The Growing Transit Communities program is supported by a grant from the U.S. Department of Housing and Urban Development’s Sustainable Communities Regional Planning Grant Program. For more information: visit psrc.org or contact Ben Bakkenta at 206-971-3286 or bbakkenta@psrc.org

**Highline Comm. Col.**

**AREA DESCRIPTION** —
The Highline Community College transit community, located in the Cities of Kent and Des Moines, has been served by Metro RapidRide Line A since 2010. The station provides regional access to the Highline Community College, a major employment and educational facility. The area is also located within the corridor under consideration by Sound Transit for a light rail station.

Current land use is predominantly commercial and educational, including the 80-acre community college campus. With large blocks and few sidewalks, the community currently has a poor pedestrian environment.

The Highline Community College transit community has a population of 2,976, with 59 percent minority, higher than the regional average. Compared with the region, median household income is lower and household size is larger on average. A total of 1,753 jobs are located within the transit community.

For households above 30% of AMI, housing is relatively affordable in the area. About half of the units are single-family, and there is also a significant cluster of mobile homes in the transit community.

**LOCAL PLANNING** —
The transit community is part of the locally designated Midway subarea. The cities of Kent and Des Moines collaborated on the land use vision for the area and Kent adopted the Midway Subarea Plan in 2011. The plan calls for a transition from walk-oriented commercial and light industrial to pedestrian oriented commercial and mixed use and an increase in housing options with complete streets, open space, and higher densities. The City of Des Moines is beginning to evaluate the land use and zoning for this area and hopes to have housing options with complete streets, open space, and higher densities. The City of Des Moines is also working on TOD implementation approaches, including TOD design guidelines for the corridor under consideration by Sound Transit for a light rail station.

Kent adopted the land use vision for the area and Kent adopted the Midway Subarea Plan in 2011. The plan calls for a transition from walk-oriented commercial and light industrial to pedestrian oriented commercial and mixed use and an increase in housing options with complete streets, open space, and higher densities. The City of Des Moines is also working on TOD implementation approaches, including TOD design guidelines for the corridor under consideration by Sound Transit for a light rail station.

**LAND USE**

- Transit Station
- 0.5 mi Buffer

**TRANSPORTATION**

- Bus Stops
- Bus Routes
- Existing Light Rail
- Planned Light Rail
- Existing Bus Rapid Transit
- Planned Bus Rapid Transit
- Commuter Rail
- Ten Minute Walkshed
- 1/2 Mile Walkshed

**PEOPLE PROFILE**

Communities with lower TOD orientation have a physical form and activity level that do not strongly support a dense, walkable and transit supportive neighborhood. Weaker real estate market strength suggests there is not high pressure for new development in the near- to mid-term.

**JOBS**

**Housing**

**PEOPLE**

**AFFORDABLE HOUSING BY INCOME LEVEL**

**TRANSPORTATION**

**PLACEMENT RISK**

**ACCESS TO OPPORTUNITY**

**IMPLEMENTATION APPROACH**

**ENHANCE COMMUNITY**

Enhance Community transit communities are neighborhoods or smaller centers found in the North and South corridors. Recent and anticipated transit investments have the potential to catalyze considerable community development. However, many will face challenges to implementing TOD given auto-oriented environments, weak market demand, and limited access to opportunity. Key strategies focus in the short term on community development to expand opportunity and social activity, and in the long term on building a physical and social fabric that will attract new investment. Nineteen transit communities, more than any other of the other Implementation Approaches, are categorized as Enhance Community.

**KEY STRATEGIES**

- Station area planning, focus on long-range vision and transitional uses
- Long-range capital facilities plan with phased infrastructure and public realm investments
- Community needs assessment and targeted community investments
- Affordable housing preservation

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