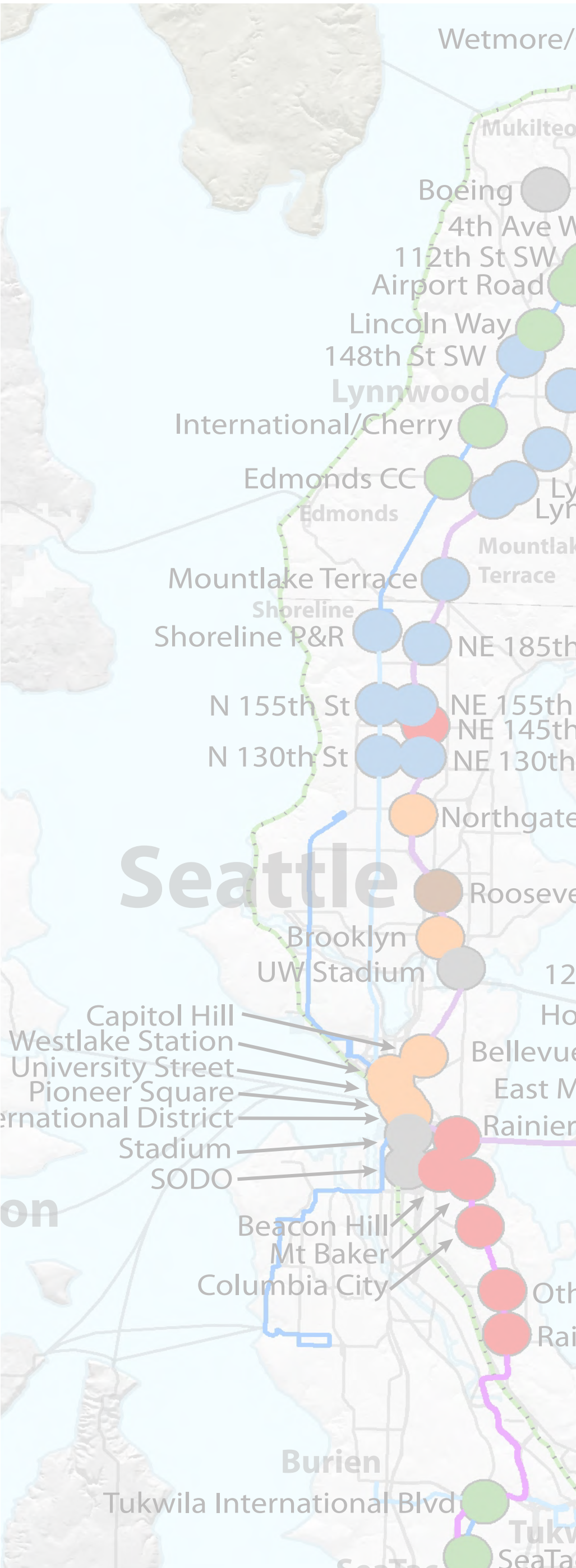




# Transit Community Profiles





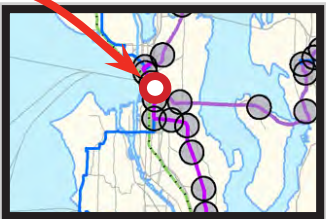
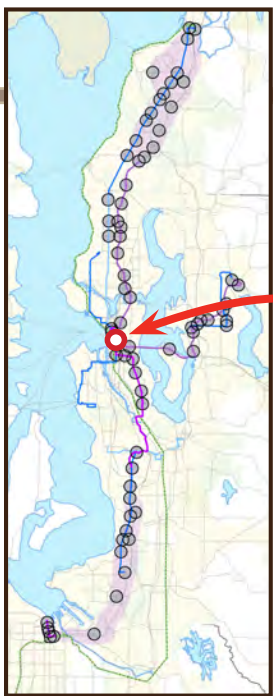
# Central Corridor

Central  
Corridor





# International District



## AREA DESCRIPTION —

The International District transit community, located in the City of Seattle, is currently served by Central Link light rail, multiple bus transit routes to destinations throughout the region, and Amtrak and Sounder Commuter Rail service. A new streetcar line, currently

under construction, will provide service starting in 2014.

The International District station is located in the historic Chinatown/International District. Major nearby land uses include multifamily residential, commercial, civic and transportation related, and a regional sports facility. With small blocks and full sidewalk coverage, the International District area is highly walkable.

More than 10,000 people reside within a half mile of the International District station, nearly two-thirds of whom are minorities, with many Asian immigrants, making this area much more diverse than the region as a whole. As part of downtown Seattle, the area is a major regional employment center with more than 43,000 jobs.

The housing stock is entirely multifamily in type, including both apartments and condominiums. Altogether, about a third of housing in the study areas in downtown Seattle is affordable to households earning 50% of AMI. However, most of the affordable units are heavily subsidized. Market rate housing is generally less affordable than elsewhere in the transit corridors.

**LOCAL PLANNING** —The International District transit community is located in the regionally designated Seattle Downtown Regional Growth Center. In 2010, the City adopted the Livable South Downtown Plan that included new incentive zoning provisions allowing for higher height and density in parts of the International District in exchange for affordable housing, open space or historic preservation. Some of the open space contributions could include improvements to the system of green streets that the Plan identified in the area.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	10,412	4,237
RACIAL DEMOGRAPHICS	62% minority	45%
AGE	8% < 18 years 15% > 65 years	19% 11%
MED. HH. INCOME	\$21,939	\$46,637
EDUCATION	N/A	20%
AVERAGE HH. SIZE	2.16	2.39

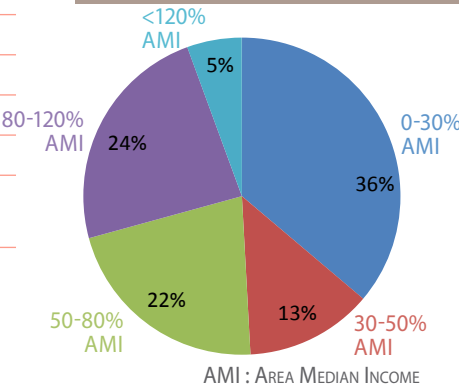
## JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	43,472	3,032
AVERAGE WAGE	\$64,740	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	10%	17%

## HOUSING

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	5,183	2,674
AFFORD. RANGE (0-50% AMI)	49%	21%
HOMEOWNERS	6%	35%
RENTERS	94%	65%
COST BURDEN (% OF HOUSEHOLDS)	44%	44%

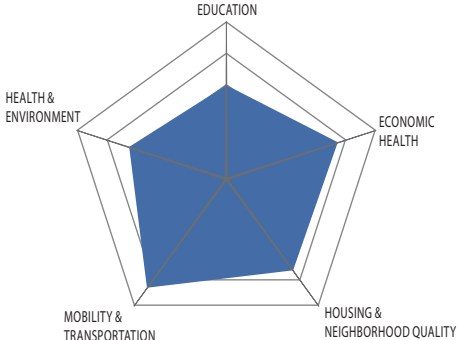
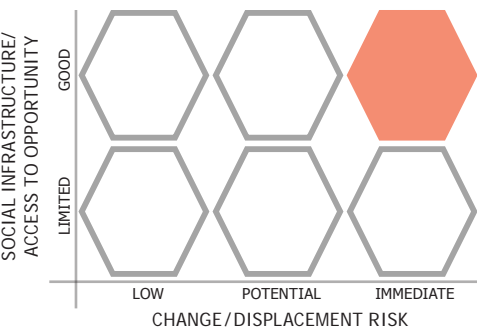
## AFFORDABLE HOUSING BY INCOME LEVEL



## PEOPLE PROFILE

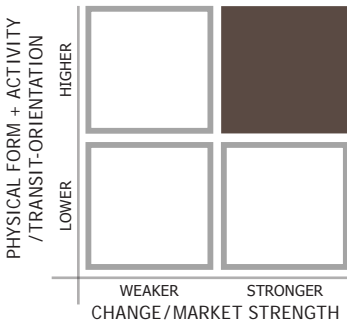
Communities with immediate displacement risk show indications that displacement of lower income populations has begun, higher current market strength, and/or high number of community risk factors. Good access to opportunity means households benefit from a wide range of nearby resources.

## ACCESS TO OPPORTUNITY

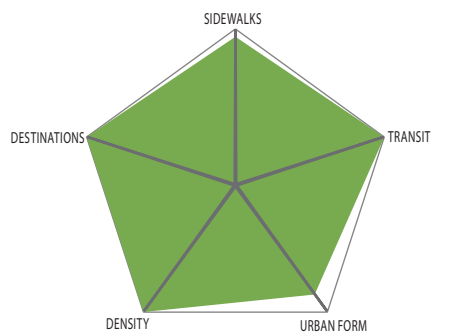


## PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that support a dense, walkable and transit-supportive neighborhood. A stronger real estate market suggests there is higher pressure for new development in the near- to mid-term.



## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 2 EXPAND HOUSING CHOICES

Expand Housing Choices transit communities are current or future mixed-use centers with good access to opportunity, TOD supportive physical form and activity, and emerge to strong demand for higher density development. Some communities are at high risk of displacement; others have significant subsidized housing but will still have trouble meeting demand from lower to middle income households given the locations' desirability. Key strategies leverage these strong markets to attract growth while providing broad affordability. Seven communities are categorized as Expand Housing Choices, all in the inner portions of the light rail corridors in Seattle (including four current light rail stations).

#### KEY STRATEGIES:

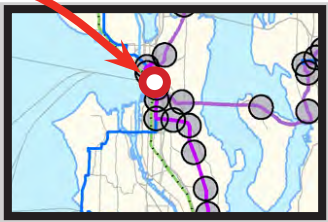
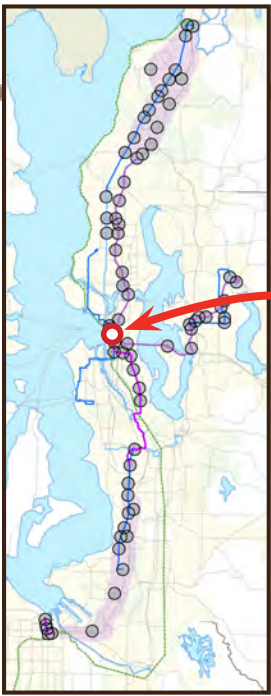
- Support potential to increase market rate housing supply and affordability
- Target subsidy and other efforts to preserve and expand low to moderate income affordable housing stock
- Leverage public and private assets and market demand to meet demand for workforce housing







# Pioneer Square



## AREA DESCRIPTION —

The Pioneer Square transit community, located in the City of Seattle, is currently served by Central Link light rail. Located in downtown Seattle, where numerous transit lines converge, Pioneer Square is served by multiple bus transit routes to destinations throughout the region.

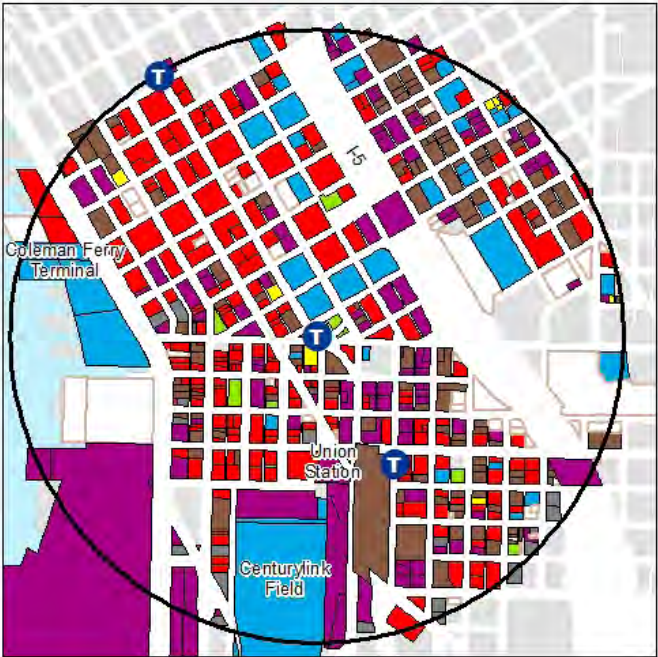
The Pioneer Square station is located in downtown Seattle's business core, adjacent to City Hall and other government offices, and also adjacent to the Pioneer Square historic district. Major nearby land uses include office, multifamily residential, civic, and parking. With small blocks and full sidewalk coverage, the Pioneer Square area is highly walkable.

Nearly 13,000 people reside within a half mile of the Pioneer Square station, over half of whom are minorities, making this area much more diverse than the region as a whole. As part of downtown Seattle, the area is a major regional employment center with nearly 70,000 jobs.

The housing stock is entirely multifamily in type, including both apartments and condominiums. Altogether, about a third of housing in the study areas in downtown Seattle is affordable to households earning 50% of AMI. However, most of the affordable units are heavily subsidized. Market rate housing is generally less affordable than elsewhere in the transit corridors.

**LOCAL PLANNING** — Pioneer Square transit community is located in the regionally designated Seattle Downtown Regional Growth Center. In 2010, the City adopted the Livable South Downtown Plan that included new incentive zoning provisions allowing for increased height and density in parts of Pioneer Square in exchange for affordable housing, open space or historic preservation. Some of the open space contributions could include improvements to the system of green streets that the Plan identified in the area.

## LAND USE



- Transit Station
- 1/2 Mile Buffer
- Land Use Categories**
- Vacant & Unclassified
- Commercial
- SF Residential
- MF Residential
- Park and Open Space
- Govt/Civic
- Transportation and Utilities
- Industrial
- Mobile Home Park

Revised Summer 2013

## TRANSPORTATION



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

## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	12,866	4,237
RACIAL DEMOGRAPHICS	54% minority	45%
AGE	6% < 18 years 15% > 65 years	19% 11%
MED HH INCOME	\$26,855	\$46,637
EDUCATION	N/A	20%
AVERAGE HH SIZE	1.47	2.39

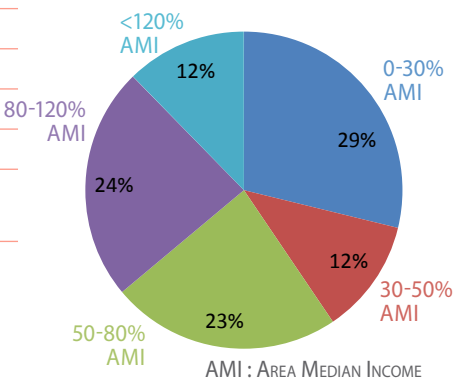
## JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	69,795	3,032
AVERAGE WAGE	\$76,012	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	9%	17%

## HOUSING

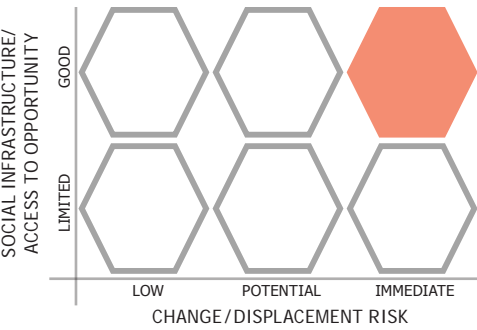
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	7,592	2,674
AFFORD. RANGE (0-50% AMI)	41%	21%
HOMEOWNERS	9%	35%
RENTERS	91%	65%
COST BURDEN (% OF HOUSEHOLDS)	43%	44%

## AFFORDABLE HOUSING BY INCOME LEVEL

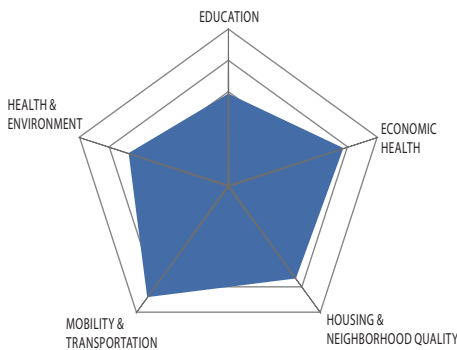


## PEOPLE PROFILE

Communities with immediate displacement risk show indications that displacement of lower income populations has begun, higher current market strength, and/or high number of community risk factors. Good access to opportunity means households benefit from a wide range of nearby resources.

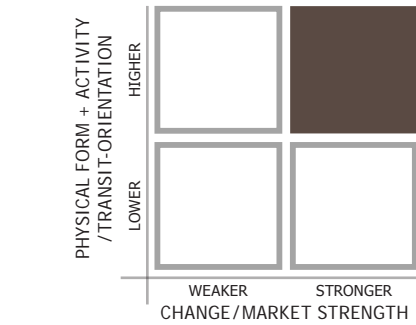


## ACCESS TO OPPORTUNITY

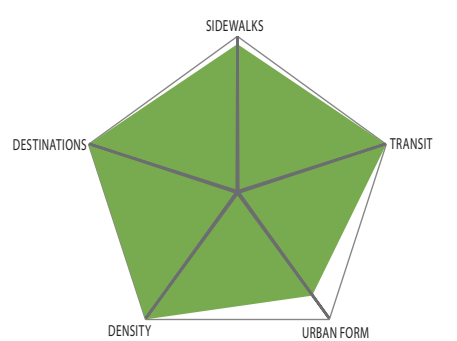


## PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that support a dense, walkable and transit-supportive neighborhood. A stronger real estate market suggests there is higher pressure for new development in the near- to mid-term.



## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 2 EXPAND HOUSING CHOICES

Expand Housing Choices transit communities are current or future mixed-use centers with good access to opportunity, TOD supportive physical form and activity, and emerge to strong demand for higher density development. Some communities are at high risk of displacement; others have significant subsidized housing but will still have trouble meeting demand from lower to middle income households given the locations' desirability. Key strategies leverage these strong markets to attract growth while providing broad affordability. Seven communities are categorized as Expand Housing Choices, all in the inner portions of the light rail corridors in Seattle (including four current light rail stations).

#### KEY STRATEGIES:

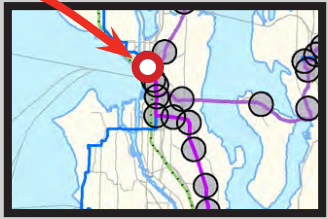
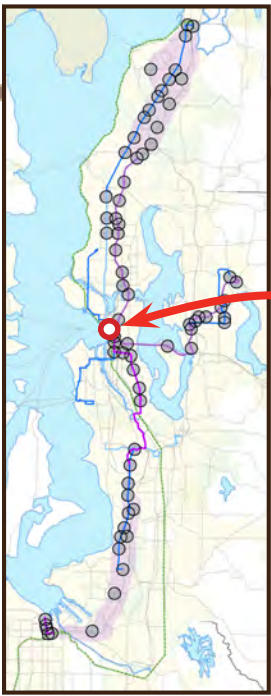
- Support potential to increase market rate housing supply and affordability
- Target subsidy and other efforts to preserve and expand low to moderate income affordable housing stock
- Leverage public and private assets and market demand to meet demand for workforce housing







# University Street



## AREA DESCRIPTION —

The University Street transit community, located in the City of Seattle, is currently served by Central Link light rail. Located in downtown Seattle, where numerous transit lines converge, University Street is served by multiple bus transit routes to destinations throughout the region.

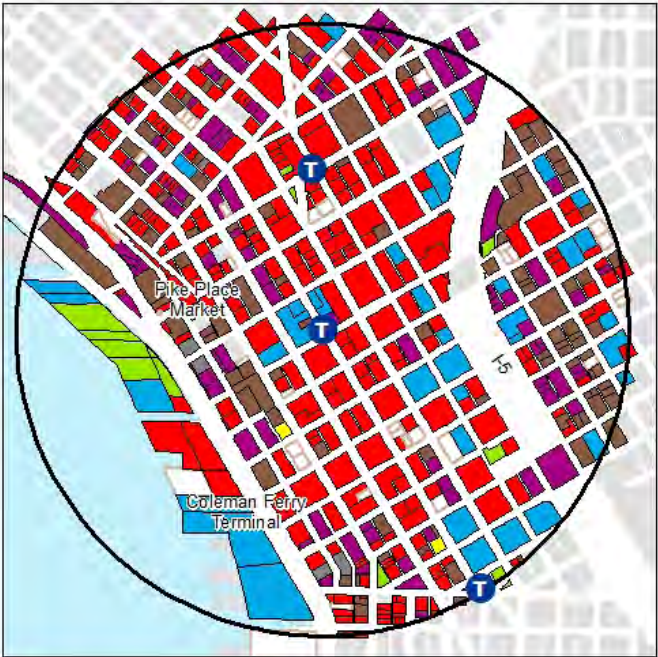
The University Street station is located in downtown Seattle's business core, where high-rise office development predominates. Immediately adjacent to the station are several regional cultural institutions, including Benaroya Hall and the Seattle Art Museum. The station is on the edge of the Metropolitan Tract, a multiple block area owned by the University of Washington and occupied by both historic and high-density mixed use development. With small blocks and full sidewalk coverage, the University Street area is highly walkable.

Nearly 14,000 people reside within a half mile of the University Street station, a third of whom are minorities. As part of downtown Seattle, the area is a major regional employment center with over 100,000 jobs.

The housing stock is entirely multifamily in type, including both apartments and condominiums. Altogether, about a third of housing in the study areas in downtown Seattle is affordable to households earning 50% of AMI. However, most of the affordable units are heavily subsidized. Market rate housing is generally less affordable than elsewhere in the transit corridors.

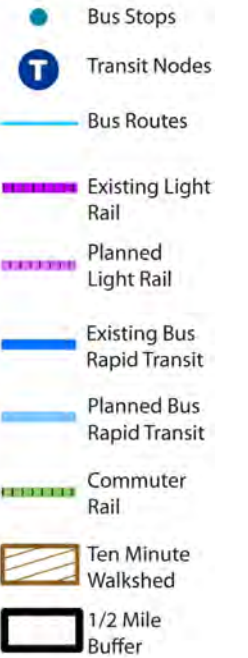
**LOCAL PLANNING** — University Street transit community is located in Commercial Core Urban Center Village, within the regionally designated Seattle Downtown Regional Growth Center. The city does not envision any significant change in the near or medium term for the University Street community. Height and density limits in the immediate area around University Street Station are intended to allow higher density commercial development to promote concentrated employment in the area.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	13,813	4,237
RACIAL DEMOGRAPHICS	34% minority	45%
AGE	2% < 18 years 19% > 65 years	19% 11%
MED HH INCOME	\$36,270	\$46,637
EDUCATION	N/A	20%
AVERAGE HH SIZE	1.73	2.39

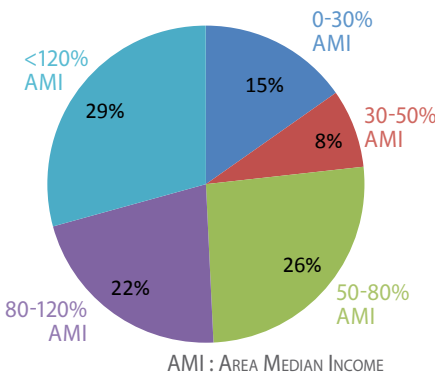
## JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	102,194	3,032
AVERAGE WAGE	\$74,057	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	10%	17%

## HOUSING

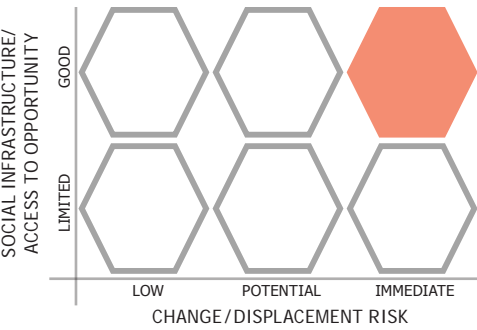
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	10,123	2,674
AFFORD. RANGE (0-50% AMI)	23%	21%
HOMEOWNERS	18%	35%
RENTERS	82%	65%
COST BURDEN (% OF HOUSEHOLDS)	44%	44%

## AFFORDABLE HOUSING BY INCOME LEVEL

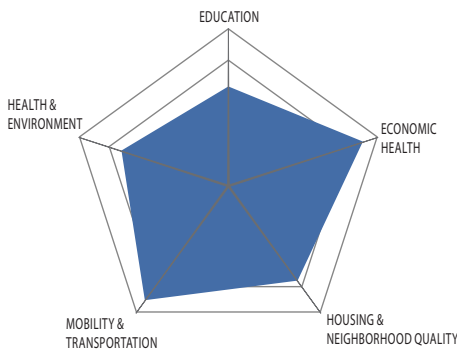


## PEOPLE PROFILE

Communities with immediate displacement risk show indications that displacement of lower income populations has begun, higher current market strength, and/or high number of community risk factors. Good access to opportunity means households benefit from a wide range of nearby resources.

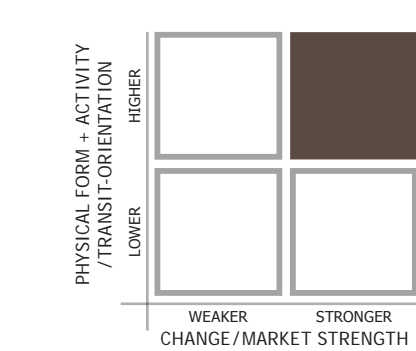


## ACCESS TO OPPORTUNITY

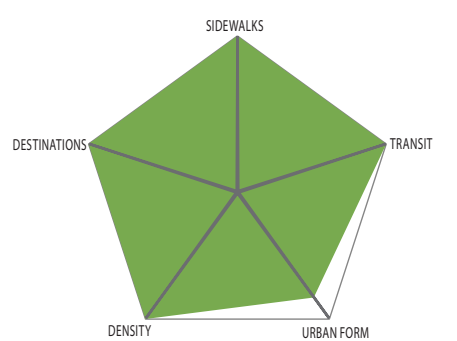


## PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that support a dense, walkable and transit-supportive neighborhood. A stronger real estate market suggests there is higher pressure for new development in the near- to mid-term.



## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 2 EXPAND HOUSING CHOICES

Expand Housing Choices transit communities are current or future mixed-use centers with good access to opportunity, TOD supportive physical form and activity, and emerge to strong demand for higher density development. Some communities are at high risk of displacement; others have significant subsidized housing but will still have trouble meeting demand from lower to middle income households given the locations' desirability. Key strategies leverage these strong markets to attract growth while providing broad affordability. Seven communities are categorized as Expand Housing Choices, all in the inner portions of the light rail corridors in Seattle (including four current light rail stations).

#### KEY STRATEGIES:

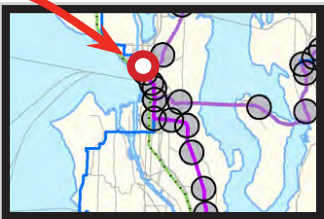
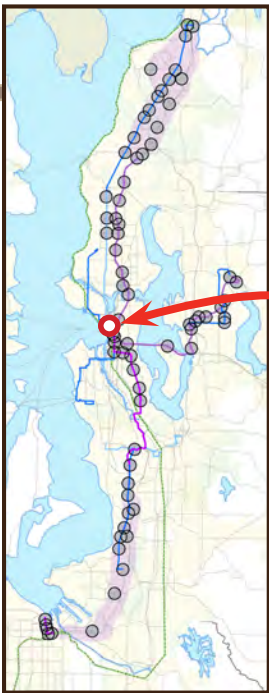
- Support potential to increase market rate housing supply and affordability
- Target subsidy and other efforts to preserve and expand low to moderate income affordable housing stock
- Leverage public and private assets and market demand to meet demand for workforce housing







# Westlake Station



## AREA DESCRIPTION —

The Westlake Station transit community, located in the City of Seattle, is currently the location of the northern terminus of the Central Link light rail. The University Link extension, opening in 2016, will connect Westlake to the University of Washington. Westlake is also served by the Seattle Monorail, the South Lake Union Streetcar, and multiple bus transit routes to destinations throughout the region.

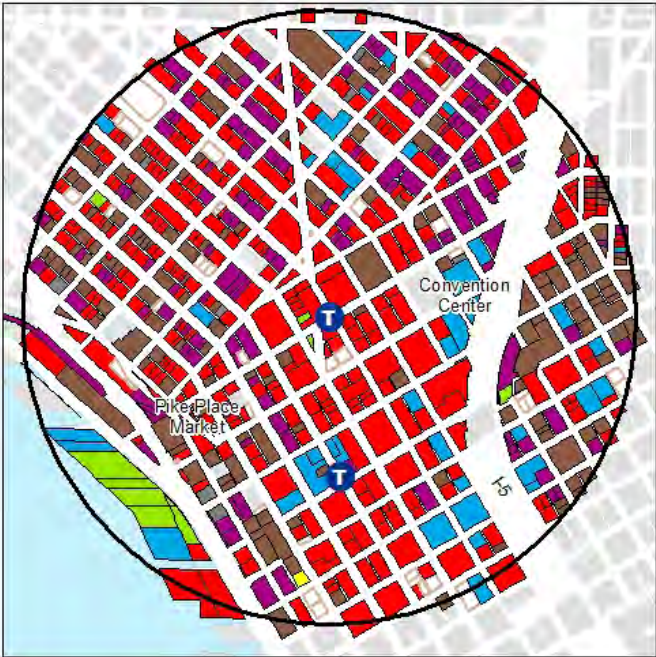
The Westlake Station is located at the heart of downtown Seattle’s retail core. The area within walking distance of the station is densely developed with office and retail uses, multifamily housing, hotels, and the Washington State Convention Center. With small blocks and full sidewalk coverage, the area is highly walkable.

Approximately 15,000 people reside within a half mile of Westlake Station, a third of whom are minorities. As part of downtown Seattle, the area is a major regional employment center with over 90,000 jobs.

The housing stock is entirely multifamily in type, including both apartments and condominiums. Altogether, about a third of housing in the study areas in downtown Seattle is affordable to households earning 50% of AMI with many subsidized units affordable to households with lower incomes. Market rate housing is generally less affordable than elsewhere in the transit corridors.

**LOCAL PLANNING** — Westlake is located in the Commercial Core Urban Center Village, within the regionally designated Seattle Downtown Regional GrowthCenter. The city does not envision any significant change in the near or medium term for Westlake. Height and density limits in the immediate area around Westlake Station are intended to maintain the area’s primary retail function and the established character of the area. Higher density commercial development to promote concentrated employment is emphasized in adjacent areas.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



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

## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	15,171	4,237
RACIAL DEMOGRAPHICS	32% minority	45%
AGE	2% < 18 years 65% > 65 years	19% 11%
MED HH INCOME	\$39,277	\$46,637
EDUCATION	N/A	20%
AVERAGE HH SIZE	1.47	2.39

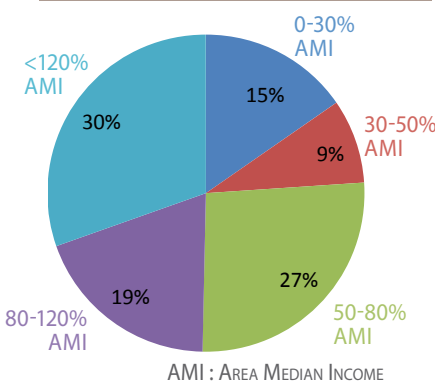
## JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	91,055	3,032
AVERAGE WAGE	\$73,230	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	10%	17%

## HOUSING

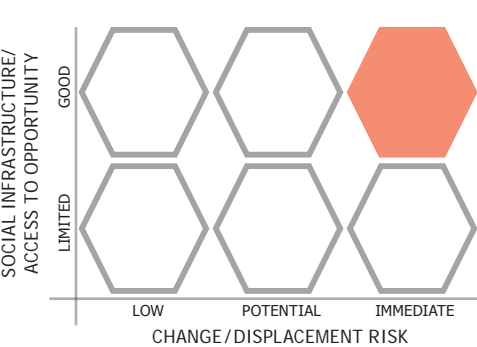
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	12,995	2,674
AFFORD. RANGE (0-50% AMI)	24%	21%
HOMEOWNERS	19%	35%
RENTERS	81%	65%
COST BURDEN (% OF HOUSEHOLDS)	43%	44%

## AFFORDABLE HOUSING BY INCOME LEVEL

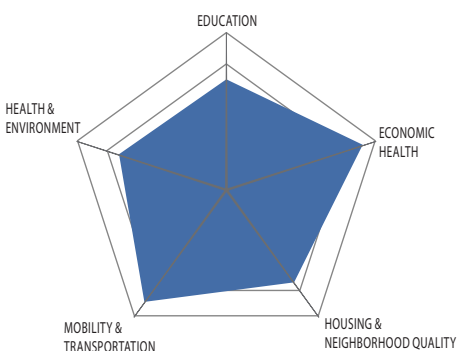


## PEOPLE PROFILE

Communities with immediate displacement risk show indications that displacement of lower income populations has begun, higher current market strength, and/or high number of community risk factors. Good access to opportunity means households benefit from a wide range of nearby resources.

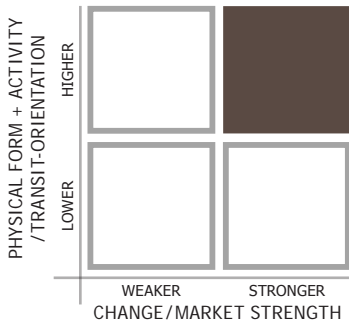


## ACCESS TO OPPORTUNITY

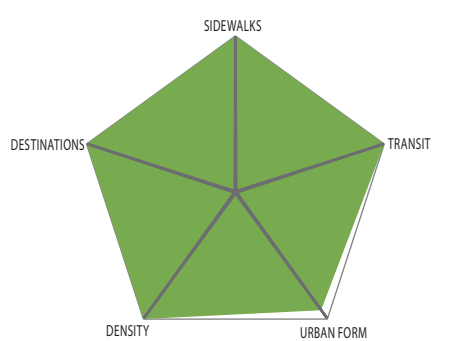


## PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that support a dense, walkable and transit-supportive neighborhood. A stronger real estate market suggests there is higher pressure for new development in the near- to mid-term.



## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 2 EXPAND HOUSING CHOICES

Expand Housing Choices transit communities are current or future mixed-use centers with good access to opportunity, TOD supportive physical form and activity, and emerge to strong demand for higher density development. Some communities are at high risk of displacement; others have significant subsidized housing but will still have trouble meeting demand from lower to middle income households given the locations’ desirability. Key strategies leverage these strong markets to attract growth while providing broad affordability. Seven communities are categorized as Expand Housing Choices, all in the inner portions of the light rail corridors in Seattle (including four current light rail stations).

#### KEY STRATEGIES:

- Support potential to increase market rate housing supply and affordability
- Target subsidy and other efforts to preserve and expand low to moderate income affordable housing stock
- Leverage public and private assets and market demand to meet demand for workforce housing



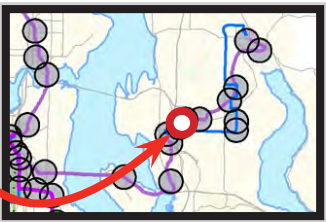
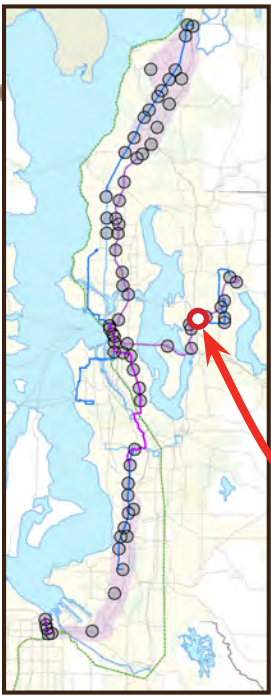




# East Corridor

East  
Corridor





AREA DESCRIPTION —

The 120th Avenue NE Station transit community, located in the City of Bellevue, is a future light rail station on the East Link extension, with service beginning in 2023.

The future station is located on the site of a former Safeway regional distribution center. Interim uses on the site include the Microsoft Shuttle Bus system. Other current land uses are predominantly light industrial, low rise commercial, and medical office. The entire area currently has insufficient pedestrian infrastructure.

With over 12,000 jobs, the community is a major regional employment center. Some residential uses are on the far edges of the area, within a ½ mile of the planned light rail station, and housing a population of 1,500, 42 percent of whom are minorities.

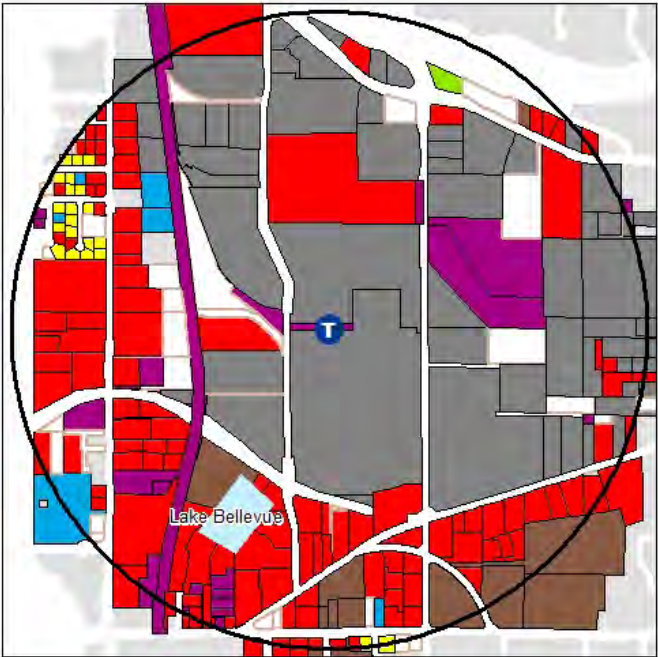
Over 800 multifamily housing units are located within a half mile of the station. Affordability of the existing housing stock is slightly higher than most transit communities region wide and much higher than the rest of the East Corridor for households earning less than 50% of AMI.

LOCAL PLANNING —

The 120th Avenue NE Station transit community is located in the Bel-Red Subarea. In 2009, Bellevue adopted policies and regulations intended to transform the Subarea from a light industrial and auto-oriented commercial corridor to a series of vibrant, mixed-use neighborhoods supported by light rail transit. The plan establishes a vision for the community and presents a framework for future redevelopment. The city envisions the community transitioning from a warehouse district to a pedestrian-oriented mixed use center. A master development plan at the center of the area, called the Spring District, is slated for redevelopment beginning in 2013 with a combination of office and residential uses.

The South Bellevue community has no local or regional designation for future residential or employment growth.

LAND USE



Revised Summer 2013

TRANSPORTATION



PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	1,539	4,237
RACIAL DEMOGRAPHICS	41% minority	45%
AGE	18% > 18 years 15% < 65 years	19% 11%
MED HH INCOME	\$69,992	\$46,637
EDUCATION	52% BA or >	20%
AVERAGE HH SIZE	2.01	2.39

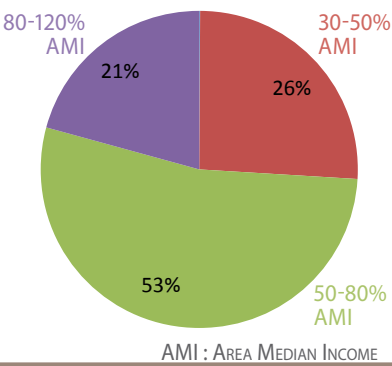
JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	12,052	3,032
AVERAGE WAGE	\$54,927	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	14%	17%

HOUSING

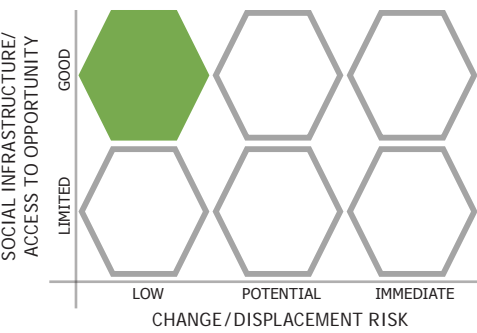
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	1,728	2,674
AFFORD. RANGE (0-50% AMI)	26%	21%
HOMEOWNERS	53%	35%
RENTERS	47%	65%
COST BURDEN (% OF INCOME)	41%	44%

AFFORDABLE HOUSING BY INCOME LEVEL

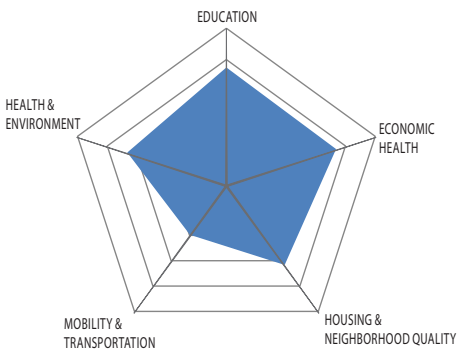


PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Good access to opportunity means households benefit from a wide range of nearby resources.

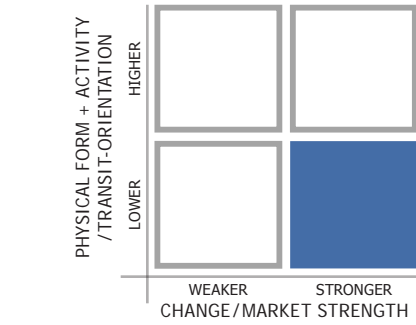


ACCESS TO OPPORTUNITY

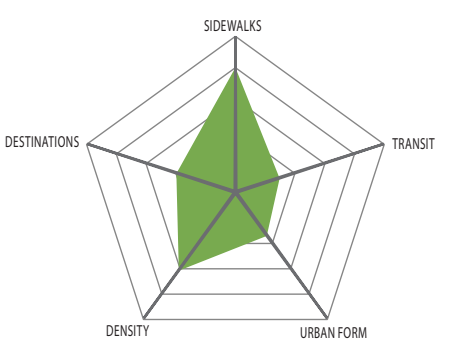


PLACE PROFILE

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



PHYSICAL FORM + ACTIVITY



IMPLEMENTATION APPROACH

**4 TRANSFORM AND DIVERSIFY** Transform and Diversify transit communities are neighborhoods or centers poised for transformation good access to opportunity and strong real estate markets, together with recent planning efforts. However, many lack the sufficient physical form and activity levels to fully support future transit oriented growth. Key strategies leverage stronger markets to diversify land uses, make public realm improvements and expand affordability. These communities are currently either employment nodes or single-family neighborhoods with little mixing of uses or intensity of development. They also have limited housing choice, either through lack of housing or affordability. At the same time, they have stronger markets and near-term potential to grow as equitable transit communities. Six communities are categorized as Transform and Diversify, all located in the East Corridor (with no current light rail stations).

- KEY STRATEGIES:
- Development regulations and capital facilities investments that support market demand
  - Full range of tools for new and preserved affordable housing
  - Community needs assessment and targeted community investments
  - Targeted small business support

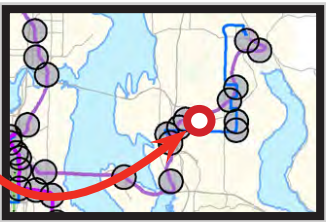
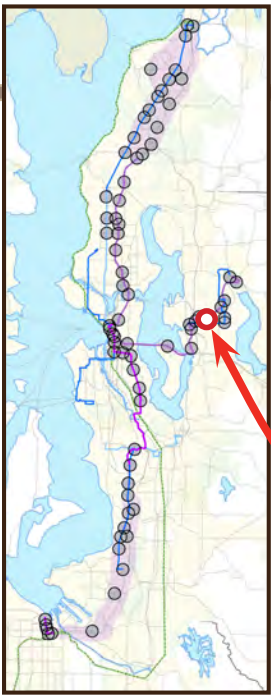


The Growing Transit Communities program is supported by a grant from the U.S. Department of Housing and Urban Development's Sustainable Communities Regional Planning Grant Program. For more information: visit [psrc.org](http://psrc.org) or contact Ben Bakkenta at 206-971-3286 or [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org)









AREA DESCRIPTION —

130th Avenue NE Station transit community study area, located in the City of Bellevue, is on the East Link extension, with service expected to begin in 2023.

Current land uses are predominantly low-rise commercial. Retail uses are common in portions of the area, and some light industrial uses are also present. SR-520 bisects the northern portion of the area, isolating some of the nearby residences from the planned station area. Other residential uses are located at the south edge of the area. With large blocks and limited sidewalk coverage, the area currently has limited walkability.

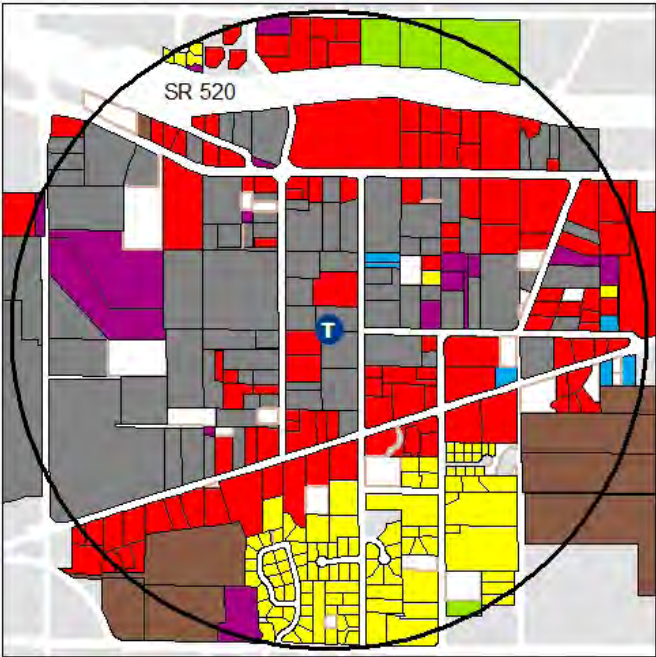
The 130th Avenue NE Station transit community has a population of 3,536 with 60 percent minority, making it relatively more diverse than the transit communities studied. The area also has higher incomes and larger household sizes compared with the region and other transit communities.

Housing in the community is primarily renter occupied multifamily. Compared to regional needs and corridor averages, affordability is low for households earning less than 50% AMI.

LOCAL PLANNING —

The 130th Avenue NE station area is located within the Bel-Red Subarea. In 2009, the Bellevue City Council adopted policies and regulations intended to transform the Bel-Red Subarea from a light industrial and auto-oriented commercial corridor to a series of vibrant, mixed-use neighborhoods supported by light rail transit. In 2012 the City of Bellevue built on that work and completed the first phase of a station area plan report for the 130th Avenue NE. Station, further articulating a vision for the community and framework for future redevelopment. Redevelopment under the new plan is anticipated to occur in parallel with development of light rail attracting more than 2,000 new housing units in the next 20 years. Additionally, 130th Ave. NE is designed to become a pedestrian oriented retail street with uses and services that will serve the local neighborhood.

LAND USE



Revised Summer 2013

TRANSPORTATION



PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	3,536	4,237
RACIAL DEMOGRAPHICS	60% minority	45%
AGE	22% > 18 years 18% < 65 years	19% 11%
MED HH INCOME	\$86,538	\$46,637
EDUCATION	42% BA or >	20%
AVERAGE HH SIZE	2.22	2.39

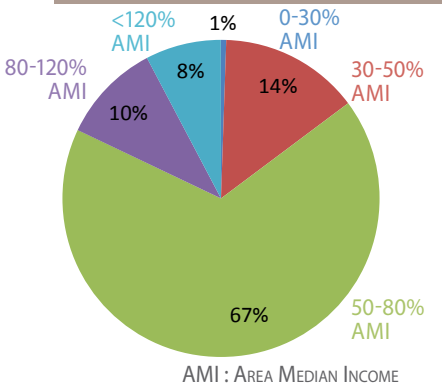
JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	7,278	3,032
AVERAGE WAGE	\$50,567	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	22%	17%

HOUSING

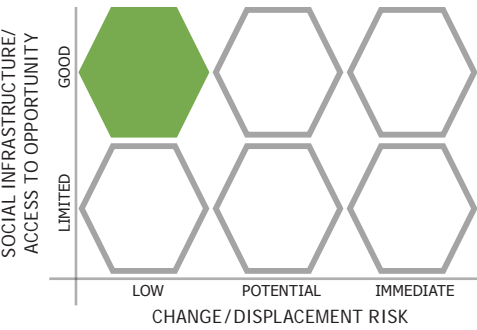
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	1,001	2,674
AFFORD. RANGE (0-50% AMI)	15%	21%
HOMEOWNERS	25%	35%
RENTERS	75%	65%
COST BURDEN (% OF INCOME)	39%	44%

AFFORDABLE HOUSING BY INCOME LEVEL

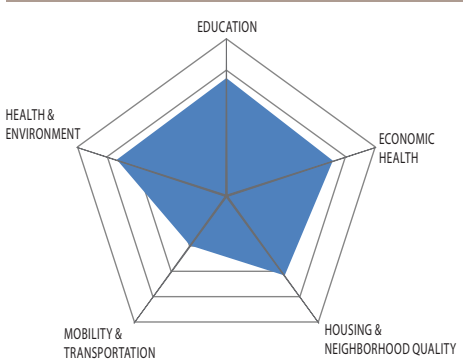


PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Good access to opportunity means households benefit from a wide range of nearby resources.

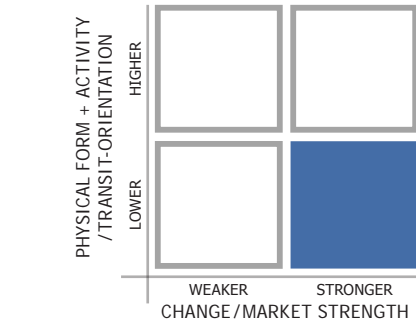


ACCESS TO OPPORTUNITY

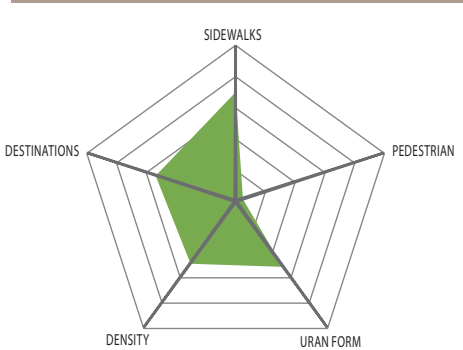


PLACE PROFILE

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



PHYSICAL FORM + ACTIVITY



IMPLEMENTATION APPROACH

**4 TRANSFORM AND DIVERSIFY** Transform and Diversify transit communities are neighborhoods or centers poised for transformation good access to opportunity and strong real estate markets, together with recent planning efforts. However, many lack the sufficient physical form and activity levels to fully support future transit oriented growth. Key strategies leverage stronger markets to diversify land uses, make public realm improvements and expand affordability. These communities are currently either employment nodes or single-family neighborhoods with little mixing of uses or intensity of development. They also have limited housing choice, either through lack of housing or affordability. At the same time, they have stronger markets and near-term potential to grow as equitable transit communities. Six communities are categorized as Transform and Diversify, all located in the East Corridor (with no current light rail stations).

- KEY STRATEGIES:
- Development regulations and capital facilities investments that support market demand
  - Full range of tools for new and preserved affordable housing
  - Community needs assessment and targeted community investments
  - Targeted small business support



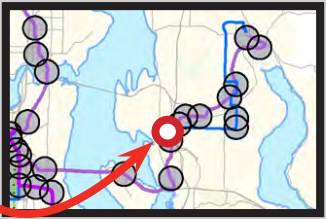
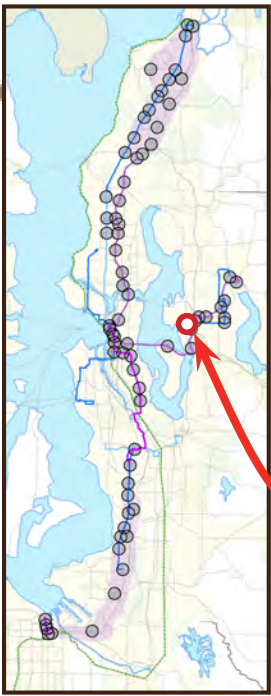
The Growing Transit Communities program is supported by a grant from the U.S. Department of Housing and Urban Development's Sustainable Communities Regional Planning Grant Program. For more information: visit [psrc.org](http://psrc.org) or contact Ben Bakkenta at 206-971-3286 or [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org)







# Bellevue Transit Center



### AREA DESCRIPTION —

The Bellevue Transit Center transit community, located in the City of Bellevue, is a future light rail station on the East Link extension, with service expected to begin in 2023. The community also contains a major King County Metro Transit Center, with numerous

local and intercity bus connections, including Metro RapidRide BRT line B.

Downtown Bellevue is a dense mixed-use center, with office, retail, residential, hotel, and cultural uses. The development form ranges from high-rise commercial and multifamily buildings to smaller scale development on the edges of downtown. The area has experienced significant new development over the past decade. Urban amenities, including the 20-acre Downtown Park, streetfront retail, pedestrian pathways and plazas, and a nearly complete network of sidewalks create a pedestrian-friendly environment.

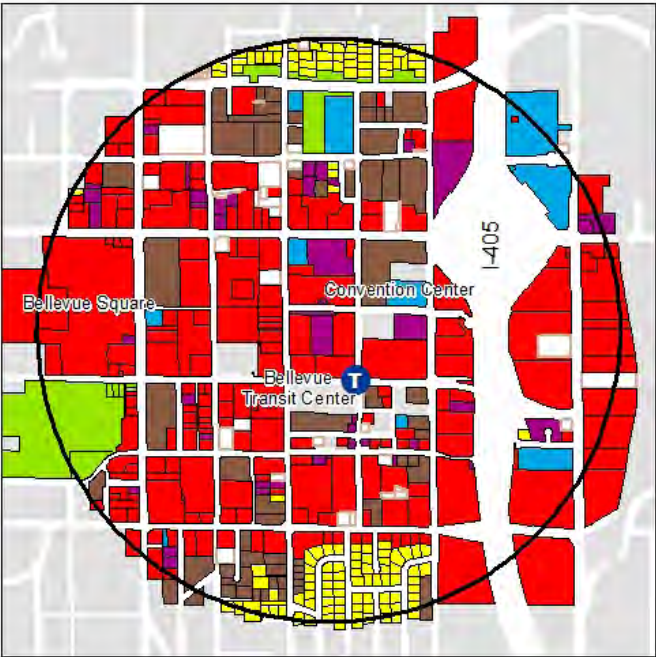
A total of 6,585 people reside in the transit community, 45% of them percent minority, making it relatively more diverse than the region and on par with transit communities on average. Household sizes are lower than most other transit communities while incomes are higher. With 39,569 jobs, Downtown Bellevue is a major regional employment center.

With over 6,500 housing units, Downtown Bellevue is the largest residential concentration in the East Corridor. The units are predominantly multifamily and renter occupied. Compared to regional need and corridor averages, affordability is low for households earning less than 50% AMI.

### LOCAL PLANNING —

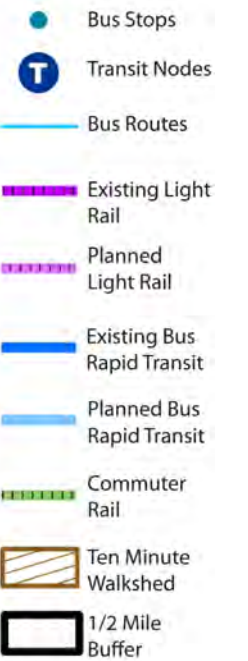
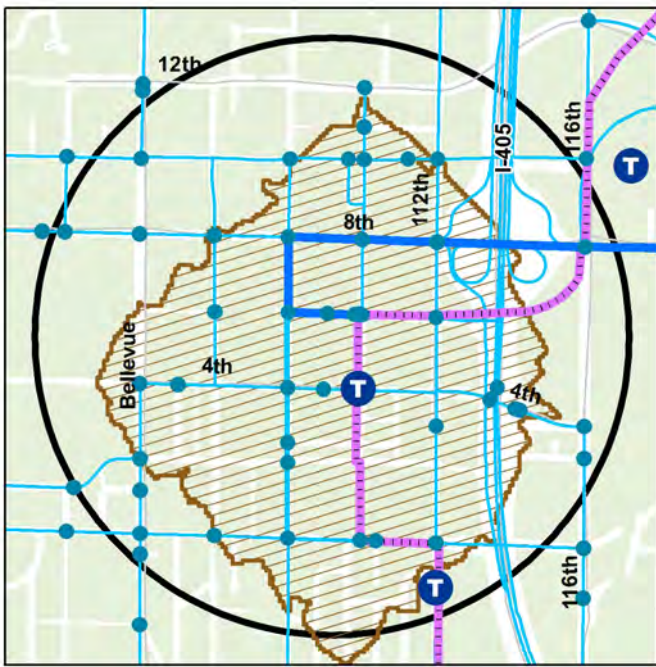
In 2004, the city updated the Downtown Subarea Plan, with a central theme of making Downtown more viable, livable, and memorable. It includes strategies to continue the evolution of the area into a vibrant, pedestrian-friendly place. Downtown Bellevue is the primary economic and residential growth center for Bellevue – and a designated Regional Growth Center.

### LAND USE



Revised Summer 2013

### TRANSPORTATION



### PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	6,858	4,237
RACIAL DEMOGRAPHICS	45% minority	45%
AGE	7% > 18 years	19%
	14% < 65 years	11%
MED. HH. INCOME	\$70,348	\$46,637
EDUCATION	45% BA or >	20%
AVERAGE HH SIZE	1.62	2.39

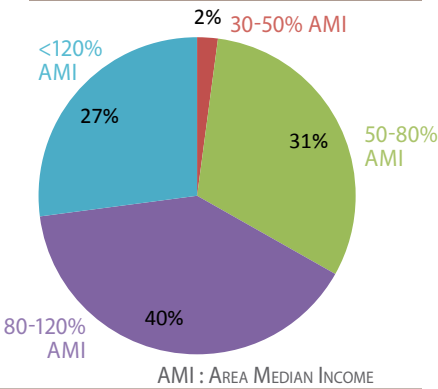
### JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	39,569	3,032
AVERAGE WAGE	\$89,044	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	8%	17%

### HOUSING

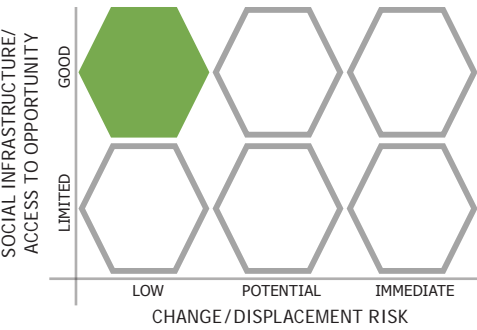
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	3,718	2,674
AFFORD. RANGE (0-50% AMI)	2%	21%
HOMEOWNERS	24%	35%
RENTERS	76%	65%
COST BURDEN (% OF INCOME)	35%	44%

### AFFORDABLE HOUSING BY INCOME LEVEL

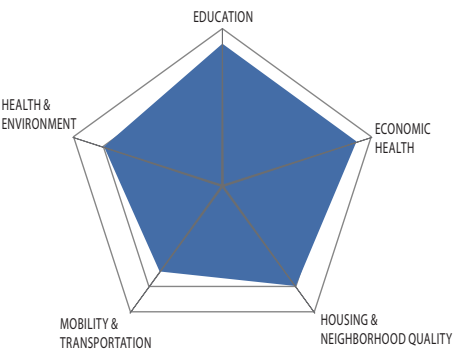


### PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Good access to opportunity means households benefit from a wide range of nearby resources.

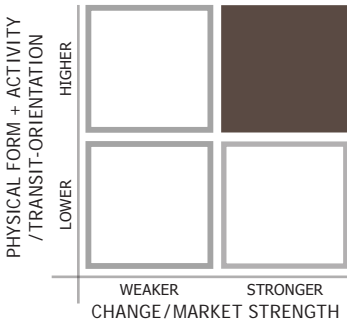


### ACCESS TO OPPORTUNITY

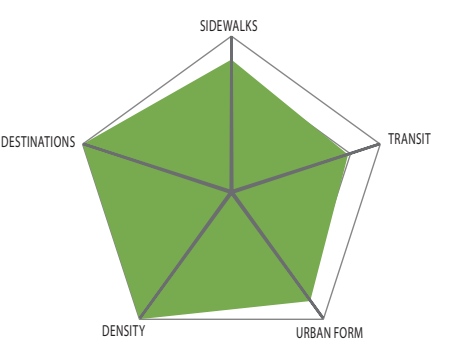


### PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that support a dense, walkable and transit-supportive neighborhood. A stronger real estate market suggests there is higher pressure for new development in the near- to mid-term.



### PHYSICAL FORM + ACTIVITY



### IMPLEMENTATION APPROACH

**3 IMPROVE ACCESS** Improve Access transit communities are desirable neighborhoods or centers with good access to economic and educational opportunity, and strong real estate demand. Market rate housing is unaffordable to lower income households and there is relatively little subsidized housing. Key strategies focus on capturing value from strong markets to improve community access, either through subsidy to expand affordability within the community or transit investments to improve access to and from the community. Access needs and redevelopment opportunities will vary in scale and suitability across the diverse communities within this category, dependent on local visions and plans. For example, Bellevue Transit Center has planned for large amounts of near to medium term growth, while South Bellevue envisions little to none. Six communities are categorized as Improve Access (with no current light rail stations).

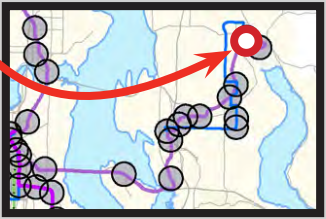
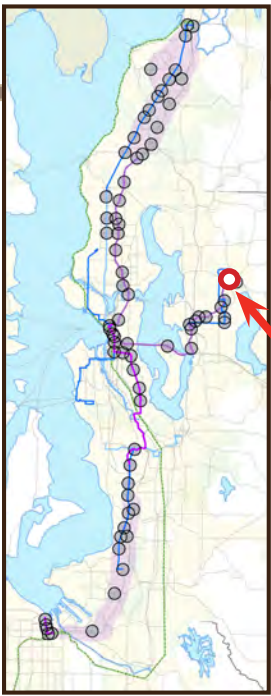
- KEY STRATEGIES:
- Ensure accessibility through multiple modes of transportation
  - Adopt tools to increase affordable housing choices, as appropriate to community scale
  - Connect transit dependent populations to transit and community resources







# Downtown Redmond



**AREA DESCRIPTION —**  
The Downtown Redmond transit community, located in the City of Redmond, is a future light rail station on the East Link extension. The community is also home to a Transit Center with a King County Park and Ride that has numerous local and intercity bus connections and a Metro RapidRide

line Bus Rapid Transit station.

Current land uses are predominantly low to mid-rise commercial. With small blocks and fairly complete sidewalk coverage, Downtown Redmond offers a walkable pedestrian environment.

The Downtown Redmond transit community has a population of 4,558 with 41 percent minority, making it relatively more diverse than the region but less diverse than most other transit communities. Incomes are higher than most transit communities studied and household sizes are slightly smaller. With 7,687 jobs, Downtown Redmond is a major employment location.

Housing is primarily renter occupied multifamily. Compared to regional need and corridor averages affordability is low for households earning less than 50% AMI, indicating a need for increased investment in affordable housing.

## LOCAL PLANNING —

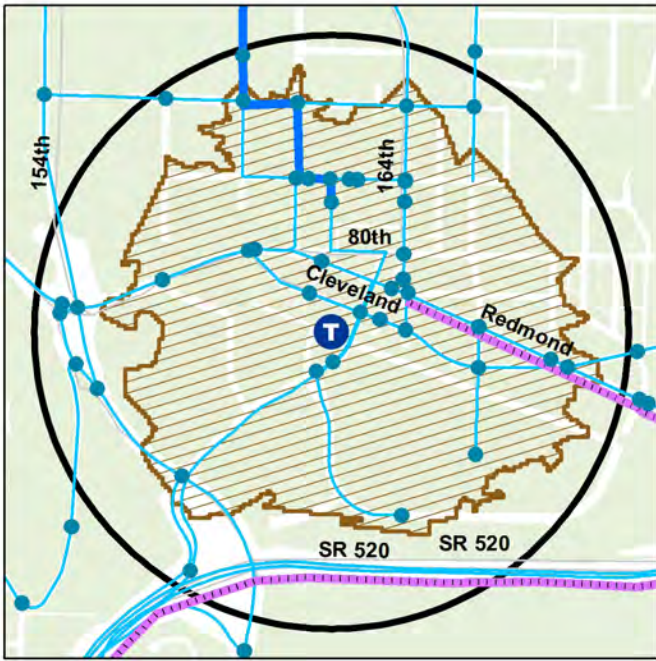
Redmond's comprehensive plan, last updated in 2011, includes the Urban Center Element, which addresses both Downtown and Overlake Regional growth centers. The plan includes policies and land use designations encouraging a pedestrian-friendly environment and supporting high capacity transit. The Downtown Redmond transit community is located in a Regional Growth Center and City of Redmond designated mixed-use center. The City of Redmond envisions Downtown Redmond becoming a "complete community" with additional residential and employment options, dining and entertainment, and greater orientation towards pedestrians and bicyclists.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



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

## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	4,558	4,237
RACIAL DEMOGRAPHICS	41% minority	45%
AGE	14% > 18 years 13% < 65 years	19% 11%
MED HH INCOME	\$73,141	\$46,637
EDUCATION	37% BA or >	20%
AVERAGE HH SIZE	1.85	2.39

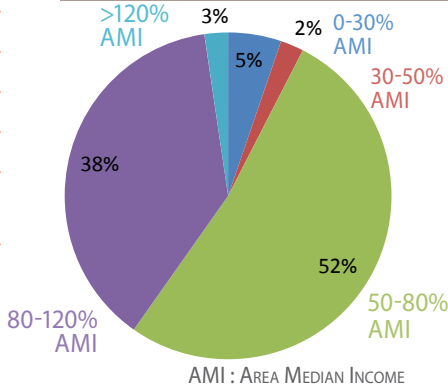
## JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	7,687	3,032
AVERAGE WAGE	\$49,366	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	24%	17%

## HOUSING

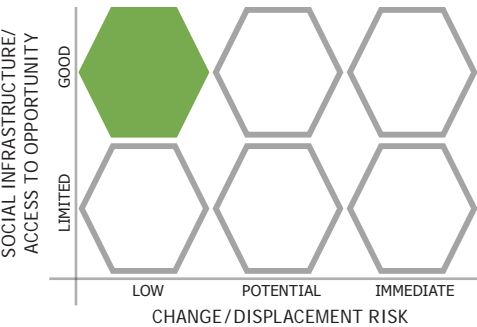
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	2,939	2,674
AFFORD. RANGE (0-50% AMI)	8%	21%
HOMEOWNERS	16%	35%
RENTERS	84%	65%
COST BURDEN (% OF INCOME)	39%	44%

## AFFORDABLE HOUSING BY INCOME LEVEL

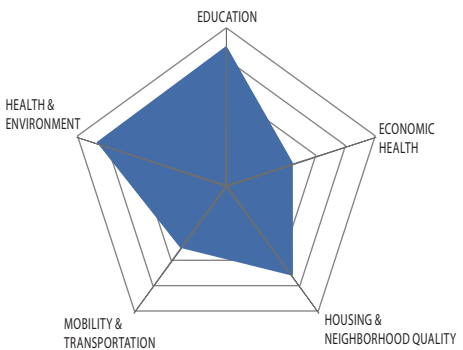


## PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Good access to opportunity means households benefit from a wide range of nearby resources.

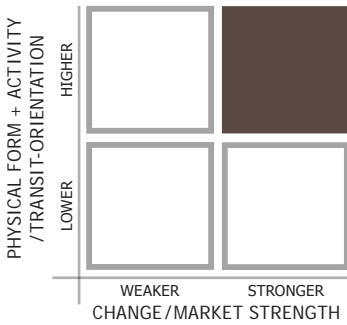


## ACCESS TO OPPORTUNITY

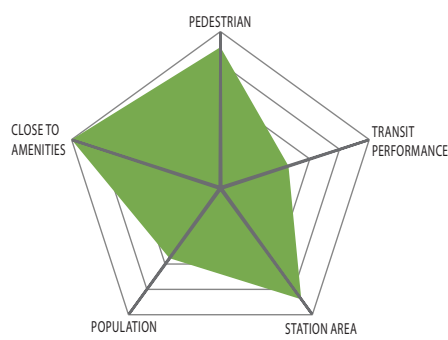


## PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that support a dense, walkable and transit-supportive neighborhood. A stronger real estate market suggests there is higher pressure for new development in the near- to mid-term.



## TRANSIT ORIENTATION



## IMPLEMENTATION APPROACH

**3 IMPROVE ACCESS**  
Improve Access transit communities are desirable neighborhoods or centers with good access to economic and educational opportunity, and strong real estate demand. Market rate housing is unaffordable to lower income households and there is relatively little subsidized housing. Key strategies focus on capturing value from strong markets to improve community access, either through subsidy to expand affordability within the community or transit investments to improve access to and from the community. Access needs and redevelopment opportunities will vary in scale and suitability across the diverse communities within this category, dependent on local visions and plans. For example, Bellevue Transit Center has planned for large amounts of near to medium term growth, while South Bellevue envisions little to none. Six communities are categorized as Improve Access (with no current light rail stations).

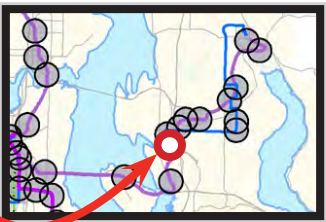
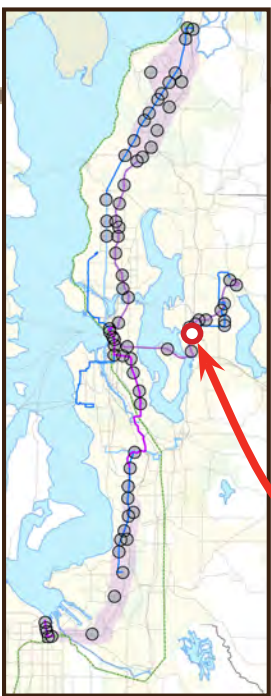
- KEY STRATEGIES:
- Ensure accessibility through multiple modes of transportation
  - Adopt tools to increase affordable housing choices, as appropriate to community scale
  - Connect transit dependent populations to transit and community resources







# East Main



### AREA DESCRIPTION —

The East Main transit community, located in the City of Bellevue, surrounds the site of a future light rail station on the East Link extension, with service expected to begin in 2023.

The half-mile radius around the East Main Station encompasses three distinct areas: the northern portion within Downtown Bellevue; single-family residential to the southwest; and office, hotels, and auto sales to the east along I-405. Downtown Bellevue has a nearly complete sidewalk network, resulting in a very walkable environment. In the remainder of the transit community, there is lower street connectivity and a more auto oriented environment.

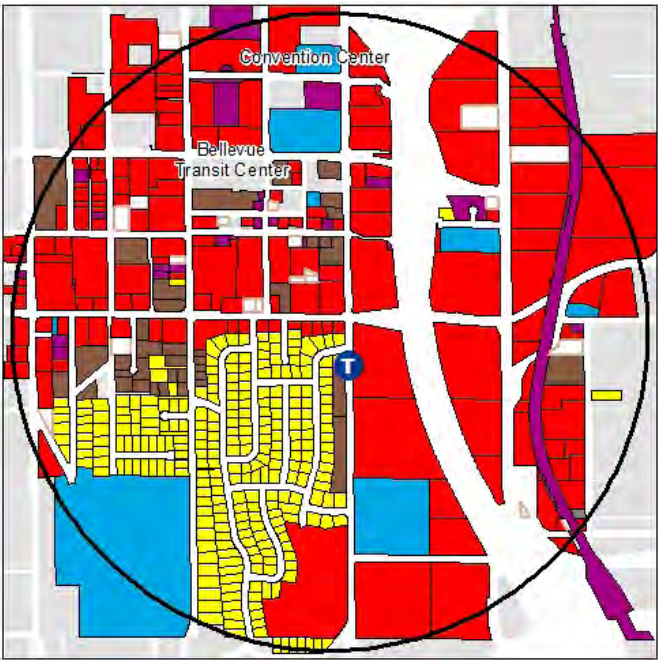
The half mile radius around the East Main station has a population of 3,783, with 46 percent minority, making it relatively more diverse than the region and on par with the average for all transit communities. The East Main area has the highest percent of population with a Bachelor's Degree of any transit community studied. With 21,921 jobs, primarily located within Downtown Bellevue, the area is part of an important regional employment center and also includes a number of hotel and hospitality jobs.

Housing in the community is a mix of single family and multifamily condominiums and apartments. Compared to regional need and corridor averages, affordability for households earning less than 50% AMI is low. Studies indicate there is the potential for redevelopment in this area. Data also suggests a risk of residential and business displacement.

### LOCAL PLANNING —

The northern portion of the East Main transit community is located in Downtown Bellevue, a designated Regional Growth Center. In 2004, the City of Bellevue adopted an updated Downtown Subarea Plan as a chapter of the city's comprehensive plan. The area to the east will be analyzed to assess any redevelopment opportunities as part of a station area planning effort. The neighborhoods to the southwest are guided by separate policy direction that calls for protection of the area (with no transit oriented development).

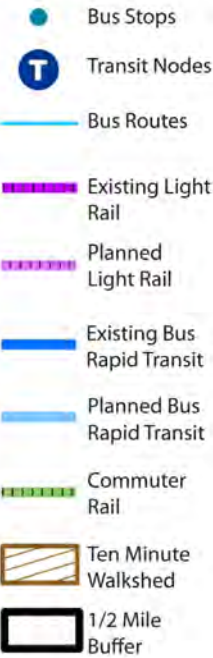
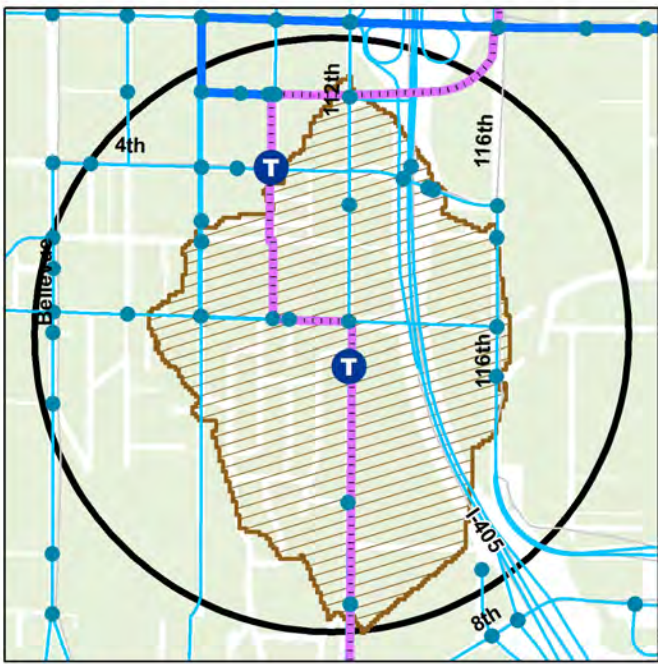
### LAND USE



Revised Summer 2013



### TRANSPORTATION



### PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	3,783	4,237
RACIAL DEMOGRAPHICS	46% minority	45%
AGE	12% > 18 years 10% < 65 years	19% 11%
MED HH INCOME	\$62,639	\$46,637
EDUCATION	53% BA or >	20%
AVERAGE HH SIZE	1.71	2.39

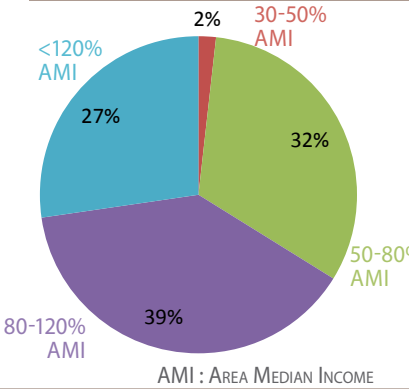
### JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	21,921	3,032
AVERAGE WAGE	\$94,123	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	10%	17%

### HOUSING

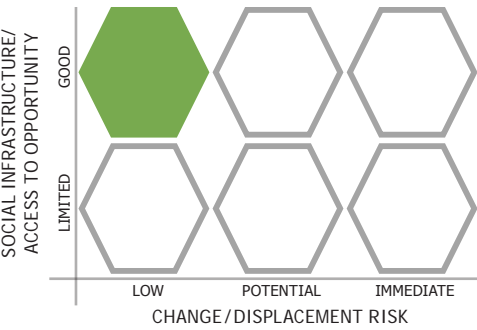
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	2,646	2,674
AFFORD. RANGE (0-50% AMI)	2%	21%
HOMEOWNERS	30%	35%
RENTERS	70%	65%
COST BURDEN (% OF INCOME)	38%	44%

### AFFORDABLE HOUSING BY INCOME LEVEL

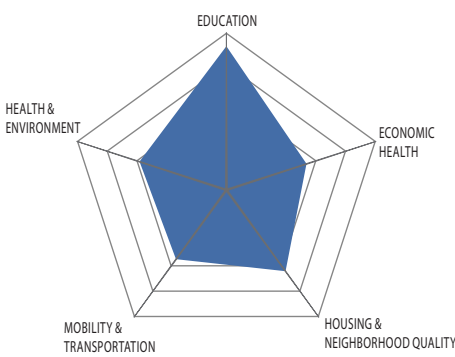


### PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Good access to opportunity means households benefit from a wide range of nearby resources.

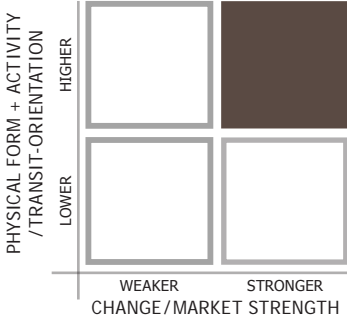


### ACCESS TO OPPORTUNITY

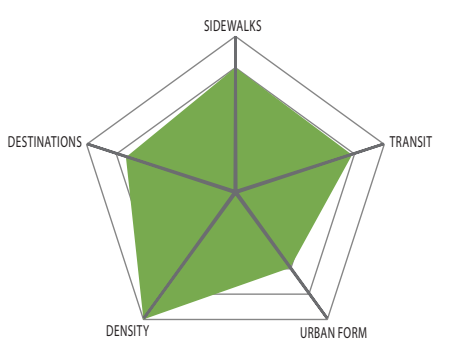


### PLACE PROFILE

These communities have physical forms and activity levels that do not strongly support a dense, walkable and transit-supportive neighborhood. They have a stronger real estate market that suggests there is higher pressure for new development in the near-term.



### PHYSICAL FORM + ACTIVITY



### IMPLEMENTATION APPROACH

**3 IMPROVE ACCESS** Improve Access transit communities are desirable neighborhoods or centers with good access to economic and educational opportunity, and strong real estate demand. Market rate housing is unaffordable to lower income households and there is relatively little subsidized housing. Key strategies focus on capturing value from strong markets to improve community access, either through subsidy to expand affordability within the community or transit investments to improve access to and from the community. Access needs and redevelopment opportunities will vary in scale and suitability across the diverse communities within this category, dependent on local visions and plans. For example, Bellevue Transit Center has planned for large amounts of near to medium term growth, while South Bellevue envisions little to none. Six communities are categorized as Improve Access (with no current light rail stations).

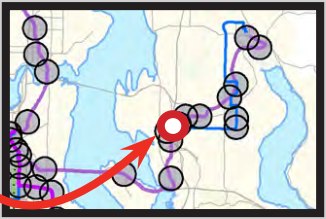
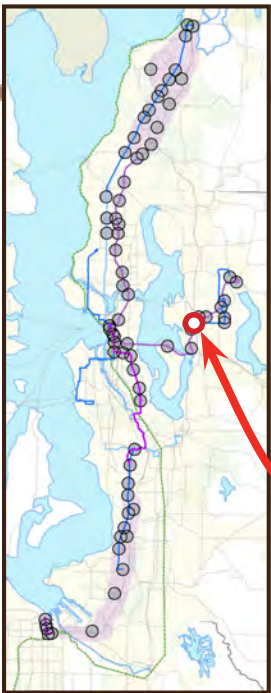
- KEY STRATEGIES:
- Ensure accessibility through multiple modes of transportation
  - Adopt tools to increase affordable housing choices, as appropriate to community scale
  - Connect transit dependent populations to transit and community resources







# Hospital



AREA DESCRIPTION —

The Hospital transit community, located in the City of Bellevue, is centered around a future light rail station on the East Link extension, with service expected in 2023. The area is home to several regionally significant hospitals.

tals.

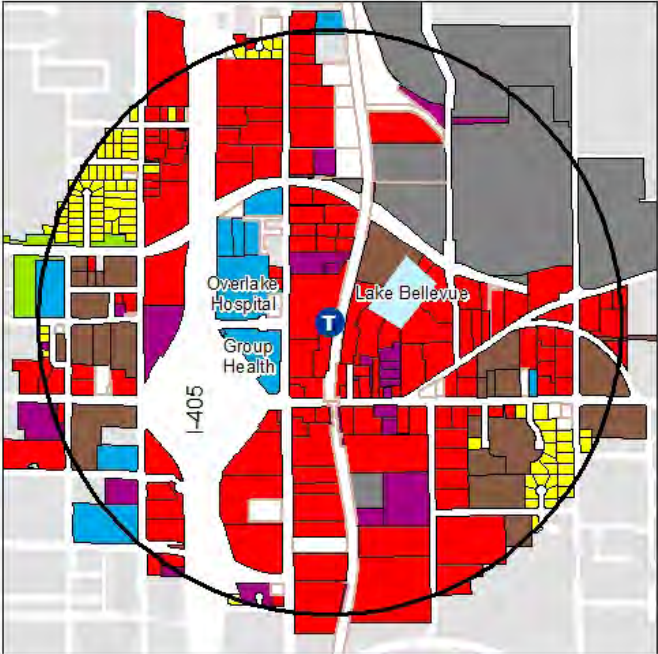
Predominant land uses are office park, health care, and low rise commercial. With 17,297 jobs, the community is a major employment center. The area is bisected by I-405 and blocks are large in size, resulting in an auto-oriented environment that impedes walkability. The BNSF rail corridor, adjacent to the station location, is expected to be converted to a regional multiuse trail.

Multifamily apartments characterize the perimeter of the Hospital area, especially to the east. The area has a population of 3,207 with 40 percent minority, making it relatively more diverse than the region but less diverse than most other transit communities. Compared to regional need and corridor averages, affordability is low for households earning less than 50% AMI.

LOCAL PLANNING —

While the Hospital area is partially located within the Bel-Red planning subarea, the station location was not determined at the time of the Bel-Red planning effort. In 2009, the City adopted policies and regulations intended to transform the Bel-Red Subarea from a light industrial and auto-oriented commercial corridor into a series of vibrant, mixed-use neighborhoods supported by light rail transit. The plan included increases in allowed heights and density to the north of the station. Other areas outside of Bel-Red were part of a Wilburton planning study in 2006-2007. However, because the station location was only recently determined, the City anticipates the need for additional local planning in the station area.

LAND USE



Revised Summer 2013

TRANSPORTATION



PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	3,207	4,237
RACIAL DEMOGRAPHICS	40% minority	45%
AGE	8% > 18 years 16% < 65 years	19% 11%
MED. HH. INCOME	\$76,211	\$46,637
EDUCATION	34% BA or >	20%
AVERAGE HH. SIZE	1.68	2.39

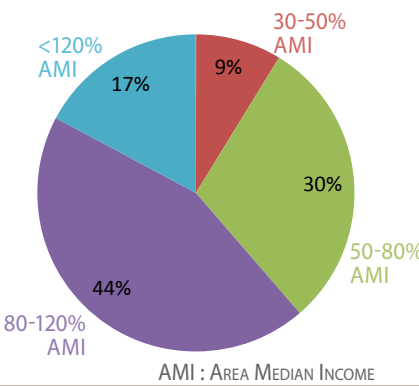
JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	17,297	3,032
AVERAGE WAGE	\$77,889	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	10%	17%

HOUSING

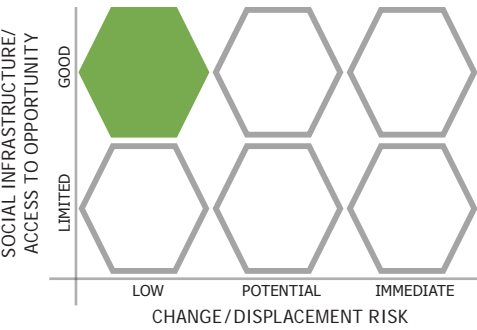
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	2,011	2,674
AFFORD. RANGE (0-50% AMI)	9%	21%
HOMEOWNERS	22%	35%
RENTERS	78%	65%
COST BURDEN (% OF INCOME)	38%	44%

AFFORDABLE HOUSING BY INCOME LEVEL

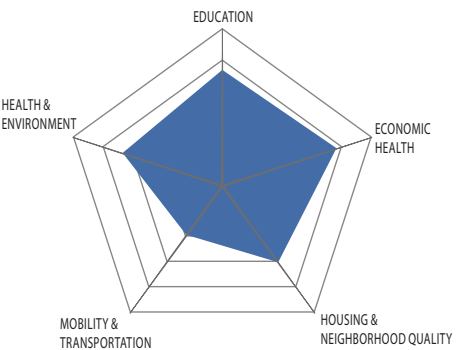


PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Good access to opportunity means households benefit from a wide range of nearby resources.

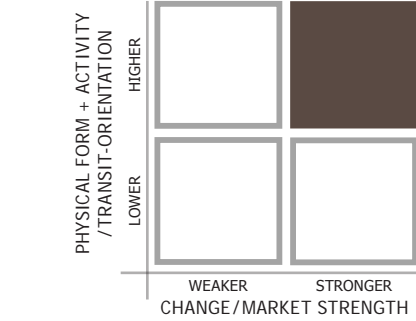


ACCESS TO OPPORTUNITY

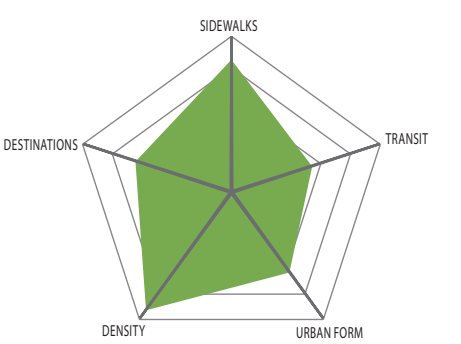


PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that support a dense, walkable and transit-supportive neighborhood. A stronger real estate market suggests there is higher pressure for new development in the near- to mid-term.



PHYSICAL FORM + ACTIVITY



IMPLEMENTATION APPROACH

**3 IMPROVE ACCESS** Improve Access transit communities are desirable neighborhoods or centers with good access to economic and educational opportunity, and strong real estate demand. Market rate housing is unaffordable to lower income households and there is relatively little subsidized housing. Key strategies focus on capturing value from strong markets to improve community access, either through subsidy to expand affordability within the community or transit investments to improve access to and from the community. Access needs and redevelopment opportunities will vary in scale and suitability across the diverse communities within this category, dependent on local visions and plans. For example, Bellevue Transit Center has planned for large amounts of near to medium term growth, while South Bellevue envisions little to none. Six communities are categorized as Improve Access (with no current light rail stations).

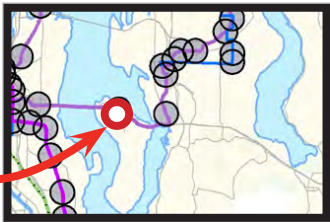
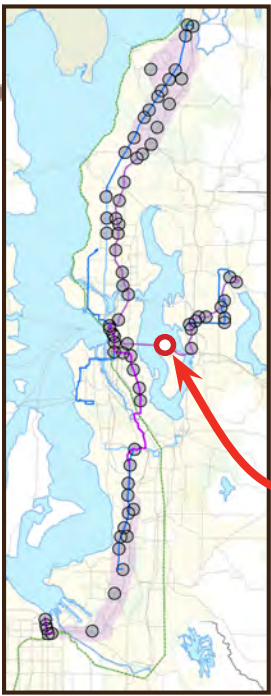
- KEY STRATEGIES:
- Ensure accessibility through multiple modes of transportation
  - Adopt tools to increase affordable housing choices, as appropriate to community scale
  - Connect transit dependent populations to transit and community resources







# Mercer Island



## AREA DESCRIPTION —

The Mercer Island transit community is a future light rail station on the East Link extension, with service expected to begin in 2023. The community has a King County Metro Park and Ride lot, with numerous local and intercity bus connections.

The Mercer Island transit community is partially located in Mercer Island’s designated Town Center. Current land use is predominantly multifamily residential, office, and commercial within the Town Center. The land use outside of the Town Center is entirely single family residential.

The community is bisected by I-90, impeding walkability from the northern portion of the community. Smaller blocks, ample sidewalks, and a mix of uses in the town center portion create a pedestrian friendly environment at the center of the Mercer Island transit community.

The Mercer Island transit community has a population of 3,496 with 29 percent minority, making it less diverse than both the region and most other transit communities. Incomes are higher than regional and corridor averages while household sizes are smaller. A total of 3,480 jobs are located within the transit community.

Housing in the transit community is primarily renter occupied multifamily. Compared to regional need and corridor averages affordability is low, especially for households earning less than 50% AMI, indicating a need for increased investment in affordable housing.

## LOCAL PLANNING —

The Mercer Island transit community is partially located in Mercer Island’s designated Town Center. Mercer Island’s comprehensive plan, updated in 2005, includes a Town Center Element forwarding a vision of mixed-use development with appropriate scale residential, retail, office, and park and open space uses while maintaining predominantly a single family residential community outside of the Town Center.

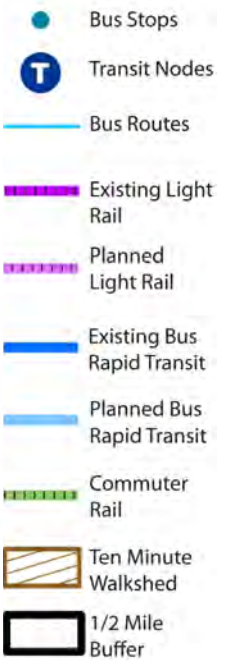
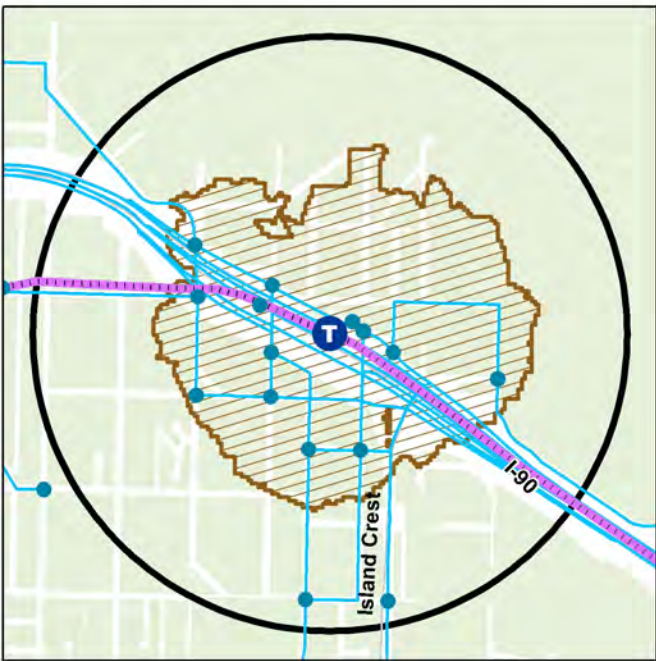
## LAND USE



Revised Summer 2013



## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	3,496	4,237
RACIAL DEMOGRAPHICS	29% minority	45%
AGE	18% > 18 years 24% < 65 years	19% 11%
MED. HH. INCOME	\$73,997	\$46,637
EDUCATION	32% BA or >	20%
AVERAGE HH SIZE	1.88	2.39

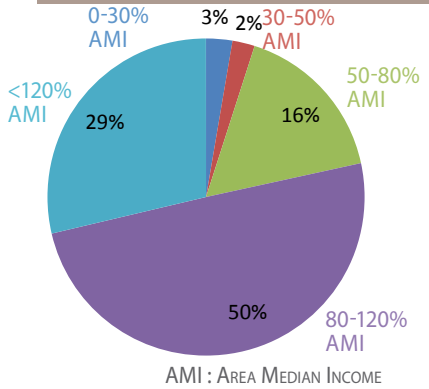
## JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	3,480	3,032
AVERAGE WAGE	\$56,261	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	26%	17%

## HOUSING

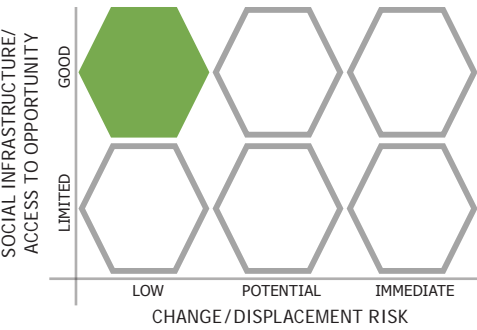
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	2,357	2,674
AFFORD. RANGE (0-50% AMI)	5%	21%
HOMEOWNERS	40%	35%
RENTERS	60%	65%
COST BURDEN (% OF INCOME)	38%	44%

## AFFORDABLE HOUSING BY INCOME LEVEL

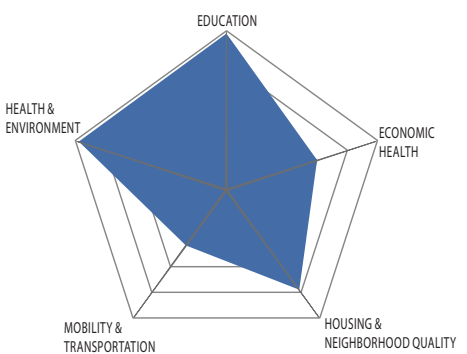


## PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Good access to opportunity means households benefit from a wide range of nearby resources.

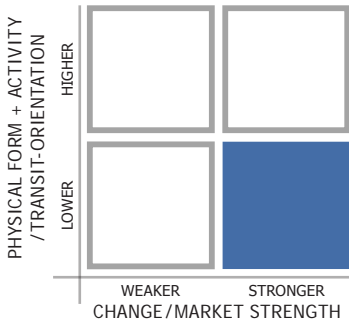


## ACCESS TO OPPORTUNITY

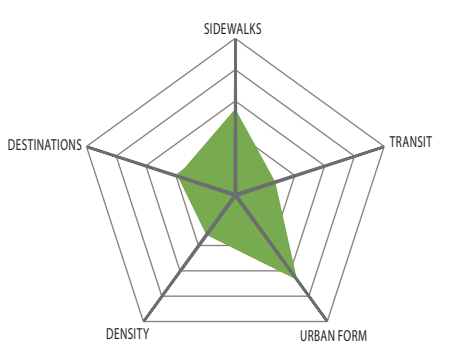


## PLACE PROFILE

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



## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 4 TRANSFORM AND DIVERSIFY

Transform and Diversify transit communities are neighborhoods or centers poised for transformation good access to opportunity and strong real estate markets, together with recent planning efforts. However, many lack the sufficient physical form and activity levels to fully support future transit oriented growth. Key strategies leverage stronger markets to diversify land uses, make public realm improvements and expand affordability. These communities are currently either employment nodes or single-family neighborhoods with little mixing of uses or intensity of development. They also have limited housing choice, either through lack of housing or affordability. At the same time, they have stronger markets and near-term potential to grow as equitable transit communities. Six communities are categorized as Transform and Diversify, all located in the East Corridor (with no current light rail stations).

#### KEY STRATEGIES:

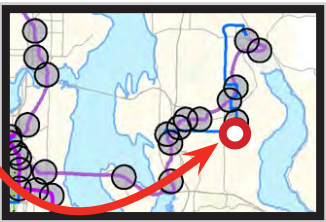
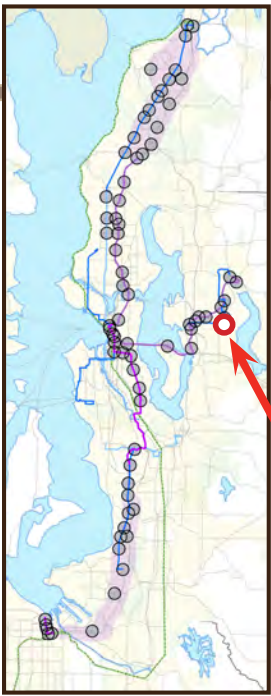
- Intensify activity with transformative plans for mixed use infill and redevelopment
- Invest in basic infrastructure and public realm to support phased growth
- Full range of tools for new affordable housing production
- Targeted small business support







# NE 10th Street



## AREA DESCRIPTION —

The NE 10th Street transit community, located in the City of Bellevue, is currently served by Metro RapidRide line B. Bus Rapid Transit (BRT) operations began in October 2011.

Current land uses are predominantly single-family and multifamily residential, parks, and commercial, including over 40 acres that comprise the Crossroads Shopping Center. Large blocks and incomplete sidewalk coverage create walkability challenges.

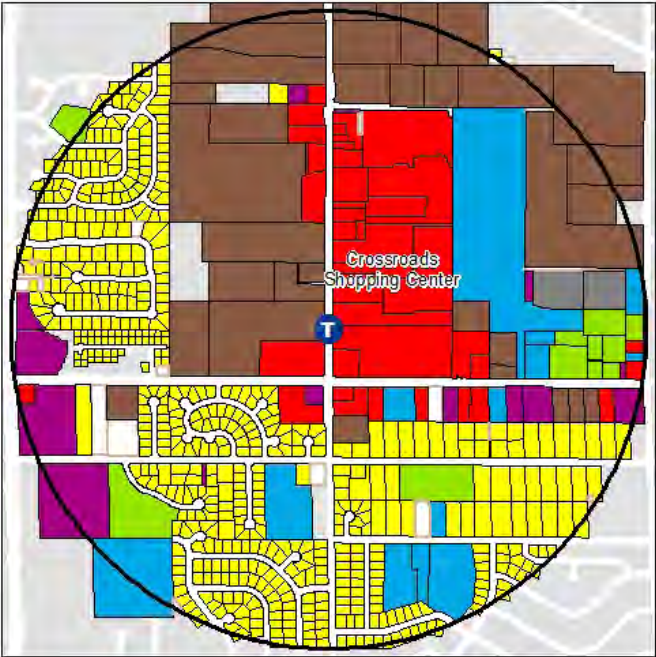
The NE 10th Street transit community has a population of 6,236 with 63 percent minority, making it relatively more diverse than the region and other transit communities studied. A total of 2,791 jobs are located within a half mile of the BRT stop at the center of the transit community.

Housing is primarily renter occupied multifamily. Compared to regional need and corridor averages, affordability is low for households earning less than 50% AMI and moderate for households earning between 50% AMI and 80% AMI. Growing market strength and current moderate affordability result in a potential risk for displacement.

## LOCAL PLANNING —

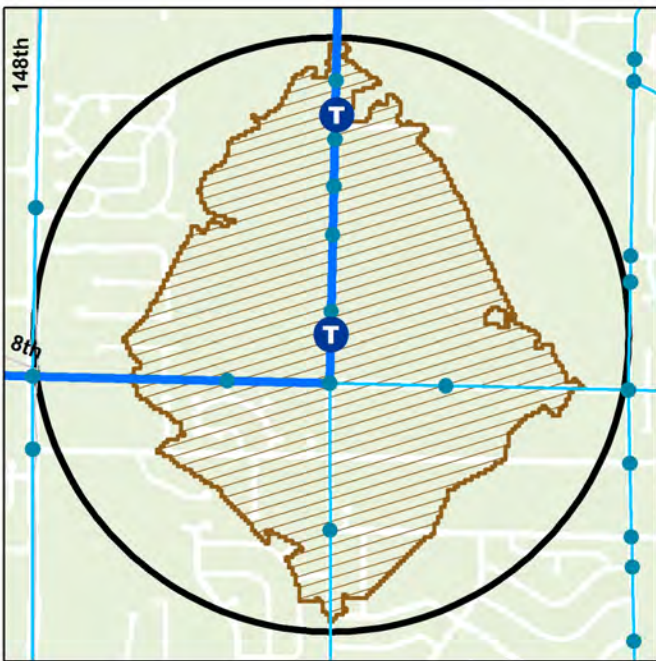
The NE 10th Street transit community is located within the Crossroads Subarea. The city does not envision significant change within the NE 10th Street transit community. In 2007, the city adopted the Crossroads Subarea Plan to support new mixed use development on the Crossroads Shopping Center site.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	6,236	4,237
RACIAL DEMOGRAPHICS	63% minority	45%
AGE	20% > 18 years 14% < 65 years	19% 11%
MED. HH. INCOME	\$60,819	\$46,637
EDUCATION	29% BA or >	20%
AVERAGE HH. SIZE	2.48	2.39

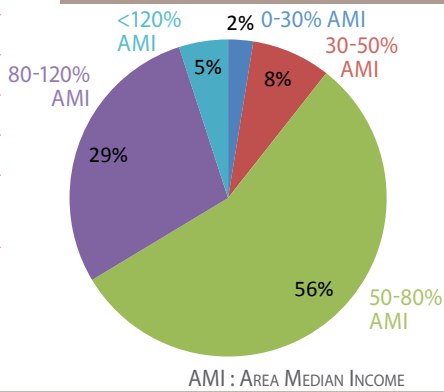
## JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	2,791	3,032
AVERAGE WAGE	\$33,906	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	25%	17%

## HOUSING

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	4,652	2,674
AFFORD. RANGE (0-50% AMI)	11%	21%
HOMEOWNERS	28%	35%
RENTERS	72%	65%
COST BURDEN (% OF INCOME)	37%	44%

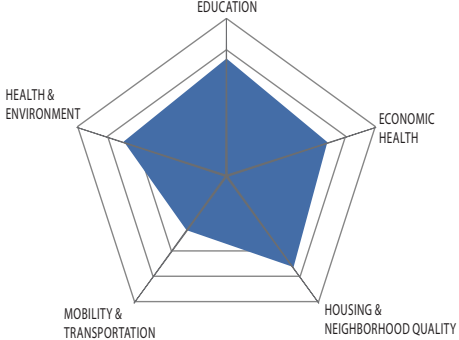
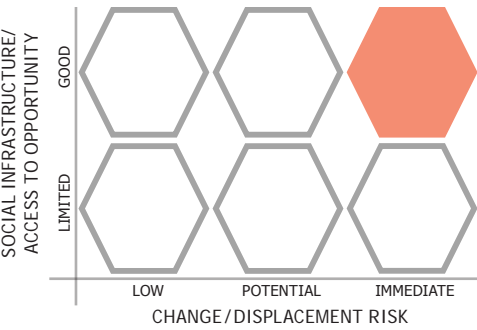
## AFFORDABLE HOUSING BY INCOME LEVEL



## PEOPLE PROFILE

Communities with immediate displacement risk show indications that displacement of lower income populations has begun, higher current market strength, and/or high number of community risk factors. Good access to opportunity means households benefit from a wide range of nearby resources.

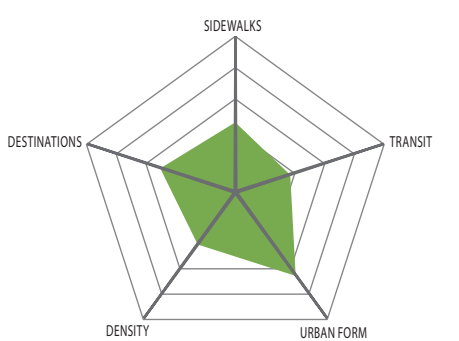
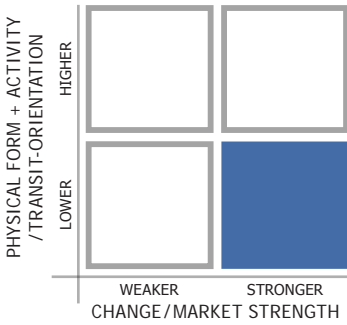
## ACCESS TO OPPORTUNITY



## PLACE PROFILE

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

## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 1 PROTECT AND GROW

Protect and Grow transit communities are neighborhoods with emerging to strong real estate demand and community characteristics that indicate an immediate risk of displacement. Physical form and activity levels are varied. Key strategies focus on supporting an emerging market for higher density development while preserving affordability and leveraging community benefits from growth. As communities in transition, they call for a more proactive approach to ensuring equitable growth. Nine communities are categorized as Protect and Grow (including five current light rail stations in Southeast Seattle).

#### KEY STRATEGIES:

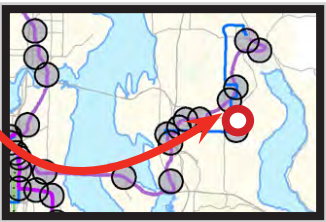
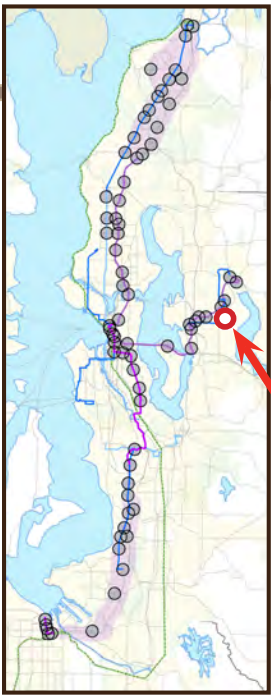
- Development regulations and capital facilities investments that support market demand
- Full range of tools for new and preserved affordable housing
- Community needs assessment and targeted community investments
- Targeted small business support







# NE 15th Street



**AREA DESCRIPTION —**  
NE 15th Street transit community, located in the City of Bellevue, is currently served by Metro RapidRide line B. Bus Rapid Transit (BRT) operations began in October 2011.

Current land uses are predominantly single-family and multifamily residential, parks, and commercial, including over 40 acres that comprise the Crossroads Shopping Center. Large blocks and incomplete sidewalk coverage create walkability challenges.

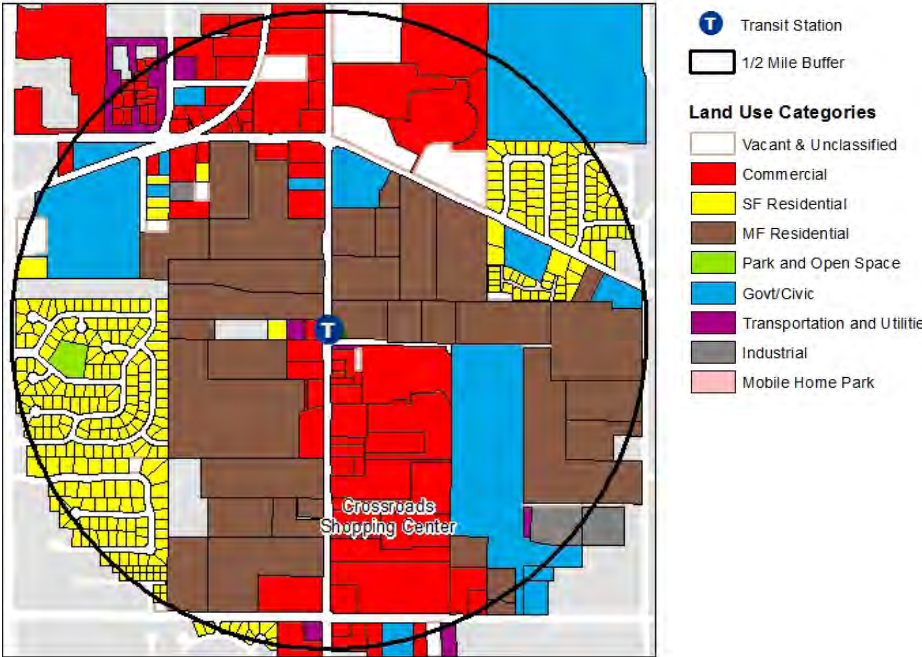
The NE 15th street transit community has a population of 8,478 with 64 percent minority, making it relatively more populous and diverse than other transit communities studied. Also incomes and household sizes are larger than most other transit communities. A total of 4,193 jobs are located within a half mile of the BRT stop at the center of the transit community.

Housing is primarily renter occupied multifamily. Compared to regional need and corridor averages affordability is low for households earning less than 50% AMI . A significant cluster of subsidized units is located in the transit community.

**LOCAL PLANNING —**

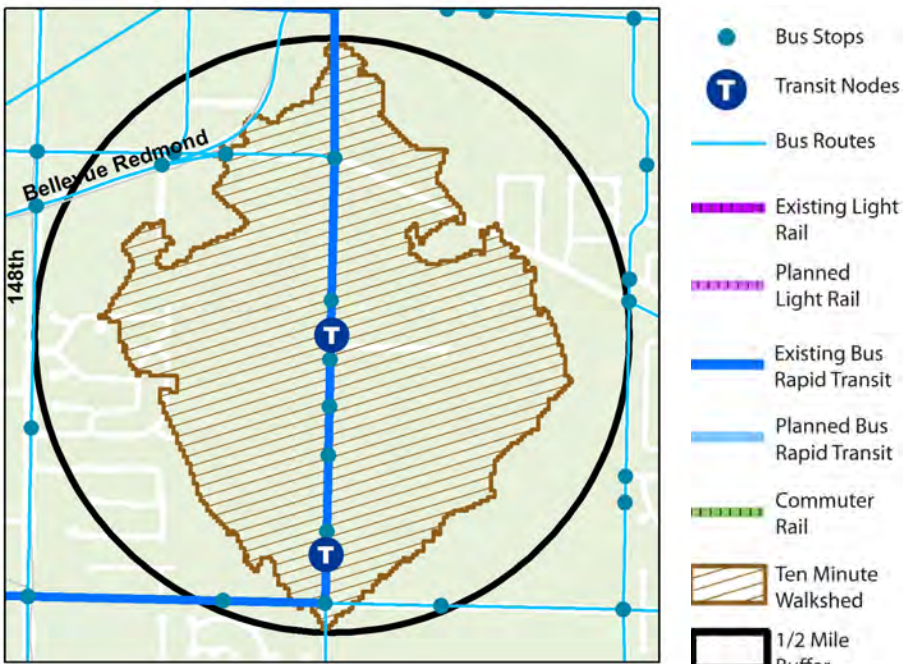
The NE 15th Street transit community is located primarily within the Crossroads Subarea (a small portion is within the Bel-Red Subarea). The city does not envision significant change within the NE 15th Street transit community. In 2007, the city adopted the Crossroads Sub-area Plan to support new mixed use development on the Crossroads Shopping Center site.

**LAND USE**



Revised Summer 2013

**TRANSPORTATION**



**PEOPLE**

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	8,478	4,237
RACIAL DEMOGRAPHICS	64% minority	45%
AGE	19% > 18 years 15% < 65 years	19% 11%
MED HH INCOME	\$55,503	\$46,637
EDUCATION	27% BA or >	20%
AVERAGE HH SIZE	2.31	2.39

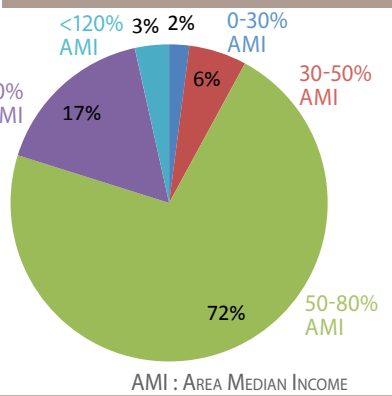
**JOB**

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	4,193	3,032
AVERAGE WAGE	\$37,518	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	20%	17%

**HOUSING**

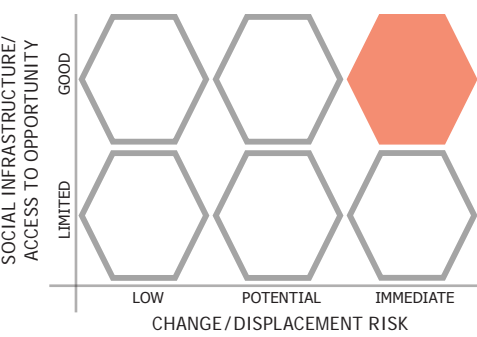
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	3,685	2,674
AFFORD. RANGE (0-50% AMI)	8%	21%
HOMEOWNERS	26%	35%
RENTERS	74%	65%
COST BURDEN (% OF INCOME)	40%	44%

**AFFORDABLE HOUSING BY INCOME LEVEL**

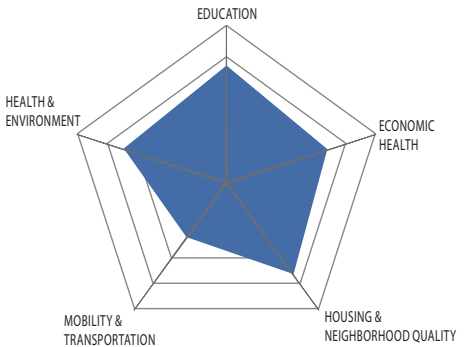


**PEOPLE PROFILE**

Communities with immediate displacement risk show indications that displacement of lower income populations has begun, higher current market strength, and/or high number of community risk factors. Good access to opportunity means households benefit from a wide range of nearby resources.

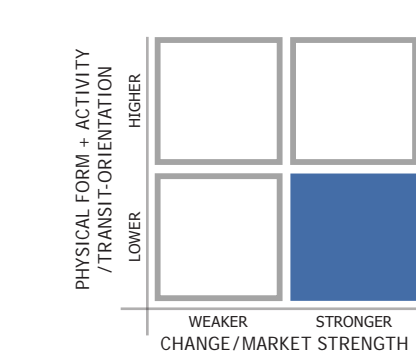


**ACCESS TO OPPORTUNITY**

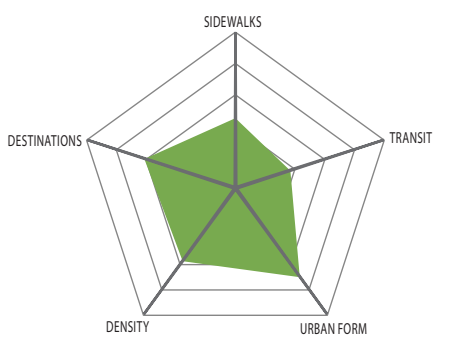


**PLACE PROFILE**

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



**PHYSICAL FORM + ACTIVITY**



**IMPLEMENTATION APPROACH**

**1 PROTECT AND GROW**  
Protect and Grow transit communities are neighborhoods with emerging to strong real estate demand and community characteristics that indicate an immediate risk of displacement. Physical form and activity levels are varied. Key strategies focus on supporting an emerging market for higher density development while preserving affordability and leveraging community benefits from growth. As communities in transition, they call for a more proactive approach to ensuring equitable growth. Nine communities are categorized as Protect and Grow (including five current light rail stations in Southeast Seattle).

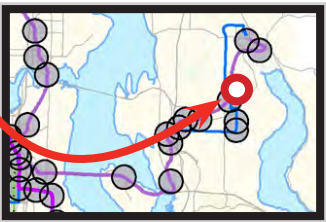
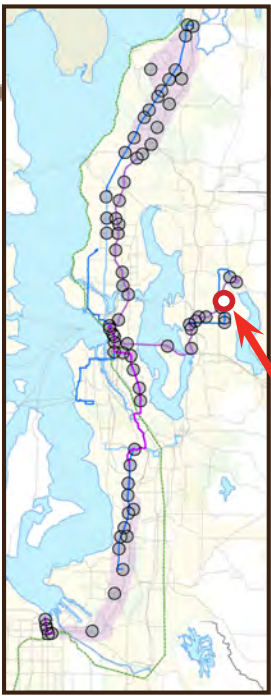
- KEY STRATEGIES:
- Development regulations and capital facilities investments that support market demand
  - Full range of tools for new and preserved affordable housing
  - Community needs assessment and targeted community investments
  - Targeted small business support







# Overlake Transit Center



### AREA DESCRIPTION —

The Overlake Transit Center transit community, located in the City of Redmond, is served by the Metro RapidRide B Bus Rapid Transit line and other Metro transit service. It is also a future light rail station on the East Link extension,

with service beginning in 2023.

Current land use is predominantly commercial with a majority occupied by the Microsoft Corporation campus. The community is characterized by large blocks, few sidewalks, and is bisected by State Route 520, impeding connectivity and walkability.

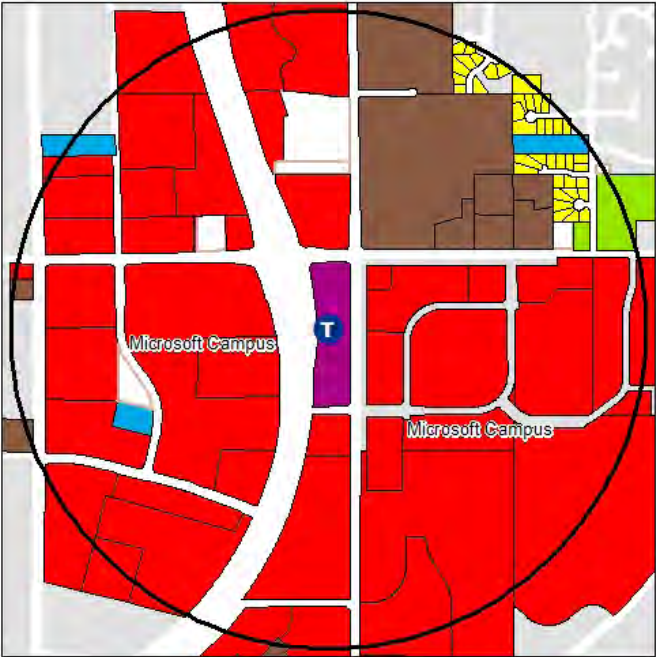
Overlake Transit Center has a population of 2,233 with 59 percent minority, making it relatively more diverse than the region and most of the transit communities studied. With 47 percent of the population holding a Bachelor’s Degree, Overlake Transit Center community is relatively highly educated. Incomes and household sizes are also larger than most transit communities studied. More than 40,000 jobs are located within a half mile of the transit center.

Housing is primarily renter occupied multifamily. Compared to regional need and corridor averages, affordability is low for households earning less than 50% AMI.

### LOCAL PLANNING —

The Overlake Transit Center community is located within a Regional Growth Center. Redmond’s comprehensive plan, last updated in 2011, includes the Urban Center Element, which addresses both Downtown and Overlake Regional Growth Centers. The plan includes policies and land use designations encouraging a pedestrian-friendly environment and supporting high capacity transit.

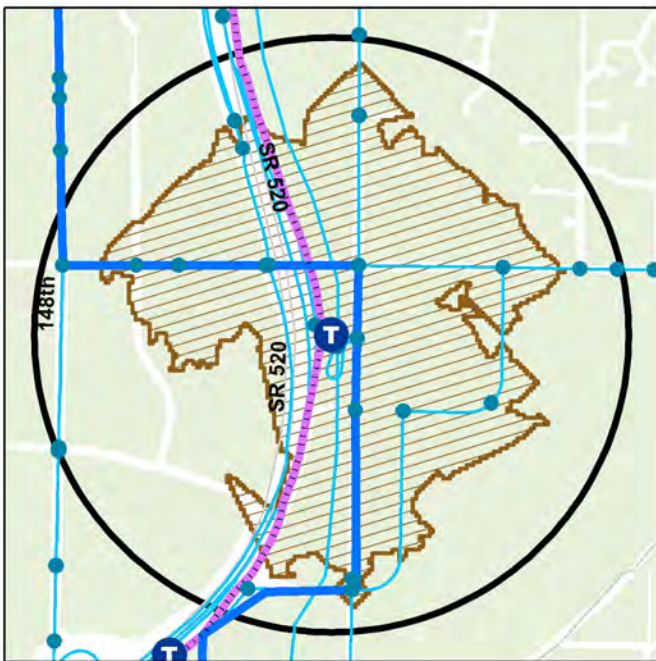
### LAND USE



Revised Summer 2013



### TRANSPORTATION



### PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	2,233	4,237
RACIAL DEMOGRAPHICS	59% minority	45%
AGE	24% > 18 years 5% < 65 years	19% 11%
MED HH INCOME	\$91,214	\$46,637
EDUCATION	47% BA or >	20%
AVERAGE HH SIZE	2.42	2.39

### JOB

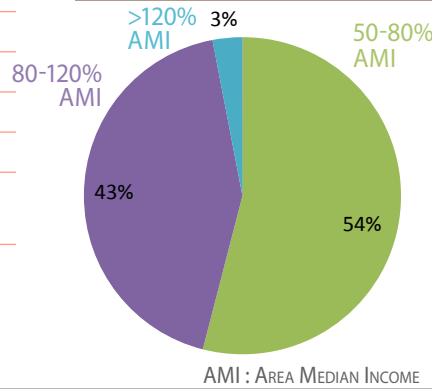
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	n/a	3,032
AVERAGE WAGE	n/a	\$36,636
TOP 2 SECTORS	High-Tech	n/a
MAJOR EMPLOYERS	Microsoft	n/a
SBI	1%	17%

NOTE: SOME DATA NOT AVAILABLE FOR THE EXTREMELY LOW NUMBER OF EMPLOYERS IN THIS STATION AREA.

### HOUSING

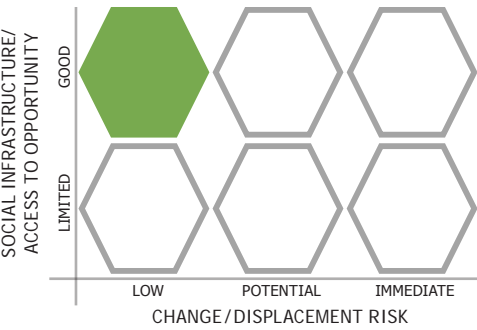
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	1,613	2,674
AFFORD. RANGE (0-50% AMI)	0%	21%
HOMEOWNERS	10%	35%
RENTERS	90%	65%
COST BURDEN (% OF INCOME)	22%	44%

### AFFORDABLE HOUSING BY INCOME LEVEL

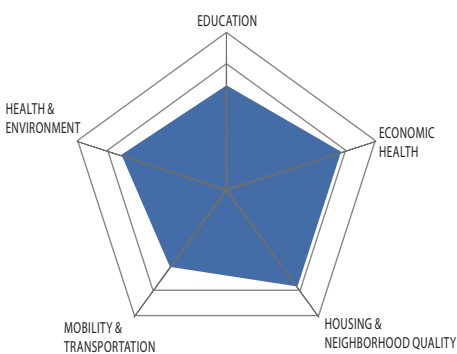


### PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Good access to opportunity means households benefit from a wide range of nearby resources.

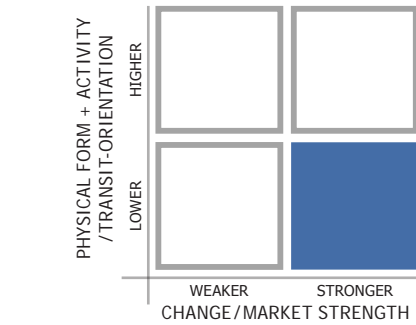


### ACCESS TO OPPORTUNITY

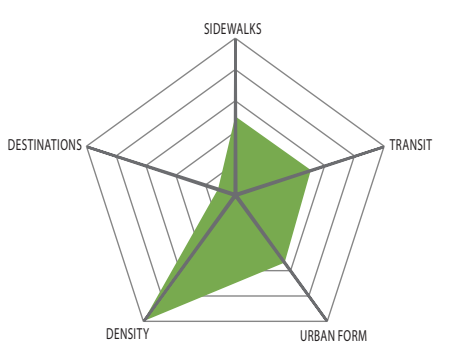


### PLACE PROFILE

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



### PHYSICAL FORM + ACTIVITY



### IMPLEMENTATION APPROACH

**4 TRANSFORM AND DIVERSIFY** Transform and Diversify transit communities are neighborhoods or centers poised for transformation good access to opportunity and strong real estate markets, together with recent planning efforts. However, many lack the sufficient physical form and activity levels to fully support future transit oriented growth. Key strategies leverage stronger markets to diversify land uses, make public realm improvements and expand affordability. These communities are currently either employment nodes or single-family neighborhoods with little mixing of uses or intensity of development. They also have limited housing choice, either through lack of housing or affordability. At the same time, they have stronger markets and near-term potential to grow as equitable transit communities. Six communities are categorized as Transform and Diversify, all located in the East Corridor (with no current light rail stations).

#### KEY STRATEGIES:

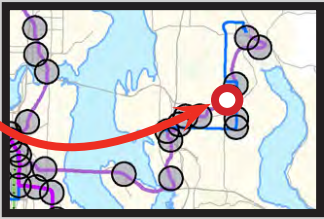
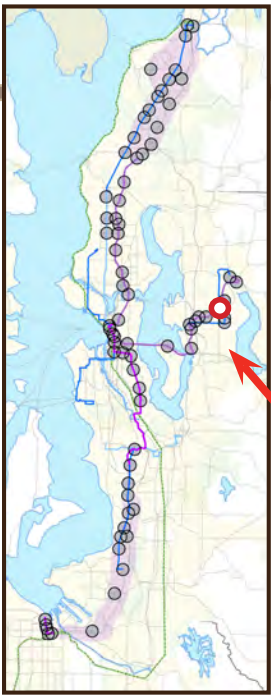
- Development regulations and capital facilities investments that support market demand
- Full range of tools for new and preserved affordable housing
- Community needs assessment and targeted community investments
- Targeted small business support







# Overlake Village



**AREA DESCRIPTION —**  
The Overlake Village transit community, located in the City of Redmond will be served by East Link light rail beginning in 2023. The area is currently served by RapidRide B Bus Rapid Transit and other Metro transit.

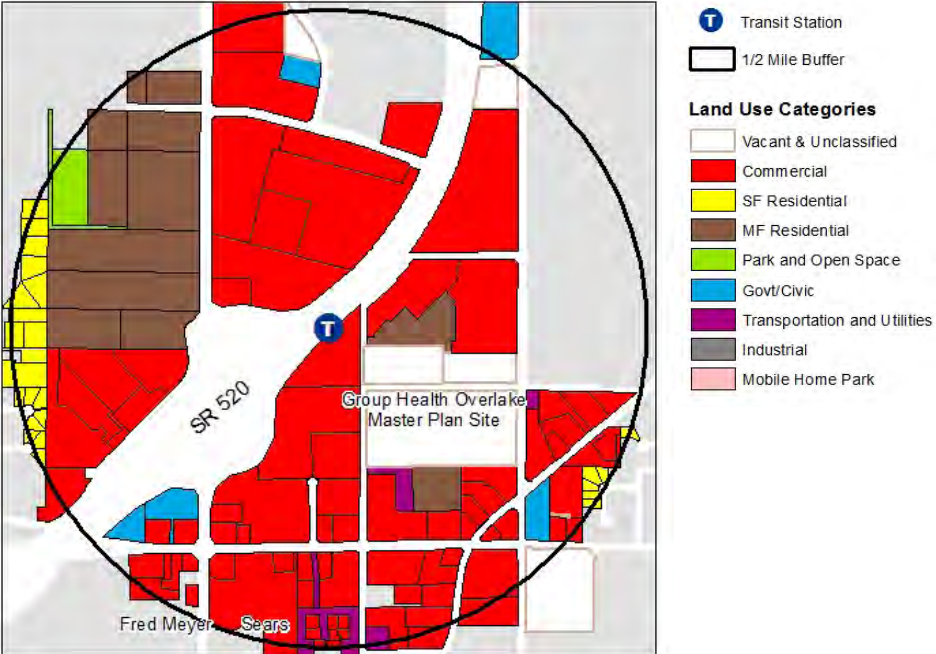
Current land uses are predominantly commercial, office, and industrial, including over 50 acres that comprise a portion of the Microsoft campus. Bisected by the SR-520 freeway and characterized by large blocks and incomplete sidewalk coverage, Overlake Village does not currently provide for a walkable environment.

The Overlake Village transit community has a population of 1,916, with 59 percent minority, making it relatively more diverse than the region. Incomes and household size are larger than most transit communities studied. With portions of the main campus of the Microsoft Corporation, as well as a retail core serving area residents and businesses, the transit community is part of a major hub of employment and activity for the region. A total of 6,618 jobs are located within a half mile of the planned light rail station.

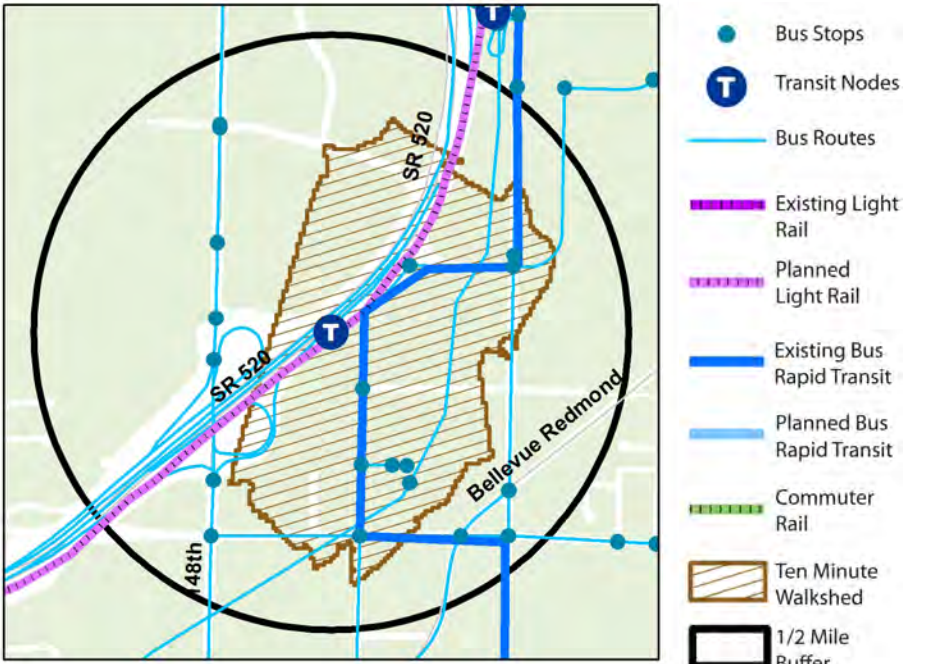
Housing is primarily multifamily renter occupied. Nearly 500 subsidized units are also located within the transit community. Compared with regional need and corridor averages, affordability is low for households earning less than 50% AMI and moderate for households earning between 50% AMI and 80% AMI.

**LOCAL PLANNING —**  
The Overlake Village transit community is located within a Regional Growth Center. Redmond’s comprehensive plan, last updated in 2011, includes an Urban Centers element, which addresses both Downtown and Overlake Regional Growth Centers. The plan includes policies and land use designations encouraging a pedestrian-friendly environment and supporting high capacity transit.

## LAND USE



## TRANSPORTATION



## PEOPLE

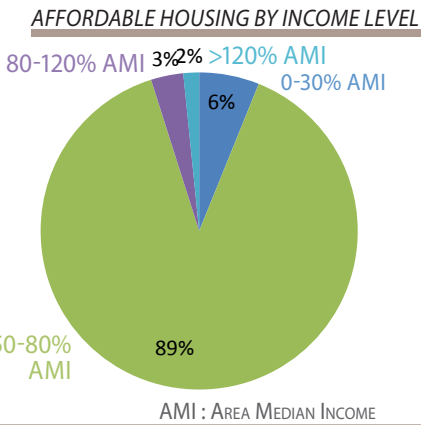
	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	1,916	4,237
RACIAL DEMOGRAPHICS	49% minority	45%
AGE	15% > 18 years 19% < 65 years	19% 11%
MED HH INCOME	\$57,732	\$46,637
EDUCATION	28% BA or >	20%
AVERAGE HH SIZE	2.17	2.39

## JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	6,618	3,032
AVERAGE WAGE	\$62,050	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	13%	17%

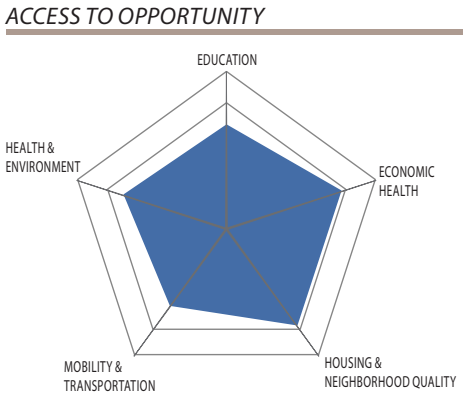
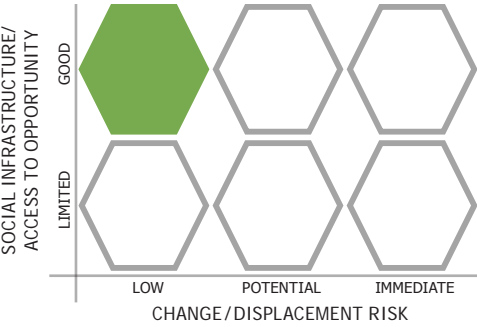
## HOUSING

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	901	2,674
AFFORD. RANGE (0-50% AMI)	6%	21%
HOMEOWNERS	23%	35%
RENTERS	77%	65%
COST BURDEN (% OF INCOME)	43%	44%



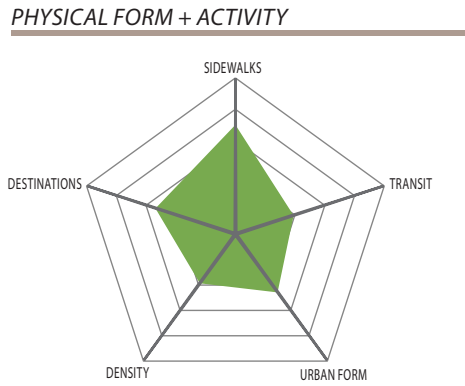
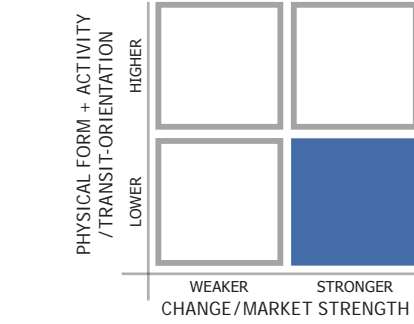
## PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Good access to opportunity means households benefit from a wide range of nearby resources.



## PLACE PROFILE

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



## IMPLEMENTATION APPROACH

**4 TRANSFORM AND DIVERSIFY**  
Transform and Diversify transit communities are neighborhoods or centers poised for transformation good access to opportunity and strong real estate markets, together with recent planning efforts. However, many lack the sufficient physical form and activity levels to fully support future transit oriented growth. Key strategies leverage stronger markets to diversify land uses, make public realm improvements and expand affordability. These communities are currently either employment nodes or single-family neighborhoods with little mixing of uses or intensity of development. They also have limited housing choice, either through lack of housing or affordability. At the same time, they have stronger markets and near-term potential to grow as equitable transit communities. Six communities are categorized as Transform and Diversify, all located in the East Corridor (with no current light rail stations).

- KEY STRATEGIES:**
- Development regulations and capital facilities investments that support market demand
  - Full range of tools for new and preserved affordable housing
  - Community needs assessment and targeted community investments
  - Targeted small business support



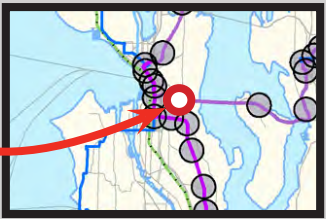
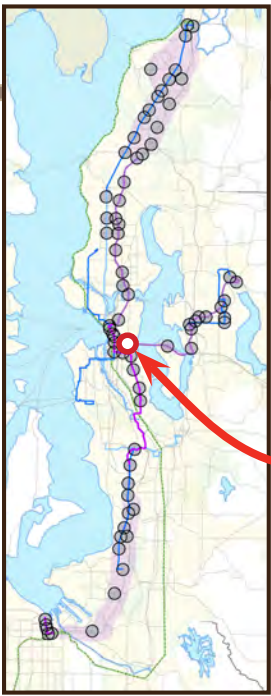
The Growing Transit Communities program is supported by a grant from the U.S. Department of Housing and Urban Development’s Sustainable Communities Regional Planning Grant Program. For more information: visit [psrc.org](http://psrc.org) or contact Ben Bakkenta at 206-971-3286 or [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org)







# Rainier Station



**AREA DESCRIPTION —**  
The Rainier Station transit community, located in the City of Seattle and the only Seattle station in the East Corridor, is the site of a future light rail station on the East Link extension, with service expected to begin in 2023.

No single current land use type is predominant in the community. Commercial and light industrial exists along the main arterial, Rainier Avenue, and single family and multifamily residential are present in the southwest and northern sections of the transit community. With small blocks and complete sidewalks, the area has a strong pedestrian-orientation, though it is bisected by the I-90 freeway.

The Rainier Station transit community has a population of 6,132 with 64 percent minority, making it relatively more diverse than the region, the east corridor, and the transit communities studied. The community has lower incomes and larger household sizes than other transit communities.

Housing in the community is equally split between owner occupied and renter occupied and between single family and multifamily. The proportion of housing affordable to households earning less than 50% AMI is on par with regional need, a much higher level of affordability than most of the East Corridor. These data indicate a potential for displacement.

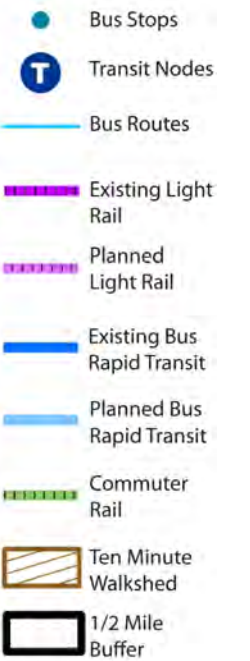
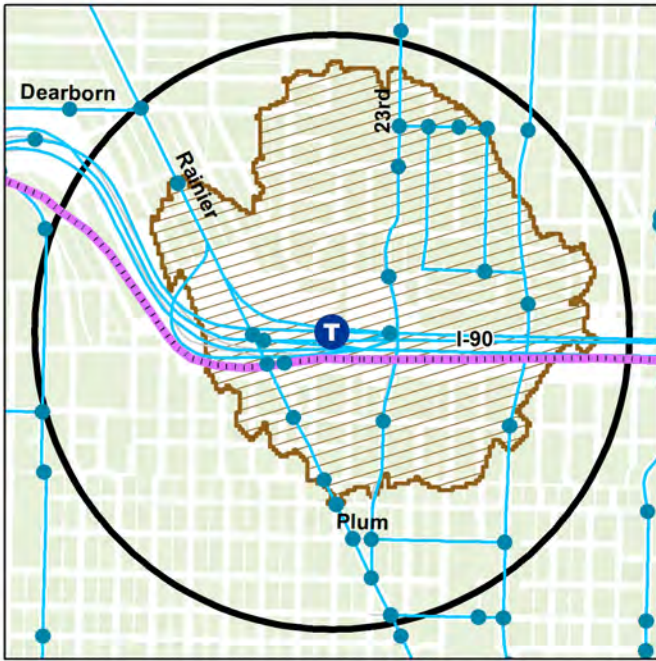
**LOCAL PLANNING —**  
The Rainier Station transit community is located in a City of Seattle designated Urban Center. The city and the North Rainier Community completed an update to the North Rainier Neighborhood Plan in 2010, which envisions a vibrant, culturally and economically diverse neighborhood with compact development around future light rail. City of Seattle is expected to complete an Urban Design Framework for the station area to guide redevelopment.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	6,132	4,237
RACIAL DEMOGRAPHICS	64% minority	45%
AGE	18% > 18 years 9% < 65 years	19% 11%
MED HH INCOME	\$42,370	\$46,637
EDUCATION	23% BA or >	20%
AVERAGE HH SIZE	2.45	2.39

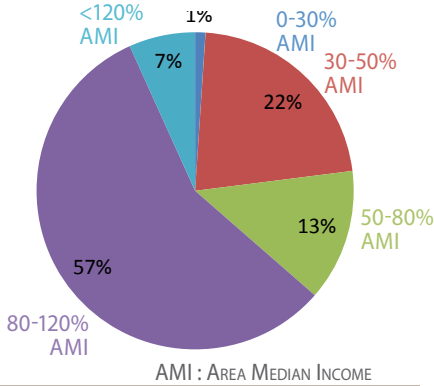
## JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	2,839	3,032
AVERAGE WAGE	\$40,600	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	19%	17%

## HOUSING

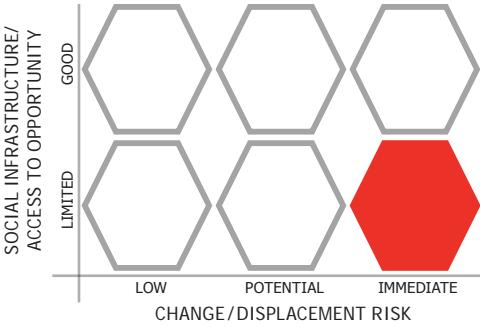
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	3,759	2,674
AFFORD. RANGE (0-50% AMI)	23%	21%
HOMEOWNERS	50%	35%
RENTERS	50%	65%
COST BURDEN (% OF HOUSEHOLDS)	56%	44%

## AFFORDABLE HOUSING BY INCOME LEVEL

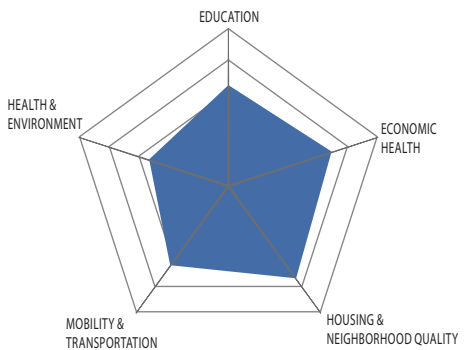


## PEOPLE PROFILE

Communities with immediate displacement risk show indications that displacement of lower income populations has begun, higher current market strength, and/or high number of community risk factors. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

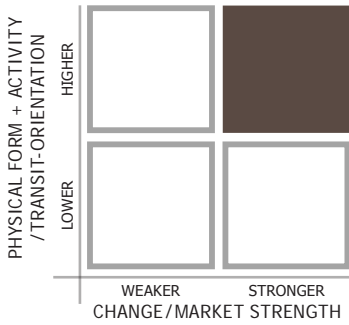


## ACCESS TO OPPORTUNITY

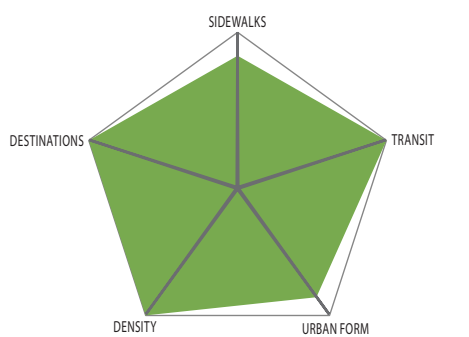


## PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that support a dense, walkable and transit-supportive neighborhood. A stronger real estate market suggests there is higher pressure for new development in the near- to mid-term.



## TRANSIT ORIENTATION



## IMPLEMENTATION APPROACH

**1 PROTECT AND GROW**  
Protect and Grow transit communities are neighborhoods with emerging to strong real estate demand and community characteristics that indicate an immediate risk of displacement. Physical form and activity levels are varied. Key strategies focus on supporting an emerging market for higher density development while preserving affordability and leveraging community benefits from growth. As communities in transition, they call for a more proactive approach to ensuring equitable growth. Nine communities are categorized as Protect and Grow (including five current light rail stations in Southeast Seattle).

- KEY STRATEGIES:
- Development regulations and capital facilities investments that support market demand
  - Full range of tools for new and preserved affordable housing
  - Community needs assessment and targeted community investments
  - Targeted small business support



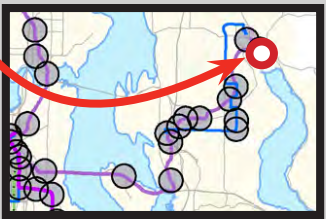
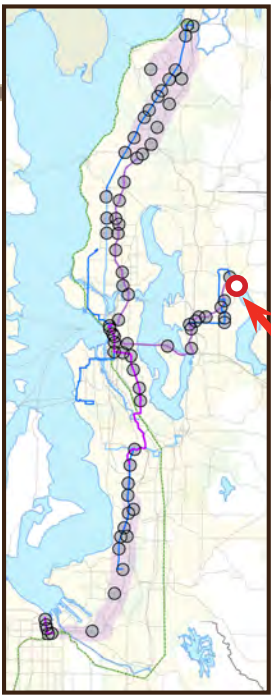
The Growing Transit Communities program is supported by a grant from the U.S. Department of Housing and Urban Development's Sustainable Communities Regional Planning Grant Program. For more information: visit [psrc.org](http://psrc.org) or contact Ben Bakkenta at 206-971-3286 or [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org)







# SE Redmond



### AREA DESCRIPTION —

The SE Redmond transit community, located in the City of Redmond, is a future light rail station on the East Link extension.

Current land use is roughly split between Marymoor Park to the south and commercial and light industrial uses to the east and north. A portion of the Redmond Town Center, a regional shopping center, is located in the northwest portion of the transit community. The community is bisected by State Route 520 and, outside of Marymoor Park, is characterized by low-rise strip commercial development, resulting in an auto-oriented environment that impedes connectivity.

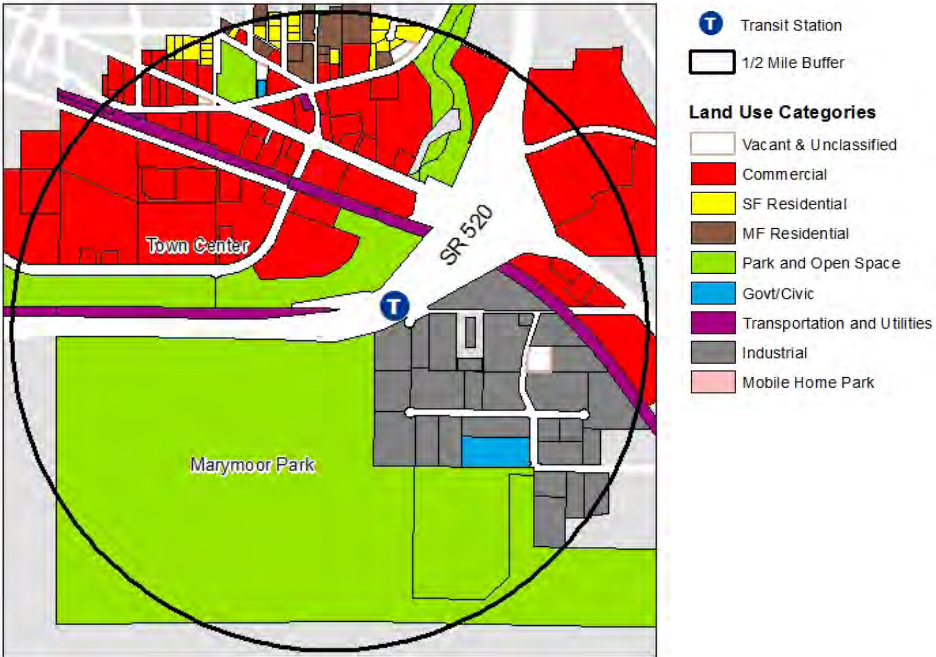
The SE Redmond transit community has a resident population of 513 with 36 percent minority, making it one of the least populous transit communities in the region. Over 5,000 jobs are located in the transit community.

The limited housing stock is primarily renter occupied multifamily. Compared to regional need and corridor averages, affordability is low for households earning less than 50% AMI.

### LOCAL PLANNING —

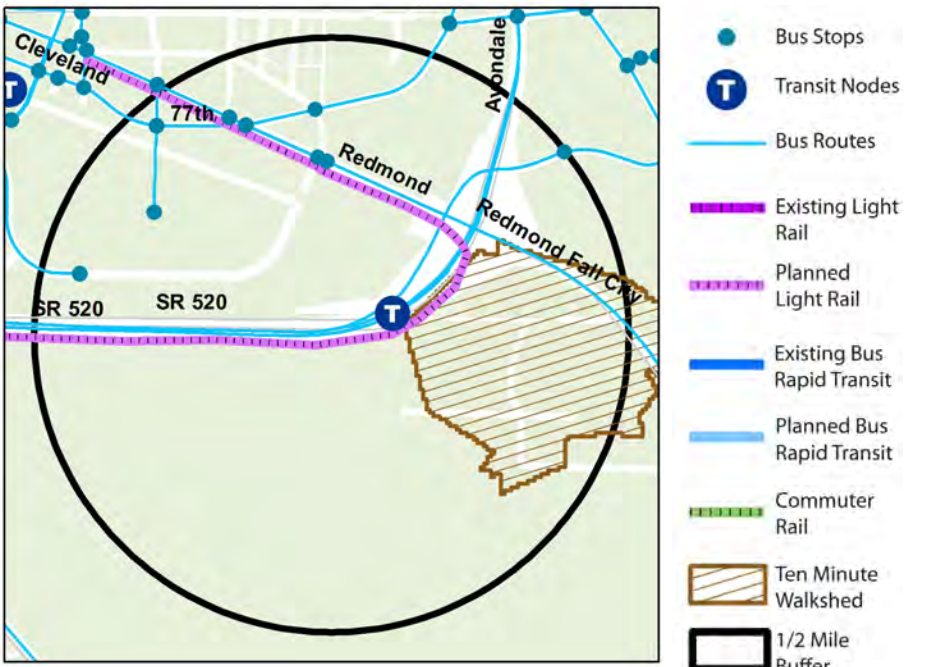
An update to the SE Redmond Neighborhood Plan is underway and is scheduled for completion by mid-2014. This update includes reviewing policies related to land use, transportation, parks, neighborhood character, and other topics. Existing policies support the extension of light rail to Southeast Redmond.

### LAND USE



Revised Summer 2013

### TRANSPORTATION



### PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	513	4,237
RACIAL DEMOGRAPHICS	36% minority	45%
AGE	12% > 18 years 18% < 65 years	19% 11%
MED HH INCOME	\$86,957	\$46,637
EDUCATION	38% BA or >	20%
AVERAGE HH SIZE	2	2.39

### JOB

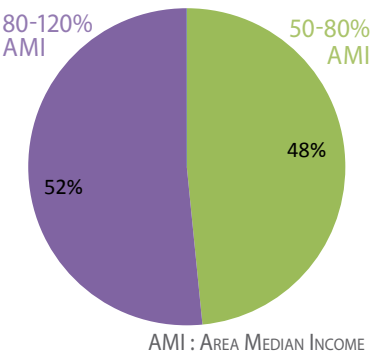
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	5,253	3,032
AVERAGE WAGE	\$43,109	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	18%	17%

NOTE: DATA ARE NOT AVAILABLE FOR THE EXTREMELY LOW NUMBER OF EMPLOYERS IN THIS STATION AREA.

### HOUSING

	TRANSIT COMMUNITY	ALL TC MEDIAN
TOTAL HOUSING UNITS	2,318	2,674
AFFORD. RANGE (% AMI)	0%	21%
HOMEOWNERS	9%	35%
RENTERS	91%	65%
COST BURDEN (% OF INCOME)	31%	44%

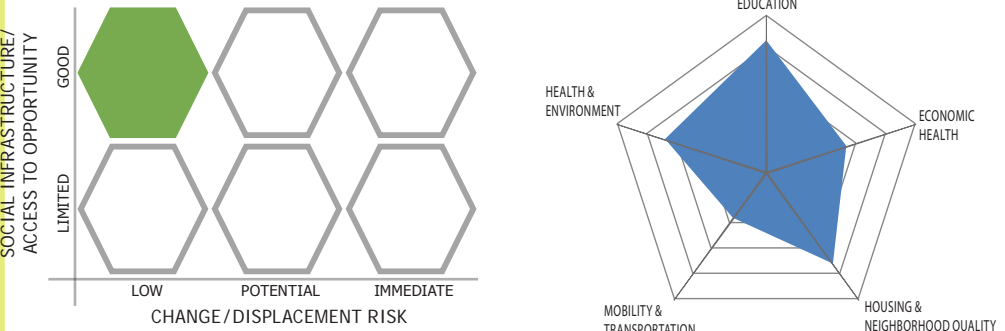
### AFFORDABLE HOUSING BY INCOME LEVEL



### PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Good access to opportunity means households benefit from a wide range of nearby resources.

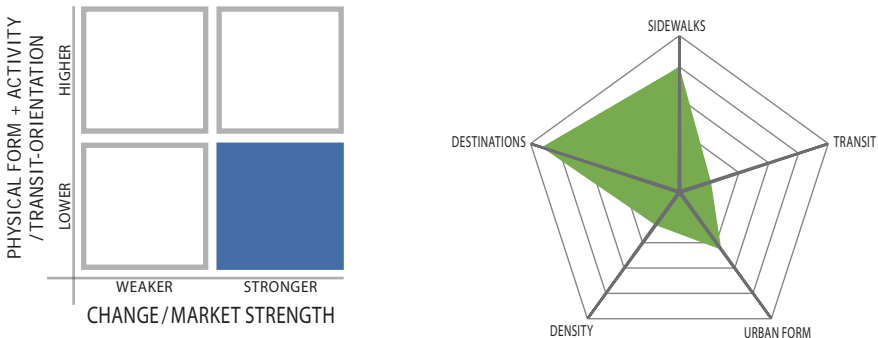
### ACCESS TO OPPORTUNITY



### PLACE PROFILE

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

### PHYSICAL FORM + ACTIVITY



### IMPLEMENTATION APPROACH

**4 TRANSFORM AND DIVERSIFY** Transform and Diversify transit communities are neighborhoods or centers poised for transformation good access to opportunity and strong real estate markets, together with recent planning efforts. However, many lack the sufficient physical form and activity levels to fully support future transit oriented growth. Key strategies leverage stronger markets to diversify land uses, make public realm improvements and expand affordability. These communities are currently either employment nodes or single-family neighborhoods with little mixing of uses or intensity of development. They also have limited housing choice, either through lack of housing or affordability. At the same time, they have stronger markets and near-term potential to grow as equitable transit communities. Six communities are categorized as Transform and Diversify, all located in the East Corridor (with no current light rail stations).

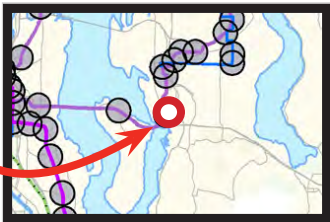
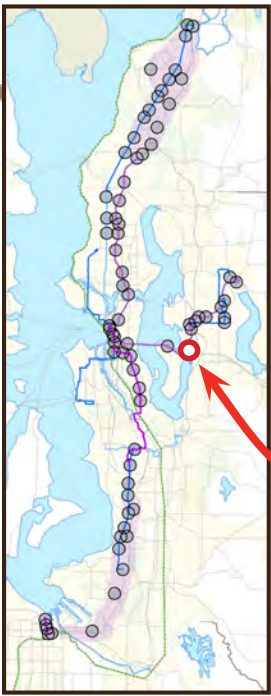
- KEY STRATEGIES:
- Development regulations and capital facilities investments that support market demand
  - Full range of tools for new and preserved affordable housing
  - Community needs assessment and targeted community investments
  - Targeted small business support







# South Bellevue



## AREA DESCRIPTION —

The South Bellevue park and ride is located in the City of Bellevue and is the site of a future light rail station and parking garage on the East Link extension, with service expected to begin in 2023. The Town of Beaux Arts Village is

located about a half-mile from the planned station. The area is currently the site of a Park & Ride facility near I-90 and I-405 and has numerous intercity and local bus connections.

Current land use is divided roughly evenly between the Mercer Slough environmental area, and the Enatai residential neighborhood of single-family homes. Mercer Slough includes open space, habitat, wetlands, blueberry fields, a farm stand, an environmental center, and a historic home site.

The surrounding community has a population of 1,708 with 22 percent minority, making it comparatively less diverse than other transit communities studied. The community has much higher incomes and larger household sizes compared with the corridor and region.

Single-family homes, primarily owner-occupied, make up most of the housing in the area. Compared with regional need and corridor averages, affordability is low.

## LOCAL PLANNING —

No land use changes are envisioned for the South Bellevue area. The City of Bellevue has expressly stated that Transit Oriented Development is not appropriate at this station. Adopted policy TR-7519 of the Bellevue Comprehensive Plan preserves the existing single family neighborhood and environmental critical areas.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	1,708	4,237
RACIAL DEMOGRAPHICS	22% minority	45%
AGE	29% > 18 years 15% < 65 years	19% 11%
MED HH INCOME	\$132,649	\$46,637
EDUCATION	72% BA or >	20%
AVERAGE HH SIZE	2.86	2.39

## JOB

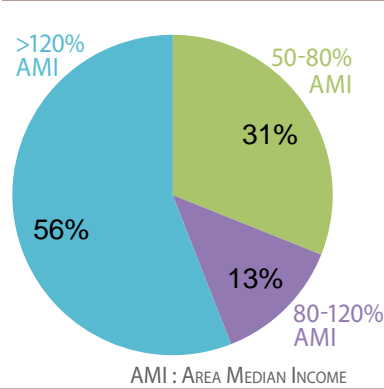
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	n/a	n/a
AVERAGE WAGE	n/a	n/a
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	n/a	n/a

NOTE: DATA ARE NOT AVAILABLE FOR THE EXTREMELY LOW NUMBER OF EMPLOYERS IN THIS STATION AREA.

## HOUSING

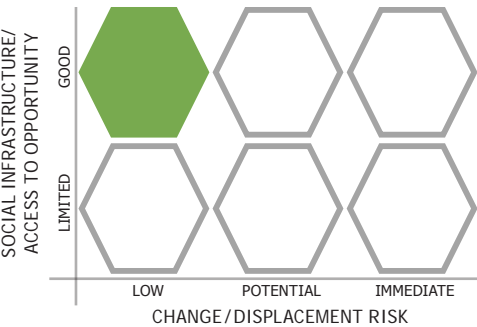
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	629	2,674
AFFORD. RANGE (% AMI)	22%	21%
HOMEOWNERS	88%	35%
RENTERS	12%	65%
COST BURDEN (% OF INCOME)	12%	44%

## AFFORDABLE HOUSING BY INCOME LEVEL

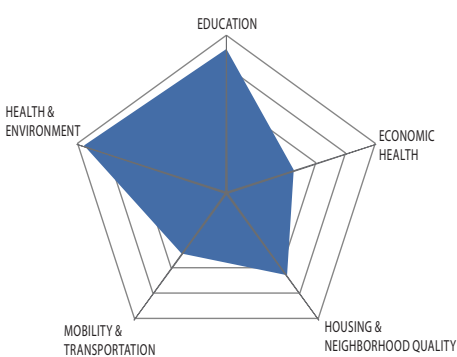


## PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Good access to opportunity means households benefit from a wide range of nearby resources.

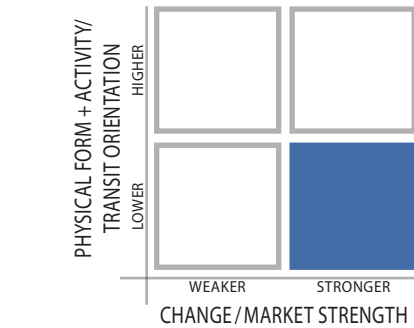


## ACCESS TO OPPORTUNITY

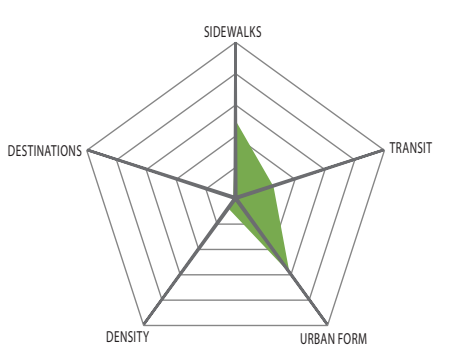


## PLACE PROFILE

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



## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

**3 IMPROVE ACCESS** Improve Access transit communities are desirable neighborhoods or centers with good access to economic and educational opportunity, and strong real estate demand. Market rate housing is unaffordable to lower income households and there is relatively little subsidized housing. Key strategies focus on capturing value from strong markets to improve community access, either through subsidy to expand affordability within the community or transit investments to improve access to and from the community. Access needs and redevelopment opportunities will vary in scale and suitability across the diverse communities within this category, dependent on local visions and plans. For example, Bellevue Transit Center has planned for large amounts of near to medium term growth, while South Bellevue envisions little to none. Six communities are categorized as Improve Access (with no current light rail stations).

- KEY STRATEGIES:
- Ensure accessibility through multiple modes of transportation
  - Adopt tools to increase affordable housing choices, as appropriate to community scale
  - Connect transit dependent populations to transit and community resources



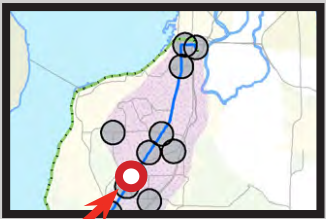
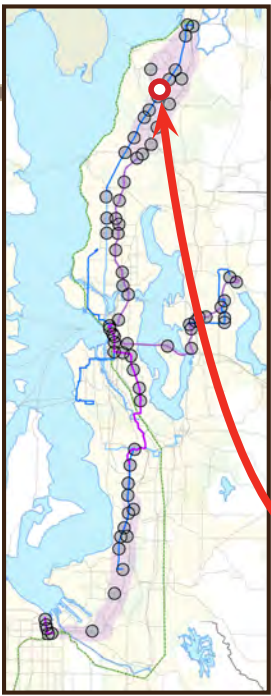


# North Corridor

North  
Corridor







AREA DESCRIPTION —

The 112th Street SW transit community, located mainly in the City of Everett and partially in unincorporated Snohomish County, is centered around a Community Transit Swift BRT station. Swift operations began in fall 2009. The community could be considered in the future for light rail expansion.

Current land use is predominantly multifamily residential with low rise commercial along the main arterial, SR-99. A large big box retail store is the dominant feature of this community. Single family residential is present within the community as well. Larger blocks and an incomplete network of sidewalks (except along 112th and SR-99) result in an auto-oriented environment that impedes walkability.

The population of the 112th St. SW transit community is 8,130 persons, with 44 percent minority making it more diverse, than the region as a whole. Household sizes are larger than the average of transit communities studied and household incomes are smaller. A total of 1,321 jobs are located within a half mile of the BRT station.

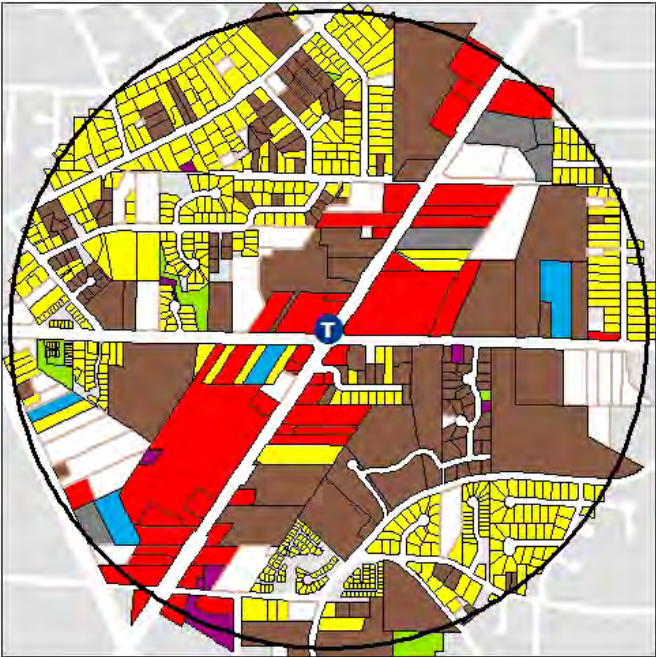
The housing stock is predominantly multifamily and 75 percent of units are renter occupied. Forty-one percent of housing units are affordable to households earning 50% of AMI, making the area relatively more affordable than most other transit communities and the region as a whole.

LOCAL PLANNING —

Snohomish County has designated a portion of this study area as an urban village, which encourages neighborhood-scale, pedestrian and bike-oriented development with a mix of retail and office uses, public and community facilities, and high-density residential.

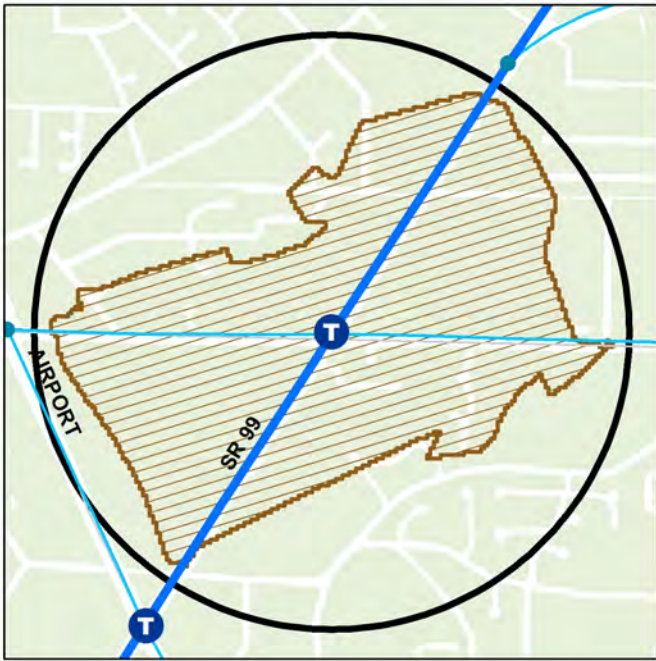
Everett's incorporated part of the study area is partly covered by the city's Evergreen Way Revitalization Plan, implemented through new, higher density, mixed-use zoning and supported by a multi-family property tax exemption for affordable housing, SEPA categorical exemptions, and other incentives.

LAND USE



Revised Summer 2013

TRANSPORTATION



PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	8,130	4,237
RACIAL DEMOGRAPHICS	44% minority	45%
AGE	24% > 18 years 7% < 65 years	19% 11%
MED. HH. INCOME	\$45,030	\$46,637
EDUCATION	14% BA or >	20%
AVERAGE HH SIZE	2.28	2.39

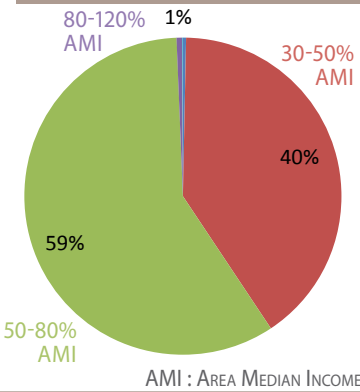
JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	1,321	3,032
AVERAGE WAGE	\$33,307	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	17%	17%

HOUSING

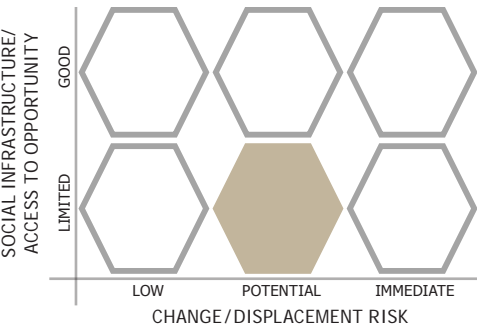
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	3,989	2,674
AFFORD. RANGE (0-50% AMI)	41%	21%
HOMEOWNERS	25%	35%
RENTERS	75%	65%
COST BURDEN (% OF INCOME)	49%	44%

AFFORDABLE HOUSING BY INCOME LEVEL

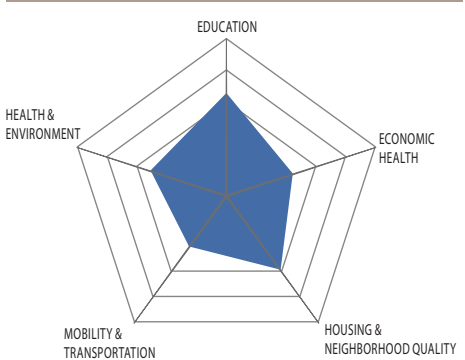


PEOPLE PROFILE

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 needs 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.

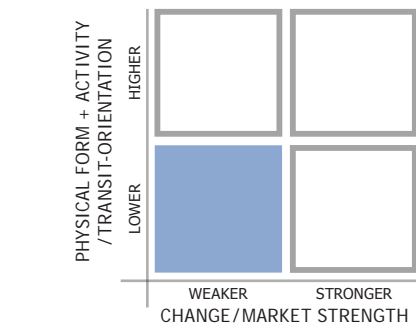


ACCESS TO OPPORTUNITY

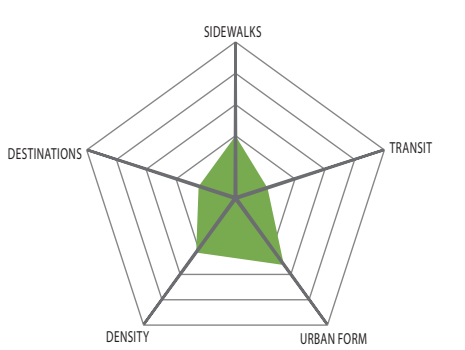


PLACE PROFILE

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.



PHYSICAL FORM + ACTIVITY



IMPLEMENTATION APPROACH

7 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.

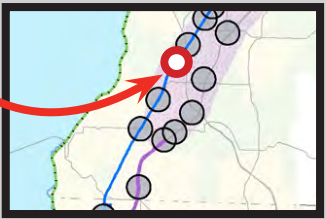
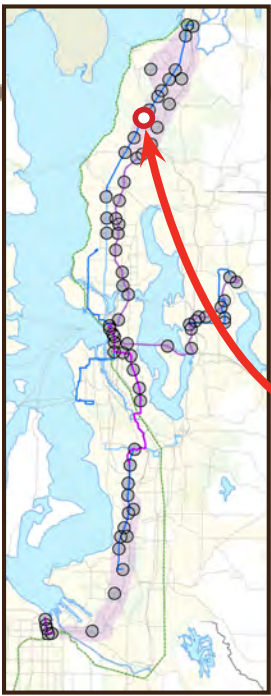
KEY STRATEGIES:

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









AREA DESCRIPTION —

The 148th Street SW transit community, located in unincorporated Snohomish County, is centered around a Community Transit Swift BRT station, which began service in fall 2009. The community could be considered in the future for

light rail expansion.

Current land use is predominantly residential roughly split between multifamily and single-family use. Commercial and light industrial uses exist along the main arterial, SR 99. A combination of large blocks and an incomplete network of sidewalks (except along 148th St) results in an auto-oriented environment that impedes walkability.

The population of 148th Street SW transit community is 6,001, with 44 percent minority making it more diverse than the region as a whole. Approximately 1,000 jobs are located within a half mile of the BRT station.

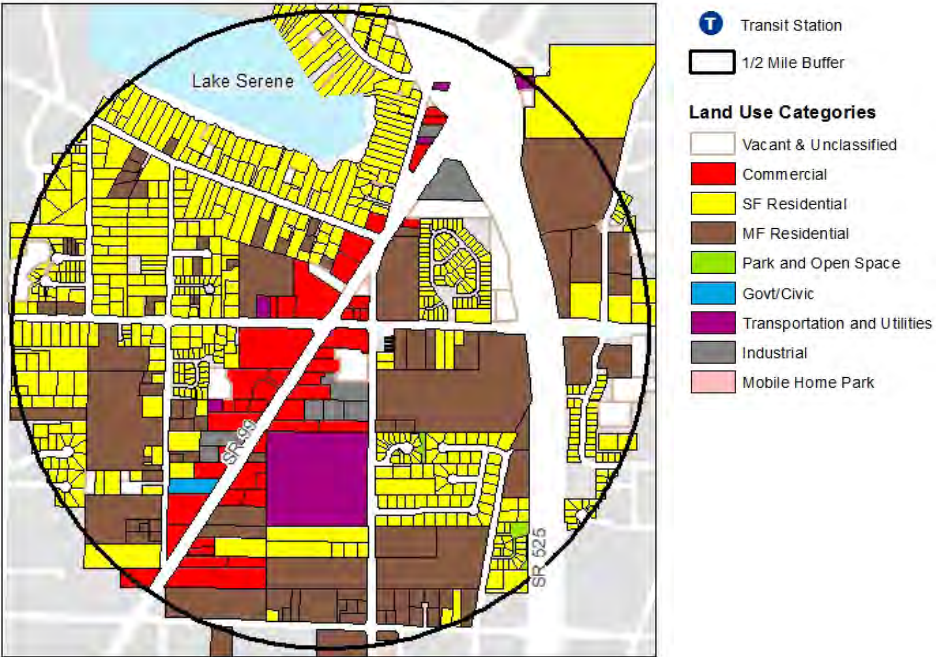
Housing stock is predominantly renter occupied. Twenty-four percent of units are affordable to households earning 50% of AMI, making the area slightly more affordable than most other transit communities.

LOCAL PLANNING —

Snohomish County has designated an urban center focused at SR 99 and 152nd Street SW covering the southern half of the 148th Street study area. The urban center designation requires transit/pedestrian-supportive site design, encourages mixed uses, and offers density and height incentives for affordable housing.

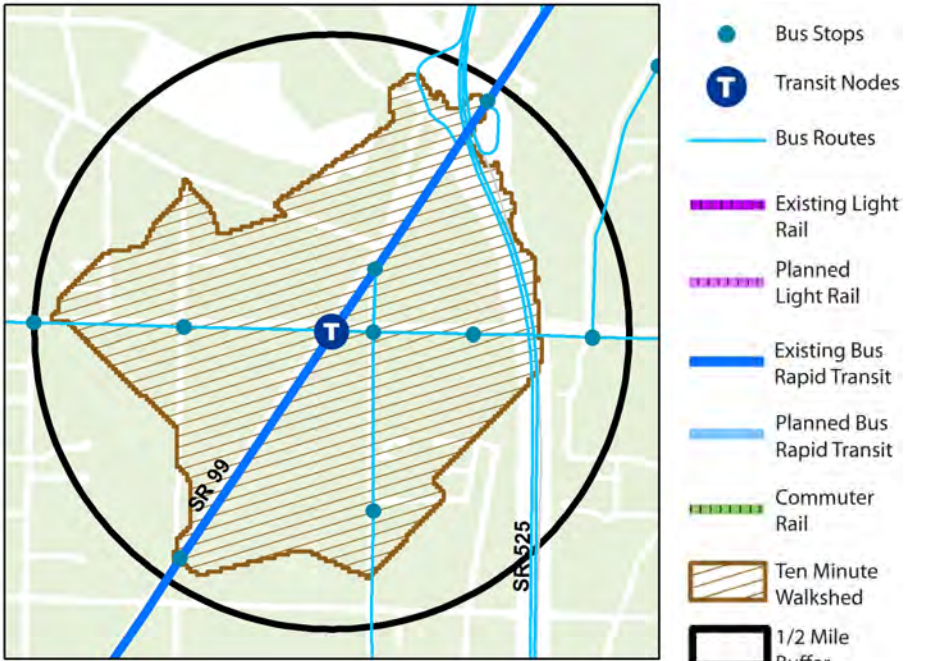
This portion of the transit community south of 148th St is in the city of Lynnwood’s annexation area, and when annexed will be subject to Lynnwood’s Highway 99 Corridor Subarea Plan, Design Guidelines, and Zoning Regulations, which offer incentives for multi-family, pedestrian-friendly development in the nodes along SR-99.

LAND USE



Revised Summer 2013

TRANSPORTATION



PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	6,001	4,237
RACIAL DEMOGRAPHICS	44% minority	45%
AGE	21% > 18 years 8% < 65 years	19% 11%
MED HH INCOME	\$52,723	\$46,637
EDUCATION	20% BA or >	20%
AVERAGE HH SIZE	2.34	2.39

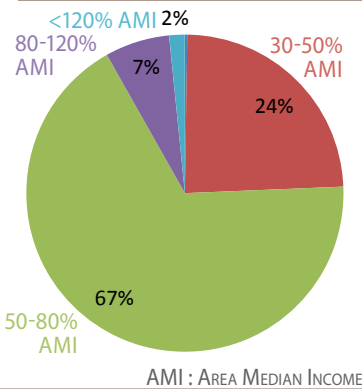
JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	1,027	3,032
AVERAGE WAGE	\$32,398	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	25%	17%

HOUSING

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	4,465	2,674
AFFORD. RANGE (0-50% AMI)	24%	21%
HOMEOWNERS	41%	35%
RENTERS	59%	65%
COST BURDEN (% OF INCOME)	46%	44%

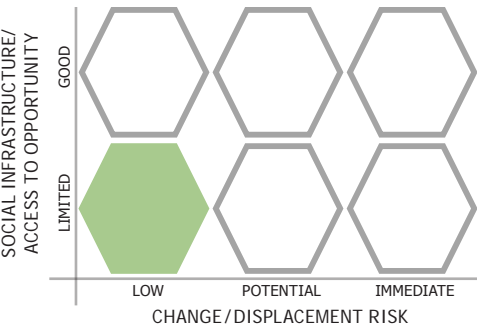
AFFORDABLE HOUSING BY INCOME LEVEL



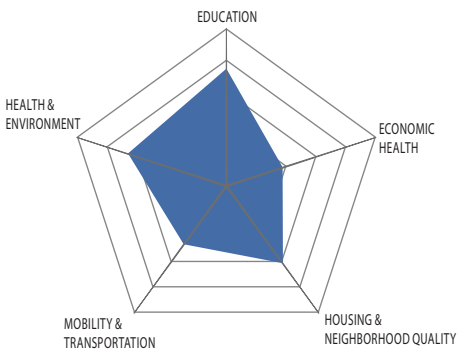
AMI : AREA MEDIAN INCOME

PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

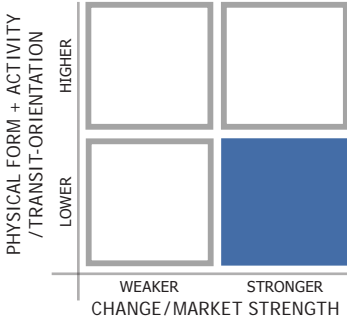


ACCESS TO OPPORTUNITY

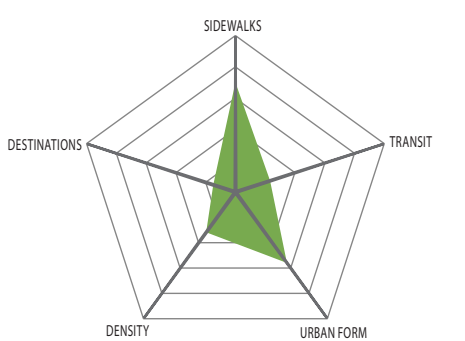


PLACE PROFILE

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



PHYSICAL FORM + ACTIVITY



IMPLEMENTATION APPROACH

6 BUILD URBAN PLACES

Build Urban Places transit communities are neighborhoods or centers with weak to emerging real estate markets and lower physical form and activity, located primarily along major highways or arterials in the mid-North and mid-South corridors. With low risk of displacement and good existing or future transit access to job centers these communities are poised for medium-term growth, however, their existing physical form and activity levels limit TOD potential. Key strategies focus on market-priming through strategic planning and key infrastructure improvements in order to attract pioneering, market rate TOD. Fourteen communities, found primarily in the mid-North corridor (but no current light rail stations), are categorized as Build Urban Places.

KEY STRATEGIES:

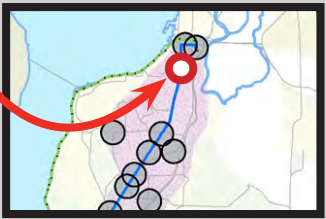
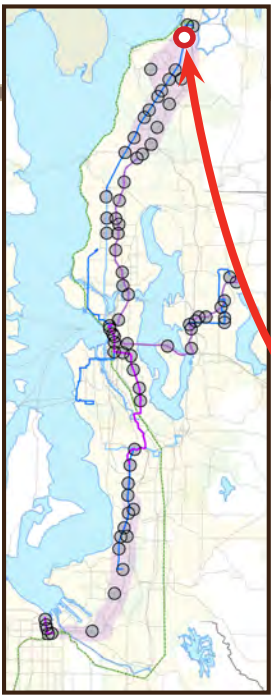
- Intensify activity with transformative plans for infill and redevelopment
- Identify and fund catalytic capital facilities investments
- Full range of tools for new affordable housing production
- Community needs assessment and targeted investments







# 41st Street SW



### AREA DESCRIPTION —

The 41st Street SW transit community, located in the City of Everett, is centered around a Community Transit Swift BRT station, which began service in fall 2009. The community is within the area between Lynnwood Transit Center and Everett Station that will be considered in the future for light rail expansion.

Current land use is predominantly single-family residential to the west and a mix of commercial, multifamily residential, and civic uses to the east. Smaller blocks and an incomplete network of sidewalks result in a moderately walkable environment.

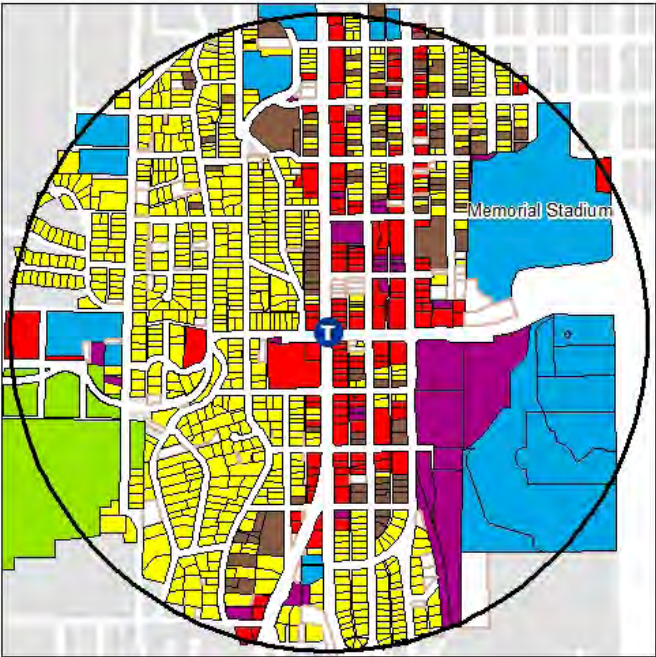
The population of 41st Street SW transit community is 3,373, with 19 percent minority making it less diverse than the region as a whole. Compared with other transit communities studied, the area has larger households and lower incomes than average. Nearly 3,000 jobs are located within a half mile of the BRT station.

Housing stock is nearly evenly divided between owner and renter occupied. Thirty-four percent of housing units are affordable to households earning 50% of AMI, making the community more affordable than transit communities on average and the region as a whole.

### LOCAL PLANNING —

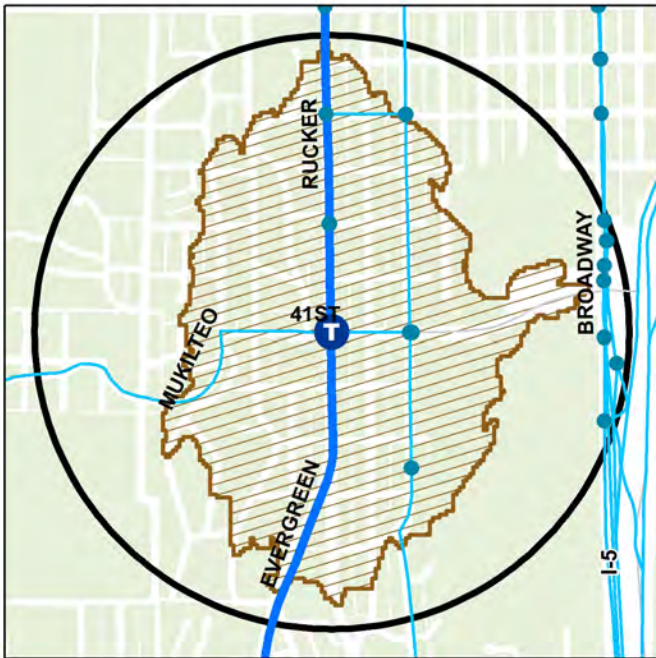
41st St. SW transit community encompasses a locally designated mix use district that is part of the Evergreen Way subarea. The City of Everett, which completed a subarea plan in 2012, envisions a transition from mid-century auto-accommodating commercial to a higher density mix of uses. Current zoning calls for increased residential and mix of uses at the center and to the east of the transit community.

### LAND USE



- Transit Station
- 1/2 Mile Buffer
- Land Use Categories**
- Vacant & Unclassified
- Commercial
- SF Residential
- MF Residential
- Park and Open Space
- Govt/Civic
- Transportation and Utilities
- Industrial
- Mobile Home Park

### TRANSPORTATION



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

### PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	3,373	4,237
RACIAL DEMOGRAPHICS	19% minority	45%
AGE	19% > 18 years 14% < 65 years	19% 11%
MED HH INCOME	\$46,439	\$46,637
EDUCATION	16% BA or >	20%
AVERAGE HH SIZE	2.29	2.39

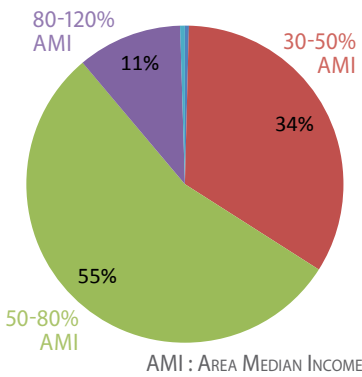
### JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	2,947	3,032
AVERAGE WAGE	\$64,758	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	14%	17%

### HOUSING

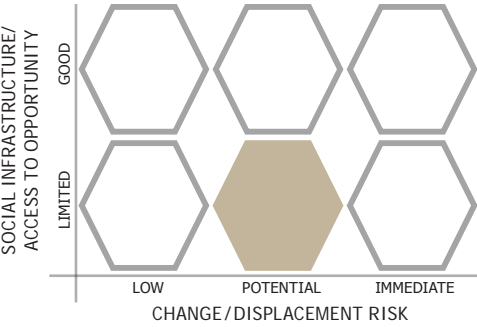
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	2,360	2,674
AFFORD. RANGE (0-50% AMI)	34%	21%
HOMEOWNERS	52%	35%
RENTERS	48%	65%
COST BURDEN (% OF INCOME)	49%	44%

### AFFORDABLE HOUSING BY INCOME LEVEL

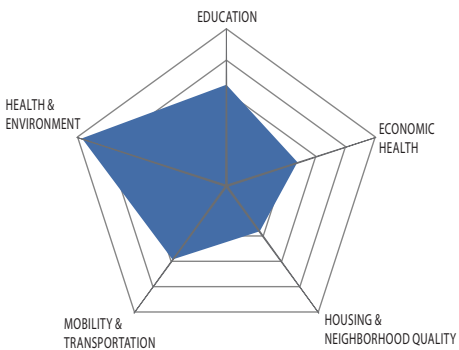


### PEOPLE PROFILE

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 needs 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.

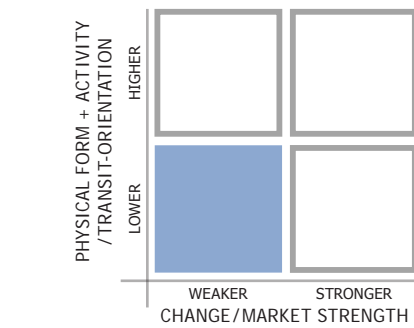


### ACCESS TO OPPORTUNITY

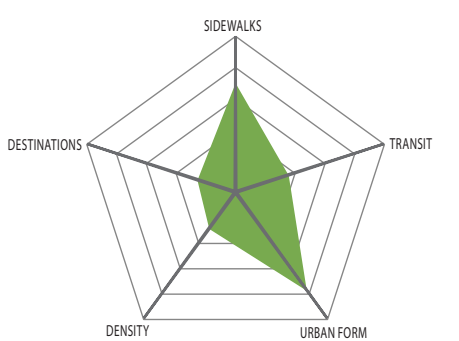


### PLACE PROFILE

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.



### PHYSICAL FORM + ACTIVITY



### IMPLEMENTATION APPROACH

## 7 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:

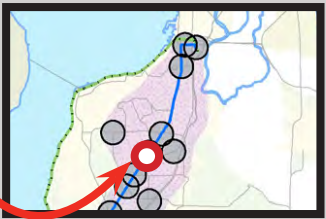
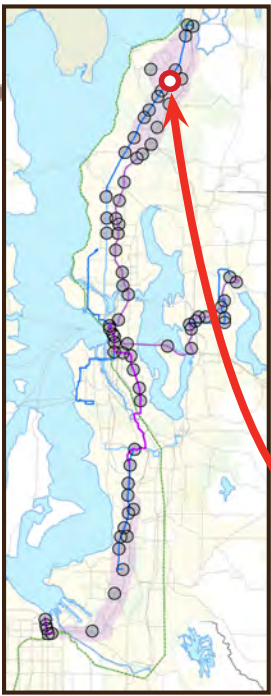
- Station area planning, focus on long-range vision and transitional uses
- Long-range capital facilities plan with pased infrastructure and public realm investments
- Community needs assessment and targeted investments
- Affordable housing preservation







# 4th Ave W



### AREA DESCRIPTION —

The 4th Avenue W. transit community, located in the City of Everett, is centered around a Community Transit Swift BRT station, which began service in fall of 2009. The community is within the area between Lynnwood Transit Center and Everett Station that will be considered in the future for light rail expansion.

Current land use is predominantly single-family housing with mainly commercial uses along Evergreen Way (SR-99). Larger blocks and an incomplete network of sidewalks result in an auto-oriented environment that impedes walkability.

The population in 4th Ave W. transit community is 3,854, with 41 percent minority making it more diverse than the regional as a whole. Compared with most other transit communities, households are larger and household incomes are lower. A total of 1,820 jobs are located within a half mile of the BRT station.

The housing stock is nearly evenly split between owner and renter occupied. Fifteen percent of housing units are affordable to households earning 50% of AMI, a lower level of affordability than is present in most other transit communities and lower than the regional share of households at or below this income. The transit community is home to several subsidized affordable housing developments.

### LOCAL PLANNING —

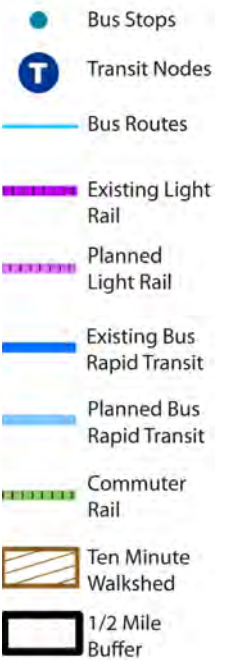
4th Ave. W. transit community is in part a locally designated mixed use district and a part of the Evergreen Way planning subarea. In 2012, the City of Everett completed a subarea plan for Evergreen Way (SR-99), which envisions a transition from mid-century auto-accommodating commercial to a higher density mix of uses. Current zoning calls for increased multifamily residential and mix of uses along the main corridors.

### LAND USE



Revised Summer 2013

### TRANSPORTATION



### PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	3,854	4,237
RACIAL DEMOGRAPHICS	41% minority	45%
AGE	24% > 18 years 9% < 65 years	19% 11%
MED HH INCOME	\$46,579	\$46,637
EDUCATION	13% BA or >	20%
AVERAGE HH SIZE	2.63	2.39

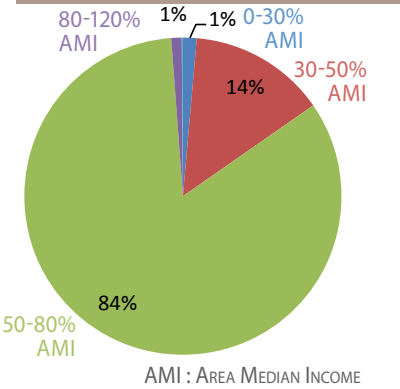
### JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	1,820	3,032
AVERAGE WAGE	\$26,430	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	20%	17%

### HOUSING

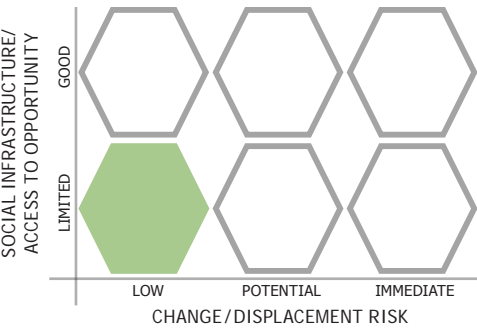
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	3,512	2,674
AFFORD. RANGE (0-50% AMI)	15%	21%
HOMEOWNERS	51%	35%
RENTERS	49%	65%
COST BURDEN (% OF INCOME)	46%	44%

### AFFORDABLE HOUSING BY INCOME LEVEL

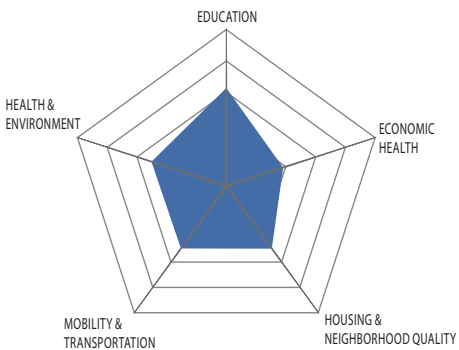


### PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

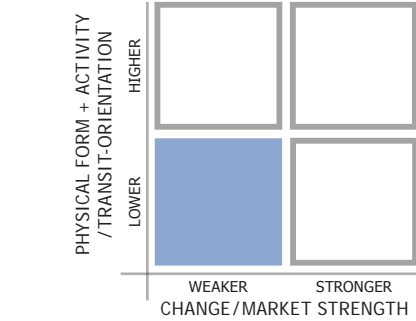


### ACCESS TO OPPORTUNITY

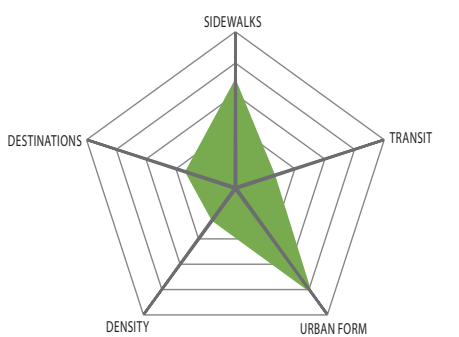


### PLACE PROFILE

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.



### PHYSICAL FORM + ACTIVITY



### IMPLEMENTATION APPROACH

#### 6 BUILD URBAN PLACES

Build Urban Places transit communities are neighborhoods or centers with weak to emerging real estate markets and lower physical form and activity, located primarily along major highways or arterials in the mid-North and mid-South corridors. With low risk of displacement and good existing or future transit access to job centers these communities are poised for medium-term growth, however, their existing physical form and activity levels limit TOD potential. Key strategies focus on market-priming through strategic planning and key infrastructure improvements in order to attract pioneering, market rate TOD. Fourteen communities, found primarily in the mid-North corridor (but no current light rail stations), are categorized as Build Urban Places.

#### KEY STRATEGIES:

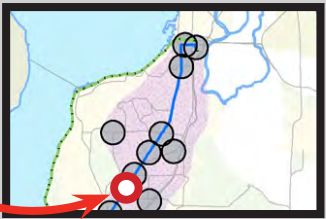
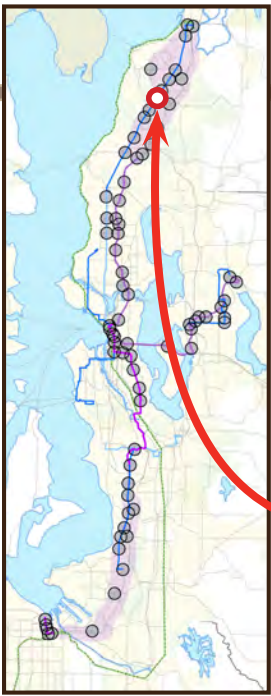
- Intensify activity with transformative plans for infill and redevelopment
- Identify and fund catalytic capital facilities investments
- Full range of tools for new affordable housing production
- Community needs assessment and targeted investments







# Airport Road



AREA DESCRIPTION —

The Airport Road transit community, located in unincorporated Snohomish County and the City of Everett, is centered around a Community Transit Swift BRT station. Swift operations began in fall 2009. The community could be considered in the future for light rail expansion.

Current land use is predominantly commercial and multifamily residential. Both light industrial and single family residential uses are present as well. A combination of large blocks, an incomplete network of sidewalks, wide arterials, and large parking lots results in an auto-oriented environment that impedes walkability.

The population in the transit community is 6,718, with 44 percent minority making it more diverse than the region as a whole. Household sizes and incomes are both slightly higher than the average of transit communities studied. A total of 1,774 jobs are located within a half mile of the BRT station.

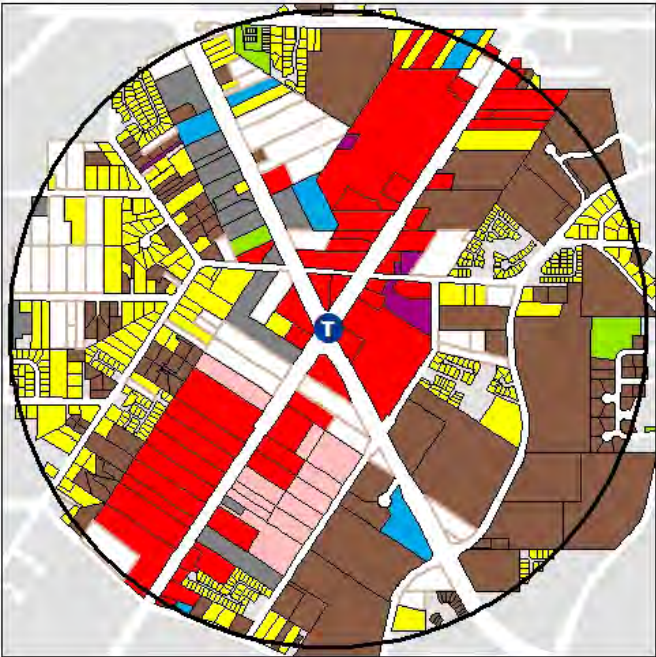
Housing stock is predominantly multifamily in type and renter occupied. Seven percent of units are affordable to households earning 50% of AMI, making the area less affordable than most other transit communities and at a level that falls below the regional need for housing at this income level. The area has over 100 subsidized affordable housing units.

LOCAL PLANNING —

Snohomish County has designated a portion of this study area as Urban Village, which encourages neighborhood-scale, pedestrian and bike-oriented development with a mix of retail and office uses, public and community facilities, and high-density residential.

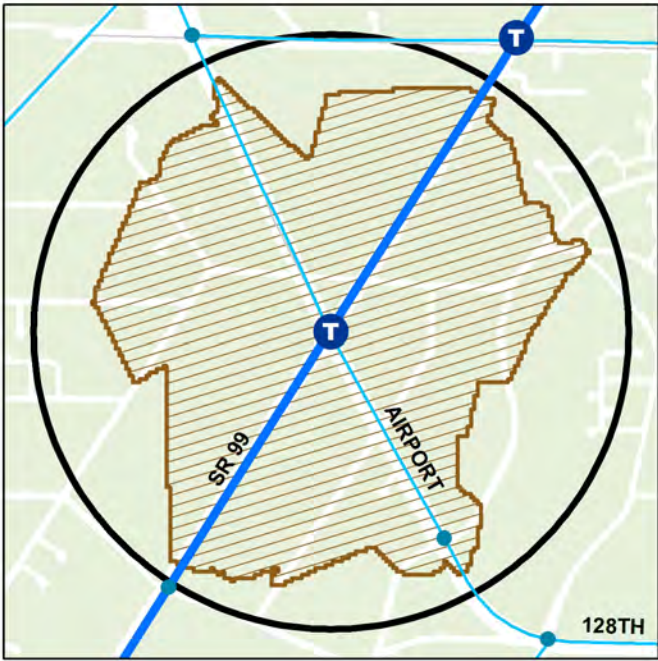
Everett’s incorporated part of the study area is partly covered by the city’s Evergreen Way Revitalization Plan, implemented through new, higher density, mixed-use zoning and supported by a multi-family property tax exemption for affordable housing, SEPA categorical exemptions, and other incentives.

LAND USE



Revised Summer 2013

TRANSPORTATION



T

Transit Station

1/2 Mile Buffer

Land Use Categories

Vacant & Unclassified

Commercial

SF Residential

MF Residential

Park and Open Space

Govt/Civic

Transportation and Utilities

Industrial

Mobile Home Park

PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	6,718	4,237
RACIAL DEMOGRAPHICS	44% minority	45%
AGE	24% > 18 years 6% < 65 years	19% 11%
MED HH INCOME	\$53,790	\$46,637
EDUCATION	18% BA or >	20%
AVERAGE HH SIZE	2.3	2.39

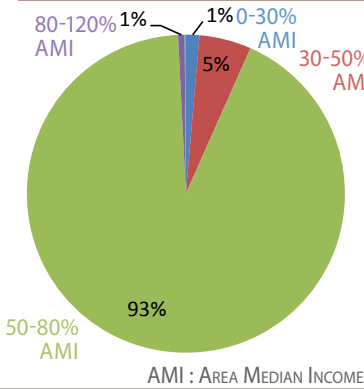
JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	1,774	3,032
AVERAGE WAGE	\$33,137	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	17%	17%

HOUSING

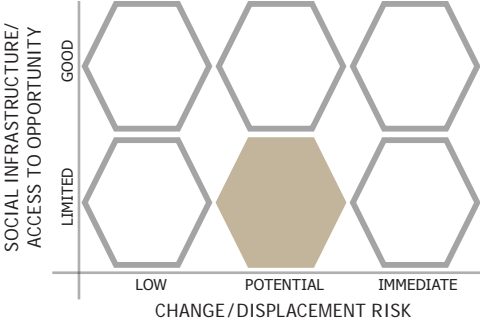
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	4,228	2,674
AFFORD. RANGE (0-50% AMI)	7%	21%
HOMEOWNERS	37%	35%
RENTERS	63%	65%
COST BURDEN (% OF INCOME)	41%	44%

AFFORDABLE HOUSING BY INCOME LEVEL

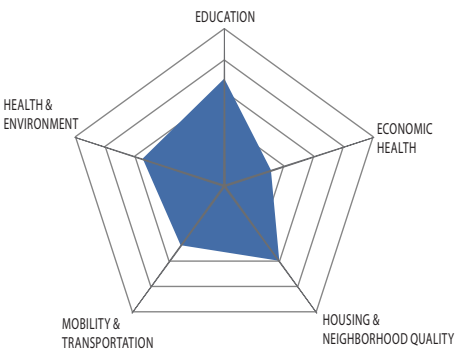


PEOPLE PROFILE

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 needs 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.

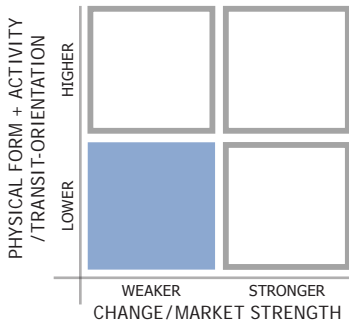


ACCESS TO OPPORTUNITY

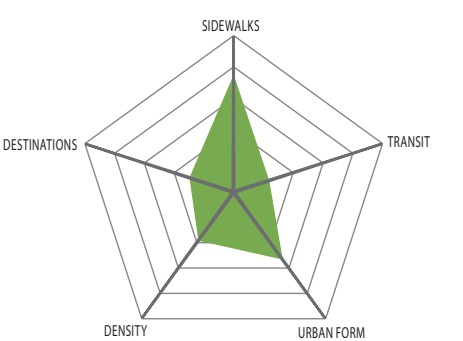


PLACE PROFILE

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.



PHYSICAL FORM + ACTIVITY



IMPLEMENTATION APPROACH

7 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, focus on long-range vision and transitional uses
- Long-range capital facilities plan with pased infrastructure and public realm investments
- Community needs assessment and targeted investments
- Affordable housing preservation

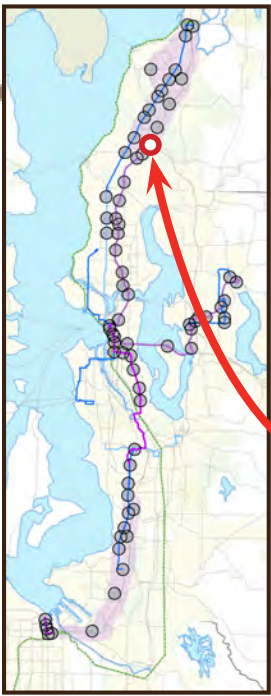


The Growing Transit Communities program is supported by a grant from the U.S. Department of Housing and Urban Development’s Sustainable Communities Regional Planning Grant Program. For more information: visit [psrc.org](http://psrc.org) or contact Ben Bakkenta at 206-971-3286 or [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org)



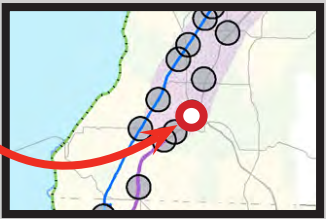






BUS

# Alderwood Mall



AREA DESCRIPTION —

The Alderwood Mall transit community, located in the City of Lynnwood, is a regional shopping and employment center, currently served by several local and intercity bus connections. This community is within the Lynnwood Regional Growth Center, and also within the area between

Lynnwood Transit Center and Everett Station that will be considered in the future for light rail expansion.

The current land use is predominantly commercial including over 40 acres that comprise Alderwood Mall. A significant amount of land is dedicated right of way for the I-5, SR-525, and I-405 interchange. Although the area has a nearly complete network of sidewalks, both large blocks and barriers created by the freeways impede circulation and walkability. As summarized below, more-intensive land redevelopment is expected to occur during the upcoming decade.

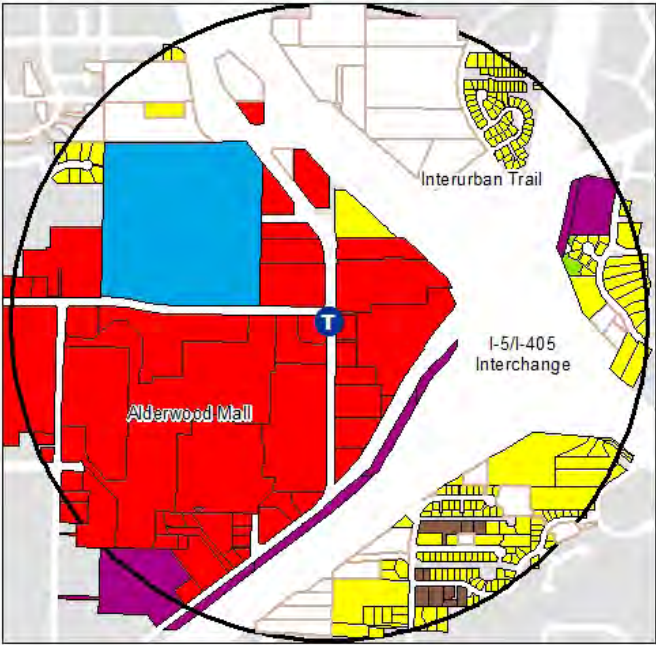
The population of the transit community is 1,120, with 54 percent minority making it more racially diverse than the region and most transit communities studied within the north corridor. More than 5,000 jobs are located within this transit community.

The housing stock is nearly evenly split between owner and renter occupied. With only one percent of housing units affordable to households earning 50% of AMI, the immediate area is not currently affordable to low income households. No subsidized affordable housing units are located within the transit community.

LOCAL PLANNING —

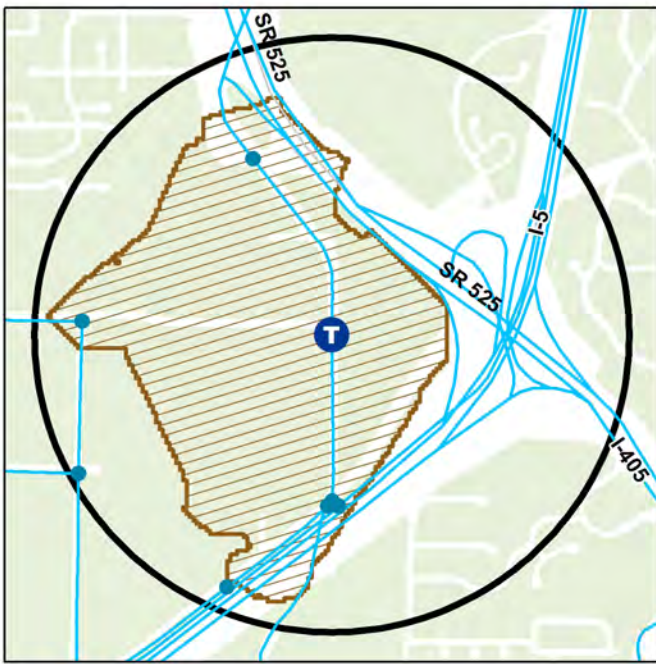
The City of Lynnwood is actively planning for redevelopment of several significant properties within the Alderwood Mall transit community. A 900,000 sq. ft., mixed-use development is planned for a 40-acre parcel immediately north of Alderwood Mall. Other large projects are expected on nearby parcels which collectively will signal the transformation of this auto-oriented Mall community into a dense, walkable community.

LAND USE



Revised Summer 2013

TRANSPORTATION



PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	1,120	4,237
RACIAL DEMOGRAPHICS	54% minority	45%
AGE	23% > 18 years 7% < 65 years	19% 11%
MED. HH. INCOME	\$67,488	\$46,637
EDUCATION	27% BA or >	20%
AVERAGE HH. SIZE	2.69	2.39

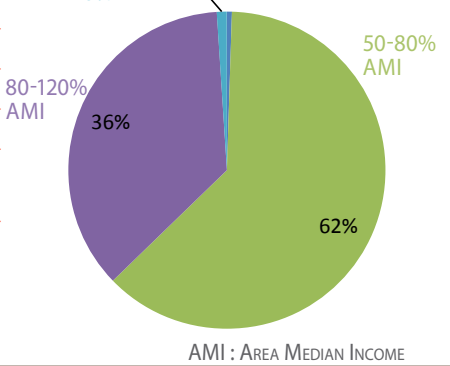
JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	5,097	3,032
AVERAGE WAGE	\$21,726	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	13%	17%

HOUSING

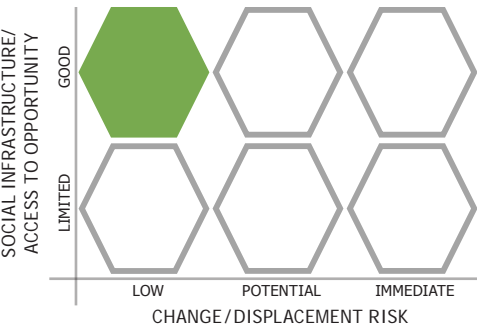
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	1,863	2,674
AFFORD. RANGE (0-50% AMI)	1%	21%
HOMEOWNERS	47%	35%
RENTERS	53%	65%
COST BURDEN (% OF INCOME)	53%	44%

AFFORDABLE HOUSING BY INCOME LEVEL  
<120% AMI 1% 1% 0-30% AMI

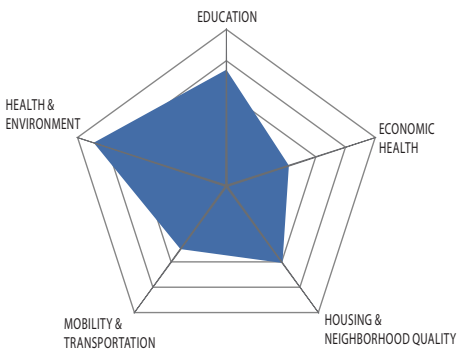


PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Good access to opportunity means households benefit from a wide range of nearby resources.

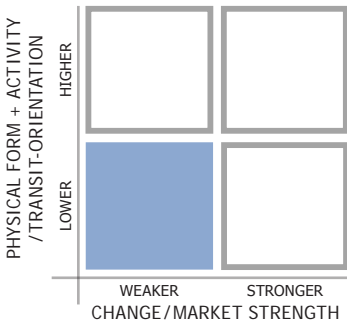


ACCESS TO OPPORTUNITY

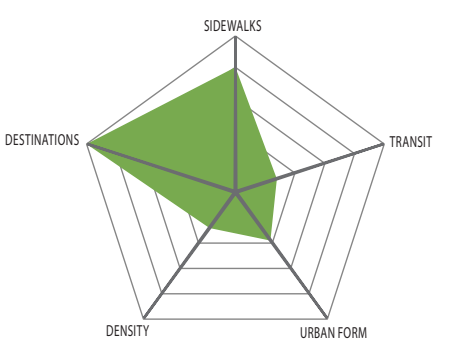


PLACE PROFILE

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.



PHYSICAL FORM + ACTIVITY



IMPLEMENTATION APPROACH

6 BUILD URBAN PLACES

Build Urban Places transit communities are neighborhoods or centers with weak to emerging real estate markets and lower physical form and activity, located primarily along major highways or arterials in the mid-North and mid-South corridors. With low risk of displacement and good existing or future transit access to job centers these communities are poised for medium-term growth, however, their existing physical form and activity levels limit TOD potential. Key strategies focus on market-priming through strategic planning and key infrastructure improvements in order to attract pioneering, market rate TOD. Fourteen communities, found primarily in the mid-North corridor (but no current light rail stations), are categorized as Build Urban Places.

KEY STRATEGIES:

- Intensify activity with transformative plans for infill and redevelopment
- Identify and fund catalytic capital facilities investments
- Full range of tools for new affordable housing production
- Community needs assessment and targeted investments



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](http://psrc.org) or contact Ben Bakkenta at 206-971-3286 or [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org)

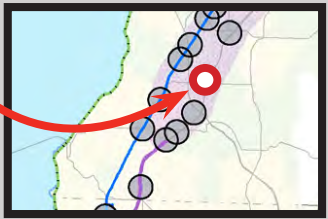
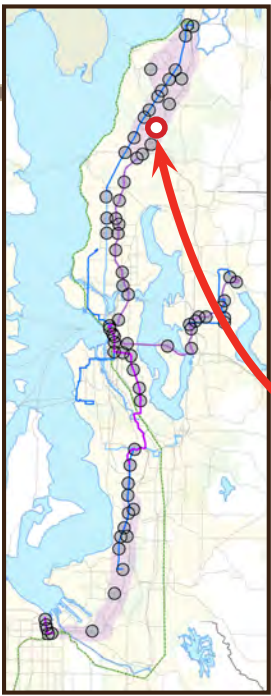






BUS

# Ash Way Park & Ride



**AREA DESCRIPTION —**  
The Ash Way Park and Ride transit community, located in unincorporated Snohomish County, contains a Community Transit Park and Ride facility with numerous intercity and local bus connections. The community is within the area between Lynnwood Transit Center and Everett Station that will be considered in the future for light rail expansion.

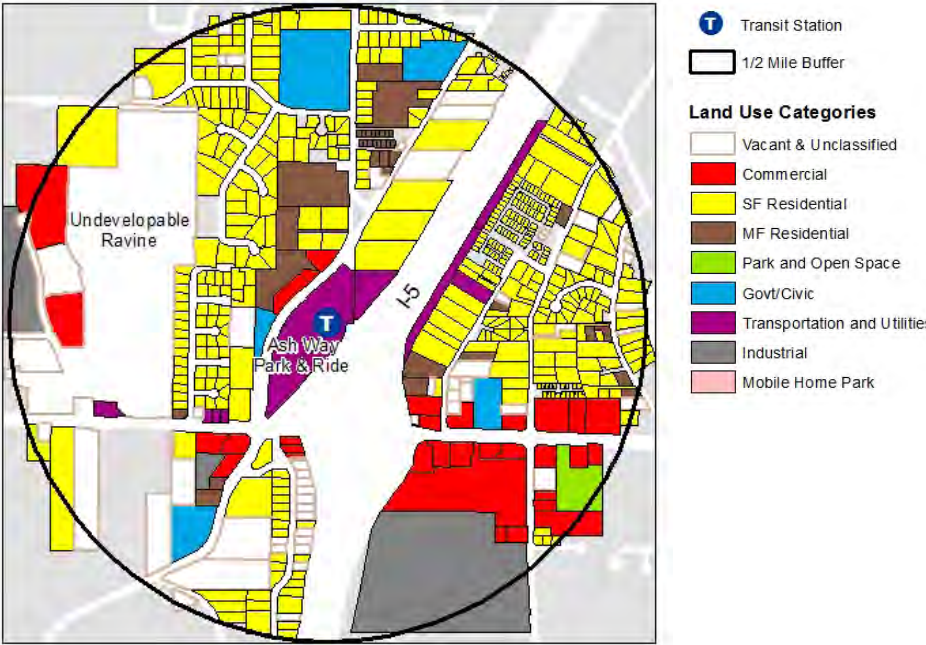
Current land use is predominantly residential roughly split between multifamily and single-family use. Commercial and light industrial uses also exist along major arterials. A combination of large blocks, an incomplete network of sidewalks, and adjacency to the I-5 freeway results in an auto-oriented environment that impedes walkability.

The population of Ash Way Park and Ride transit community is 2,451, with 40 percent minority. Household sizes and incomes are larger than most transit communities studied within the north corridor. A total of 2,132 jobs area located within a half mile of the park and ride.

Housing stock is predominantly owner-occupied, 67 percent of households are occupied by owners. Housing types are primarily single family and multifamily condominium. No housing units are affordable to households earning 50% of AMI, making this area relatively less affordable than other transit communities and the region as a whole. No subsidized housing units are within the transit community.

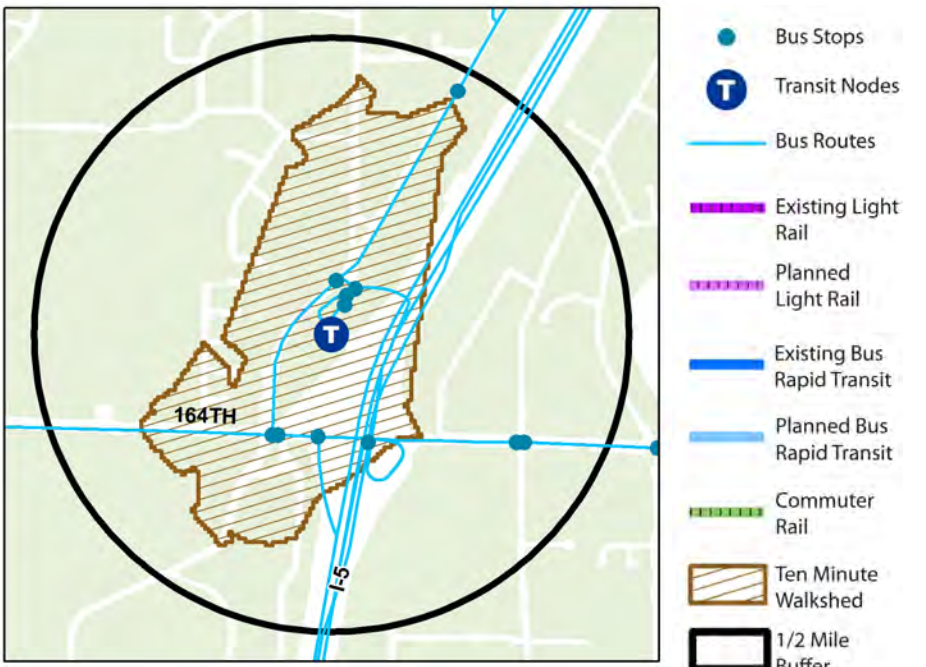
**LOCAL PLANNING —**  
Snohomish County has designated the Ash Way Transit Pedestrian Village (TPV), a sub-center of the larger 164th Street urban center in the I-5 corridor. Almost two-thirds of the study area is zoned UC, which encourages mixed uses, requires transit/pedestrian-supportive site design, allows less parking space and building heights up to 180 feet if close to transit, and offers density incentives for affordable housing. The study area lies within the city of Lynnwood’s potential annexation area (MUGA).

LAND USE



Revised Summer 2013

TRANSPORTATION



PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	2,451	4,237
RACIAL DEMOGRAPHICS	40% minority	45%
AGE	23% > 18 years 8% < 65 years	19% 11%
MED. HH. INCOME	\$78,285	\$46,637
EDUCATION	25% BA or >	20%
AVERAGE HH SIZE	2.68	2.39

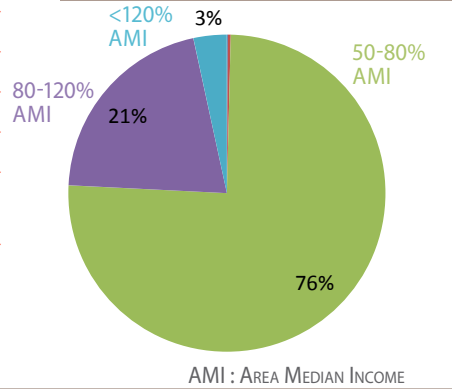
JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	2,132	3,032
AVERAGE WAGE	\$50,399	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	11%	17%

HOUSING

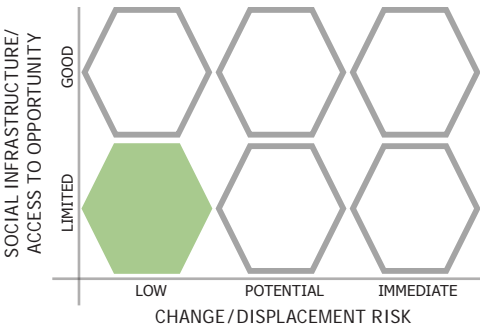
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	2,409	2,674
AFFORD. RANGE (0-50% AMI)	0%	21%
HOMEOWNERS	67%	35%
RENTERS	33%	65%
COST BURDEN (% OF INCOME)	67%	44%

AFFORDABLE HOUSING BY INCOME LEVEL

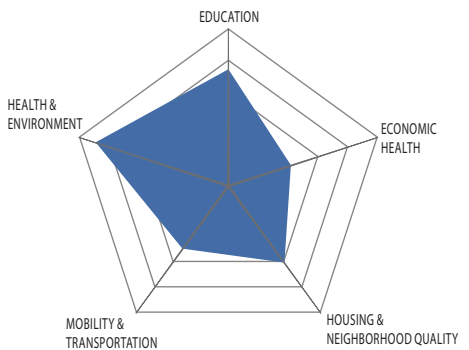


PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

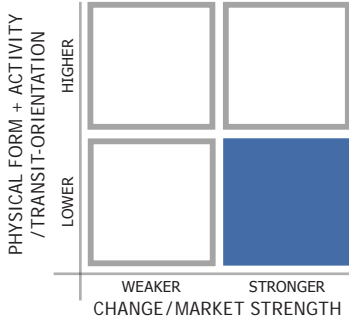


ACCESS TO OPPORTUNITY

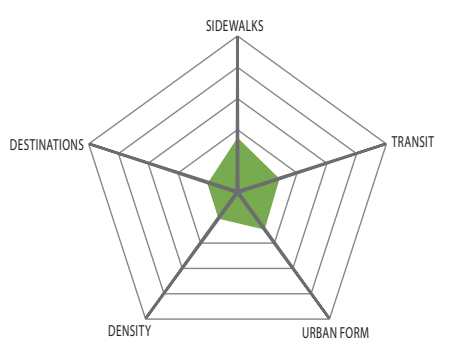


PLACE PROFILE

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



PHYSICAL FORM + ACTIVITY



IMPLEMENTATION APPROACH

**6 BUILD URBAN PLACES**  
Build Urban Places transit communities are neighborhoods or centers with weak to emerging real estate markets and lower physical form and activity, located primarily along major highways or arterials in the mid-North and mid-South corridors. With low risk of displacement and good existing or future transit access to job centers these communities are poised for medium-term growth, however, their existing physical form and activity levels limit TOD potential. Key strategies focus on market-priming through strategic planning and key infrastructure improvements in order to attract pioneering, market rate TOD. Fourteen communities, found primarily in the mid-North corridor (but no current light rail stations), are categorized as Build Urban Places.

**KEY STRATEGIES:**

- Intensify activity with transformative plans for infill and redevelopment
- Identify and fund catalytic capital facilities investments
- Full range of tools for new affordable housing production
- Community needs assessment and targeted investments

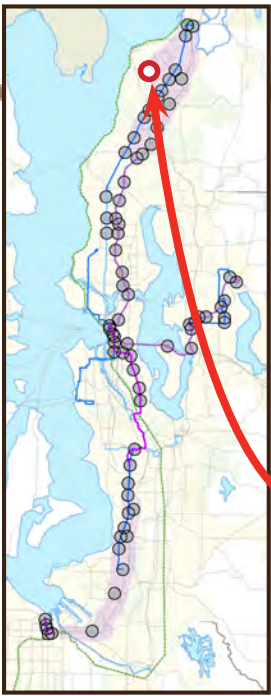


The Growing Transit Communities program is supported by a grant from the U.S. Department of Housing and Urban Development’s Sustainable Communities Regional Planning Grant Program. For more information: visit [psrc.org](http://psrc.org) or contact Ben Bakkenta at 206-971-3286 or [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org)



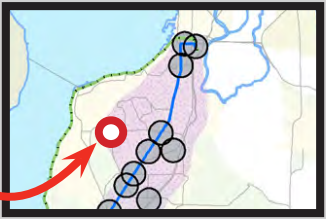






BUS

Boeing



AREA DESCRIPTION —

The Boeing transit community study area is located in the City of Everett adjacent to the Everett Boeing plant and to Paine Field, a regional airport. The community is within the area between Lynnwood Transit Center and Everett Station

that will be considered in the future for light rail expansion.

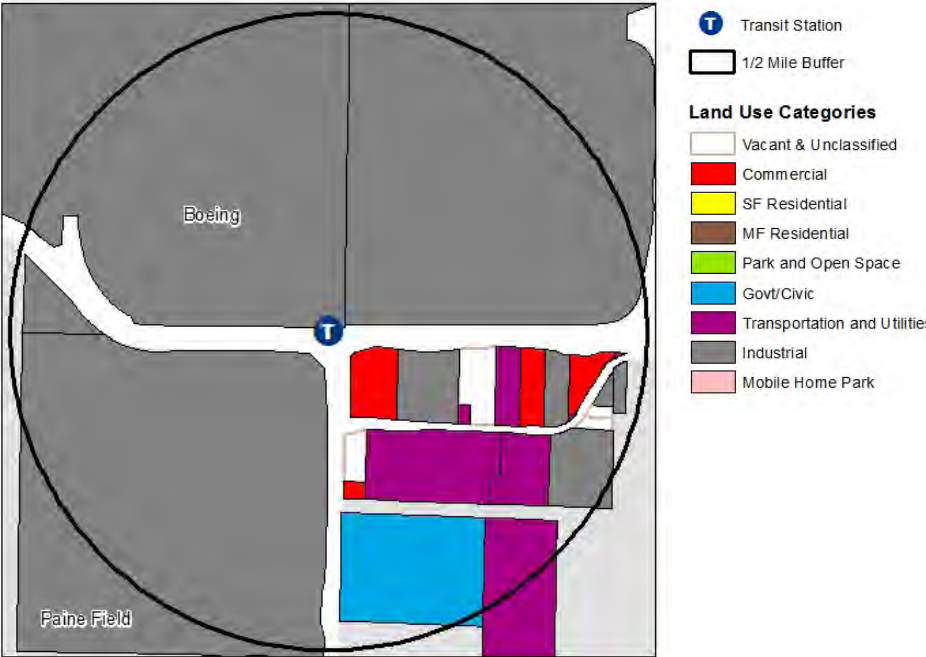
Current land use and urban form are dominated by manufacturing and transportation related uses at the Boeing Company and Snohomish County Airport at Paine Field.

More than 17,000 jobs are located within a half mile of the transit node that is the center of the study area, and many more aerospace employees work just outside of that radius. Average salary for workers in the transit community is \$90,000. With no significant residential uses in this center, the Census reports a population in the area of only 18 persons. A high density residential neighborhood is located immediately east the southeast quadrant of this center.

LOCAL PLANNING —

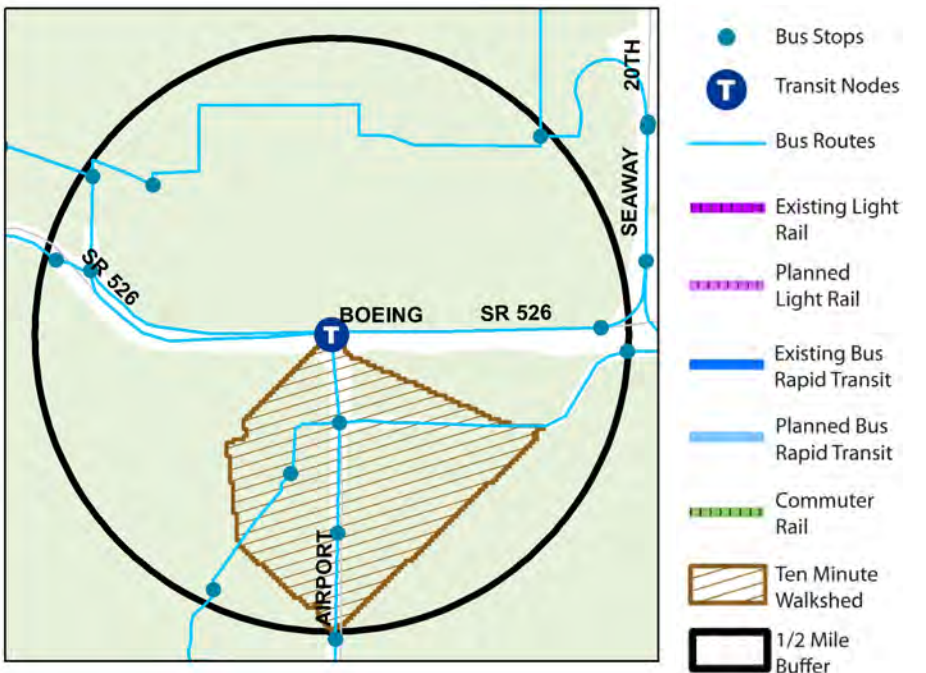
The Boeing transit community is part of a regionally designated Manufacturing and Industrial Center. As such, regional and city policy calls for supporting and increasing the economic activity in this area and ensuring its ongoing vitality as an industrial district. While the City of Everett does not envision any significant land use changes in the immediate area, accessibility of the existing and future employment facilities via multiple modes of travel, including transit, continues as a priority.

LAND USE



Revised Summer 2013

TRANSPORTATION



PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	18	4,237
RACIAL DEMOGRAPHICS	39% minority	45%
AGE	25% > 18 years 6% < 65 years	19% 11%
MED HH INCOME	\$41,085	\$46,637
EDUCATION	21% BA or >	20%
AVERAGE HH SIZE	3.6	2.39

JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	17,433	3,032
AVERAGE WAGE	\$90,852	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	Boeing	n/a
SBI	1%	17%

HOUSING

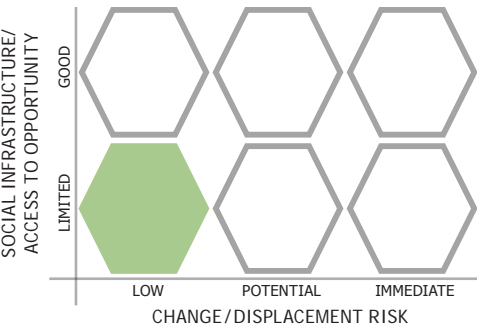
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	972	2,674
AFFORD. RANGE (0-50% AMI)	0%	21%
HOMEOWNERS	60%	35%
RENTERS	40%	65%
COST BURDEN (% OF INCOME)	52%	44%

AFFORDABLE HOUSING BY INCOME LEVEL

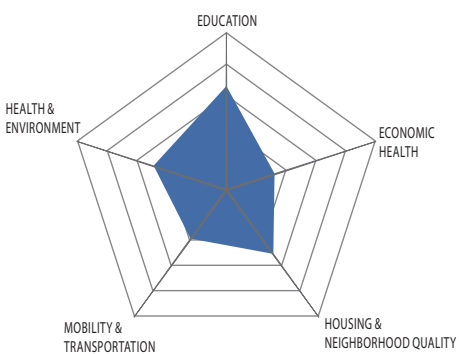
DATA UNAVAILABLE

PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

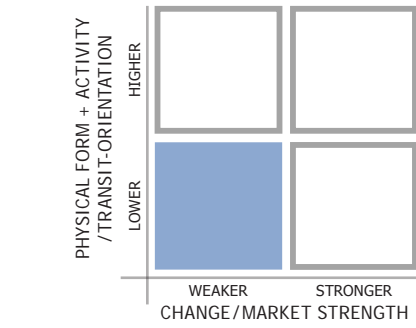


ACCESS TO OPPORTUNITY

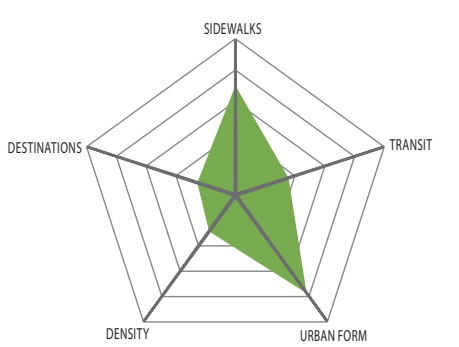


PLACE PROFILE

These communities have physical forms and activity levels that do not strongly support a dense, walkable and transit-supportive neighborhood. They have a stronger real estate market that suggests there is higher pressure for new development in the near-term.



PHYSICAL FORM + ACTIVITY



IMPLEMENTATION APPROACH

8 PRESERVE AND CONNECT

Preserve and Connect transit communities are regional industrial or institutional employment centers that play a vital role in the region's economy. While People and Place characteristics vary greatly across the transit communities in this approach, they are similar in the overarching importance of preserving and expanding the job base. Transit access improvements are needed where appropriate to support commuting. The introduction of housing in these areas may harm job opportunity and is not recommended. Four study areas, including two current stations, are categorized as Preserve and Connect.

KEY STRATEGIES:

- Ensure accessibility by multiple modes of transportation
- Connect transit dependent populations to transit and other community resources



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](http://psrc.org) or contact Ben Bakkenta at 206-971-3286 or [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org)

Puget Sound Regional Council

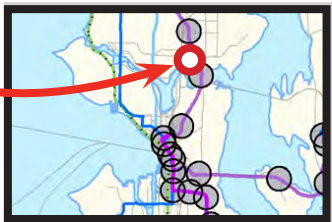
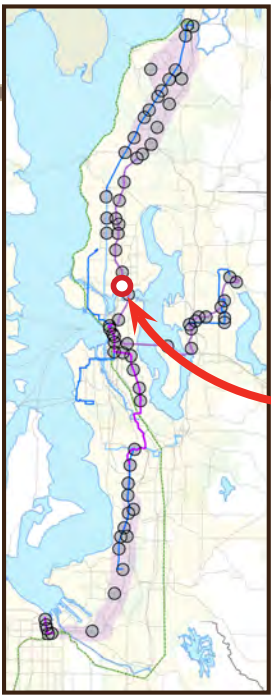
1011 Western Avenue, Suite 500 • Seattle, Washington 98104-1035 • 206-464-7090 • FAX 206-587-4825 • [psrc.org](http://psrc.org) • Oct 2013







# Brooklyn (U District)



## AREA DESCRIPTION —

The Brooklyn (now called U District) transit community, located in the City of Seattle, is the location for a future light rail station on the North Link extension scheduled to begin service in 2021. The area is served by several Metro local

and express bus routes.

The U District is a walkable community that is home to the University of Washington and major retail corridors along NE 45th Street, Roosevelt Way NE, and University Way NE. Current land uses also include a significant concentration of multifamily residential.

The half mile surrounding the planned Brooklyn station has the highest total population of the 74 transit communities with 21,204 persons, many of whom are University of Washington students. In addition, the community is a major employment center with over 14,500 jobs. Minority population of Brooklyn station is 42 percent, slightly less than the regional average for transit communities. Median household income is very low (\$26,442) due to the high student population.

Housing stock is predominantly renter-occupied, at 93 percent. Nearly 25 percent of the housing stock is affordable to households earning below 50 percent of AMI.

## LOCAL PLANNING —

The transit community is part of a Seattle designated Urban Center Village, Seattle designated Station Area Overlay District, and a Regional Growth Center. The neighborhood plan calls for a wide array of housing types and strengthening the business district along University Way. In 2013, the City of Seattle completed an Urban Design Framework for the station area and the surrounding urban center that present both the vision for the community and a framework for future redevelopment. The City will conduct an EIS process starting in 2013, and make recommendations in 2015 for new zoning in the U District.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	21,204	4,237
RACIAL DEMOGRAPHICS	42% minority	45%
AGE	3% > 18 years 2% < 65 years	19% 11%
MED. HH. INCOME	\$26,442	\$46,637
EDUCATION	37% BA or >	20%
AVERAGE HH SIZE	3.21	2.39

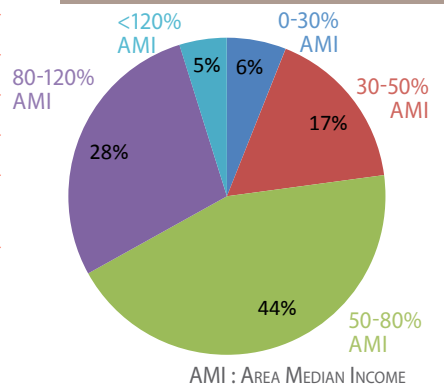
## JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	14,794	3,032
AVERAGE WAGE	\$28,761	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	5%	17%

## HOUSING

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	7,929	2,674
AFFORD. RANGE (0-50% AMI)	23%	21%
HOMEOWNERS	7%	35%
RENTERS	93%	65%
COST BURDEN (% OF INCOME)	65%	44%

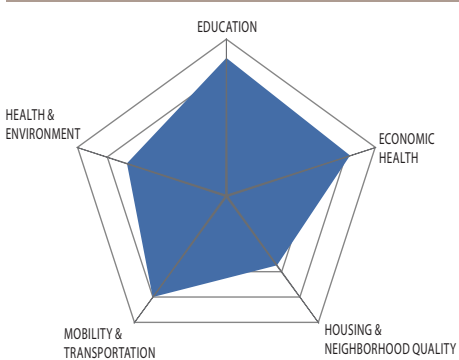
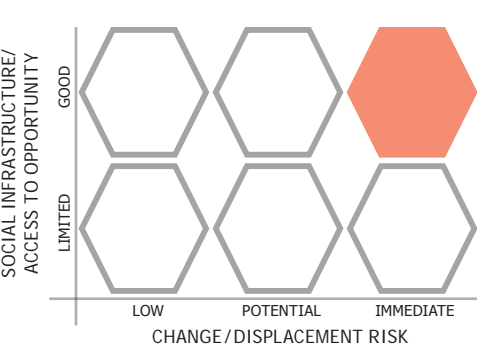
## AFFORDABLE HOUSING BY INCOME LEVEL



## PEOPLE PROFILE

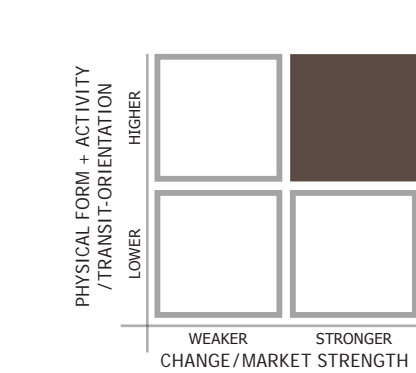
Communities with immediate displacement risk show indications that displacement of lower income populations has begun, higher current market strength, and/or high number of community risk factors. Good access to opportunity means households benefit from a wide range of nearby resources.

## ACCESS TO OPPORTUNITY

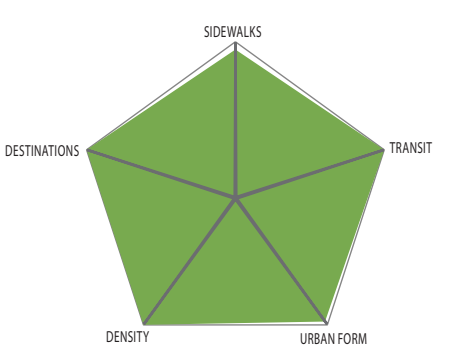


## PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that support a dense, walkable and transit-supportive neighborhood. A stronger real estate market suggests there is higher pressure for new development in the near- to mid-term.



## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 2 EXPAND HOUSING CHOICES

Expand Housing Choices transit communities are current or future mixed-use centers with good access to opportunity, TOD supportive physical form and activity, and emerge to strong demand for higher density development. Some communities are at high risk of displacement; others have significant subsidized housing but will still have trouble meeting demand from lower to middle income households given the locations' desirability. Key strategies leverage these strong markets to attract growth while providing broad affordability. Seven communities are categorized as Expand Housing Choices, all in the inner portions of the light rail corridors in Seattle (including four current light rail stations).

#### KEY STRATEGIES:

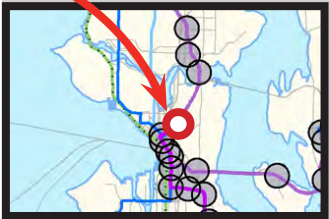
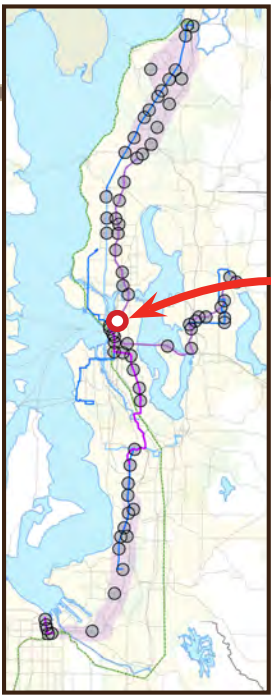
- Support potential to increase market rate housing supply and affordability
- Target subsidy and other efforts to preserve and expand low to moderate income affordable housing stock
- Leverage public and private assets and market demand to meet demand for workforce housing







# Capitol Hill Station



## AREA DESCRIPTION —

The Capitol Hill transit community, located in the City of Seattle, is the location for a future light rail station on the North Link extension scheduled to begin service in 2016. A future street car line will begin service in 2014.

Capitol Hill's current land use is predominantly multifamily residential with a highly walkable urban form. Commercial retail predominates along the main arterial streets. The area also includes a community college, Cal Anderson Park, and a vibrant arts community.

Capitol Hill has a population of 20,890 persons, very high relative to other transit communities in the region. The community is 27% minority, significantly less than the 48% average of all transit communities. It is also an important center for employment, with 15,171 jobs.

Capitol Hill transit community housing stock is primarily renter occupied, at 82 percent. Roughly 17 percent of units are affordable to households earning 50 percent of AMI, which is a significantly lower level of affordability than the regional average for transit communities. Subsidized housing nearby helps to meet the needs of the lowest income residents.

## LOCAL PLANNING —

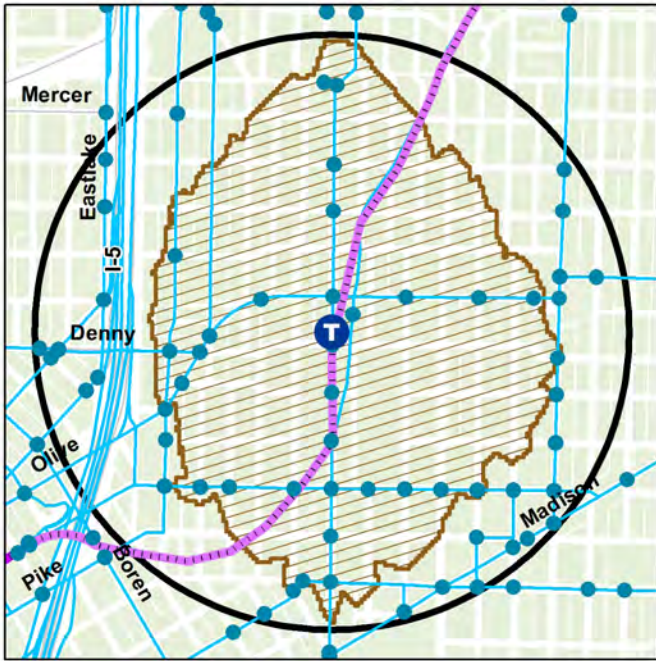
The transit community is part of a designated Seattle Urban Center Village, Station Area Overlay District, and a Regional Growth Center. The city and community members seek to maintain the area as a dynamic urban neighborhood, by expanding the mix of businesses, providing additional housing, and improving the pedestrian environment. In 2011, the city completed an Urban Design Framework for the area, which guides future redevelopment. A pending development agreement between the City of Seattle and Sound Transit provides flexibility in underlying development standards for the sites in exchange for required inclusion of desired community benefits and amenities such as affordable housing, a publicly accessible plaza and other design features.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	20,890	4,237
RACIAL DEMOGRAPHICS	27% minority	45%
AGE	4% > 18 years 6% < 65 years	19% 11%
MED HH INCOME	\$43,854	\$46,637
EDUCATION	39% BA or >	20%
AVERAGE HH SIZE	1.45	2.39

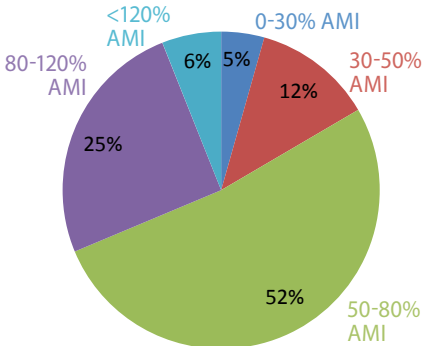
## JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	15,171	3,032
AVERAGE WAGE	\$49,268	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	15%	17%

## HOUSING

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	15,098	2,674
AFFORD. RANGE (0-50% AMI)	69%	21%
HOMEOWNERS	18%	35%
RENTERS	82%	65%
COST BURDEN (% OF INCOME)	52%	44%

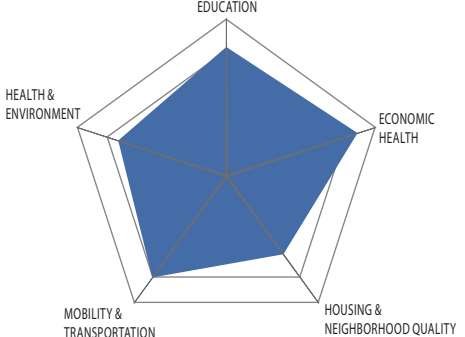
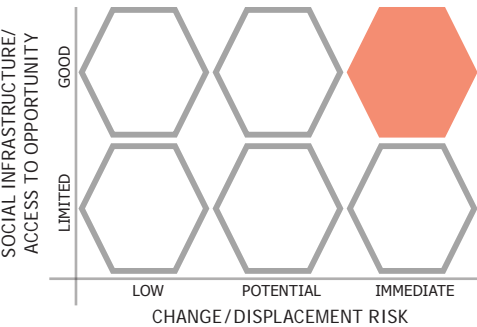
## AFFORDABLE HOUSING BY INCOME LEVEL



## PEOPLE PROFILE

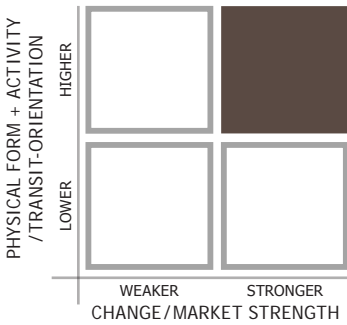
Communities with immediate displacement risk show indications that displacement of lower income populations has begun, higher current market strength, and/or high number of community risk factors. Good access to opportunity means households benefit from a wide range of nearby resources.

## ACCESS TO OPPORTUNITY

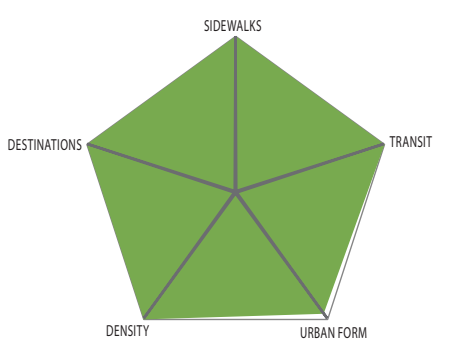


## PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that support a dense, walkable and transit-supportive neighborhood. A stronger real estate market suggests there is higher pressure for new development in the near- to mid-term.



## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 2 EXPAND HOUSING CHOICES

Expand Housing Choices transit communities are current or future mixed-use centers with good access to opportunity, TOD supportive physical form and activity, and emerge to strong demand for higher density development. Some communities are at high risk of displacement; others have significant subsidized housing but will still have trouble meeting demand from lower to middle income households given the locations' desirability. Key strategies leverage these strong markets to attract growth while providing broad affordability. Seven communities are categorized as Expand Housing Choices, all in the inner portions of the light rail corridors in Seattle (including four current light rail stations).

#### KEY STRATEGIES:

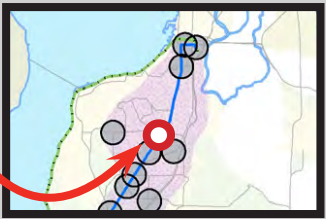
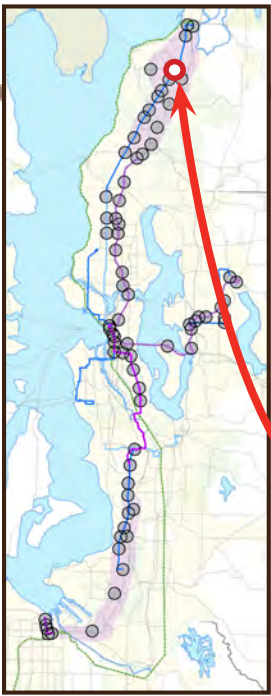
- Support potential to increase market rate housing supply and affordability
- Target subsidy and other efforts to preserve and expand low to moderate income affordable housing stock
- Leverage public and private assets and market demand to meet demand for workforce housing







# Casino Road



### AREA DESCRIPTION —

The Casino Road transit community, located in the City of Everett, is centered around a Community Transit Swift BRT station. Swift began operations in fall 2009. The community is within the area between Lynnwood Transit Center and

Everett Station that will be considered in the future for light rail expansion

Current land use is predominantly commercial, with schools and churches behind the commercial uses fronting on Evergreen Way and in the surrounding neighborhood. Single-family residential uses are present in the northwest and southeast corners of the community. Larger blocks and an incomplete network of sidewalks result in an auto-oriented environment that impedes walkability.

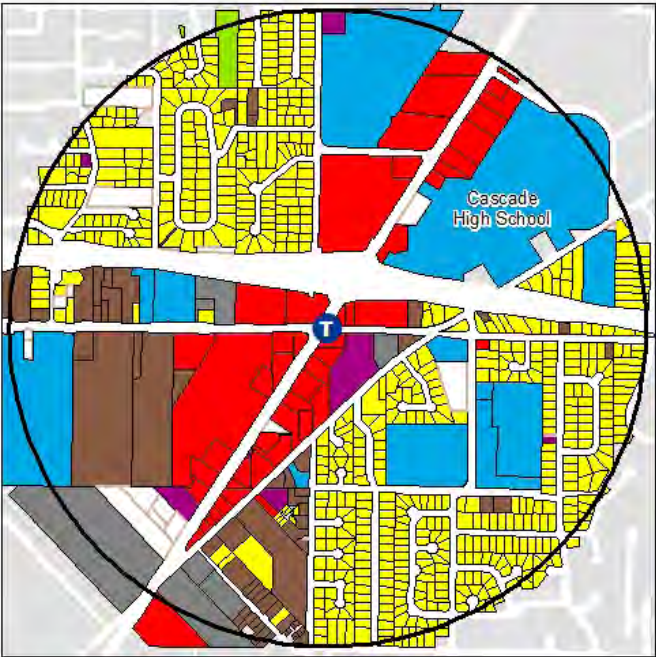
The population in Casino Road transit community is 5,598, with 56 percent minority making it more diverse than the region as a whole. Households are larger and household incomes are lower than the average for transit communities studied. A total of 1,661 jobs are located within a half mile of the BRT station.

The housing stock is nearly two-thirds renter occupied. Thirty-seven percent of housing units are affordable to households earning 50% of AMI, a level of affordability that is higher than most other transit communities and the region as a whole.

### LOCAL PLANNING —

The Casino Road transit community encompasses a locally designated mix use district that is part of the Evergreen Way subarea. The City of Everett, which completed a subarea plan in 2012, envisions a transition from mid-century auto-accommodating commercial to a higher density mix of uses.

### LAND USE



- Transit Station
- 1/2 Mile Buffer
- Land Use Categories
  - Vacant & Unclassified
  - Commercial
  - SF Residential
  - MF Residential
  - Park and Open Space
  - Govt/Civic
  - Transportation and Utilities
  - Industrial
  - Mobile Home Park

Revised Summer 2013

### TRANSPORTATION



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

### PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	5,598	4,237
RACIAL DEMOGRAPHICS	56% minority	45%
AGE	29% > 18 years 7% < 65 years	19% 11%
MED. HH. INCOME	\$43,284	\$46,637
EDUCATION	13% BA or >	20%
AVERAGE HH SIZE	2.9	2.39

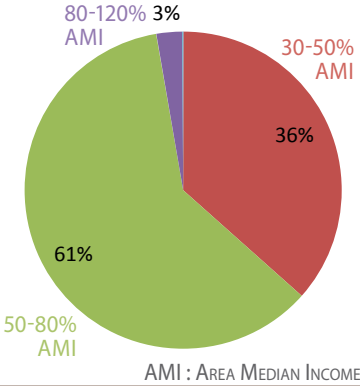
### JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	1,661	3,032
AVERAGE WAGE	\$30,463	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	15%	17%

### HOUSING

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	2,550	2,674
AFFORD. RANGE (0-50% AMI)	37%	21%
HOMEOWNERS	37%	35%
RENTERS	63%	65%
COST BURDEN (% OF INCOME)	54%	44%

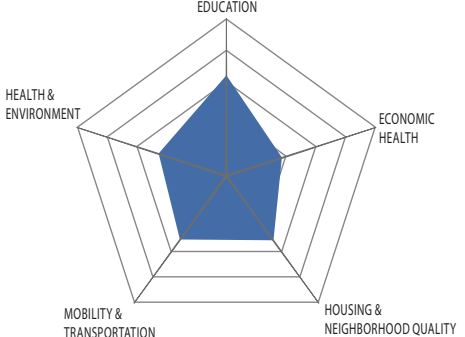
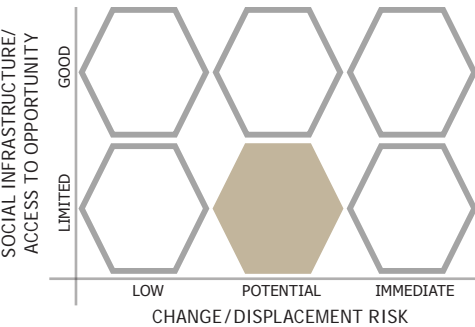
### AFFORDABLE HOUSING BY INCOME LEVEL



### PEOPLE PROFILE

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 needs 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.

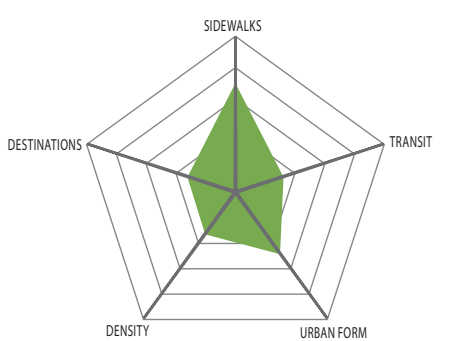
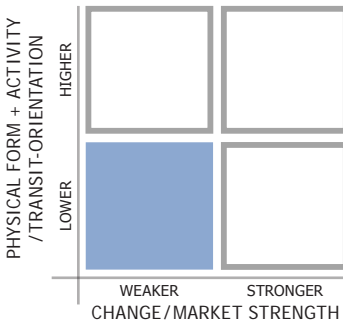
### ACCESS TO OPPORTUNITY



### PLACE PROFILE

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.

### PHYSICAL FORM + ACTIVITY



### IMPLEMENTATION APPROACH

#### 7 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:

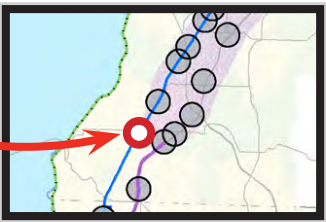
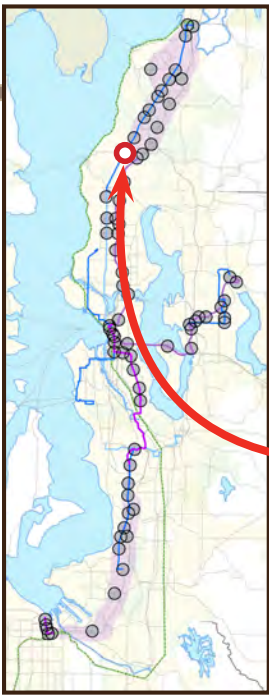
- Station area planning, focus on long-range vision and transitional uses
- Long-range capital facilities plan with passed infrastructure and public realm investments
- Community needs assessment and targeted investments
- Affordable housing preservation







# Edmonds Comm. College



### AREA DESCRIPTION —

The Edmonds Community College transit community, located in the City of Lynnwood, is home to a Community Transit Swift BRT station and a significant educational institution and employment center, Edmonds Community College. This transit community is located along SR-99, and

is expected to evolve into a mid-rise, transit oriented community centered around its Swift station.

The current land use is predominantly commercial, civic, and educational. Residential uses, single family and multifamily, exist as well. Large blocks and an in complete network of sidewalks impede walkability.

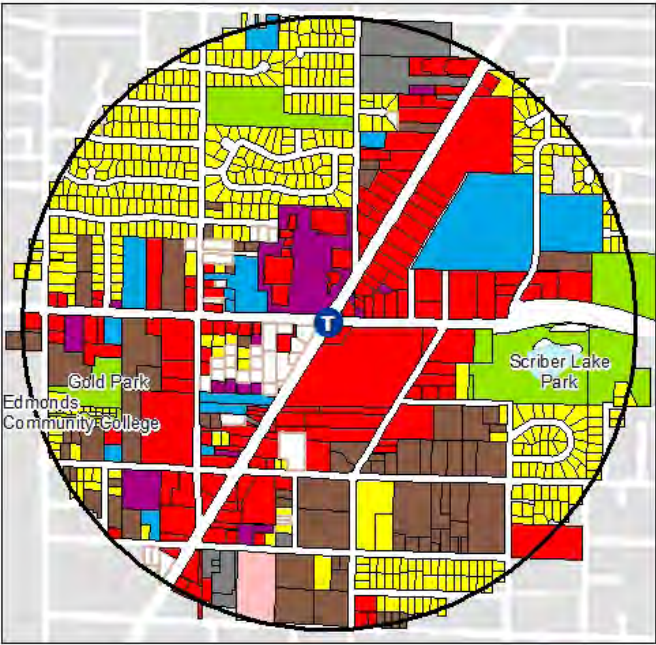
The population of the transit community is 4,629, with 44 percent minority, making it more diverse than the region as a whole. Household size is larger than the average of the transit communities studied while average household income is lower than the average. A total of 2,440 jobs are located within a half mile of the central transit node.

Housing stock is predominantly renter-occupied. The community contains a wide variety of housing types including condominiums, apartments, mobile home parks, and single family housing. Sixty-two percent of units are affordable to households earning 50% of AMI, making the area more affordable than the regional average for transit communities.

### LOCAL PLANNING —

The Edmonds Community College transit community is part of the city designated College District planning subarea. The City of Lynnwood adopted the College District Plan in 2002, which covers the community college and adjacent neighborhoods and envisions a transition from auto-oriented commercial development to increased residential and incorporating a mix of uses. Additionally, the City of Lynnwood completed a corridor plan for SR-99 in 2011. Planned infrastructure investments include an extension of 204th St. in 2014, relocation of the transit center to align with a new major entrance to the college, and a new BRT station.

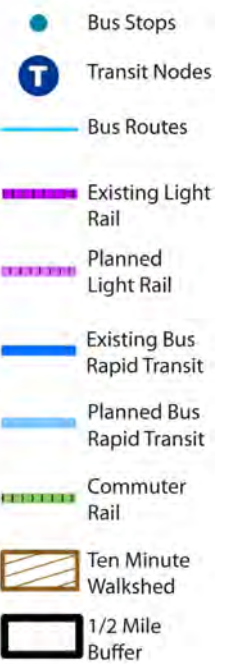
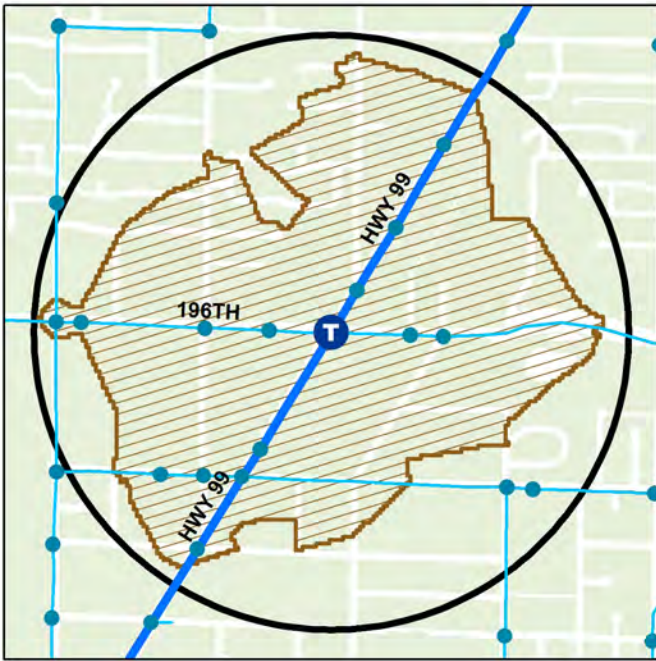
### LAND USE



Revised Summer 2013



### TRANSPORTATION



### PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	4,629	4,237
RACIAL DEMOGRAPHICS	44% minority	45%
AGE	22% > 18 years 13% < 65 years	19% 11%
MED. HH. INCOME	\$39,240	\$46,637
EDUCATION	19% BA or >	20%
AVERAGE HH. SIZE	2.15	2.39

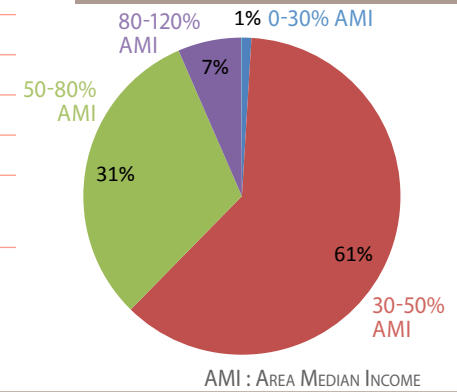
### JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	2,440	3,032
AVERAGE WAGE	\$36,187	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	22%	17%

### HOUSING

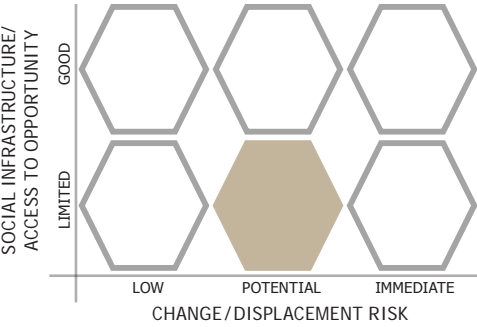
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	3,834	2,674
AFFORD. RANGE (0-50% AMI)	62%	21%
HOMEOWNERS	39%	35%
RENTERS	61%	65%
COST BURDEN (% OF INCOME)	53%	44%

### AFFORDABLE HOUSING BY INCOME LEVEL

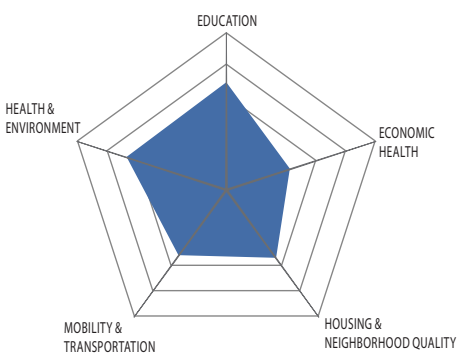


### PEOPLE PROFILE

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 needs 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.

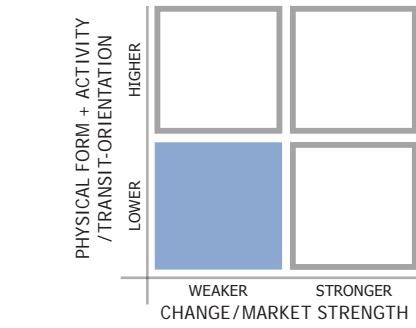


### ACCESS TO OPPORTUNITY

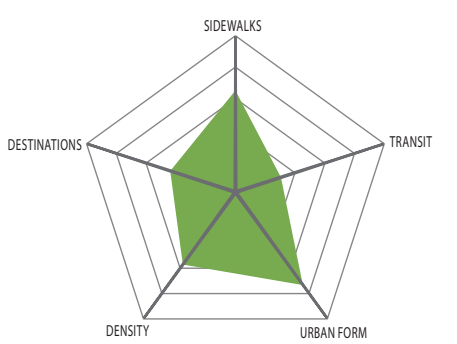


### PLACE PROFILE

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.



### PHYSICAL FORM + ACTIVITY



### IMPLEMENTATION APPROACH

#### 7 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.

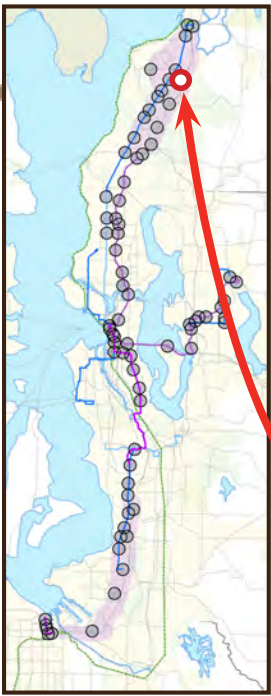
#### KEY STRATEGIES:

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



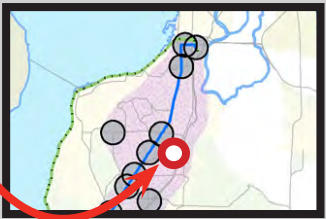






BUS

# Everett Mall



AREA DESCRIPTION —

The Everett Mall transit community is located within the City of Everett and within the area between Lynnwood Transit Center and Everett Station that will be considered in the future for light rail expansion.

Current land use is predominantly commercial including nearly 40 acres that comprise the Everett Mall. Single-family residential uses are present in the north east portion of the transit community. Larger blocks and a nearly complete network of sidewalks result in a moderately walkable environment.

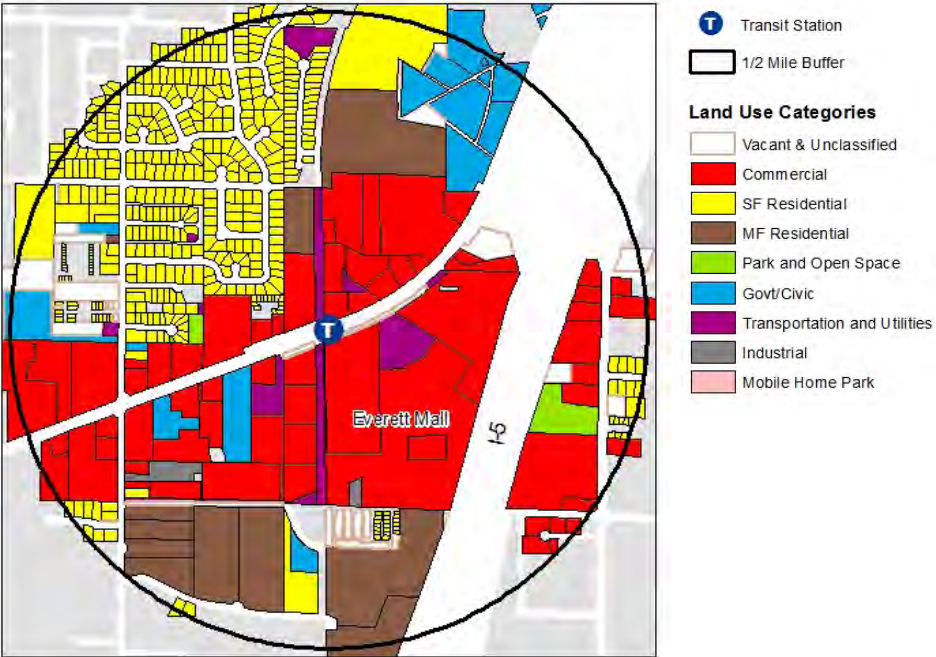
The population in the Everett Mall transit community is 3,853, with 43 percent minority making it more diverse than the region as a whole. Households are larger and household incomes are lower than the average for transit communities studied. A total of 4,273 jobs are located within the transit community

Housing is predominantly renter occupied (75%). Twenty-seven percent of housing units are affordable to households earning 50% of AMI, making the community moderately affordable to low income households compared with other parts of the region.

LOCAL PLANNING —

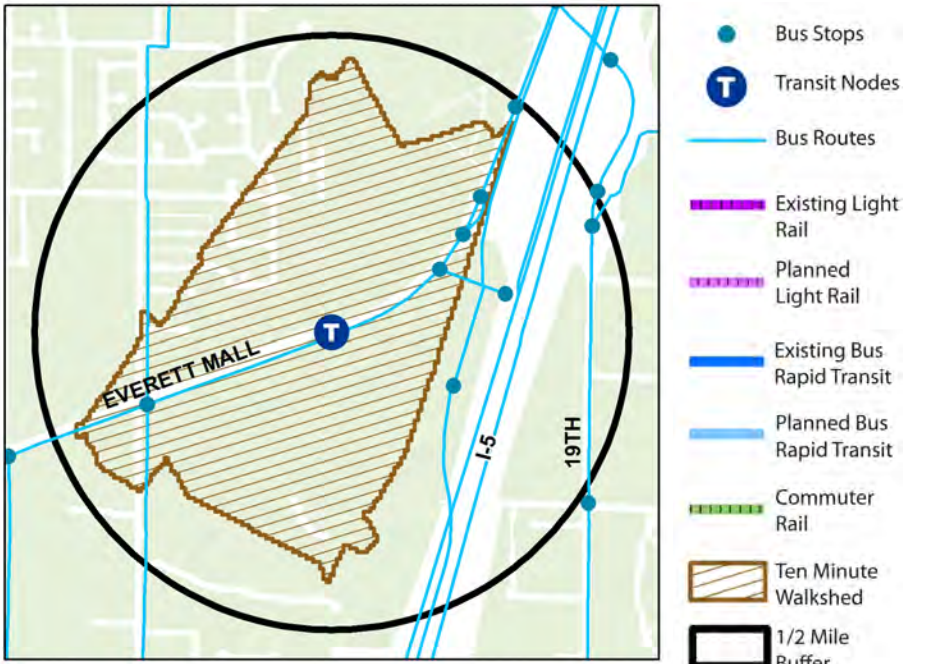
The Everett Mall transit community has no local or regional designation for significant future residential or employment growth. The City of Everett does not envision significant changes in the near to medium term. [Note to staff: This appears to be incomplete. Please add relevant detail.]

LAND USE



Revised Summer 2013

TRANSPORTATION



PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	3,853	4,237
RACIAL DEMOGRAPHICS	43% minority	45%
AGE	24% > 18 years 10% < 65 years	19% 11%
MED HH INCOME	\$44,937	\$46,637
EDUCATION	17% BA or >	20%
AVERAGE HH SIZE	2.47	2.39

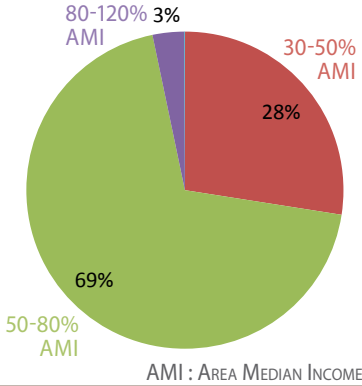
JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	4,273	3,032
AVERAGE WAGE	\$24,821	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	19%	17%

HOUSING

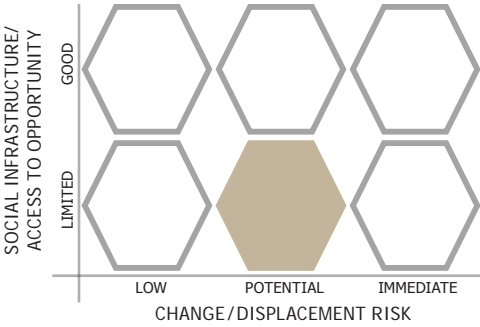
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	2,461	2,674
AFFORD. RANGE (0-50% AMI)	27%	21%
HOMEOWNERS	26%	35%
RENTERS	74%	65%
COST BURDEN (% OF INCOME)	46%	44%

AFFORDABLE HOUSING BY INCOME LEVEL

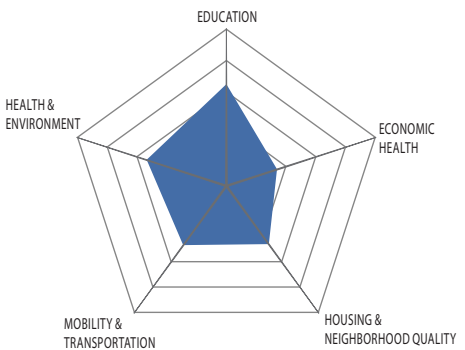


PEOPLE PROFILE

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 needs 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.

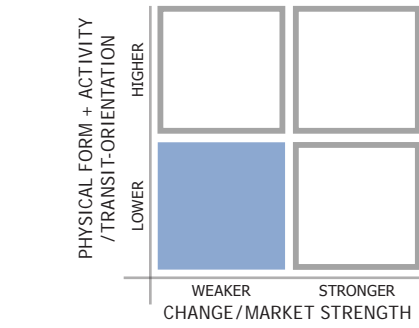


ACCESS TO OPPORTUNITY

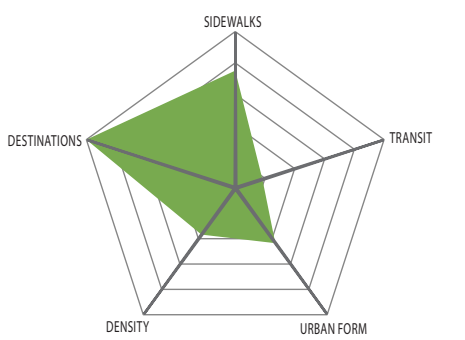


PLACE PROFILE

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.



PHYSICAL FORM + ACTIVITY



IMPLEMENTATION APPROACH

7 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, focus 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



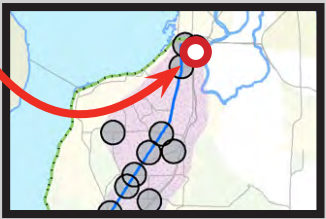
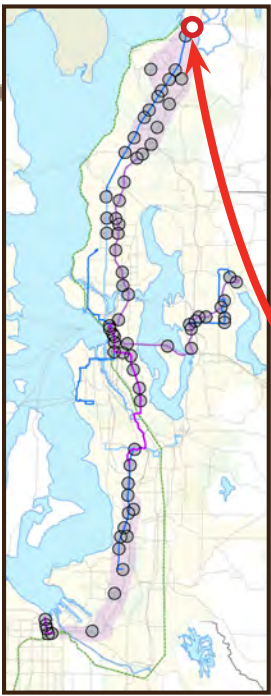
The Growing Transit Communities program is supported by a grant from the U.S. Department of Housing and Urban Development's Sustainable Communities Regional Planning Grant Program. For more information: visit [psrc.org](http://psrc.org) or contact Ben Bakkenta at 206-971-3286 or [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org)







# Everett Station



**AREA DESCRIPTION —**  
The Everett Station transit community, located in the City of Everett, is centered around a multi-modal transit node served by Community Transit Swift BRT, Sounder commuter rail, and numerous local and intercity bus routes operated by Everett Transit and Community Transit. The Everett Station transit community is the northern terminus of the light rail expansion envisioned in the region’s long-range transportation plan, Transportation 2040.

Current land use is predominantly commercial with light industrial uses as well. With smaller blocks and a nearly complete network of sidewalks, the transit community is highly walkable.

Total population of the Everett Station is 3,829, with 23 percent minority making it less diverse than the region as a whole. Compared with other transit communities studied, household sizes are larger and household incomes are significantly lower. A total of 7,175 jobs are located within a half mile of the transit station.

Housing stock is predominantly multifamily and 85 percent renter occupied. Sixty-six percent of housing units are affordable to households earning 50% of AMI, a much higher level of affordability than is present in most other transit communities and the region as a whole.

**LOCAL PLANNING —**  
The Everett Station transit community is a regionally designated Regional Growth Center and a locally designated Central Business District. The City of Everett envisions a transition to a more multi-modal and appealing Downtown, with pedestrian-oriented and transit supportive development. In 2005 the City of Everett completed the Downtown Plan to forward a vision and provide a framework for future development. Majority of current zoning calls for multifamily housing and a mix of uses.

## LAND USE



T

Transit Station

1/2 Mile Buffer

Land Use Categories

Vacant & Unclassified

Commercial

SF Residential

MF Residential

Park and Open Space

Govt/Civic

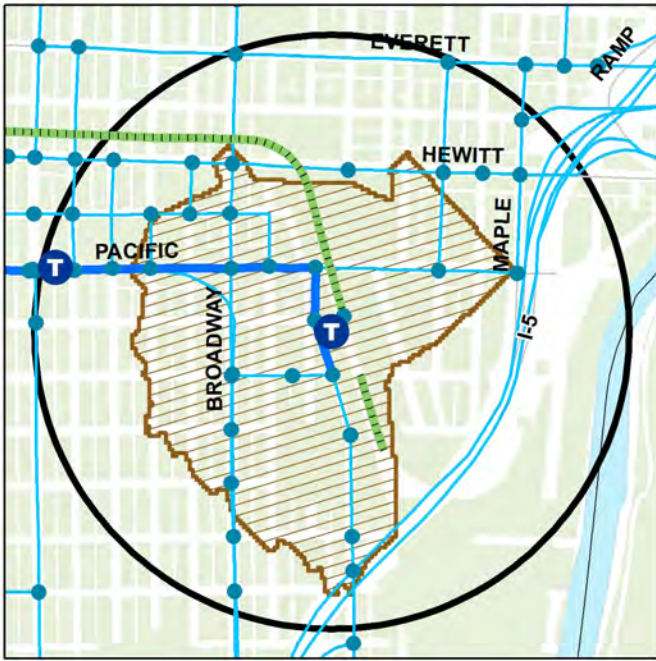
Transportation and Utilities

Industrial

Mobile Home Park

Revised Summer 2013

## TRANSPORTATION



●

Bus Stops

T

Transit Nodes

Bus Routes

Existing Light Rail

Planned Light Rail

Existing Bus Rapid Transit

Planned Bus Rapid Transit

Commuter Rail

Ten Minute Walkshed

1/2 Mile Buffer

## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	3,829	4,237
RACIAL DEMOGRAPHICS	23% minority	45%
AGE	11% > 18 years 9% < 65 years	19% 11%
MED. HH. INCOME	\$28,033	\$46,637
EDUCATION	10% BA or >	20%
AVERAGE HH. SIZE	2.76	2.39

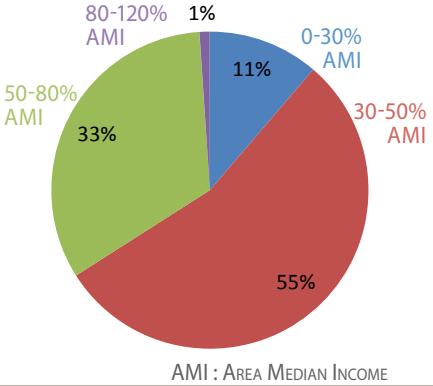
## JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	7,175	3,032
AVERAGE WAGE	\$36,736	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	13%	17%

## HOUSING

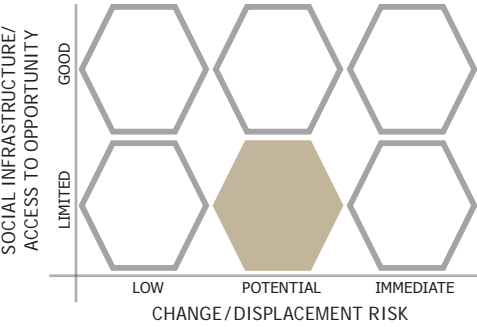
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	1,392	2,674
AFFORD. RANGE (0-50% AMI)	66%	21%
HOMEOWNERS	15%	35%
RENTERS	85%	65%
COST BURDEN (% OF INCOME)	50%	44%

### AFFORDABLE HOUSING BY INCOME LEVEL

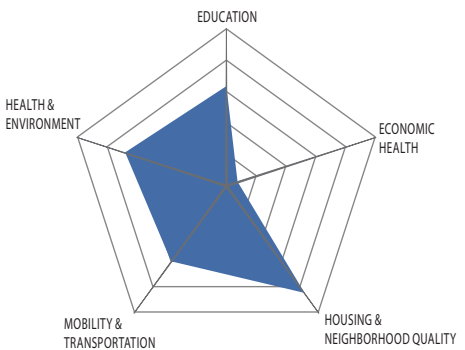


## PEOPLE PROFILE

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 needs 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.



### ACCESS TO OPPORTUNITY

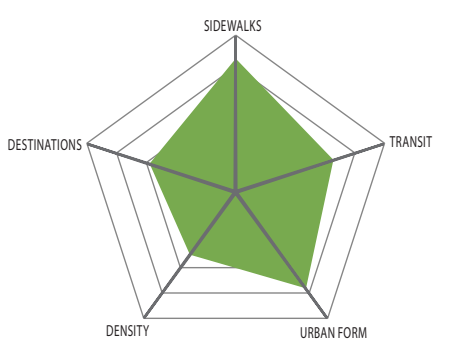


## PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that 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.



### PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

**5 STIMULATE DEMAND**  
Stimulate Demand transit communities are smaller employment centers, mostly in older city centers at the termini of the light rail corridors. These communities have good physical form and activity, but moderate demand at this time for TOD. Key strategies focus on economic development strategies and investments to expand the local job base, fulfill development potential, and expand opportunity. Eight communities are categorized as Stimulate Demand (including five current Tacoma Link stations).

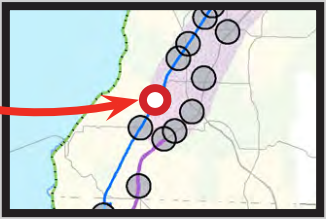
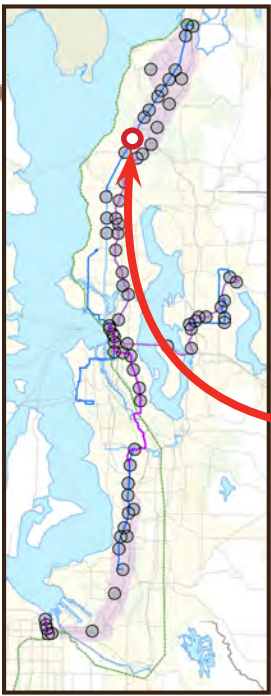
- KEY STRATEGIES:
- Promote economic development to retain and expand job base
  - Long-range capital facilities plan with phased infrastructure and public realm investments
  - Affordable housing assessment and preservation
  - Community needs assessment and targeted investments







# International/Cherry



## AREA DESCRIPTION —

The International/Cherry transit community, located in the City of Lynnwood, is centered around a Community Transit Swift BRT station that began operation in 2009. The transit community is within the area be-

tween Lynnwood Transit Center and Everett Station that will be considered in the future for light rail expansion.

The current land use is predominantly single family, multifamily, and commercial. Commercial and multifamily uses exist along the main arterial, SR-99. A combination of large blocks and an incomplete network of sidewalks results in an auto-oriented environment that impedes walkability.

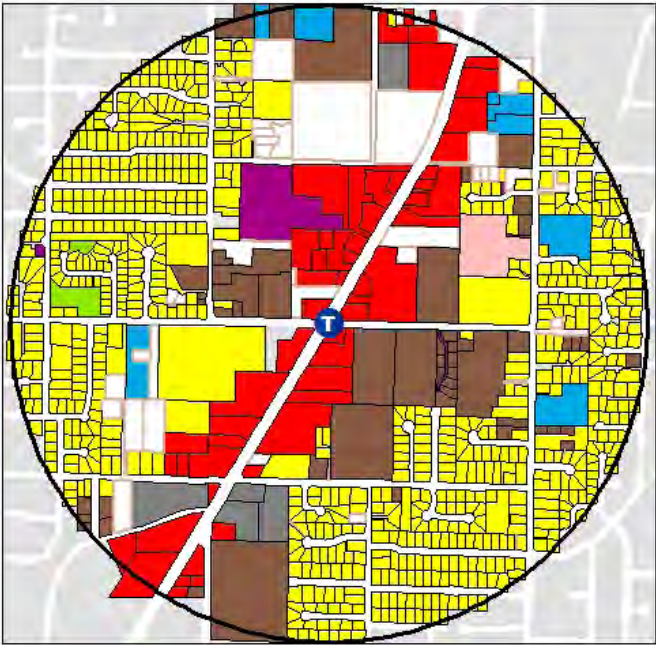
The population of the transit community is 5,110 with 42 percent minority, slightly more diverse than the region as a whole. Household sizes are larger than most transit communities studied and household incomes are slightly lower. Approximately 1,100 jobs are located within a half mile of the BRT station.

Housing stock is nearly evenly split between renter and owner occupied. Twenty percent of housing units are affordable to households earning 50% of AMI, making the area relatively unaffordable compared with other transit communities.

## LOCAL PLANNING —

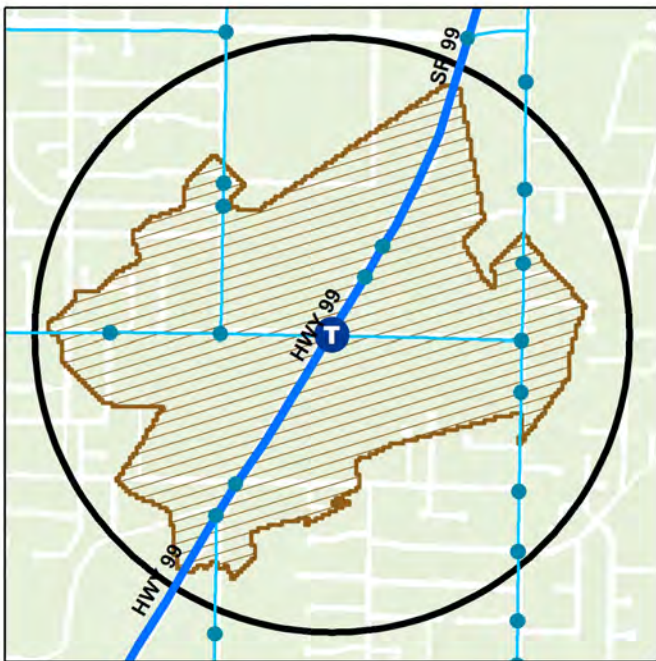
The International/Cherry transit community is within the corridor planning area for SR-99, which passes through the community. Current zoning calls for a mix of uses at the intersection of SR-99 and 176th St, where the Swift bus stops are located.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	5,110	4,237
RACIAL DEMOGRAPHICS	42% minority	45%
AGE	23% > 18 years 11% < 65 years	19% 11%
MED HH INCOME	\$48,425	\$46,637
EDUCATION	22% BA or >	20%
AVERAGE HH SIZE	2.41	2.39

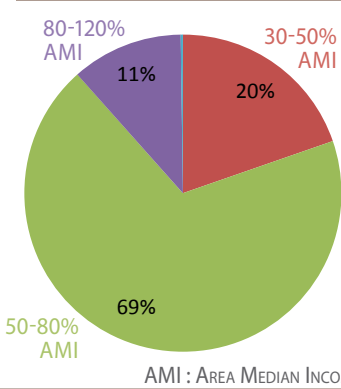
## JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	1,099	3,032
AVERAGE WAGE	\$28,651	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	24%	17%

## HOUSING

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	3,955	2,674
AFFORD. RANGE (0-50% AMI)	20%	21%
HOMEOWNERS	52%	35%
RENTERS	48%	65%
COST BURDEN (% OF INCOME)	46%	44%

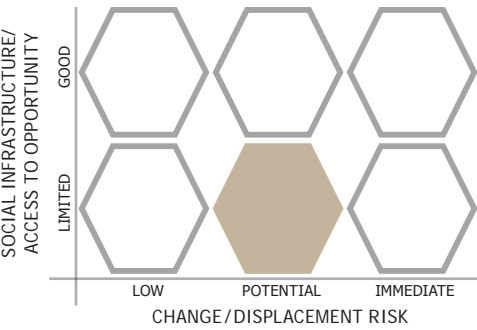
## AFFORDABLE HOUSING BY INCOME LEVEL



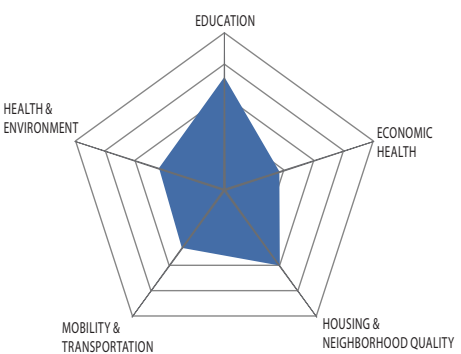
AMI : AREA MEDIAN INCOME

## PEOPLE PROFILE

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 needs 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.

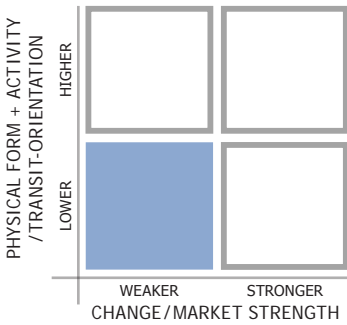


## ACCESS TO OPPORTUNITY

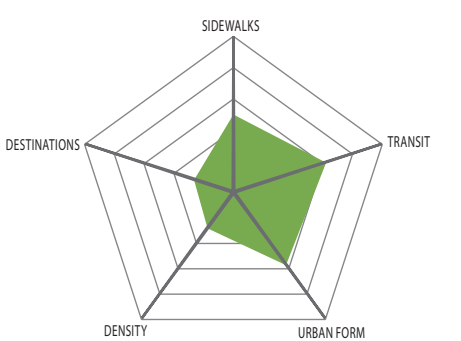


## PLACE PROFILE

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.



## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 7 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:

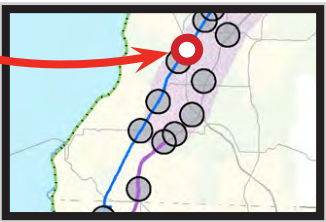
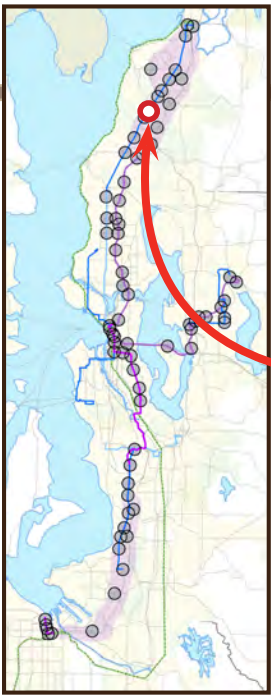
- Station area planning, focus on long-range vision and transitional uses
- Long-range capital facilities plan with pased infrastructure and public realm investments
- Community needs assessment and targeted investments
- Affordable housing preservation







# Lincoln Way



AREA DESCRIPTION —

The Lincoln Way transit community, located in unincorporated Snohomish County, is centered around a Community Transit Swift BRT station, which began service in fall 2009. The community could be considered in the future for light rail expansion.

Current land use is predominantly single family residential with some multifamily residential and a large manufactured housing community. Commercial and light industrial uses are present along the main arterial, SR-99. A combination of large blocks and an incomplete network of sidewalks results in an auto-oriented environment that impedes walkability.

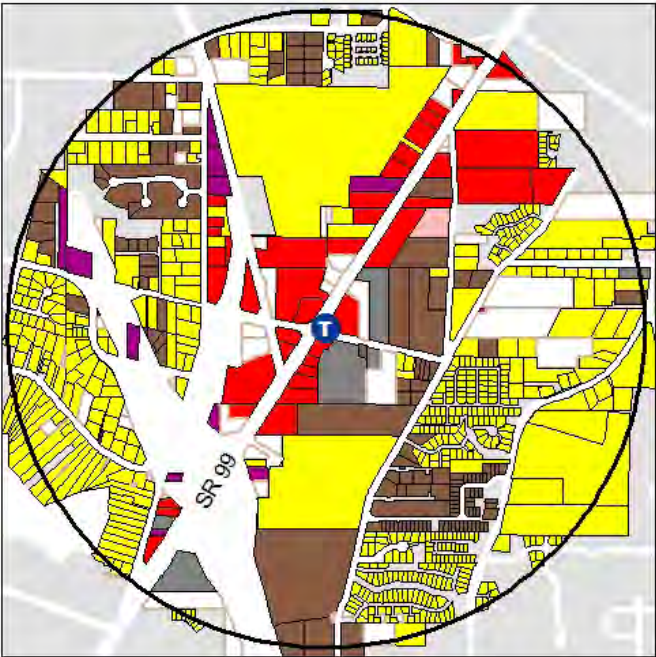
The population of Lincoln Way transit community is 4,600, with 44 percent minority making it more diverse than the region as a whole. Household sizes are larger than the average of transit communities studied and household incomes are slightly less. A total of 704 jobs are located within a half mile of the BRT station.

Housing stock is nearly evenly split between owner occupied and renter occupied. Sixty percent of housing units are affordable to households earning 50% of AMI, making the area much more affordable than most other transit communities and the region as a whole.

LOCAL PLANNING —

Snohomish County designated about one-quarter of this area as Urban Center, the rest for commercial and high-density residential. The Center portion encourages mixed uses, requires transit/pedestrian-supportive site design, allows less parking space and building heights up to 180 feet if close to transit, and offers density incentives for affordable housing. One-half of the study area (including the Urban Center) lies in Mukilteo's potential annexation area, and the other half is undesignated.

LAND USE



Revised Summer 2013

TRANSPORTATION



PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	4,600	4,237
RACIAL DEMOGRAPHICS	44% minority	45%
AGE	23% > 18 years 11% < 65 years	19% 11%
MED HH INCOME	\$44,992	\$46,637
EDUCATION	16% BA or >	20%
AVERAGE HH SIZE	2.46	2.39

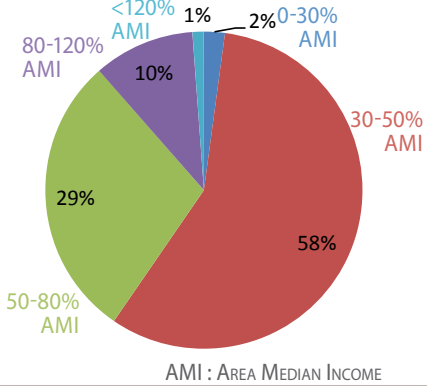
JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	704	3,032
AVERAGE WAGE	\$31,306	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	43%	17%

HOUSING

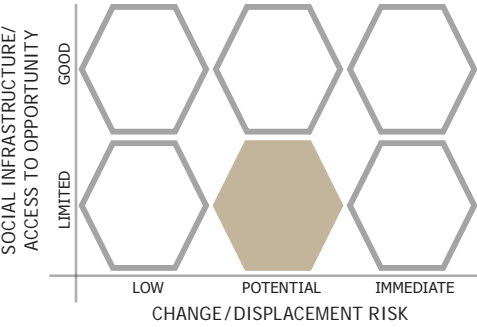
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	3,016	2,674
AFFORD. RANGE (0-50% AMI)	60%	21%
HOMEOWNERS	42%	35%
RENTERS	48%	65%
COST BURDEN (% OF INCOME)	50%	44%

AFFORDABLE HOUSING BY INCOME LEVEL

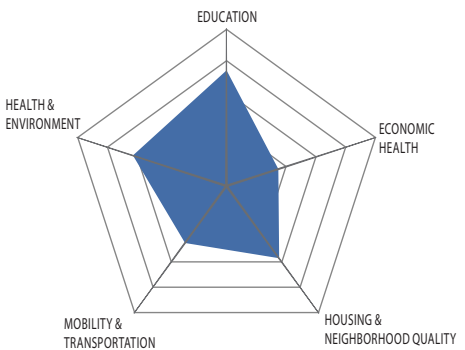


PEOPLE PROFILE

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 needs 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.

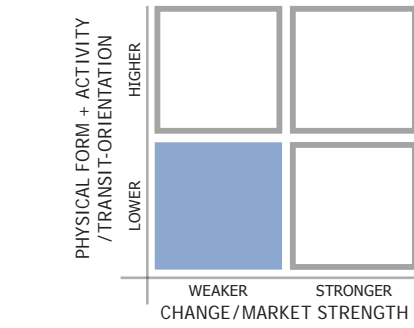


ACCESS TO OPPORTUNITY

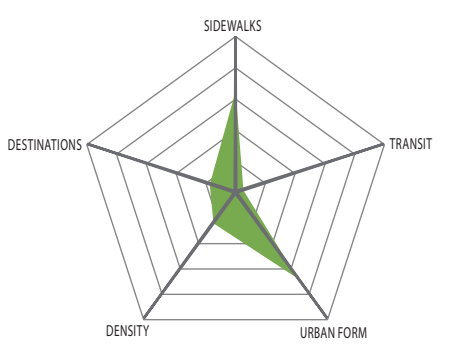


PLACE PROFILE

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.



PHYSICAL FORM + ACTIVITY



IMPLEMENTATION APPROACH

7 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, 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

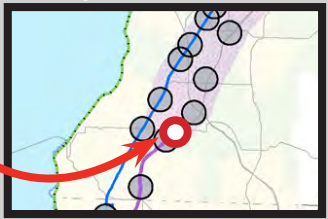
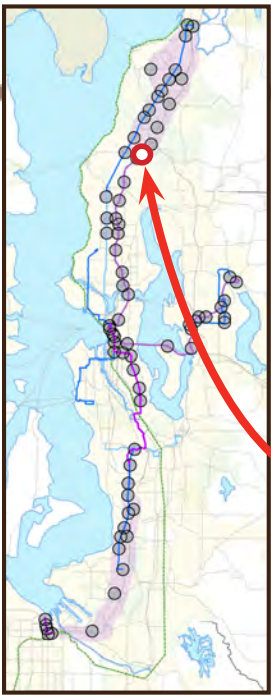






BUS

# Lynnwood City Ctr.



AREA DESCRIPTION —

The Lynnwood City Center transit community, located in the City of Lynnwood, is Lynnwood's Downtown (City Center) and major commercial district and transportation corridor. Lynnwood City Center is within the area between

Lynnwood Transit Center and Everett Station that will be considered in the future for light rail expansion.

The current land use is primarily commercial. A nearly complete network of sidewalks supports pedestrians, but large blocks and adjacency to the I-5 freeway impede walkability and circulation within the transit community.

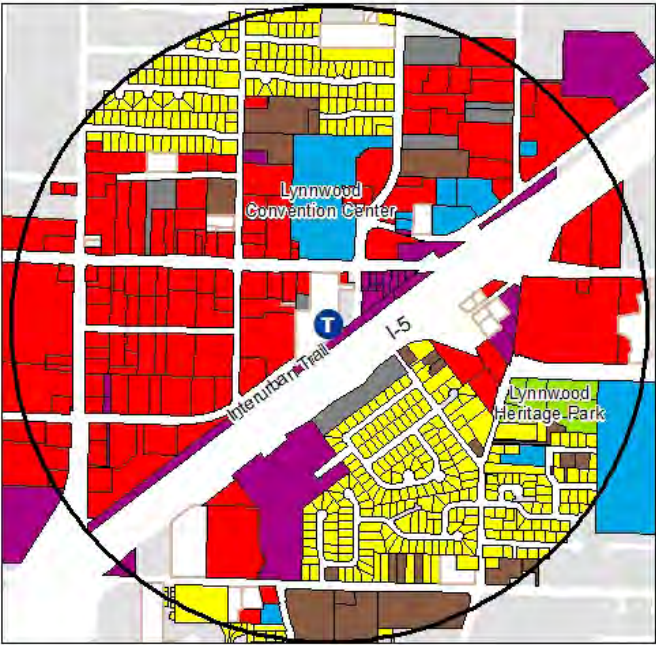
The population of Lynnwood City Center transit community is 2,266, with 38 percent minority. Household sizes and incomes are larger than most transit communities studied. Approximately 4,000 jobs are located within the study area.

Housing stock is nearly evenly split between owner and renter occupied. Forty-one percent of housing units are affordable to households earning 50% AMI, making the area more affordable than the regional average for transit communities. Hundreds of additional multifamily units are planned in the near term in the City Center including affordable units.

LOCAL PLANNING —

The Lynnwood Transit Center transit community is part of a regionally designated Regional Growth Center and a city designated City Center. The City of Lynnwood adopted a City Center Subarea Plan in 2005, which envisions a transit supportive blend of commercial and residential uses with pedestrian-friendly urban design and amenities. The adopted plan, zoning and design guidelines advance that vision and lays out an implementation framework.

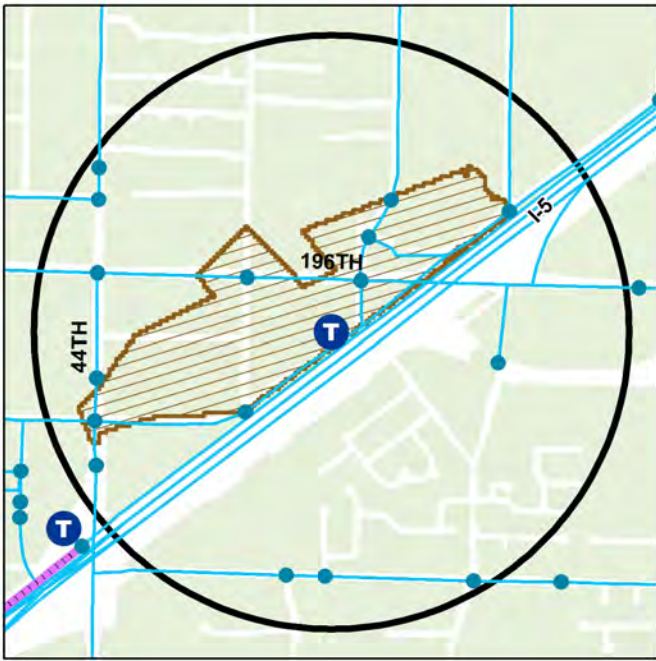
LAND USE



- Transit Station
- 1/2 Mile Buffer
- Land Use Categories
  - Vacant & Unclassified
  - Commercial
  - SF Residential
  - MF Residential
  - Park and Open Space
  - Govt/Civic
  - Transportation and Utilities
  - Industrial
  - Mobile Home Park

Revised Summer 2013

TRANSPORTATION



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

PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	2,266	4,237
RACIAL DEMOGRAPHICS	38% minority	45%
AGE	23% > 18 years 11% < 65 years	19% 11%
MED. HH. INCOME	\$62,426	\$46,637
EDUCATION	23% BA or >	20%
AVERAGE HH SIZE	2.63	2.39

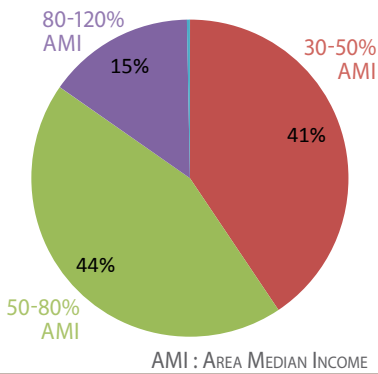
JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	4,007	3,032
AVERAGE WAGE	\$34,984	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	23%	17%

HOUSING

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	1,108	2,674
AFFORD. RANGE (0-50% AMI)	41%	21%
HOMEOWNERS	49%	35%
RENTERS	51%	65%
COST BURDEN (% OF INCOME)	35%	44%

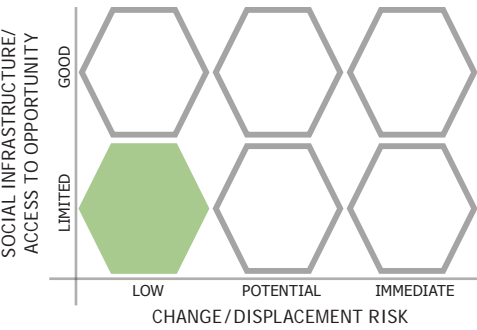
AFFORDABLE HOUSING BY INCOME LEVEL



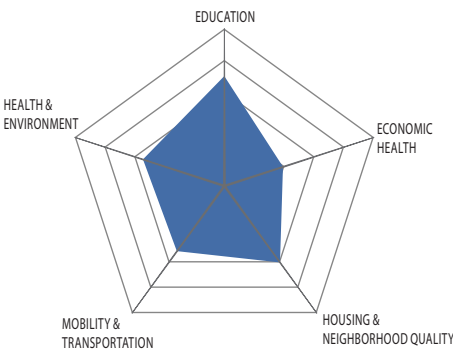
AMI : AREA MEDIAN INCOME

PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

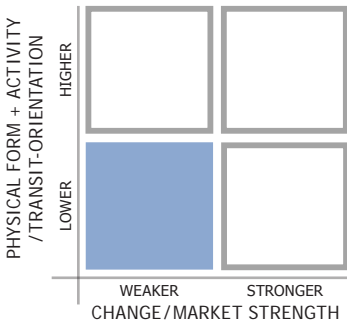


ACCESS TO OPPORTUNITY

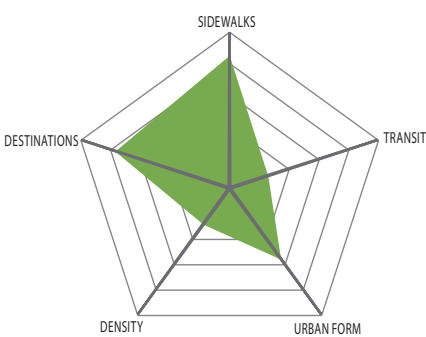


PLACE PROFILE

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.



PHYSICAL FORM + ACTIVITY



IMPLEMENTATION APPROACH

6 BUILD URBAN PLACES

Build Urban Places transit communities are neighborhoods or centers with weak to emerging real estate markets and lower physical form and activity, located primarily along major highways or arterials in the mid-North and mid-South corridors. With low risk of displacement and good existing or future transit access to job centers these communities are poised for medium-term growth, however, their existing physical form and activity levels limit TOD potential. Key strategies focus on market-priming through strategic planning and key infrastructure improvements in order to attract pioneering, market rate TOD. Fourteen communities, found primarily in the mid-North corridor (but no current light rail stations), are categorized as Build Urban Places.

KEY STRATEGIES:

- Intensify activity with transformative plans for infill and redevelopment
- Identify and fund catalytic capital facilities investments
- Full range of tools for new affordable housing production
- Community needs assessment and targeted investments



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](http://psrc.org) or contact Ben Bakkenta at 206-971-3286 or [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org)

Puget Sound Regional Council

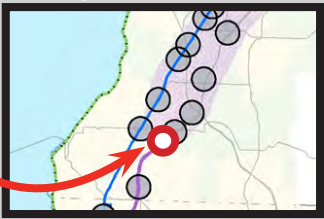
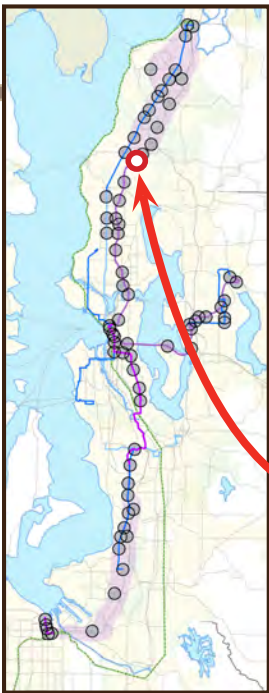
1011 Western Avenue, Suite 500 • Seattle, Washington 98104-1035 • 206-464-7090 • FAX 206-587-4825 • [psrc.org](http://psrc.org) • Oct 2013







# Lynnwood Transit Ctr.

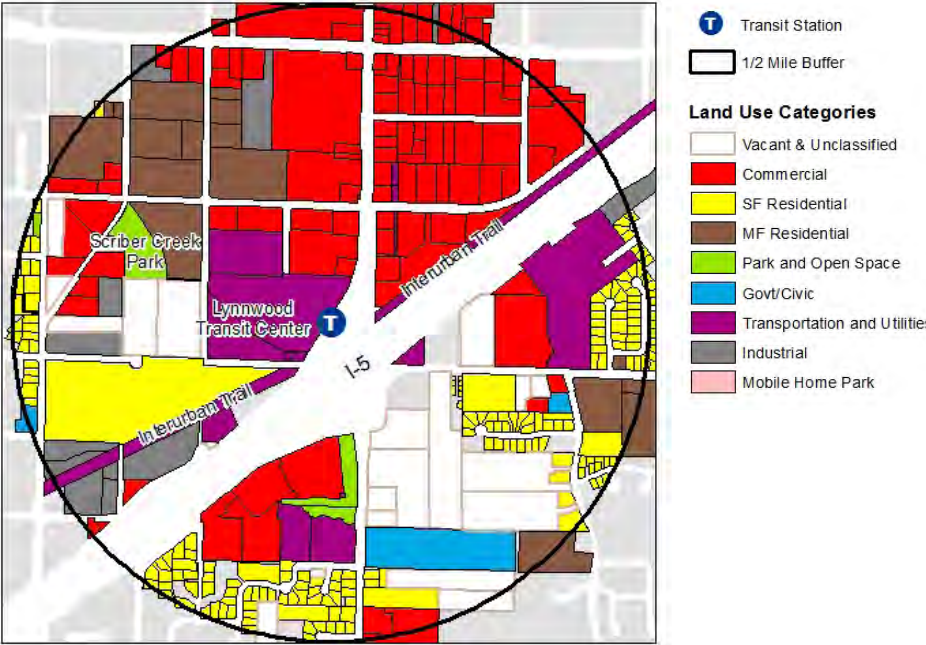


**AREA DESCRIPTION —**  
Lynnwood Transit Center transit community, located in the City of Lynnwood, will serve as the terminus station of the Lynnwood Link light rail extension expected to begin service in 2023. The area is currently home to a Community Transit Park and Ride facility, and is served by numerous

intercity and express bus connections.  
Existing land use is primarily commercial with some light industrial, multifamily housing, and single family housing. A nearly complete network of sidewalks supports pedestrians, but large blocks and adjacency to the I-5 freeway impede walkability and circulation within the transit community.  
Population of Lynnwood Transit Center transit community is 2,314, with 55 percent minority, which is higher than the regional average as well as all north corridor transit communities studied. A total of 2,788 jobs are located within a half mile of this transit center.  
Housing stock is predominantly multifamily, with nearly 75 percent of units occupied by renters. Thirty-two percent of housing units are affordable to households earning 50% AMI, making the area more affordable than the average for transit communities in the region. Hundreds of additional multifamily units are planned nearby, in the adjacent City Center.

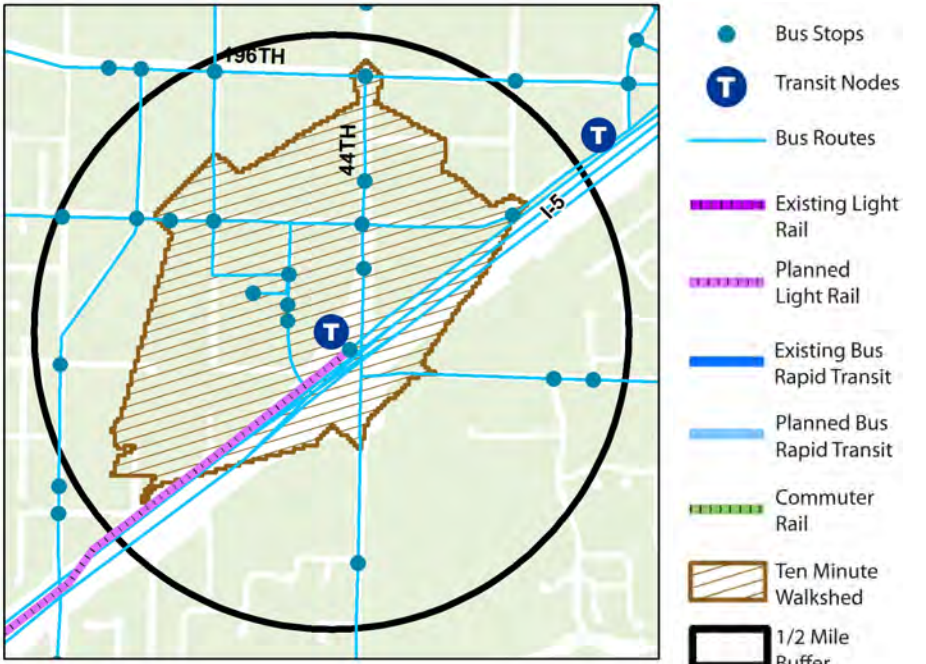
**LOCAL PLANNING —**  
The transit community contains part of a regionally designated Regional Growth Center and a city designated City Center. City of Lynnwood adopted a City Center Subarea Plan in 2005, which envisions a transit-supportive blend of commercial and residential uses with pedestrian friendly urban design and amenities. The adopted plan, zoning, and design guidelines advance that vision and lay out an implementation framework.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	2,314	4,237
RACIAL DEMOGRAPHICS	55% minority	45%
AGE	25% > 18 years 8% < 65 years	19% 11%
MED. HH. INCOME	\$37,511	\$46,637
EDUCATION	23% BA or >	20%
AVERAGE HH SIZE	2.39	2.39

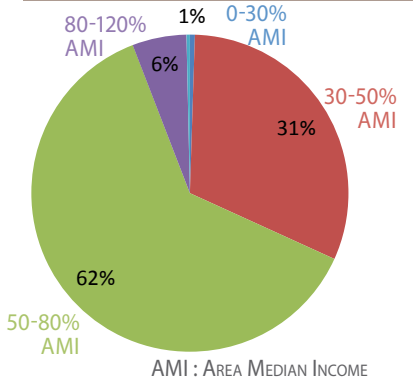
## JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	2,788	3,032
AVERAGE WAGE	\$33,272	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	28%	17%

## HOUSING

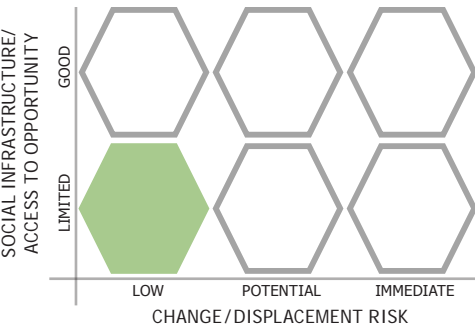
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	1,629	2,674
AFFORD. RANGE (0-50% AMI)	32%	21%
HOMEOWNERS	26%	35%
RENTERS	74%	65%
COST BURDEN (% OF INCOME)	54%	44%

## AFFORDABLE HOUSING BY INCOME LEVEL

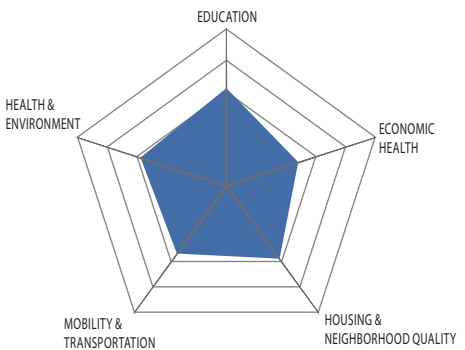


## PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

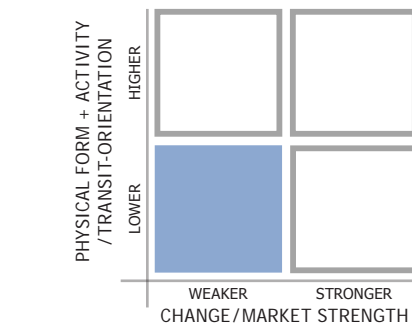


## ACCESS TO OPPORTUNITY

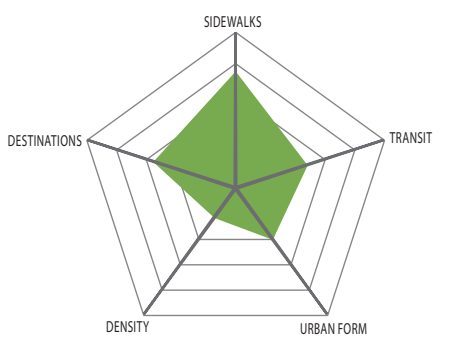


## PLACE PROFILE

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.



## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

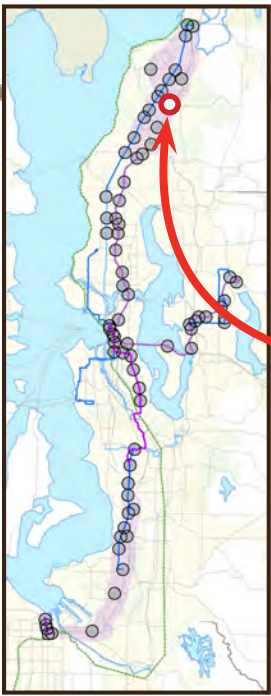
**6 BUILD URBAN PLACES**  
Build Urban Places transit communities are neighborhoods or centers with weak to emerging real estate markets and lower physical form and activity, located primarily along major highways or arterials in the mid-North and mid-South corridors. With low risk of displacement and good existing or future transit access to job centers these communities are poised for medium-term growth, however, their existing physical form and activity levels limit TOD potential. Key strategies focus on market-priming through strategic planning and key infrastructure improvements in order to attract pioneering, market rate TOD. Fourteen communities, found primarily in the mid-North corridor (but no current light rail stations), are categorized as Build Urban Places.

- KEY STRATEGIES:
- Intensify activity with transformative plans for infill and redevelopment
  - Identify and fund catalytic capital facilities investments
  - Full range of tools for new affordable housing production
  - Community needs assessment and targeted investments



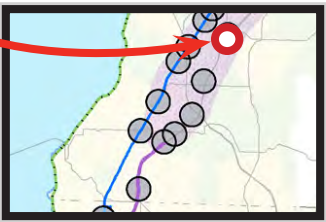






BUS

# Mariner



AREA DESCRIPTION —

The Mariner transit community, located in unincorporated Snohomish County, is centered around a large Community Transit Park and Ride facility with numerous intercity and local bus connections. Long-range transit agency plans include this location for potential future light rail and/or BRT

service.

The current land use is predominantly commercial and multifamily residential. Some single-family and light industrial uses are present as well. While block size is relatively large, a nearly complete network of sidewalks results in a moderately walkable environment for the majority of the area on the west side of I-5. The freeway poses a barrier to pedestrian access from the east.

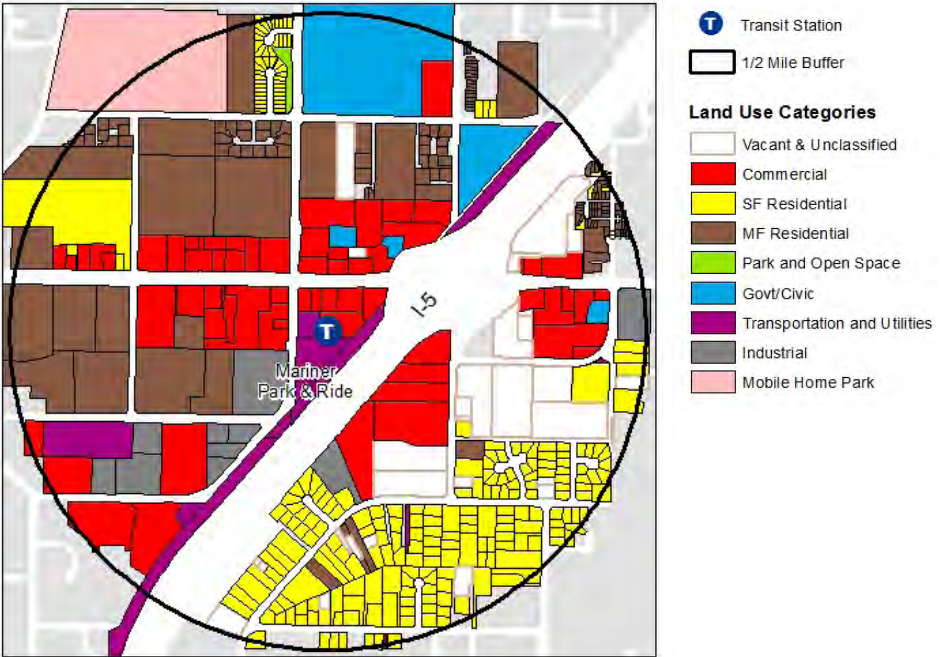
The population of Mariner transit community, 7,206, with 48 percent minority making it relatively more diverse than the region and more populous than most transit communities in the north corridor. Household sizes are larger than the average of transit communities studied and household incomes are generally lower. A total of 2,686 jobs are located within a half mile of the park and ride.

Housing stock is predominantly multi-family and renter-occupied. Forty-three percent of housing units are affordable to households earning 50% of AMI, making the area more affordable than most other transit communities or the region as a whole.

LOCAL PLANNING —

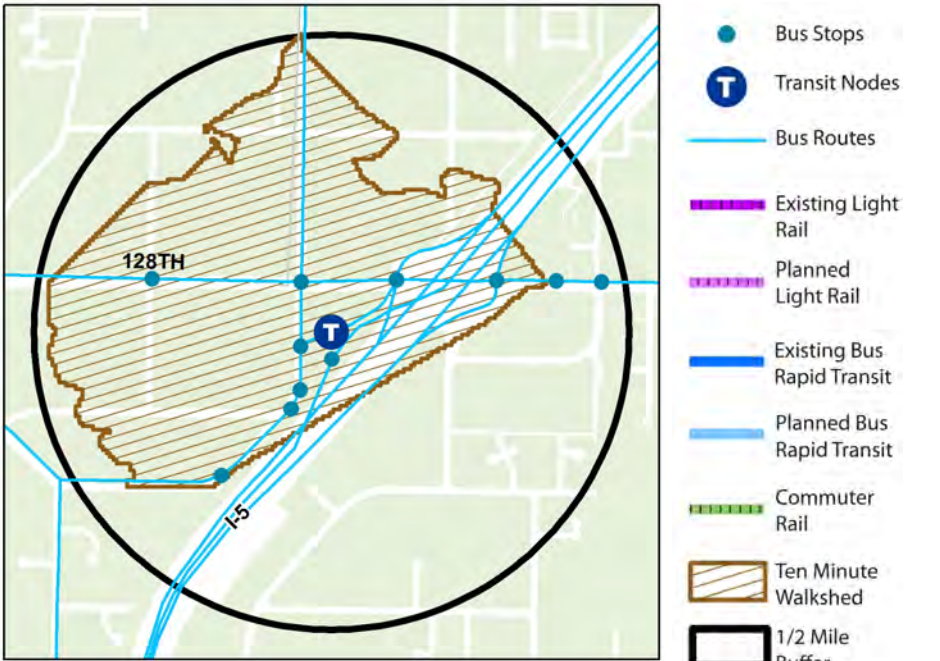
Snohomish County designated the 128th Street Urban Center, which encompasses all of the Mariner transit study area, for significant population and employment growth, transit, bicycle, and pedestrian use, and a community focal point. Two-thirds of the study area is zoned UC, which encourages mixed uses, requires transit/pedestrian-supportive site design, allows less parking space and density incentives for transit proximity and affordable housing. The study area is divided between the potential annexation areas of Everett and Mill Creek.

LAND USE



Revised Summer 2013

TRANSPORTATION



PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	7,206	4,237
RACIAL DEMOGRAPHICS	48% minority	45%
AGE	25% > 18 years 7% < 65 years	19% 11%
MED HH INCOME	\$43,164	\$46,637
EDUCATION	14% BA or >	20%
AVERAGE HH SIZE	2.47	2.39

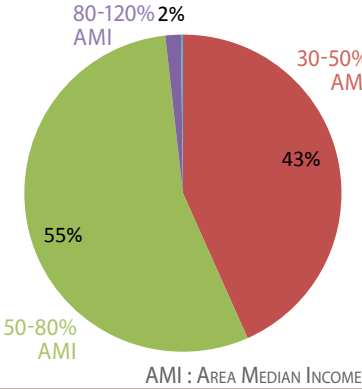
JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	2,686	3,032
AVERAGE WAGE	\$38,837	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	15%	17%

HOUSING

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	3,226	2,674
AFFORD. RANGE (0-50% AMI)	43%	21%
HOMEOWNERS	37%	35%
RENTERS	63%	65%
COST BURDEN (% OF INCOME)	46%	44%

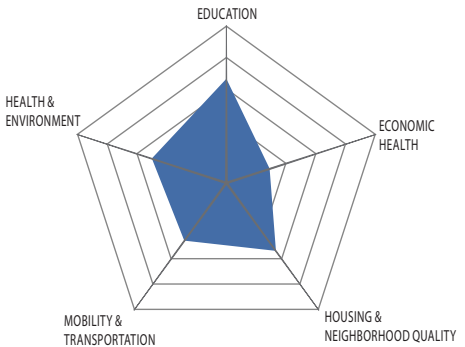
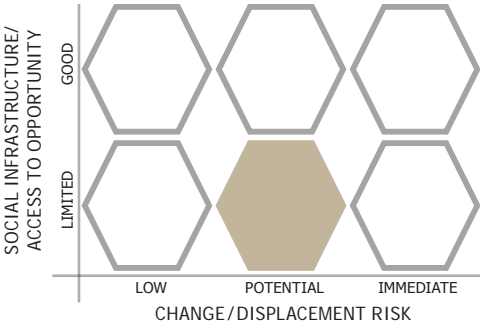
AFFORDABLE HOUSING BY INCOME LEVEL



PEOPLE PROFILE

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 needs 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.

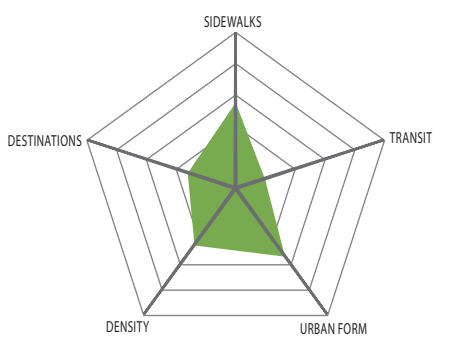
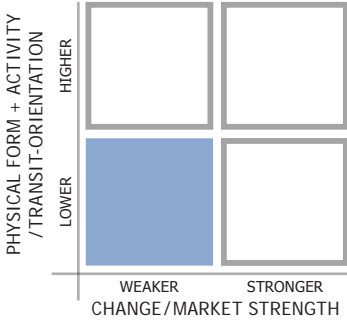
ACCESS TO OPPORTUNITY



PLACE PROFILE

Communities with immediate displacement risk show indications that displacement of lower income populations has begun, higher current market strength, and/or high number of community risk factors. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

PHYSICAL FORM + ACTIVITY



IMPLEMENTATION APPROACH

7 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:

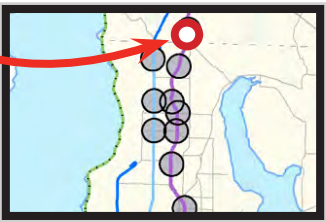
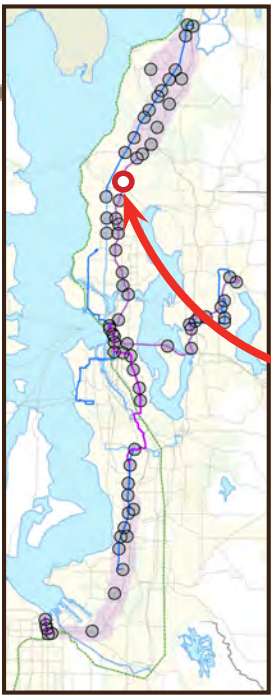
- Station area planning, focus on long-range vision and transitional uses
- Long-range capital facilities plan with pased infrastructure and public realm investments
- Community needs assessment and targeted investments
- Affordable housing preservation







# Mountlake Terrace



**AREA DESCRIPTION —**  
The Mountlake Terrace transit community, located in the City of Mountlake Terrace, is the location for a possible light rail station as a part of the Lynnwood Link Extension. The community is also home to a Community Transit Park and Ride with numerous intercity and express bus connections.

The current land use is predominantly single family residential. Park and commercial uses are located adjacent to the potential light rail station. The area is moderately walkable, with smaller blocks and urban amenities near the station but hampered by adjacency to the I-5 freeway and an incomplete network of sidewalks.

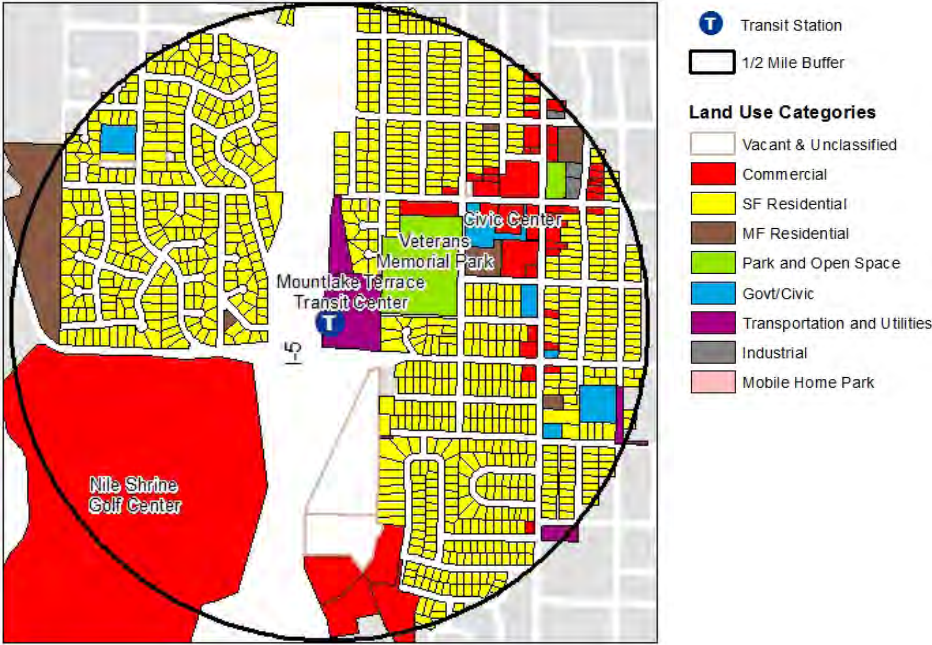
The population of the Mountlake Terrace transit community is 2,642 persons, with 28 percent minority. Household sizes and incomes are higher than most transit communities studied. Fewer than 600 jobs are located within a half-mile of the station location.

Housing stock is predominantly owner-occupied single family. Zero percent of units are affordable to households earning 50% AMI, making the area less affordable than both regional average in transit communities and the regional need for low income housing. Currently no subsidized units are located within the community.

**LOCAL PLANNING —**

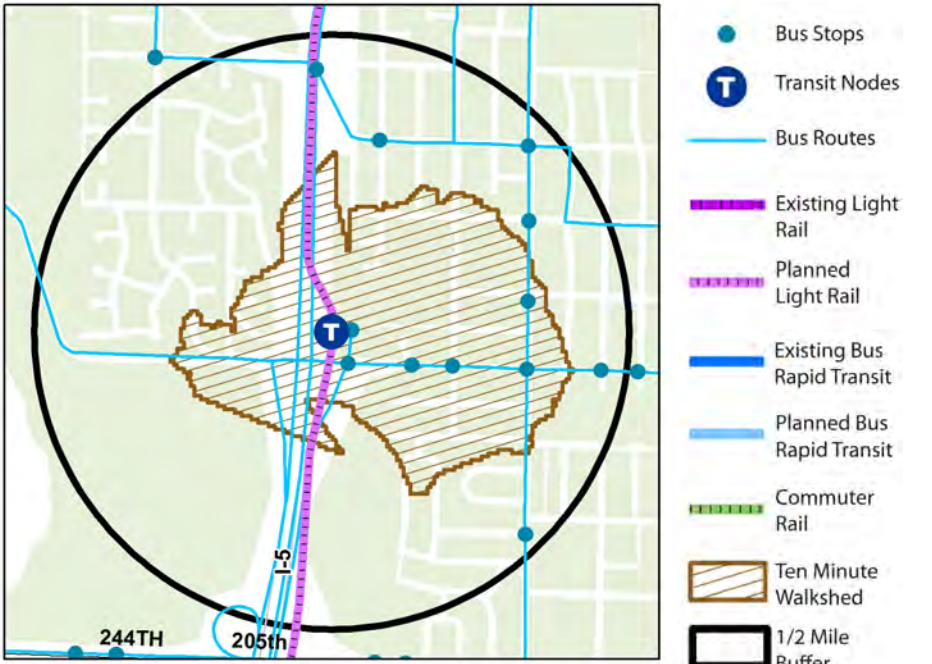
The Mountlake Terrace transit community consists of two locally designated planning areas, the Town Center District and Freeway Tourist District. City of Mountlake Terrace envisions the transit community east of I-5 transitioning to a dense pedestrian oriented community within the designated Town Center. Within the Town Center zoning calls for higher density development and a mix of uses. Mountlake Terrace completed a Downtown plan for the Town Center in 2009. Recently the city completed an Environmental Impact Statement for a potential upzone and road development south of the future light rail station in the Freeway/Tourist District subarea.

**LAND USE**



Revised Summer 2013

**TRANSPORTATION**



**PEOPLE**

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	2,462	4,237
RACIAL DEMOGRAPHICS	28% minority	45%
AGE	19% > 18 years 14% < 65 years	19% 11%
MED. HH. INCOME	\$58,349	\$46,637
EDUCATION	18% BA or >	20%
AVERAGE HH SIZE	2.4	2.39

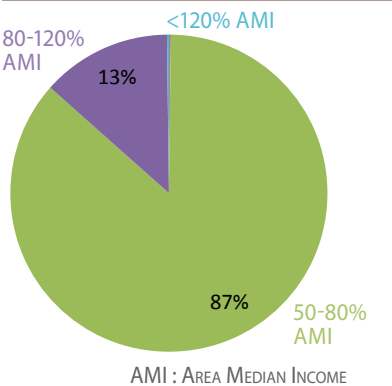
**JOBS**

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	583	3,032
AVERAGE WAGE	\$34,071	36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	28%	17%

**HOUSING**

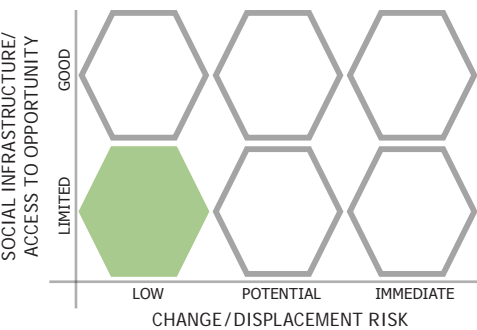
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	2,195	2,674
AFFORD. RANGE (0-50% AMI)	0%	21%
HOMEOWNERS	69%	35%
RENTERS	31%	65%
COST BURDEN (% OF INCOME)	43%	44%

**AFFORDABLE HOUSING BY INCOME LEVEL**

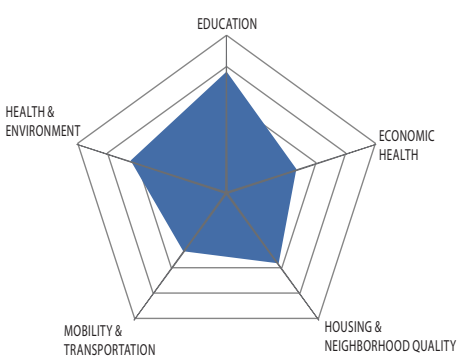


**PEOPLE PROFILE**

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

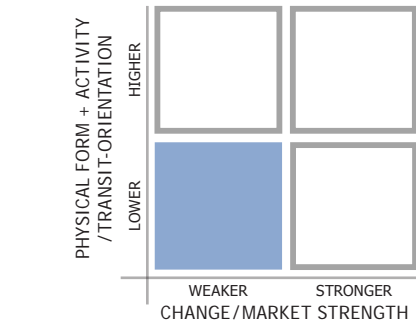


**ACCESS TO OPPORTUNITY**

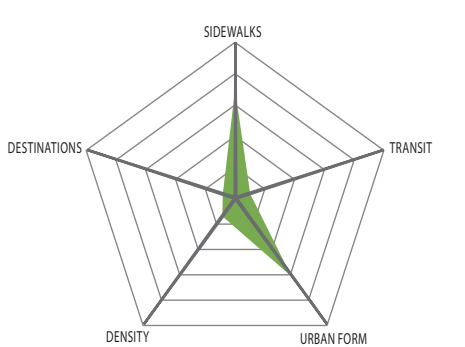


**PLACE PROFILE**

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.



**PHYSICAL FORM + ACTIVITY**



**IMPLEMENTATION APPROACH**

**6 BUILD URBAN PLACES**  
Build Urban Places transit communities are neighborhoods or centers with weak to emerging real estate markets and lower physical form and activity, located primarily along major highways or arterials in the mid-North and mid-South corridors. With low risk of displacement and good existing or future transit access to job centers these communities are poised for medium-term growth, however, their existing physical form and activity levels limit TOD potential. Key strategies focus on market-priming through strategic planning and key infrastructure improvements in order to attract pioneering, market rate TOD. Fourteen communities, found primarily in the mid-North corridor (but no current light rail stations), are categorized as Build Urban Places.

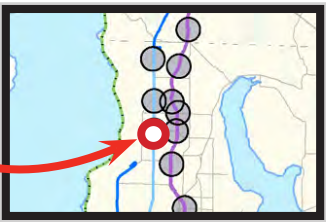
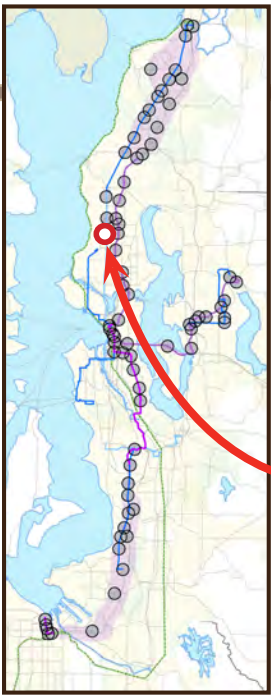
- KEY STRATEGIES:**
- Intensify activity with transformative plans for infill and redevelopment
  - Identify and fund catalytic capital facilities investments
  - Full range of tools for new affordable housing production
  - Community needs assessment and targeted investments







# N 130th Street



## AREA DESCRIPTION —

The N 130th Street transit community, located in the City of Seattle, is the location of a future Metro RapidRide Station. Service is expected to begin in September of 2013.

The community includes low-rise commercial and light industrial uses along SR- 99, surrounded by predominantly single family and low-density multi-family housing. A neighborhood activity center at Linden Avenue includes recent higher density and mixed-use developments, as well as a community center and play-ground. A lack of sidewalks in much of the neighborhood, larger blocks, and barriers created by major arterials impede walkability.

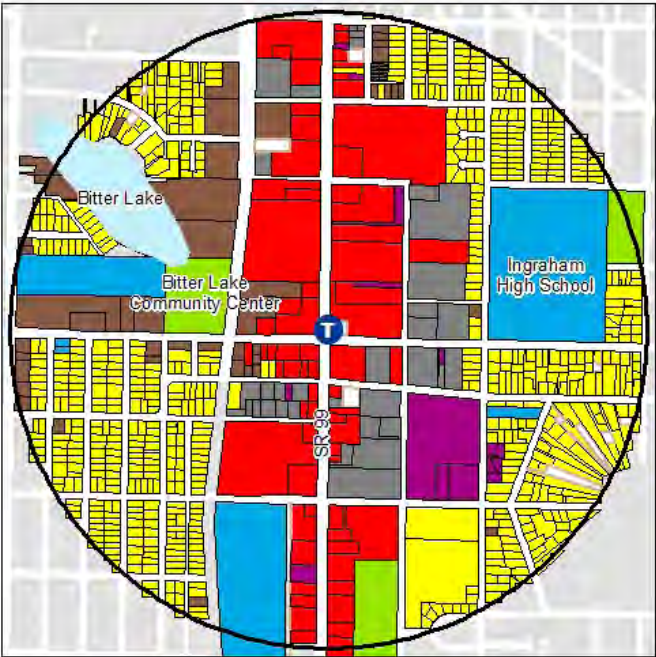
N 130th Street transit community has a total population of 4,621 with 37 percent minority, making it less populous and diverse than the average transit community. Over 3,000 jobs are located in the transit community as well.

Housing stock is predominantly renter occupied, at 62%. With nineteen percent of housing units affordable to households earning 50% AMI, the community is less affordable than transit communities on average and lower than overall regional need for this income bracket. The area is home for several major subsidized housing developments.

## LOCAL PLANNING —

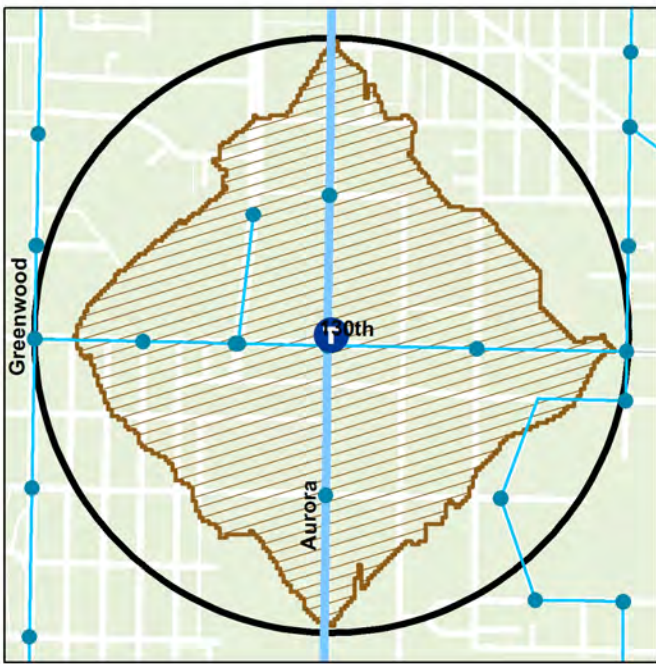
N 130th Street transit community is within a Seattle designated Hub Urban Village. In 2012, the City of Seattle completed an update of the Broadview - Bitter Lake- Haller Lake neighborhood plan. The City of Seattle envisions more balanced transportation options in the N. 130th St. transit community through development of high quality sidewalks and integration of Metro’s RapidRide. Additionally, the city seeks to strengthen the mixed-use neighborhood village, and support activities that build community along Linden Avenue.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	4,621	4,237
RACIAL DEMOGRAPHICS	37% minority	45%
AGE	15% > 18 years 19% < 65 years	19% 11%
MED. HH. INCOME	\$38,672	\$46,637
EDUCATION	21% BA or >	20%
AVERAGE HH SIZE	1.84	2.39

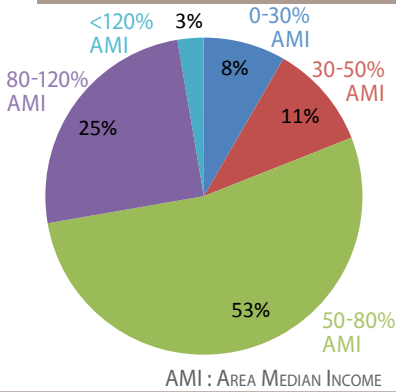
## JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	3,116	3,032
AVERAGE WAGE	\$42,739	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	42%	17%

## HOUSING

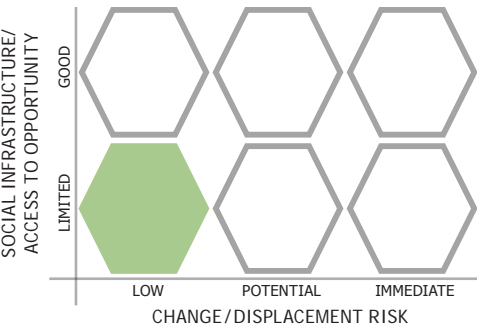
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	4,980	2,674
AFFORD. RANGE (0-50% AMI)	19%	21%
HOMEOWNERS	38%	35%
RENTERS	62%	65%
COST BURDEN (% OF INCOME)	49%	44%

## AFFORDABLE HOUSING BY INCOME LEVEL

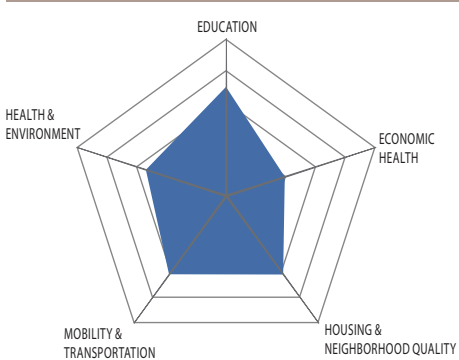


## PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

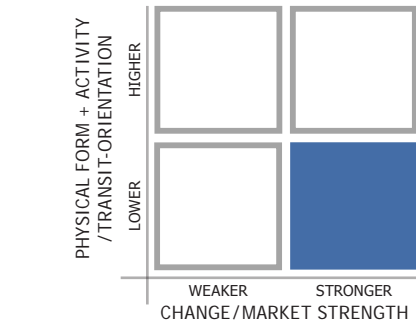


## ACCESS TO OPPORTUNITY

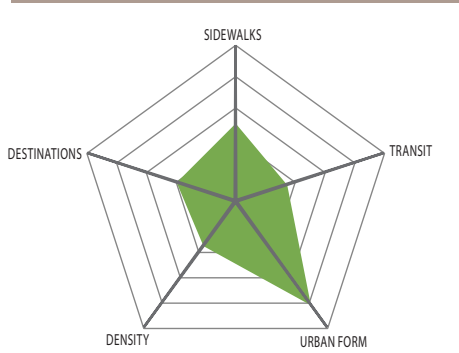


## PLACE PROFILE

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



## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 6 BUILD URBAN PLACES

Build Urban Places transit communities are neighborhoods or centers with weak to emerging real estate markets and lower physical form and activity, located primarily along major highways or arterials in the mid-North and mid-South corridors. With low risk of displacement and good existing or future transit access to job centers these communities are poised for medium-term growth, however, their existing physical form and activity levels limit TOD potential. Key strategies focus on market-priming through strategic planning and key infrastructure improvements in order to attract pioneering, market rate TOD. Fourteen communities, found primarily in the mid-North corridor (but no current light rail stations), are categorized as Build Urban Places.

#### KEY STRATEGIES:

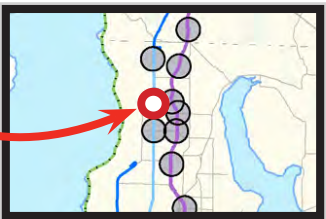
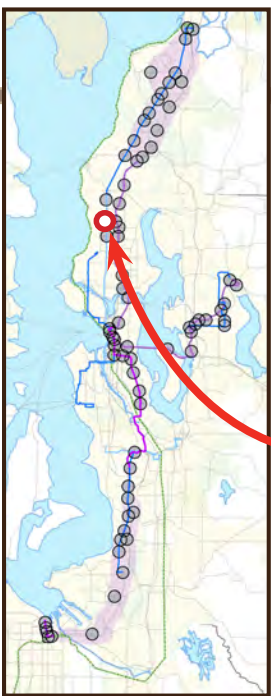
- Intensify activity with transformative plans for infill and redevelopment
- Identify and fund catalytic capital facilities investments
- Full range of tools for new affordable housing production
- Community needs assessment and targeted investments







# N 155th Street



## AREA DESCRIPTION —

The N. 155th Street transit community, located in the City of Shoreline, is the location for two future Metro RapidRide stops. Additional RapidRide stations and stops are located within the ½ mile walkshed. Service is expected to begin in February 2014. The transit community is also currently

served by several Metro local and express bus routes.

Land uses in the area include low-rise commercial development along the major arterials, surrounded by predominantly single family housing. With relatively small blocks, the transit community has a moderately walkable urban form, but lacks complete sidewalk coverage.

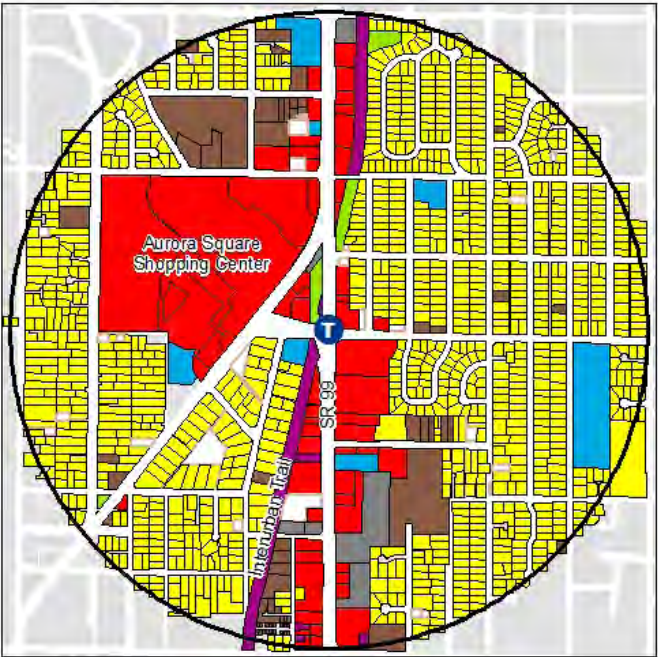
The population of the N 155th Street is 4,275, with a minority population of 38 percent, making it less populous and less diverse than the average transit community in the region.

Housing stock is predominantly owner occupied, at 77 percent. Nearly half of the households are considered housing cost burdened. With sixteen percent of housing units affordable to households earning 50 percent of AMI, the community is less affordable than most other transit communities and well below the regional level of need for this income bracket.

## LOCAL PLANNING —

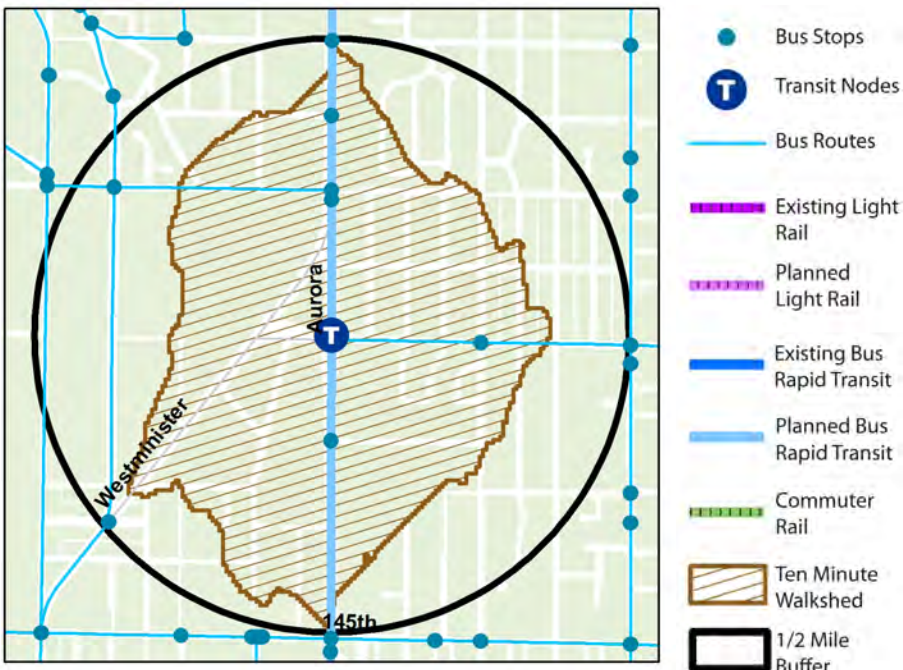
The City of Shoreline envisions significant change along the length of SR-99. The Aurora Corridor Project has brought new investments in sidewalks, lighting, stormwater and landscaping as part of a vision to improve safety for all users and change the auto-oriented corridor into a more sustainable and pedestrian-friendly mixed-use area. The City has adopted a community renewal area plan for Aurora Square, an existing underdeveloped and aging commercial area, with the intent of creating a transit-oriented community complete with more intense commercial, residential and employment development.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	4,275	4,237
RACIAL DEMOGRAPHICS	38% minority	45%
AGE	17% > 18 years 14% < 65 years	19% 11%
MED HH INCOME	\$61,525	\$46,637
EDUCATION	30% BA or >	20%
AVERAGE HH SIZE	2.4	2.39

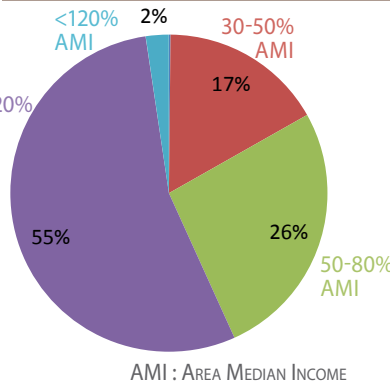
## JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	2,320	3,032
AVERAGE WAGE	\$29,702	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	12%	17%

## HOUSING

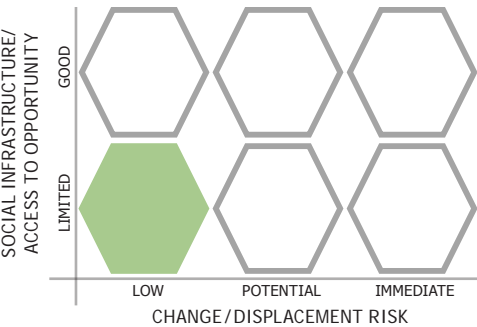
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	2,152	2,674
AFFORD. RANGE (0-50% AMI)	17%	21%
HOMEOWNERS	63%	35%
RENTERS	37%	65%
COST BURDEN (% OF INCOME)	44%	44%

## AFFORDABLE HOUSING BY INCOME LEVEL

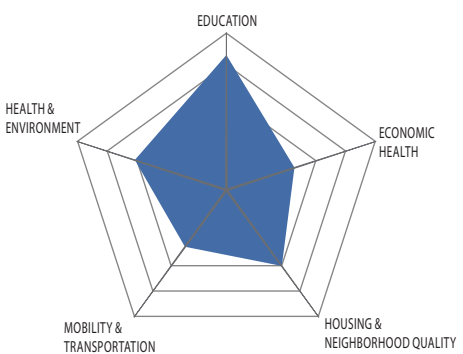


## PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

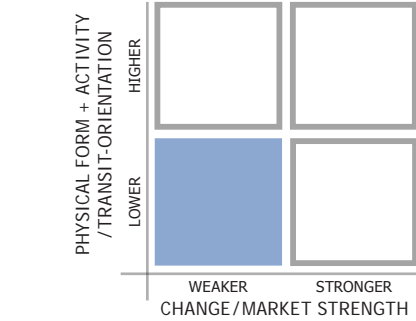


## ACCESS TO OPPORTUNITY

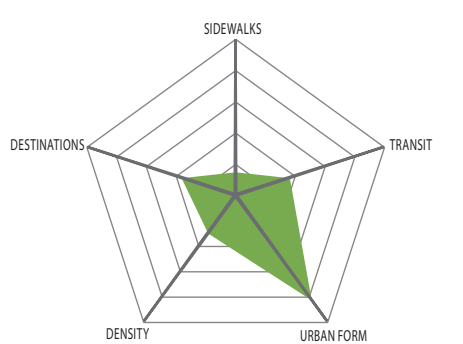


## PLACE PROFILE

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.



## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 6 BUILD URBAN PLACES

Build Urban Places transit communities are neighborhoods or centers with weak to emerging real estate markets and lower physical form and activity, located primarily along major highways or arterials in the mid-North and mid-South corridors. With low risk of displacement and good existing or future transit access to job centers these communities are poised for medium-term growth, however, their existing physical form and activity levels limit TOD potential. Key strategies focus on market-priming through strategic planning and key infrastructure improvements in order to attract pioneering, market rate TOD. Fourteen communities, found primarily in the mid-North corridor (but no current light rail stations), are categorized as Build Urban Places.

#### KEY STRATEGIES:

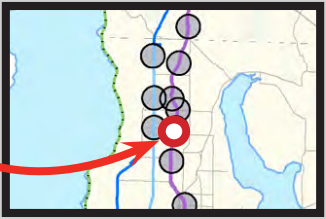
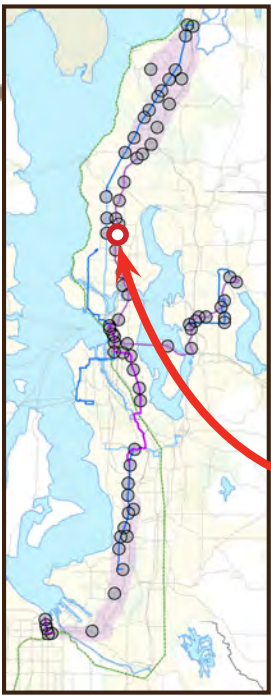
- Intensify activity with transformative plans for infill and redevelopment
- Identify and fund catalytic capital facilities investments
- Full range of tools for new affordable housing production
- Community needs assessment and targeted investments







# NE 130th Street



### AREA DESCRIPTION —

The NE 130th Street transit community, located in the City of Seattle, is the location for a possible light rail station along the Lynnwood Link extension. If selected, service could begin as early as 2023. The community is also home to a Washington State Department of Transportation Park and Ride with connections to numerous Metro local and express bus routes.

The current land use is predominantly single-family housing. With relatively small block sizes, but a lack of sidewalks throughout much of the neighborhood, the walkability of the transit community is moderate. Circulation is also impeded by the I-5 freeway.

The NE 130th Street transit community has a total population of 4,198, and minorities make up 35 percent of the population, making it less populous and less diverse than the average transit community in the region. Little employment is located in the area. Housing stock is predominantly owner-occupied, at 65 percent. Fifteen percent of housing units are affordable to households earning 50 percent of AMI, making the community less affordable than most transit communities and below the regional level of need for housing for this income bracket.

### LOCAL PLANNING —

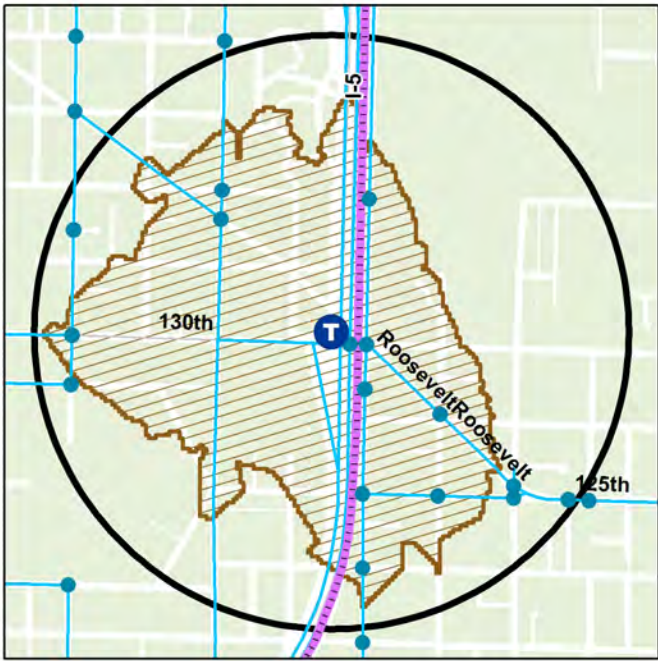
The City of Seattle does not currently envision any significant change in the near or medium term for the NE 130th St. transit community. Because the area is primarily zoned for single-family residential uses and does not contain a designated urban village, the City has not prepared a focused plan here.

### LAND USE



Revised Summer 2013

### TRANSPORTATION



### PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	4,198	4,237
RACIAL DEMOGRAPHICS	35% minority	45%
AGE	17% > 18 years 13% < 65 years	19% 11%
MED. HH. INCOME	\$56,068	\$46,637
EDUCATION	27% BA or >	20%
AVERAGE HH. SIZE	2.31	2.39

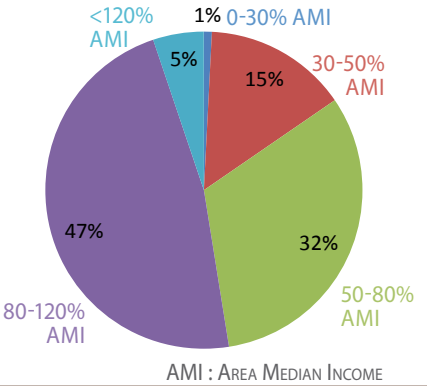
### JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	266	3,032
AVERAGE WAGE	\$41,361	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	13%	17%

### HOUSING

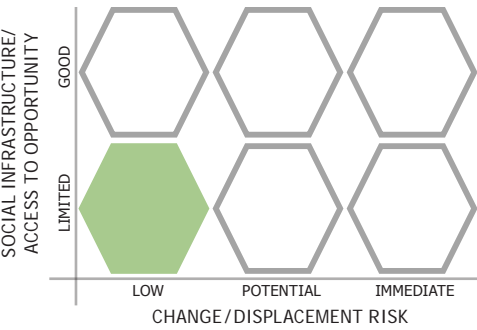
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	4,306	2,674
AFFORD. RANGE (0-50% AMI)	15%	21%
HOMEOWNERS	65%	35%
RENTERS	35%	65%
COST BURDEN (% OF INCOME)	44%	44%

### AFFORDABLE HOUSING BY INCOME LEVEL

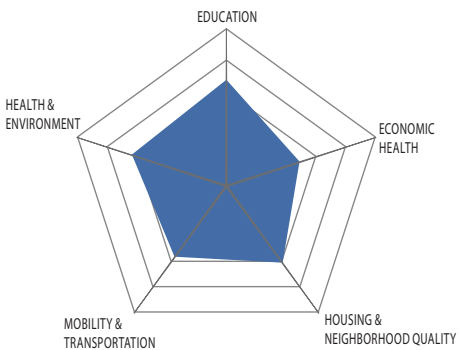


### PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

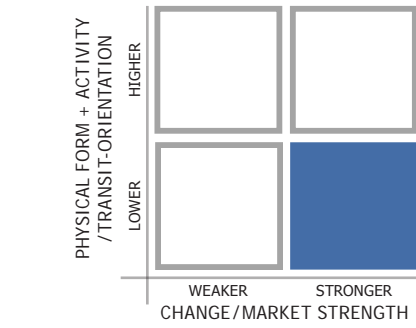


### ACCESS TO OPPORTUNITY

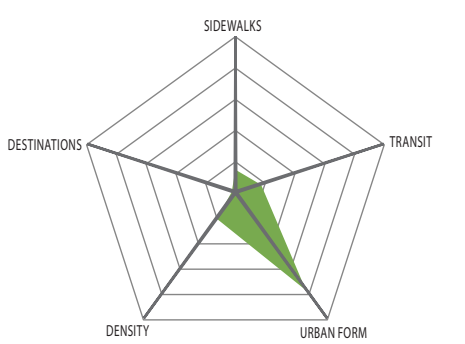


### PLACE PROFILE

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



### PHYSICAL FORM + ACTIVITY



### IMPLEMENTATION APPROACH

#### 6 BUILD URBAN PLACES

Build Urban Places transit communities are neighborhoods or centers with weak to emerging real estate markets and lower physical form and activity, located primarily along major highways or arterials in the mid-North and mid-South corridors. With low risk of displacement and good existing or future transit access to job centers these communities are poised for medium-term growth, however, their existing physical form and activity levels limit TOD potential. Key strategies focus on market-priming through strategic planning and key infrastructure improvements in order to attract pioneering, market rate TOD. Fourteen communities, found primarily in the mid-North corridor (but no current light rail stations), are categorized as Build Urban Places.

#### KEY STRATEGIES:

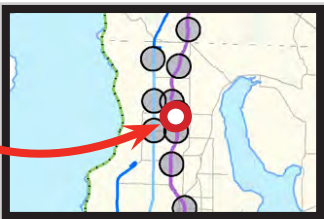
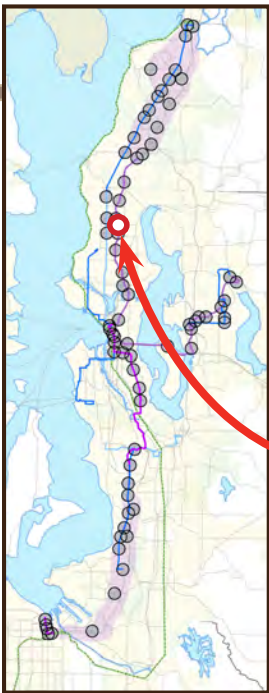
- Intensify activity with transformative plans for infill and redevelopment
- Identify and fund catalytic capital facilities investments
- Full range of tools for new affordable housing production
- Community needs assessment and targeted investments







# NE 145th Street



## AREA DESCRIPTION —

The NE 145th Street transit community, located in the cities of Seattle and Shoreline, is the site of a possible light rail station on the Lynnwood Link Extension, with service beginning in 2023. The community is also home to a King County Metro Park and Ride with numerous intercity express bus connections.

Existing land use is predominantly single-family residential. Nearly a quarter of the land in the transit community is dedicated to public open space and park uses. The community is bisected by the I-5 freeway, and with larger blocks and few sidewalks, it does not currently offer a walkable urban environment.

The NE 145th transit community has a total population of 4,131, with a minority population of 36 percent, making it less populous and less diverse than the average transit community. Nearly 750 jobs are located within a half mile of the transit node.

Housing stock is evenly divided between owner and renter occupied units. With only ten percent of housing units affordable to households earning 50% of AMI, the community is less affordable than the regional average for transit communities.

## LOCAL PLANNING —

The Seattle portion of the community is largely undevelopable; it includes a public golf course, the I-5 right-of-way and the campus of a private school. Most of the remaining land is zoned for single-family residences, and because the area has not been identified for accepting growth, the City has not developed a plan for it. However, the City of Shoreline has adopted a light rail station area policy framework that calls for higher density and a mix of uses within the Shoreline portion of the NE 145th Street transit community if it is selected as a station on the Lynnwood Link extension.

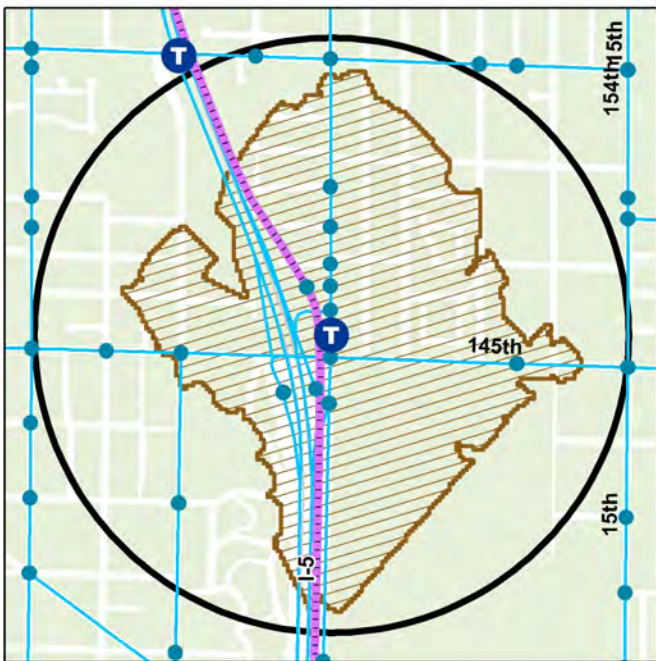
## LAND USE



Revised Summer 2013



## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	4,131	4,237
RACIAL DEMOGRAPHICS	36% minority	45%
AGE	18% > 18 years 15% < 65 years	19% 11%
MED. HH. INCOME	\$64,798	\$46,637
EDUCATION	28% BA or >	20%
AVERAGE HH SIZE	2.32	2.39

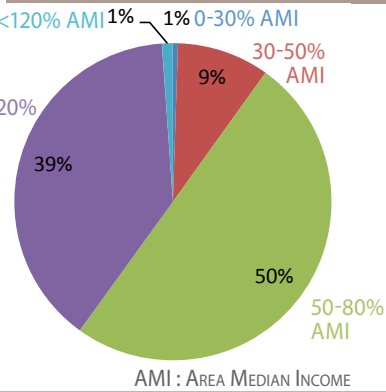
## JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	744	3,032
AVERAGE WAGE	\$39,678	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	15%	17%

## HOUSING

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	2,619	2,674
AFFORD. RANGE (0-50% AMI)	10%	21%
HOMEOWNERS	50%	35%
RENTERS	50%	65%
COST BURDEN (% OF INCOME)	48%	44%

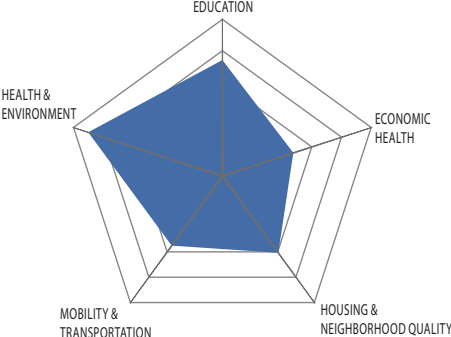
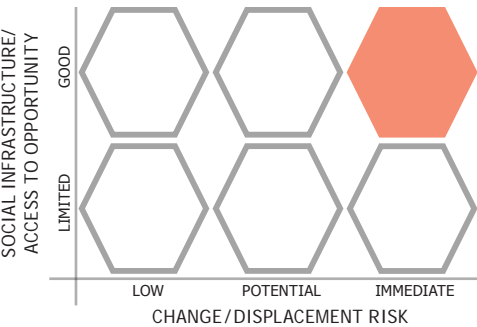
## AFFORDABLE HOUSING BY INCOME LEVEL



## PEOPLE PROFILE

Communities with immediate displacement risk show indications that displacement of lower income populations has begun, higher current market strength, and/or high number of community risk factors. Good access to opportunity means households benefit from a wide range of nearby resources.

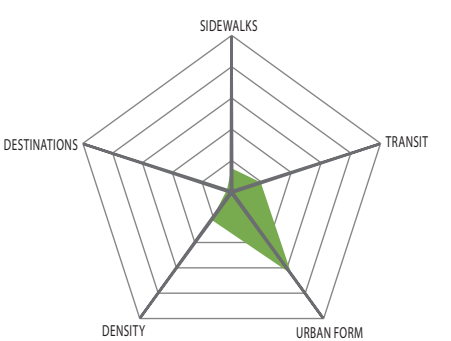
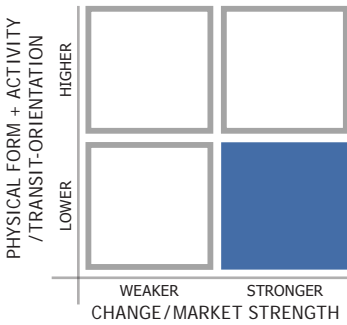
## ACCESS TO OPPORTUNITY



## PLACE PROFILE

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

## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 1 PROTECT AND GROW

Protect and Grow transit communities are neighborhoods with emerging to strong real estate demand and community characteristics that indicate an immediate risk of displacement. Physical form and activity levels are varied. Key strategies focus on supporting an emerging market for higher density development while preserving affordability and leveraging community benefits from growth. As communities in transition, they call for a more proactive approach to ensuring equitable growth. Nine communities are categorized as Protect and Grow (including five current light rail stations in Southeast Seattle).

#### KEY STRATEGIES:

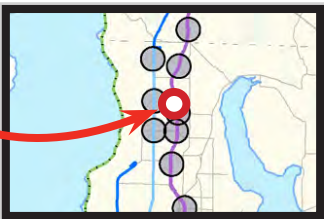
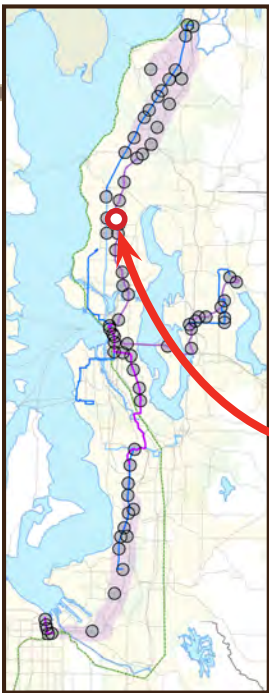
- Development regulations and capital facilities investments that support market demand
- Full range of tools for new and preserved affordable housing
- Community needs assessment and targeted community investments
- Targeted small business support







# NE 155th Street



## AREA DESCRIPTION —

The NE 155th Street transit community, located in the City of Shoreline, is being considered as the location for a possible light rail station on the Lynnwood Link Extension. If chosen, service would begin in 2023. The transit community

is currently served by numerous local and express bus routes.

The current land use is predominantly single-family residential. Bisected by the I-5 freeway and with few sidewalks the community has an urban form with moderate to poor walkability.

The NE 155th Street transit community has a total population 4,182, with a minority population of 30 percent, making less populous and less diverse than the average transit community. The community contains nearly 900 jobs.

Housing stock is predominantly owner occupied, at 75 percent. With only one percent of housing units affordable to households earning 50% of AMI, the community is less affordable than other transit communities and well below the regional level of need.

## LOCAL PLANNING —

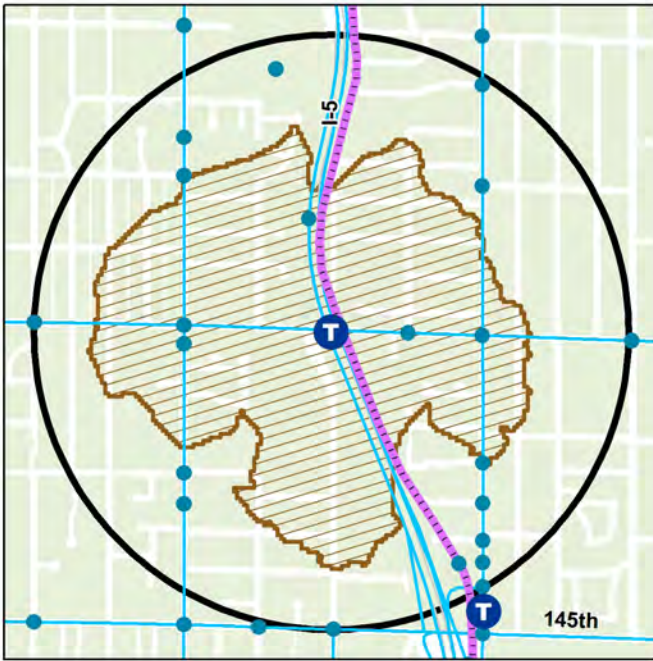
Currently, the City of Shoreline does not envision significant change in the near to medium term for the NE 155th Street community. Zoning does not currently allow any commercial or mixed use development. While the city has adopted Comprehensive Plan policies for light rail station areas that call for transit supportive densities and mix of uses around future Lynnwood Link stations, it has not applied the policies to the NE 155th Street community.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	4,182	4,237
RACIAL DEMOGRAPHICS	35% minority	45%
AGE	19% > 18 years 16% < 65 years	19% 11%
MED HH INCOME	\$80,556	\$46,637
EDUCATION	29% BA or >	20%
AVERAGE HH SIZE	2.62	2.39

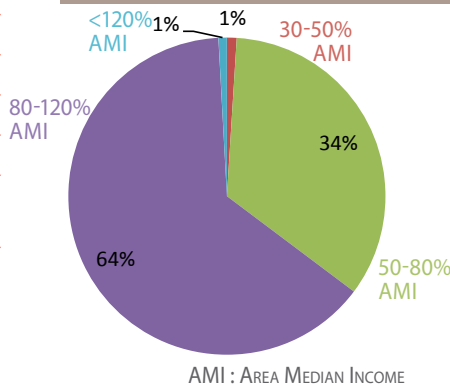
## JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	869	3,032
AVERAGE WAGE	\$25,530	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	18%	17%

## HOUSING

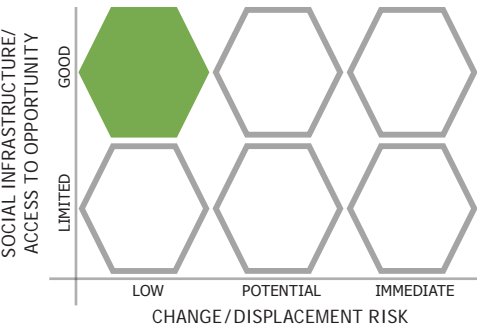
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	1,782	2,674
AFFORD. RANGE (0-50% AMI)	1%	21%
HOMEOWNERS	76%	35%
RENTERS	24%	65%
COST BURDEN (% OF INCOME)	40%	44%

## AFFORDABLE HOUSING BY INCOME LEVEL

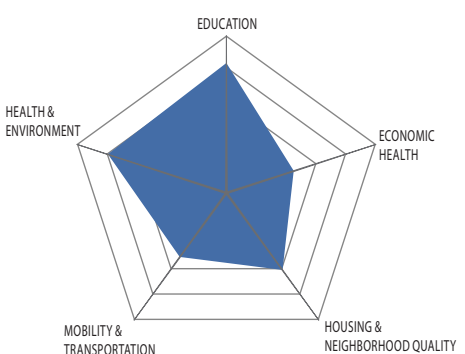


## PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Good access to opportunity means households benefit from a wide range of nearby resources.

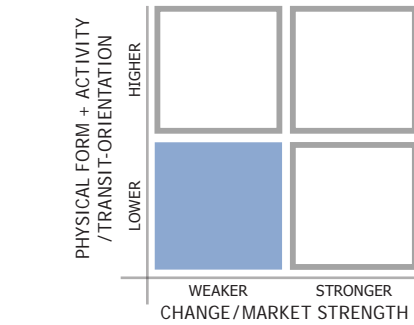


## ACCESS TO OPPORTUNITY

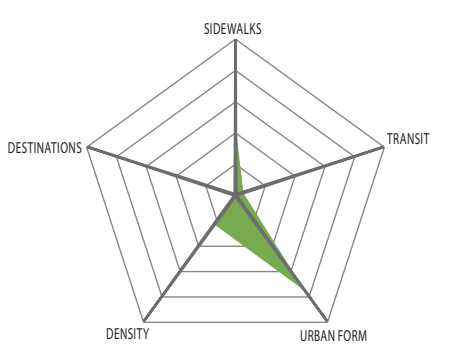


## PLACE PROFILE

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.



## TRANSIT ORIENTATION



## IMPLEMENTATION APPROACH

### 6 BUILD URBAN PLACES

Build Urban Places transit communities are neighborhoods or centers with weak to emerging real estate markets and lower physical form and activity, located primarily along major highways or arterials in the mid-North and mid-South corridors. With low risk of displacement and good existing or future transit access to job centers these communities are poised for medium-term growth, however, their existing physical form and activity levels limit TOD potential. Key strategies focus on market-priming through strategic planning and key infrastructure improvements in order to attract pioneering, market rate TOD. Fourteen communities, found primarily in the mid-North corridor (but no current light rail stations), are categorized as Build Urban Places.

#### KEY STRATEGIES:

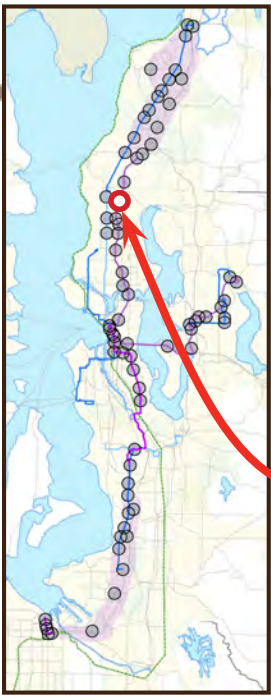
- Intensify activity with transformative plans for infill and redevelopment
- Identify and fund catalytic capital facilities investments
- Full range of tools for new affordable housing production
- Community needs assessment and targeted investments







# NE 185th Street



## AREA DESCRIPTION —

The NE 185th Street transit community, located in the City of Shoreline, is being considered as the location for a possible light rail station on the Lynnwood Link Extension. If chosen, service would begin in 2023. Local bus service is

currently provided by Metro Transit.

The current land use is predominantly single-family residential. Bisected by the I-5 freeway, with relatively large blocks, and generally lacking sidewalks the community is not currently very walkable.

The population of the NE 185th Street transit community is 3,880, with a minority population of 27 percent, making it less populous and less diverse than the average transit community in the region. The area currently has little employment.

Household stock is predominantly owner occupied, at 82 percent. With only one percent of housing units affordable to households earning 50% of AMI, the community is less affordable than both the regional average for transit communities and the regional housing need at this income level.

## LOCAL PLANNING —

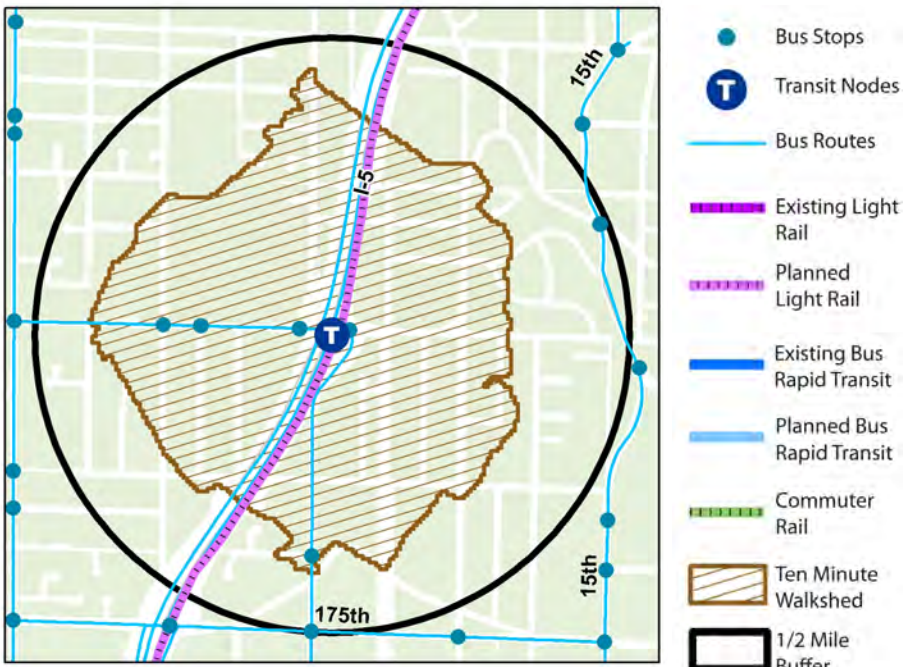
The City of Shoreline has adopted Comprehensive Plan policies including a study area boundary map for this area that call for transit supportive densities and a mix of uses. Guided by the adopted policies, a city-led and funded station area planning effort is now underway with completion of the plan expected by 2015.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	3,880	4,237
RACIAL DEMOGRAPHICS	36% minority	45%
AGE	20% > 18 years 11% < 65 years	19% 11%
MED. HH. INCOME	\$66,974	\$46,637
EDUCATION	27% BA or >	20%
AVERAGE HH SIZE	2.76	2.39

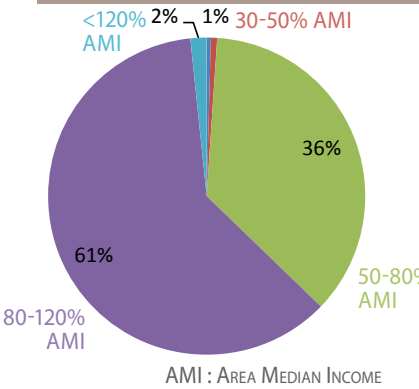
## JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	347	3,032
AVERAGE WAGE	\$20,843	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	48%	17%

## HOUSING

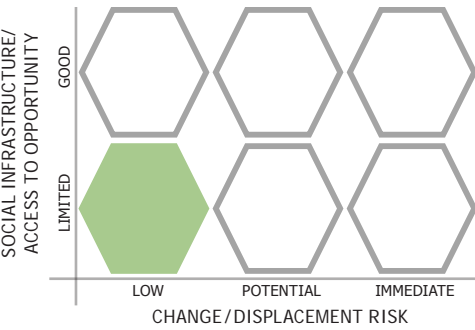
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	2,751	2,674
AFFORD. RANGE (0-50% AMI)	1%	21%
HOMEOWNERS	82%	35%
RENTERS	18%	65%
COST BURDEN (% OF INCOME)	47%	44%

## AFFORDABLE HOUSING BY INCOME LEVEL

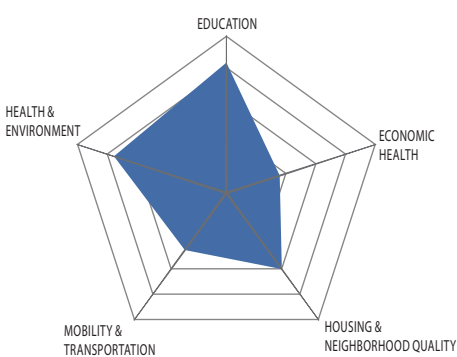


## PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

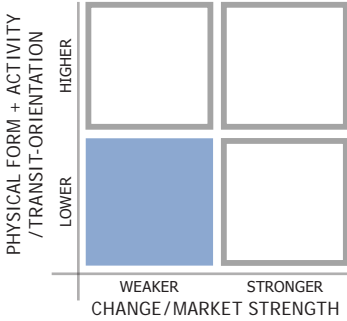


## ACCESS TO OPPORTUNITY

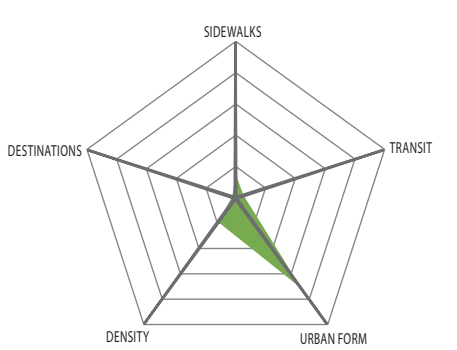


## PLACE PROFILE

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.



## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 6 BUILD URBAN PLACES

Build Urban Places transit communities are neighborhoods or centers with weak to emerging real estate markets and lower physical form and activity, located primarily along major highways or arterials in the mid-North and mid-South corridors. With low risk of displacement and good existing or future transit access to job centers these communities are poised for medium-term growth, however, their existing physical form and activity levels limit TOD potential. Key strategies focus on market-priming through strategic planning and key infrastructure improvements in order to attract pioneering, market rate TOD. Fourteen communities, found primarily in the mid-North corridor (but no current light rail stations), are categorized as Build Urban Places.

#### KEY STRATEGIES:

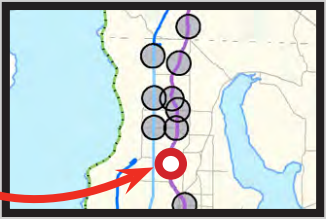
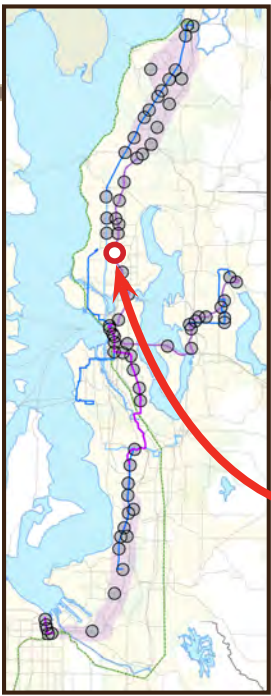
- Intensify activity with transformative plans for infill and redevelopment
- Identify and fund catalytic capital facilities investments
- Full range of tools for new affordable housing production
- Community needs assessment and targeted investments







# Northgate



### AREA DESCRIPTION —

The Northgate transit community, located in the City of Seattle, is the location for a future light rail station on the North Link extension scheduled to begin service in 2021. The community is currently home to a major King County Metro Transit Center and Park & Ride facility with numerous local and

intercity bus connections.

Northgate’s current land use pattern is predominantly commercial, including over 50 acres at the Northgate Mall alone. Walkability is limited due to large blocks, hilly topography, and by Interstate-5 that divides the neighborhood. North Seattle Community College is located across the freeway west of the planned light rail station. Several higher-density mixed use and residential projects were developed over the last several years, as were public amenities that include a new community center, library, and park.

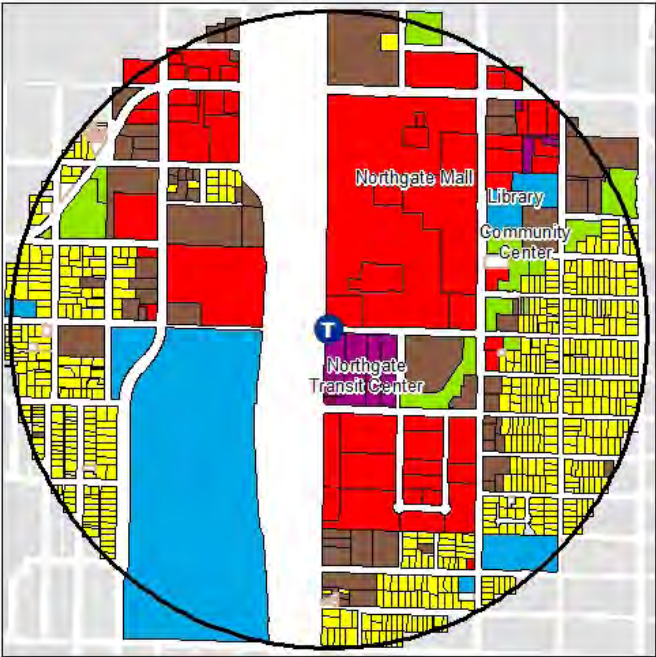
The population of the Northgate transit community is approximately 5,453, with 45 percent minority, making it more populous than average and comparable in diversity to the average transit community in the region. Over 9,000 jobs are located in the transit community, which represents a major subregional concentration of employment.

Over two-thirds of Northgate’s housing stock is renter occupied. With fifteen percent of housing units affordable to households earning 50 percent of AMI, the community is less affordable than both the regional average for transit communities and the regional need for housing at this affordability level.

### LOCAL PLANNING —

The Northgate transit community is part of a city-designated Urban Center, and a regionally designated Regional Growth Center. The city envisions Northgate evolving into a pedestrian-friendly transit-oriented mixed-use community that will absorb substantial new residential and employment growth. In 2013, the City of Seattle will complete an Urban Design Framework for the station area and the surrounding urban center.

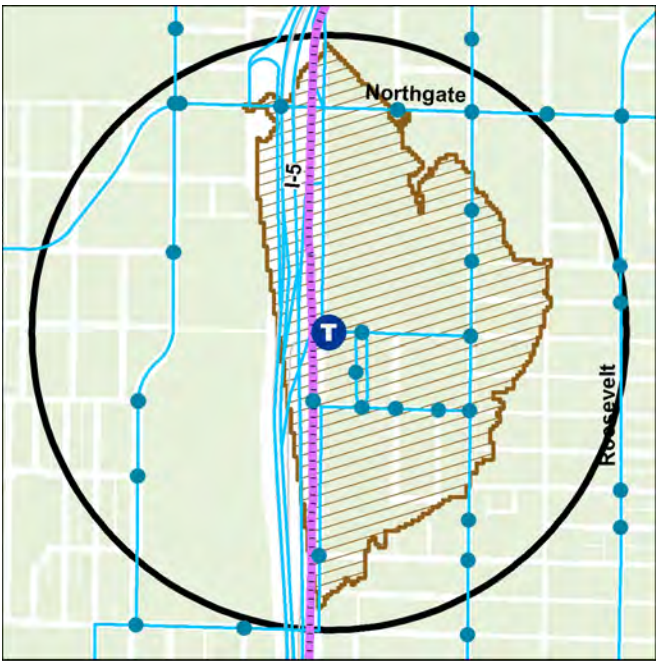
### LAND USE



- Transit Station
- 1/2 Mile Buffer
- Land Use Categories**
- Vacant & Unclassified
- Commercial
- SF Residential
- MF Residential
- Park and Open Space
- Govt/Civic
- Transportation and Utilities
- Industrial
- Mobile Home Park

Revised Summer 2013

### TRANSPORTATION



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

### PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	5,453	4,237
RACIAL DEMOGRAPHICS	45% minority	45%
AGE	13% > 18 years 14% < 65 years	19% 11%
MED HH INCOME	\$39,823	\$46,637
EDUCATION	27% BA or >	20%
AVERAGE HH SIZE	1.86	2.39

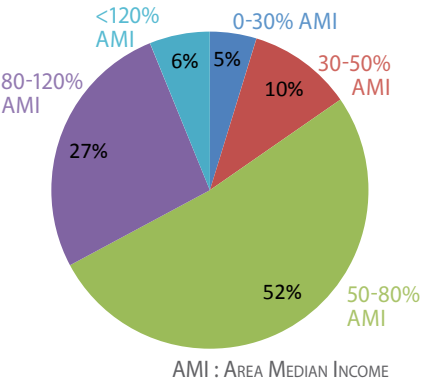
### JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	9,273	3,032
AVERAGE WAGE	\$37,693	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	12%	17%

### HOUSING

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	4,996	2,674
AFFORD. RANGE (0-50% AMI)	15%	21%
HOMEOWNERS	30%	35%
RENTERS	70%	65%
COST BURDEN (% OF INCOME)	49%	44%

### AFFORDABLE HOUSING BY INCOME LEVEL

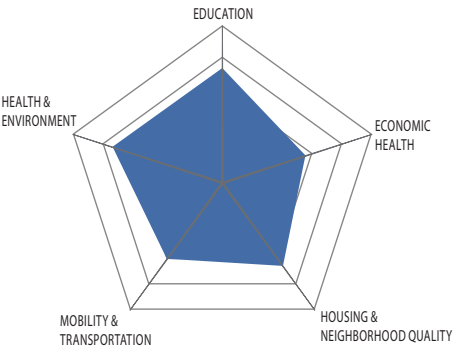
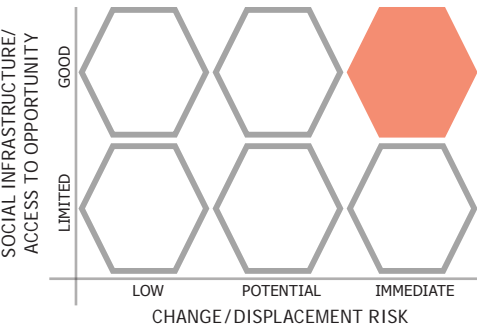


AMI : AREA MEDIAN INCOME

### PEOPLE PROFILE

Communities with immediate displacement risk show indications that displacement of lower income populations has begun, higher current market strength, and/or high number of community risk factors. Good access to opportunity means households benefit from a wide range of nearby resources.

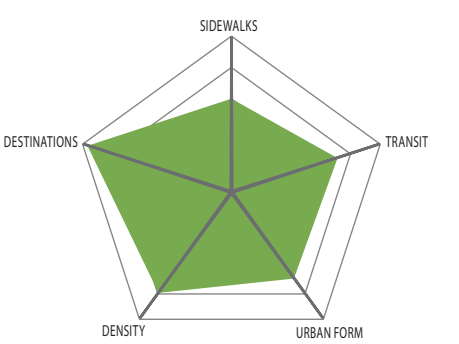
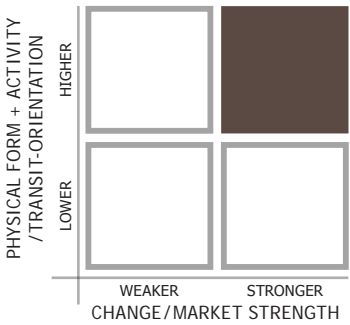
### ACCESS TO OPPORTUNITY



### PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that support a dense, walkable and transit-supportive neighborhood. A stronger real estate market suggests there is higher pressure for new development in the near- to mid-term.

### PHYSICAL FORM + ACTIVITY



### IMPLEMENTATION APPROACH

#### 2 EXPAND HOUSING CHOICES

Expand Housing Choices transit communities are current or future mixed-use centers with good access to opportunity, TOD supportive physical form and activity, and emerge to strong demand for higher density development. Some communities are at high risk of displacement; others have significant subsidized housing but will still have trouble meeting demand from lower to middle income households given the locations’ desirability. Key strategies leverage these strong markets to attract growth while providing broad affordability. Seven communities are categorized as Expand Housing Choices, all in the inner portions of the light rail corridors in Seattle (including four current light rail stations).

#### KEY STRATEGIES:

- Support potential to increase market rate housing supply and affordability
- Target subsidy and other efforts to preserve and expand low to moderate income affordable housing stock
- Leverage public and private assets and market demand to meet demand for workforce housing



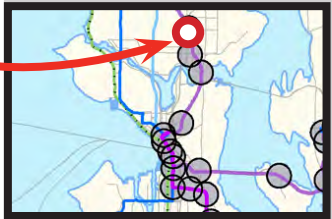
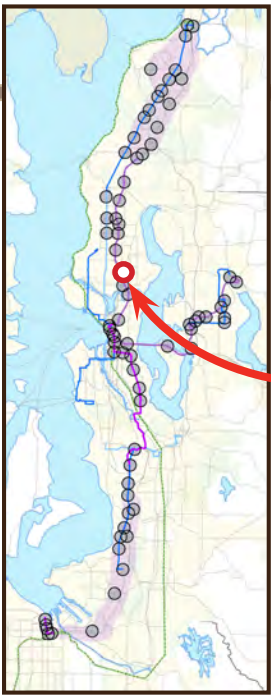
The Growing Transit Communities program is supported by a grant from the U.S. Department of Housing and Urban Development’s Sustainable Communities Regional Planning Grant Program. For more information: visit [psrc.org](http://psrc.org) or contact Ben Bakkenta at 206-971-3286 or [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org)







# Roosevelt



## AREA DESCRIPTION —

The Roosevelt transit community, located in the City of Seattle, is the location for a future light rail station on the North Link extension scheduled to begin service in 2021. The community is also home to a King County Metro Park and Ride facility.

The Roosevelt transit community includes the intersection of two significant commercial retail corridors, surrounded directly by a neighborhood mixed use commercial core, with predominantly single-family residential housing at its edges. The neighborhood has a highly walkable urban form, although Interstate-5 presents a pedestrian barrier to the west. Recent development has occurred at higher densities and with a mix of uses along the main commercial corridors. Nearby amenities include several parks, a community center, and library.

Roosevelt transit community has a total population of 8,428 with 21% minority, making it more populous but less racially diverse than the average transit community in the region. Housing stock is predominantly renter-occupied, at 60 percent. With only eleven percent of housing units affordable to households earning 50% of AMI, the community is less affordable than both the regional average for transit communities and the regional level of need for that income bracket.

## LOCAL PLANNING —

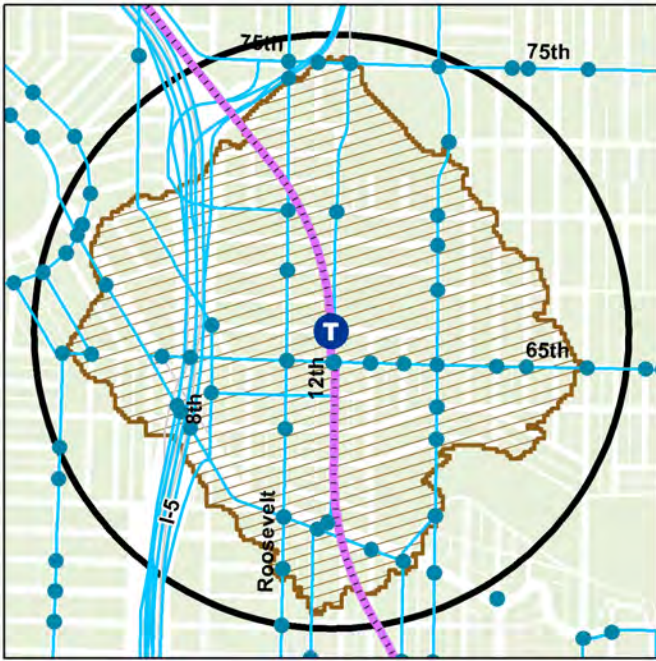
The Roosevelt transit community is part of a Seattle designated residential Urban Village and Station Area Overlay District. Local planning and recent zoning changes call for more midrise and mixed-use development near the future station, while preserving the existing surrounding single-family residential areas. Consistent with this vision, the city recently rezoned blocks in the immediate proximity to the light rail station to allow taller buildings. The city has also completed streetscape concept plans to guide future public realm improvements near the station.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	8,428	4,237
RACIAL DEMOGRAPHICS	21% minority	45%
AGE	12% > 18 years 8% < 65 years	19% 11%
MED. HH. INCOME	\$69,704	\$46,637
EDUCATION	42% BA or >	20%
AVERAGE HH. SIZE	2.03	2.39

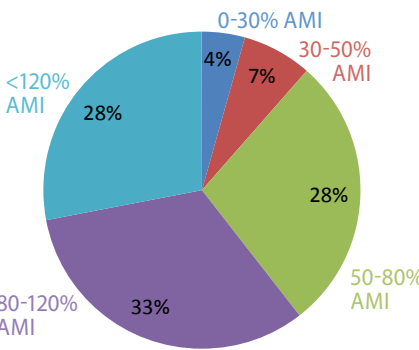
## JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	2,583	3,032
AVERAGE WAGE	\$36,907	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	30%	17%

## HOUSING

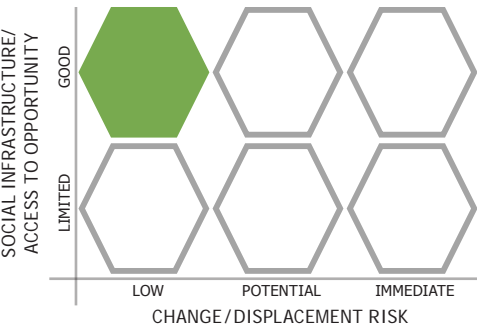
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	5,018	2,674
AFFORD. RANGE (0-50% AMI)	11%	21%
HOMEOWNERS	40%	35%
RENTERS	60%	65%
COST BURDEN (% OF INCOME)	36%	44%

## AFFORDABLE HOUSING BY INCOME LEVEL

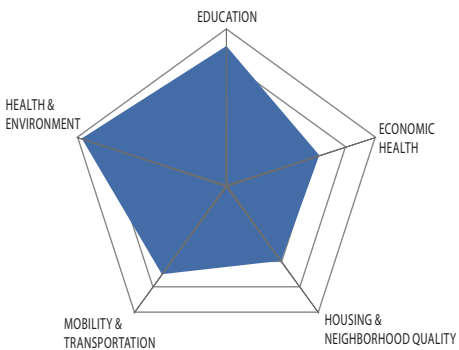


## PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Good access to opportunity means households benefit from a wide range of nearby resources.

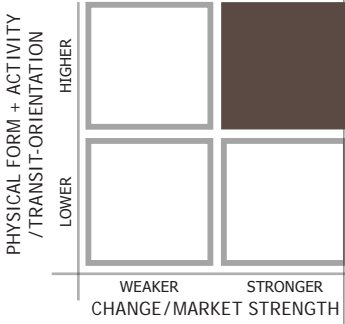


## ACCESS TO OPPORTUNITY

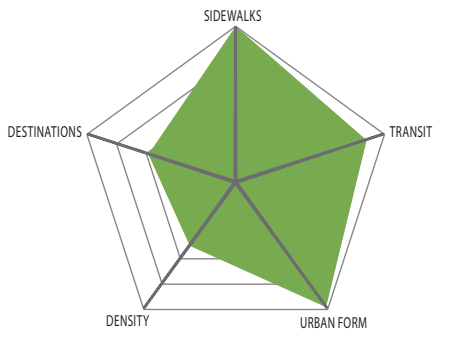


## PLACE PROFILE

These communities have physical forms and activity levels that do not strongly support a dense, walkable and transit-supportive neighborhood. They have a stronger real estate market that suggests there is higher pressure for new development in the near-term.



## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

**3 IMPROVE ACCESS** Improve Access transit communities are desirable neighborhoods or centers with good access to economic and educational opportunity, and strong real estate demand. Market rate housing is unaffordable to lower income households and there is relatively little subsidized housing. Key strategies focus on capturing value from strong markets to improve community access, either through subsidy to expand affordability within the community or transit investments to improve access to and from the community. Access needs and redevelopment opportunities will vary in scale and suitability across the diverse communities within this category, dependent on local visions and plans. For example, Bellevue Transit Center has planned for large amounts of near to medium term growth, while South Bellevue envisions little to none. Six communities are categorized as Improve Access (with no current light rail stations).

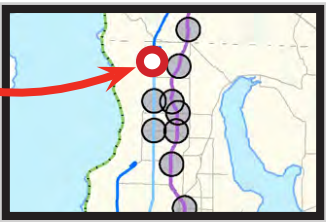
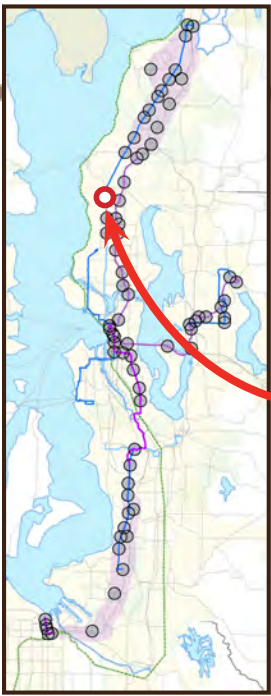
- KEY STRATEGIES:
- Ensure accessibility through multiple modes of transportation
  - Adopt tools to increase affordable housing choices, as appropriate to community scale
  - Connect transit dependent populations to transit and community resources







# Shoreline Park & Ride



## AREA DESCRIPTION —

Shoreline Park-and-Ride transit community, located in the City of Shoreline, is the location for a future Metro RapidRide stop with service expected to begin in February 2014. The community is currently home to a King County Metro Park-and-Ride with numerous intercity and express bus connections. This transit community is located along SR-99, and is expected to evolve into a mid-rise, transit oriented community centered around its RapidRide stops.

The current land use is predominantly single-family residential with auto-oriented commercial along the main arterial, SR-99. Current zoning, however, calls for a mix of uses. Recent development has included higher density residential. Large blocks and an incomplete network of sidewalks impede walkability.

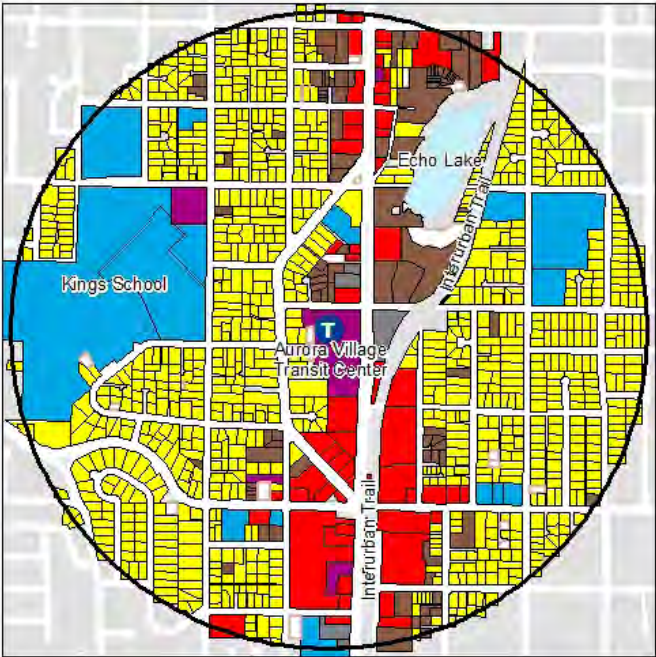
The population of the Shoreline Park and Ride transit community is 5,188, with 37 percent minority, making it somewhat more diverse than the region as a whole. Household size is slightly smaller than the average of the transit communities studied while average household income is higher than the average. A total of 2,441 jobs are located within a half mile of the central transit node.

Housing stock is nearly equally split between owner and renter occupied. Forty-five percent of households are considered cost burdened and 64 percent of housing units are affordable at zero to 80 percent AMI, making the area relatively affordable compared with other transit communities and the region as a whole.

## LOCAL PLANNING —

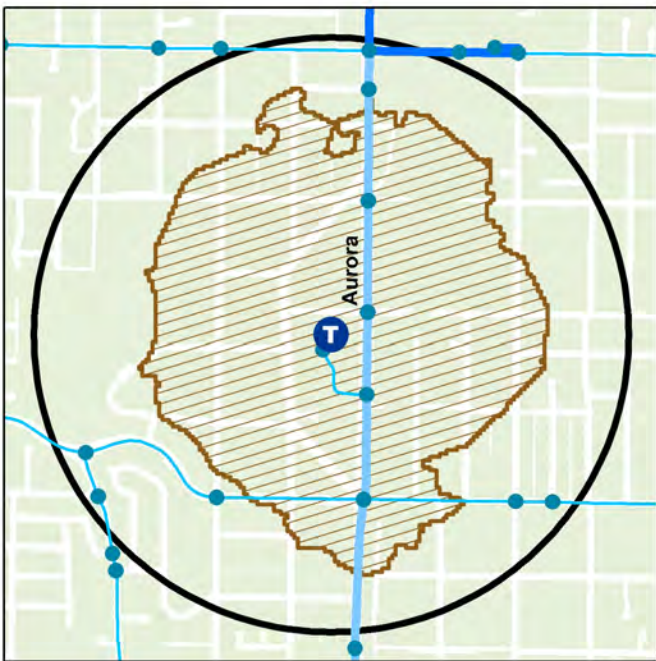
The City of Shoreline envisions significant change along the length of SR-99. The Aurora Corridor Project has brought new investments in sidewalks, lighting, stormwater and landscaping as part of a vision to improve safety for all users and change the auto-oriented corridor into a more sustainable and pedestrian-friendly mixed-use area. Plans and zoning envision a denser transit-oriented community at the Shoreline Park-and-Ride node and along the length of the Aurora Corridor.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	5,188	4,237
RACIAL DEMOGRAPHICS	34% minority	45%
AGE	16% > 18 years 21% < 65 years	19% 11%
MED. HH. INCOME	\$50,121	\$46,637
EDUCATION	25% BA or >	20%
AVERAGE HH. SIZE	2.16	2.39

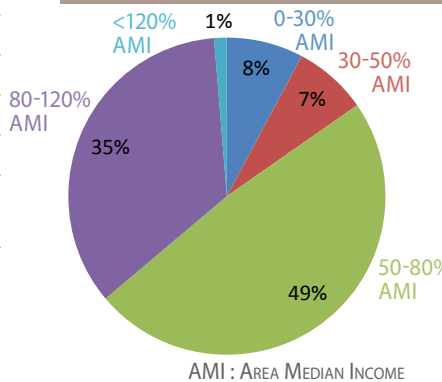
## JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	2,410	3,032
AVERAGE WAGE	\$30,609	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	18%	17%

## HOUSING

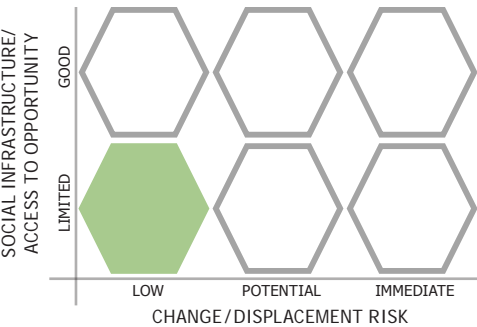
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	2,702	2,674
AFFORD. RANGE (0-50% AMI)	15%	21%
HOMEOWNERS	46%	35%
RENTERS	54%	65%
COST BURDEN (% OF INCOME)	45%	44%

## AFFORDABLE HOUSING BY INCOME LEVEL

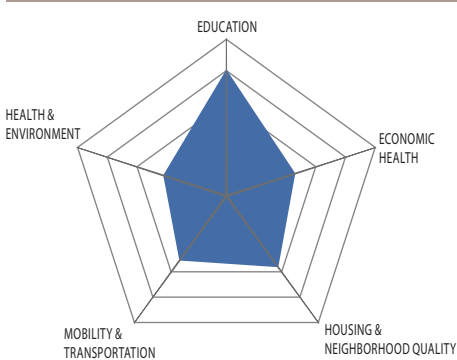


## PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

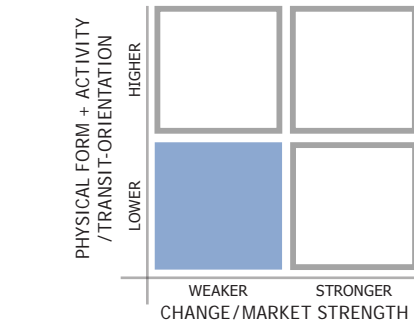


## ACCESS TO OPPORTUNITY

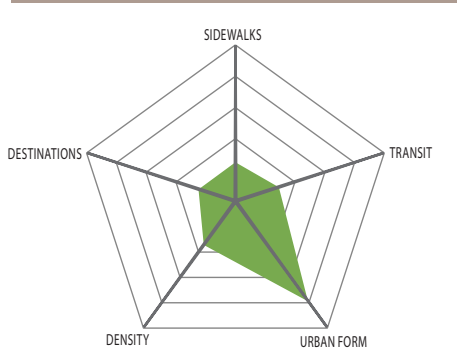


## PLACE PROFILE

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.



## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 6 BUILD URBAN PLACES

Build Urban Places transit communities are neighborhoods or centers with weak to emerging real estate markets and lower physical form and activity, located primarily along major highways or arterials in the mid-North and mid-South corridors. With low risk of displacement and good existing or future transit access to job centers these communities are poised for medium-term growth, however, their existing physical form and activity levels limit TOD potential. Key strategies focus on market-priming through strategic planning and key infrastructure improvements in order to attract pioneering, market rate TOD. Fourteen communities, found primarily in the mid-North corridor (but no current light rail stations), are categorized as Build Urban Places.

#### KEY STRATEGIES:

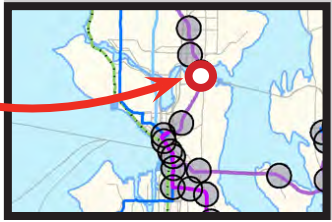
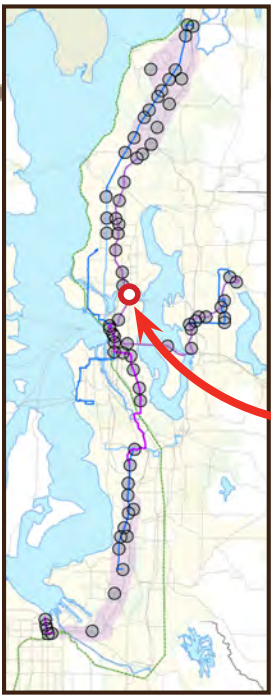
- Intensify activity with transformative plans for infill and redevelopment
- Identify and fund catalytic capital facilities investments
- Full range of tools for new affordable housing production
- Community needs assessment and targeted investments







# UW Stadium



## AREA DESCRIPTION —

The UW Stadium (now called University of Washington Station) transit community, located in the City of Seattle, is the location for a future light rail station on the University Link extension scheduled to begin service in 2016.

The station is located on the University of Washington campus, adjacent to the stadium and sports facilities, hospital, and main campus. As a campus setting, the area is well served by pedestrian walkways. The Burke-Gilman Trail, a regional bicycling and pedestrian facility, passes through the transit community, directly adjacent to the light rail station. As part of the light rail station development, Sound Transit is constructing a new pedestrian overpass that connects the station with the main campus across Montlake Blvd. The half mile surrounding the planned UW Stadium station encompasses a small single-family residential neighborhood with a population of approximately 500. The campus is a major regional employment center with over 15,500 estimated jobs.

Housing stock is predominantly single-family homes that are owner-occupied. None of the limited housing stock within walking distance of the station is affordable to households earning less than 80% of AMI.

## LOCAL PLANNING —

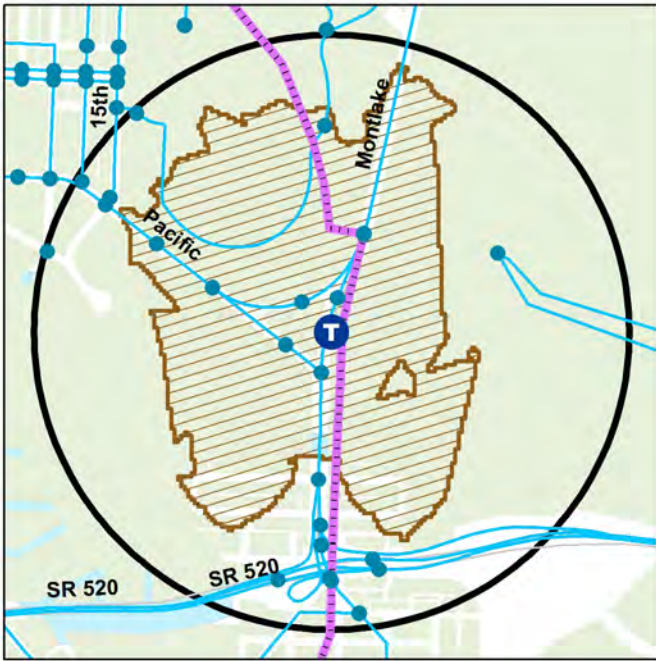
The transit community is part of a Seattle designated Urban Center Village, Seattle designated Station Area Overlay District, and a Regional Growth Center. Because this station is located on the UW campus and the nearest non-campus area is zoned for single-family residential uses, the City has not conducted a planning process in the area. However, the UW campus is governed by a Major Institution Master Plan that will likely be updated in the next several years.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	488	4,237
RACIAL DEMOGRAPHICS	15% minority	45%
AGE	0% > 18 years 0% < 65 years	19% 11%
MED. HH. INCOME	\$0	\$46,637
EDUCATION	47% BA or >	20%
AVERAGE HH SIZE	2.73	2.39

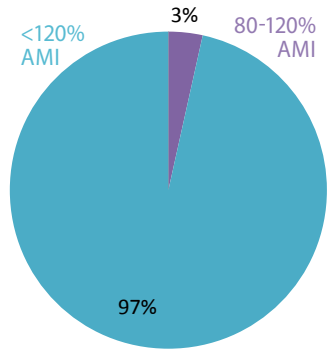
## JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	15,511	3,032
AVERAGE WAGE	\$33,885	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	24%	17%

## HOUSING

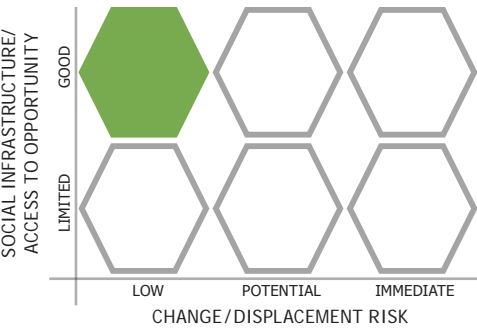
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	10	2,674
AFFORD. RANGE (0-50% AMI)	0%	21%
HOMEOWNERS	82%	35%
RENTERS	18%	65%
COST BURDEN (% OF INCOME)	0%	44%

## AFFORDABLE HOUSING BY INCOME LEVEL

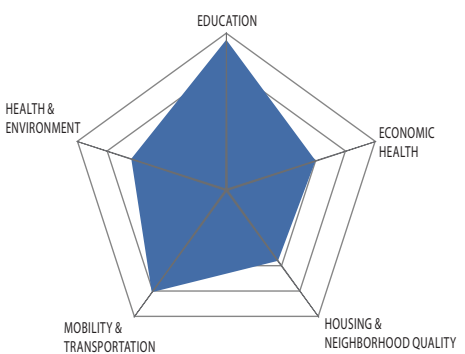


## PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Good access to opportunity means households benefit from a wide range of nearby resources.

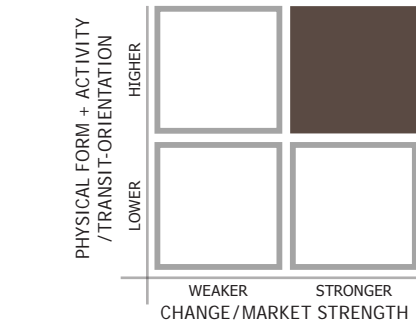


## ACCESS TO OPPORTUNITY

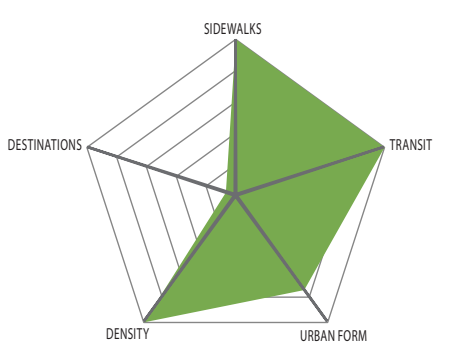


## PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that support a dense, walkable and transit-supportive neighborhood. A stronger real estate market suggests there is higher pressure for new development in the near- to mid-term.



## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 8 PRESERVE AND CONNECT

Preserve and Connect transit communities are regional industrial or institutional employment centers that play a vital role in the region's economy. While People and Place characteristics vary greatly across the transit communities in this approach, they are similar in the overarching importance of preserving and expanding the job base. Transit access improvements are needed where appropriate to support commuting. The introduction of housing in these areas may harm job opportunity and is not recommended. Four study areas, including two current stations, are categorized as Preserve and Connect.

#### KEY STRATEGIES:

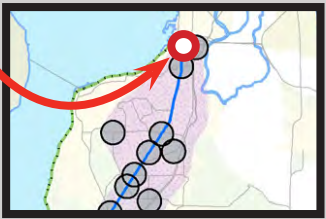
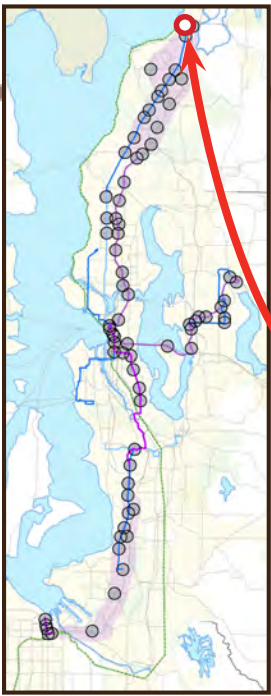
- Ensure accessibility by multiple modes of transportation
- Connect transit dependent populations to transit and other community resources







# Wetmore/Colby



### AREA DESCRIPTION —

The Wetmore/Colby transit community, located in the City of Everett, is centered around a Community Transit Swift BRT station, which began service in fall 2009. The community is within the area between Lynnwood Transit Center and Everett Station that will be considered in the future for

light rail expansion.

Current land use is predominantly commercial, however, significant amount of residential, both multifamily and single family, are also present throughout the community. Smaller blocks and a nearly complete network of sidewalks make the area highly walkable.

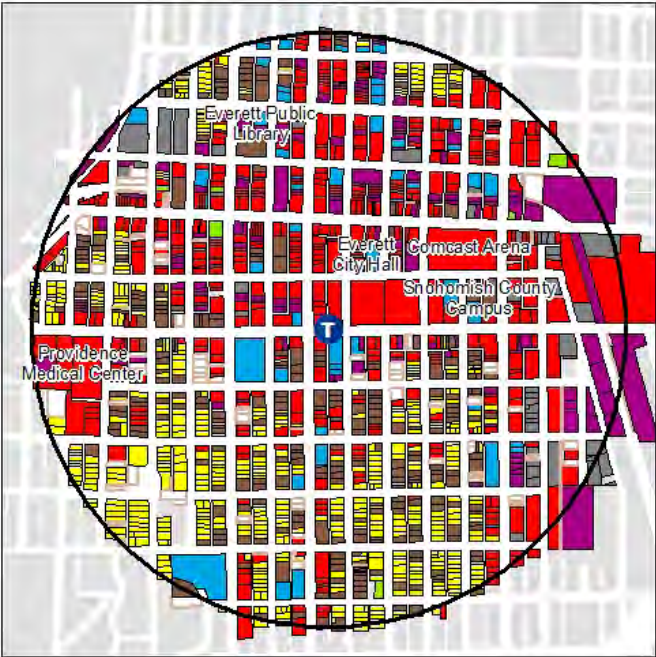
The population of Wetmore Colby is 6,078, with 22 percent minority, a lower level of diversity than the region as a whole. Compared with most other transit communities studied, household sizes are larger and incomes are lower. The community is at the heart of a major regional employment center. A total of 11,176 jobs are located within a half mile of the BRT station.

Housing stock is predominantly multifamily with over 80 percent of units renter-occupied. Thirty-four percent of housing units are affordable to households earning 50% of AMI, making the community more affordable than many other transit communities and the region as a whole.

### LOCAL PLANNING —

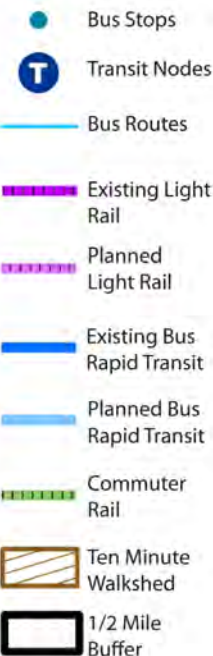
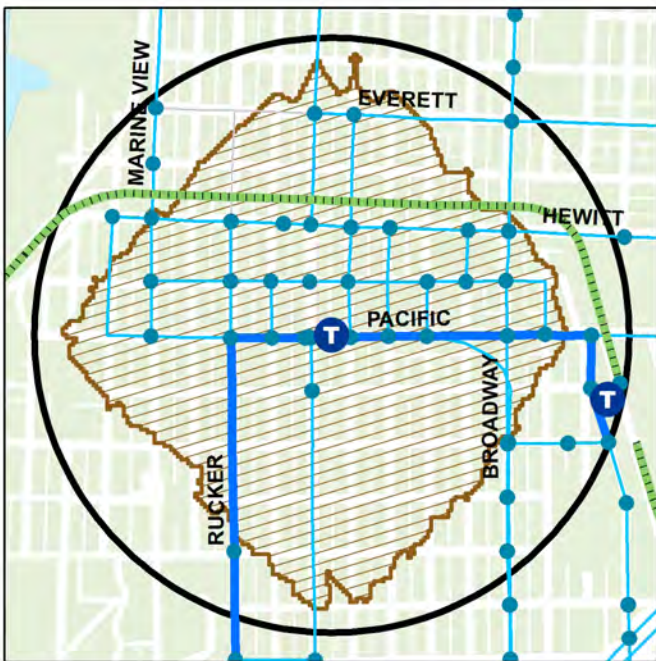
The Wetmore Colby transit community is part of a regionally designated Regional Growth Center and locally designated Central Business District. The City of Everett envisions a transition to a more multi-modal and appealing Downtown, with pedestrian-oriented and transit supportive development. In 2006 the City of Everett completed the Downtown Plan to forward a vision and provide a framework for future development. The majority of current zoning calls for a mix of pedestrian-oriented employment, commercial, civic and high-density residential uses.

### LAND USE



Revised Summer 2013

### TRANSPORTATION



### PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	6,078	4,237
RACIAL DEMOGRAPHICS	22% minority	45%
AGE	11% > 18 years 11% < 65 years	19% 11%
MED HH INCOME	\$36,854	\$46,637
EDUCATION	17% BA or >	20%
AVERAGE HH SIZE	2.32	2.39

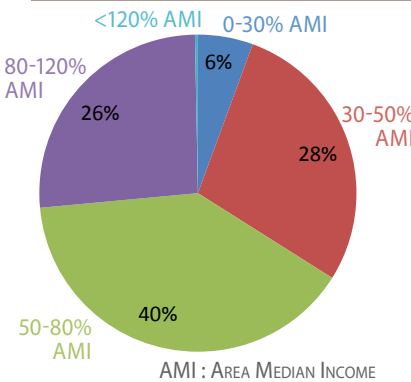
### JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	11,176	3,032
AVERAGE WAGE	\$42,892	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	15%	17%

### HOUSING

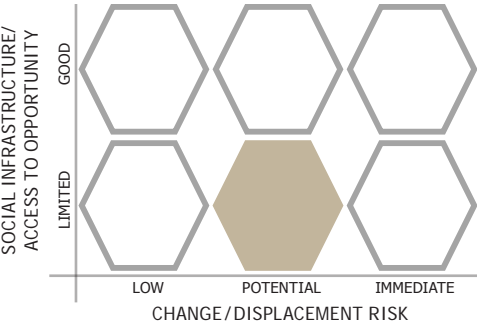
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	2,947	2,674
AFFORD. RANGE (0-50% AMI)	34%	21%
HOMEOWNERS	17%	35%
RENTERS	83%	65%
COST BURDEN (% OF INCOME)	45%	44%

### AFFORDABLE HOUSING BY INCOME LEVEL

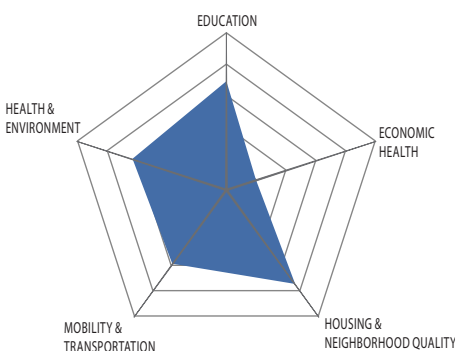


### PEOPLE PROFILE

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 needs 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.

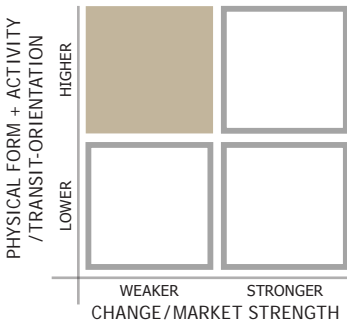


### ACCESS TO OPPORTUNITY

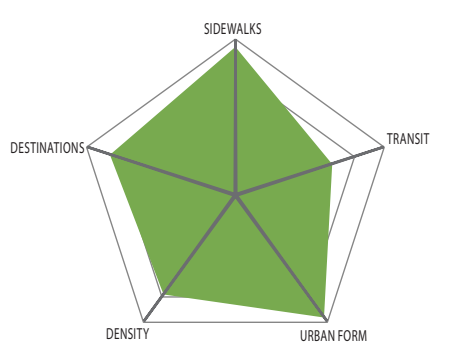


### PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that 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.



### PHYSICAL FORM + ACTIVITY



### IMPLEMENTATION APPROACH

#### 5 STIMULATE DEMAND

Stimulate Demand transit communities are smaller employment centers, mostly in older city centers at the termini of the light rail corridors. These communities have good physical form and activity, but moderate demand at this time for TOD. Key strategies focus on economic development strategies and investments to expand the local job base, fulfill development potential, and expand opportunity. Eight communities are categorized as Stimulate Demand (including five current Tacoma Link stations).

#### KEY STRATEGIES:

- Promote economic development to retain and expand job base
- Long-range capital facilities plan with phased infrastructure and public realm investments
- Affordable housing assessment and preservation
- Community needs assessment and targeted investments





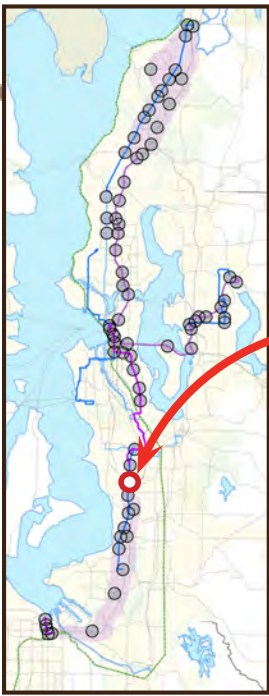


# South Corridor

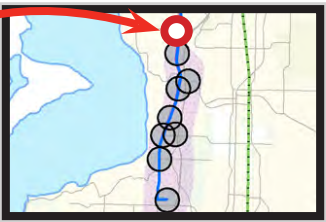
South  
Corridor







# Angle Lake



**AREA DESCRIPTION —**  
The Angle Lake transit community, located in the City of SeaTac, surrounds a planned light rail station that is currently under development and expected to begin service in 2016. The community is currently served by the RapidRide A BRT line.

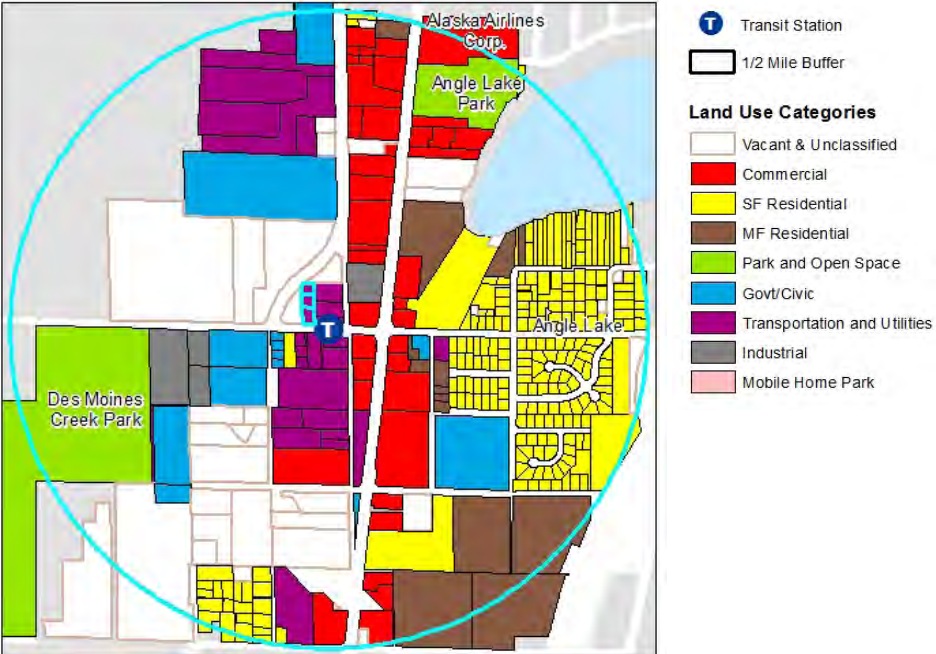
Current land use along the major arterial, SR-99, is predominantly commercial, including hotels, office, and small retail. A large airport parking facility is located adjacent to the planned station, with multifamily and single-family residential in the surrounding neighborhood. Within a half mile of the planned station, there are several large redevelopment sites as well as a city park, and lake. Although significant investment has been made in pedestrian infrastructure along the major streets, large blocks, poor connectivity, and wide streets generally impede walkability.

The Angle Lake transit community has a population of 3,886, with 73 percent minority, making it one of the most diverse transit communities in the region. Households are larger than most other transit communities and both income and education levels are well below regional averages. Nearly 7,500 jobs are located in the community, including at the corporate headquarters for Alaska Airlines.

Housing includes multifamily rental units, a significant concentration of mobile homes, and a neighborhood of single-family homes to the east of the station. Housing is among the most affordable in the region, particularly market rate housing affordable to households earning less than 50% of AMI. These data indicate a potential risk of displacement.

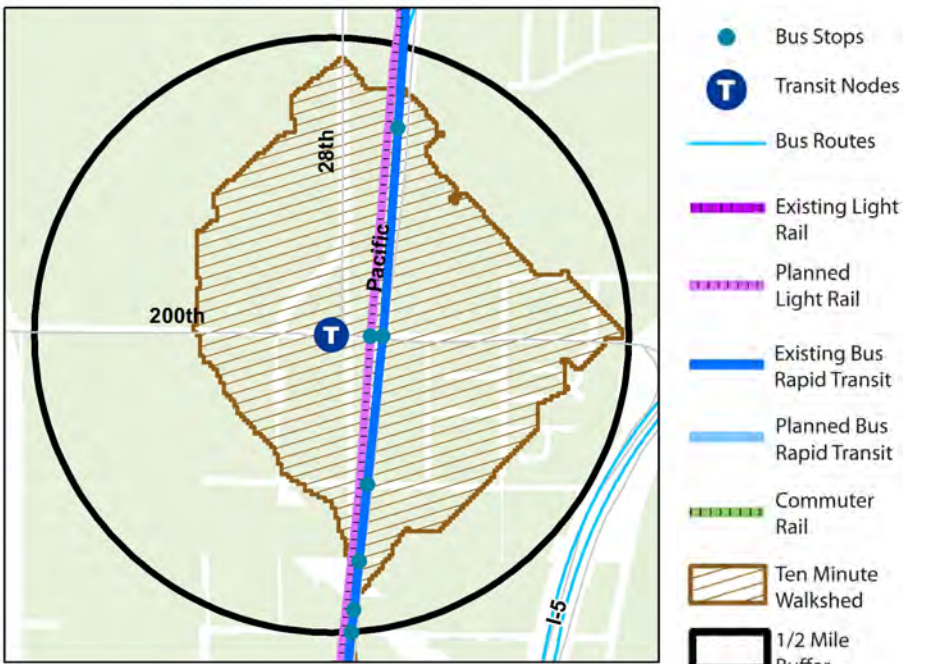
**LOCAL PLANNING —**  
The Angle Lake transit community is located in a designated Regional Growth Center. The City of SeaTac will begin a station area planning project in the summer of 2013, and envisions a transition from auto-oriented development to higher mix of uses and higher density development.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	3,886	4,237
RACIAL DEMOGRAPHICS	73% minority	45%
AGE	22% > 18 years 7% < 65 years	19% 11%
MED. HH. INCOME	\$46,695	\$46,637
EDUCATION	9% BA or >	20%
AVERAGE HH. SIZE	3.55	2.39

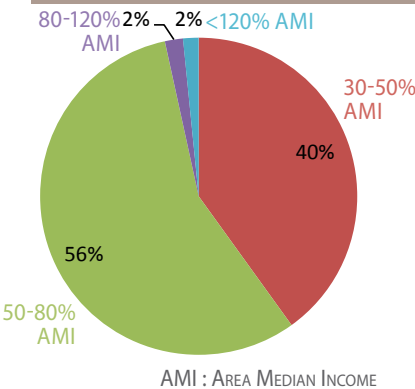
## JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	7,459	3,032
AVERAGE WAGE	\$68,128	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	3%	17%

## HOUSING

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	2,976	2,674
AFFORD. RANGE (0-50% AMI)	40%	21%
HOMEOWNERS	25%	35%
RENTERS	75%	65%
COST BURDEN (% OF INCOME)	42%	44%

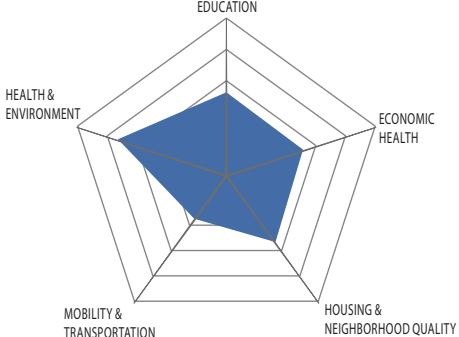
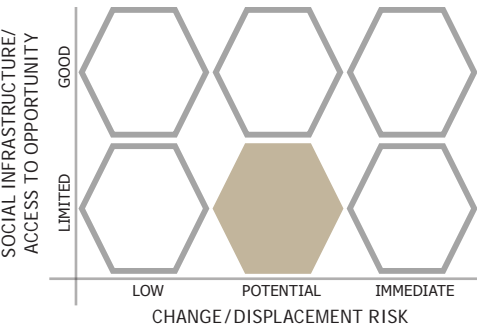
### AFFORDABLE HOUSING BY INCOME LEVEL



## PEOPLE PROFILE

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 needs 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.

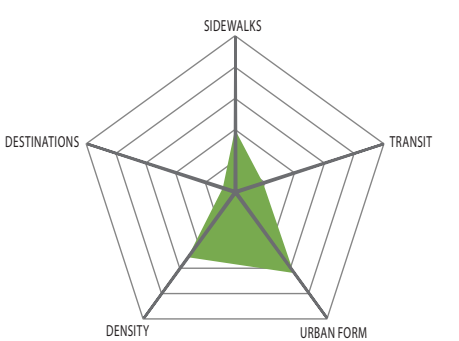
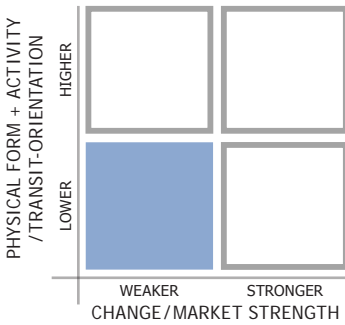
### ACCESS TO OPPORTUNITY



## PLACE PROFILE

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.

### PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 7 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:

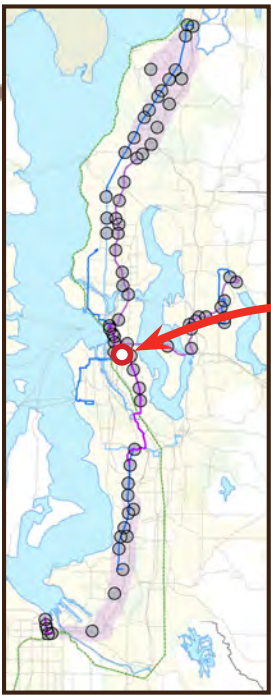
- Station area planning, focus on long-range vision and transitional uses
- Long-range capital facilities plan with pased infrastructure and public realm investments
- Community needs assessment and targeted investments
- Affordable housing preservation







# Beacon Hill



AREA DESCRIPTION —

The Beacon Hill transit community, located in the City of Seattle, has been served by light rail since 2009. Current land use is predominantly single family residential on small lots with commercial and multifamily residential uses along the main arterials. With small blocks and a nearly complete sidewalk network, Beacon Hill offers a highly walkable built environment.

Beacon Hill transit community has a population of 6,081, with 69 percent minority, making it relatively diverse compared to transit communities studied. The current median household income is higher than nearly all South Corridor transit communities, but still below the regional median income.

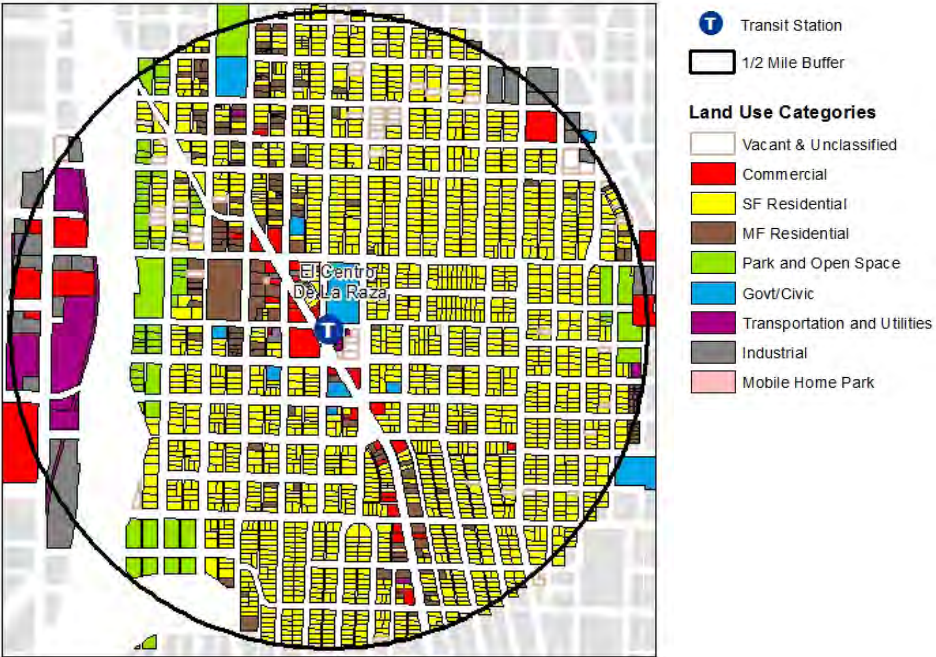
The commercial and civic elements in the Beacon Hill neighborhood reflect its diversity. These include El Centro de la Raza, a community service and advocacy organization which owns a former school building including a major development site adjacent to the light rail station.

Housing in the community is primarily single family. Beacon Hill has relatively low levels of affordability for households earning below 50% of AMI compared with other transit communities and the region as a whole.

LOCAL PLANNING —

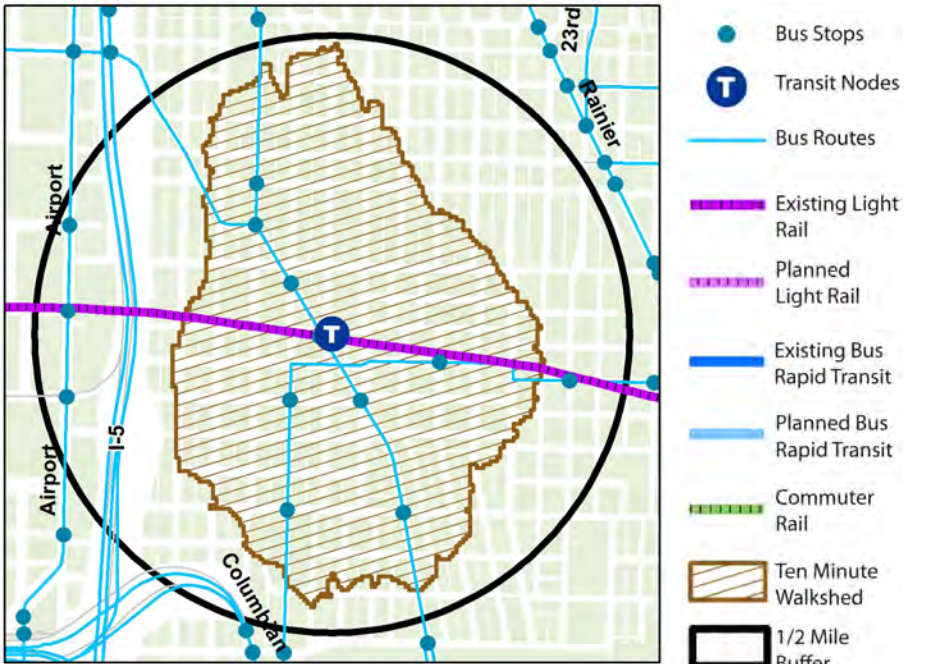
The Beacon Hill transit community is located within the City of Seattle designated Urban Village. In 2010 the City of Seattle updated the Beacon Hill Neighborhood plan. Additionally, in 2011, the city completed an Urban Design Framework for the transit station. The City of Seattle and Beacon Hill community members envision increased vitality of the neighborhood retail district that is served by a range of transportation options. Additionally the city seeks to maintain affordable housing alternatives throughout Beacon Hill and concentrate additional growth within the Urban Village boundary.

LAND USE



Revised Summer 2013

TRANSPORTATION



PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	6,081	4,237
RACIAL DEMOGRAPHICS	69% minority	45%
AGE	16% > 18 years 12% < 65 years	19% 11%
MED. HH. INCOME	\$56,492	\$46,637
EDUCATION	25% BA or >	20%
AVERAGE HH. SIZE	2.56	2.39

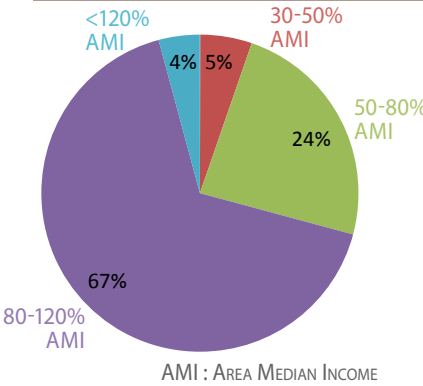
JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	1,453	3,032
AVERAGE WAGE	\$38,811	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	29%	17%

HOUSING

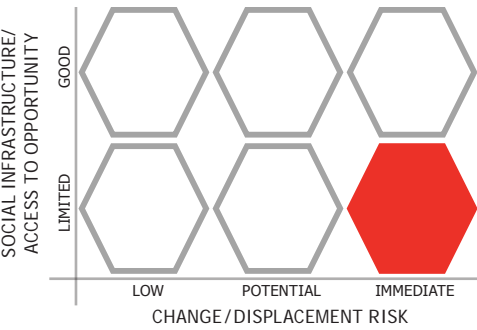
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	3,082	2,674
AFFORD. RANGE (0-50% AMI)	5%	21%
HOMEOWNERS	52%	35%
RENTERS	48%	65%
COST BURDEN (% OF HOUSEHOLDS)	31%	44%

AFFORDABLE HOUSING BY INCOME LEVEL

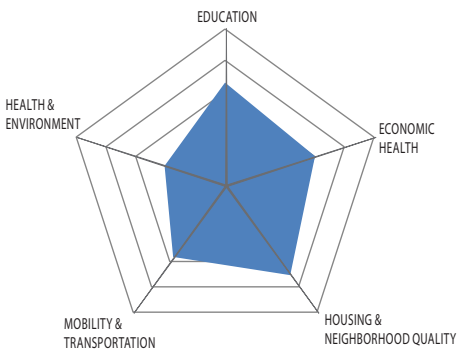


PEOPLE PROFILE

Communities with immediate displacement risk show indications that displacement of lower income populations has begun, higher current market strength, and/or high number of community risk factors. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

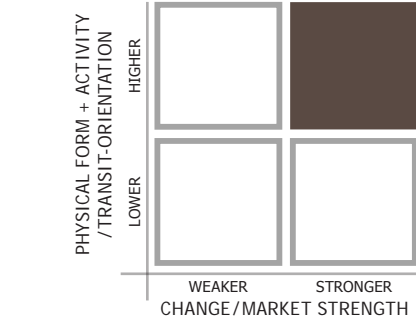


ACCESS TO OPPORTUNITY

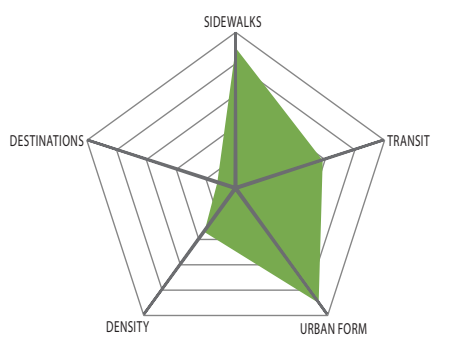


PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that support a dense, walkable and transit-supportive neighborhood. A stronger real estate market suggests there is higher pressure for new development in the near- to mid-term.



PHYSICAL FORM + ACTIVITY



IMPLEMENTATION APPROACH

**1 PROTECT AND GROW**

Protect and Grow transit communities are neighborhoods with emerging to strong real estate demand and community characteristics that indicate an immediate risk of displacement. Physical form and activity levels are varied. Key strategies focus on supporting an emerging market for higher density development while preserving affordability and leveraging community benefits from growth. As communities in transition, they call for a more proactive approach to ensuring equitable growth. Nine communities are categorized as Protect and Grow (including five current light rail stations in Southeast Seattle).

- KEY STRATEGIES:
- Development regulations and capital facilities investments that support market demand
  - Full range of tools for new and preserved affordable housing
  - Community needs assessment and targeted community investments
  - Targeted small business support



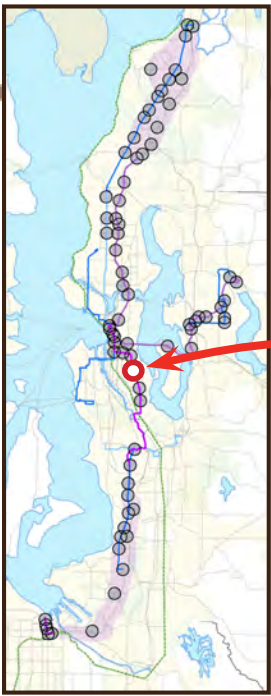
The Growing Transit Communities program is supported by a grant from the U.S. Department of Housing and Urban Development's Sustainable Communities Regional Planning Grant Program. For more information: visit [psrc.org](http://psrc.org) or contact Ben Bakkenta at 206-971-3286 or [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org)







# Columbia City



## AREA DESCRIPTION —

The Columbia City transit community, located in the City of Seattle, has been served by light rail since 2009. As a transit-rich community, Columbia City is also home to several local and express bus routes with connections to downtown Seattle to the north and Renton, Tukwila, and Kent to the south.

Current land use is commercial and mixed-use along major north-south arterials, with predominantly single-family residential in surrounding neighborhoods. Recent development has included several higher density multifamily residential projects, including the redevelopment of Seattle Housing Authority's Rainier Vista as a Hope VI mixed-income community. Shorter blocks, partial sidewalk network, and diverse neighborhood commercial retail contribute to Columbia City being moderately walkable.

Columbia City transit community has a population of 5,667, with 75 percent minority, making it one of the most diverse neighborhoods in the region. More than 1,500 jobs are located within a half mile of the light rail station.

The transit community contains a mix of single and multifamily units, both owner and renter occupied. The community also contains a significant stock of subsidized housing units. Market rate units, however, are higher cost than in most other South Corridor transit communities. Overall, Columbia City has a current level of affordability that is close to regional levels of need. Finally, the area is considered a transitional to strong market poised to redevelop. These data suggest a high risk of business and residential displacement.

Station is within walking distance of historic downtown Columbia City, an area which has recently revitalized its commercial core with new residential in development as well.

## LOCAL PLANNING —

The Columbia City transit community contains part of a City of Seattle Residential Urban Village, within which the city envisions a vibrant, diverse, mixed-use community that preserves housing choices and affordability. In 1999, the community of Columbia City and the City of Seattle completed a neighborhood plan.

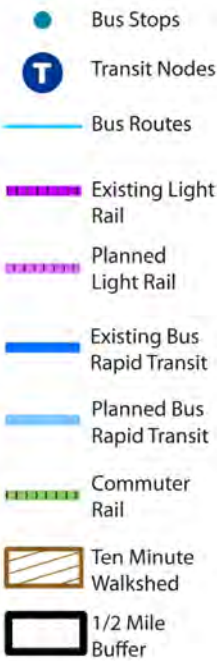
## LAND USE



Revised Summer 2013



## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	5,667	4,237
RACIAL DEMOGRAPHICS	75% minority	45%
AGE	21% > 18 years 13% < 65 years	19% 11%
MED HH INCOME	\$45,836	\$46,637
EDUCATION	23% BA or >	20%
AVERAGE HH SIZE	2.64	2.39

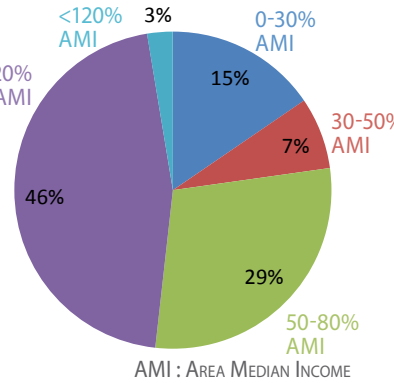
## JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	1,502	3,032
AVERAGE WAGE	\$23,666	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	31%	17%

## HOUSING

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	2,953	2,674
AFFORD. RANGE (0-50% AMI)	23%	21%
HOMEOWNERS	49%	35%
RENTERS	51%	65%
COST BURDEN (% OF HOUSEHOLDS)	45%	44%

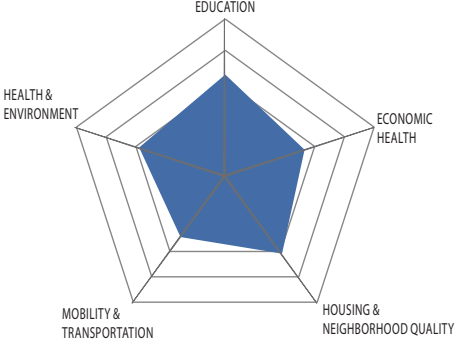
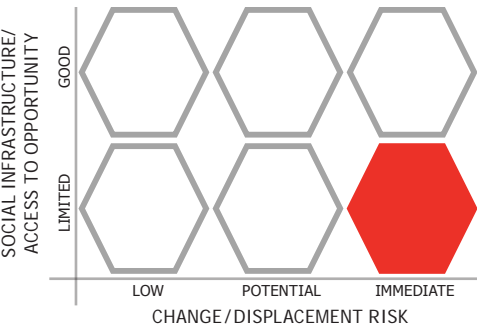
## AFFORDABLE HOUSING BY INCOME LEVEL



## PEOPLE PROFILE

Communities with immediate displacement risk show indications that displacement of lower income populations has begun, higher current market strength, and/or high number of community risk factors. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

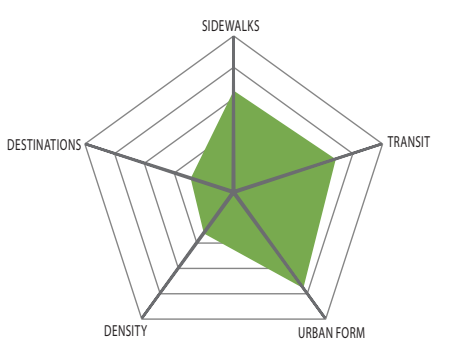
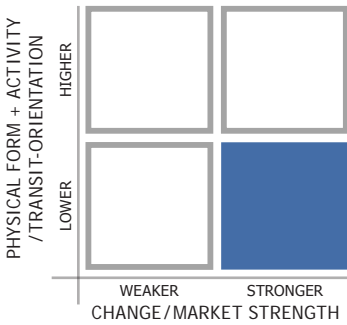
## ACCESS TO OPPORTUNITY



## PLACE PROFILE

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

## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 1 PROTECT AND GROW

Protect and Grow transit communities are neighborhoods with emerging to strong real estate demand and community characteristics that indicate an immediate risk of displacement. Physical form and activity levels are varied. Key strategies focus on supporting an emerging market for higher density development while preserving affordability and leveraging community benefits from growth. As communities in transition, they call for a more proactive approach to ensuring equitable growth. Nine communities are categorized as Protect and Grow (including five current light rail stations in Southeast Seattle).

#### KEY STRATEGIES:

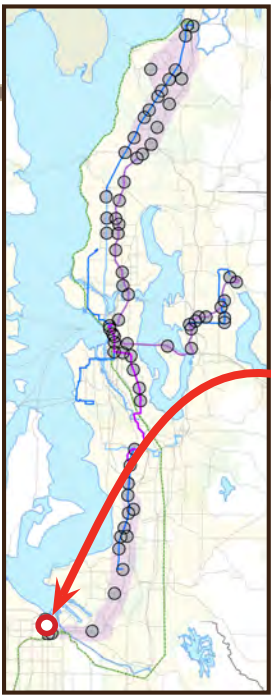
- Development regulations and capital facilities investments that support market demand
- Full range of tools for new and preserved affordable housing
- Community needs assessment and targeted community investments
- Targeted small business support







# Convention Center



## AREA DESCRIPTION —

The Convention Center transit community, located in the City of Tacoma, has been served by Tacoma Link light rail since 2003. Current land use is predominantly moderate to high density commercial and civic uses. Convention Center has a highly walkable environment, with small blocks and fully built out sidewalks.

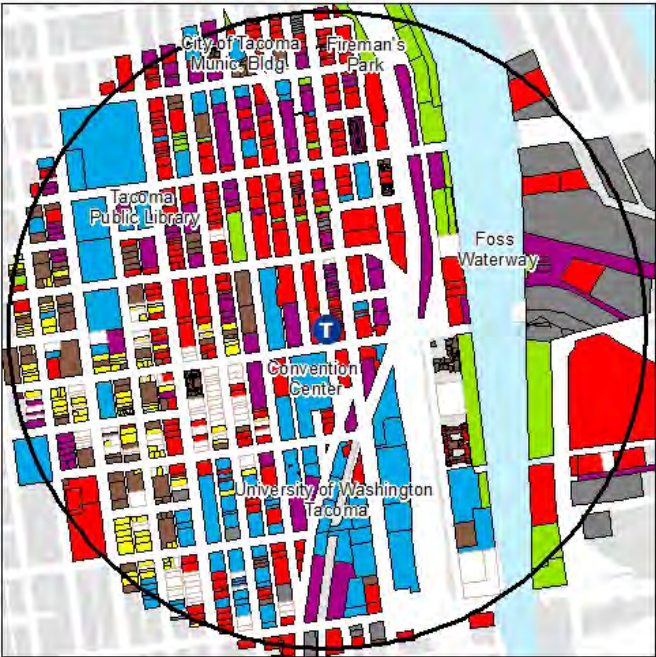
With over 15,000 jobs in proximity to the transit station, Convention Center is at the heart of downtown Tacoma, a regional employment center. The transit community has a population of 5,479, nearly half of whom are minority. Compared with the region and with other transit communities, Convention Center has a very low median household income and very high rate of poverty.

Housing in the transit community is overwhelmingly multifamily and renter-occupied, with a high percentage of subsidized units affordable to households earning less than 50% of AMI, the majority affordable at less than 30% of AMI. Market rate housing that is affordable to households earning less than 80% of AMI is in short supply relative to regional need. These data suggest potential risk of displacement.

## LOCAL PLANNING —

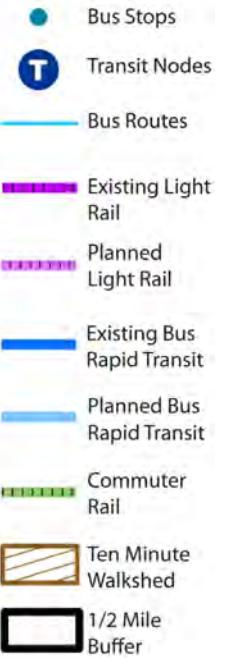
Convention Center is located within a regionally designated Regional Growth Center and as such is expected to accommodate a significant share of Tacoma's population and employment growth. It is also located within the North Tacoma Downtown planning subareas. In 2008 the City of Tacoma completed an update of the Tacoma Downtown Plan and adopted it into its comprehensive plan. The downtown element of the comprehensive plan forwards policies to implement and maintain pedestrian friendly and transit oriented development.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	5,479	4,237
RACIAL DEMOGRAPHICS	46% minority	45%
AGE	9% > 18 years 8% < 65 years	19% 11%
MED HH INCOME	\$25,018	\$46,637
EDUCATION	8% BA or >	20%
AVERAGE HH SIZE	2.4	2.39

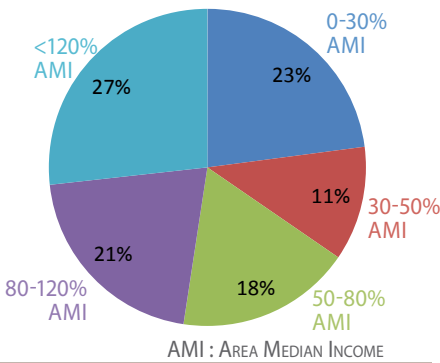
## JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	15,739	3,032
AVERAGE WAGE	\$60,204	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	9%	17%

## HOUSING

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	3,360	2,674
AFFORD. RANGE (0-50% AMI)	35%	21%
HOMEOWNERS	11%	35%
RENTERS	89%	65%
COST BURDEN (% OF HOUSEHOLDS)	51%	44%

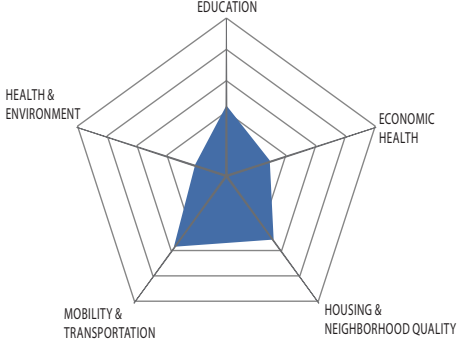
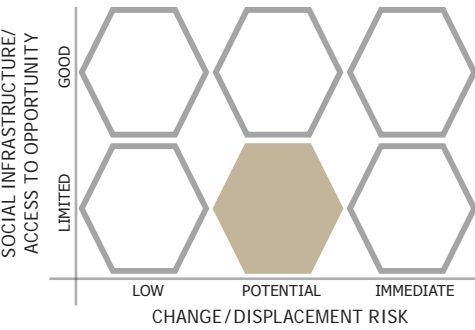
## AFFORDABLE HOUSING BY INCOME LEVEL



## PEOPLE PROFILE

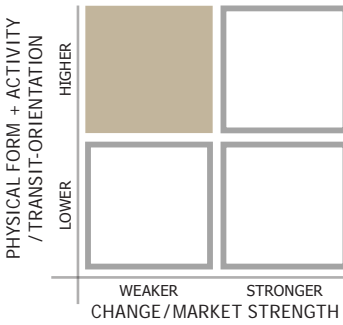
Communities with potential displacement risk have weak market strength and therefore do not face imminent displacement risk; however they also exhibit numerous community risk factors that suggest needs for community stabilization efforts to avoid future displacement risk should market forces change.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

## ACCESS TO OPPORTUNITY

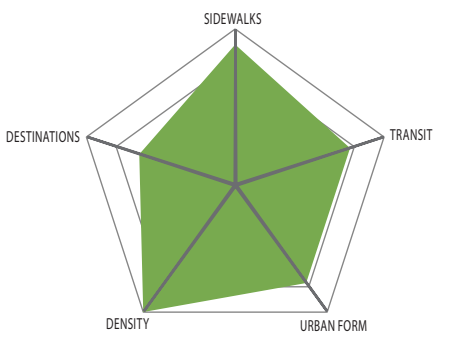


## PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that 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.



## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 5 STIMULATE DEMAND

Stimulate Demand transit communities are smaller employment centers, mostly in older city centers at the termini of the light rail corridors. These communities have good physical form and activity, but moderate demand at this time for TOD. Key strategies focus on economic development strategies and investments to expand the local job base, fulfill development potential, and expand opportunity. Eight communities are categorized as Stimulate Demand (including five current Tacoma Link stations).

#### KEY STRATEGIES:

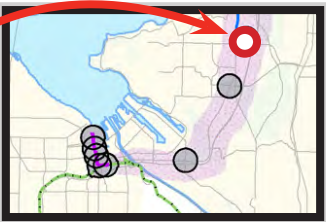
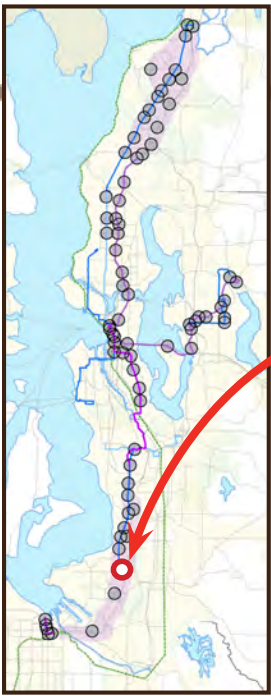
- Promote economic development to retain and expand job base
- Long-range capital facilities plan with phased infrastructure and public realm investments
- Affordable housing assessment and preservation
- Community needs assessment and targeted investments







# Federal Way Transit Center



**AREA DESCRIPTION —**  
Federal Way Transit Center, located in the City of Federal Way, is the site of a planned but as of yet unfunded light rail station. The transit community is currently served by the RapidRide A BRT line and numerous bus routes.

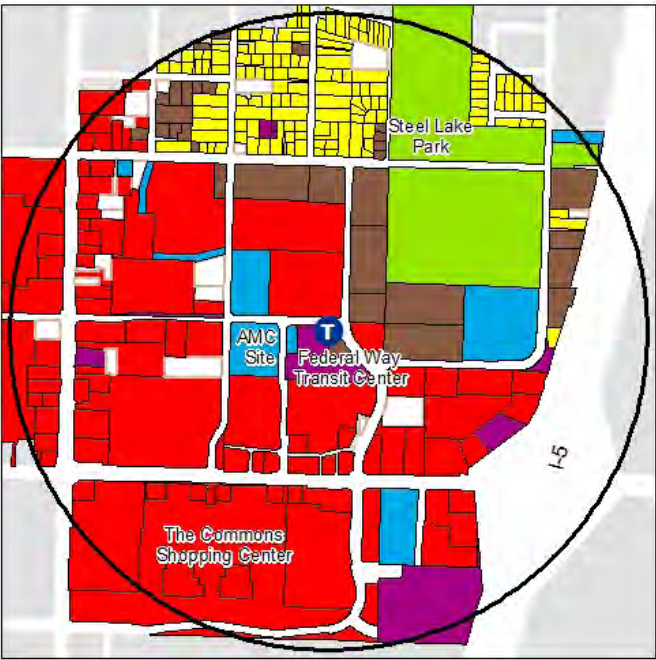
Current land uses are predominantly commercial and multifamily residential. While the sidewalk coverage is nearly complete, the area is extremely auto oriented at this time, with large blocks, wide arterials, and much land devoted to surface parking serving the retail and other commercial uses.

A population of 2,274 resides within a half mile of the transit center. With 60 percent minorities, the area is more diverse than the transit community average and region as a whole. The median household income is lower than the regional and transit community average. The transit community contains about 4,600 jobs.

Housing in area is mostly multifamily in type and renter occupied. A cluster of subsidized housing exists in the transit community. Overall, affordability is high compared with the region and most other transit communities, for households earning less than 50% of AMI.

**LOCAL PLANNING —**  
Federal Way Transit Center is located in a regionally designated Regional Growth Center. Federal Way's comprehensive plan includes a city center element which addresses nearly the entire transit community. The plan includes policies to encourage a pedestrian-friendly environment and support high capacity transit. The city has adopted an array of incentives for development within the transit community. These include MFTE, LIFT funding, Planned Action SEPA, and EB-5 VISA program. Federal Way is pursuing public-private partnerships to achieve a TOD style development at the city-owned site adjacent to the transit center.

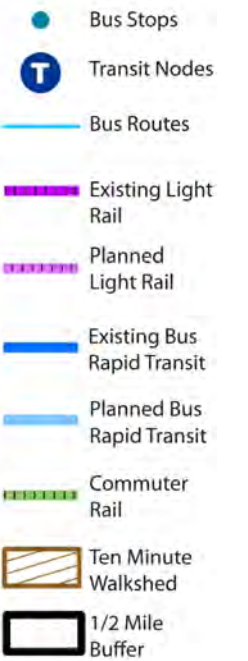
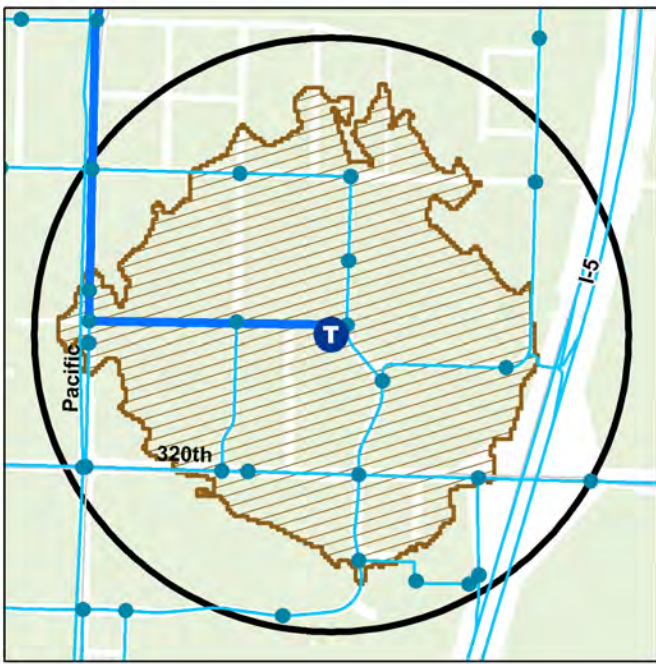
## LAND USE



Revised Summer 2013



## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	2,274	4,237
RACIAL DEMOGRAPHICS	60% minority	45%
AGE	25% > 18 years 15% < 65 years	19% 11%
MED HH INCOME	\$40,000	\$46,637
EDUCATION	9% BA or >	20%
AVERAGE HH SIZE	2.24	2.39

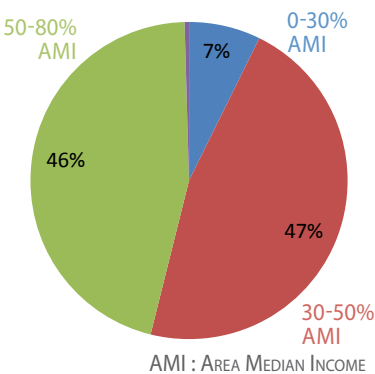
## JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	4,576	3,032
AVERAGE WAGE	\$22,937	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	18%	17%

## HOUSING

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	1,774	2,674
AFFORD. RANGE (0-50% AMI)	54%	21%
HOMEOWNERS	16%	35%
RENTERS	84%	65%
COST BURDEN (% OF INCOME)	46%	44%

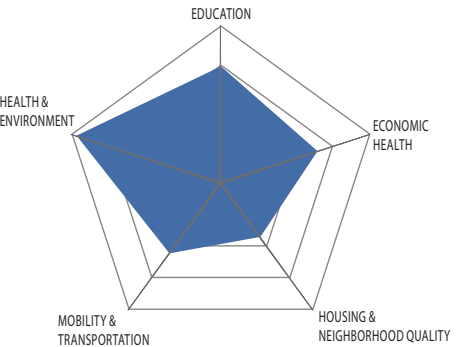
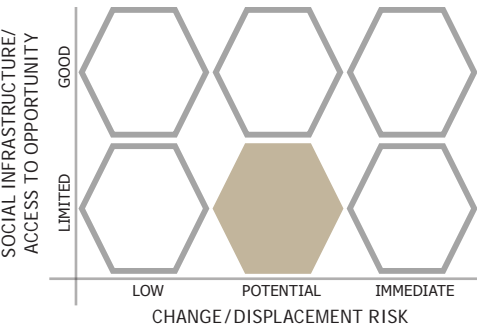
### AFFORDABLE HOUSING BY INCOME LEVEL



## PEOPLE PROFILE

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 needs 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.

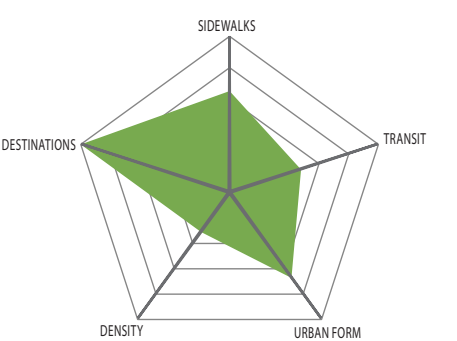
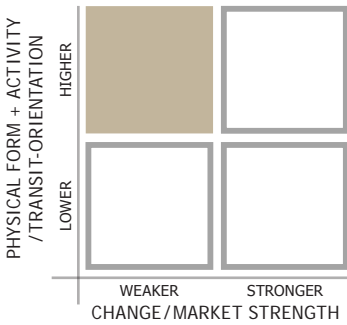
### ACCESS TO OPPORTUNITY



## PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that 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.

### PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

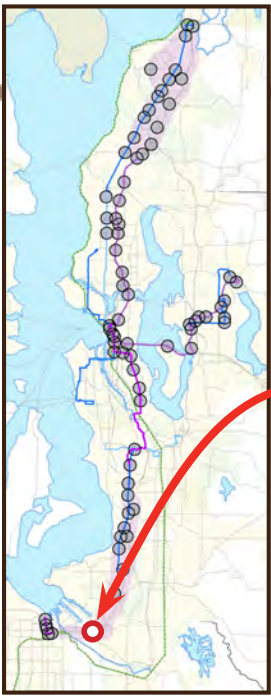
**5 STIMULATE DEMAND**  
Stimulate Demand transit communities are smaller employment centers, mostly in older city centers at the termini of the light rail corridors. These communities have good physical form and activity, but moderate demand at this time for TOD. Key strategies focus on economic development strategies and investments to expand the local job base, fulfill development potential, and expand opportunity. Eight communities are categorized as Stimulate Demand (including five current Tacoma Link stations).

- KEY STRATEGIES:**
- Promote economic development to retain and expand job base
  - Long-range capital facilities plan with phased infrastructure and public realm investments
  - Affordable housing assessment and preservation
  - Community needs assessment and targeted investments









# BUS

## Fife



### AREA DESCRIPTION —

The Fife transit community, located within the City of Fife and the Puyallup Tribal Nation, is currently served by several Pierce Transit bus routes. It is also a potential site for a station along a prospective Link light rail extension from

Federal Way to Tacoma. The station is dependent on Sound Transit securing additional funding for light rail. Current land use is predominantly commercial with some industrial uses as well. Large blocks, few sidewalks, and an auto-oriented development pattern create a poor pedestrian environment. The Emerald Queen Casino, a regional draw and significant local employer, is located within the transit community.

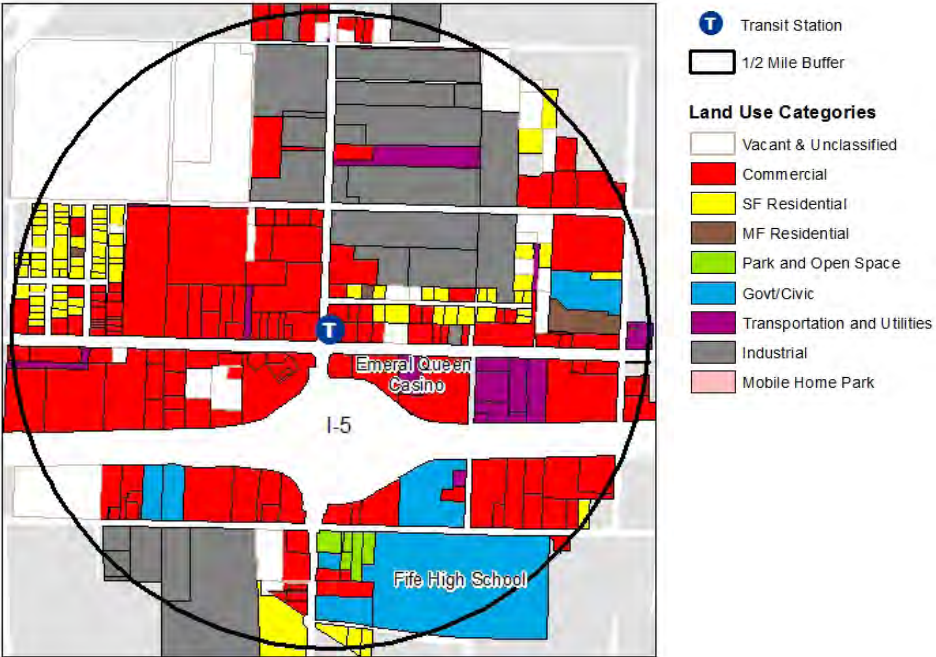
The Fife transit community has a population of 2,075, 55% of whom are minorities. Education and income are higher than most South Corridor transit communities. A total of 4,206 jobs are located within a half mile of the transit node.

Housing in the Fife transit community is evenly divided between single-family and multifamily units. Most households are renters. Affordability is high compared with regional levels of need for households earning above 50% of AMI, but limited below that level.

### LOCAL PLANNING —

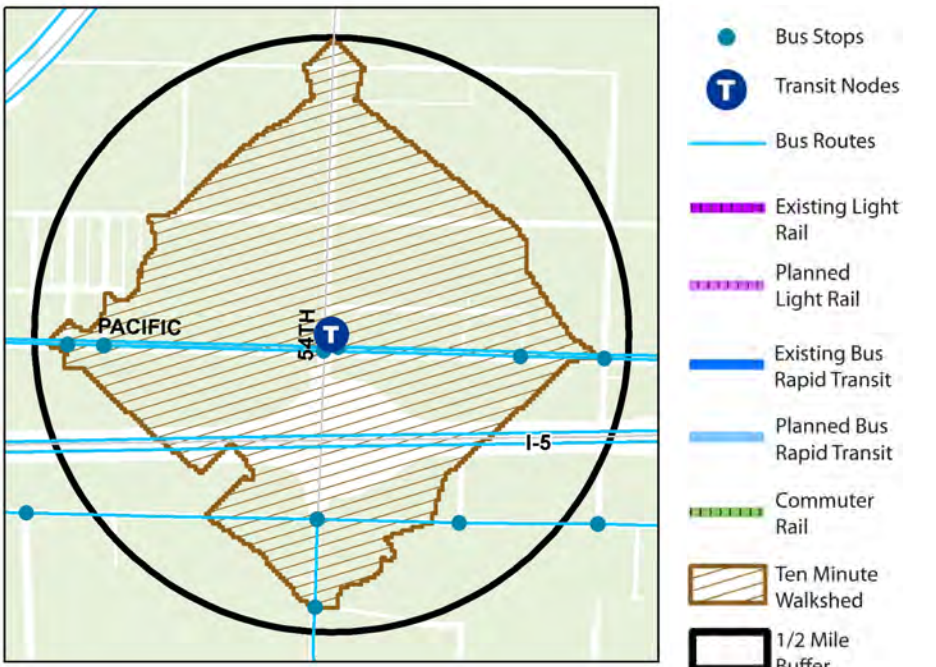
The City of Fife is currently developing a City Center subarea plan covering the area that includes the Fife transit community studied for this report. The City Center Visioning process involves reviewing land uses, development standards, non-motorized connectivity, infrastructure, and related regulatory and economic incentives to support and implement TOD. The outcome of the City Center Visioning process (which will extend into 2013) will include a subarea plan, along with development standards consistent with TOD principles.

### LAND USE



Revised Summer 2013

### TRANSPORTATION



### PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	2,075	4,237
RACIAL DEMOGRAPHICS	55% minority	45%
AGE	22% > 18 years 11% < 65 years	19% 11%
MED HH INCOME	\$54,178	\$46,637
EDUCATION	15% BA or >	20%
AVERAGE HH SIZE	2.28	2.39

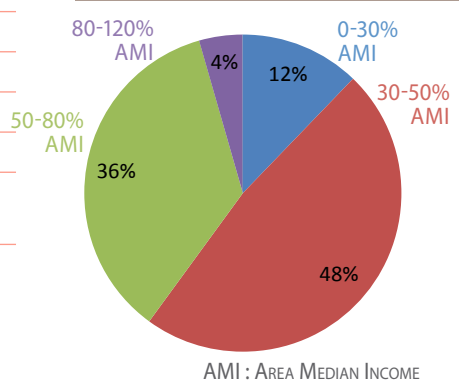
### JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	4,206	3,032
AVERAGE WAGE	\$48,090	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	13%	17%

### HOUSING

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	1,823	2,674
AFFORD. RANGE (0-50% AMI)	60%	21%
HOMEOWNERS	9%	35%
RENTERS	91%	65%
COST BURDEN (% OF INCOME)	35%	44%

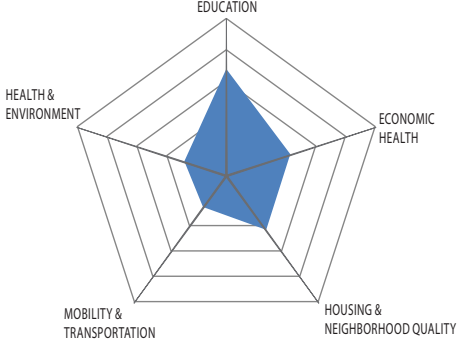
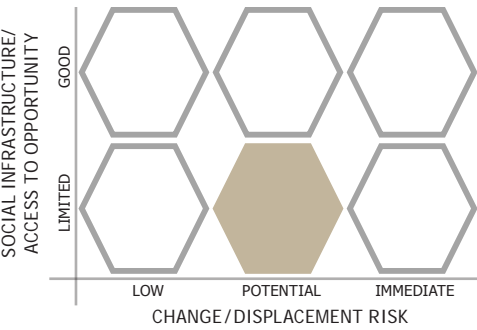
### AFFORDABLE HOUSING BY INCOME LEVEL



### PEOPLE PROFILE

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 needs 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.

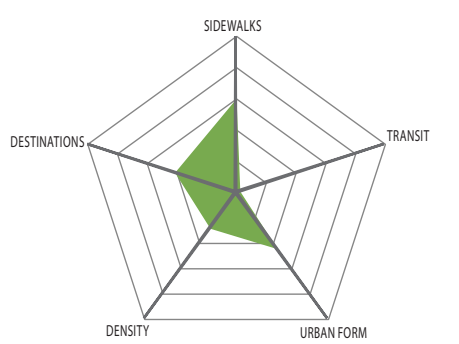
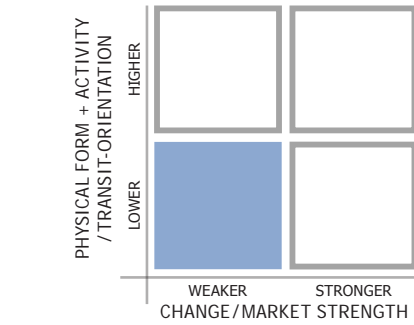
### ACCESS TO OPPORTUNITY



### PLACE PROFILE

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.

### PHYSICAL FORM + ACTIVITY



### IMPLEMENTATION APPROACH

#### 7 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, 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



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](http://psrc.org) or contact Ben Bakkenta at 206-971-3286 or [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org)

Puget Sound Regional Council

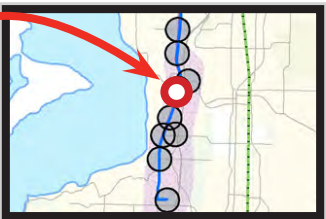
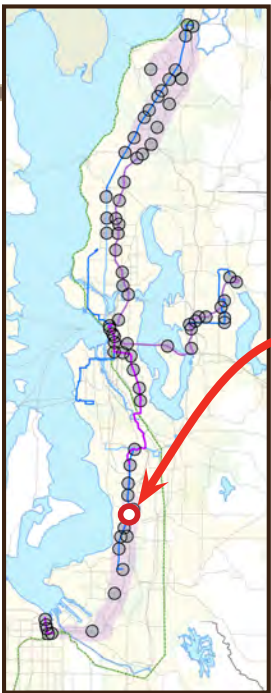
1011 Western Avenue, Suite 500 • Seattle, Washington 98104-1035 • 206-464-7090 • FAX 206-587-4825 • [psrc.org](http://psrc.org) • Oct 2013







# 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 station 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.

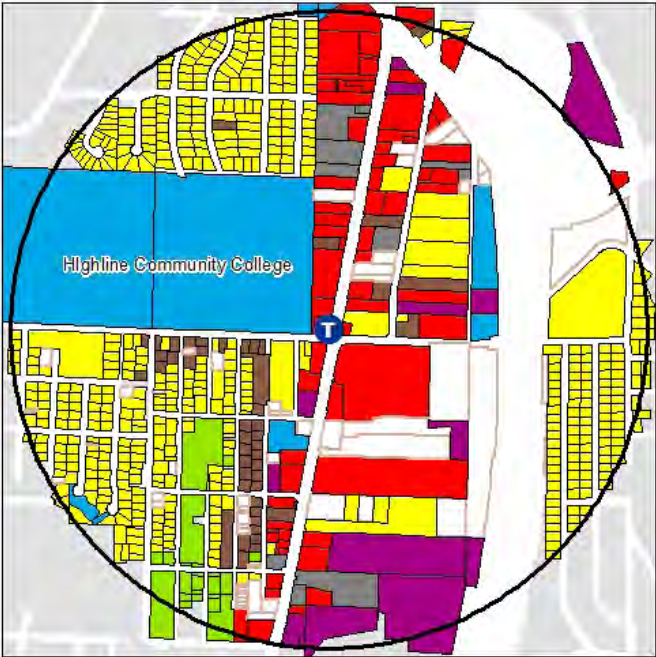
The Highline Community College transit community has a population of 2,976, with 59 percent minority, higher than the regional average. Compared with the region, median household income is lower and household size is larger on average. A total of 1,753 jobs are located within the transit community.

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 —

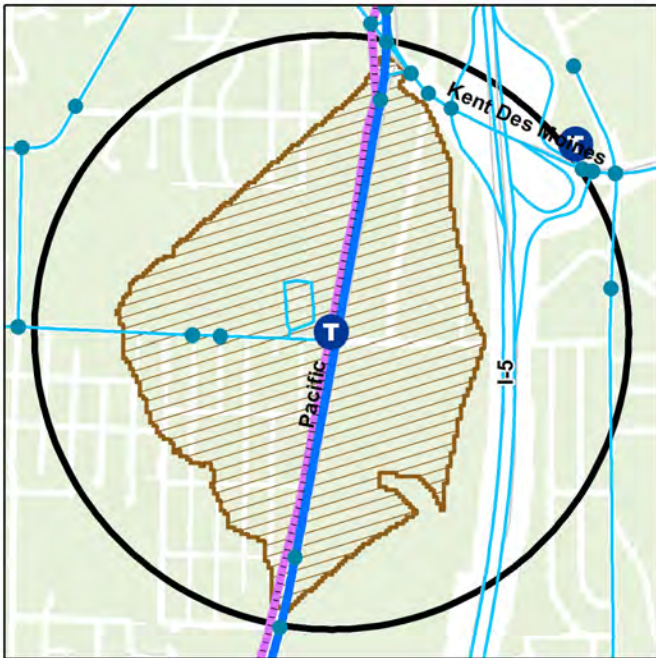
The transit community is part of the locally designated Midway subarea. The cities of Kent and Des Moines collaborated on the land use vision for the area and Kent adopted the Midway Subarea Plan in 2011. The plan calls for a transition from auto oriented commercial and light industrial to pedestrian 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 amendments adopted in late 2013 or early 2014, with the goal of supporting opportunities to expand TOD.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	2,976	4,237
RACIAL DEMOGRAPHICS	59% minority	45%
AGE	24% > 18 years 8% < 65 years	19% 11%
MED. HH. INCOME	\$46,560	\$46,637
EDUCATION	9% BA or >	20%
AVERAGE HH. SIZE	3	2.39

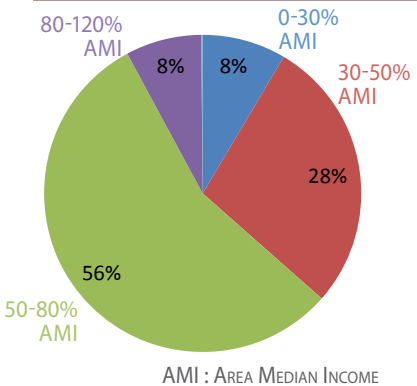
## JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	1,753	3,032
AVERAGE WAGE	\$26,322	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	16%	17%

## HOUSING

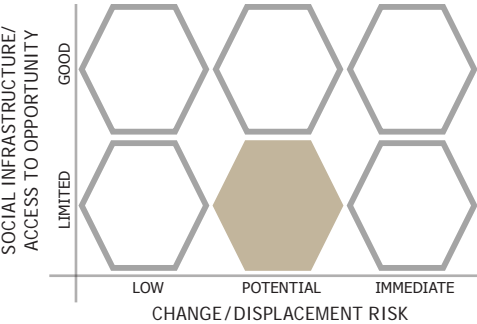
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	2,364	2,674
AFFORD. RANGE (0-50% AMI)	37%	21%
HOMEOWNERS	58%	35%
RENTERS	42%	65%
COST BURDEN (% OF INCOME)	58%	44%

## AFFORDABLE HOUSING BY INCOME LEVEL

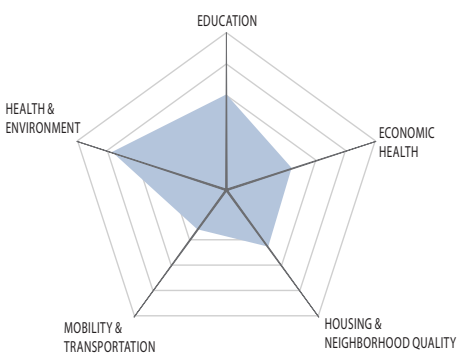


## PEOPLE PROFILE

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 needs 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.

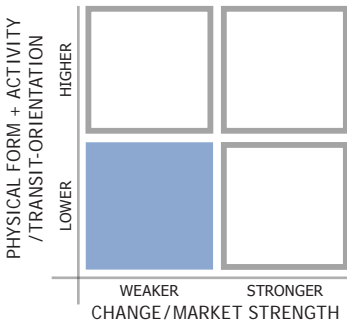


## ACCESS TO OPPORTUNITY

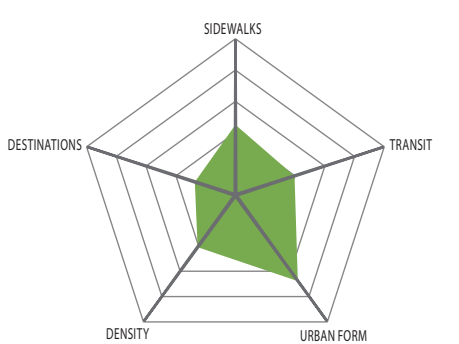


## PLACE PROFILE

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.



## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 7 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:

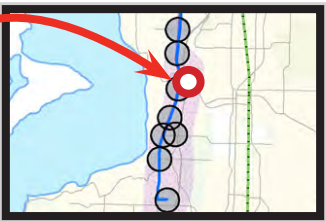
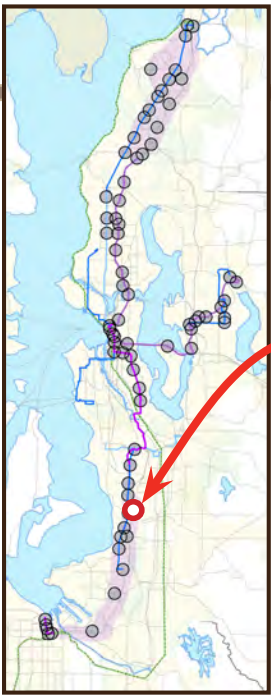
- Station area planning, focus on long-range vision and transitional uses
- Long-range capital facilities plan with phased infrastructure and public realm investments
- Community needs assessment and targeted community investments
- Affordable housing preservation







# Kent-Des Moines P&R



### AREA DESCRIPTION —

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.

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.

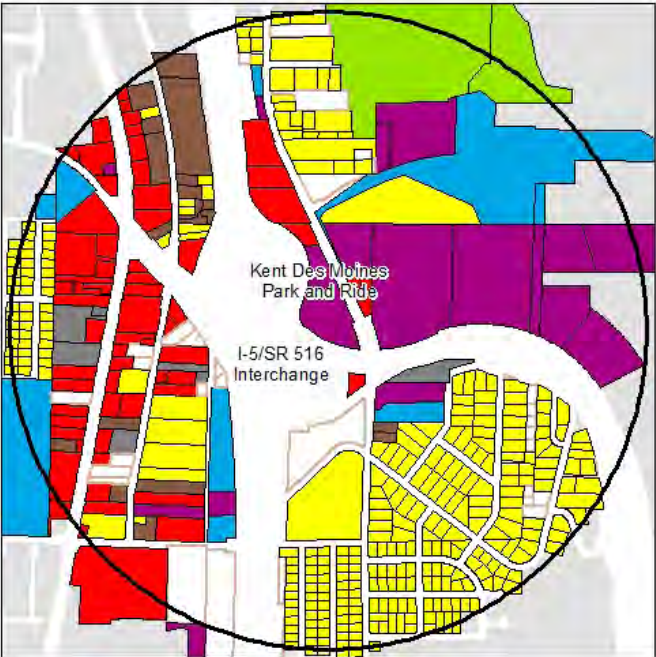
The transit community currently has a population of 1,448, making it one of the least populous transit communities in the region. A total of 823 jobs are located within a half mile of the park & ride.

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.

### LAND USE



Revised Summer 2013

### TRANSPORTATION



### PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	1,448	4,237
RACIAL DEMOGRAPHICS	55% minority	45%
AGE	25% > 18 years 10% < 65 years	19% 11%
MED. HH. INCOME	\$45,598	\$46,637
EDUCATION	11% BA or >	20%
AVERAGE HH. SIZE	2.86	2.39

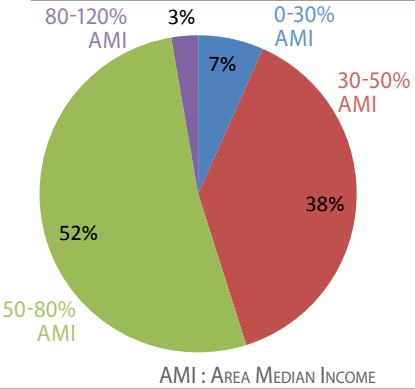
### JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	823	3,032
AVERAGE WAGE	\$29,851	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	31%	17%

### HOUSING

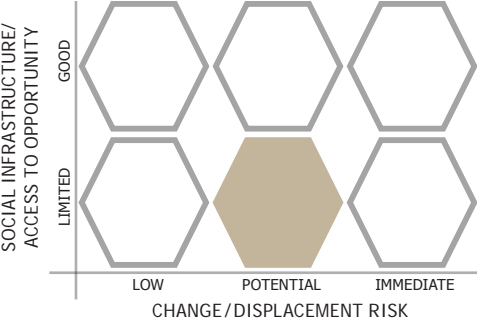
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	3,307	2,674
AFFORD. RANGE (0-50% AMI)	97%	21%
HOMEOWNERS	58%	35%
RENTERS	42%	65%
COST BURDEN (% OF INCOME)	41%	44%

### AFFORDABLE HOUSING BY INCOME LEVEL

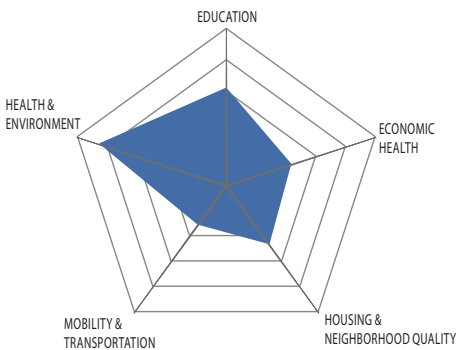


### PEOPLE PROFILE

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 needs 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.

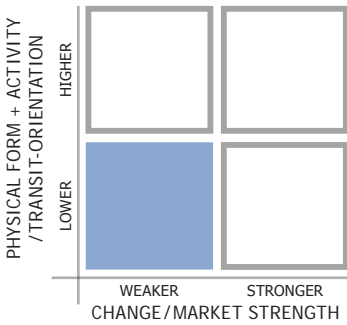


### ACCESS TO OPPORTUNITY

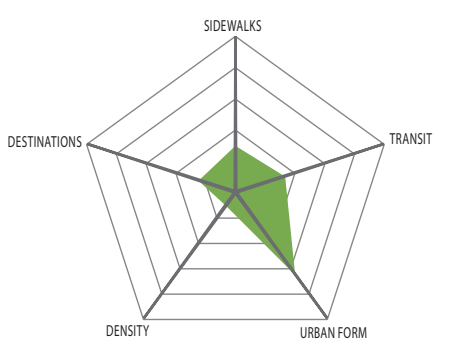


### PLACE PROFILE

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.



### PHYSICAL FORM + ACTIVITY



### IMPLEMENTATION APPROACH

#### 7 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:

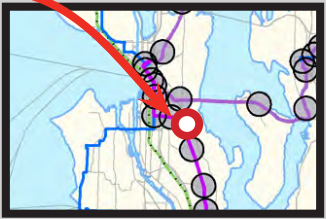
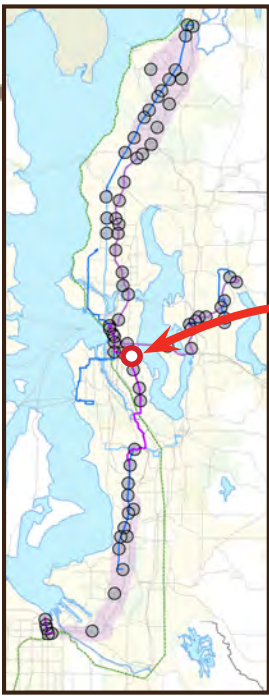
- Station area planning, focus on long-range vision and transitional uses
- Long-range capital facilities plan with phased infrastructure and public realm investments
- Community needs assessment and targeted community investments
- Affordable housing preservation







# Mt. Baker



## AREA DESCRIPTION —

The Mt. Baker transit community, located in the City of Seattle, has been served by light rail since 2009. Mt. Baker is also served by several local and express bus routes.

Current land use is characterized by commercial, multifamily residential, and civic uses along the main corridor, surrounded by single-family residential. The area has a mix of large and small blocks and diverse neighborhood amenities, resulting in a moderately walkable environment. Barriers to walkability include high traffic volume and speeds along Rainier Avenue and Martin Luther King Jr. Way, major intersections, and auto oriented commercial along Rainier Avenue.

The Mt. Baker transit community has a population of 6,075, with 65 percent minority, making it relatively diverse compared to transit communities studied. Education and income levels of Mt. Baker residents are higher than most other South Corridor transit communities, but still lower than the regional average.

Housing in the community is primarily single family, with some multifamily located along the major arterials. The community includes a concentration of subsidized units. Overall, the supply of housing for households earning 50% of AMI and below is on par with both regional need and other transit communities. Studies indicate this area has a strong market poised for redevelopment, suggesting a potential risk for displacement.

## LOCAL PLANNING —

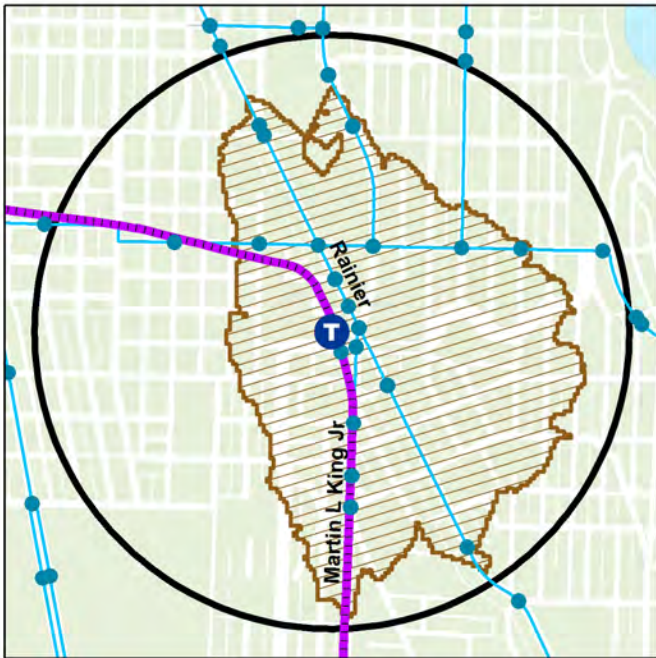
Mt. Baker transit community is partially located within a City of Seattle designated Hub Urban Village and includes a Station Area Overlay. In 2010 the City of Seattle completed an update of the Mt. Baker neighborhood plan. Additionally, in 2011, the city completed an Urban Design Framework to implement the community's vision and guide future redevelopment.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	6,075	4,237
RACIAL DEMOGRAPHICS	65% minority	45%
AGE	19% > 18 years 17% < 65 years	19% 11%
MED HH INCOME	\$50,491	\$46,637
EDUCATION	24% BA or >	20%
AVERAGE HH SIZE	2.63	2.39

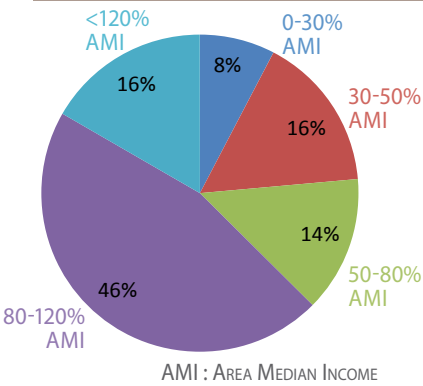
## JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	2,208	3,032
AVERAGE WAGE	\$35,748	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	16%	17%

## HOUSING

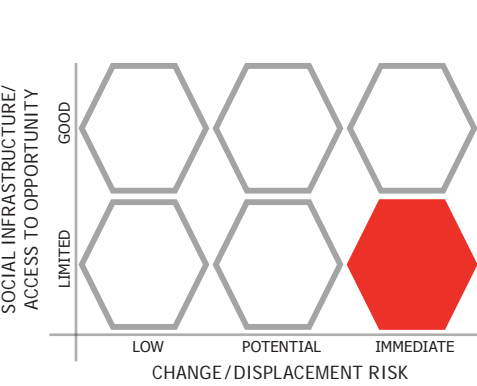
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	1,982	2,674
AFFORD. RANGE (0-50% AMI)	24%	21%
HOMEOWNERS	59%	35%
RENTERS	51%	65%
COST BURDEN (% OF HOUSEHOLDS)	55%	44%

## AFFORDABLE HOUSING BY INCOME LEVEL

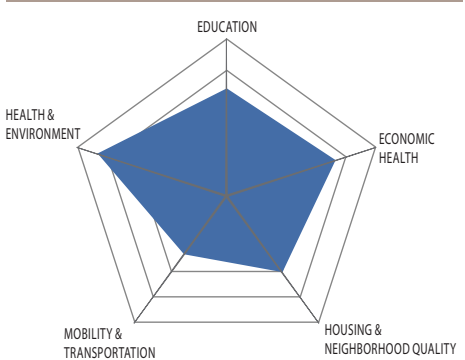


## PEOPLE PROFILE

Communities with immediate displacement risk show indications that displacement of lower income populations has begun, higher current market strength, and/or high number of community risk factors. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

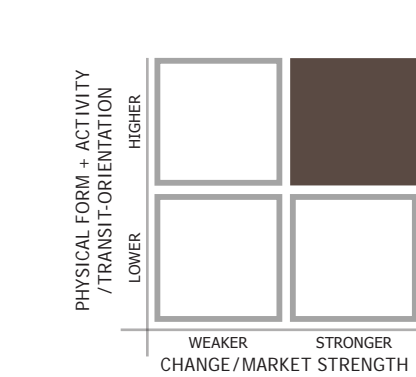


## ACCESS TO OPPORTUNITY

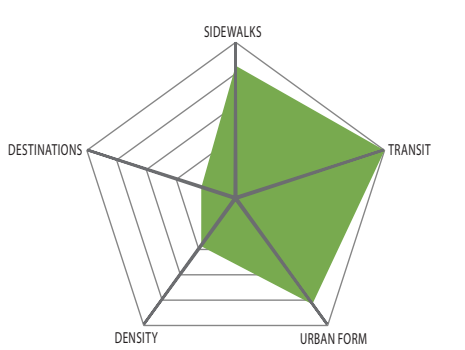


## PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that support a dense, walkable and transit-supportive neighborhood. A stronger real estate market suggests there is higher pressure for new development in the near- to mid-term.



## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 1 PROTECT AND GROW

Protect and Grow transit communities are neighborhoods with emerging to strong real estate demand and community characteristics that indicate an immediate risk of displacement. Physical form and activity levels are varied. Key strategies focus on supporting an emerging market for higher density development while preserving affordability and leveraging community benefits from growth. As communities in transition, they call for a more proactive approach to ensuring equitable growth. Nine communities are categorized as Protect and Grow (including five current light rail stations in Southeast Seattle).

#### KEY STRATEGIES:

- Development regulations and capital facilities investments that support market demand
- Full range of tools for new and preserved affordable housing
- Community needs assessment and targeted community investments
- Targeted small business support

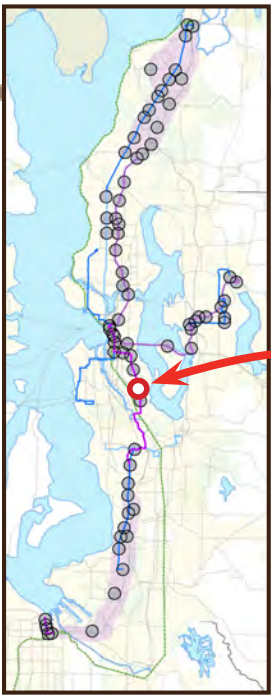






LIGHT RAIL | BUS

Othello



**AREA DESCRIPTION —**

The Othello transit community, located in the City of Seattle, has been served by Link light rail since 2009.

Current land use is predominantly single family residential with multifamily housing and commercial along arterials.

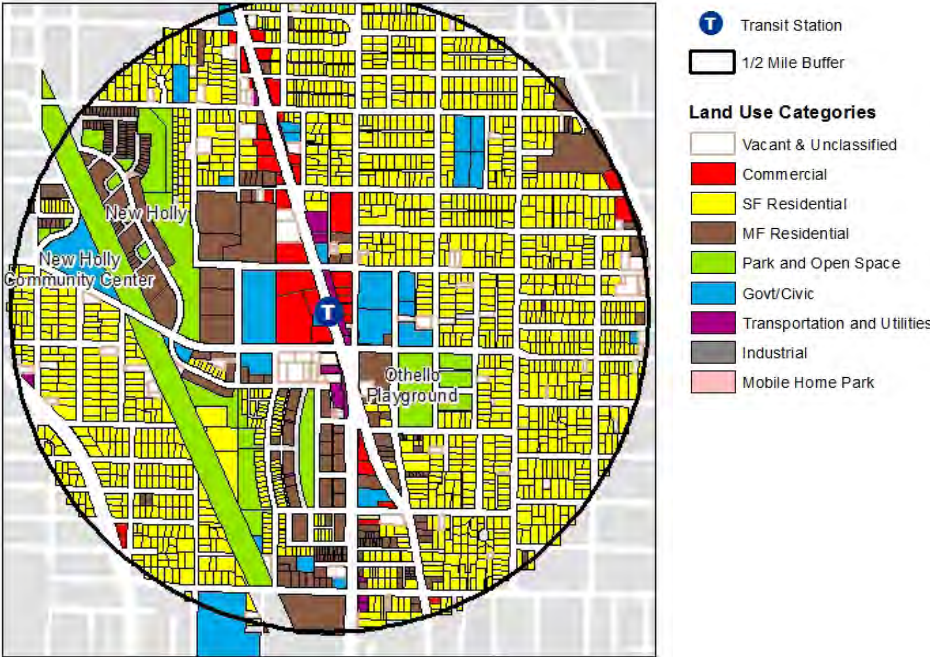
Recent development includes successful market rate housing in New Holly and the first mixed use project in the area in several decades. Shorter blocks, partial sidewalk network, and diverse neighborhood retail make Othello moderately walkable.

The community has a population of 7,901, with 87 percent minority, making it one of the most populous and diverse transit communities in the region. The community also has low incomes, high poverty, and large households compared with the corridor and region, indicating a potential risk of displacement. A total of 758 jobs are located within a half mile of the light rail station.

Othello, which has a mixed stock of housing and numerous subsidized units, is home to the Seattle Housing Authority’s national award winning mixed-income affordable housing project, New Holly. Overall current affordability for households earning less than 50% of AMI is high relative to regional levels of need and to other transit communities.

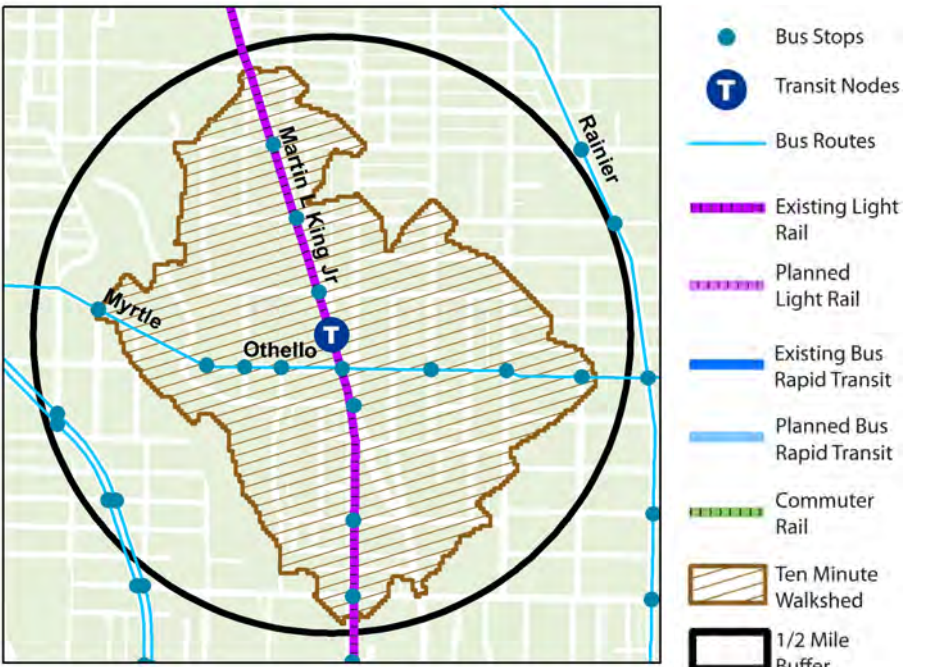
**LOCAL PLANNING —**The Othello transit community is part of a City of Seattle Residential Urban Village and contains a Station Area Overlay. The city and residents envision a dense, vibrant, and active commercial center, possibly as a destination for international food and cultural experiences, and an increase in housing supply. The Othello neighborhood plan was updated in 2010. In 2012 the City of Seattle created an Urban Design Framework. Updated zoning calls for increased commercial and multifamily housing near the light rail station, including building heights up to 85 feet near the light rail station.

LAND USE



Revised Summer 2013

TRANSPORTATION



PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	7,901	4,237
RACIAL DEMOGRAPHICS	87% minority	45%
AGE	25% < 18 years 14% > 65 years	19% 11%
MED HH INCOME	\$33,560	\$46,637
EDUCATION	14% BA or ↑	20%
AVERAGE HH SIZE	2.97	2.39

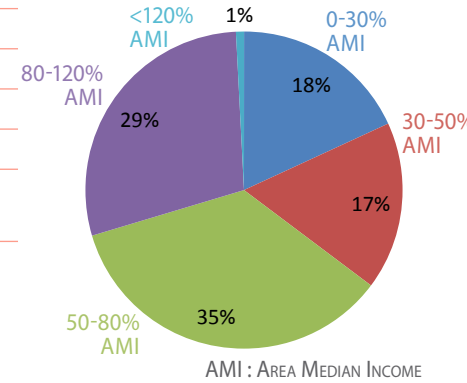
JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	758	3,032
AVERAGE WAGE	\$24,684	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	59%	17%

HOUSING

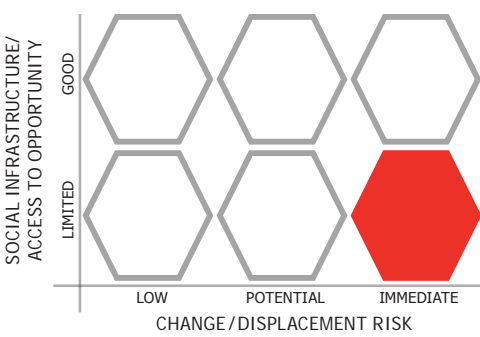
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	3,258	2,674
AFFORD. RANGE (0-50% AMI)	35%	21%
HOMEOWNERS	44%	35%
RENTERS	56%	65%
COST BURDEN (% OF HOUSEHOLDS)	61%	44%

AFFORDABLE HOUSING BY INCOME LEVEL

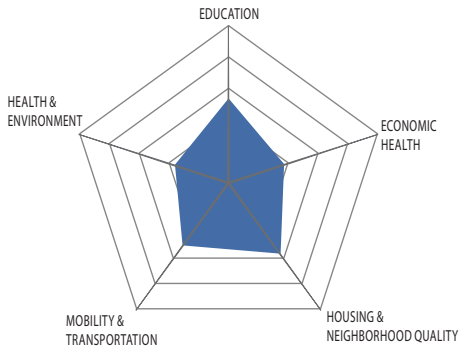


PEOPLE PROFILE

Communities with immediate displacement risk show indications that displacement of lower income populations has begun, higher current market strength, and/or high number of community risk factors. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

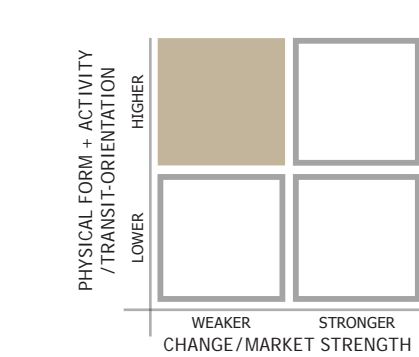


ACCESS TO OPPORTUNITY

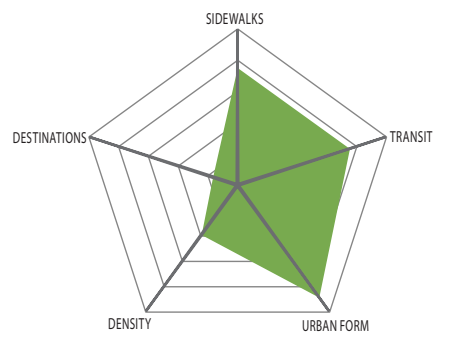


PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that 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.



PHYSICAL FORM + ACTIVITY



IMPLEMENTATION APPROACH

**1 PROTECT AND GROW**

Protect and Grow transit communities are neighborhoods with emerging to strong real estate demand and community characteristics that indicate an immediate risk of displacement. Physical form and activity levels are varied. Key strategies focus on supporting an emerging market for higher density development while preserving affordability and leveraging community benefits from growth. As communities in transition, they call for a more proactive approach to ensuring equitable growth. Nine communities are categorized as Protect and Grow (including five current light rail stations in Southeast Seattle).

- KEY STRATEGIES:
- Development regulations and capital facilities investments that support market demand
  - Full range of tools for new and preserved affordable housing
  - Community needs assessment and targeted community investments
  - Targeted small business support



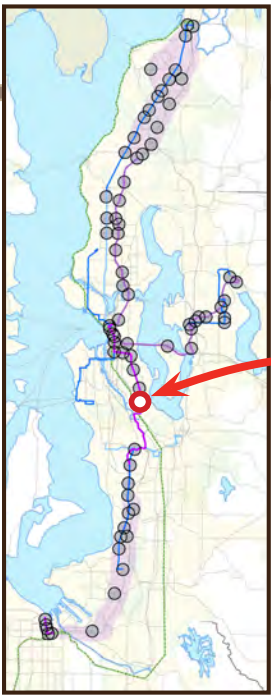
The Growing Transit Communities program is supported by a grant from the U.S. Department of Housing and Urban Development’s Sustainable Communities Regional Planning Grant Program. For more information: visit [psrc.org](http://psrc.org) or contact Ben Bakkenta at 206-971-3286 or [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org)







# Rainier Beach



## AREA DESCRIPTION —

The Rainier Beach transit community, located in the City of Seattle, has been served by light rail since 2009. As a transit-rich community, Rainier Beach is also home to several local and express bus routes with connections to downtown Seattle to the north and Renton, Tukwila, and Kent to the south.

Current land use is predominantly single-family residential with low-rise multifamily housing and commercial along major arterials. Shorter blocks, partial sidewalk network, and diverse neighborhood commercial retail make Rainier Beach transit community moderately walkable. Cultural, civic, and commercial anchors of the community are located a moderate walking distance to the east of the light rail station.

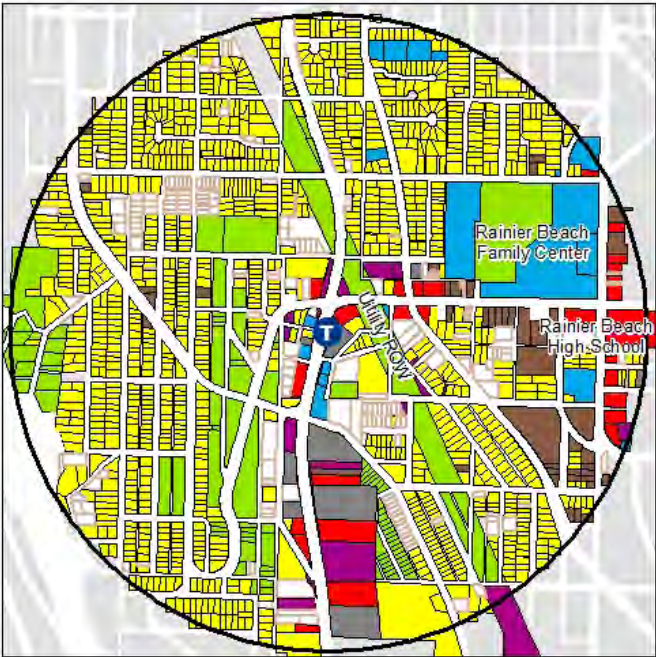
Rainier Beach transit community has a population of 4,691, with 88 percent minority, making it one of the most diverse transit communities in the region. The community also has larger households compared with the corridor and region. Over 800 jobs are located within a half mile of the light rail station.

Housing in Rainier Beach is primarily single-family in type. Compared with regional levels of need, affordability is limited for households earning less than 50% of AMI, but relatively available for households earning up to 80% of AMI.

## LOCAL PLANNING —

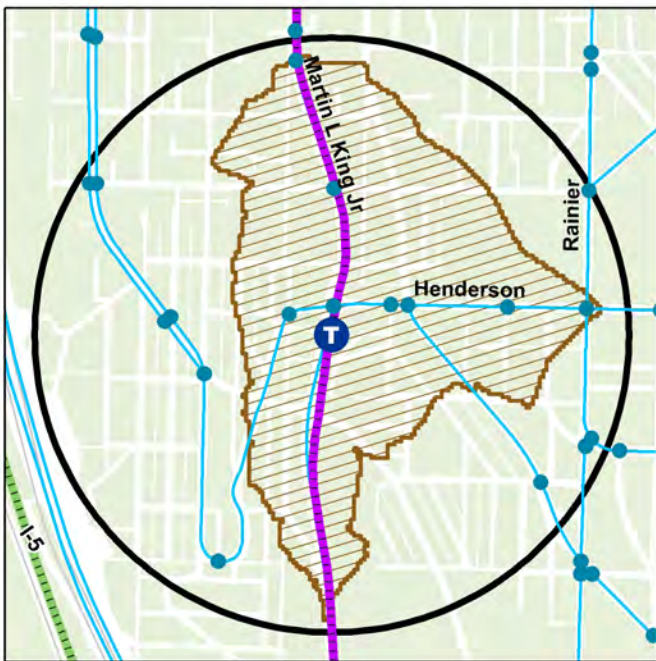
In 2011, the City of Seattle completed an update to the Rainier Beach neighborhood plan. The neighborhood plan envisions a shift from auto-oriented retail toward creating a safe and vibrant commercial district with increased affordable housing options, and opportunities for employment close to transit. The city will be completing an Urban Design Framework to implement the community's vision and guide future redevelopment.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	4,691	4,237
RACIAL DEMOGRAPHICS	88% minority	45%
AGE	24% > 18 years 11% < 65 years	19% 11%
MED HH INCOME	\$51,067	\$46,637
EDUCATION	17% BA or >	20%
AVERAGE HH SIZE	3.26	2.39

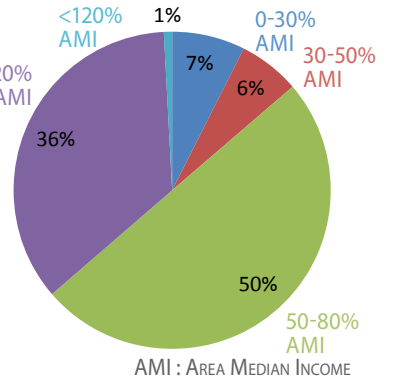
## JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	811	3,032
AVERAGE WAGE	\$31,755	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	31%	17%

## HOUSING

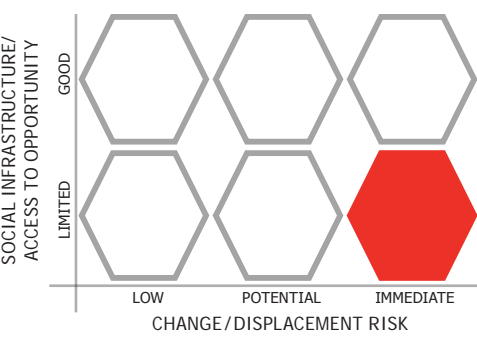
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	2,586	2,674
AFFORD. RANGE (0-50% AMI)	14%	21%
HOMEOWNERS	61%	35%
RENTERS	39%	65%
COST BURDEN (% OF HOUSEHOLDS)	51%	44%

## AFFORDABLE HOUSING BY INCOME LEVEL

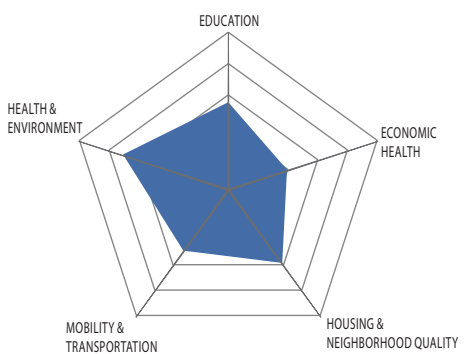


## PEOPLE PROFILE

Communities with immediate displacement risk show indications that displacement of lower income populations has begun, higher current market strength, and/or high number of community risk factors. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

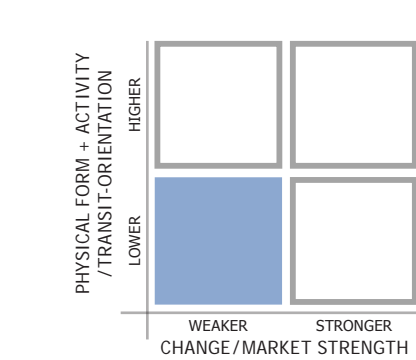


## ACCESS TO OPPORTUNITY

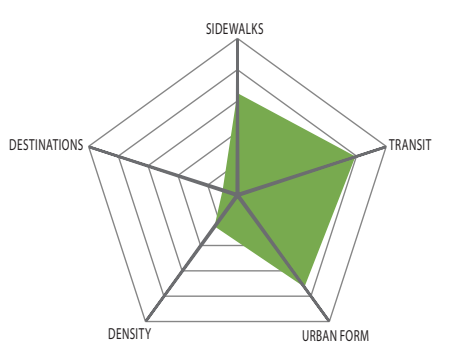


## PLACE PROFILE

These communities have physical forms and activity levels that do not strongly support a dense, walkable and transit-supportive neighborhood. They have a weaker real estate market that suggests there is not high pressure for new development in the near-term.



## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 1 PROTECT AND GROW

Protect and Grow transit communities are neighborhoods with emerging to strong real estate demand and community characteristics that indicate an immediate risk of displacement. Physical form and activity levels are varied. Key strategies focus on supporting an emerging market for higher density development while preserving affordability and leveraging community benefits from growth. As communities in transition, they call for a more proactive approach to ensuring equitable growth. Nine communities are categorized as Protect and Grow (including five current light rail stations in Southeast Seattle).

#### KEY STRATEGIES:

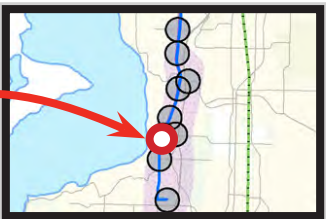
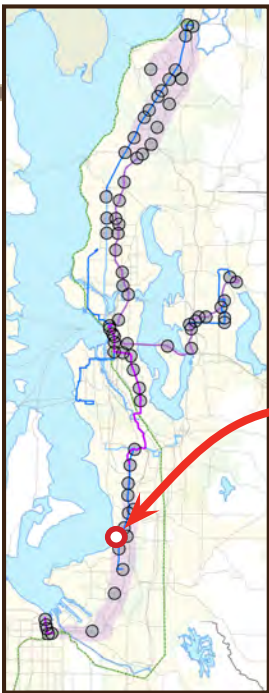
- Development regulations and capital facilities investments that support market demand
- Full range of tools for new and preserved affordable housing
- Community needs assessment and targeted community investments
- Targeted small business support







# Redondo



## AREA DESCRIPTION —

The Redondo transit community, located in the Cities of Kent, Des Moines, and Federal Way, is centered around a 700 stall park and ride lot and is currently served by the RapidRide A BRT line. The community is located in the corridor currently under study for an extension of Sound Transit Link light rail from S. 200th St. to Federal Way.

Current land use is predominantly commercial with some light industrial along Pacific Highway. A significant portion of land to the west is single family residential. Protected wetlands cover much of the northeastern portion of the transit community. With large blocks, few sidewalks, and an auto-oriented development pattern, the community currently has a poor pedestrian environment.

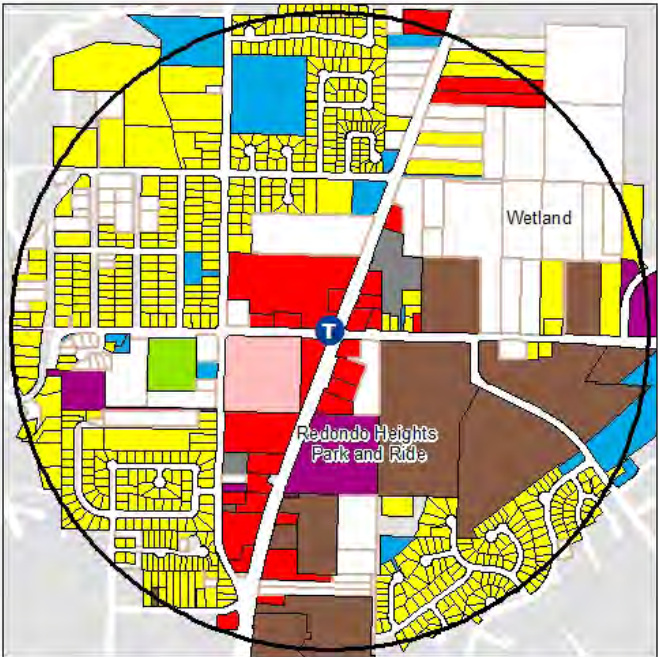
Redondo transit community has a population of 4,296, with 62 percent minority, making it one of the most diverse transit communities in the region. Nearly one in four households earns below the poverty level.

Housing in Redondo is primarily multifamily and renter occupied. Little subsidized housing exists in the transit community. Affordability is high compared with the region and most other transit communities, for households earning less than 50% of AMI. These data suggest potential for displacement in the future.

## LOCAL PLANNING —

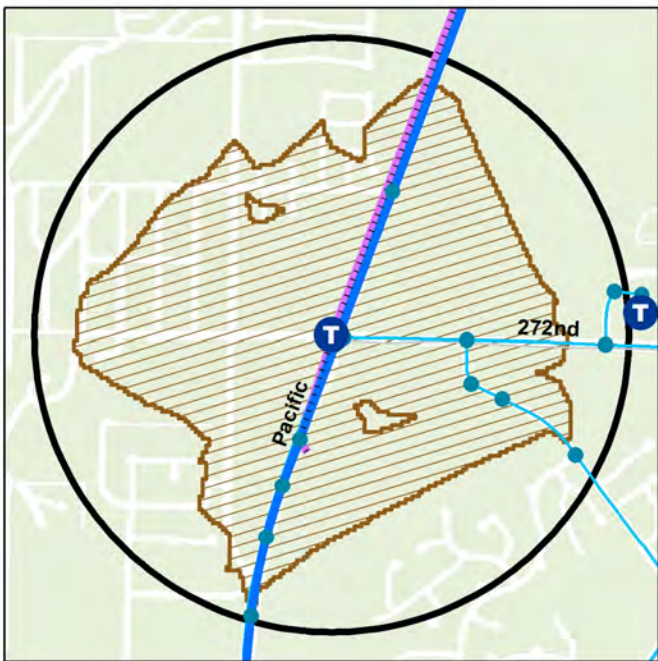
The Redondo transit community is part of the locally designated Midway subarea. The cities of Kent and Des Moines collaborated on land use visioning for Midway and Kent adopted the Midway Subarea Plan, zoning, and development regulations in 2011. The plan calls for Transit Oriented Development (TOD) with transit supportive high-density mixed-use development and pedestrian orientation. Federal Way's comprehensive plan calls out policy to support the establishment of street patterns and amenities to support transit use. The city has recently increased the height limit for commercial properties along SR-99 to encourage development.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	4,296	4,237
RACIAL DEMOGRAPHICS	62% minority	45%
AGE	24% > 18 years 4% < 65 years	19% 11%
MED. HH. INCOME	\$43,638	\$46,637
EDUCATION	17% BA or >	20%
AVERAGE HH SIZE	2.39	2.39

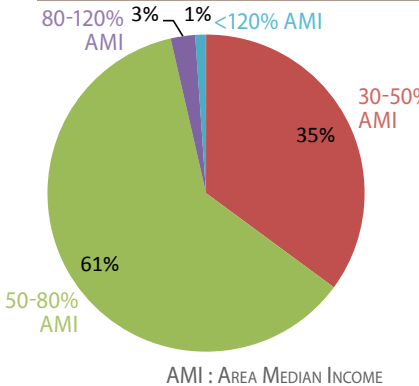
## JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	281	3,032
AVERAGE WAGE	\$18,699	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	33%	17%

## HOUSING

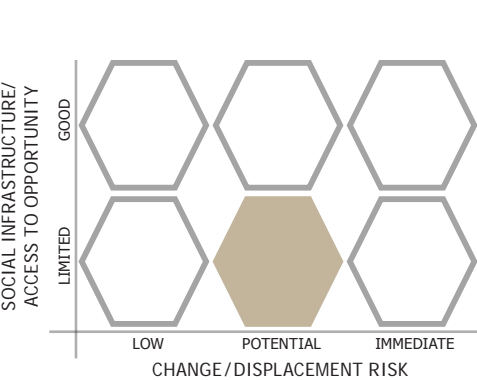
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	3,984	2,674
AFFORD. RANGE (0-50% AMI)	35%	21%
HOMEOWNERS	32%	35%
RENTERS	68%	65%
COST BURDEN (% OF INCOME)	49%	44%

## AFFORDABLE HOUSING BY INCOME LEVEL

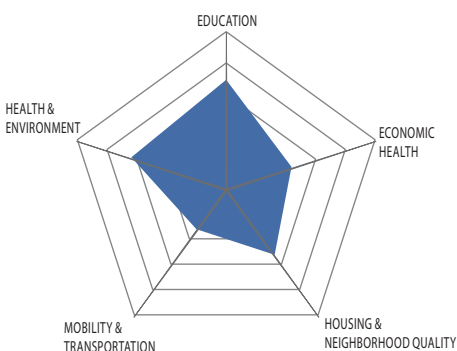


## PEOPLE PROFILE

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 needs 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.

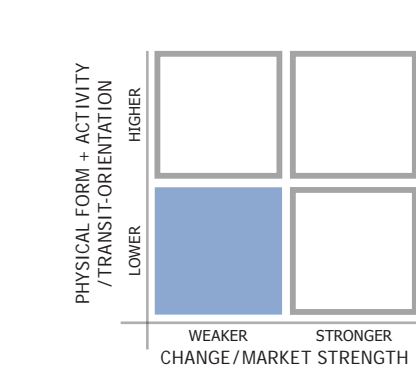


## ACCESS TO OPPORTUNITY

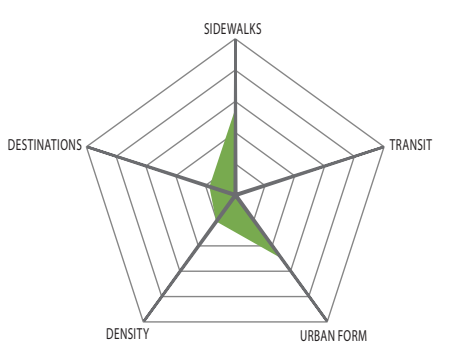


## PLACE PROFILE

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.



## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 7 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:

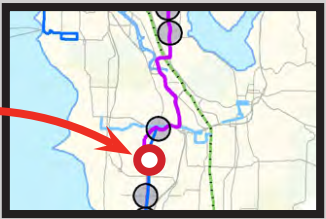
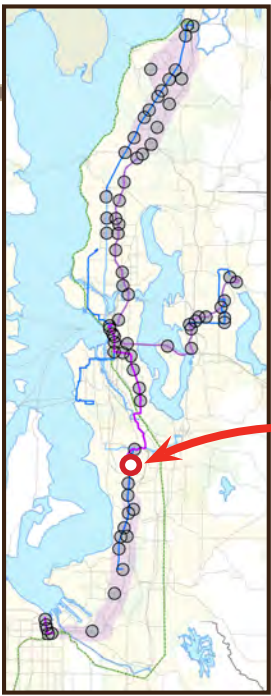
- Station area planning, focus on long-range vision and transitional uses
- Long-range capital facilities plan with pased infrastructure and public realm investments
- Community needs assessment and targeted investments
- Affordable housing preservation







# SeaTac Airport



**AREA DESCRIPTION —**  
The SeaTac Airport transit community, located in the City of SeaTac, has been served by light rail since 2009 and is also served by the RapidRide A BRT line. The light rail station is adjacent to the region’s primary commercial airport and a significant employer in the region.

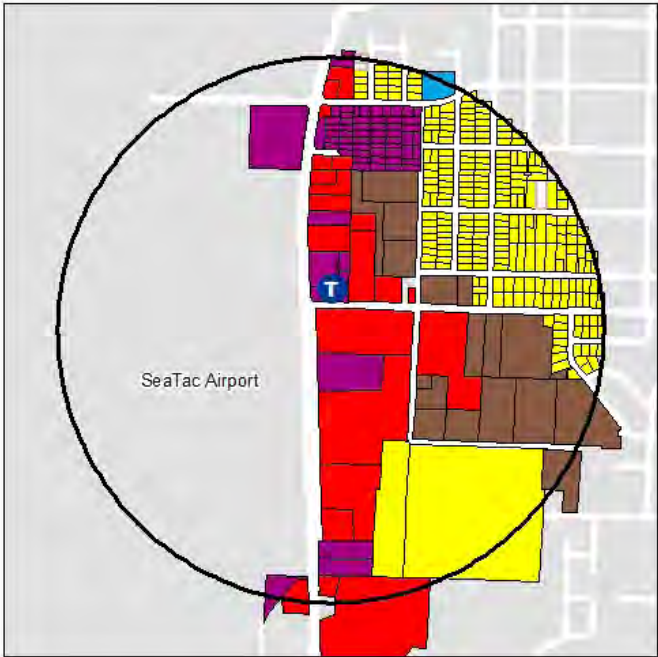
The land on the west side of International Blvd. (SR-99) is part of SeaTac International Airport. Much of the remaining land in the transit community is in commercial and transportation related uses serving airport visitors, including hotels and park-n-fly facilities. Residential areas are also within walking distance of the station. Although significant investments have been made in pedestrian infrastructure, especially along SR-99, walkability is impeded by large blocks, limited network of sidewalks, and few urban amenities.

SeaTac Airport transit community has a population of 4,024, with 66 percent minority, making the community more diverse than most other transit communities and the region as a whole.

Housing is primarily multifamily rental units with a significant concentration of mobile homes. Housing is among the most affordable in the region, particularly market rate housing affordable to households earning below 50% of AMI. These data indicate a potential risk of displacement.

**LOCAL PLANNING —**  
The SeaTac Airport transit community is located in a regionally designated Regional Growth Center. In 1999, the City of SeaTac adopted its City Center Plan in preparation for High Capacity Transit. Parts of the plan have been updated through the 2010 comprehensive plan update. The plan calls for transit supportive development, high quality design, and a more pedestrian-friendly environment while still accommodating facilities and land uses that serve the airport.

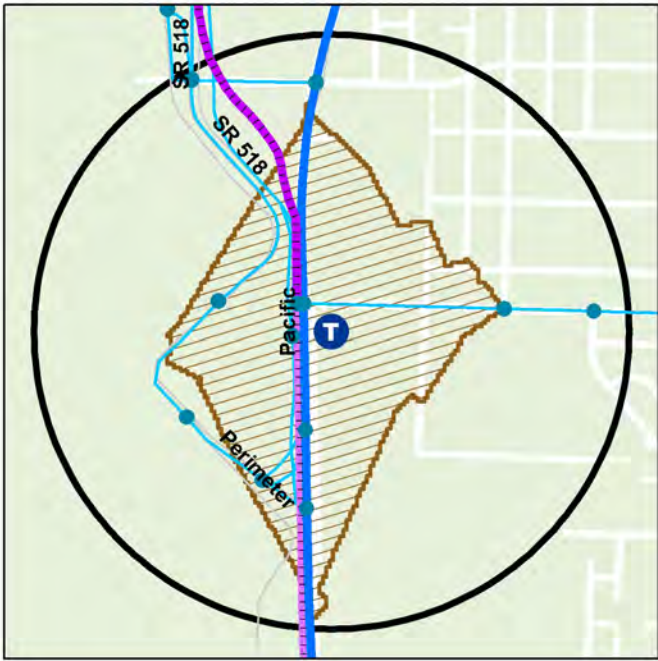
## LAND USE



Revised Summer 2013

- Transit Station
- 1/2 Mile Buffer
- Land Use Categories**
- Vacant & Unclassified
- Commercial
- SF Residential
- MF Residential
- Park and Open Space
- Govt/Civic
- Transportation and Utilities
- Industrial
- Mobile Home Park

## TRANSPORTATION



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

## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	4,024	4,237
RACIAL DEMOGRAPHICS	66% minority	45%
AGE	23% > 18 years 12% < 65 years	19% 11%
MED. HH. INCOME	\$36,543	\$46,637
EDUCATION	10% BA or >	20%
AVERAGE HH. SIZE	2.18	2.39

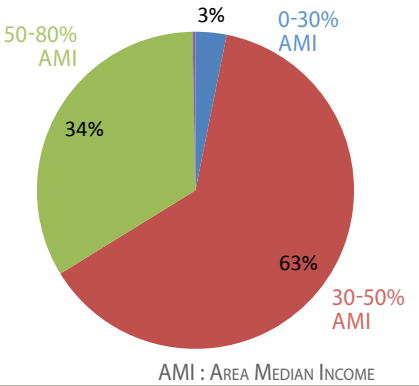
## JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	9,187	3,032
AVERAGE WAGE	\$42,995	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	SeaTac Airport	n/a
SBI	4%	17%

## HOUSING

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	3,349	2,674
AFFORD. RANGE (0-50% AMI)	66%	21%
HOMEOWNERS	37%	35%
RENTERS	63%	65%
COST BURDEN (% OF INCOME)	47%	44%

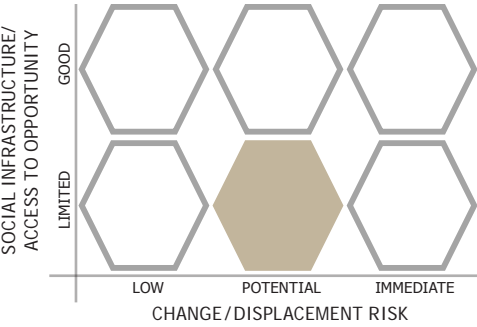
### AFFORDABLE HOUSING BY INCOME LEVEL



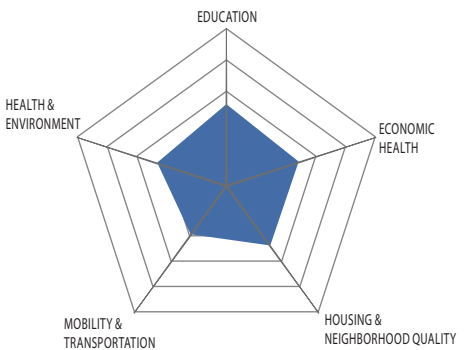
AMI : AREA MEDIAN INCOME

## PEOPLE PROFILE

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 needs 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.

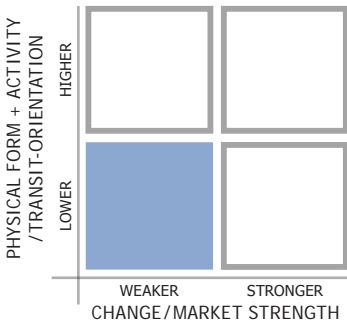


### ACCESS TO OPPORTUNITY

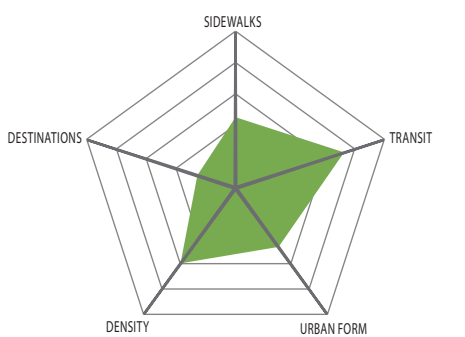


## PLACE PROFILE

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.



### PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 7 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.

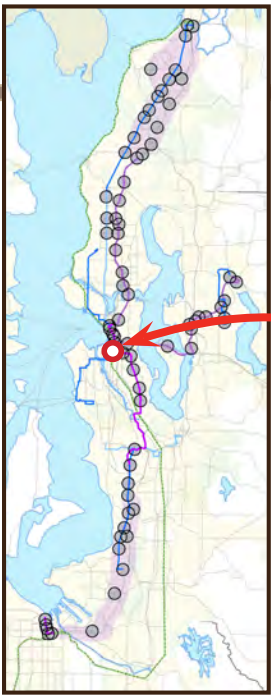
#### KEY STRATEGIES:

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



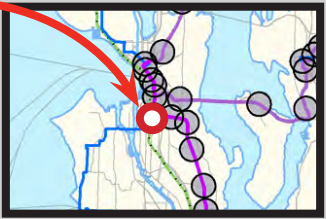






# LIGHT RAIL | BUS

## SODO



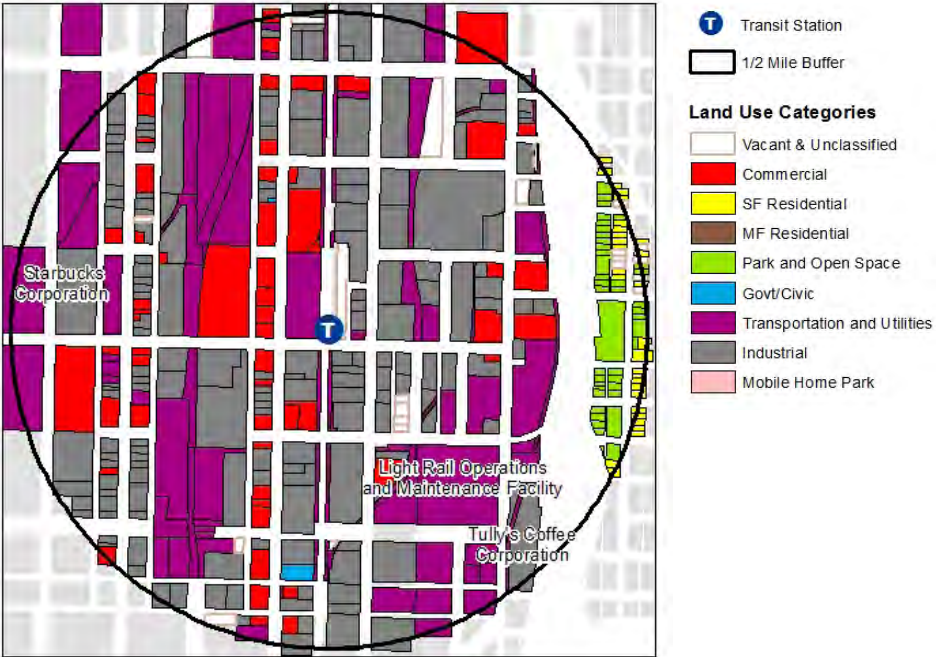
**AREA DESCRIPTION —**  
The SODO transit community, located in the City of Seattle, has been served by Link light rail since 2009. The community is home to major employers including the Starbucks headquarters and a number of industrial firms. Over 12,000 workers are employed within a half mile of the SODO station.

Current land use is predominantly industrial, commercial, and transportation and utilities related. With large blocks and relatively low sidewalk coverage, SODO does not offer a walkable built environment.

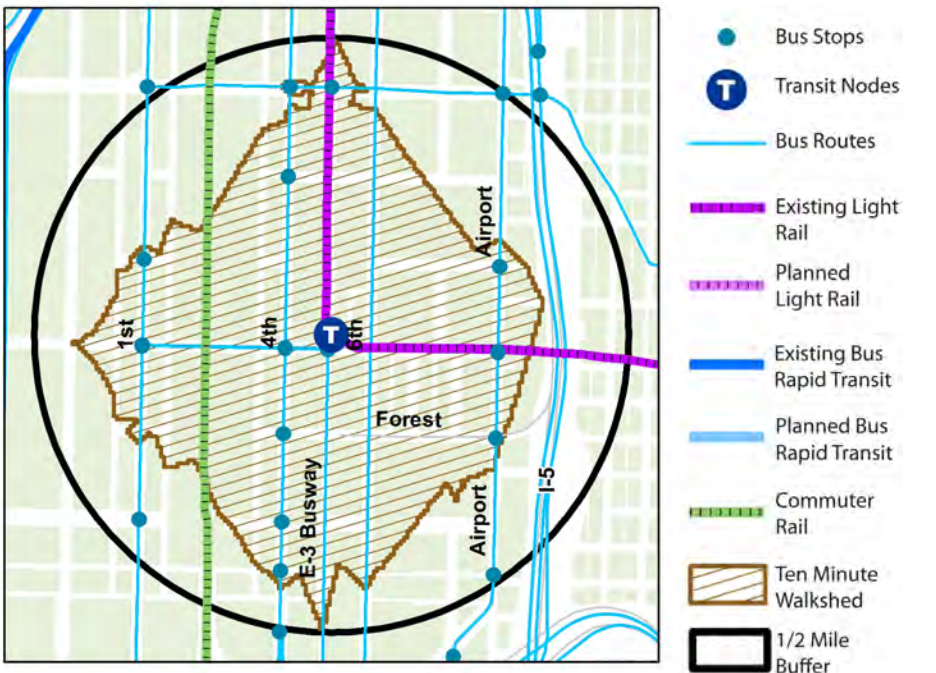
The SODO transit community has a population of 321, nearly all of whom reside at the eastern edge of the half-mile radius from the station, in the Beacon Hill neighborhood. The area effectively served by the station is entirely non-residential.

**LOCAL PLANNING —**  
The SODO transit community is part of a regionally designated Manufacturing and Industrial Center. The City of Seattle does not envision significant change to the SODO station area, but does anticipate gradual infill and intensification of manufacturing, industrial, and commercial where permitted.

### LAND USE



### TRANSPORTATION



### PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	321	4,237
RACIAL DEMOGRAPHICS	53% minority	45%
AGE	13% > 18 years 11% < 65 years	19% 11%
MED HH INCOME	\$51,415	\$46,637
EDUCATION	15% BA or >	20%
AVERAGE HH SIZE	2.97	2.39

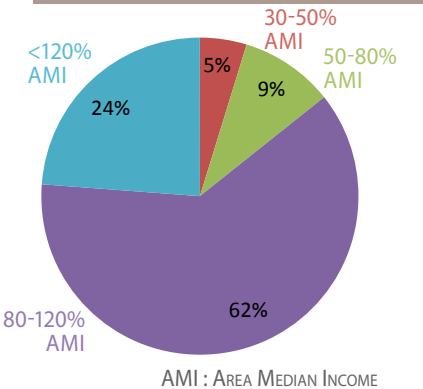
### JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	12,127	3,032
AVERAGE WAGE	\$67,251	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	9%	17%

### HOUSING

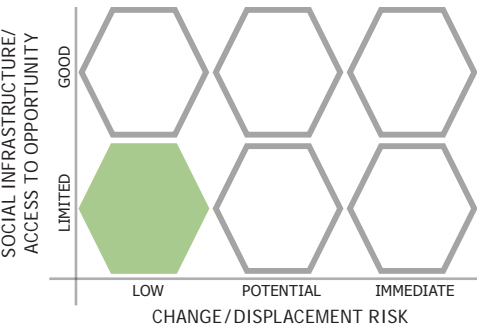
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	402	2,674
AFFORD. RANGE (0-50% AMI)	26%	21%
HOMEOWNERS	36%	35%
RENTERS	64%	65%
COST BURDEN (% OF INCOME)	42%	44%

### AFFORDABLE HOUSING BY INCOME LEVEL

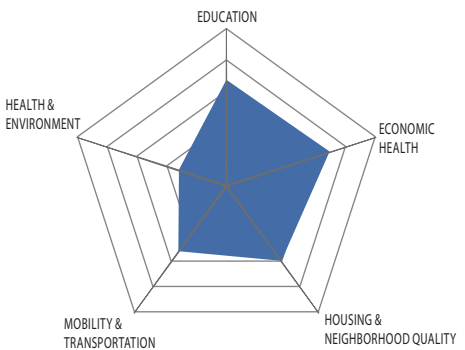


### PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

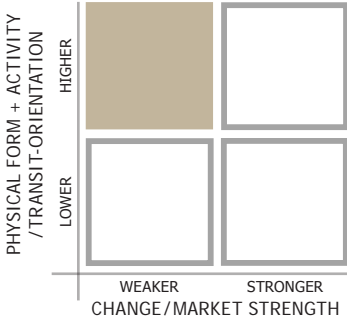


### ACCESS TO OPPORTUNITY

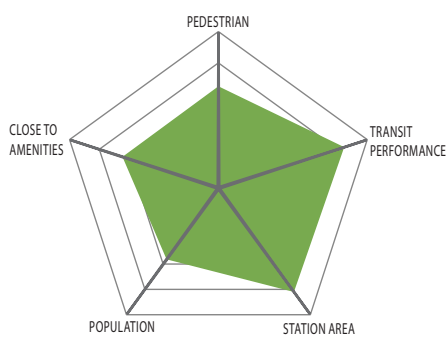


### PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that 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.



### PHYSICAL FORM + ACTIVITY



### IMPLEMENTATION APPROACH

**8 PRESERVE AND CONNECT**  
Preserve and Connect transit communities are regional industrial or institutional employment centers that play a vital role in the region's economy. While People and Place characteristics vary greatly across the transit communities in this approach, they are similar in the overarching importance of preserving and expanding the job base. Transit access improvements are needed where appropriate to support commuting. The introduction of housing in these areas may harm job opportunity and is not recommended. Four study areas, including two current stations, are categorized as Preserve and Connect.

**KEY STRATEGIES:**

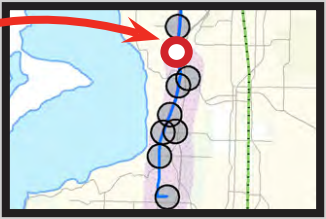
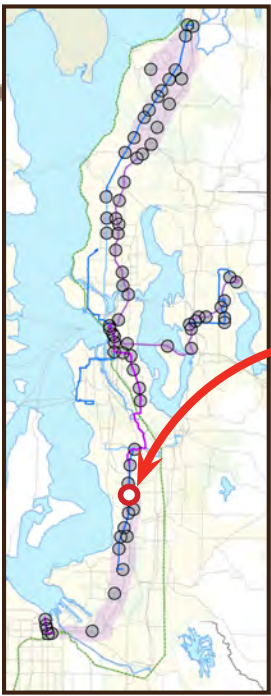
- Ensure accessibility by multiple modes of transportation
- Connect transit dependent populations to transit and other community resources







# S 216th Street



**AREA DESCRIPTION —**  
The South 216th St. transit community, located in the Cities of SeaTac 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.

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. However, SR-99 has had significant transportation and pedestrian improvements and portions of several other arterials are currently being upgraded.

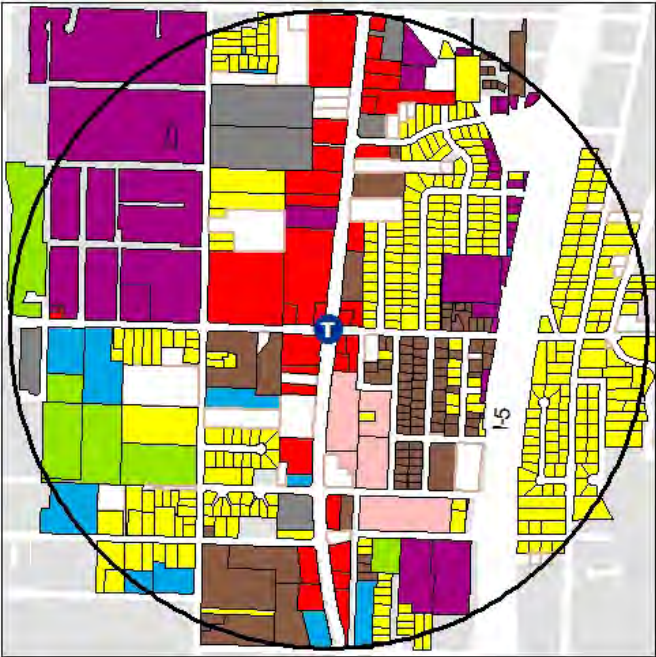
S. 216th St. transit community has a population of 5,099, with 70 percent minority, making it one of the most diverse transit communities in the region. Median household income is lower and the poverty rate much higher than the region. Total employment within the half-mile radius is just over 1,000.

Housing type is predominantly multifamily with a concentration of mobile homes. The majority of households rent their units. Housing is among the most affordable in the region for households earning less than 50% of AMI, despite the current lack of subsidized units in the immediate area. These data indicate a potential risk of displacement.

## LOCAL PLANNING —

The South 216th transit community is located within the Pacific Ridge and Business Park planning sub area. City of Des Moines has adopted an element of its comprehensive plan calling for redevelopment of the sub area as a higher density mixed use urban environment and employment center. The city is considering zoning changes to spur private investment in this area with both auto oriented development and TOD.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	5,099	4,237
RACIAL DEMOGRAPHICS	70% minority	45%
AGE	27% > 18 years 8% < 65 years	19% 11%
MED. HH. INCOME	\$41,425	\$46,637
EDUCATION	11% BA or >	20%
AVERAGE HH SIZE	2.87	2.39

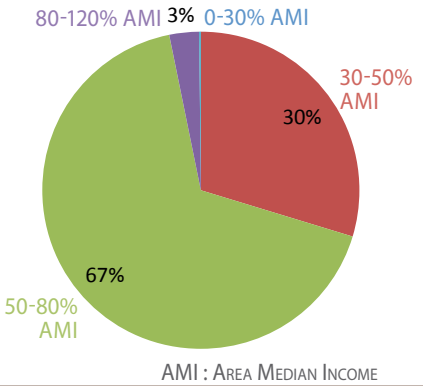
## JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	1,019	3,032
AVERAGE WAGE	\$29,477	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	16%	17%

## HOUSING

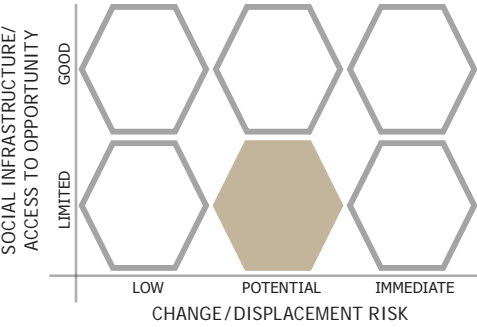
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	3,093	2,674
AFFORD. RANGE (0-50% AMI)	30%	21%
HOMEOWNERS	30%	35%
RENTERS	70%	65%
COST BURDEN (% OF INCOME)	44%	44%

## AFFORDABLE HOUSING BY INCOME LEVEL

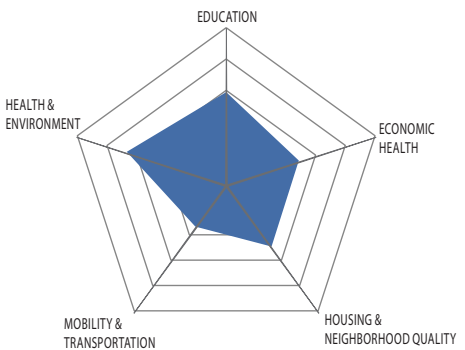


## PEOPLE PROFILE

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 needs 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.

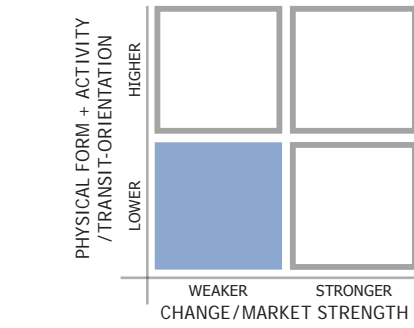


## ACCESS TO OPPORTUNITY

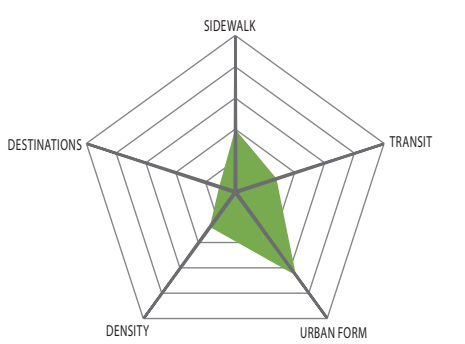


## PLACE PROFILE

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.



## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 7 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:

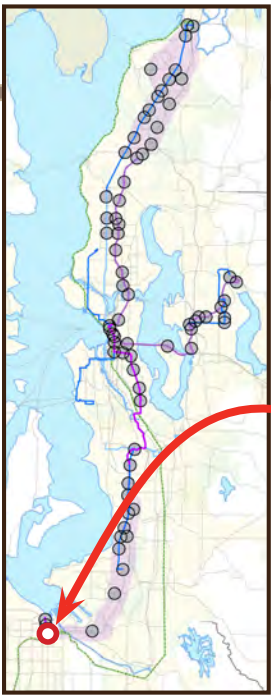
- Station area planning, focus on long-range vision and transitional uses
- Long-range capital facilities plan with pased infrastructure and public realm investments
- Community needs assessment and targeted investments
- Affordable housing preservation







# S 25th Street Station



**AREA DESCRIPTION —**  
The South 25th Street transit community, located in the City of Tacoma, has been served by Tacoma Link light rail since 2003. The transit community is home to three park and ride facilities with connections to intercity express

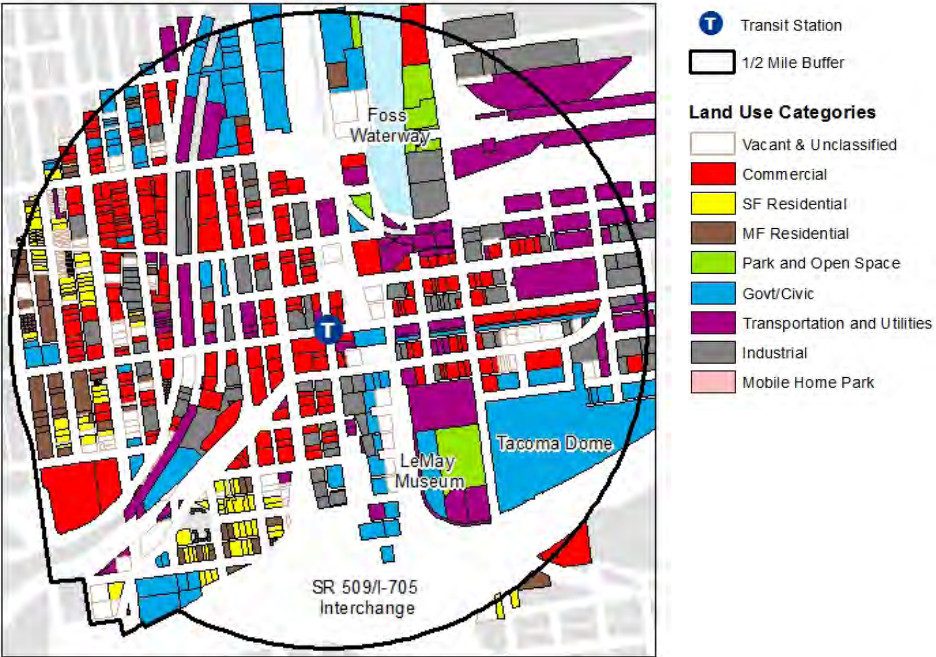
and local busses.

Current land use is predominantly commercial and industrial. The transit community offers a moderately walkable environment, with small blocks and nearly complete sidewalks, but with barriers to mobility, such as the adjacent I-705 freeway. The South 25th Street transit community has a population of 1,458, with 47% minority. About 3,500 jobs are located within a half mile of the transit station.

Housing in the transit community is overwhelmingly multifamily and renter-occupied, with a high percentage of subsidized units affordable to households earning less than 50% of AMI, the majority affordable at below 30% of AMI.

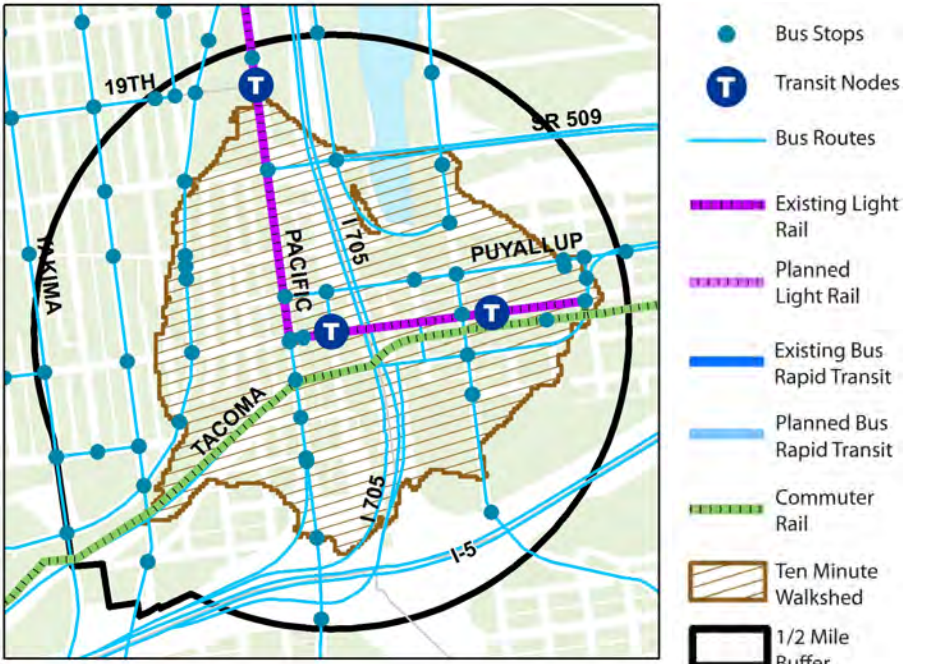
**LOCAL PLANNING —**  
The South 25th Street transit community is located within a regionally designated Regional Growth Center. It is also located within the South Tacoma Downtown planning subarea, for which the City of Tacoma is currently developing a subarea plan and programmatic EIS. With these actions, the city hopes to foster a transition from primarily industrial and commercial uses to a mix of retail, residential, and services. The city has estimated that, under current zoning, underutilized properties in the South Downtown subarea could accommodate 30,000 more people and 40,000 more jobs in a transit rich environment.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	1,458	4,237
RACIAL DEMOGRAPHICS	47% minority	45%
AGE	17% > 18 years 5% < 65 years	19% 11%
MED HH INCOME	\$33,602	\$46,637
EDUCATION	14% BA or >	20%
AVERAGE HH SIZE	2.06	2.39

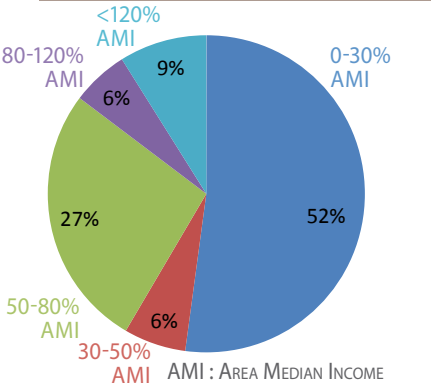
## JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	3,555	3,032
AVERAGE WAGE	\$31,400	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	18%	17%

## HOUSING

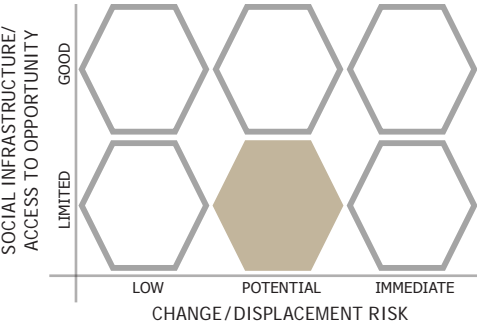
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	1,080	2,674
AFFORD. RANGE (0-50% AMI)	58%	21%
HOMEOWNERS	9%	35%
RENTERS	91%	65%
COST BURDEN (% OF HOUSEHOLDS)	43%	44%

### AFFORDABLE HOUSING BY INCOME LEVEL

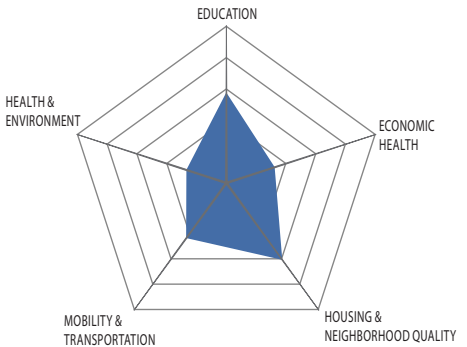


## PEOPLE PROFILE

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 needs 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.

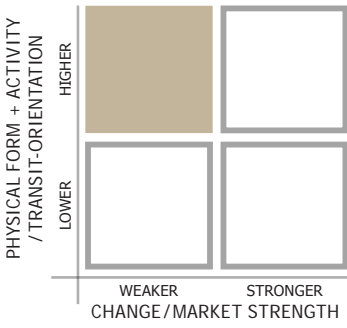


### ACCESS TO OPPORTUNITY

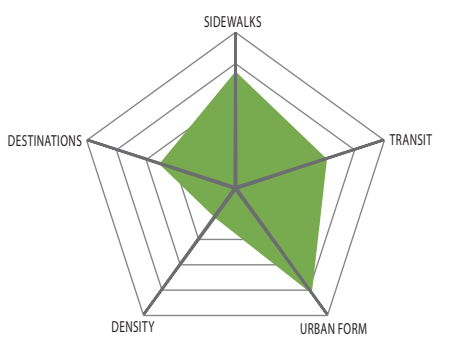


## PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that 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.



### PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

**5 STIMULATE DEMAND**  
Stimulate Demand transit communities are smaller employment centers, mostly in older city centers at the termini of the light rail corridors. These communities have good physical form and activity, but moderate demand at this time for TOD. Key strategies focus on economic development strategies and investments to expand the local job base, fulfill development potential, and expand opportunity. Eight communities are categorized as Stimulate Demand (including five current Tacoma Link stations).

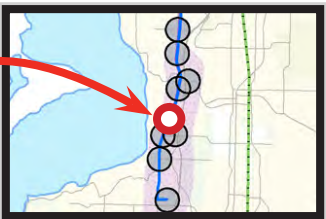
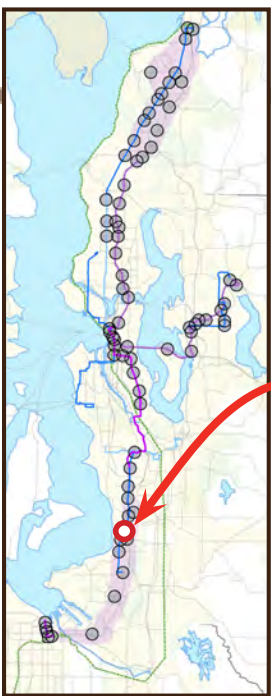
- KEY STRATEGIES:
- Promote economic development to retain and expand job base
  - Long-range capital facilities plan with phased infrastructure and public realm investments
  - Affordable housing assessment and preservation
  - Community needs assessment and targeted investments







# S 260th Street



## AREA DESCRIPTION —

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.

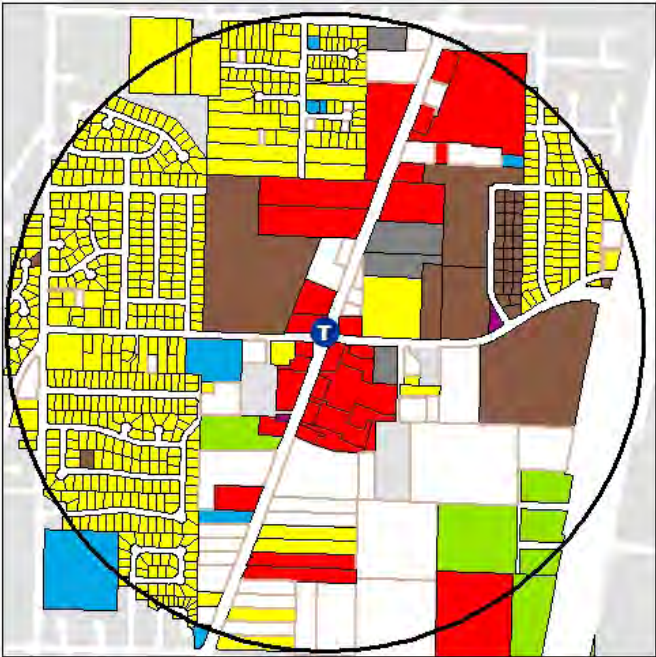
The S. 260th Street transit community has a population of 5,015, with 68 percent minority, making it one of the most diverse transit communities in the region. The community includes a high proportion of children compared with other transit communities. Education attainment is much lower than the regional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

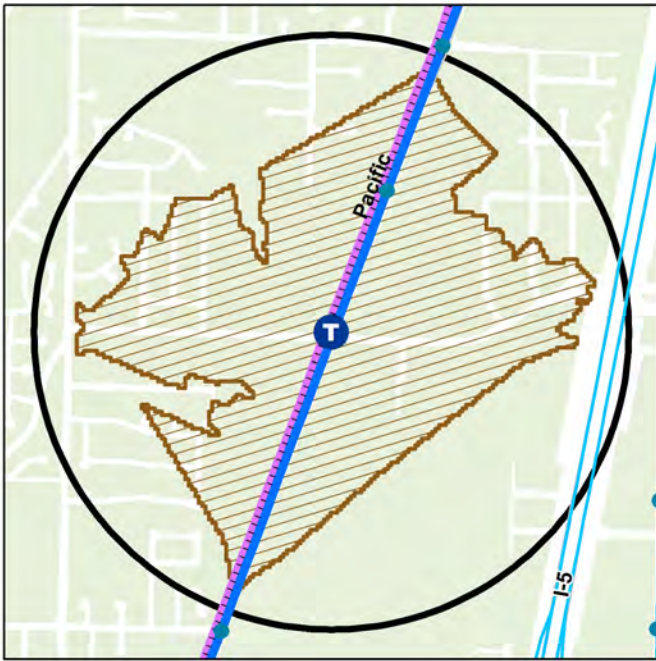
The S. 260th St. transit community is part of the locally designated Midway subarea. The cities of Kent and Des Moines collaborated on land use visioning for Midway and Kent adopted the Midway Subarea Plan, zoning, and development regulations and design guidelines in 2011. The portion of the Midway Subarea the community is within calls for a highway commercial corridor with auto-oriented development and pedestrian supportive facilities. The City of Des Moines is beginning to evaluate the zoning and land uses in the area to identify changes to support expanded TOD and with amendments to be adopted in late 2013 or early 2014.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	5,015	4,237
RACIAL DEMOGRAPHICS	68% minority	45%
AGE	30% > 18 years 6% < 65 years	19% 11%
MED. HH. INCOME	\$49,513	\$46,637
EDUCATION	9% BA or >	20%
AVERAGE HH. SIZE	2.82	2.39

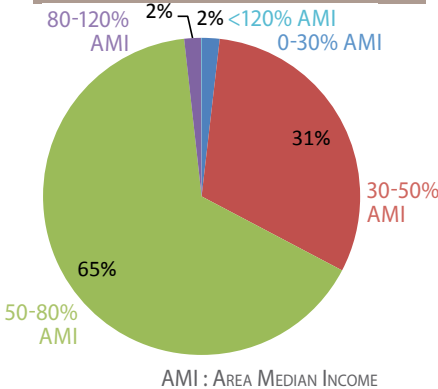
## JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	530	3,032
AVERAGE WAGE	\$26,626	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	26%	17%

## HOUSING

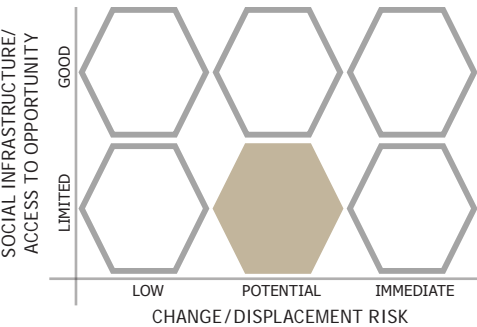
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	2,265	2,674
AFFORD. RANGE (0-50% AMI)	98%	21%
HOMEOWNERS	33%	35%
RENTERS	67%	65%
COST BURDEN (% OF INCOME)	46%	44%

## AFFORDABLE HOUSING BY INCOME LEVEL

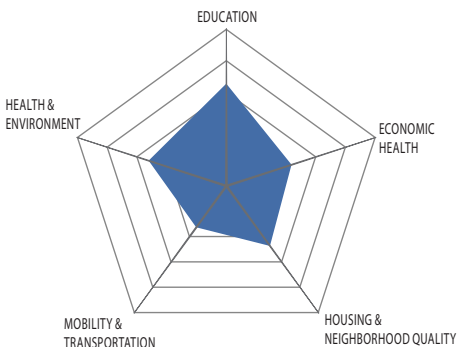


## PEOPLE PROFILE

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 needs 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.

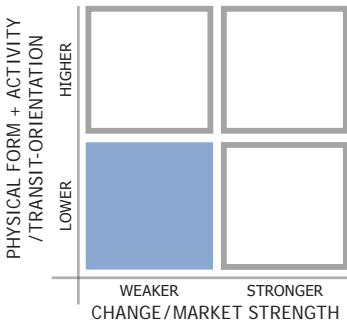


## ACCESS TO OPPORTUNITY

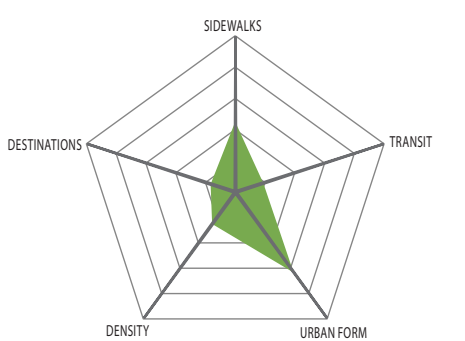


## PLACE PROFILE

These communities have physical forms and activity levels that do not strongly support a dense, walkable and transit-supportive neighborhood. They have a stronger real estate market that suggests there is higher pressure for new development in the near-term.



## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 7 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:

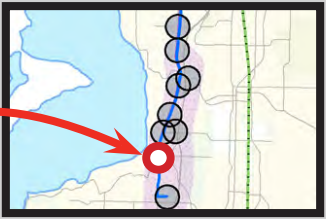
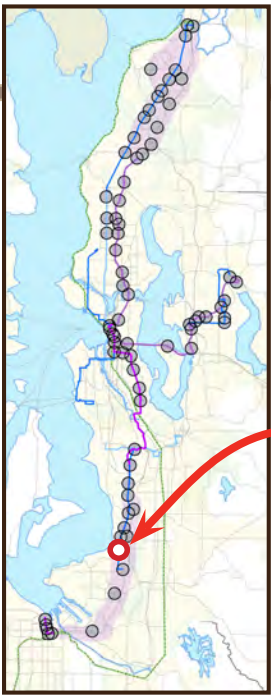
- Station area planning, focus on long-range vision and transitional uses
- Long-range capital facilities plan with pased infrastructure and public realm investments
- Community needs assessment and targeted investments
- Affordable housing preservation







# S 288th Street



**AREA DESCRIPTION —**  
The S. 288th Street transit community, located effectively in the City of Federal Way, is served by the RapidRide 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 transit center.

Existing land use is predominantly single family residential. Multifamily residential is present north along SR-99. With large blocks, few sidewalks, and an auto-oriented development pattern, the community currently has a poor pedestrian environment.

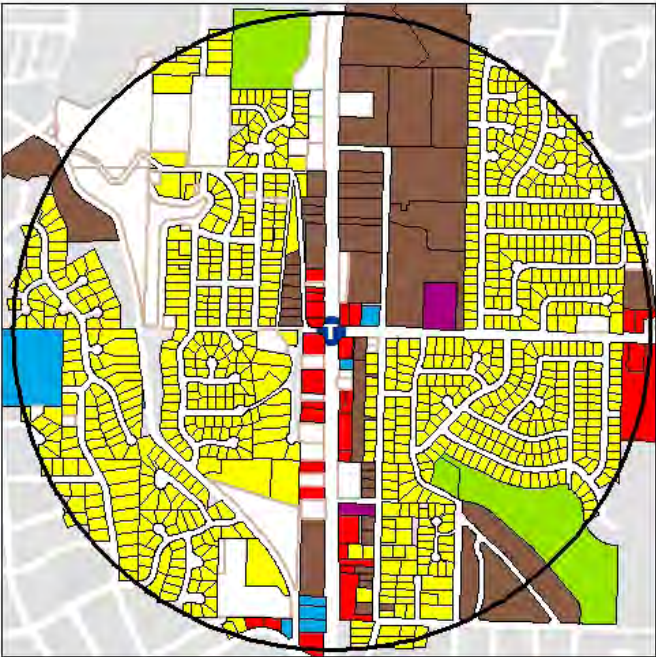
The S. 288th Street transit community has a population of 6,842, with 57 percent minority, more diverse than the transit community average or region as a whole. Median income for households in the area is higher than for any other transit community in the South Corridor.

Housing in the S. 288th Street transit community is evenly mixed between single-family and multifamily units. A cluster of subsidized housing exists in the transit community. Overall, affordability is on par with the region for households earning less than 50% of AMI and higher than the region for households earning up to 80% of AMI.

## LOCAL PLANNING —

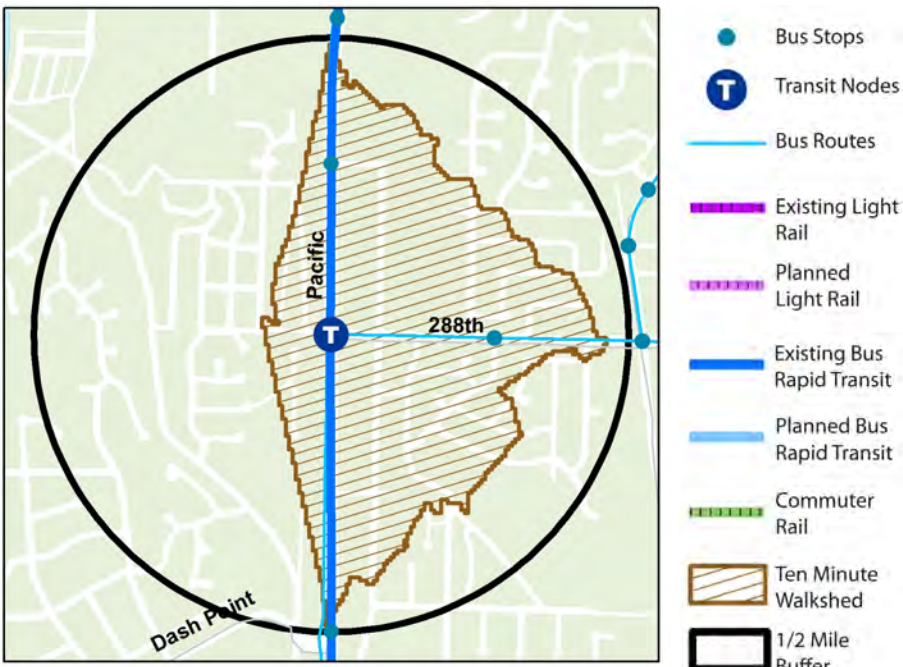
The S. 288th Street transit community has no regional or local designation for increased residential and commercial growth. Federal Way's comprehensive plan calls out policy to support the establishment of street patterns and amenities to support transit use and to encourage providing access between commercial developments and transit stations, LUP25 and LUP32 respectively. The city has recently increased the height limit for commercial properties along SR-99 to encourage development.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	6,842	4,237
RACIAL DEMOGRAPHICS	57% minority	45%
AGE	25% > 18 years 10% < 65 years	19% 11%
MED. HH. INCOME	\$61,415	\$46,637
EDUCATION	19% BA or >	20%
AVERAGE HH. SIZE	2.76	2.39

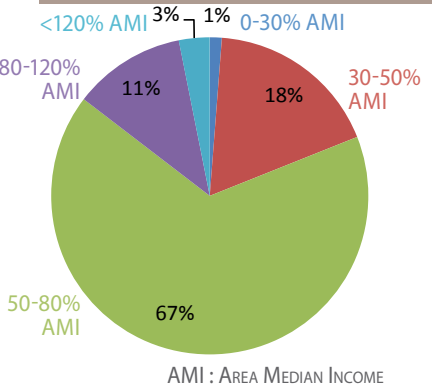
## JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	553	3,032
AVERAGE WAGE	\$26,670	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	45%	17%

## HOUSING

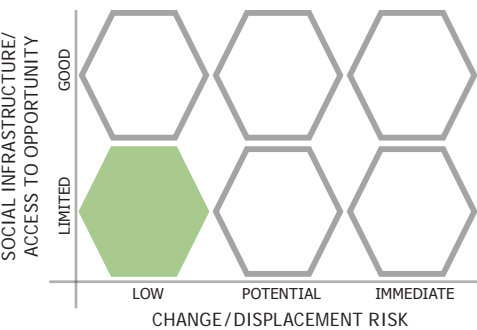
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	3,979	2,674
AFFORD. RANGE (0-50% AMI)	19%	21%
HOMEOWNERS	50%	35%
RENTERS	50%	65%
COST BURDEN (% OF INCOME)	41%	44%

## AFFORDABLE HOUSING BY INCOME LEVEL

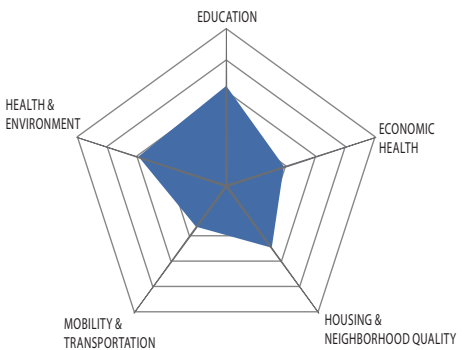


## PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

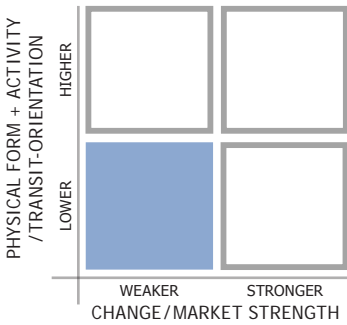


## ACCESS TO OPPORTUNITY

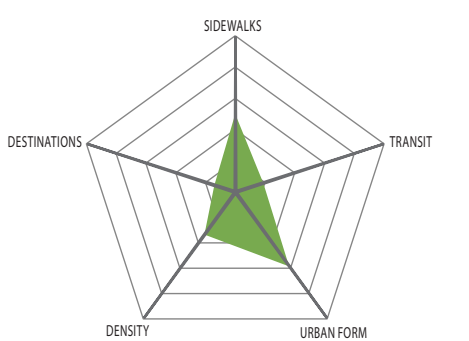


## PLACE PROFILE

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.



## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 6 BUILD URBAN PLACES

Build Urban Places transit communities are neighborhoods or centers with weak to emerging real estate markets and lower physical form and activity, located primarily along major highways or arterials in the mid-North and mid-South corridors. With low risk of displacement and good existing or future transit access to job centers these communities are poised for medium-term growth, however, their existing physical form and activity levels limit TOD potential. Key strategies focus on market-priming through strategic planning and key infrastructure improvements in order to attract pioneering, market rate TOD. Fourteen communities, found primarily in the mid-North corridor (but no current light rail stations), are categorized as Build Urban Places.

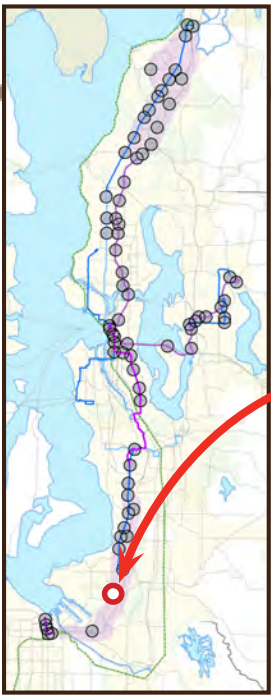
#### KEY STRATEGIES:

- Intensify activity with transformative plans for infill and redevelopment
- Identify and fund catalytic capital facilities investments
- Full range of tools for new affordable housing production
- Community needs assessment and targeted investments



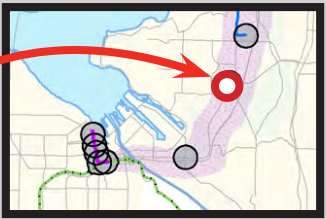






BUS

# S 348th Street



AREA DESCRIPTION —

The S. 348th Street transit community, located in Federal Way, is centered around a 500 stall park and ride facility which is served by multiple express and local bus routes to destinations north and south.

Current land use is predominantly commercial with some industrial uses as well. Large blocks, few sidewalks, and an auto-oriented development pattern create a poor pedestrian environment.

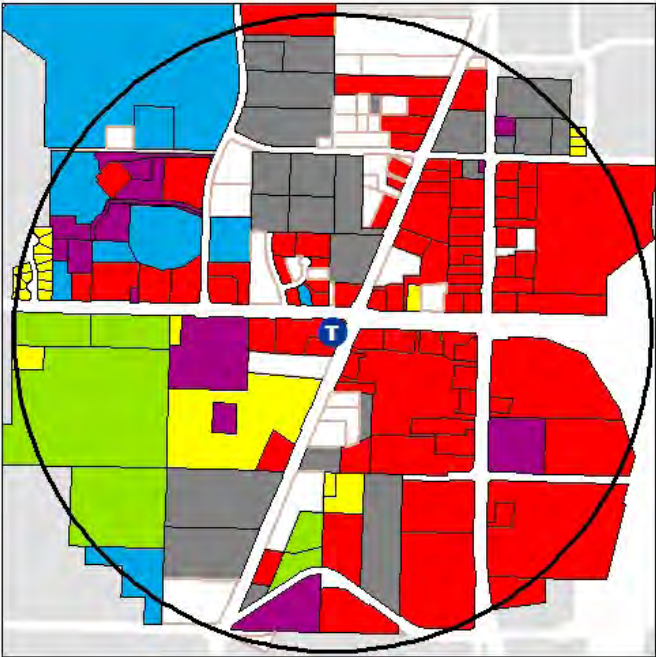
The S. 348th Street transit community is a subregional commercial node with a population of only 159 along with nearly 4,500 jobs. Most of the jobs are in the retail and services sectors.

The housing in the S. 348th St. transit community is nearly entirely single-family, the majority renter-occupied. Little or no housing exists within the transit community that is affordable to households earning less than 50% of AMI. Nearly all of the units, however, are affordable for households earning up to 80% of AMI. A 300-unit multifamily project is in the permitting stage in the area just south of the community.

LOCAL PLANNING —

The S. 348th Street transit community has no regional or local designation for increased residential and commercial growth. Federal Way's comprehensive plan calls out policy to support the establishment of street patterns and amenities to support transit use and to encourage providing access between commercial developments and transit stations, LUP25 and LUP32 respectively.

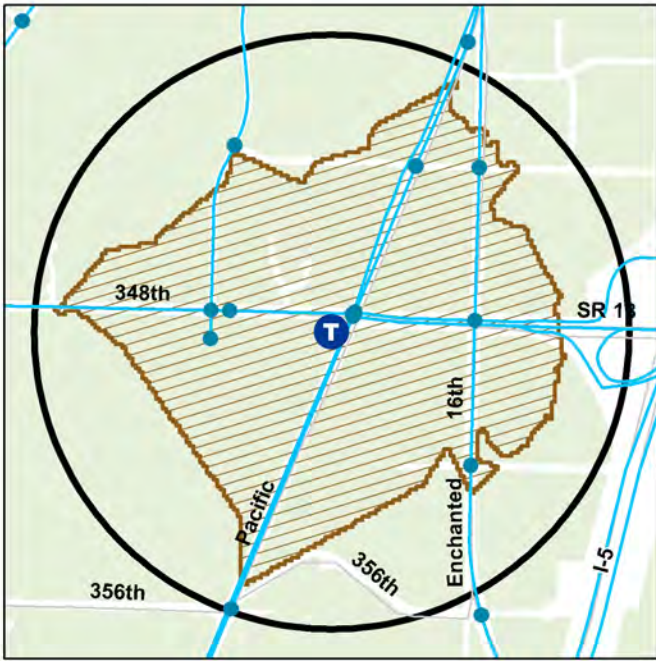
LAND USE



- Transit Station
- 1/2 Mile Buffer
- Land Use Categories
  - Vacant & Unclassified
  - Commercial
  - SF Residential
  - MF Residential
  - Park and Open Space
  - Govt/Civic
  - Transportation and Utilities
  - Industrial
  - Mobile Home Park

Revised Summer 2013

TRANSPORTATION



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

PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	159	4,237
RACIAL DEMOGRAPHICS	31% minority	45%
AGE	25% > 18 years 12% < 65 years	19% 11%
MED HH INCOME	\$51,238	\$46,637
EDUCATION	18% BA or >	20%
AVERAGE HH SIZE	1.99	2.39

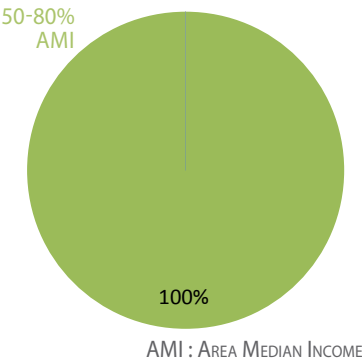
JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	4,451	3,032
AVERAGE WAGE	\$36,536	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	12%	17%

HOUSING

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	1,468	2,674
AFFORD. RANGE (0-50% AMI)	0%	21%
HOMEOWNERS	19%	35%
RENTERS	81%	65%
COST BURDEN (% OF INCOME)	43%	44%

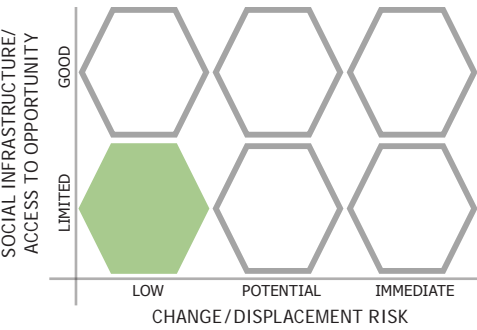
AFFORDABLE HOUSING BY INCOME LEVEL



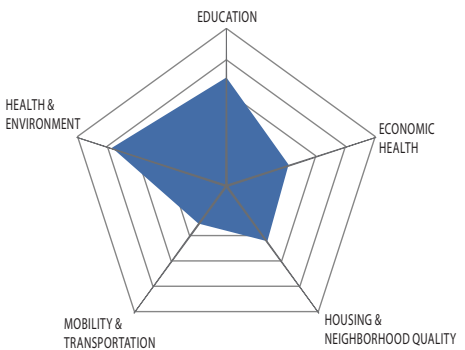
AMI : AREA MEDIAN INCOME

PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

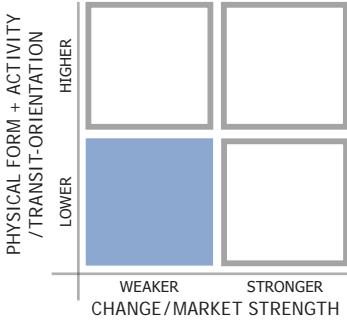


ACCESS TO OPPORTUNITY

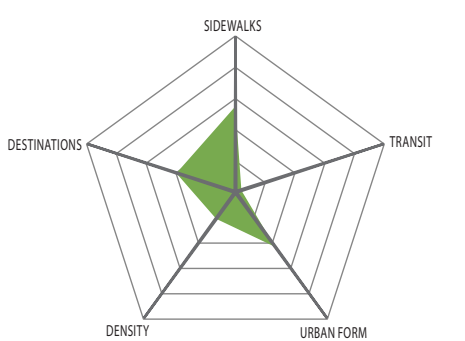


PLACE PROFILE

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.



PHYSICAL FORM + ACTIVITY



IMPLEMENTATION APPROACH

6 BUILD URBAN PLACES

Build Urban Places transit communities are neighborhoods or centers with weak to emerging real estate markets and lower physical form and activity, located primarily along major highways or arterials in the mid-North and mid-South corridors. With low risk of displacement and good existing or future transit access to job centers these communities are poised for medium-term growth, however, their existing physical form and activity levels limit TOD potential. Key strategies focus on market-priming through strategic planning and key infrastructure improvements in order to attract pioneering, market rate TOD. Fourteen communities, found primarily in the mid-North corridor (but no current light rail stations), are categorized as Build Urban Places.

KEY STRATEGIES:

- Intensify activity with transformative plans for infill and redevelopment
- Identify and fund catalytic capital facilities investments
- Full range of tools for new affordable housing production
- Community needs assessment and targeted investments

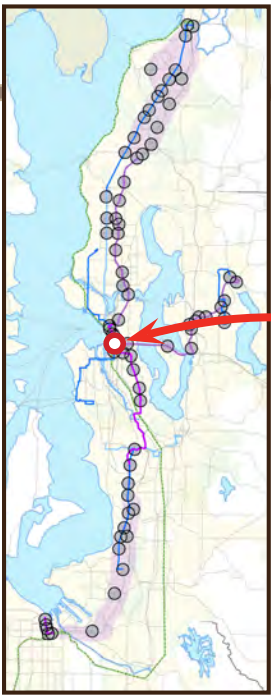


The Growing Transit Communities program is supported by a grant from the U.S. Department of Housing and Urban Development's Sustainable Communities Regional Planning Grant Program. For more information: visit [psrc.org](http://psrc.org) or contact Ben Bakkenta at 206-971-3286 or [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org)



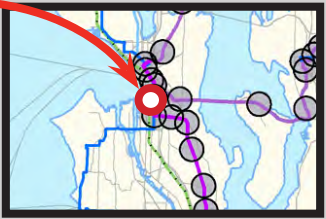






# LIGHT RAIL | BUS

## Stadium



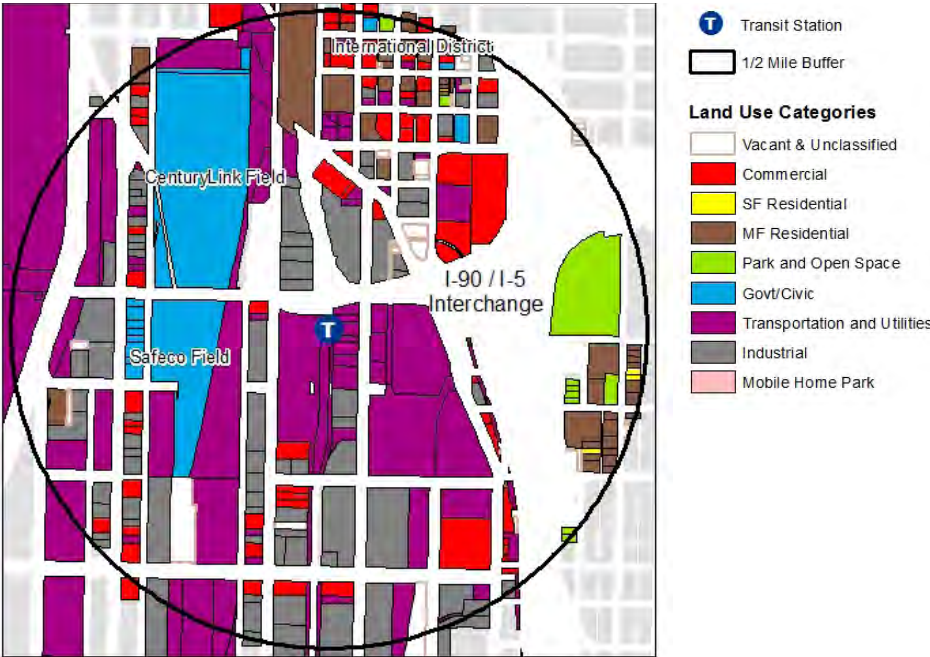
**AREA DESCRIPTION —**  
The Stadium transit community, located in the City of Seattle, has been served by Link light rail since 2009. The station provides access to several regional destinations, including sporting events and major employers. Over 13,000 employees work within a half mile of the light rail station.

Industrial, commercial, and civic uses predominate in the transit community, including the sports facilities of Safeco Field and CenturyLink Stadium that comprise over 42 acres. Some multifamily residential uses are present on the north and east edges of the transit community. The community is bisected by the I-5 freeway, ramps to I-90, and a major rail corridor, creating some barriers to motorized and non-motorized mobility.

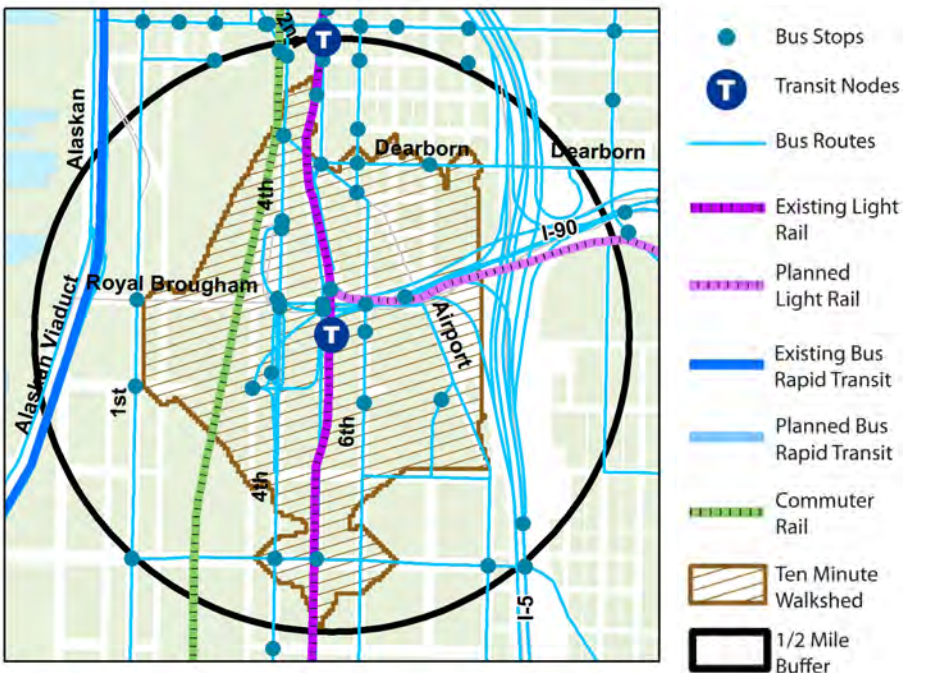
Stadium transit community has a population of 2,741, with 69 percent minority, making it less populous, but more diverse than most other transit communities studied. However, little of the population resides in the areas directly served by the Stadium Station. Multifamily housing to the north of the station in the International District and served by another light rail station to the north of Stadium houses an ethnically and economically diverse community.

**LOCAL PLANNING —**  
The north section of the Stadium transit community is part of the Seattle Downtown Regional Growth Center while the main portion to the south is part of a regional Manufacturing and Industrial Center (MIC). Within the MIC, the City of Seattle envisions increased intensity of the current uses with the possible development of a basketball/hockey arena and expansion of the Port of Seattle.

### LAND USE



### TRANSPORTATION



### PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	2,741	4,237
RACIAL DEMOGRAPHICS	69% minority	45%
AGE	12% > 18 years 21% < 65 years	19% 11%
MED. HH. INCOME	\$32,133	\$46,637
EDUCATION	16% BA or >	20%
AVERAGE HH. SIZE	1.78	2.39

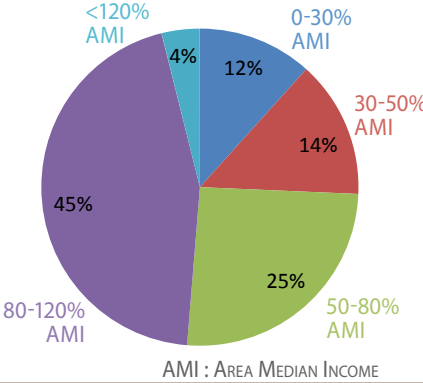
### JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	13,202	3,032
AVERAGE WAGE	\$64,846	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	8%	17%

### HOUSING

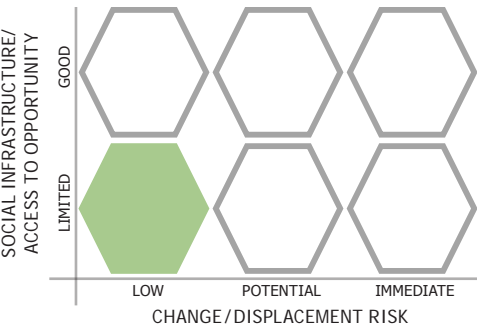
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	2,208	2,674
AFFORD. RANGE (0-50% AMI)	5%	21%
HOMEOWNERS	18%	35%
RENTERS	82%	65%
COST BURDEN (% OF INCOME)	42%	44%

#### AFFORDABLE HOUSING BY INCOME LEVEL

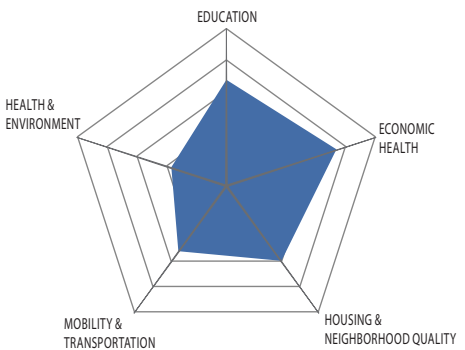


### PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

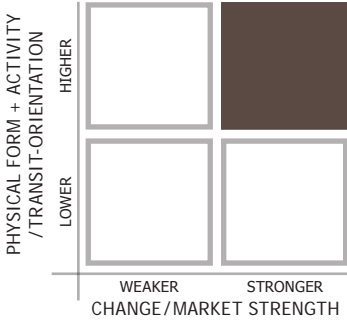


#### ACCESS TO OPPORTUNITY

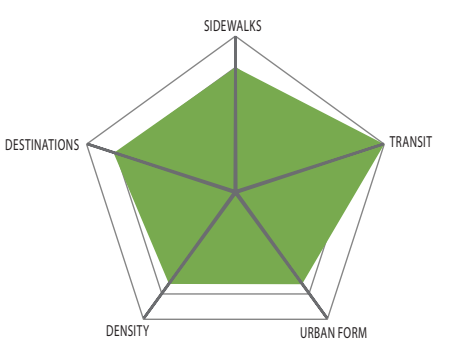


### PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that support a dense, walkable and transit-supportive neighborhood. A stronger real estate market suggests there is higher pressure for new development in the near- to mid-term.



#### PHYSICAL FORM + ACTIVITY



### IMPLEMENTATION APPROACH

#### 8 PRESERVE AND CONNECT

Preserve and Connect transit communities are regional industrial or institutional employment centers that play a vital role in the region's economy. While People and Place characteristics vary greatly across the transit communities in this approach, they are similar in the overarching importance of preserving and expanding the job base. Transit access improvements are needed where appropriate to support commuting. The introduction of housing in these areas may harm job opportunity and is not recommended. Four study areas, including two current stations, are categorized as Preserve and Connect.

##### KEY STRATEGIES:

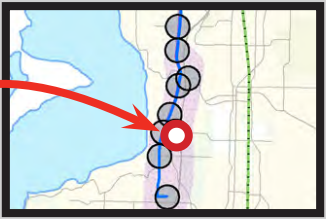
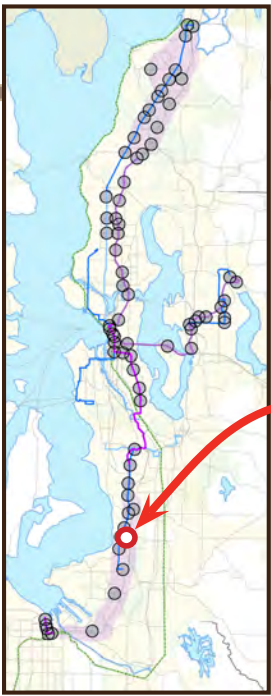
- Ensure accessibility by multiple modes of transportation
- Connect transit dependent populations to transit and other community resources







# 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.

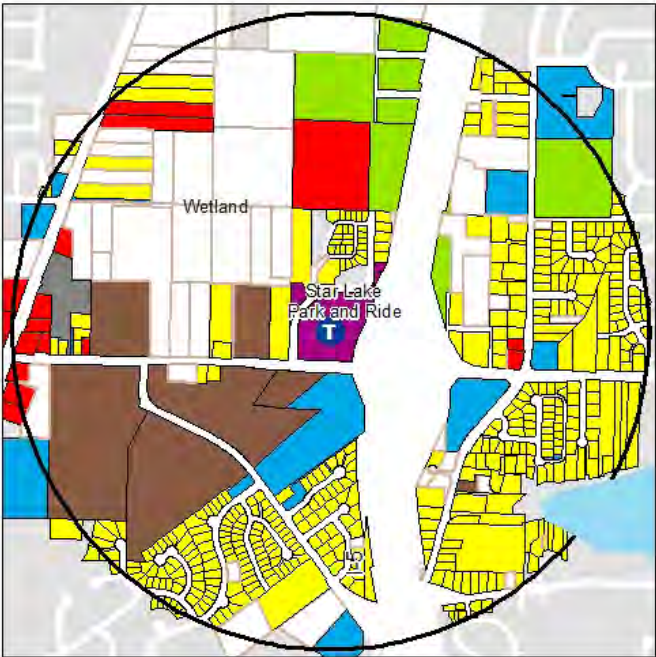
The Star Lake transit community has a population of 7,368, with 61 percent minority, making it relatively populous and diverse compared with other transit communities. One in five households earns below the poverty level.

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 —

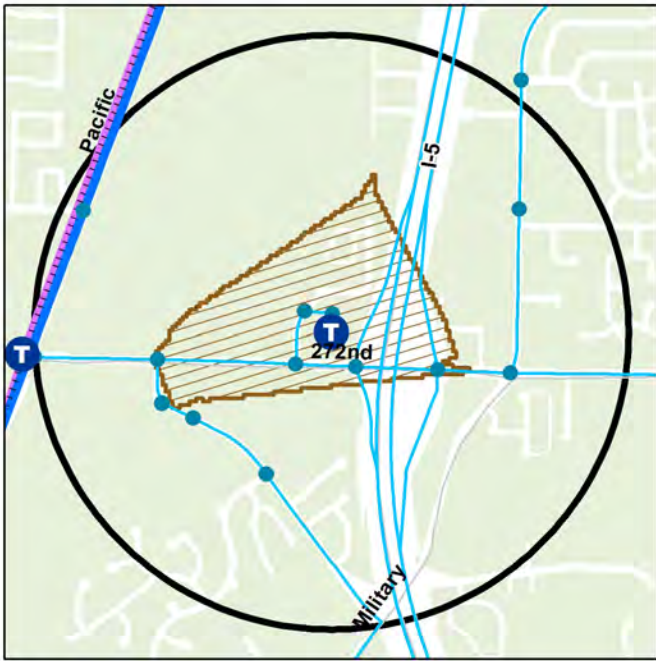
The northern portion of the area is within the City of Kent and the southern portion is within the City of Federal Way. The most eastern portion of the Star Lake transit community is located in the locally designated Midway subarea. In 2010 cities of Kent and Des Moines collaborated in creating the Envision 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



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	7,368	4,237
RACIAL DEMOGRAPHICS	61% minority	45%
AGE	25% > 18 years 8% < 65 years	19% 11%
MED HH INCOME	\$48,076	\$46,637
EDUCATION	17% BA or >	20%
AVERAGE HH SIZE	2.5	2.39

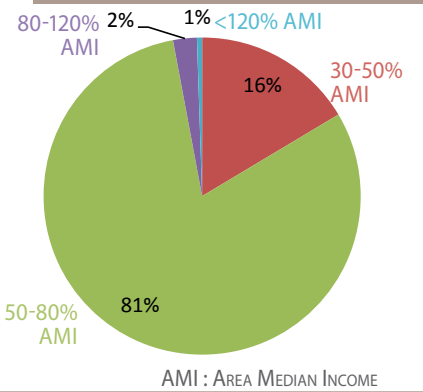
## JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	657	3,032
AVERAGE WAGE	\$26,346	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	33%	17%

## HOUSING

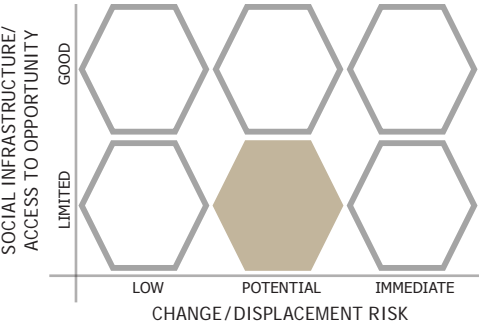
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	2,384	2,674
AFFORD. RANGE (0-50% AMI)	16%	21%
HOMEOWNERS	22%	35%
RENTERS	78%	65%
COST BURDEN (% OF INCOME)	56%	44%

### AFFORDABLE HOUSING BY INCOME LEVEL

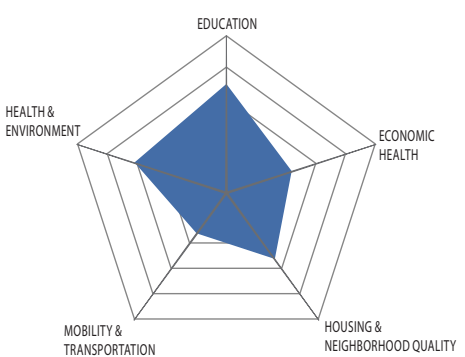


## PEOPLE PROFILE

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 needs 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.

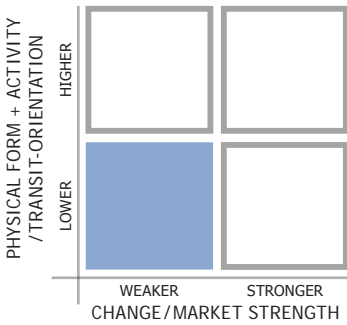


### ACCESS TO OPPORTUNITY

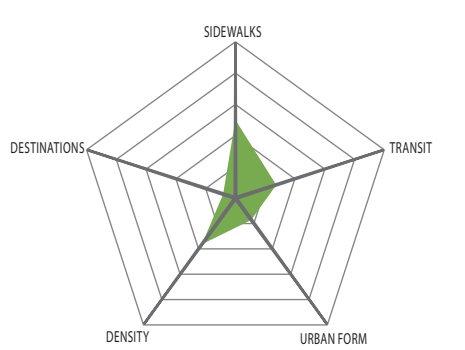


## PLACE PROFILE

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.



### PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 7 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:

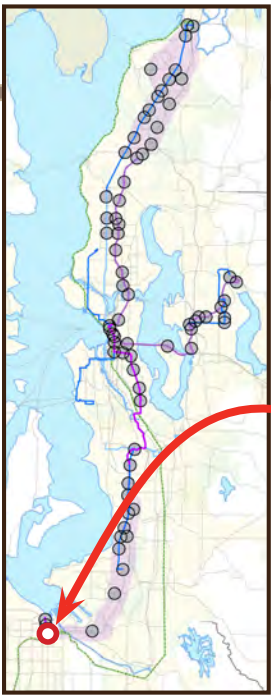
- Station area planning, focus on long-range vision and transitional uses
- Long-range capital facilities plan with pased infrastructure and public realm investments
- Community needs assessment and targeted investments
- Affordable housing preservation







# Tacoma Dome



### AREA DESCRIPTION —

The Tacoma Dome transit community, located in the City of Tacoma, has been served by Tacoma Link light rail since 2003. Tacoma Dome is a transit node of regional importance, with connections to light rail, Sounder commuter rail, Amtrak, significant park and ride capacity, and both Sound Transit and Pierce Transit

bus service.

Current land use is predominantly commercial, industrial and civic including nearly 30 acres that comprise the Tacoma Dome, a regional draw for entertainment and sporting events. Recent development includes the Lemay Museum. The transit community offers a moderately walkable environment, with small blocks but few sidewalks and barriers such as railroad ROW. Numerous vacant or under-utilized parcels are located in close proximity to the light rail station.

Currently with little residential land use, Tacoma Dome has a population of 528, making it one of the least populated transit communities in the region. Nearly 3,000 jobs are located within a half mile of the transit station.

Housing in the transit community is overwhelmingly multifamily and renter-occupied. The transit community contains a very low supply of housing affordable to households earning less than 50% of AMI. Little or no subsidized housing is located in the transit community.

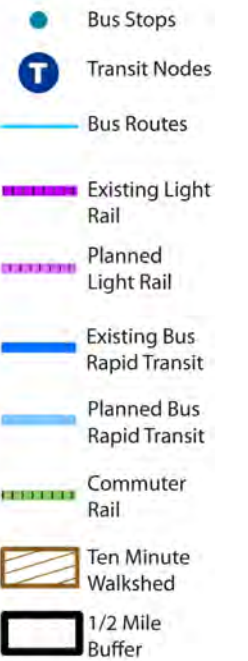
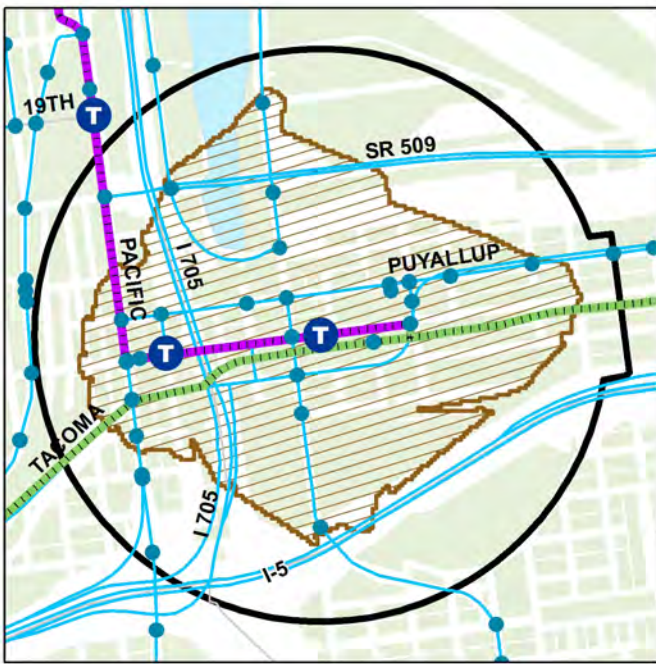
### LOCAL PLANNING —

Tacoma Dome is located within a regionally designated Regional Growth Center and also includes a portion of a regional Manufacturing and Industrial Center. It is also located within the South Tacoma Downtown planning subarea, for which the City of Tacoma is currently developing a subarea plan and programmatic EIS. With these actions, the city hopes to foster a transition from primarily industrial and commercial uses to a mix of retail, residential, and services while maintaining important nearby industrial uses. The city has estimated that, under current zoning, underutilized properties in the South Downtown subarea could accommodate 30,000 more people and 40,000 more jobs in a transit rich environment.

### LAND USE



### TRANSPORTATION



### PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	528	4,237
RACIAL DEMOGRAPHICS	40% minority	45%
AGE	4% > 18 years 4% < 65 years	19% 11%
MED HH INCOME	\$43,502	\$46,637
EDUCATION	12% BA or >	20%
AVERAGE HH SIZE	2.55	2.39

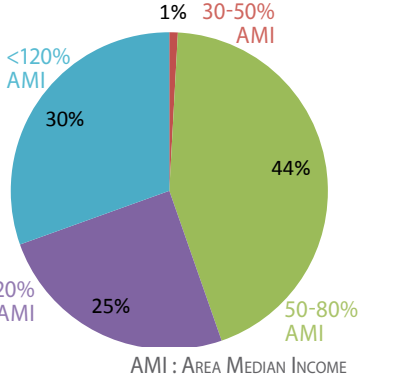
### JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	2,826	3,032
AVERAGE WAGE	\$36,126	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	15%	17%

### HOUSING

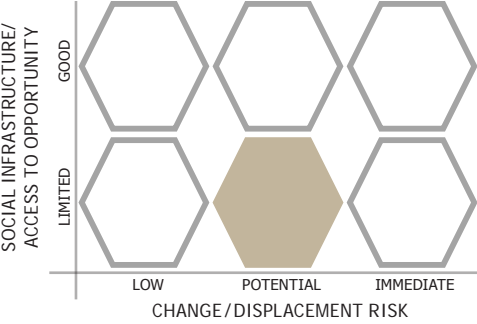
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	1,033	2,674
AFFORD. RANGE (0-50% AMI)	1%	21%
HOMEOWNERS	5%	35%
RENTERS	95%	65%
COST BURDEN (% OF HOUSEHOLDS)	43%	44%

### AFFORDABLE HOUSING BY INCOME LEVEL

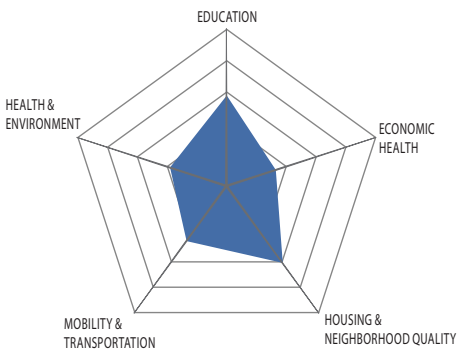


### PEOPLE PROFILE

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 needs 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.

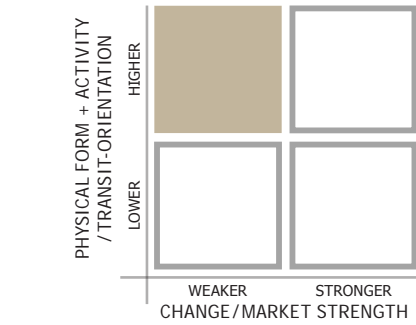


### ACCESS TO OPPORTUNITY

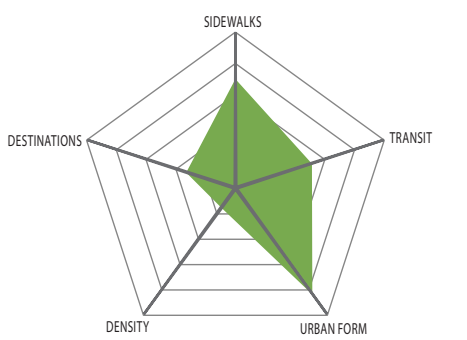


### PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that 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.



### PHYSICAL FORM + ACTIVITY



### IMPLEMENTATION APPROACH

#### 5 STIMULATE DEMAND

Stimulate Demand transit communities are smaller employment centers, mostly in older city centers at the termini of the light rail corridors. These communities have good physical form and activity, but moderate demand at this time for TOD. Key strategies focus on economic development strategies and investments to expand the local job base, fulfill development potential, and expand opportunity. Eight communities are categorized as Stimulate Demand (including five current Tacoma Link stations).

#### KEY STRATEGIES:

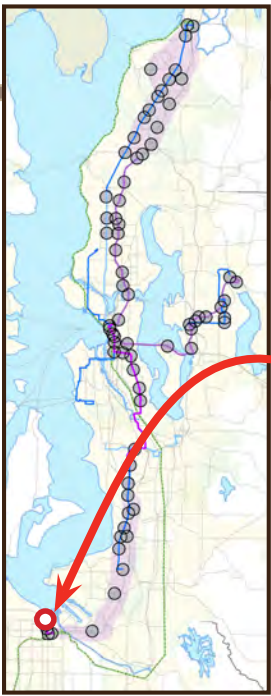
- Promote economic development to retain and expand job base
- Long-range capital facilities plan with phased infrastructure and public realm investments
- Affordable housing assessment and preservation
- Community needs assessment and targeted investments







# Theater District



AREA DESCRIPTION —

The Theatre District transit community, located in the City of Tacoma, has been served by Tacoma Link light rail since 2003.

Current land use is a mix of mid- to high-density multifamily housing and commercial uses. The Theatre District has a highly walkable environment, with small blocks and fully built out sidewalks.

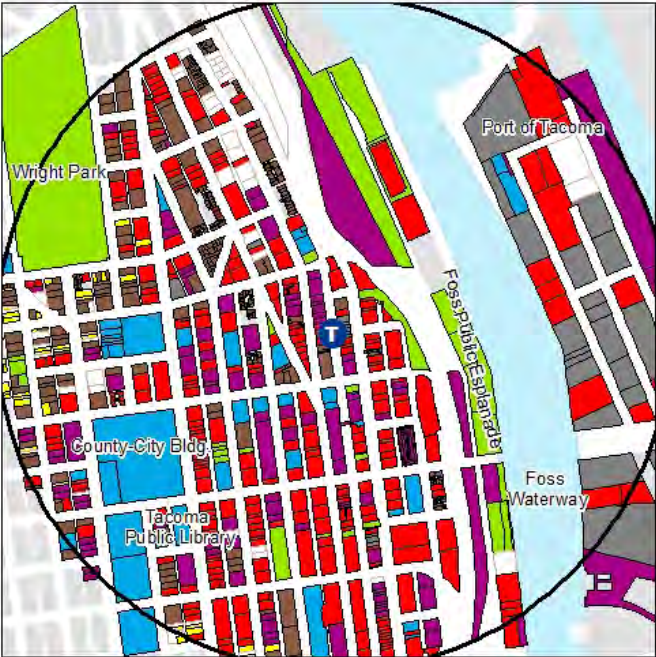
With over 12,000 jobs in proximity to the transit station, the Theatre District is at the heart of downtown Tacoma, a regional employment center. The transit community has a population of 6,285, with about 40% minority. Compared with the region and with other transit communities, the Theatre District has a very low median household income and very high rate of poverty.

Housing in the transit community is overwhelmingly multifamily and renter-occupied, with a high percentage of subsidized units affordable to households earning less than 50% of AMI, the majority affordable at less than 30% of AMI. Housing affordable to low income households above this income level is at a level well below many other South Corridor transit communities.

LOCAL PLANNING —

The Theatre District is located within a regionally designated Regional Growth Center and as such is expected to accommodate a significant share of Tacoma’s population and employment growth. It is also located within the North Tacoma Downtown planning subareas. In 2008 the City of Tacoma completed an update of the Tacoma Downtown Plan and adopted it into its comprehensive plan. The downtown element of the comprehensive plan forwards policies to implement and maintain pedestrian friendly and transit oriented development.

LAND USE



Revised Summer 2013

TRANSPORTATION



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

PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	6,285	4,237
RACIAL DEMOGRAPHICS	38% minority	45%
AGE	8% > 18 years	19%
	12% < 65 years	11%
MED. HH. INCOME	\$23,188	\$46,637
EDUCATION	11% BA or >	20%
AVERAGE HH SIZE	1.91	2.39

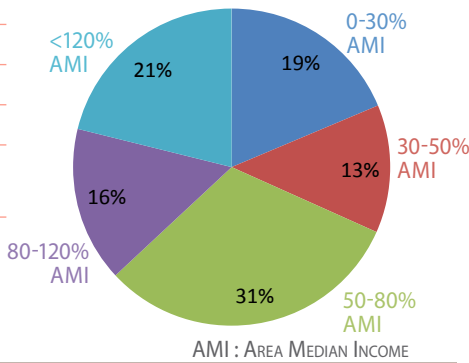
JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	12,392	3,032
AVERAGE WAGE	\$67,834	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	12%	17%

HOUSING

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	3,999	2,674
AFFORD. RANGE (0-50% AMI)	63%	21%
HOMEOWNERS	10%	35%
RENTERS	90%	65%
COST BURDEN (% OF HOUSEHOLDS)	56%	44%

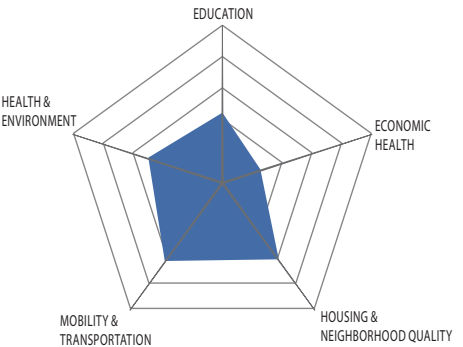
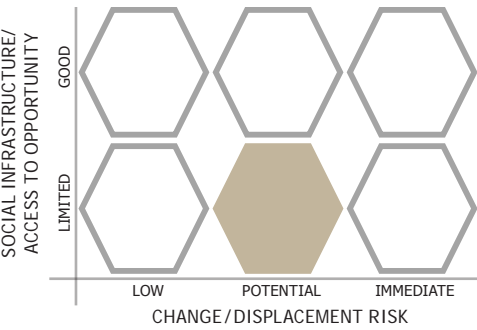
AFFORDABLE HOUSING BY INCOME LEVEL



PEOPLE PROFILE

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 needs 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.

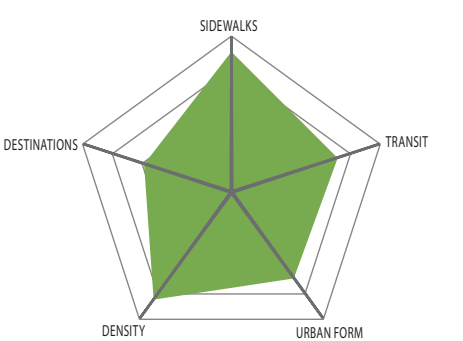
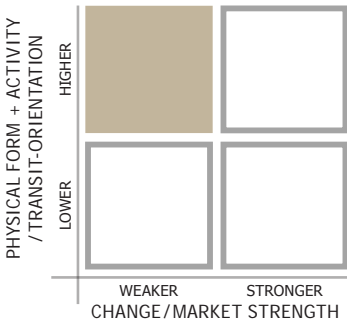
ACCESS TO OPPORTUNITY



PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that 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.

PHYSICAL FORM + ACTIVITY



IMPLEMENTATION APPROACH

5 STIMULATE DEMAND

Stimulate Demand transit communities are smaller employment centers, mostly in older city centers at the termini of the light rail corridors. These communities have good physical form and activity, but moderate demand at this time for TOD. Key strategies focus on economic development strategies and investments to expand the local job base, fulfill development potential, and expand opportunity. Eight communities are categorized as Stimulate Demand (including five current Tacoma Link stations).

KEY STRATEGIES:

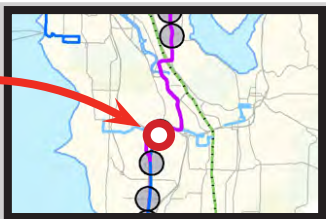
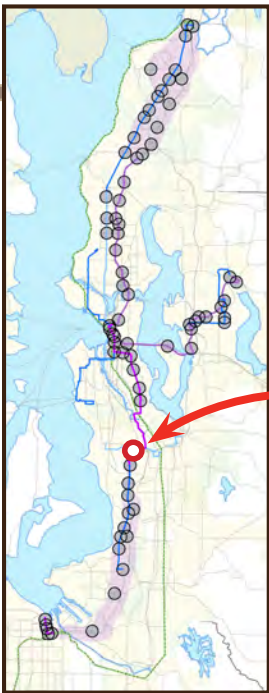
- Promote economic development to retain and expand job base
- Long-range capital facilities plan with phased infrastructure and public realm investments
- Affordable housing assessment and preservation
- Community needs assessment and targeted investments







# Tukwila International Blvd



### AREA DESCRIPTION —

The Tukwila-International Boulevard (TIB) transit community, located in the Cities of SeaTac and Tukwila, has been served by light rail since 2009. The station is a multimodal site containing a Park & Ride, and served by bus rapid transit and a number of other transit routes.

Current land use is primarily commercial and multifamily along major roadways and single-family residential at the periphery. The community is bisected by SR-518 and SR-99 and is dominated by auto-oriented land uses as well as airport serving parking facilities. Although significant improvements have been made along major arterials, neighborhood streets have poor pedestrian and bicycle infrastructure that impedes walkability.

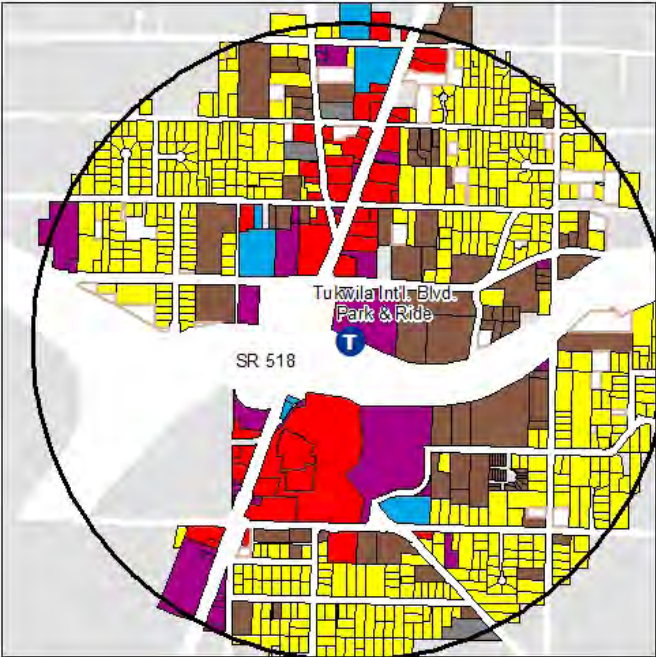
The transit community has a population of 4,155, with 73 percent minority, making it one of the most diverse transit communities in the region. The community is a residential and commercial center for Somali immigrants to the region.

The majority of the households in the transit community rent units in multifamily buildings. Nearly one in five households earns below the poverty level. The community contains little subsidized housing. Overall, affordability for households earning less than 50% of AMI is average compared with the region, with more ample supply of affordable units for households earning up to 80% of AMI.

### LOCAL PLANNING —

In 2006, the City of SeaTac adopted the South 154th Street Station Area Action plan and in 2007 adopted implementing zoning and area-specific development regulations. The plan calls for transit supportive development and a more pedestrian-friendly environment. The City of Tukwila adopted the TIB Urban Renewal Plan in 2000, including guidelines for pedestrian oriented and denser development. Both cities hope to leverage the proximity to the light rail station to encourage TOD.

### LAND USE



Revised Summer 2013

### TRANSPORTATION



### PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	4,155	4,237
RACIAL DEMOGRAPHICS	73% minority	45%
AGE	24% > 18 years 7% < 65 years	19% 11%
MED HH INCOME	\$41,997	\$46,637
EDUCATION	17% BA or >	20%
AVERAGE HH SIZE	2.49	2.39

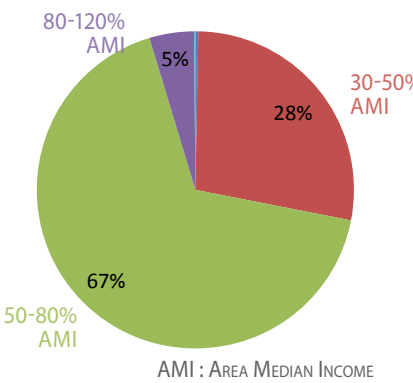
### JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	1,063	3,032
AVERAGE WAGE	\$19,661	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	21%	17%

### HOUSING

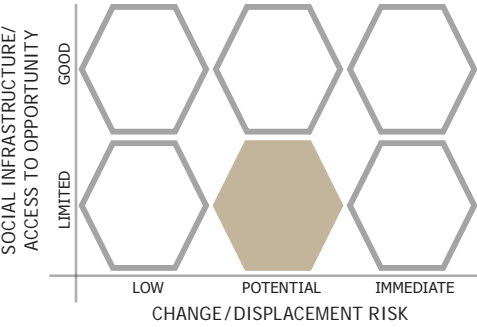
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	2,332	2,674
AFFORD. RANGE (0-50% AMI)	95%	21%
HOMEOWNERS	30%	35%
RENTERS	70%	65%
COST BURDEN (% OF INCOME)	50%	44%

### AFFORDABLE HOUSING BY INCOME LEVEL

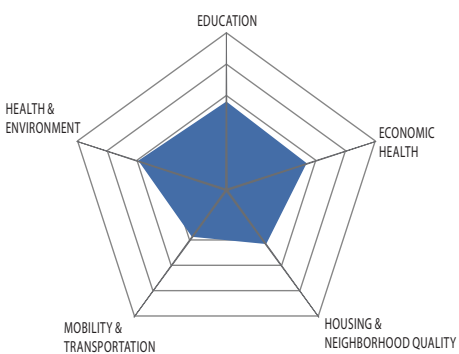


### PEOPLE PROFILE

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 needs 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.

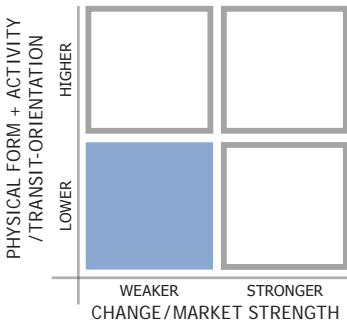


### ACCESS TO OPPORTUNITY

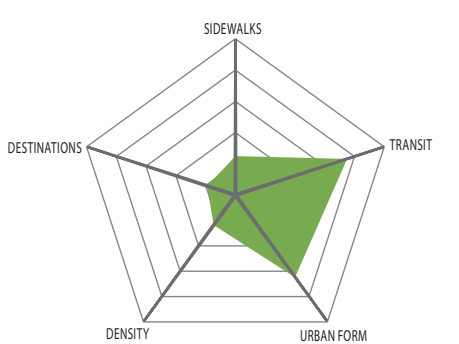


### PLACE PROFILE

These communities have physical forms and activity levels that do not strongly support a dense, walkable and transit-supportive neighborhood. They have a stronger real estate market that suggests there is higher pressure for new development in the near-term.



### TRANSIT ORIENTATION



### IMPLEMENTATION APPROACH

#### 7 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:

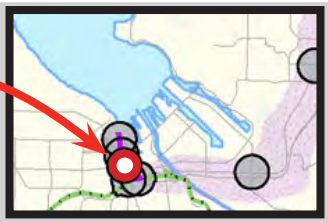
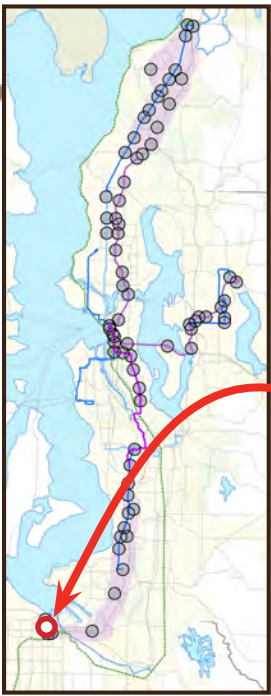
- Station area planning, focus on long-range vision and transitional uses
- Long-range capital facilities plan with pased infrastructure and public realm investments
- Community needs assessment and targeted investments
- Affordable housing preservation







# Union Station



### AREA DESCRIPTION —

The Union Station transit community, located in the City of Tacoma, has been served by Tacoma Link light rail since 2003.

Current land use is a mix of commercial, light industrial, and civic uses including the University of Washington Tacoma Campus and

four museums. Residential uses are along the eastern edge of the transit community. Union Station has a walkable environment, with small blocks and fully built out sidewalks.

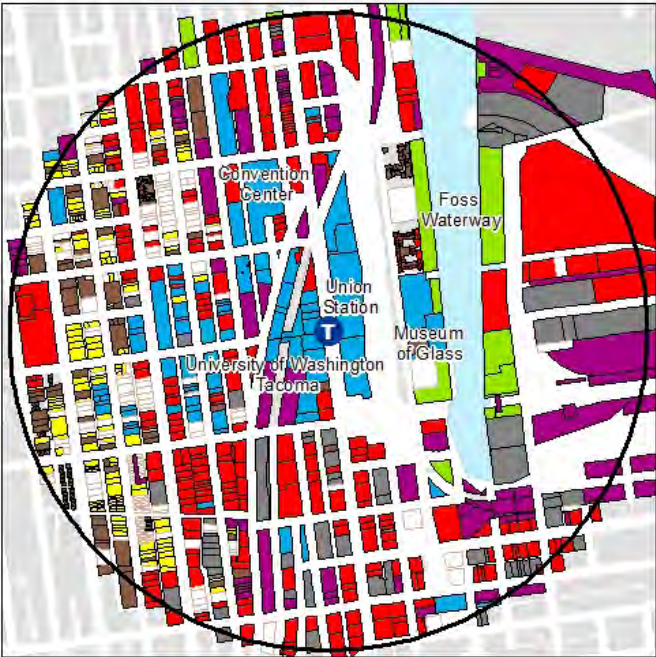
The Union Station transit community has a population of 3,075, half of whom are minority. About 8,500 jobs are located within a half mile of the transit station. Compared with the region and with other transit communities, Union Station has a very low median household income and very high rate of poverty.

Housing in the transit community is overwhelmingly multifamily and renter-occupied, with a high percentage of subsidized units affordable to households earning less than 50% of AMI, the majority affordable at less than 30% of AMI. Market rate housing that is affordable to households earning less than 80% of AMI is in short supply relative to regional need. These data suggest potential risk of displacement.

### LOCAL PLANNING —

Union Station is located within a regionally designated Regional Growth Center and as such is expected to accommodate a significant share of Tacoma’s population and employment growth. It is also located within the South and North Tacoma Downtown planning subareas. The City of Tacoma is currently developing a subarea plan and programmatic EIS for the South Downtown subarea. With these actions, the city hopes to foster a transition from primarily industrial and commercial uses to a mix of retail, residential, and services, as well as to facilitate the implementation of the UWT master plan and campus expansion. The city has estimated that, under current zoning, underutilized properties in the South Downtown subarea could accommodate 30,000 more people and 40,000 more jobs in a transit rich environment.

### LAND USE



- Transit Station
- 1/2 Mile Buffer
- Land Use Categories
  - Vacant & Unclassified
  - Commercial
  - SF Residential
  - MF Residential
  - Park and Open Space
  - Govt/Civic
  - Transportation and Utilities
  - Industrial
  - Mobile Home Park

Revised Summer 2013

### TRANSPORTATION



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

### PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	3,075	4,237
RACIAL DEMOGRAPHICS	49% minority	45%
AGE	12% > 18 years 5% < 65 years	19% 11%
MED HH INCOME	\$30,135	\$46,637
EDUCATION	11% BA or >	20%
AVERAGE HH SIZE	2.23	2.39

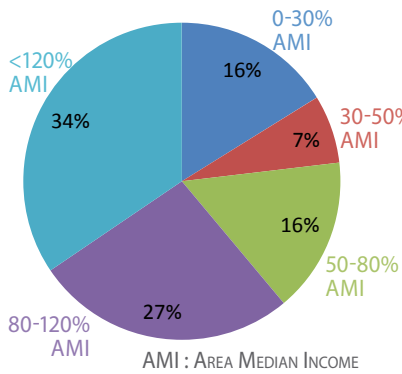
### JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	8,566	3,032
AVERAGE WAGE	\$57,472	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	10%	17%

### HOUSING

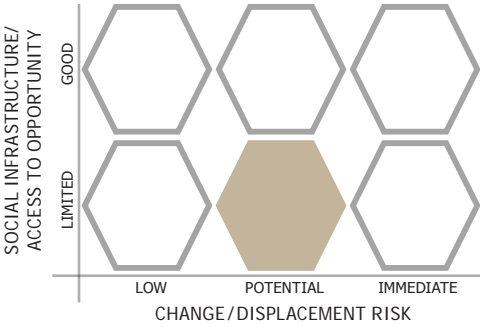
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	1,572	2,674
AFFORD. RANGE (0-50% AMI)	23%	21%
HOMEOWNERS	18%	35%
RENTERS	82%	65%
COST BURDEN (% OF HOUSEHOLDS)	43%	44%

### AFFORDABLE HOUSING BY INCOME LEVEL

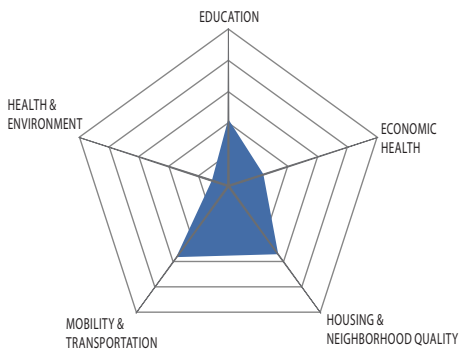


### PEOPLE PROFILE

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 needs 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.



### ACCESS TO OPPORTUNITY

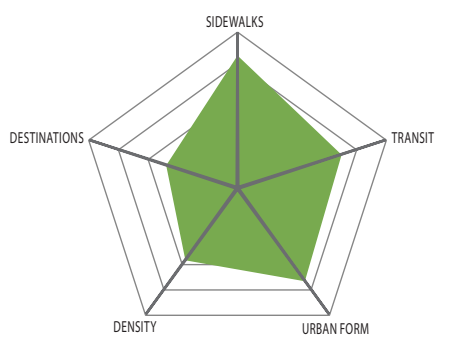


### PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that 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.



### PHYSICAL FORM + ACTIVITY



### IMPLEMENTATION APPROACH

**5 STIMULATE DEMAND** Stimulate Demand transit communities are smaller employment centers, mostly in older city centers at the termini of the light rail corridors. These communities have good physical form and activity, but moderate demand at this time for TOD. Key strategies focus on economic development strategies and investments to expand the local job base, fulfill development potential, and expand opportunity. Eight communities are categorized as Stimulate Demand (including five current Tacoma Link stations).

- KEY STRATEGIES:
- Promote economic development to retain and expand job base
  - Long-range capital facilities plan with phased infrastructure and public realm investments
  - Affordable housing assessment and preservation
  - Community needs assessment and targeted investments

