



Stakeholder Committee Meeting #1

Highline Community College, Mt. Constance Rm, May 21, 2008, 5-7 p.m.

A G E N D A

Stakeholder Meeting Purpose

- Review the Midway Subarea Plan project schedule and goals
- Reach a baseline understanding of the development contexts in Des Moines and Kent
- Engage in information sharing and discussion regarding transit service and transportation issues
- Vision transit routes and station locations for Midway

- 4:45 Light Refreshments Served** **All**
- 5:00 Welcome & Introductions** **Gloria Gould-Wessen, City of Kent & Denise Lathrop, City of Des Moines**
- Overview of Today's Agenda **Meghann Glavin**
- 5:15 Project Overview and Goals** **Gloria/Denise**
- Overview of Midway Planning Project Purpose and Desired Outcomes
 - Review of Project Schedule
 - Review of Overall Meeting Plan **Berk & Associates**
 - Review of Stakeholder Charge
- 5:20 Midway Planning and Development Context** **Gloria/Denise**
- Overview of Des Moines and Kent Comprehensive Plans
 - Review of upcoming development in Des Moines and Kent
 - Review of underlying conditions in Midway
- 5:35 Transportation In and Around Midway: Information Sharing** **All**
- Route and Station Location Criteria
 - Bus Rapid Transit **METRO**
 - Light Rail Extension **Sound Transit**
 - State Routes 99, 509, and Interstate 5 **WSDOT**
 - Questions and Answers
- 6:15 Small Group Discussion: Visioning Routes and Station Locations**
- Please brainstorm criteria for possible transit routes and station locations, while brainstorming these criteria keep the following questions in mind:
 - How do the different transportation modes interrelate? How can they be best aligned to support each other?
 - What routes and station locations are most likely to attract users?
 - What do good route and station locations achieve?
- 6:50 Summary and Next Steps** **Meghann Glavin**
- 7:00 Adjourn**



Envision Midway – A Collaborative Planning Project

Introduction

Stakeholders Committee

Background

The Cities of Kent and Des Moines are embarking on a joint planning effort. Change is occurring along the Pacific Highway corridor and the cities agree that it is time to rethink Midway. Working together, the Midway Planning Project can transform the area into a sustainable urban community, enhancing commercial development and housing choices while capitalizing on the geographic location, the wide range of transportation options, educational institutions, and view opportunities.

The Stakeholders Committee is an important part of the visioning process. You are charged with making recommendations on land use policies, development regulations and implementation strategies. The stakeholders come from a variety of backgrounds. There are residents, business owners, property owners, elected officials, staff from adjacent cities, and transportation agency staff. Kent and Des Moines staff and the consultants from Berk & Associates and Cascade Design Collaborative will facilitate the process. The final product will reflect your thoughtful consideration of public comment and the projects mission and goals.

Envision Midway Notebook

This notebook is intended to educate as well as organize the four Stakeholder Committee meetings. The notebook is broken into sections that can expand easily as additional materials are provided. There are additional tabs that can be used to further organize sections if desired, or used for new sections if needed.

The first is the *Background* section which contains contact information of the Stakeholders, a project schedule, and the project's mission and goals. A map illustrates the Study Area and the Analysis Area. The Midway Study Area boundary was identified jointly by the Kent and Des Moines Council Committees charged with reviewing land use issues for their respective cities. The Analysis Area was defined by staff based on the need to understand existing uses and the growth capacity in the area surrounding the transportation corridor of Pacific Highway South. The boundary reflects a ¼ to ½ mile walk from a hypothetical high-capacity transit line.

The *Existing Conditions* section contains an overview of the underlying conditions of the Midway Study Area, followed by a series of maps illustrating existing conditions and a collection of aerials at a readable scale.

The *Meeting* section contains the agenda and the Stakeholders Committee Charge.

The *METRO* section contains information on bus service through Midway and route maps for the new Bus Rapid Transit and local routes.

The *Sound Transit* section contains information on the expansion of mass transit, maps of proposed and existing routes, and information on the future planned investment package.

The *WSDOT* section provides information on Washington State Department of Transportation planned improvements to I-5 and SR-509.

The *TOD* section (referring to Transit-Oriented Development) contains an overview of what makes a successful TOD. It also contains various informational pieces from related websites.

The *Land Fill* section contains a letter from the Mayor of Seattle to brief the public on the status of the Midway and Kent Highlands land fills.



Envision Midway

Summary of Stakeholders Committee

Meeting #1 – May 21, 2008

Overview

The purpose of the first Stakeholders Committee meeting was to introduce the Envision Midway project. Staff provided an overview of the Cities of Kent and Des Moines Comprehensive Plans as they relate to Midway, reviewed upcoming developments in the two cities, and gave an overview of the underlying existing conditions. There were presentations by METRO, Sound Transit and WSDOT that provided insight into future transit expansion and transportation improvements that will affect Midway. The last hour was dedicated to small group discussion, focusing on the development of criteria that would be used when considering the location of transit routes and station locations. The discussion was broad, identifying concerns with existing facilities, services, and traffic, while also focusing on what type of place is needed to support transit investments.

Summary of Small Group Discussion

The Stakeholders Committee members were divided up into three working groups. The focus of their discussion was to identify criteria that could be used when considering the location of transit routes and station locations. The questions to keep in mind were:

- How do the different transportation modes interrelate?
- How can they be best aligned to support each other?
- What routes and station locations are most likely to attract users?
- What do good route and station locations achieve?

Connectivity for pedestrians and vehicles within Midway was a recurring topic among all the groups. The discussion of connectivity was related to lack of sidewalks, particularly east/west, inability to cross the highway without walking a mile, and the non-pedestrian friendly environment along Pac Hwy. Pedestrians are a key to a lively community. The need to provide better transit service to Highline Community College (HCC) students and faculty was discussed, along with the college's connection with the surrounding community. There were also observations about transit connections to surrounding communities, easy access, park & rides, and the need for higher density uses surrounding the transit stops. The need to connect transit riders to Kent Station and the Sounder was identified too. There were general observations about the need for people to think differently about

transit, the need for attractive pedestrian environments that support a “café society” where people can sit, rest and talk, and the need to create a senior friendly place.

There was some discussion about where light rail should and should not be placed, and statements that Pac Hwy was not a suitable location because it would conflict with the Rapid Ride Transit. It was considered that light rail should be elevated and run parallel to Pac Hwy. Others suggested that if light rail were not going to have service in the evening, the alignment should be along I-5. Another observation was that light rail should serve employment centers. Sound Transit commuter stations should have a park & ride located nearby. The environment around the stations should be well lit, safe, with security cameras, bike lockers and vaults. Fred Meyer, the Community College, and schools were identified as locations of main transit stops.

Some of the observations that could be considered as criteria for locating transit focused on pedestrian needs (i.e., ability to safely cross Pac Hwy, benches, lighting, complete sidewalks, shorter blocks and cover from the elements). There was an acknowledgement of the need for higher density of land uses, buildings placed along the street for interest, and public spaces created for people to gather outside. The car should be de-emphasized by minimizing parking requirements, and transit amenities provided to encourage use of mass transit(i.e., shelters, well lit for safety).

The verbatim transcript from the three small group discussion follows.



Key Components for Transit Oriented Development (TOD)

Based on Small Group Discussion for TOD Criteria

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1. Higher Density – Types and Size of Land Uses
 - Need flagships (i.e., Highline Community College, Port of Seattle)
 - Jobs/Housing balance
 - Desirable places “café society”
 - High-Quality Development
 - Reduced & managed parking

2. Circulation – Streets & Sidewalks
 - Connectivity – Pedestrian & Transit
 - East/West and North/South
 - Walkable design – Pedestrian-friendly
 - Short Blocks
 - Complete Sidewalks
 - Shelter from the elements
 - Designed for alternative modes of transportation
 - Bicycles
 - Rollerblades

3. Safety
 - Pedestrian lighting
 - 24/7 - Eyes on the streets
 - Bike safety and security
 - Senior-friendly community

4. Public Open Space
 - Pocket Parks
 - Urban Plaza