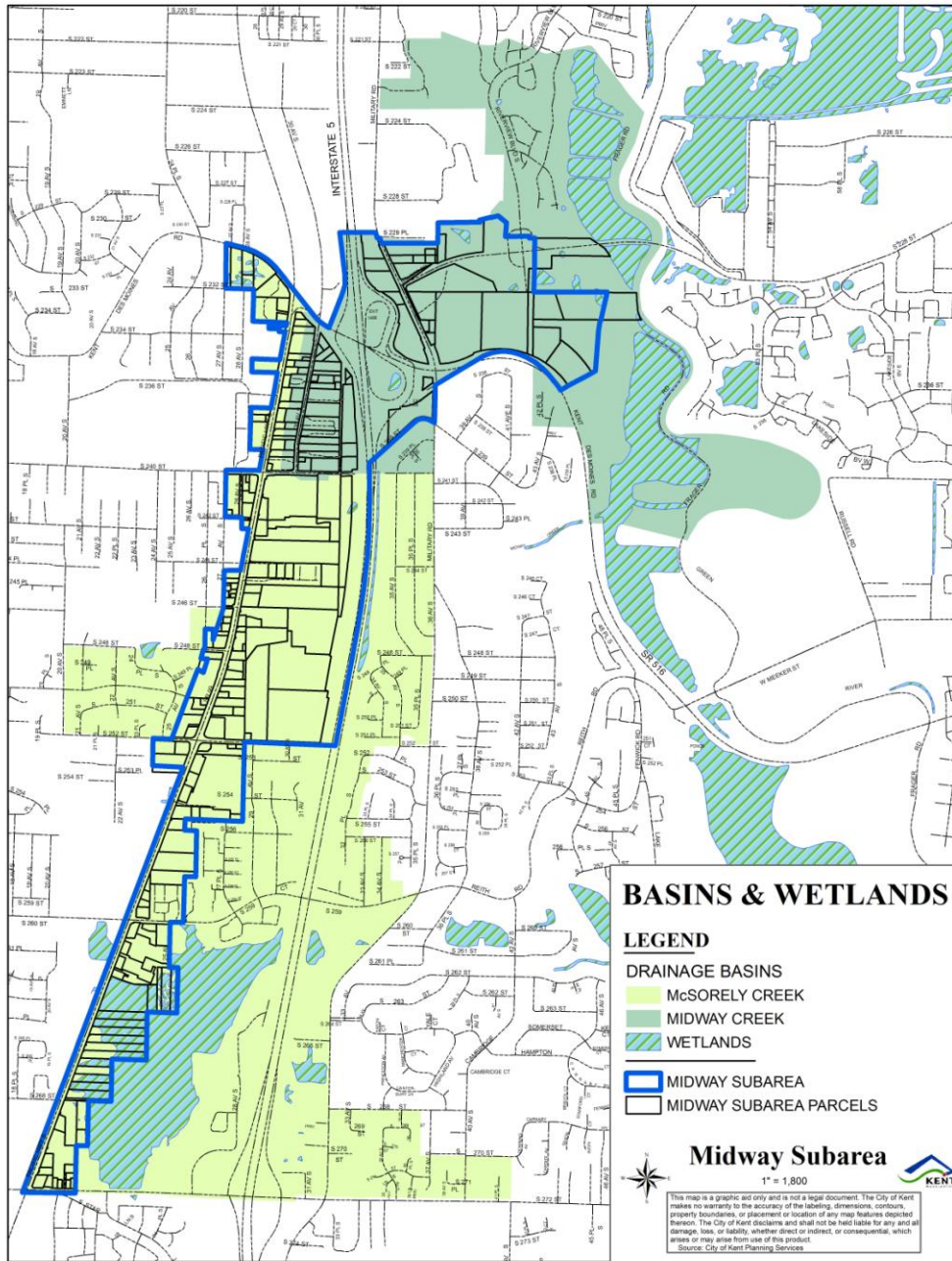


Figure 1: Drainage Basins and Inventoried Wetlands.

Within this watershed is the McSorley Creek Drainage Basin consisting of 811 acres with 25.7% (~209 acres) as impervious.<sup>1</sup> There is one wetland in the Subarea located off SR-516 that is considered the headwaters of Massey Creek and flows into Puget Sound. A rather large wetland (> 114 acres) is located just outside the Subarea along the southeastern corner. It is the headwaters for McSorley Creek and flows through Saltwater State Park into Puget Sound. Both are wooded wetlands. The Green River Watershed is located east of SR-99 to South 240<sup>th</sup> Street and then continues south generally along the east side of Military Road. This watershed contains the Midway Creek Drainage Basin which consists of 933 acres with 34.6% (~ 35 acres) as impervious. At the base of the Kent Highlands Landfill are associated wetlands; however, they are outside the Subarea.

Pacific Highway South (SR-99) runs through the Subarea and Interstate-5 flanks much of its eastern border. Seattle-Tacoma International Airport is located 4 miles to the northwest. The noise and pollution from the various modes of transportation moving through the Subarea have an impact. Other pollutant sources are the closed landfills. Seattle Public Utilities have created and implemented a mitigation plan for the toxins within the landfills, and the United States Environmental Protection Agency has not yet taken them off the National Priorities List of hazardous waste sites. Additional properties within the Subarea have been identified on State and Federal brownfield lists. To date, there has been no assessment or testing of these additional properties to better understand their status as brownfields.

## **Demographics and Economics**

South King County plays a major role in the economic vitality of the Puget Sound Region, and the City of Kent is a large contributor to that prosperity. However, economic and demographic information specific to the Subarea is limited. Demographic information is available from the 2000 U.S. Census and the area's economic vitality can be assessed from business license data. This section attempts to provide an understanding of the demographics and economics of the Subarea.

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<sup>1</sup> City of Kent Surface Water Design Manual – Storm Drainage Service Area, 2002.

The City of Kent recently participated in a study that looked at growth rates of key economic indicators as well as housing affordability and employment demographics.<sup>2</sup> The analysis collected 2008 economic and financial statistics from business databases as well as state and local government records and compared the South King County region as a whole to all of King County and the State of Washington. The data on Kent represent true growth rather than growth as a result of annexations. The following provides a profile of the City of Kent based on specific indicators, along with information on Midway from the 2000 U.S. Census.

### **Population Trends**

Kent is the sixth largest city in the State and the third largest city in King County with an estimated population of 114,000 (in July 2010). In 2008, South King County was home to 25.9% of the total population in King County. Between 2006 and 2008, Kent's population grew by 1.55%. During the same time, King County's population grew by 2.66%. The median age for residents in Kent is 34.91 years.

Based on the 2000 Census, the median age in the Subarea was 31.8 years. There is a high percentage of families with young children living in the Subarea. As the population in Kent has grown, one of the most notable changes has been an increase in ethnic diversity. As often occurs with the settlement patterns of recent immigrants, there are concentrated communities of kinship and social networks. The Subarea is home to a growing Latino population. The Hispanic/Latino population citywide is approximately 7-8% of the total population, and nearly 20% within the Subarea.

### **Housing Types and Values**

In 2008, Kent had 36,045 housing units. Kent grew between 2006 and 2008 by 0.43% with single-family units growing at an annual rate of 1.34%. During the same time, King County was adding housing at an annual rate of 0.63%. The percent of owner occupied housing units (46.7%) and renter occupied housing units (49.08%) in 2008 is skewed to rental units, which include apartments, rented condominiums and single-family homes.<sup>3</sup> New construction of multi-

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<sup>2</sup> South King – North Pierce County Economic Region ECONOMIC ANALYSIS & STATISTICAL PROFILE, Hebert Research, Incorporated September 2008.

<sup>3</sup> These statistics do not include mobile home ownership.



family housing units in Kent (0.15%) is very slow compared to South County as a whole (4.59%). The median value of all owner-occupied housing units in the City of Kent was \$281,566 in 2008.<sup>4</sup>

Although there is significant single-family housing to the east and west, there is little housing within the Subarea itself, and all could be considered affordable. There are seven (7) mobile home parks with 238 spaces for mobile homes or recreational vehicles and eleven (11) associated apartments. There are six (6) apartment complexes consisting of 131 apartments. And there are seventeen (17) single-family homes, some of which are used for housing and others used for business.

### **Household Income and Jobs**

In 2008, Hebert Research conducted a review and analysis of economic conditions for South King County. The average mean household income within South King County increased between 2000 and 2008 from \$56,104 to \$66,000, roughly 2.2% annually. As of 2008, the City of Kent's average mean household income was \$62,475, slightly lower than the overall average for South King County. The share of total population in Kent that is of working age (i.e., 16-64) was 67%, similar to South King County's working age population of 66.7%. The number of jobs per working-age person in Kent is 1.27, a little higher than the average for South King County at 1.22 jobs per person. In 2007, there were 76,758 jobs in Kent with 28% of those jobs in the manufacturing sector.

Based on the 2000 U.S. Census, the median household income in the Subarea was \$27,284 while the median household income in the City of Kent was \$46,046. The number of Subarea households living below poverty level in 2000 was 34.6% while in the State of Washington it was 7.6%.

The employment sector within the Subarea is dominated by retail and composed of mainly small businesses (with the exception of Lowe's and Fred Meyer). A small segment of employment is manufacturing (i.e., boat building, cabinetry, counter tops) and there are a variety of rental businesses for fleet vehicles, trucks and heavy equipment. In 2005, Puget Sound Regional Council (PSRC) provided employment

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<sup>4</sup> Data are from the State Office of Financial Management.

data that identified 3,721 jobs within the Subarea. Highline Community College has a large presence in Midway and employs 1,200.

## **Community Services**

The Cities of Kent and Des Moines share a common yet irregular city boundary line which complicates the provision of public services to the Subarea. The line is an artifact of an unconventional annexation process that would not be possible today. The result is that Des Moines and Kent Police and Fire support each other in ways that ensure service is provided no matter on which side the emergency call originates. Three school districts serve the Subarea and parks are provided by several cities. The Community Services within the Midway Subarea are illustrated in Figure 2.

### **Police and Fire**

The City of Kent has one substation located within the Subarea and another located nearby. The Midway Substation located at 25440 Pacific Highway South provides a presence along SR-99. The West Hill Substation located at 26512 Military Road South houses police, as well as Fire Station 73 with three (3) engines.

### **Water and Sewer**

Highline Water District provides potable water to the Midway Subarea. Midway Sewer District provides sewer service to the area. Both agencies have their headquarters located in the Subarea at 23828 30<sup>th</sup> Ave South.

### **Education**

Kent, Highline, and Federal Way School Districts serve the area with public education for grades K-12. Highline Community College serves a diverse student population that is primarily commuter based.

### **Parks and Open Space**

There are several parks and recreational open spaces within or adjacent to the Subarea. Des Moines' Parkside Park, located at S 244th Street and 25th Avenue S is a 4.4 acre park with a play area for children and a walking path close to an extensive wetland within the park. Saltair Vista Park, located at S 246th Street and 26th Place in

Kent, is a small neighborhood park with a play area for children, picnic tables and benches. There are no parks located east of SR-99.

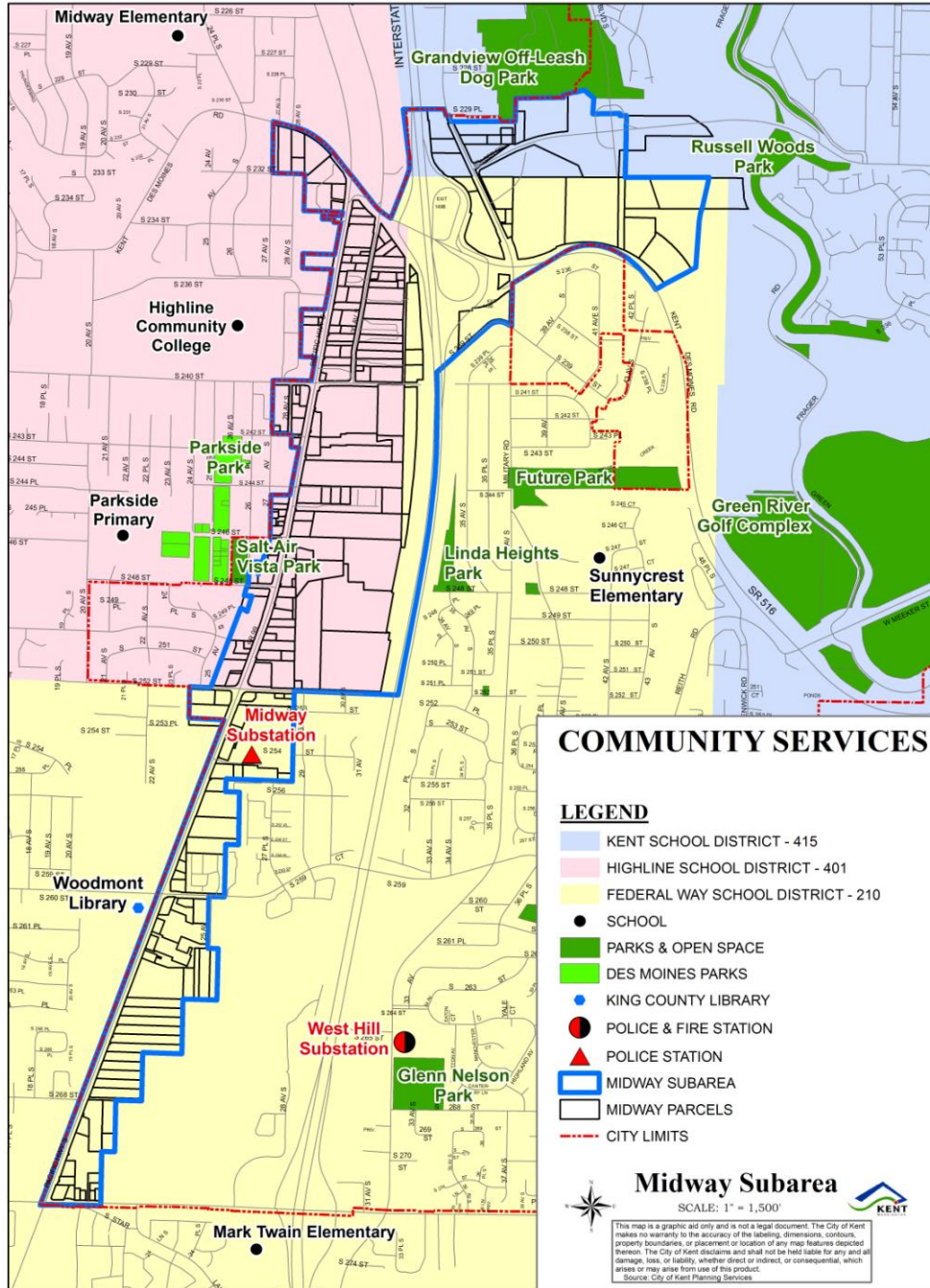


Figure 2: Community Services.

## **Library**

King County Woodmont Library is located at 26809 Pacific Highway South in Des Moines and serves the residents of the Subarea.

## **Growth Forecast**

A measure of existing conditions requires examination of the potential for future development. Development capacity is an estimate of the amount of development that could be accommodated on vacant and redevelopable land. The allocation of the region's growth targets is tied to the regional growth strategy adopted in *Vision 2040* which builds a strategy for the central Puget Sound region to absorb an additional 1.5 million more people and 1.2 million jobs by 2040.<sup>5</sup> The strategy guides the location of future population and employment growth with an increased role for metropolitan cities and larger core cities like Kent to accommodate growth.



The City of Kent has a target growth of 13,200 jobs and 7,800 housing units by 2031.<sup>6</sup> The additional density encouraged by the Plan will ensure that high capacity transit nodes will play a large role in absorbing future growth. For more details on the methodology, data sources, and outcomes of employment and housing growth, refer to Appendix A.

The methodology to determine the Subarea capacity is based on the Midway vision and reflects a modified buildout at the transit nodes. The Plan proposes to increase the capacity by changing the Land Use Plan Map, Zoning District Map, and development regulations associated with the refinement of land use options explored during *Envision Midway* (see Chapter Three: The Vision – Visioning Outcomes).

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<sup>5</sup> Vision 2040 - Puget Sound Regional Council (PSRC), 2009.

<sup>6</sup> King County Growth Targets (2006-2031) – Countywide Planning Policies approved January 25, 2010.

Most properties in Midway’s Transit Oriented Communities were considered redevelopable with capacity determined by a modified buildout scenario of 5-story structures with a maximum of 15-story structures (i.e., 200’ maximum). The model assumes little surface parking with most parking enclosed or underground. Table 1 compares the Plan capacity for Midway with analysis conducted in 2006 for the Transportation Master Plan (TMP) which established a 2005 Baseline and a 2031 Forecast.<sup>7</sup> The 2006 Baseline for Midway suggests a near 50/50 split of housing and jobs. When compared with the 2006 Baseline, the TMP 2031 Forecast has a 14% increase in housing and a 71% increase in employment within Midway. The Plan Capacity results in increases of 334% in employment and 517% in households compared with the 2006 Baseline.

**Table 1  
Midway Housing and Employment**

	<b>2005 Baseline</b>	<b>TMP 2031 Forecast</b>	<b>Plan Capacity</b>
<b>Housing Units</b>	1,917	2,178	11,821
<b>Employment</b>	2,183	3,721	9,481

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<sup>7</sup> 2006 Baseline was provided by Puget Sound Regional Council (PSRC) and represents existing uses and the TMP 2031 Forecast was provided by PSRC utilizing forecasted numbers from the State Office of Financial Management.

## Chapter Three

### THE VISION

The vision for Midway was conceived from a series of workshops, meetings and design charrettes held in 2008 and early 2009. This visioning effort brought together diverse stakeholders to consider what the future would look like. *Envision Midway* was both the process and the product, and the narrative below illuminates the vision.

#### **The Next Generation – Midway in 2050**

Midway continues to draw business, families and visitors because of its central location in the Puget Sound Basin, convenient rapid light rail transit service, and spectacular views. Midway is an interesting, inviting and safe urban place where buildings hug the edge of generous sidewalks filled with people mingling with neighbors and shop owners, window shopping and sitting at open air cafés. Buildings are constructed out of quality materials and designed with consideration to human scale, while taking full advantage of views to Puget Sound, the Olympic and Cascade mountain ranges, Mt. Rainier and the Kent Valley. With its emphasis on architectural details, Midway is a comfortable and aesthetically pleasing environment that projects a sense of permanence. Welcoming plazas and pedestrian thoroughfares connect private activities with public amenities. The grid of streets off the highway move traffic at a slow pace. The sights, smells and sounds make it a place to linger and enjoy.



There is diversity in the built form in Midway and the uses that are housed within. Buildings are located in clusters near active intersections, with retail shops, restaurants, and local services on the first floor. There are offices located on the second and third floors with housing layered on top, and occupants capture views toward the mountain and the water from a variety of five story buildings. In some areas, the buildings contain one use like housing or Class-A Office and they stretch to the height of 200 feet. Offices are filled with businesses immersed in international commerce that take advantage of the proximity to Seattle-Tacoma International Airport. The combined mix of uses creates a 17/7 place where a broad spectrum of people live, work, shop, and play.

Link Light Rail is the center of this bustling urban community known as Midway with a station located near the combined campus of Highline Community College and Central Washington



University. An elevated pedestrian-bridge connects the campus to the business and residential community located east of SR-99. Light rail connects Midway to Seattle and beyond to Shoreline and Lynnwood, and east into Bellevue and Redmond, lessening the need for an automobile and the obligatory parking. Utilizing SR-516, METRO brings riders to the Midway transit station west from Des Moines, Normandy Park, and parts of Burien, and east from Kent, Covington, Maple Valley, and Auburn. Bus Rapid Transit continues to serve as an express service along SR-99 connecting Federal Way, Des Moines, and Kent residents to light rail.

Because students ride transit more and student housing is available nearby, Highline Community College and their partner Central Washington University have expanded the campus into the old eastern parking lot. The intellectual capital generated by these institutions has attracted a variety of companies focused on technology and medical innovation.

Urban parks serve this diverse community, supporting a healthy lifestyle. The parks' expansive hard surfaces accommodate heavy uses and a large green open space slows down the pace of life. A broad walkway shaded by large trees meanders through the park and connects the public to a linear path that heads south about one-half mile. Here people can walk, run, skate, or ride their bicycles next to a series of naturalized stormwater detention ponds. Eventually one reaches a smaller park overlooking Puget Sound and Mt. Rainier. From here one can access the recreational activities located at the reclaimed Midway Landfill or watch wildlife at the wetlands farther to the south, using public pedestrian and bicycle connections through private developments.



Just east of Midway is the Kent Highlands community. The neighborhood stands alone, perched on the eastern edge of the ridge, but is connected to Midway and the light rail station by regular shuttle buses. With fabulous views of the Cascades and a grassy open space accessible for passive recreation, a tall hotel and condominium community dominates the landscape. Because of the excellent visibility from Interstate-5, a thriving regional shopping center has also emerged.

Midway's transit oriented urban community near Highline Community College transitions south from 240<sup>th</sup> to a more auto-oriented area at around South 246<sup>th</sup>. This is where regional retail and light industrial uses dominate. Many new developments have multiple stories to maximize the efficient use of their commercial sites, with some providing live-work spaces. Upon reaching South 272<sup>nd</sup> Street and the Star Lake/Redondo transit station, another transit node emerges complete with a mix of uses and pedestrian activities primarily in the adjacent Cities of Des Moines and Federal Way.



## Building Partnerships and a Vision

From the onset of the subarea planning effort, the need to cultivate partnerships was clear. The primary partnership was between the City of Kent and the City of Des Moines and was driven by the possibility that light rail would serve Midway. An interlocal agreement between Kent and



Des Moines laid out a set of deliverables that were tied to a Growth Management Grant from the State Department of Community, Trade and Economic Development (now named Department of Commerce). The direction from Kent and Des Moines City Councils was a commitment to build a livable, long lasting community that was economically and environmentally sustainable.

There were other significant *Envision Midway* partners from transportation agencies, large property owners such as Seattle Public Utilities (SPU), Highline Community College and adjacent cities. All were invited to participate in the *Envision Midway* Stakeholders Committee. The development community was also included. Progressive developers with regional and national experience in mixed use and transit oriented development, and local housing experts were invited to a Developers Forum to provide feedback on the initial public visioning and a follow-up Developers Forum confirmed the vision was achievable. All of these partnerships, together with input from residents, property owners, and businesses within the Midway Subarea are the foundation for *Envision Midway* and will be critical in the successful implementation of the Plan.

### **Visioning Process**

The visioning process was iterative and attempted to reach all constituents. The outcomes of each meeting were shared to ensure participants could benefit from the larger discussion, evaluate and revise ideas generated by others, and remain engaged as the project moved forward. The Stakeholders Committee and the public were

asked to consider land uses, regulatory and design standards, and were charged with identifying light rail station locations and rail alignment options. In an effort to reach as many community members as possible, a project website was developed where meeting schedules, materials and results were posted.<sup>8</sup> The intent was to ensure project transparency and to solicit comment from the greater community. A unique opinion poll posted on the *Envision Midway* website was based on a computer generated video that reflected the vision for Midway and allowed the viewer to walk through a 'virtual reality' of a light rail station near Highline Community College.

A total of nine (9) meetings were held in 2008 and 2009 with the public and stakeholders, and by early in 2009, six (6) meetings were held with decision makers in an effort to develop a land use scenario that reflects the community's wisdom and vision for Midway. Additional meetings will be held that will refine the Plan further.

### **Visioning Products**

The first products from the visioning process were three distinct (3) land use alternatives for the Envision Midway Study Area. The alternatives illustrated the potential land use patterns; identified a vehicular, pedestrian, and bicycle circulation framework; and considered public spaces. The alternatives are briefly described as follows:

Alternative 1 – Transit Oriented Village: The high intensity mixed-use transit supportive development stretched from South 216<sup>th</sup> Street to South 240<sup>th</sup> Street and all land uses south of 240<sup>th</sup> were auto-oriented and called an Employment Village.

Alternative 2 – Transit Oriented Centers: High intensity mixed-use transit supportive land uses were located at nodes where high capacity transit stations were located at South 216<sup>th</sup> Street, at South 240<sup>th</sup> Street, and at South 272<sup>nd</sup> Street. In Des Moines, Mixed-Use defined the area between the first two nodes and in Kent there were Mixed-Use and Employment Village land uses between the nodes.

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<sup>8</sup> The project website is [www.EnvisionMidway.com](http://www.EnvisionMidway.com).

Alternative 3 – Transit Oriented Corridor: High intensity mixed-use transit supportive land uses stretched from South 216<sup>th</sup> Street to South 246<sup>th</sup> Street and another node was located at the South 272<sup>nd</sup> Street transit station. Between the two transit oriented nodes was Transit Supportive Mixed Use.

The above alternatives were evaluated by a group of progressive developers with regional and national experience, local housing experts, and large property owners (i.e., SPU and HCC) at a Developers Forum. From their critical review, staff created a new land use option. The new alternative – Land Use Scenario 1.0 – condensed the mixed-use areas into nodes around future light rail stations. The intent was to strategically focus an intensity of uses around the stations and maintain a large portion of the existing auto-oriented retail and light industrial uses. This land use pattern would minimize sprawl of strip commercial development and allow an urban community to mature as envisioned. Land Use Scenario 1.0 was further refined to reflect additional comments from *Envision Midway* workshops and meetings.

Based on Sound Transit’s planning efforts to date, the first station south of SeaTac Airport would be South 200<sup>th</sup>, followed by a station near Highline Community College, with the line ending at South 272<sup>nd</sup>. Participants in *Envision Midway* considered three (3) light rail station and rail alignment options. To facilitate public discussion, the focus was on the station in the vicinity of Highline Community College. Detailed conceptual illustrations were created, listing the advantages and disadvantages of the different alternatives (see Figure 3 – *Envision Midway – Three Light Rail Station Concepts*). All options contained a 500-stall parking garage as considered by Sound Transit. The following options were entertained:

The *SR-99 Station* option generally represented one that Sound Transit considered for budgeting purposes. Their rail alignment was located along the west side of SR-99 as an elevated structure near Highline Community College. The vision expanded Highline Community College campus into the east parking lot with a pedestrian bridge to provide safe access across SR-99. New roads break up the existing street grid and

a regional detention facility manages stormwater runoff. Bridges over SR-516 and I-5 would connect neighborhoods.

The *30<sup>th</sup> Ave South Station* option came out of the public process. The alignment would be at grade through the station area, becoming elevated south of S 240<sup>th</sup> St. The roads, detention facility, and campus expansion found in the SR-99 concept are also proposed here. Both the public and the Stakeholders Committee thought a 30<sup>th</sup> Ave alignment could create a more pedestrian friendly environment, where the train and automobiles moved at a slower pace than would be the case along SR-99. A large amount of right of way would be needed to accommodate multiple modes of transportation on 30<sup>th</sup> Ave.

The *I-5 Station* option was considered because the Cities of Des Moines and Federal Way Comprehensive Plans express the desire for locating future light rail on I-5 and not on SR-99. The trains would move along a combination of elevated and at-grade rail alignments. The roads, detention facility, and campus expansion found in the SR-99 concept are also proposed here. There would be an uphill climb to SR-99 and the college, and limited opportunity for development to the east of the station.

After completing the *Envision Midway* public outreach and compiling the feedback, a fourth station option was developed. This fourth option reflects the additional comments from representatives of Highline Community College who wish to preserve their east parking lot, thereby negating transit oriented development within their boundaries. The fourth option places the light rail station on the east side of SR-99, connecting the station directly to an area poised for transit supportive development (see Figure 4 – *East SR-99 Light Rail Station Option*). The vision includes parks, a multi-purpose trail adjacent to an enhanced regional stormwater detention facility. Public and private circulation is pedestrian-friendly and connects to the trails and parks.

# Rail Station Location Options



## Revised Midway Light Rail Station Area Concept: SR 99

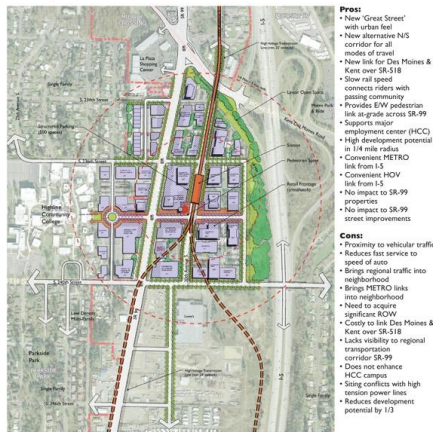


- Pros:**
- Removes conflict with autos
  - Removes conflict with commerce
  - Provides fast service
  - Fits into existing high capacity transportation corridor
  - Convenient E/W METRO link
  - Provides E/W pedestrian link across SR-99 (overpass or at-grade)
  - Supports major employment center (HCC)
  - Enhances HCC campus
  - High development potential in 1/4 mile radius
  - Allows business at station's ground level
  - Pedestrian overpass eases traffic conflicts
  - No right-of-way (ROW) purchase for 30th Ave
  - Preserves intimate feel of 30th Ave 'Great Street'

- Cons:**
- Need to acquire ROW
  - Narrow lots made smaller by ROW purchase
  - Need to reconfigure access to properties
  - Impact to pedestrian environment
  - Long pedestrian crossing at-grade of SR-99 intersection
  - Fast rail speed disconnects riders from passing community



## Midway Light Rail Station Area Concept: 30th Avenue South



- Pros:**
- New 'Great Street' with urban feel
  - New alternative NS corridor for all modes of travel
  - New link for Des Moines & Kent over SR-518
  - Slow rail speed connects riders with passing community
  - Provides E/W pedestrian link at-grade across SR-99
  - Supports major employment center (HCC)
  - High development potential in 1/4 mile radius
  - Convenient METRO link from I-5
  - Convenient HOV link from I-5
  - No impact to SR-99 properties
  - No impact to SR-99 street improvements
- Cons:**
- Proximity to vehicular traffic reduces fast service to speed of auto
  - Brings regional traffic into neighborhood
  - Brings METRO links into neighborhood
  - Need to acquire significant ROW
  - Condy to link Des Moines & Kent over SR-518
  - Lacks visibility to regional transportation corridor SR-99
  - Does not enhance HCC campus
  - Sings conflicts with high tension power lines
  - Reduces development potential by 1/3



## Midway Light Rail Station Area Concept: I-5

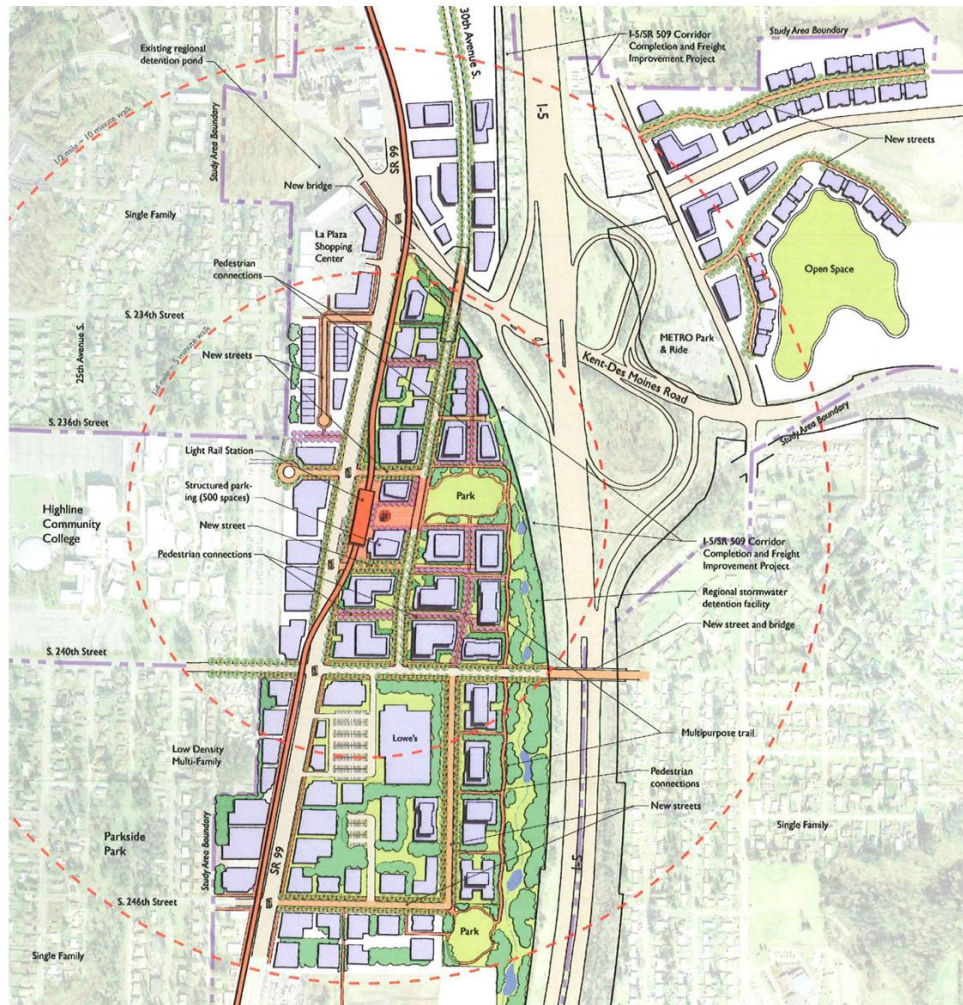


- Pros:**
- Removes conflict with autos
  - Provides fast service
  - Convenient METRO link from I-5
  - Convenient HOV link from I-5
  - Creates sound barrier neighborhood to west
- Cons:**
- Exceeds 1/4 mile radius to major employment center (HCC)
  - Does not enhance HCC campus
  - Lacks visibility to regional transportation corridor SR-99
  - Brings regional traffic into neighborhood
  - Brings METRO links into neighborhood
  - Need to acquire all ROW
  - Reduces development potential by 1/2 in 1/4 mile radius
  - Uppit walk for pedestrians going west
  - May require transit shuttle for rider-ship access



Figure 3: Envision Midway - Three Light Rail Station Concepts.

## Midway Light Rail Station Area Concept: SR 99 East



### Pros:

- Removes conflict with autos
- Removes conflict with commerce
- Provides fast service
- Fits into existing high capacity transportation corridor
- Convenient E/W METRO link
- Serves urban density housing and jobs East of SR-99
- E/W pedestrian link across SR-99 at new intersection
- Supports major employment center (HCC)
- High development potential in 1/2 mile radius
- Allows business at station's ground level
- Preserves intimate feel of 30th Ave 'Great Street'

### Cons:

- Need to acquire ROW
- Possible need to reconfigure access to properties
- Elevated rail impacts pedestrian environment
- Wide at-grade crossing SR-99 increases potential for vehicle-pedestrian conflicts
- METRO access to station from 30th
- Noise due to track curves.

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Figure 4: East SR-99 Light Rail Station Option.

## **Visioning Outcomes**

Land Use Scenario 4.0 reflects the conclusion of the *Envision Midway* public visioning process and is used for Kent's Midway Subarea Plan

(see Figure 5 – Envision Midway Land Use Scenario 4.0). There are three (3) categories of land uses identified.

1. The Transit Oriented Community land use represents nodes of intense transit-supportive mixed use that are pedestrian-friendly with a mix of services, office, and residential activities.
2. The Kent Highlands Mixed Use area accommodates automobiles and pedestrian-oriented uses at a high density, and has a residential bias.
3. The Highway Commercial Corridor allows a wide range of auto-oriented uses including retail, light manufacturing, and housing.

The public believed it was important to connect the surrounding residential communities to the new light rail station. I-5 and SR-516 are barriers for pedestrians and vehicles. Scenario 4.0 connects the community located to the east of Midway over I-5 with a bridge that provides a safe multimodal link to the transit station. A bridge over SR-516 connects 30<sup>th</sup> Ave South and the community to the north and opens a possible connection to the I-5/SR-509 Corridor Completion and Freight Improvement Project. A pedestrian sky-bridge over SR-99 would provide a safe and comfortable alternative to crosswalks.

Another outcome from *Envision Midway* was identification of a preferred station location and alignment. The Stakeholders Committee selected a preferred station location and alignment. Participants were asked to review and discuss three (3) hypothetical light rail station locations and rail alignments (see Visioning Products). Eighteen committee members were each given five (5) large dots to place on one or more options, indicating their preference. SR-99 was the preferred station location (50 dots), followed by 30<sup>th</sup> Ave (15 dots), and I-5 (4 dots). The public also preferred the SR-99 alignment, with 30<sup>th</sup> Ave coming in second. An alignment along I-5 was seen as antithetical to the tenets of transit oriented development by limiting potential development to only west of the station. The East SR-99 Station option developed from comments at the final *Envision Midway* meetings was not considered during the preference voting.

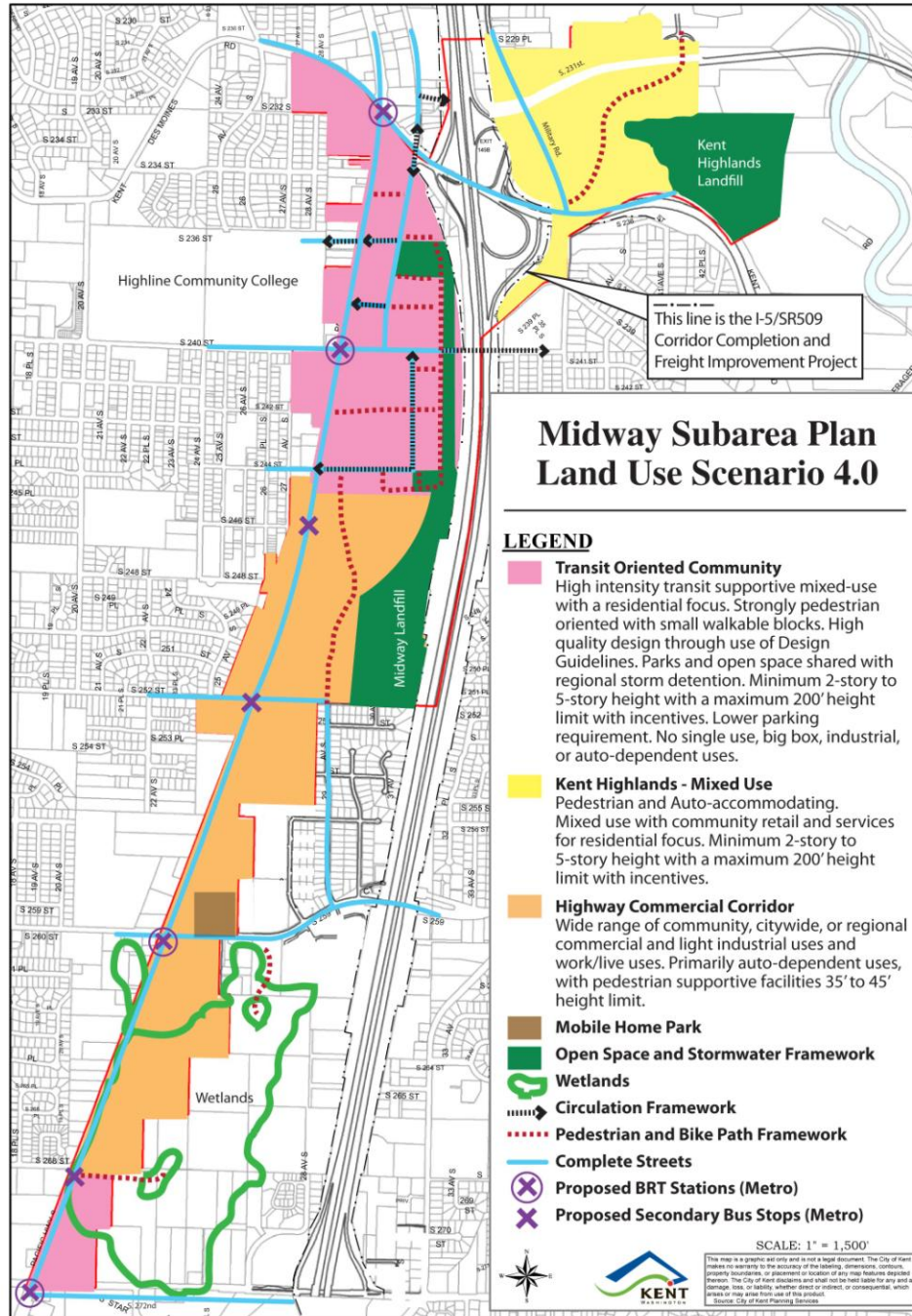


Figure 5: Midway Subarea Land Use – Scenario 4.0.



There were several key results that resonated throughout the public process. There was desire for this transit oriented development to be built well, with excellent materials and design. There was agreement that tall buildings would fit into Midway and capture the spectacular views to the east, west, and south. There was consensus that housing should be diverse and affordable for a range of economic groups. Participants recognized the need for public spaces which included generous sidewalks, plazas, parks, and trails. Connecting the surrounding neighborhoods to the transit station area was important. The participants also saw the need for the Cities of Kent and Des Moines to work together in the future to ensure services are coordinated and development regulations are compatible.

## Chapter Four

### **FRAMEWORK FOR MIDWAY**

The planning effort for Midway was guided by principles outlined in the Growth Management Act and Kent's Comprehensive Plan. The public investment in high capacity light rail transit drove the Midway Subarea Plan's early visioning efforts. The framework below reflects a synthesis of statements made at *Envision Midway* public workshops, Stakeholders meetings, and workshops held for elected officials provides guidance for the goals and policies of the Midway Subarea Plan:

*A flourishing economy:* Midway will be home to a range of employment opportunities that are synergistic with programs at Highline Community College and Central Washington University and unique to the businesses and employment needs of international trade, Kent Valley research and industry, and regional retail.

*Vibrant mix of neighborhoods:* Midway will contain a broad range of housing types for a broad range of incomes. Shopping, services and transit will be conveniently located within walking distance from residences.

*Supportive parks and open space:* Midway will have parks to serve the nearby residents, employees, and visitors. The large open spaces that are undevelopable within the Kent Highlands and Midway landfills will be converted, wherever possible, to passive use. If possible, the large wetlands will be used both for passive recreation and education.

*A sense of place:* Midway neighborhoods will be distinct from Kent's Downtown and East Hill business areas. Midway will build on its roadside past and ethnic heritage, with eyes toward the future. Public investment in street lights and furniture at the Transit Oriented Communities will be consistent and coordinated with the City of Des Moines.

*Multimodal transportation system:* Midway’s improved public transportation system with Bus Rapid Transit (BRT) and Sound Transit Link Light Rail will provide convenient and fast access to the north and south. With greater demand, reliable east/west transit connections will be provided. SR-99 will continue to act as a highway and accommodate pedestrians, while the side streets will be bicycle- and pedestrian-friendly.

*Views:* Midway will be dotted with high-rise buildings that ensure views are maintained and access to sunlight is available.

*Sustainability and design:* State-of-the-art techniques, materials, and design will be used to enhance and support the built and natural environment and create a sustainable and livable community.

## **Midway Subarea Plan Goals and Policies**

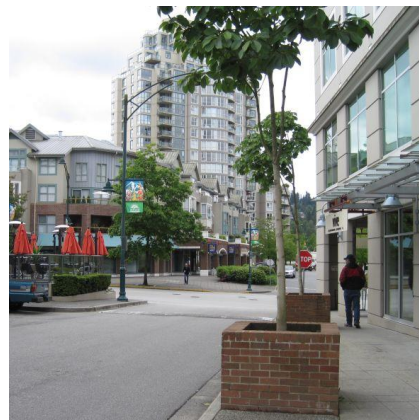
The Midway Subarea Plan is guided by Kent’s Comprehensive Plan Framework policies and the goals and policies of elements in the Comprehensive Plan. The following goals and policies are specific to Midway and are the result of extensive community visioning efforts. These goals and policies set the stage for developing implementation measures to achieve the goals.

### **Overall Goal**

Create a dense, pedestrian-friendly, sustainable community that provides jobs, housing, services and public open space around nodes of high capacity mass transit while maintaining auto-oriented uses between the transit oriented nodes.

### **Land Use**

The community vision for the Midway Subarea is one that supports high capacity transit stations with compact, high density uses. The uses include retail, office, education, research, medical, and residential. These high density transit station nodes are served



by a series of small, walkable blocks and pedestrian throughways that not only move people, but act as the public square for commerce, relaxation and entertainment. The more auto-oriented portion of the subarea outside of the transit nodes is enhanced to make pedestrian movement more comfortable and appealing. The goal of the Midway Land Use Policies is to structure the activities around the high capacity transit station nodes with a land use designation of Transit Oriented Community and the auto-oriented Pacific Highway commercial transportation corridor of the Midway Subarea.

**Goal MLU-1:** Increase employment opportunities and housing choices in support of rapid light rail and mass transit options within areas designated Transit Oriented Community.

**Policy MLU-1.1:** Designate where high density retail, office, and residential development will be focused.



**Policy MLU-1.2:** Allow stand-alone land uses as part of a mix of uses.

**Policy MLU-1.3:** Provide flexibility in land uses and density as the market transitions from auto-oriented development form to a dense pedestrian-friendly development form.

**Policy MLU-1.4:** Disallow outdoor storage of trucks, heavy equipment, contractor storage yards, and mini-storage as an accessory or primary use.

**Policy MLU-1.5:** Disallow drive-through food services within the land use designation of Transit Oriented Community.

**Policy MLU-1.6:** Establish a floor area ratio (FAR) or other mechanism to ensure levels of development supportive of future light rail transit investments.

**Goal MLU-2:** Promote a mix of land uses that support local and regional needs in an auto-oriented commercial and light industrial area along the Pacific Highway South commercial transportation corridor not designated Transit Oriented Community.

**Policy MLU-2.1:** Allow a mix of retail, light industrial or live-work uses.

**Policy MLU-2.2:** Allow 'big box' and drive-through uses.

**Policy MLU-2.3:** Allow outdoor storage of autos, boats, trucks, heavy equipment, and contractor storage yards.

**Goal MLU-3:** Establish a multimodal circulation network within areas designated Transit Oriented Community that is safe, interesting and encourages walking, bicycling and transit use, and connects to surrounding neighborhoods.

**Policy MLU-3.1:** Create a network of attractive and identifiable pedestrian and bicycle linkages within commercial and residential uses to nearby public amenities, transit facilities, and streets.



**Policy MLU-3.2:** Ensure multimodal public or semi-public thoroughways at a minimum of every 400 feet to connect commercial and residential uses with public parks, trails, streets or other public amenities.



**Policy MLU-3.3:** Identify and designate streets as multimodal within areas designated Transit Oriented Community.

**Policy MLU-3.4:** Establish north/south connectivity for pedestrians and bicyclists from SR-516 to S 272<sup>nd</sup> Street as a safe alternative to Pacific Highway South.



**Policy MLU-3.5:** Establish north/south connectivity for pedestrians and bicyclists through the area designated Transit Oriented Community located east of I-5.

## **Urban Design**

The built environment is the framework where urban life occurs. A successful urban environment is a place that pays attention to design details. There is a pedestrian scale, where the first floor provides interest and the opportunity for



interaction. From a distance, buildings become more abstract and are seen more as a piece of art. The Transit Oriented Communities will look and feel like urban centers. Buildings will be constructed close to the sidewalks making it imperative they are interesting and constructed of quality materials. The Urban Design Element of the Midway Subarea Plan focuses on these details to ensure that Midway becomes a desirable place where people want to live and do business.

**Goal MUD-1:** Create a place that is distinctive, aesthetically beautiful, evokes permanence of the built environment, and supports social interaction in the dynamic urban center of the areas designated Transit Oriented Community.



**Policy MUD-1.1:** Ensure quality and durable materials and interesting architectural details are incorporated into new and remodeled structures, including structures for parking, mechanical services, or solid waste collection.

**Policy MUD-1.2:** Provide an interesting built environment by encouraging a diversity of building heights and footprints, continuous building façades that are modulated, windows located at ground floor, and shelter for pedestrians from inclement weather.

**Policy MUD-1.3:** Create public plazas, building entrances, and pathways that are integrated into the private and public realm to encourage social



interaction and to facilitate the use of public transportation.

**Policy MUD-1.4:** Establish methods to vertically layer the height and size of development and stagger high-rises to maximize view potential and sun access.



**Policy MUD-1.5:** Use screening to minimize the visual impact of mechanical systems at street level or from adjoining high-rise buildings.

**Policy MUD-1.6:** Provide visual interest at entrances to stand-alone or internal structured parking facilities.

**Policy MUD-1.7:** Reduce the visual impact of surface parking by using measures such as minimizing curb cuts, enhancing the landscaping at entries, and prohibiting surface parking between buildings and sidewalks.

**Policy MUD-1.8:** Encourage public and private art in public open areas and on buildings.

**Goal MUD-2:** Create an urban form that is environmentally sensitive and sustainable in areas designated Transit Oriented Community.

**Policy MUD-2.1:** Promote environmentally sustainable building design that takes into account sun orientation, water and energy conservation, and practices such as the US Green Building Council LEED certification.



**Policy MUD-2.2:** Emphasize natural drainage systems wherever feasible, including, but not limited to, green roofs or walls, rain gardens and so forth.



**Policy MUD-2.3:** Apply landscaping standards that emphasize environmentally sustainable practices through plant selection, horticultural practices, and water retention, diversion and conservation.



**Goal MUD-3:** Create streetscapes that provide for ease of movement, personal safety, pleasant aesthetics, and a stage for public engagement within areas designated Transit Oriented Community.



**Policy MUD-3.1:** Design streets to be urban in character, easy and safe for pedestrians to cross, and where vehicular movement is slowed by design.

**Policy MUD-3.2:** Ensure a safe and attractive pedestrian environment along the street system through the use of streetlights, street trees, plantings, minimized number of curb cuts and other streetscape elements.



**Policy MUD-3.3:** Establish a pallet of easy-to-maintain streetscape elements and features that are unique.

**Policy MUD-3.4:** Provide pedestrian amenities along the public and private sidewalks such as seating, human scale lighting, transit shelters, and shelter from the weather.



**Policy MUD-3.5:** Build pedestrian areas large enough for commercial activities to spill out onto the sidewalks without significantly impeding pedestrian movement.

**Policy MUD-3.6:** Establish sign regulations that acknowledge the human scale and the slower vehicular movement along 30<sup>th</sup>





Avenue South, other internal street systems and internal pathways.

**Policy MUD-3.7:** Establish sign regulations that acknowledge the more auto-centric environment for development adjacent to SR-99 while maintaining the overall urban character of the designated Transit Oriented Community.

**Policy MUD-3.8:** Work with Puget Sound Energy and other utility providers to underground or relocate overhead wires along 30<sup>th</sup> Ave South and South 240<sup>th</sup> Street.

**Goal MUD-4:** Support transit use and the pedestrian environment through parking management, design, and standards within areas designated Transit Oriented Community.



**Policy MUD-4.1:** Establish methods to encourage the use of alternative modes of transportation, including maximum parking standards and shared parking agreements.

**Policy MUD-4.2:** Reduce the supply of surface parking.

**Policy MUD-4.3:** Encourage structured parking.

**Policy MUD-4.4:** Reduce surface parking adjacent to the sidewalk.

**Housing**

Housing is key to the success of the Transit Oriented Communities anticipated in the Midway Subarea. Housing is also important within the auto-oriented Pacific Highway commercial transportation corridor. Redevelopment at the Transit Oriented Communities may eliminate existing



affordable housing, displacing families and the elderly. The community who participated in *Envision Midway* emphasized that

replacement housing be created so that people did not have to move far from the community where some have lived for over 30 years.

**Goal MH-1:** Promote a diversity of housing types that supports a full range of incomes and household structures within the Midway Subarea.

**Policy MH-1.1:** Encourage market rate and workforce housing.

**Policy MH-1.2:** Create an Affordable Housing Task Force by 2012 to consider options, policies, and partnerships for resolving issues surrounding the potential displacement of existing affordable housing.

**Policy MH-1.3:** Utilize regulatory incentives, public investments, and other strategies to assist in realizing a mix of housing types.

**Policy MH-1.4:** Provide for live-work housing options within the auto-oriented Pacific Highway commercial transportation corridor.



### **Transportation**

In the 21<sup>st</sup> Century, transportation will consist of several components – cars, transit, trains, bicycles and pedestrians. In Midway, all modes of transportation will need to work together to reduce greenhouse gas emissions by reducing vehicular trips. To support a pedestrian-friendly Transit Oriented Community, a new street grid system consisting of small walkable blocks needs to be created. There exists an excellent north/south spine in 30<sup>th</sup> Ave South requiring only some east/west connections to create a system of public spaces where those who work, live, or visit can move safely, easily, and enjoyably. Extending 30<sup>th</sup> Ave south to South 246<sup>th</sup> St. with connections west to SR-99 will support the anticipated



development surrounding the high capacity transit coming to the vicinity of Highline Community College. Other opportunities to relieve traffic pressures from new development need to be explored, like bridging over SR-516 along 30<sup>th</sup> Ave and then connecting with the I-5/SR-509 Corridor Completion and Freight Improvement Project. Shared trails through public and private properties can connect communities outside the Midway Subarea to the anticipated high capacity transit.

**Goal MT-1:** Establish a connected street system that encourages walking and bicycling; supports transportation investments, including existing and future mass transit; and connects surrounding single-family neighborhoods to Midway while protecting them from the impacts of spillover traffic.



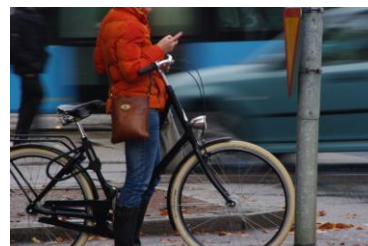
**Policy MT-1.1:** Design and develop streets that provide a safe experience and have aesthetic value to all users.

**Policy MT-1.2:** Consider a bridge to connect the West Hill single-family neighborhood east of I-5 to the Transit Oriented Community located near South 240<sup>th</sup> Street.

**Policy MT-1.3:** Work with the City of Des Moines and Washington State Department of Transportation to consider connecting the Pacific Ridge Neighborhood north of SR-516 to Midway via a 30<sup>th</sup> Ave South bridge over SR-516.

**Policy MT-1.4:** Work with the City of Des Moines and Washington State Department of Transportation to consider a local connection to the interchange for the I-5 - SR-509 Corridor Completion and Freight Improvement Project off 30<sup>th</sup> Ave South.

**Policy MT-1.5:** Identify and designate particular streets to be shared with bicycles.



**Policy MT-1.6:** Identify and, where feasible, connect local and regional bicycle and pedestrian trails to the Midway Pedestrian & Bike Path Framework system in Land Use Scenario 4.0.

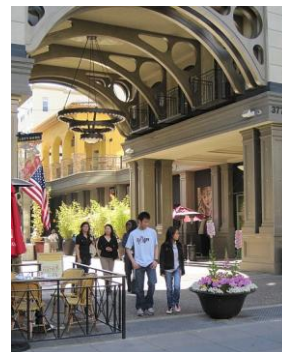
**Goal MT-2:** Create design guidelines for a street hierarchy that addresses the pedestrian and environmental needs in the areas designated Transit Oriented Community.



**Policy MT-2.1:** Establish pedestrian-friendly design standards for streets, sidewalks, and lighting.

**Policy MT-2.2:** Design and build 'green streets' where street trees, landscaping and sustainable stormwater drainage systems enhance the public and private domain aesthetically and environmentally as identified in Land Use Scenario 4.0.

**Policy MT-2.3:** Provide safe mid-block pedestrian passage-ways to public amenities when urban block sizes are 400 linear feet or greater.



**Policy MT-2.4:** Provide on-street parallel parking that promotes a safe pedestrian environment in the areas designated Transit Oriented Community (except along SR-99).

**Policy MT-2.5:** Work with transit agencies to ensure safe access to local and regional transit, including but not limited to covered bus shelters and sky-bridges.



**Policy MT-2.6:** Work with the City of Des Moines and SeaTac to ensure connections to existing or proposed multi-modal trails within their jurisdictions.

**Goal MT-3:** Integrate high capacity light rail transit service and associated station locations into the urban design and functionality of the street systems.

**Policy MT-3.1:** Work with Sound Transit during all phases of planning for the extension of light rail into Midway to ensure Kent's preferred rail alignment and station location are realized.



**Policy MT-3.2:** Work with Sound Transit and other entities to provide an elevated pedestrian crossing over Pacific Highway South near Highline Community College.

**Policy MT-3.3:** Work with Sound Transit and additional partners to establish a shared parking structure associated with the future light rail station proposed in the vicinity of Highline Community College.

**Policy MT-3.4:** Integrate any proposed parking structure associated with the light rail station into the urban landscape by adding commercial uses at ground floor, an active pedestrian plaza, and art to enhance the pedestrian environment and minimize the impact of vehicular traffic.

**Policy MT-3.5:** Work with transit agencies and private entities to ensure communities, businesses, and park & ride facilities located outside of the one-half mile radius around the future light rail stations are connected to the high capacity transit system.

**Policy MT-3.6:** Ensure proposed development is compatible with future light rail improvements by identifying and preserving rights of way necessary for future transportation projects.

**Goal MT-4:** Design and fund street improvements identified through the Midway Planned Action Ordinance (PAO) and accompanying Environmental Impact Statement (EIS) to serve the areas designated Transit Oriented Community.

**Policy MT-4.1:** Develop a new street grid system of local public streets consisting of small pedestrian friendly sized blocks no larger than 400 feet within the designated Transit Oriented Community located near S 240<sup>th</sup> Street.

**Policy MT-4.2:** Whenever possible, limit access along South 231<sup>st</sup> Way, state routes and highways, using instead local streets or private internal circulation roads to connect land uses and public amenities.

**Policy MT-4.3:** Work with Washington State Department of Transportation on improvements to SR-99 and on the extension of SR-509 as identified in the PAO/EIS to best serve the surrounding community.

**Policy MT-4.4:** Integrate identified street improvements into a 10 year city-wide transportation demand analysis and funding structure, and incorporate results into the Kent Comprehensive Plan update of 2014.

**Goal MT-5:** Utilize transportation system management (TSM) techniques in support of pedestrian-friendly streets.

**Policy MT-5.1:** Provide adequate access to adjacent land uses by adopting Access Management strategies, including but not limited to consolidating driveways, limiting the number of driveways, and connecting parking lots.

**Policy MT-5.2:** Allow new driveways on internal streets only (i.e., 30<sup>th</sup> Ave South).

**Policy MT-5.3:** Establish methods to achieve significant increases in non-SOV (single occupancy vehicle) trips.

**Park & Open Space**

Dense, compact mixed use urban areas require public places for social interaction and personal relaxation. The



vision for Midway’s Transit Oriented Communities acknowledges the need for open space and identifies several public and private development options for providing exercise, relaxation, and gathering places.

**Goal MP&OS-1:** Create an aesthetically pleasing, functional, and effective park and open space system in areas designated Transit Oriented Community through public, private investments and other partnerships.



**Policy MP&OS-1.1:** Wherever possible, integrate city owned properties that have recreational or educational potential with public parks and plazas.

**Policy MP&OS-1.2:** Utilize undeveloped right of way for a linear park with multi-purpose trail.

**Policy MP&OS-1.3:** Identify, acquire, design and construct a large civic plaza/park to serve employees, residents and visitors in the Transit Oriented Community located near South 240<sup>th</sup> Street.



**Policy MP&OS-1.4:** Work with Seattle Public Utilities – property owners of the Kent Highlands and Midway landfills – to design and develop passive or active public recreational opportunities on portions of the landfills identified as undevelopable.

**Policy MP&OS-1.5:** Consider access to wetlands at South 272<sup>nd</sup> Street for educational and passive recreational opportunities.

**Policy MP&OS-1.6:** Engage with neighboring jurisdictions, school districts, and others in an effort to share existing facilities through joint use agreements.

**Policy MP&OS-1.7:** Work with private and public property owners, agencies, and surrounding jurisdictions to establish and

link the Midway Pedestrian & Bike Path Framework to regional facilities.

**Policy MP&OS-1.8:** Consider shuttle service from Midway to Kent park facilities located in the valley in an effort to expand recreational access.

**Goal MP&OS-2:** Create a joint-use regional drainage infrastructure for development and recreational purposes.

**Policy MP&OS-2.1:** Consider the opportunities for a regional stormwater detention facility to contribute aesthetically, recreationally and environmentally to the urban landscape of the designated Transit Oriented Community at South 240<sup>th</sup> Street.



**Policy MP&OS-2.2:** Establish a funding mechanism to build the detention pond and associated recreational and aesthetic features in the designated Transit Oriented Community at South 240<sup>th</sup> Street.

**Policy MP&OS-2.3:** Program the detention facility as a community focal point for ecosystem education and neighborhood adopt-a-park.

**Policy MP&OS-2.4:** Encourage natural drainage systems in public and private development where feasible, as an alternative or offset to traditional stormwater treatment and controls.

### **Implementation**

The vision for Midway is ambitious, transforming the existing auto-oriented retail activities into a more compact, dense, transit supported urban community where light rail transit stations are planned. The Plan identifies new roads and bridges, parks and trails, and a regional stormwater detention facility for the Transit Oriented Communities located at South 240<sup>th</sup> Street and South 272<sup>nd</sup> Street. These changes and improvements will come over time, and a successful



implementation strategy will require a city funding strategy utilizing existing revenue sources and new financing tools.

**Goal MI-1:** Provide an effective process and appropriate tools that will implement the vision for the Midway Subarea Plan.

**Policy MI-1.1:** Implement the Midway Subarea Plan using a combination of development regulations and incentives, capital investments, and other public and private strategies.

**Policy MI-1.2:** Establish a mechanism that identifies needed infrastructure and amenities to support the designated Transit Oriented Community at South 240<sup>th</sup> Street and create a financial strategy that shares the development cost for those improvements across the various parties that directly benefit from the improvements.

**Policy MI-1.3:** Utilize tools such as master planned development, development agreements or other processes to facilitate site planning and permit process.

### **Inter-jurisdictional Coordination**

*Envision Midway* was a joint visioning effort by the Cities of Kent and Des Moines, engaging numerous agencies and institutions that have a stake in the outcome. The shared city boundary on the west side of SR-99 needs to be consistent to facilitate future development. Continued discussion and coordination needs to occur since many of the changes anticipated in this plan will take decades to be realized.

**Goal MIC-1:** Reconcile regulatory differences between the City of Kent and the City of Des Moines along the shared city boundaries to facilitate economic growth and stability.

**Policy MIC-1.1:** Continue to work with the City of Des Moines to create consistent land use regulations along the shared boundary west of SR-99 and within the Transit Oriented Community located at South 240<sup>th</sup> Street.

**Policy MIC-1.2:** Wherever possible, ensure design guidelines and development standards are consistent with the City of Des Moines.

**Policy MIC-1.3:** Enter into interlocal agreements to facilitate development where private properties are within both the City of Kent and the City of Des Moines.

**Goal MIC-2:** Continue coordination with regional and state transportation agencies on matters of transportation investments, planning and construction.

**Policy MIC-2.1:** Coordinate with Sound Transit, King County METRO, Washington State Department of Transportation, and Puget Sound Regional Council to ensure facilities and services are provided over time.

## **Land Use Plan Map**

The Land Use Plan Map for the Midway Subarea Plan establishes the framework for amendments to the City’s official Zoning District Map. There are several different land use designations within the Subarea and only one is new (see Figure 6 – Midway Subarea – Land Use Plan Map Designation). All designations will be incorporated into the Kent Comprehensive Plan – Land Use Plan Map and all freedoms and constraints associated with the Comprehensive Plan are applicable.

### **Transit Oriented Community (TOC)**

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

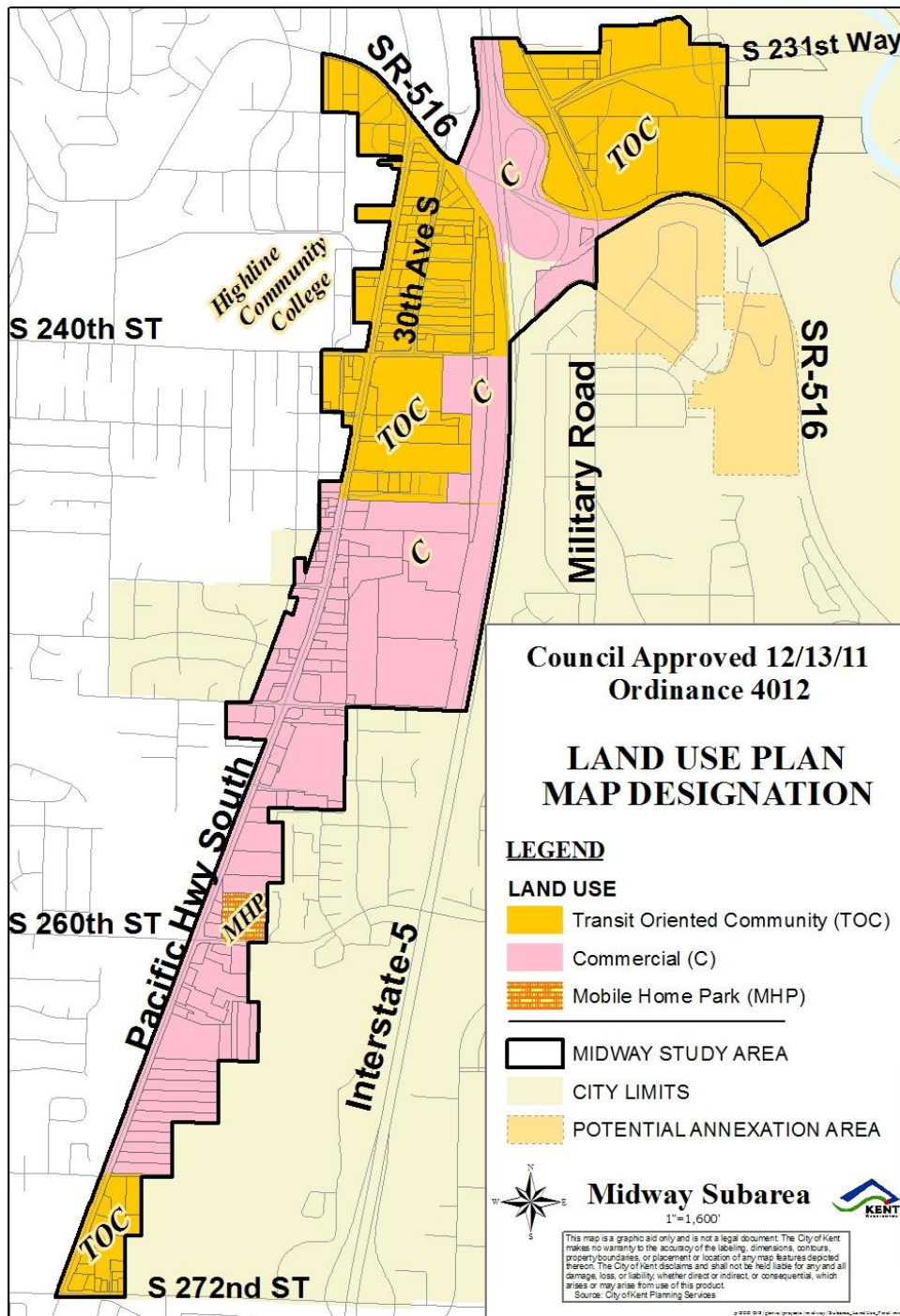


Figure 6: Midway Subarea – Land Use Plan Map.

## Appendix A

### **EMPLOYMENT AND HOUSING GROWTH**

The City utilizes various data resources and methodologies to predict future growth of employment and households. For the 2004 Comprehensive Plan, staff used Buildable Lands Program methodology which generally determines capacity for growth based upon land use intensity achieved by actual development within the previous five (5) years. The 2008 Transportation Master Plan (TMP), adopted June 17, 2008 (Ordinance 3883), utilized existing and forecast employment and household numbers from the Puget Sound Regional Council (PSRC). The Midway Subarea Plan (the Plan) utilizes a modified buildout scenario that relies on capacity for new development based on the vision for Midway rather than forecast or achieved development.

2006 Baseline and 2031 Forecast data of households and employment are provided in two different formats. The 2006 Baseline (a.k.a. existing) data are provided as geo-coded point data based on address and applied to Kzones.<sup>9</sup> The 2031 Forecast data are provided within the geography of PSRC Transportation Analysis Zones (TAZ). Distribution of the 2031 Forecast to the smaller geography of Kzones is accomplished mathematically based on percent of Kzone within a TAZ. The forecast numbers reflect market trends within the region and do not represent the capacity available to absorb households and employment.

The Kzone geography was adjusted to reflect the Subarea. The Plan proposes a pedestrian-friendly urban environment and additional density of uses, which requires new roads. The existing Kzones are divided into smaller areas. Kzones 405, 406, 407, and 408 are new. Kzones 87 and 110 are not completely within the Subarea. The data

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<sup>9</sup> Employment baseline data were provided by PSRC and originate from the Washington State Employment Security Department, 2005 extract. Household baseline data were extracted from housing permits submitted by the City of Kent as of 2005 and geo-coded by PSRC. PSRC relied on existing zoning and recent development to determine growth forecast to 2031. A Kzone is a geographic area used for transportation modeling.

from the 2006 Baseline and 2031 Forecast used in the TMP are distributed to these smaller areas based on percent area.

The 2006 Baseline land use data in Table 2 were produced for the TMP and suggest a near 50/50 split of housing and jobs. Puget Sound Regional Council (PSRC), in conjunction with the State Office of Financial Management (OFM), provided a forecast for housing and employment used in the TMP. When compared with the 2006 Baseline, the 2031 PSRC Forecast in Table 3 has a 14% increase in housing and a 71% increase in employment within the Subarea.

**Table 2  
Midway Subarea  
2006 Baseline Land Uses by Kzone**

KZONE	SFDU	MFDU	RETAIL	FIRES	GOV	EDU	WTCU	MANU	UNIV	HOTEL
<b>25</b>	1	66	49	57	19	0	24	1	0	7
<b>87</b>	43	475	132	518	20	0	9	1	0	0
<b>110</b>	592	511	261	159	0	0	10	197	0	185
<b>405</b>	6	0	52	6	2	0	12	0	0	0
<b>406</b>	1	81	60	70	23	0	30	1	0	9
<b>407</b>	1	61	46	53	18	0	23	0	0	7
<b>408</b>	20	59	39	40	12	0	15	7	0	9
<b>TOTAL</b>	663	1254	639	903	94	0	123	207	0	217
<b>TOTAL HOUSING</b>								1,917		
<b>TOTAL JOBS</b>								2,183		

**Table 3  
Midway Subarea  
2031 PSRC Forecast Land Uses by Kzone**

KZONE	SFDU	MFDU	RETAIL	FIRES	GOV	EDU	WTCU	MANU	UNIV	HOTEL
<b>25</b>	1	94	149	202	12	0	12	20	0	7
<b>87</b>	88	544	347	168	39	0	217	4	0	0
<b>110</b>	611	511	364	494	30	0	30	49	0	185
<b>405</b>	19	7	29	102	27	59	16	1	0	0
<b>406</b>	1	117	184	249	15	0	15	25	0	9
<b>407</b>	1	88	139	189	12	0	12	19	0	7
<b>408</b>	21	76	105	142	9	0	9	14	0	4
<b>TOTAL</b>	741	1437	1317	1545	145	59	312	131	0	212
<b>TOTAL HOUSING</b>								2,178		
<b>TOTAL JOBS</b>								3,721		

The Plan proposes to increase the capacity in the Subarea by changing the Land Use Plan Map, Zoning District Map, and development regulations associated with the refinement of land use options explored during *Envision Midway* (see Figure 3 – Land Use Scenario 4.0). The allowable higher density of land uses will support the future high capacity transit planned by Sound Transit. Compact high density uses are envisioned for the transit node in the vicinity of Highline Community College. The station location near South 272<sup>nd</sup> Street has far less potential for the City of Kent to accommodate growth due to a large wetland that reduces the buildable land area. Growth will likely occur within the Cities of Des Moines and Federal Way near the South 272<sup>nd</sup> Street transit node.

The methodology to determine the Subarea’s capacity is based on the Midway vision and reflects buildout at the transit nodes. Most properties are considered redevelopable, with the exception of LaPlaza Shopping Center, Lowe’s, the new office building housing Highline Community College and the gas stations. The vision considers the norm to be 5-story structures with a maximum of 15-story structures. The model also assumes little surface parking with most parking enclosed or underground. One parking garage associated with the light rail station is considered. Infrastructure at the Midway Transit Oriented Community near Highline Community College assumes 6.3 acres of new parks, 9.3 acres in regional surface water retention/detention facilities, approximately 2,601 linear feet of new roads and sidewalks and 2,085 linear feet of improvements to 30<sup>th</sup> Avenue. There is no new infrastructure at the 272<sup>nd</sup> Street transit node. Floor-area-ratio (FAR) is applied to determine buildout for new construction, and land uses are divided into residential (i.e., an average of 900 sq. ft. per dwelling unit) and employment (i.e., 500 sq. ft. per job). The employment is distributed by sector based on PSRC distribution percentages for the 2031 Forecast. The result is that the Midway Land Use Scenario 4.0 (see The Vision for details) provides an increase of 334% in employment and an increase of 517% in households from the 2005 Baseline. This capacity reflects a modified buildout that may not be absorbed by 2031 (see Table 4).

**Table 4  
Midway Subarea  
Capacity Based on Land Use Scenario 4.0 by Kzone**

<b>KZONE</b>	<b>SFDU</b>	<b>MFDU</b>	<b>RETAIL</b>	<b>FIRES</b>	<b>GOV</b>	<b>EDU</b>	<b>WTCU</b>	<b>MANU</b>	<b>UNIV</b>	<b>HOTEL</b>
<b>25</b>	0	1330	302	1007	47	0	152	0	0	0
<b>87</b>	99	632	347	167	40	0	217	4	0	0
<b>110</b>	638	2003	446	272	32	0	303	138	0	186
<b>405</b>	0	3924	91	133	0	0	27	0	0	306
<b>406</b>	0	831	516	928	0	0	103	0	207	309
<b>407</b>	0	1693	544	744	0	0	143	0	0	0
<b>408</b>	0	671	177	1504	0	0	89	0	0	0

**TOTAL**    737    11084    2423    4754    119    0    1034    142    207    802

**TOTAL HOUSING**

11,821

**TOTAL JOBS**

9,481

The State Office of Financial Management (OFM) and the PSRC recently revised the 2031 forecast of households and employment, establishing new targets for the Central Puget Sound region to use for planning purposes in determining its ability to absorb the projected growth. The King County suburban cities along with the Cities of Seattle and Bellevue, and King County collaborated on the allocation of these 2031 growth targets to local jurisdictions. The resulting household and employment targets for Kent basically absorb all of the capacity determined by using the Buildable Lands Methodology. Providing additional capacity in the Midway Subarea will help Kent's ability to absorb future growth targets.