Kent-Des Moines P&R

POSSIBLE FUTURE LIGHT RAIL | BUS

Des Moines and SeaTac all have jurisdiction over a portion of the area within a half mile of the park & ride.

Commercial and light industrial uses predominate along major roadways. Residential uses, both single family and low rise multifamily, exist along the periphery of the transit community. With large blocks and few sidewalks, the community currently has a poor pedestrian environment.

The park and ride is adjacent to the I-5 freeway and SR-516. Adjacent to the Park & Ride, portions of a closed landfill site offer redevelopment potential with zoning for mixed uses. The SR-509 extension is also planned to pass through this area.

The transit community currently has a population of 1,448, making it one of the least populous transit communities in the region. A total of 823 jobs are located within a half mile of the park & ride. Housing type is evenly divided between single-family and multifamily units. About forty percent of existing units are subsidized. Overall affordability is high compared with regional levels of need for households earning less than 50% of AMI.

LOCAL PLANNING

In 2011, the City of Kent adopted the Midway Subarea Plan, zoning and development regulations, and design guidelines. The plan calls for pedestrian and transit supportive development around high capacity transit investments. The Midway subarea is within the half mile radius from the park and ride, and includes the park & ride, commercial properties along Military Rd., and a portion of the landfill.

COMMUNITIES REGIONAL PLANNING GRANT PROGRAM

For more information: visit psrc.org or contact Ben Bakkenta at 206-971-3286 or bbakkenta@psrc.org

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

Kent-Des Moines Park & Ride is currently served by regional and local bus routes, including express service between Seattle and Tacoma. The study area, which surrounds a 370 lot park and ride facility, is located within the corridor for the Link light rail extension to Federal Way. The cities of Kent, Des Moines, and SeaTac all have jurisdiction over a portion of the area within a half mile of the park & ride.

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COMMUNITIES WITH LOWER TOD ORIENTATION HAVE A PHYSICAL FORM AND ACTIVITY LEVEL THAT DO NOT POTENTIALLY 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

Enhance Community transit communities are neighborhoods or smaller centers found in the South and North 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.