Star Lake

**Area Description** —
The Star Lake transit community, located in the Cities of Kent, Federal Way, and Des Moines, is centered around a park and ride facility that is currently served by local and express bus routes. The area is also located within the corridor under consideration by Sound Transit for a light rail station along the Federal Way Transit Extension.

Current land use is predominantly split between mid- to low-rise multifamily residential and single-family residential, with commercial uses along SR-99. Extensive right-of-way and environmentally sensitive land create barriers to TOD. With large blocks, few sidewalks, and major barriers to circulation, such as the adjacent I-5 freeway, the area around the Star Lake Park and Ride has a poor pedestrian environment.

The Star Lake transit community has a population of 7,368, with 61 percent minority, making it relatively populous and diverse compared with other transit communities. One in five households earns below the poverty level. Housing in Star Lake consists predominantly of multifamily rentals. No subsidized housing exists in the transit community. Affordability is relatively low compared with the region and most other transit communities for households earning less than 50% of AMI, with a more ample stock of units affordable to households earning up to 80% of AMI. These data suggest potential displacement in the future.

**Local Planning** —
The northern portion of the area is within the City of Kent and the southern portion is within the City of Federal Way. The most eastern portion of the Star Lake transit community is located in the locally designated Midway subarea. In 2010 cities of Kent and Des Moines collaborated in creating the Envision Midway plan. The portion of the community within the midway subarea is envisioned to transition from auto-dominated to primarily mixed-use, transit and pedestrian supportive development. Currently, there is no proposal for residential or commercial development or redevelopment in the remaining portions of the transit community.

**Land Use**

- **Renters**: 27%
- **Homeowners**: 22%
- **Cost Burden**: 56%
- **Median Income**: $48,076
- **Total Housing Units**: 2,384
- **Housing by Income Level**:
  - 0-30% AMI: 0%
  - 30-50% AMI: 16%
  - 50-80% AMI: 21%
  - <120% AMI: 81%

**Transportation**

- **bus**: 1
- **park & ride**: 1

**Housing**

Communities with potential displacement risk have weak market strength and therefore do not face imminent displacement risk; however, they also exhibit numerous community risk factors that suggest need for community stabilization efforts to avoid future displacement risk should market forces change. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

**People**

Communities with lower TOD orientation have a physical forms 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.

**Implementation Approach**

**Enhance Community**

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.

**Key Strategies**

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

**Transportation**

- **bus stops**: 1
- **transit nodes**: 1
- **bus routes**: 1

**Table:**

<table>
<thead>
<tr>
<th>PEOPLE</th>
<th>TRANSIT COMMUNITY</th>
<th>ALL T/C WEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>POPULATION</td>
<td>7,368</td>
<td>4,327</td>
</tr>
<tr>
<td>RACIAL</td>
<td>61% minority</td>
<td>45%</td>
</tr>
<tr>
<td>AGE</td>
<td>25% 18 years</td>
<td>19%</td>
</tr>
<tr>
<td>MED-HH INCOME</td>
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<tr>
<td>EDUCATION</td>
<td>17% BA or &gt;</td>
<td>20%</td>
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</tbody>
</table>

**Jobs**

- **total jobs**: 657
- **average wage**: $26,346
- **affordable housing by income level**
  - <120% AMI: 1
  - <150% AMI: 1
  - 150-200% AMI: 1

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