



**Envision Midway
Public Workshop – July 9, 2008
Agenda**

- 6:00 People Arrive/Get Food/Sit Down
- 6:05 Introduction Gloria
- Welcome
 - Overview of Agenda
 - Summary of Project
 - What is TOD
 - Breakout session – get our hands dirty
- 6:07 Summary of Project Denise
- Define Project
 - Mission & Goals
 - Map of Area – Study Area/Analysis Area/Subareas w/ constraints
 - Who is participating
 - Website – what it can do
- 6:17 What is TOD David
- History
 - What TOD is
- 6:27 Breakout Gloria
- The intent of small group discussion groups
 - How we will breakout
 - 55 minutes for working groups
 - 20 minutes to report group findings
 - 10 minutes for feedback and questions
 - Goals for breakout session
 - Identify types of LU that support transit
 - Define what development looks like – height, mix of uses, pedestrian vs. auto oriented, etc
 - Identify possible TOD locations
 - Identify possible transit alignments
 - Create groups based on participants calling out 1-2-3
- 6:30 Breakout Sessions (55 minutes) 4 groups
- 7:15 Report out with feedback & questions (30 minutes)
- 7:55 Next Steps & Thank You Gloria



Envision Midway Summary of Public Workshop

Held July 9, 2008

Overview

A series of Open Houses and Workshops were planned through 2008 to hear what property owners, businesses, and residents in Midway think about Midway. This first Workshop was intended to look at particular areas within Midway and consider the potential for change, what that change may look like, and how possible light rail transit station locations might affect change further. Thirty participants were split into three discussion groups and assigned specific sub-areas to explore what types of land uses might support transit, define what development might look like (i.e., mix of uses, height, pedestrian vs. auto oriented), and identify possible transit alignments. Each table recorded their ideas and reported back to the group. The following is a brief summary of what was heard, followed by a map of the Midway Sub-Areas and illustrations of different land use types that were provided to each table for the purpose of stimulating discussion.

TABLE 1

WOODMONT

Generally this group thought Kent's segment of SR-99 looks "really drab" because there are no trees and that adding frontage improvements would encourage new businesses to locate in Midway. They were also concerned that locating light rail within SR-99 would require enlarging the ROW, taking property from already small parcels and making them unusable. There was discussion about commercial competition and the proximity of so many shopping centers. All agreed that ensuring safety for transit riders was a key to ridership.

The group recognized that the European model of compact development best supported transit and that new development should make it easy to walk to services. They saw the area as family friendly with residences being a mix of condominiums, townhouses and cottage housing. They envisioned the declining Woodmont Shopping Center converting to a medical/health care hub and the large wetland being used as an educational resource for Highline Community College.

SALT AIR

It is important that the area not look seedy. The group agreed on the need for design standards and, in particular, fencing storage areas. They thought redevelopment of the Midway Landfill into a business park or expansion of Highline Community College would be enhanced by the undevelopable portion of the landfill which could be used as a park and open space. There was discussion, with no consensus, of the potential for low income or senior housing as a part of development within the confines of the landfill.

TABLE 2

MIDWAY

Generally the group saw this area as a place where commercial, office, and residential uses could easily mix. The wonderful views from this area were identified as an asset and needed to be preserved by layering the heights of buildings. Access for pedestrians and automobiles within the area is a challenge that could be remedied by building a sky-bridge (across SR-99) and an overpass (across Kent-Des Moines Road along 30th). It was agreed that mixed-use and stand alone condominiums and townhouses were appropriate in this area, and not single-family residences. They identified a need for student housing and suggested that affordable mixed-income housing should be built to replace housing provided by several existing mobile home parks. They identified Midway as a place that is suitable for transit oriented development where human scale should be promoted.

The form that development might take varied throughout the discussion. It was agreed that big box and auto-oriented uses should be located south of 240th St. Retail uses should be located along SR-99, with possibly low-rise residential on top so as not to block the views from high-rise development off 30th. The kind of development along 30th varied from mixed-use with residential on top of office or retail to having small commercial pockets within a primarily residential neighborhood. The group discussed the alignment of light rail and considered SR-99 and 30th. It was agreed that a light rail station should not be located at Kent-Des Moines Road because of existing traffic conflicts, but also emphasized was the need for strong east/west transit connections to the light rail station. If light rail were located along 30th, an overpass would be necessary. It would transform the street into a vibrant pedestrian-oriented place (Semaphore Towers with open space between buildings or Vancouver BC are examples of good development).

KENT HIGHLANDS

While traffic on Military Road is described as 'bad', the group saw the potential for the Kent-Highlands Landfill site to become a conference center or be used for recreation such as ball fields or mini-golf.

TABLE 3

MIDWAY

The small size of parcels along SR-99 was seen as an obstacle for redevelopment while 30th Ave South was seen as an opportunity for a more pedestrian oriented place where housing and services are mixed. Participants thought 30th Ave South should be extended to the south of 240th St. They also thought that development of a public park off 30th would be an amenity for students, employees, visitors and residents alike. A park would support the higher density of uses envisioned here. There should be bike lanes and better pedestrian connections to the Park & Ride lot (off Military Rd.), Bus Rapid Transit stops (along SR-99) and Highline Community College.

WOODMONT

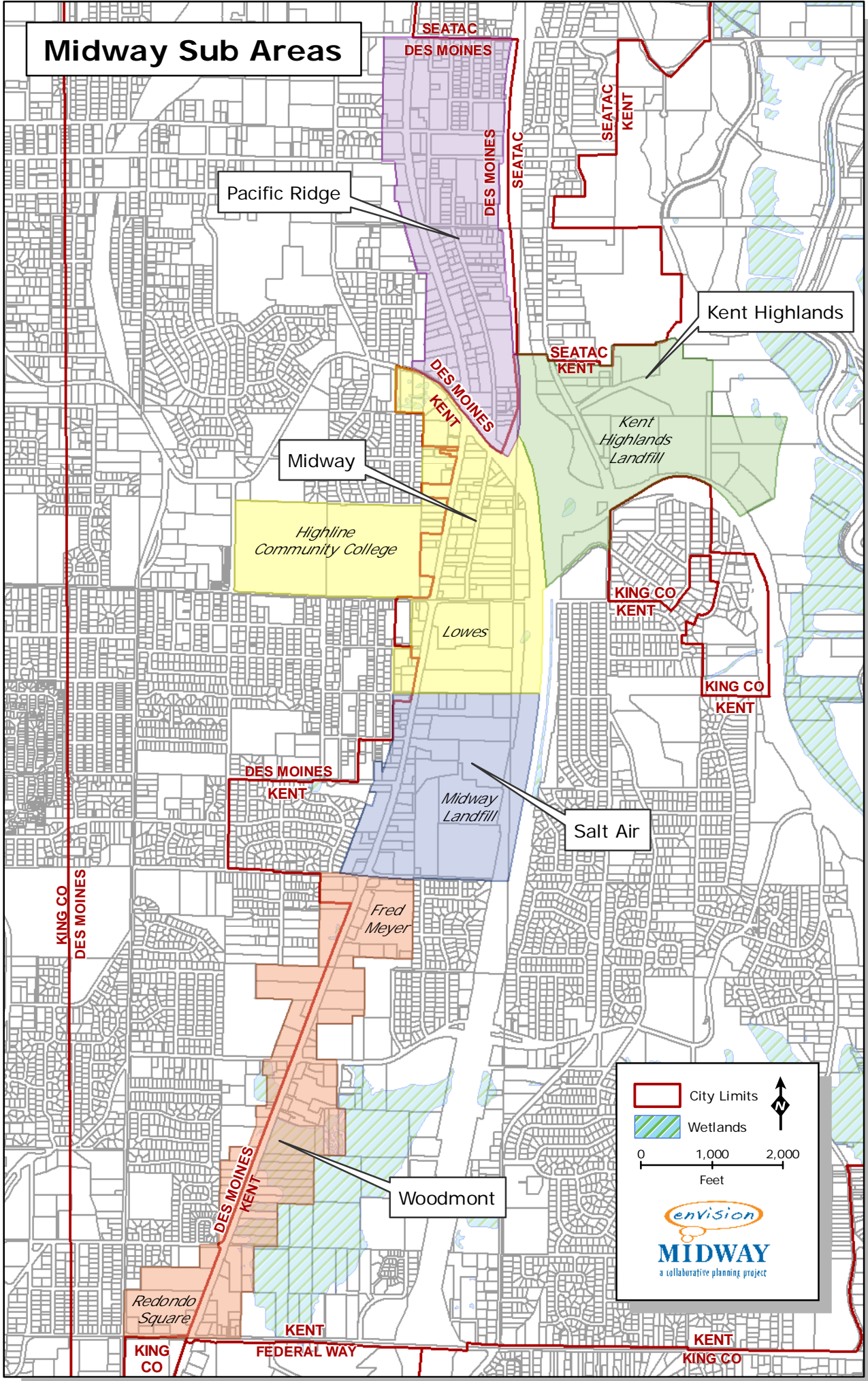
Participants saw the wetland as an asset and that awareness of it should be raised; they also want to lower the industrial tone of the area. The group questioned the need for more retail since so many storefronts were vacant. They thought it would be hard to promote mixed-use in the area since it was so auto-oriented. The group

thought that improving pedestrian connections, adding pocket parks, street trees, and adding nice street lights could help overcome the perception of being 'unsafe'. They considered reducing parking requirements to encourage development. They could envision a conference center or hotel in this area.

SALT AIR

The focus was on the Midway Landfill where they envisioned medium rise (5 to 8 stories to take advantage of view potential) mixed-use development occurring with a park or sports fields located on the undevelopable portion of the landfill. They suggested using trees to screen noise from I-5. They also identified the need for better pedestrian connections across or under SR-99; without them the existing auto-oriented retail development would prevail.

Midway Sub Areas



City Limits

Wetlands

0 1,000 2,000 Feet

enVision
MIDWAY
a collaborative planning project