The S. 260th Street transit community, located in the Cities of Kent and Des Moines, is currently served by the Rapid-Ride A BRT line. The community is located in the corridor currently under study for an extension of light rail from S. 200th St. to Federal Way.

Current land use is commercial, light industrial, and multifamily residential along the main corridor, Pacific Highway. To the west of the transit community is primarily single-family residential. A large wetland is located to the southeast of the transit node. With large blocks, few sidewalks, and an auto-oriented development pattern, the community currently has a poor pedestrian environment.

The S. 260th Street transit community has a population of 5,015, with 68 percent minority, making it one of the most diverse transit communities in the region. The community includes a high proportion of children compared with other transit communities. Education attainment is much lower than the regional average.

The S. 260th Street contains a mix of housing types, which are predominantly renter-occupied. Housing is among the most affordable in the region for households earning less than 50% of AMI. The housing stock includes a modest supply of subsidized units.

LOCAL PLANNING —

The S. 260th St. transit community is part of the locally designated Midway subarea. The cities of Kent and Des Moines collaborated on land use visionsing for Midway and Kent adopted the Midway Subarea Plan, zoning, and development regulations and design guidelines in 2011. The portion of the Midway Subarea the community is within calls for an amended Midway Subarea Plan, zoning, and development regulations and design guidelines to support the corridor. The City of Des Moines is beginning to evaluate the zoning and land uses in the highway commercial corridor with auto-oriented development and pedestrian supportive guidelines in 2011. The portion of the Midway Subarea the community is within calls for an amended Midway Subarea Plan, zoning, and development regulations and design guidelines to support the corridor.