

Stakeholder Committee Meeting #2

Des Moines Activity Center (2045 S 216th St)/June 18, 2008: 5:30 – 7:30 p.m.

A G E N D A

Stakeholder Meeting Purpose

- Consider how transportation and development affect each other
- Review factors that affect development and redevelopment opportunities
- Consider the key components of a sustainable transit oriented development (TOD)
- Consider where TOD nodes might be located

5:15 Light Refreshments Served

5:30 Welcome

Fauna Doyle, Berk & Associates

- Overview of today's agenda
- Review May 21st outcomes: Station location criteria
- Review May 28th public open house outcomes

5:40 Transportation and Land Use Development

David Saxen, CDC

- What is a Transit Oriented Development (TOD)?
- Review how land uses and transit systems influence each other

5:50 Factors Affecting Development & Redevelopment

- Constraints & opportunities for development

David

- Topography – views/parking
- Zoning
- Small parcels

- What the tools and incentives support successful development?

Denise Lathrop,
Des Moines

- Subarea Plans/Planned Action Ordinances
- Development Agreements
- Infrastructure Development
- Brownfield Cleanup

- What could redevelopment look like in Midway?

Gloria Gould-Wessen, Kent

- Today & Possible Tomorrow

6:20 Small Group Discussion: Visioning Land Use Options

All

Based on station location criteria developed on May 21st, please brainstorm where station locations are best suited and identify the possible land use options that would support a TOD keeping in mind the following questions:

- What existing land uses would support transit investment?
- What's missing to support a vibrant and sustainable community?
- What opportunities or limitations exist that support your option?

7:20 Summary and Next Steps

Fauna

7:30 Adjourn



Envision Midway

Summary of Stakeholders Committee

Meeting #2 – June 18, 2008

Overview

The purpose of the second Stakeholders Committee meeting was to consider how transportation and development affect each other and begin brainstorming development and redevelopment opportunities, key components of a sustainable transit oriented development (TOD), and where TOD nodes might be located.

Presentations by staff and consultant, Cascade Design Collaborative, provided information on Transit Oriented Development (TOD), how land use and transit systems influence each other, factors affecting development and redevelopment, and ideas on what redevelopment could look like in Midway. The last hour was dedicated to small group discussion, which envisioned land use options for the Midway Study Area.

Summary of Small Group Discussion

Stakeholders Committee members broke out into three working groups. The Study Area was divided into 5 geographic areas (Pacific Ridge Neighborhood, Kent-Highlands, Midway, Salt Air and Woodmont) and each group was assigned an area to focus on, with discussion of other areas as time allowed. Using station location criteria developed at the May 21st meeting, participants brainstormed where station locations are best suited and identified the possible land use options that would support a TOD, keeping in mind the following questions:

- What existing land uses would support transit investment?
- What's missing to support a vibrant and sustainable community?
- What opportunities or limitations exist that support your option?

General observations for the Study Area ranged from defining needs to suggesting solutions. The view potential was identified as an asset and it was suggested zoning standards need to allow high rises (up to 20 stories), provide flexibility for a mix of uses and activities and specific areas identified for auto-oriented uses. Discussion of general land use focused on three key areas:

1. North of Kent-Des Moines Road (KDR) = Predominantly high-density residential/mixed use (MU);

2. South of KDR = High density MU, small store fronts, services for students; and
3. South of 240th = Auto oriented services on larger parcels, with visual corridor to connect to landfills.

It was suggested that regulations should be modeled after the Pacific Ridge development standards where retail and commercial uses are located along Pac Hwy and residential uses are off the highway to the east. Metro's Bus Rapid Transit (BRT) was seen as providing excellent service until the future of light rail is determined. The area around Highline Community College (HCC) was seen as a logical location/terminus for a light rail station with a parking facility. There was also discussion about the need for east-west feeder transit to support the light rail. Connectivity for pedestrians and vehicles within Midway was a recurring topic among all the groups, pointing to the need for a grid pattern with walkable blocks.

Detailed discussions focused on the Midway, Kent-Highlands, Salt Air and Woodmont geographic areas and are summarized below.

Midway

Specific observations for Midway focused around HCC and the need to provide a light rail connection to the college; on- and off-campus housing for students; high density mixed use around the transit stations; and expansion of HCC's frontage along Pac Hwy. Parking and vehicular circulation were seen as issues for this area. Specific uses identified for this area included restaurants, services, and allied health facilities that support HCC educational programs. Housing and services that meet the needs of all income levels was discussed. Safety and attractiveness of the area was seen as important.

Kent-Highlands

Ideas and observations for redevelopment of the Kent-Highlands landfill area included developing high rise buildings that include housing, hotel or auto-oriented office to utilize the view potential. Other suggested uses included mixed use, grocery, school, destination recreation, or open space. Some expressed the need to be bold and use the area to absorb the housing and population targets for Kent, including having no FAR limitations to building up. Kent-Des Moines Road (KDM) and access to the area were identified as constraints. A connection over KDM could provide an opportunity to access recreational uses to the north and along the Green River.

Salt Air

Reuse of the Midway Landfill was the focal point for Salt Air. Potential land uses include: a world class indoor and outdoor sporting area, soccer fields, Par 3 golf course and/or green space with unique features, fountains and grass. It was suggested that this area be surrounded by an urban village with building heights up to 5 stories west of Pac Hwy and up to 10 stories on the east side. A mixed income residential community was envisioned to include multi-cultural and multifamily housing and commercial uses. Another

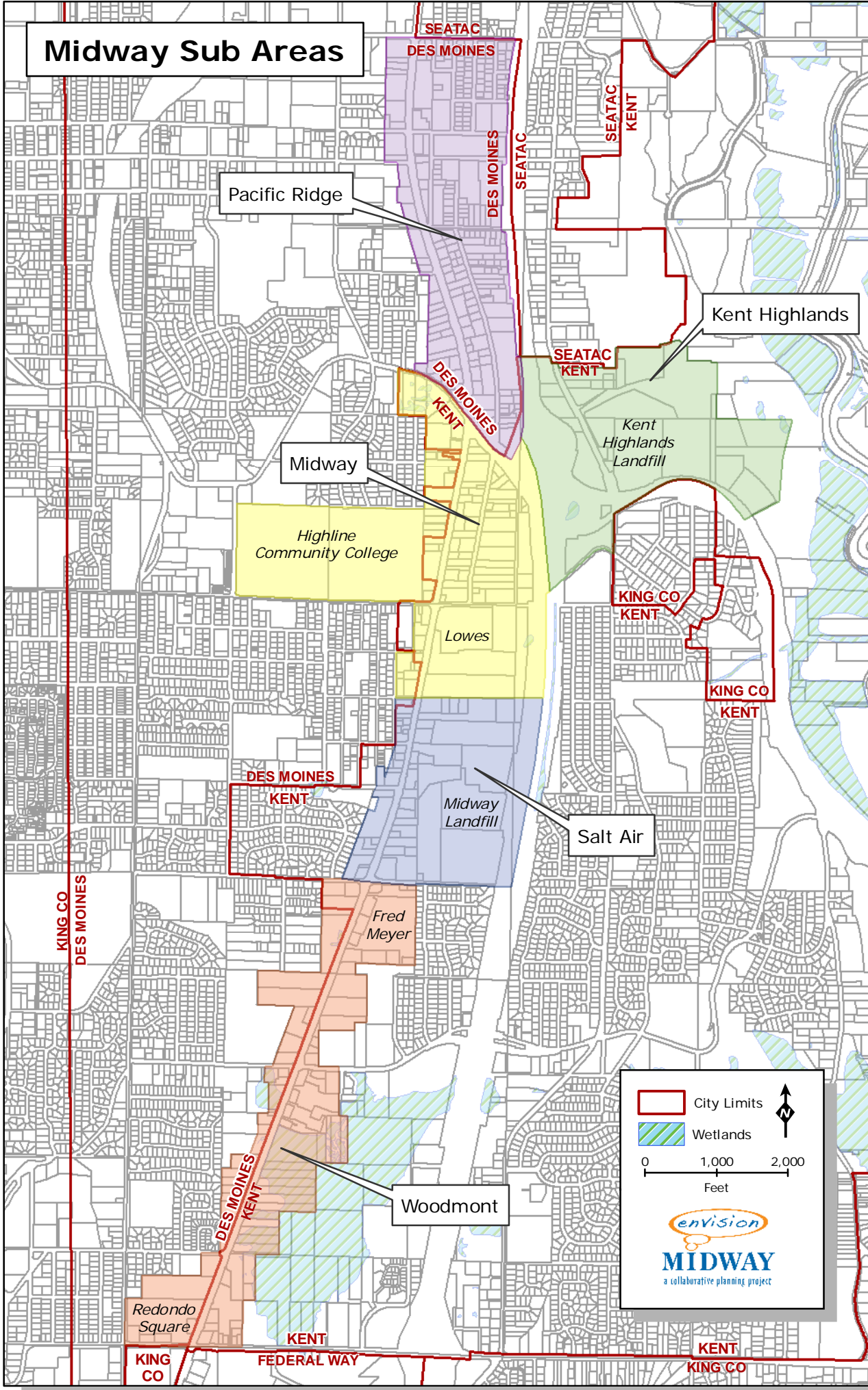
suggestion was to lower the parking requirement to 1.2 spaces per residence.

Woodmont

Observations for the Woodmont area focused around the Redondo and Woodmont shopping centers and opportunities to create dense, walkable retail areas with housing. Heights of 4 to 5 stories were envisioned with 2 stories of retail/office and then modulated residential set back (no towers). It was observed that residential uses could be located adjacent to wetlands and oriented toward the natural area. The group felt that the area could support convenience shopping but not office uses. It was suggested more playfields were needed.

The verbatim transcript from the three small group discussions is attached.

Midway Sub Areas



Pacific Ridge

Kent Highlands

Midway

Highline Community College

Lowes

Salt Air

Woodmont

Redondo Square

City Limits

Wetlands

0 1,000 2,000 Feet

enVision
MIDWAY
a collaborative planning project