Appendix D

Growing Transit Communities Strategy People + Place Implementation Typology Methods and Results

Growing Transit Communities Strategy
People + Place Implementation Typology Methods and Results

Introduction

The Growing Transit Communities Strategy[1] calls for actions that respond to the challenges and opportunities in transit communities and represent major steps toward implementing VISION 2040. The Strategy was developed by the Growing Transit Communities Partnership, an advisory body of public, private, and nonprofit agencies and organizations working together to promote successful transit communities. The Growing Transit Communities Partnership, funded by a three-year grant from the federal Partnership for Sustainable Communities and housed at the Puget Sound Regional Council, established three main goals for the Strategy:

- *Attract more of the region's residential and employment growth near high-capacity transit;*
- *Provide housing choices affordable to a full range of incomes near high-capacity transit; and*
- *Increase access to opportunity for existing and future community members in transit communities.*

However, no two transit communities are alike. They serve different functions in the region, such as dense downtown central business districts, regional industrial job centers, smaller mixed-use neighborhood districts, and commuter stations. At the local level, these places vary in their needs for infrastructure and housing investments, just as the people who live and work in these communities differ in their access to education, employment, housing, and other amenities and services to allow them to lead a successful life. Moreover, the local visions for these communities may differ greatly in terms of the amount and scale of future residential and employment growth anticipated. Accordingly, there is no one-size-fits-all approach to the strategies that will help a transit community thrive and grow with equitable outcomes for current and future community members.

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[1] The Growing Transit Communities Partnership. 2013. "The Growing Transit Communities Strategy: A Transit Corridor Action Agenda for the Central Puget Sound." October 2013.

A typology is a way to retain a commonality of approach regionally while tailoring recommendations to specific locations based on their needs and opportunities. To this end, the Partnership worked with the Center for Transit-Oriented Development (CTOD) to develop the People + Place Implementation Typology. This classification framework assessed current conditions of the 74 transit communities in the Partnership geography in order to link appropriate implementation strategies to communities with common characteristics. The typology therefore had two primary functions: 1) to assess existing community conditions and 2) to identify appropriate policies and investments to support transit communities as they change and grow. The results yielded *People Profiles* and *Place Profiles* for each transit community and eight *Implementation Approaches* that highlighted key strategies appropriate for transit communities that shared common characteristics.

The present report describes the typology methods and results. The following sections describe the process, geography, framework, methods, data sources, results, and next steps for the People + Place Implementation Typology.

Principles and Process

Many other regions have developed transit station area typologies to guide planning and implementation. In order to draft a classification scheme that met the unique needs of this region, the Growing Transit Communities Partnership articulated several principles to guide the typology's development. They included:

- **Focus on implementation.** Many typologies describe the current or aspirational physical characteristics of communities in order to define a desired scale or form for transit communities. As opposed to these future-oriented and descriptive approaches, an *implementation typology* identifies present implementation needs by linking current community characteristics to appropriate strategies to meet desired outcomes—in this case, the three primary goals of accommodating growth, providing affordable housing choices, and increasing access to opportunity. The underlying tenet held that equitable transit communities can and should occur at a range of scales and forms.
- **Consider social characteristics on even par with physical characteristics.** Many typologies create "place-types" based on the physical characteristics of communities. The Growing Transit Communities typology, however, would consider other non-physical characteristics that may contribute to the social equity or inequity of a community. These social characteristics, such as access to living wage jobs and quality education, would be given equal consideration as physical characteristics, such as block size and density, in the typology.
- **Ground the typology in quantitative data analysis.** The Growing Transit Communities Partnership collected an enormous amount of data on existing conditions of transit communities in the region. The typology would be data-driven, grounded in these quantitative analyses.
- **Create no winners or losers.** Many typologies create a hierarchy of communities based on performance on desired outcomes. The Growing Transit Communities typology, however, would not rank communities or dictate specific performance benchmarks. The typology's focus on implementation would create a nominal classification system of implementation approaches that would suggest strategies to meet the challenges and opportunities of different types of communities.
- **Respect local discretion in planning and implementation.** Ultimately, implementation happens at the local level, consistent with local vision and planning efforts. The Growing Transit Communities typology

would recommend an implementation framework of key strategies and actions that would add value to, and not supplant, local planning.

- Follow an inclusive planning process. The Growing Transit Communities Partnership is a big tent effort with many partners from across sectors throughout the region. The typology development process would need to allow these many hundred stakeholders opportunities to provide input through multiple points and means of engagement.

To carry out these principles, the People + Place Implementation Typology was developed through an iterative process between the five Partnership stakeholder committees (the Affordable Housing Steering Committee, Equity Network Steering Committee, South Corridor Task Force, North Corridor Task Force, and East Corridor Task Force), Partnership staff, and a consultant team led by CTOD. Table 1 highlights the development phases and milestones of the 12-month typology development process.

Table 1: Typology Development Process Timeline

| DATES	PHASE	TASKS
February-May 2012	Identify values and priorities	• Five GTC stakeholder committees completed exercises to identify functions for the typology and prioritize community characteristics relevant to understanding how communities function • CTOD presented a webinar to GTC stakeholders on the functions and frameworks of transit community typologies • Staff led work sessions for interested stakeholders on possible indicators and data sources
June-July 2012	Develop draft framework	• CTOD facilitated a two-day work session with representatives of the five GTC stakeholder committees to develop a draft framework for the GTC typology • CTOD issued a memorandum that proposed the two-matrix "People + Place" framework for the GTC typology
July 2012	Refine framework	• Staff refined framework and methods based on feedback from five stakeholder committees • Partnership Oversight Committee approved the refined framework
July-August 2012	Collect and analyze data	• Staff collected and analyzed data per the approved framework and methods • Staff led work sessions with interested stakeholders to review methods and early results of the People and Place profiles
August-October 2012	Present preliminary results	• CTOD proposed eight Implementation Approaches based on the People and Place profile results • The Partnership hosted a large public meeting to discuss the CTOD proposal and generate input on strategies and actions to link to the Implementation Approaches
November 2012-February 2013	Refine results and develop recommendations	• Staff worked with local stakeholders to ground-truth the typology results and to modify results based on feedback where appropriate • CTOD issued a final report of recommendations • GTC Oversight Committee adopted the typology results
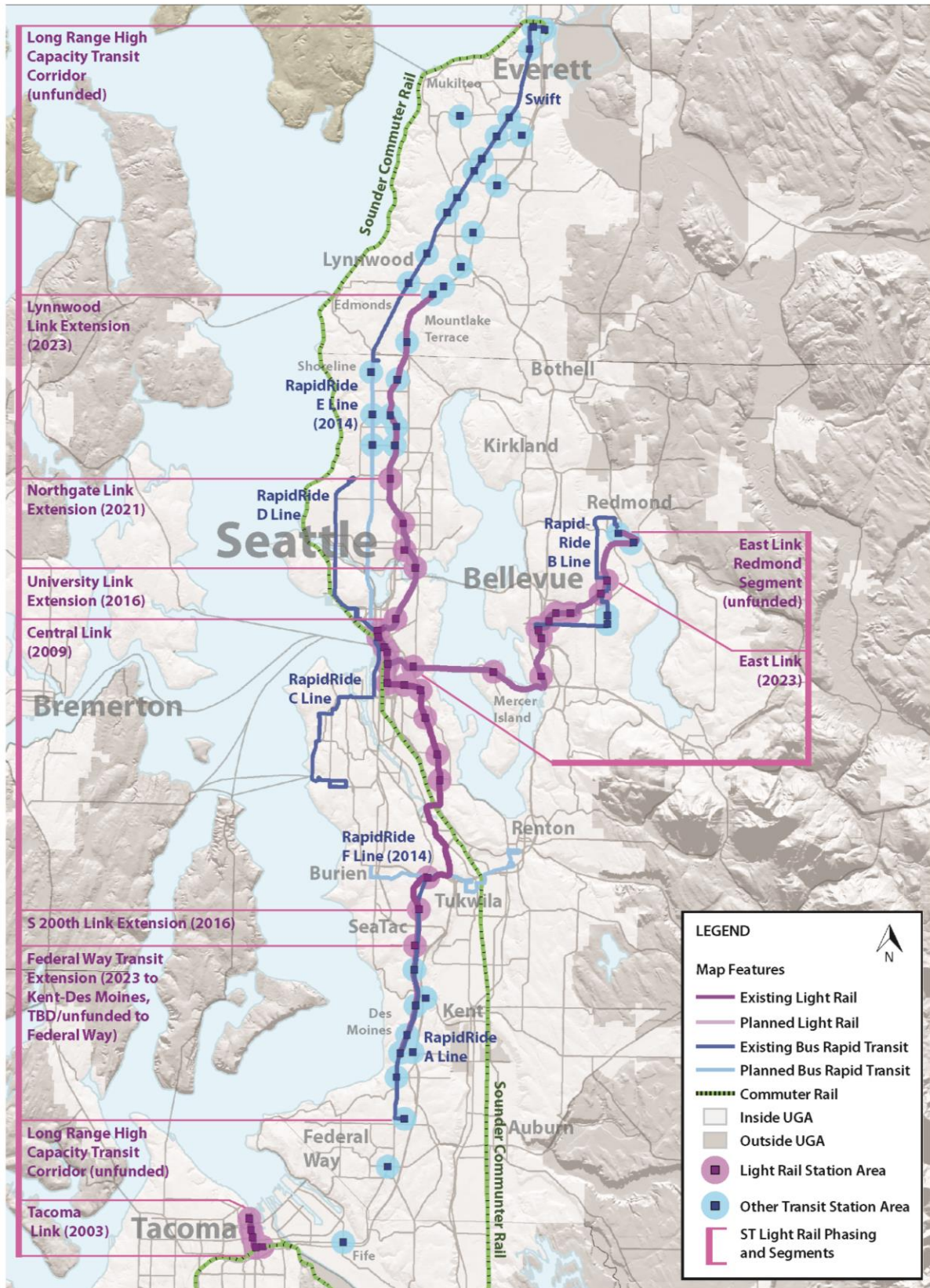
Figure 1: Growing Transit Communities Study Areas

Geography

The Growing Transit Communities Strategy focused on a geography of 74 study areas. The Partnership created these study areas by drawing a half-mile radius around current and future Sound Transit Link light rail stations, other key transit nodes, and residential or employment centers within the three long-range, high-capacity transit corridors identified in Transportation 2040 (see Figure 1). Data on existing and historical conditions in the study areas were assembled from a variety of sources, including Census, assessors, and PSRC databases. Where the geography of data reporting (e.g., Census block groups) did not correspond exactly with the half-mile radius, a "best fit" selection was used to approximate the study area.

Using data from these 74 study areas, the typology addresses the unique characteristics of the communities that were the focus of the Growing Transit Communities grant-funded work. However, the typology represents an approach that can be used to identify the most appropriate priorities and actions to support thriving and equitable transit communities in the region's other transit corridors and nodes, which are served by a variety of transit service, including but not limited to bus rapid transit, streetcar, commuter rail, intercity express bus, and ferry station areas.

Typology Framework *Overview*

The People + Place Implementation Typology employs a "People + Place" framework, consisting of two data matrices, proposed by CTOD[2]. Each matrix measures structural and institutional characteristics of each community on the Y axis and indicators of change in the near to medium term on the X axis. See Figure 2. For the *People Profile,* the degree to which a transit community's social infrastructure supports a community context in which residents may succeed and thrive (A*ccess to Opportunity*) is related to the likelihood that change from growth pressures will create displacement risk for community members (*Displacement Risk*). For the *Place Profile,* the degree to which a transit community's physical form and activity support a dense and walkable community (*Physical Form + Activity*) interacts with the likelihood that the community will change in the near to mid-term due to real estate market activity (M*arket Strength*).
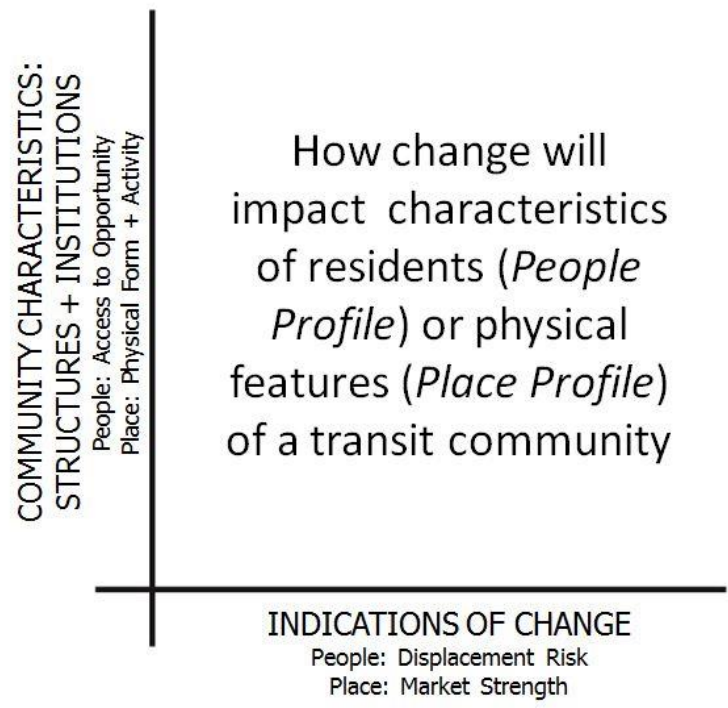

Figure 2: Generalized Scheme of People + Place Matrices

[2] Center for Transit Oriented Development. 2012. "Draft Recommendations for Transit Community Implementation Typology." Memorandum to the Growing Transit Communities Partnership. July 5, 2012.

Pairing the *People* and *Place Profiles* results suggests *Implementation Approaches* for transit communities with common physical and social characteristics. Each of the eight *Implementation Approaches* points to a set of strategies to accommodate growth near transit, provide affordable housing choices, and achieve equitable community outcomes that are tailored to be most appropriate for the needs of those communities within a given *Implementation Approach*. See Figure 3 for a graphical representation of the People + Place Implementation Typology.
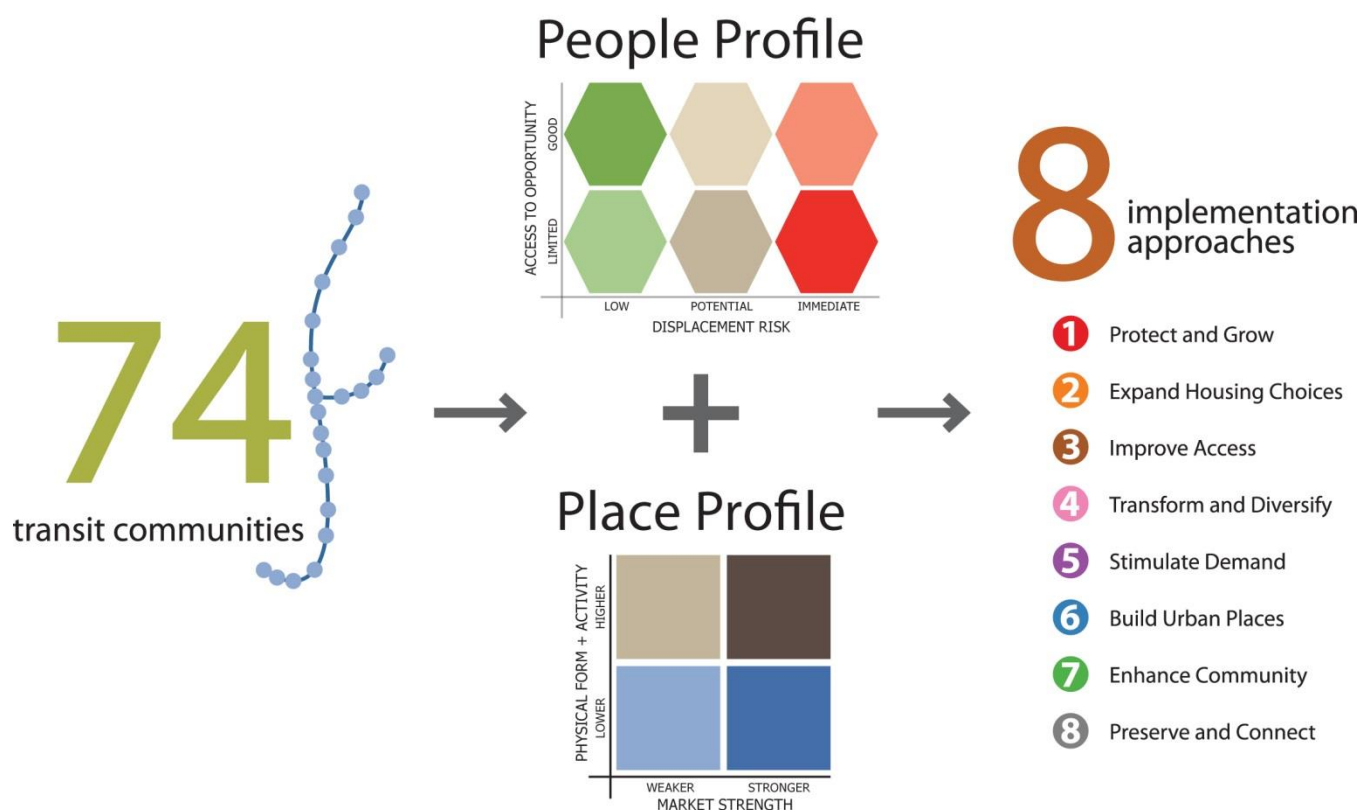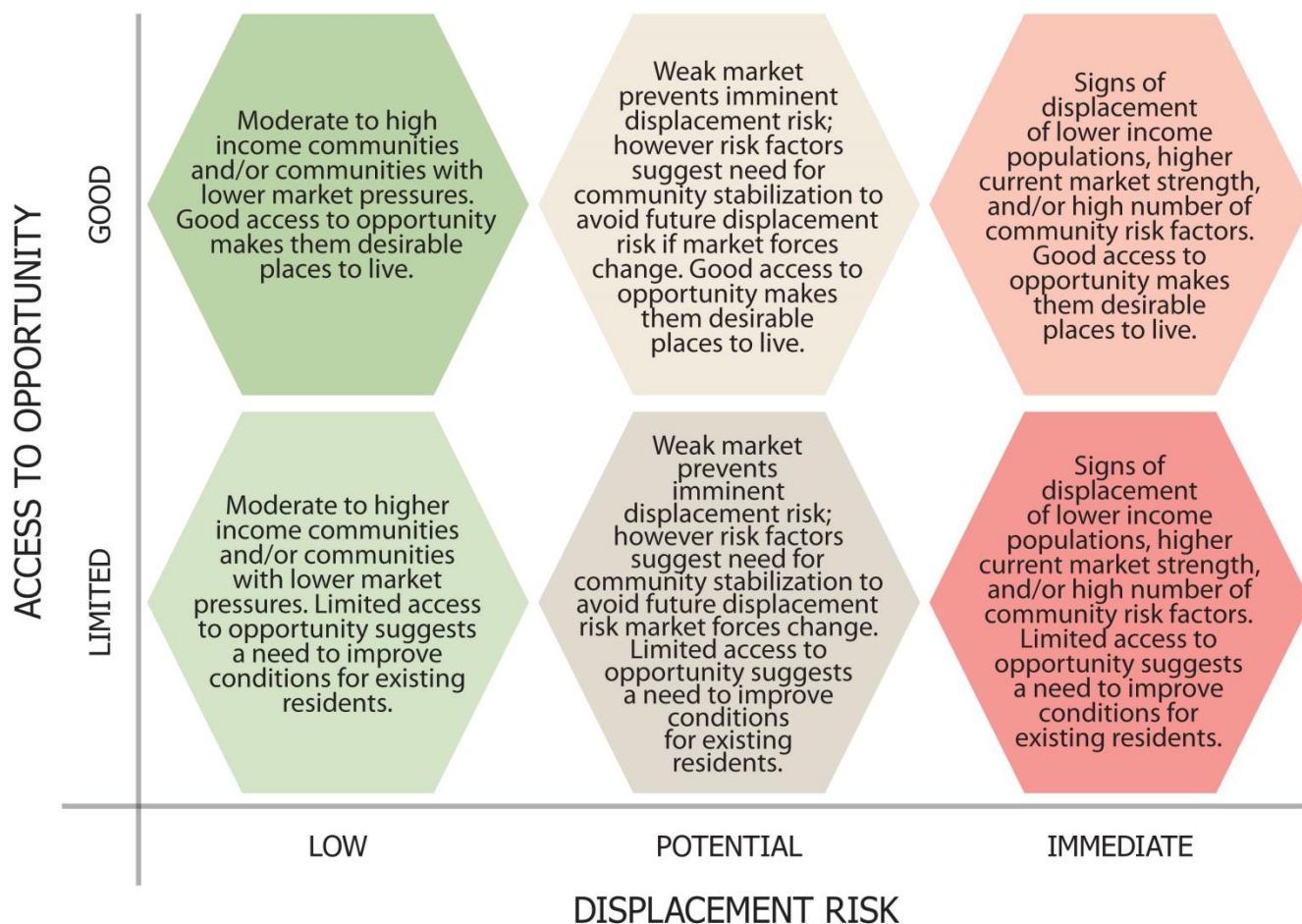

Figure 3: People + Place Implementation Typology Framework

People Profile

The *People Profile* measures the degree to which a transit community's social infrastructure supports a community context in which residents may succeed and thrive (*Access to Opportunity*) and the likelihood that growth pressures will present a risk of displacement and other negative impacts on communities (*Displacement Risk*). When the two axes are taken together, the *People Profile* informs implementation strategies that are most relevant to that location, including community needs assessments and monitoring, affordable housing preservation and production strategies, and community stabilization and revitalization efforts. See Figure 4 for a graphic representation of the *People Profile* with general community descriptions for each of the six classifications.

Figure 4: People Profile Community Descriptions

The figure is a 3×2 grid of hexagons. The vertical axis is labeled "ACCESS TO OPPORTUNITY" with categories GOOD (top) and LIMITED (bottom). The horizontal axis is labeled "DISPLACEMENT RISK" with categories LOW, POTENTIAL, and IMMEDIATE.

GOOD / LOW: Moderate to high income communities and/or communities with lower market pressures. Good access to opportunity makes them desirable places to live.

GOOD / POTENTIAL: Weak market prevents imminent displacement risk; however risk factors suggest need for community stabilization to avoid future displacement risk if market forces change. Good access to opportunity makes them desirable places to live.

GOOD / IMMEDIATE: Signs of displacement of lower income populations, higher current market strength, and/or high number of community risk factors. Good access to opportunity makes them desirable places to live.

LIMITED / LOW: Moderate to higher income communities and/or communities with lower market pressures. Limited access to opportunity suggests a need to improve conditions for existing residents.

LIMITED / POTENTIAL: Weak market prevents imminent displacement risk; however risk factors suggest need for community stabilization to avoid future displacement risk market forces change. Limited access to opportunity suggests a need to improve conditions for existing residents.

LIMITED / IMMEDIATE: Signs of displacement of lower income populations, higher current market strength, and/or high number of community risk factors. Limited access to opportunity suggests a need to improve conditions for existing residents.

Access to Opportunity: *Methods*

The *Access to Opportunity* index measures the degree to which a community has conditions that allow community members to succeed and thrive. The index is based on the regional Opportunity Mapping analysis carried out by Growing Transit Communities staff and the Kirwan Institute at the Ohio State University in 2011-2012.[3] The Kirwan Institute defines opportunity as "a situation or condition that places individuals in a position to be more likely to succeed and excel." The composite index developed for the central Puget Sound region's Opportunity Mapping analysis included five sub-indices that quantify access to opportunity in key areas: access to quality education, economic health, housing and neighborhood quality, mobility and transportation, and health and environment. Each sub-index was based on two to five indicators. See Table 2 for a list of measures, indicators and data sources for the Access to Opportunity index.

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[3] Kirwan Institute and the Puget Sound Regional Council. 2012. "Equity, Opportunity, And Sustainability In The Central Puget Sound Region: Geography Of Opportunity In The Central Puget Sound Region." Report to the Growing Transit Communities Partnership. May 2012.

For the typology analysis, the raw scores for each indicator were normalized on a scale of 0-100, in which the highest raw score was assigned a value of 100, and all other scores were recalculated based on their relation to the highest raw score. For indicators that identify conditions that diminish opportunity, such an unemployment rate and crime indices, the normalized scores were inverted so that the lowest raw score was assigned a value of 100. An average of the indicator scores comprised the score for each sub-index. The average of the five sub-indices comprised the overall score on the Access to Opportunity index.

Table 2: Access to Opportunity Data

| INDICES	INDICATORS	DATA SOURCES
Access to quality education measures the quality of the elementary and high school resources within, or in close proximity of the study area	• Fourth grade WASL scores for math • Fourth grade WASL scores for reading • Percentage of elementary school students receiving free or reduced lunch • Percentage of elementary school teachers with a master's degree or higher • High school graduation rate	Washington State Report Card, Office of Superintendent of Public Instruction (OSPI), 2010-2011 school year (Data comes from the 3 schools closest to the census tract)
Economic health measures the access to employment opportunities for residents of the study area	• Number of living wage jobs within a 15-minute auto commute or 30-minute transit commute of the study area • Unemployment rate	Puget Sound Regional Council Travel Model (Traffic Analysis Zone (TAZ)) and Covered Employment Estimates. "Searching For Work That Pays", Report from Alliance for a Just Society, 2008-2010; American Community Survey, 2010
Housing and neighborhood quality measures the condition of housing and neighborhood attributes that contribute to a sense of safety and security	• Housing vacancy rate • Estimated housing foreclosure rate • Estimated rate of subprime mortgages • Housing conditions regarding overcrowding and presence of plumbing facilities • Estimated crime rate based on personal and property crimes relative to total population	US Census, 2010; HUD, 2010; Tetrad Computer Applications, Inc. 2010
Mobility and transportation measures the access and availability of affordable transportation choices	• Cost of the average auto commute to work from study area at $0.50 per mile • Percentage of study area within ¼ mile of express bus stops (15 min headways, peak hours) • Average transit fare for commute to work from study area • Percentage of commute trips by walking	Puget Sound Regional Council Travel Model, 2010; PSRC data collected from Transit Agencies, 2008-2010; American Community Survey, 2010
Health and environment measures the degree to which the community's attributes promote or diminish physical health	• Number of acres of parks or open space within the study area • Proximity of study area to toxic waste emitting location • Percentage of the study area that is in a 'food desert' without access to retail selling fresh and healthy groceries	PSRC, 2006; EPA, 2010; PSRC Food Policy Council & UW Report 2011
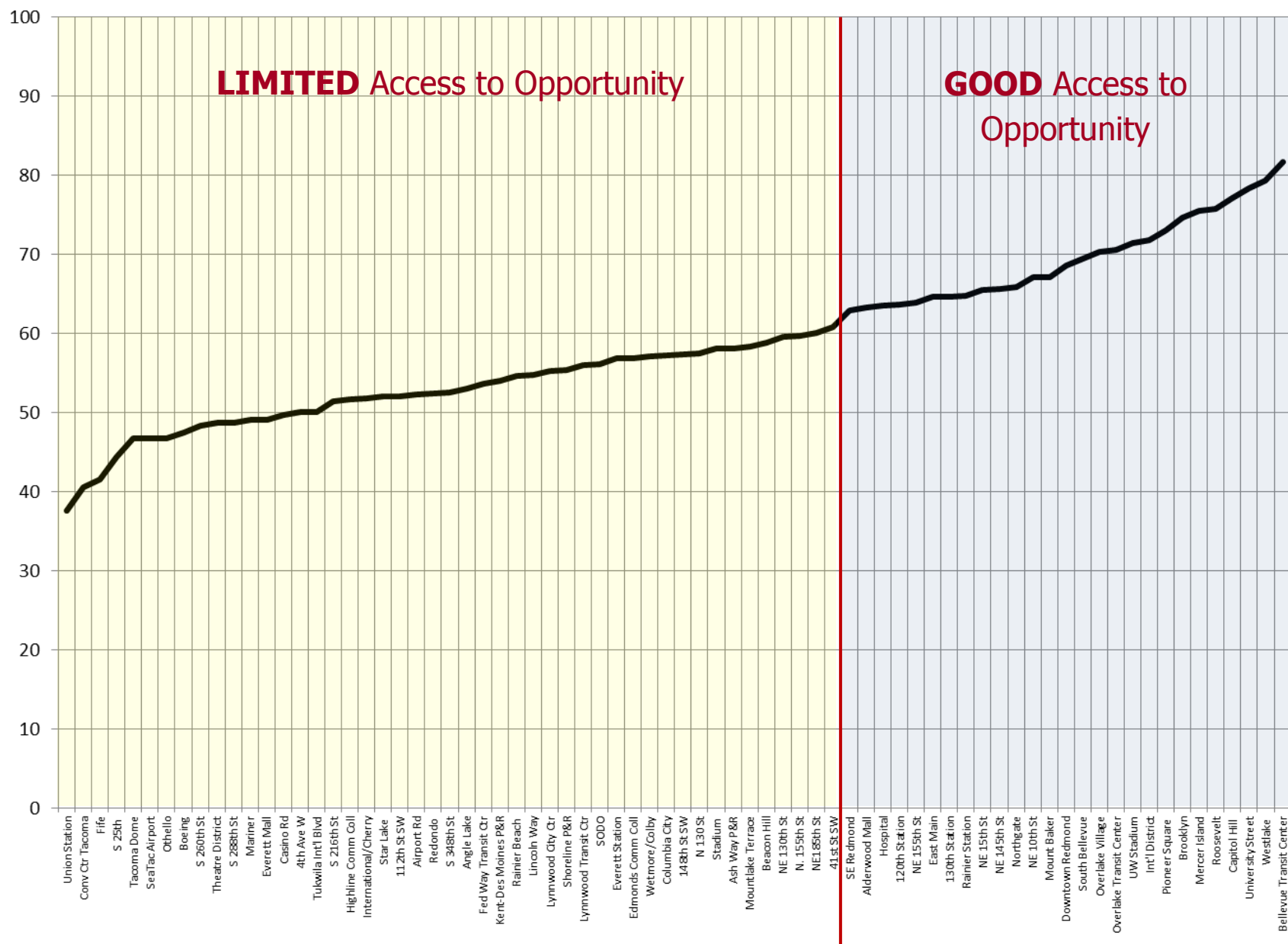
Figure 5: Access to Opportunity Index Results

Access to Opportunity: *Results*

The line graph in Figure 5 presents study areas in order from lowest to highest score on the *Access to Opportunity* index. For the purposes of the typology, performance on the index was classified as either *Limited* or *Good*. A natural break point in the data defined the dividing line between *Limited* and *Good*. Growing Transit Communities staff followed up with local stakeholders from the study areas that fell immediately on either side of the natural break point to confirm the classification based on their on-the-ground knowledge of the communities.

Forty-seven study areas were classified as having *Limited* access to opportunity. These communities are found in a variety of geographical contexts across the region, from more urban areas of southeast Seattle to unincorporated areas of southwest Snohomish County. They share characteristics that suggest needs for community investments to improve the welfare of residents through improved social and economic amenities and access.

The remaining twenty-seven were classified as having *Good* access to opportunity. These communities are generally located in more urban areas of Seattle and eastside cities. Their strong community amenities and mobility make them desirable places to live that support the socioeconomic success of residents.

Displacement Risk: *Methods*

Displacement Risk measures risk of residential displacement due to current community risk factors, real estate market strength, and indications of recent community change. Data used to quantify community risk factors relate to income, housing tenure, race and ethnicity, and housing cost burden. Indicators of recent change include recent changes in household income, household type, and educational attainment. Additional factors that were considered included overall population, recent new development activity, and timing of light rail system development. See Table 3 for a list of measures, indicators and data sources for the *Displacement Risk* classification. These indicators were recommended by CTOD in their July 2012 memorandum[4], which was in turn informed by the Center for Community Innovation's Mapping of Susceptibility to Gentrification[5].

These data were used to classify study areas into three nominal categories: *Low Risk*, *Potential Risk*, and *Immediate Risk*. *Low Risk* communities tend to be moderate to higher income communities or communities with lower market pressures. *Immediate Risk* communities tend to have several community risk factors, high real estate market strength, and indications that displacement of lower income or minority populations is underway. *Potential Risk* communities are those that have weak market strength and therefore do not face imminent displacement risk; however their numerous community risk factors suggest community stabilization needs to avoid future displacement risk should market forces change. Figure 6 depicts the four-step process for classification of study areas by *Displacement Risk*.

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[4] Center for Transit Oriented Development. 2012. "Draft Recommendations for Transit Community Implementation Typology." Memorandum to the Growing Transit Communities Partnership. July 5, 2012.

[5] Chapple, Karen. 2009. "Mapping Susceptibility to Gentrification: Early Warning Toolkit." Center for Community Innovation, University of California at Berkeley.

Table 3: Displacement Risk Data

MEASURES	INDICATORS	DATA SOURCES
Community risk factors suggest whether or not a community may be at risk for displacement in the future	• Current median income • Percentage of renters • Percentage minority • Percentage of cost-burden households (>30% of income toward housing)	• ACS (2006-2010) • ACS (2006-2010) • U.S. Census 2010 • ACS (2006-2010)
Residential real estate **market strength** may predict near term growth pressure	• Residential market strength index	• Strategic Economics (2012)
Indicators of **recent change** measure the extent to which displacement is or is not already occurring	• Change in median income (2000-2010) • Change in percentage with BA (2000-2010) • Change in percentage of non-family households (2000-2010)	• U.S. Census 2000 and ACS (2006-10) • U.S. Census 2000 and ACS (2006-10) • U.S. Census 2000 and 2010
Additional information about the community may provide important understanding of why change may be occurring	• 2010 population • 2000-2010 new housing units permitted • Light rail planning and development status	• U.S. Census 2010 • PSRC, 2000-2010

Notes: Recent trends in income, educational attainment, and household status are derived from a comparison of data for selected blocks and block groups that approximate the 74 study areas. Minor differences in geography exist between the 2000 and 2010 Census, most recent American Community Survey (ACS) data, and block groups. All ACS data represents an average over the 2006-2010 reporting period. Income figures have been controlled to 2010 dollars.

First, study areas were classified based on the presence of community risk factors, indicated by four factors: median household income, percentage of renters, percentage of minority residents, and percentage of housing cost-burden households (see Table 3). Generally, study areas with raw scores in the highest quintile on two factors, the highest two quintiles on three factors, or the highest three quintiles on all four factors *and* the highest quintile on at least one factor, were classified as having community risk factors. Those without the presence of community risk factors were classified as *Low Risk* of displacement.

Second, for study areas with community risk factors, those with a strong residential real estate market were classified as *Immediate Risk* of displacement. Strong residential real estate market was defined by classification as either *strong* or *very strong* on the 2012 residential real estate market strength index developed by Strategic Economics.[6]

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[6] Strategic Economics. 2012. "Puget Sound Region Transit-Oriented Development Market Study." Report to the Growing Transit Communities Partnership. June 28, 2012.
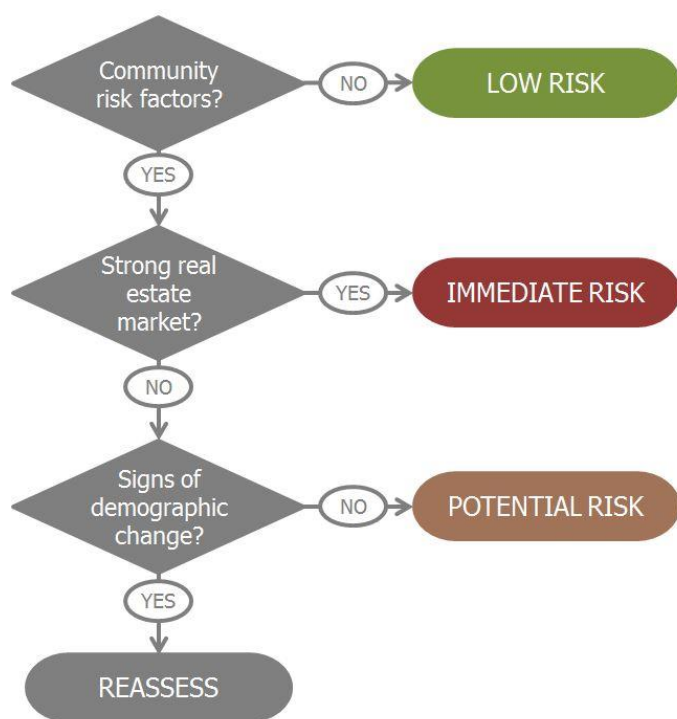
Figure 6: Displacement Risk Classification Process

Third, for study areas with community risk factors and weak, moderate, or transitional market strength, signs of recent demographic change gave further understanding of displacement risk. Recent demographic change was indicated when study areas fell into the highest two quintiles on at least two of the three change indicators: change in median household income, change in education attainment, and change in percentage of non-family households (see Table 3). Study areas without indications of recent change were classified as *Potential Risk*.

Staff then further assessed study areas that demonstrated recent demographic change, but did not exhibit a strong real estate market that would have indicated an immediate displacement risk. Input from local stakeholders and data on additional characteristics, such as total study area population, recent development trends, and the timing of light rail investments, allowed classification of these study areas as *Low*, *Potential* or *Immediate Risk.*

Finally, staff vetted the proposed classifications with members of the five Growing Transit Communities stakeholder groups, particularly members of the Regional Equity Network Steering Committee, to triangulate the findings with their local knowledge of the communities. In limited circumstances, this information led to reclassification of displacement risk.

Displacement Risk: *Results*

Table 4 presents the results of the *Displacement Risk* classification. Thirty-one study areas were found to have *Low Risk* of displacement. These communities typically had either a low percentage of residents with demographic characteristics that suggest a higher susceptibility to displacement risk, or areas with very low market strength that would present a risk of displacement. *Low Risk* communities are found throughout the region, including study areas in Seattle and further reaches of the North and South Corridor, as well as nearly all study areas in the East Corridor.

Twenty-eight study areas were found to have *Potential Risk* of displacement. These communities generally indicated community risk factors that would make them susceptible to displacement; however, their weaker market strength and lack of recent demographic change suggest that displacement risk is currently low. These communities are generally found along the central or extremes of the North and South Corridors, and outside of major urban areas of Seattle and the eastside cities.

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The remaining 16 study areas were classified as having an *Immediate Risk* of displacement. Fourteen of the Immediate Risk study areas are found in Seattle (one overlapping with the City of Shoreline) and two are found in Bellevue. These communities typically have both high community risk factors for displacement, and either strong market strength or indications that demographic change is underway.

Table 4: Displacement Risk Results

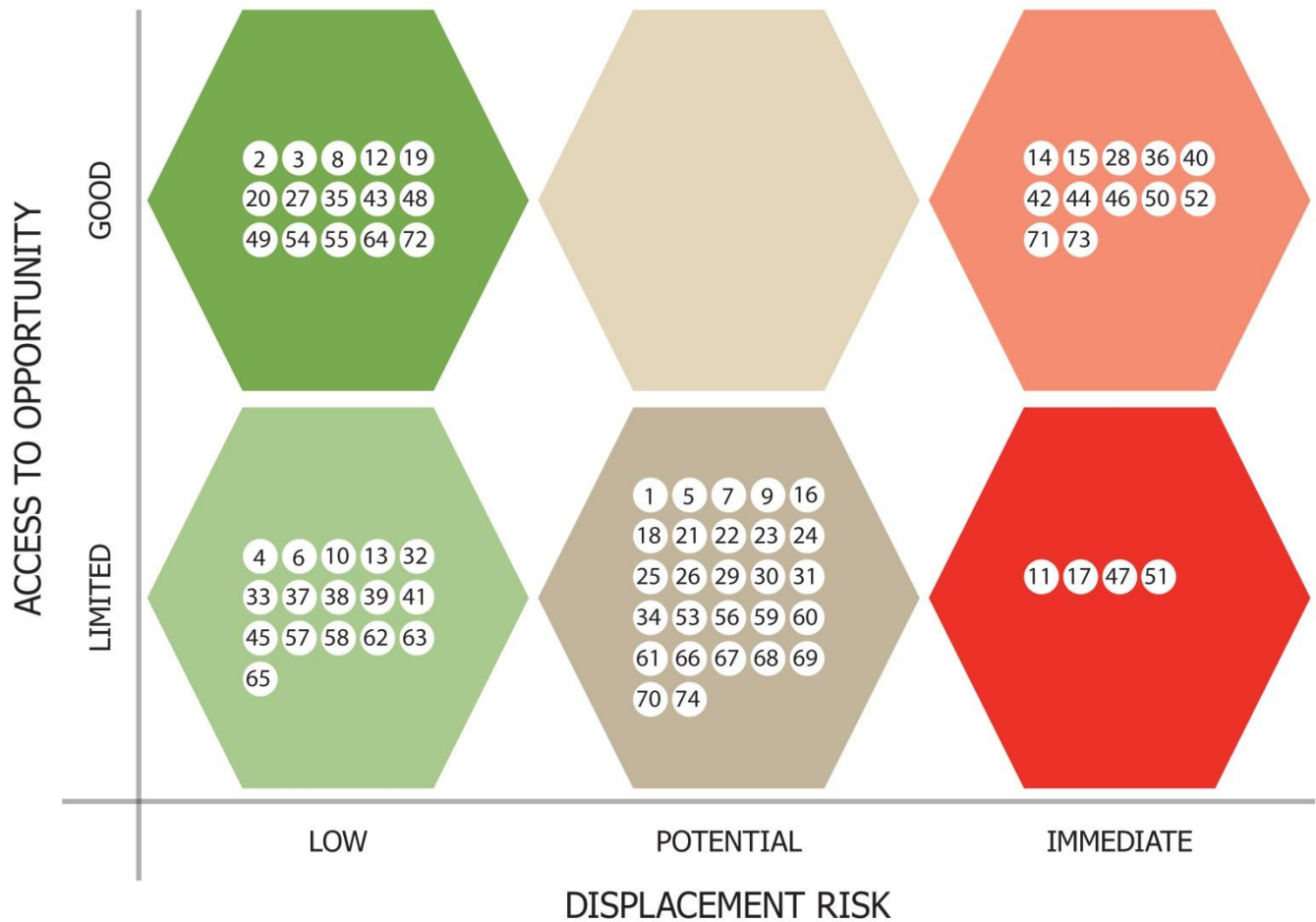| LOW RISK		POTENTIAL RISK		IMMEDIATE RISK
120th Station	N 155th St	112th St SW	Lincoln Way	Beacon Hill
130th Station	N 130 St	41st St SW	Mariner	Brooklyn
148th SW	NE 130th St	Airport Road	Redondo	Capitol Hill
4th Ave W	NE 155th St	Angle Lake	S 216th St	Columbia City
Alderwood Mall	NE185th St	Casino Road	S 260th St	Int'l District
Ash Way P&R	Overlake Transit Center	Convention Center	SeaTac Airport	Mount Baker
Bellevue Transit Center	Overlake Village	Tacoma	South 25th	NE 10th St
Boeing	Roosevelt	Edmonds Comm Coll	Star Lake	NE 145th St
Downtown Redmond	S 288th St	Everett Mall	Tacoma Dome	NE 15th St
East Main	S 348th St	Everett Station	Theatre District	Northgate
Hospital	SE Redmond	Fed Way Transit Ctr	Tukwila Int'l Blvd	Othello
Lynnwood City Center	Shoreline P&R	Fife	Union Station	Pioneer Square
Lynnwood Transit Ctr	SODO	Highline Comm Coll	Wetmore/Colby	Rainier Beach
Mercer Island	South Bellevue	International/Cherry		Rainier
Mountlake Terrace	Stadium Station	Kent-Des Moines P&R		University Street
	UW Stadium			Westlake

People Profile: *Results*

When taken together, the *Access to Opportunity* and *Displacement Risk* measures provide a profile for each transit community that identifies social and economic infrastructure needs and suggests a level of intervention urgency due to imminent change factors. See Figure 7 for the results of the *People Profile* analysis. Each study area was assigned to one of six potential composite classifications[7], as described below.

Fifteen study areas were classified as *Good Access* and *Low Risk*, including eleven communities on the East corridor. These study areas tend to be stable and relatively affluent communities whose good access to jobs and amenities make them desirable places to live.

Sixteen study areas were found to have *Limited Access* and *Low Risk*, including twelve communities in the suburban and exurban portions of the North corridor. These study areas tend to be relatively stable communities with mixed income profiles. Their lack of strong real estate market make near term change unlikely.

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[7] Because of the nominal nature of the *Displacement Risk* measure, the graphic does not rank study areas along either the Displacement Risk or the Access to Opportunity measures. Rather, study areas are shown in alphabetical order in each of the six *People Profile* classifications (represented by hexagons on the graphic).

ACCESS TO OPPORTUNITY

GOOD / LOW: 2 3 8 12 19 20 27 35 43 48 49 54 55 64 72

GOOD / IMMEDIATE: 14 15 28 36 40 42 44 46 50 52 71 73

LIMITED / LOW: 4 6 10 13 32 33 37 38 39 41 45 57 58 62 63 65

LIMITED / POTENTIAL: 1 5 7 9 16 18 21 22 23 24 25 26 29 30 31 34 53 56 59 60 61 66 67 68 69 70 74

LIMITED / IMMEDIATE: 11 17 47 51

DISPLACEMENT RISK — LOW, POTENTIAL, IMMEDIATE

#	Station	#	Station	#	Station	#	Station
1	112th Street SW	20	East Main	39	N 155th Street	57	Shoreline P&R
2	120th Station	21	Edmonds Comm College	40	NE 10th Street	58	SODO Link Station
3	130th Station	22	Everett Mall	41	NE 130th Street	59	South 216th Street
4	148th Street SW	23	Everett Station	42	NE 145th Street	60	South 25th Link Station
5	41st Street SW	24	Federal Way Transit Center	43	NE 155th Street	61	South 260th Street
6	4th Avenue W	25	Fife	44	NE 15th Street	62	South 288th Street
7	Airport Road	26	Highline Comm College	45	NE 185th Street	63	South 348th Street
8	Alderwood Mall	27	Hospital Station	46	Northgate	64	South Bellevue Station
9	Angle Lake	28	International District Link	47	Othello Link Station	65	Stadium Link Station
10	Ash Way P&R	29	International/Cherry	48	Overlake Transit Center	66	Star Lake (S 272nd)
11	Beacon Hill Link Station	30	Kent-Des Moines P&R	49	Overlake Village Station	67	Tacoma Dome Station
12	Bellevue Transit Center	31	Lincoln Way	50	Pioneer Square Link	68	Theatre District Link
13	Boeing	32	Lynnwood City Center	51	Rainier Beach Link	69	Tukwila Int'l Blvd Link
14	Brooklyn	33	Lynnwood Transit Center	52	Rainier Station	70	Union Station Link
15	Capitol Hill	34	Mariner	53	Redondo (S 272nd)	71	University Street Link
16	Casino Road	35	Mercer Island Station	54	Roosevelt	72	UW Stadium
17	Columbia City Link	36	Mount Baker Link Station	55	SE Redmond Station	73	Westlake Link Station
18	Convention Center	37	Mountlake Terrace	56	Sea-Tac Airport Link	74	Wetmore/Colby
19	Downtown Redmond	38	N 130 Street				

Figure 7: People Profile Results

No study areas were classified as *Good Access* and *Potential Risk*. Communities with good access to opportunity likely had either already experienced change with low future risk of additional displacement of lower-income residents (*Low Risk*) or were undergoing recent change and faced imminent risk of displacement (*Immediate Risk*).

Twenty-seven study areas were found to have *Limited Access* and *Potential Risk*, including sixteen communities in the City of Tacoma and suburban and exurban portions of the South corridor, and eleven from the City of Everett and suburban and exurban portions of the North corridor.

Twelve study areas were classified as *Good Access* and *Immediate Risk*, including ten communities in highly urban areas of Seattle and two communities in Bellevue.

Finally, four study areas were classified as *Limited Access* and *Immediate Risk.* All four study areas are communities in southeast Seattle along the existing Link light rail corridor.

Place Profile

The *Place Profile* measures the degree to which a transit community's physical form and activity support a dense and walkable transit community (*Physical Form + Activity*) and the likelihood that the community will change due to real estate market activity (*Market Strength*). When the two axes are taken together, the *Place Profile* may inform and direct implementation strategies that are most relevant to each location, including long-range planning efforts, market strategies, and policies and investments to improve physical form and support growth. See Figure 8 for a graphic representation of the Place Profile with community descriptions for each of the four classifications.

Figure 8: Place Profile Community Descriptions

Physical Form + Activity: *Methods*

Physical Form + Activity measures the degree to which a community's place characteristics are transit-oriented—including form and activity levels that support a dense and walkable community served by high-capacity transit. The composite index includes five sub-indices: pedestrian infrastructure, transit performance, physical form, population and proximity to a mix of uses. The sub-indices and indicators were based on the CTOD
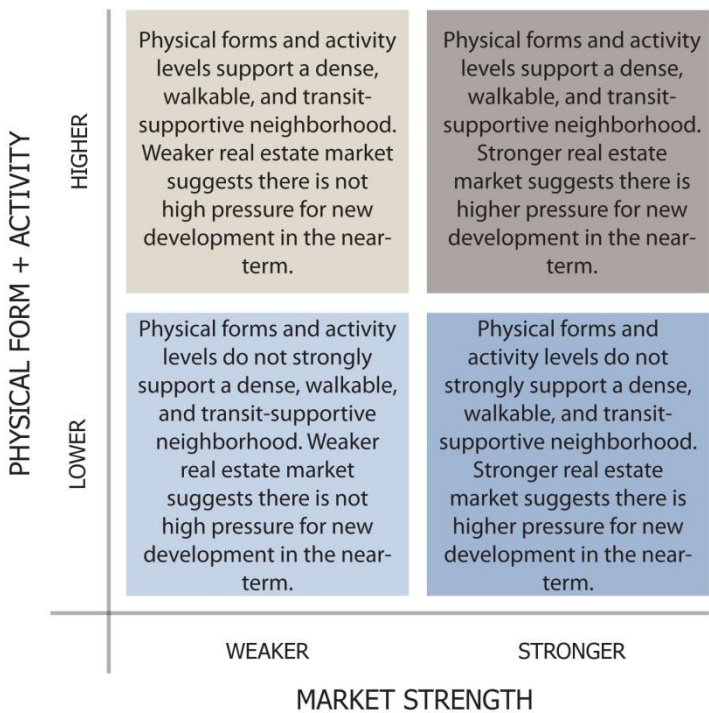
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recommendations[8], and further refined by the five Growing Transit Communities stakeholder committees. See Table 5 for a list of measures, indicators, and data sources for Physical Form + Activity index.

For the typology analysis, the raw scores for each indicator were normalized on a scale of 0-100, in which the highest raw score was assigned a value of 100, and all other scores were recalculated based on their relation to the highest raw score. For the average block size indicator, which is inversely related to transit-supportive physical form, the normalized scores were inverted so that the lowest raw score was assigned a value of 100. An average of the indicator scores comprised the score for each measure. The average of the five sub-indices comprised the overall score on the Physical Form + Activity index.

Table 5: Physical Form + Activity Data

INDICES	INDICATORS	DATA SOURCES
Pedestrian connectivity measures the degree to which the community has the infrastructure to support high pedestrian activity	• Estimated percentage of existing road network with sidewalk coverage on at least one side of the road.	PSRC, WSDOT, Community Transit, Cities of Bellevue, Lynnwood, Mountlake Terrace, Shoreline, Seattle, Mercer Island, Bellevue, Redmond, Tacoma, and Tukwila.
Transit **performance** measures the availability of core and high capacity transit service within the community	• Total number of weekday daily core and high capacity transit runs through the study area • Total number of non-peak (midday, after 7pm, all day Saturday and all day Sunday) runs through the study area	PSRC, Metro, Community Transit, Everett Transit, Sound Transit, and Pierce Transit.
Physical form measures the degree the physical structure of the street grid supports smaller scale land-uses, and walking and biking activity	• Average block size in acres • Percentage of study area within the half-mile walkshed	PSRC, U.S. Census
Population measures the level of activity of people in the study area	• Total number of people living in the study area • Total number of covered jobs in the study area • Total number of full-time students enrolled at colleges or universities within the study area	2010 Census; PSRC; Washington State Employment Security Dept.; PSRC
Proximity measures the availability of a mix of uses that support a vibrant, walkable community	• Total number of retail and food service workplaces within study area	PSRC; Washington State Employment Security Dept.

Physical Form + Activity: *Results*

The line graph in Figure 9 presents study areas in order from lowest to highest score on the *Physical Form + Activity* index. For the purposes of the typology, performance on the index was classified as either *Lower* or *Higher*. A natural break point in the data defined the dividing line between *Lower* and *Higher*. Growing Transit Communities staff followed up with local stakeholders from the study areas that fell immediately on either side of the natural break point to confirm the classification based on their on-the-ground knowledge of the communities.

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[8] Center for Transit Oriented Development. 2012. "Draft Recommendations for Transit Community Implementation Typology." Memorandum to the Growing Transit Communities Partnership. July 5, 2012.
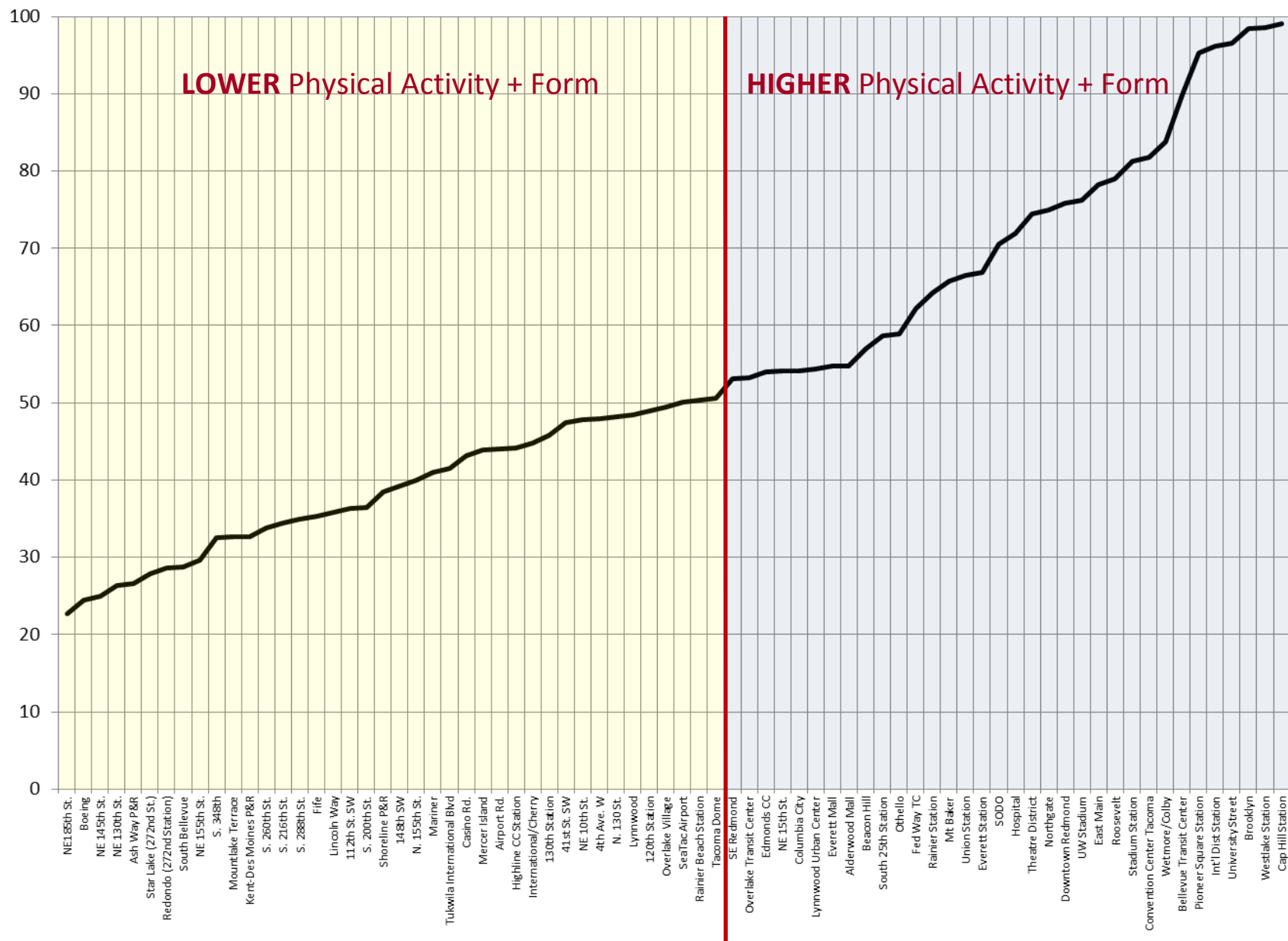
Figure 9: Physical Form + Activity Index Results

Forty study areas were classified as having *Lower* physical form and activity*.* These communities are generally found in suburban and exurban areas across the region, or industrial or underdeveloped areas within cities. They share characteristics that suggest infrastructure needs to improve pedestrian and transit connectivity and placemaking strategies or new development to increase activity.

The remaining thirty-four were classified as having *Higher* physical form and activity. These communities are generally located in more urban areas of Seattle and other cities in all three corridors. They generally share characteristics of a stronger urban infrastructure and higher numbers of homes, jobs, and destinations.

Market Strength: *Methods*

Market Strength measures the strength of the residential market for transit-oriented development. This composite index was developed as part of the Transit-Oriented Development Market Study[9] conducted by Strategic Economics for the Growing Transit Communities Partnership in 2012. The index, which evaluates the potential demand for residential transit-oriented development, includes measures related to the real estate market, employment patterns, density, and household income and size. Indicators described in the table below were combined into one composite residential market strength index. See Table 6 for information on the data measures and indicators. The results of index were normalized on a scale of 0-100 for use in the typology analysis.

Table 6: Market Strength Data Measures

MEASURES	INDICATORS	DATA SOURCES
Real Estate Market measures provide insight into existing and future market strength.	• Planned and proposed new housing units • Home sales • Apartment rents and vacancy rates • Condominium sales price	Units in pipeline: 2012 – 2014 Dupre and Scott; Gardner Economics Home sales: 2005-2012 Dupre and Scott; Gardner Economics Rental data: 2012 Dupre and Scott; Gardner Economics
Employment patterns measures of proximity to employment as a major factor influencing residential demand.	• Commute distance to major employment centers • Employment density (current and change over time)	U.S. Census Longitudinal Employer-Household Dynamics Data (2009) 2000, 2010 State of Washington; PSRC
Density measures indicate market strength for and community acceptance of multifamily or compact housing.	• Household density • Current inventory housing unit density	2010 U.S. Census; PSRC 2012 Dupre and Scott; Gardner Economics
Several **household characteristics** are correlated with stronger demand for new residential development, especially around transit.	• Household income • Household size	American Community Survey (2005-2009); PSRC

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[9] Strategic Economics. 2012. "Puget Sound Region Transit-Oriented Development Market Study." Report to the Growing Transit Communities Partnership. June 28, 2012.

Market Strength: *Results*

The line graph in Figure 10 presents study areas in order from lowest to highest score on the *Market Strength* index. For the purposes of the typology, performance on the index was classified as either *Weaker* or *Stronger*. The Strategic Economics work classified all study areas into five ranked categories based on their market strength: Weak, Moderate, Transitional, Strong, and very Strong. For the purposes of the typology, Weak and Moderate study areas were classified as *Weaker*, while Transitional, Strong and Very Strong were classified as *Stronger*.

Forty-three study areas were classified as having *Weaker* market strength. These communities are generally found in suburban and exurban contexts across the region, or industrial or underdeveloped areas in cities. They demonstrate relatively lower densities of existing residences and jobs and little recent development.

The remaining thirty-one were classified as having *Stronger* market strength. These communities are generally located in more urban areas of Seattle and other cities, and include all fourteen study areas in the East Corridor. They generally share characteristics of higher levels of recent development, and strong residential or employment bases.

Place Profile: *Results*

When taken together, the *Physical Form + Activity* and *Market Strength* indices provide a profile for each transit community that identifies physical infrastructure conditions and demonstrates whether the community is likely to change in the near-term due to market conditions. See Figure 11 for the results of the *Place Profile* analysis. Because both of the *Physical Form + Activity* and *Market Strength* measures are ordinal indices, as opposed to the nominal nature of the *Displacement Risk* measure in the *People Profile*, the *Place Profile* graphic presents the results as a scatterplot.

The largest number of study areas, thirty-one, was classified as *Weaker Market* and *Lower Form + Activity*. These study areas tend to be in the suburban and exurban portions of the South and North corridor, in which growth potential in more long-term. Nearer term strategies may include placemaking investments and improvements to urban infrastructure.

Twelve study areas had a similar *Weaker Market,* but indicated a *Higher Form + Activity* level. These communities were generally found in smaller urban cities, such as Everett and Tacoma, which have good urban infrastructure, but lack the employment or destination activity base to bolster the real estate market.

Ten study areas had a *Stronger Market* with a *Lower Form + Activity* level. These communities were almost entirely found in lower density areas of Seattle and eastside cities with higher access to opportunity that makes them desirable places to live.

Finally, 21 study areas were classified as *Stronger Market* and *Higher Form + Activity*. These communities were generally found in more urbanized areas with strong residential, employment or destination bases, and that experiencing higher levels of recent growth.
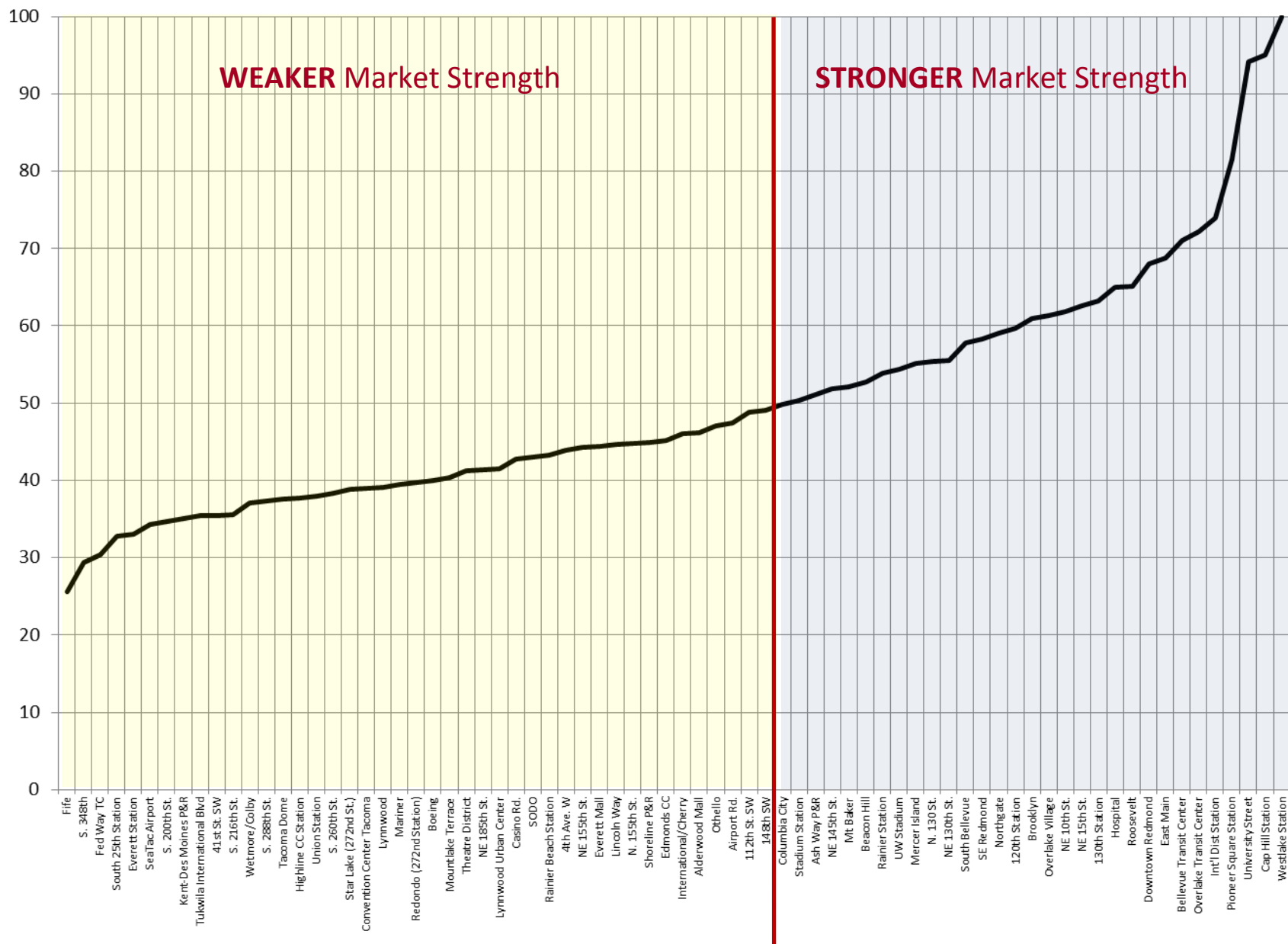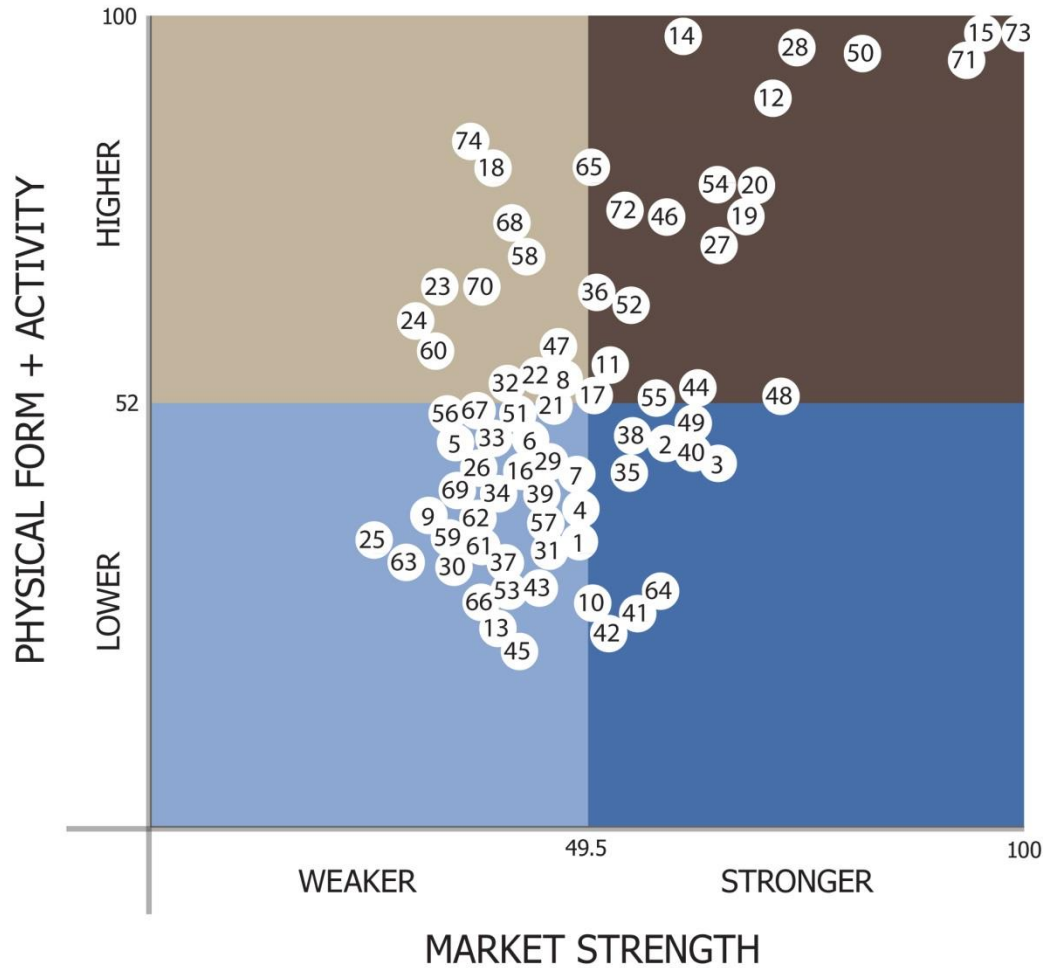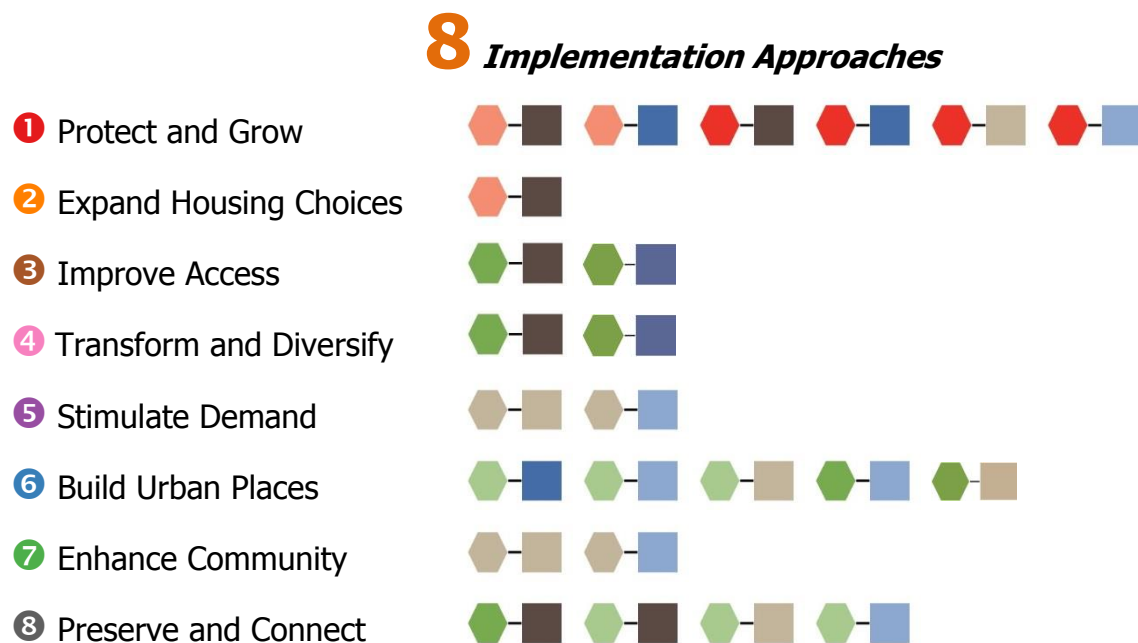
Figure 10: Market Strength Index Results

1	112th Street SW	20	East Main	39	N 155th Street	57	Shoreline P&R
2	120th Station	21	Edmonds Comm College	40	NE 10th Street	58	SODO Link Station
3	130th Station	22	Everett Mall	41	NE 130th Street	59	South 216th Street
4	148th Street SW	23	Everett Station	42	NE 145th Street	60	South 25th Link Station
5	41st Street SW	24	Federal Way Transit Center	43	NE 155th Street	61	South 260th Street
6	4th Avenue W	25	Fife	44	NE 15th Street	62	South 288th Street
7	Airport Road	26	Highline Comm College	45	NE 185th Street	63	South 348th Street
8	Alderwood Mall	27	Hospital Station	46	Northgate	64	South Bellevue Station
9	Angle Lake	28	International District Link	47	Othello Link Station	65	Stadium Link Station
10	Ash Way P&R	29	International/Cherry	48	Overlake Transit Center	66	Star Lake (S 272nd)
11	Beacon Hill Link Station	30	Kent-Des Moines P&R	49	Overlake Village Station	67	Tacoma Dome Station
12	Bellevue Transit Center	31	Lincoln Way	50	Pioneer Square Link	68	Theatre District Link
13	Boeing	32	Lynnwood City Center	51	Rainier Beach Link	69	Tukwila Int'l Blvd Link
14	Brooklyn	33	Lynnwood Transit Center	52	Rainier Station	70	Union Station Link
15	Capitol Hill	34	Mariner	53	Redondo (S 272nd)	71	University Street Link
16	Casino Road	35	Mercer Island Station	54	Roosevelt	72	UW Stadium
17	Columbia City Link	36	Mount Baker Link Station	55	SE Redmond Station	73	Westlake Link Station
18	Convention Center	37	Mountlake Terrace	56	Sea-Tac Airport Link	74	Wetmore/Colby
19	Downtown Redmond	38	N 130 Street				

Figure 11: Place Profile Results

21

Implementation Approaches

While the *People* and *Place Profiles* could yield a possible 24 result "pairings," the actual data produced 14. In order to reduce the pairings to a manageable number of implementation approaches to which specific strategies and investments could be linked, the results were collapsed into eight groupings. These eight *Implementation Approaches* and their *People* and *Place Profile* pairings are described in Figure 12.

8 *Implementation Approaches*

❶ Protect and Grow
❷ Expand Housing Choices
❸ Improve Access
❹ Transform and Diversify
❺ Stimulate Demand
❻ Build Urban Places
❼ Enhance Community
❽ Preserve and Connect

Figure 12: Implementation Approaches and People + Place Pairings

It is important to note that in several circumstances, the same pairing appears in more than one *Implementation Approach*. For example, the pairings found in Improve Access are identical to those that fall into Transform and Diversify—however the specific study areas differ on key additional factors, such as local vision or plans, that then suggest differentiation on implementation strategies. The following section describes in greater detail the methods for classifying Profile pairings into the eight Implementation Approaches, and how recommended strategies were linked to each approach.

Methods

Concurrent to the data analysis of the typology exercise, Growing Transit Communities staff worked with the stakeholder committees and the CTOD consultant team to generate a comprehensive list of strategies that would address the three goals of attracting growth, providing housing choices, and increasing equitable access to opportunity. These strategies came from a variety of sources, including:

- Staff compiled recommended actions from the various other Growing Transit Communities reports and products, including:
  - ➢ *Equity, Opportunity and Sustainability in the Central Puget Sound Region: Geography of Opportunity.* Kirwan Institute and Puget Sound Regional Council. 2012. Link.

- ➢ *Draft Existing Conditions Reports*. Growing Transit Communities Partnership. 2012. Links to final reports (2013): Introduction; Demographics; Economy; Land Use, Form, and Development; Housing and Housing Affordability; Transportation; Policy and Regulatory Environment.
- ➢ *Business Roundtable Discussions Summary Report*. PRR for Growing Transit Communities Partnership. 2012. Link.
- ➢ *ULI Technical Assistance Panel Recommendations*. Urban Land Institute for Growing Transit Communities. 2012. Link.
- ➢ *A Regional TOD Fund: Ensuring that Transit Communities Grow Equitably*. Growing Transit Communities. 2012. Link.
- ➢ *Draft Value Capture Financing in Washington State*. Growing Transit Communities. 2012. Link to final report (2013).
- ➢ *Equity Grant Program findings*. Regional Equity Network. 2011-2012. Link to final report (2014) and link to project summaries (2014).
- CTOD compiled recommended actions from their library of best practices from across the country, plus the specific products they developed for the Growing Transit Communities Partnership:
  - ➢ *Incentivizing TOD: Case Studies of Regional Program throughout the United States.* Strategic Economics for Growing Transit Communities Partnership. 2012. Link.
  - ➢ *Puget Sound Region Transit-Oriented Development Market Study*. Strategic Economics for Growing Transit Communities Partnership. 2012. Link.
  - ➢ *Puget Sound Region TOD Demand Estimates*. Strategic Economics for Growing Transit Communities. 2012. Link.
- Members of the five stakeholder groups and the general public were invited to submit letters with additional actions they wished to have included for consideration. This generated nearly two dozen letters from individuals, local jurisdictions, and non-governmental organizations.

In order to tailor these many recommendations to different communities, CTOD worked with staff to collapse the 14 People and Place Profile pairings into a draft framework of eight *Implementation Approaches* that could then be linked to key recommended strategies. In many cases, pairings that shared a key Profile characteristic were classified into the same *Implementation Approach*. For example, study areas that had Limited Access to Opportunity and an Immediate Displacement Risk (indicated by the red hexagon in the People Profile) were collapsed together into the Protect and Grow *Implementation Approach*.

In other cases, additional factors helped differentiate into different *Implementation Approaches* some study areas that fell into the same pairings. For example, the study areas that would eventually be classified as Improve Access and Transform & Diversify shared the same two profile pairings; however, the latter group had undergone recent local planning efforts and zoning changes that envisioned and anticipated tremendous residential and employment growth, while the former group did not. In another example, the study areas that would eventually be classified as Stimulate Demand and Enhance Community likewise shared the same two profile pairings. In this case, the Stimulate Demand study areas were all located in older low-density city centers outside of the Seattle/Bellevue core while the Enhance Community study areas were more typically found in lower-density suburban or exurban geographies. These dissimilar locations suggested different implementation strategies.

CTOD presented the draft framework of *Implementation Approaches* and recommended strategies at an October 2012 "Implementation Strategies Workshop." Over 150 stakeholder committee members and

members of the public engaged in facilitated roundtable discussions to respond to the framework recommendations. CTOD incorporated the feedback from this event into their January 2013 final report[10].

The Partnership worked to refine the CTOD recommendations. In all, this process identified 24 major strategies along with over 200 separate actions that different partners may take to make progress toward larger goals. Because not all strategies were well suited to, or a major priority for all study areas, the eight Implementation Approaches provide a framework for elevating priority strategies to communities in which they are most meaningful to meet implementation challenges and opportunities.

Finally, the Partnership renamed several of the CTOD *Implementation Approaches*. These name changes more accurately reflected the recommended strategies and made the approaches consistently action-oriented. The *Implementation Approaches* were also reordered so that the first four comprised study areas with stronger real estate markets that imply implementation urgency, while the latter four include study areas with a longer-term growth horizon. See Table 7 for a crosswalk between these names.

Table 7: Implementation Approaches Name Changes

Growing Transit Communities Strategy Implementation Approach Name	Center for Transit Oriented Development Implementation Approach Name
❶ Protect and Grow	4. Proactive Equitable Development
❷ Expand Housing Choices	3. Facilitated Equitable Development
❸ Improve Access	7. Expanded Affordability
❹ Transform and Diversify	5. Facilitated Diversification
❺ Stimulate Demand	6. Market/Growth Catalyst
❻ Build Urban Places	2. Market Priming
❼ Enhance Community	1. Community Enhancement
❽ Preserve and Connect	8. Preserve, Monitor & Connect

Results

The next four pages present the eight *Implementation Approaches*, the corresponding People + Place pairings, a general narrative description, and the specific transit communities that fall under that approach, and a list of key implementation strategies. Key strategies refer to the 24 numbered strategies found in the Growing Transit Communities Strategy's Toolkit of Strategies and Actions[11]. The strategies highlight the most important short to medium term actions to help these transit communities thrive and contribute to local and regional goals. The lists are not exhaustive, and there are other tools and investments that are needed to support any specific community. Following the results tables are four maps of the region and each of the three corridors that illustrate the typology results by study area.

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[10] Center for Transit Oriented Development. 2013. "Implementing Equitable Transit Communities: Regional & local recommendations for the central Puget Sound region." Report to the Growing Transit Communities Partnership. January 16, 2013.

[11] The Growing Transit Communities Partnership. 2013. "The Growing Transit Communities Strategy: A Transit Corridor Action Agenda for the Central Puget Sound." October 2013.

❶ Protect and Grow

People + Place Pairings
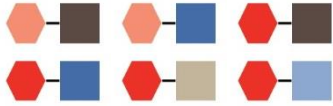
Transit Communities

East Corridor: Rainier, NE 15th St, NE 10th St;
North Corridor: NE 145th St;
South Corridor: Beacon Hill, Mount Baker, Columbia City, Othello, Rainier Beach

Description

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 (7, 9-10)
- Full range of tools for new and preserved affordable housing (11-16)
- Community needs assessment and targeted community investments (19- 24)
- Targeted small business support (21)

❷ Expand Housing Choices

People + Place Pairings

Transit Communities

Central Seattle: Westlake, University St, Pioneer Square, International District;
North Corridor: Capitol Hill, Brooklyn, Northgate

Description

Expand Housing Choices transit communities are current or future mixed-use centers with good access to opportunity, TOD supportive physical form and activity, and emerging 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 (7, 9)
- Target subsidy and other efforts to preserve and expand low to moderate income affordable housing stock (12, 13)
- Leverage public and private assets and market demand to meet demand for workforce housing (11, 16-17)

❸ Improve Access

People + Place Pairings

Transit Communities

East Corridor: South Bellevue, East Main, Bellevue Transit Center, Hospital, Downtown Redmond;
North Corridor: Roosevelt

Description

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 (8, 10)
- Adopt tools to increase affordable housing choices, as appropriate to community scale (11, 13-17)
- Connect transit dependent populations to transit and community resources (22)

❹ Transform and Diversify

People + Place Pairings

Transit Communities

East Corridor: Mercer Island, 120th Station, 130th Station, Overlake Transit Center, Overlake Village, SE Redmond

Description

Transform and Diversify transit communities are neighborhoods or centers poised for transformation due to recent planning efforts that capitalize on their good access to opportunity and strong real estate markets. However, many lack the sufficient physical form and activity levels to fully support future transit-oriented growth. Key strategies should 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 (6-9)
- Invest in basic infrastructure and public realm to support phased growth (10)
- Full range of tools for new affordable housing production (11, 13-17)
- Targeted small business support (21)

❺ Stimulate Demand

People + Place Pairings

Transit Communities

North Corridor: Wetmore/Colby, Everett Station;
South Corridor: Federal Way TC, Tacoma Dome, S 25th St, Union Station, Convention Center Tacoma, Theater District

Description

Stimulate Demand transit communities are smaller employment centers, located in in older city centers primarily 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 access to 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 (21)
- Long-range capital facilities plan with phased infrastructure and public realm investments (6, 10)
- Affordable housing assessment and preservation (11, 12)
- Community needs assessment and targeted investments (19-24)

❻ Build Urban Places

People + Place Pairings
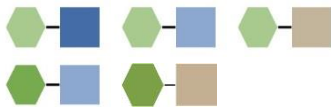
Transit Communities

North Corridor: N 130th St, NE 130th St, N 155th St, NE 155th St, NE 185th St, Shoreline P&R, Mountlake Terrace, Lynnwood Urban Center, Lynnwood Transit Center, 4th Ave SW, Alderwood Mall, Ash Way, 148th St SW;
South Corridor: S 288th St, S 348th St

Description

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 middles sections of the North and South corridors respectively. 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 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 (6-9)
- Identify and fund catalytic capital facilities investments (10)
- Full range of tools for new affordable housing production (11, 14-17)
- Community needs assessment and targeted investments (19-24)

❼ Enhance Community

People + Place Pairings

Transit Communities

North Corridor: Edmonds Community College, International/Cherry, Lincoln Way, Airport Road, 112 St SW, Casino Road, 41st St SW, Mariner, Everett Mall;
South Corridor: Tukwila International Blvd, SeaTac Airport; S 200th St, S 216th St, Kent-Des Moines, Highline Community College, S 260th St, Redondo, Star Lake, Fife

Description

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 (6, 8)
- Long-range capital facilities plan with phased infrastructure and public realm investments (6, 10)
- Community needs assessment and targeted investments (19-24)
- Affordable housing preservation (11, 12)

❽ Preserve and Connect

People + Place Pairings
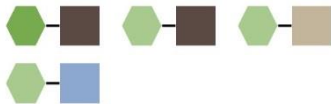
Transit Communities

North Corridor: Boeing, UW Stadium;
South Corridor: Stadium, SODO

Description

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 their employment 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 (8, 10)
- Connect transit dependent populations to transit and other community resources (22)

Figure 13: People + Place Implementation Typology Results Map
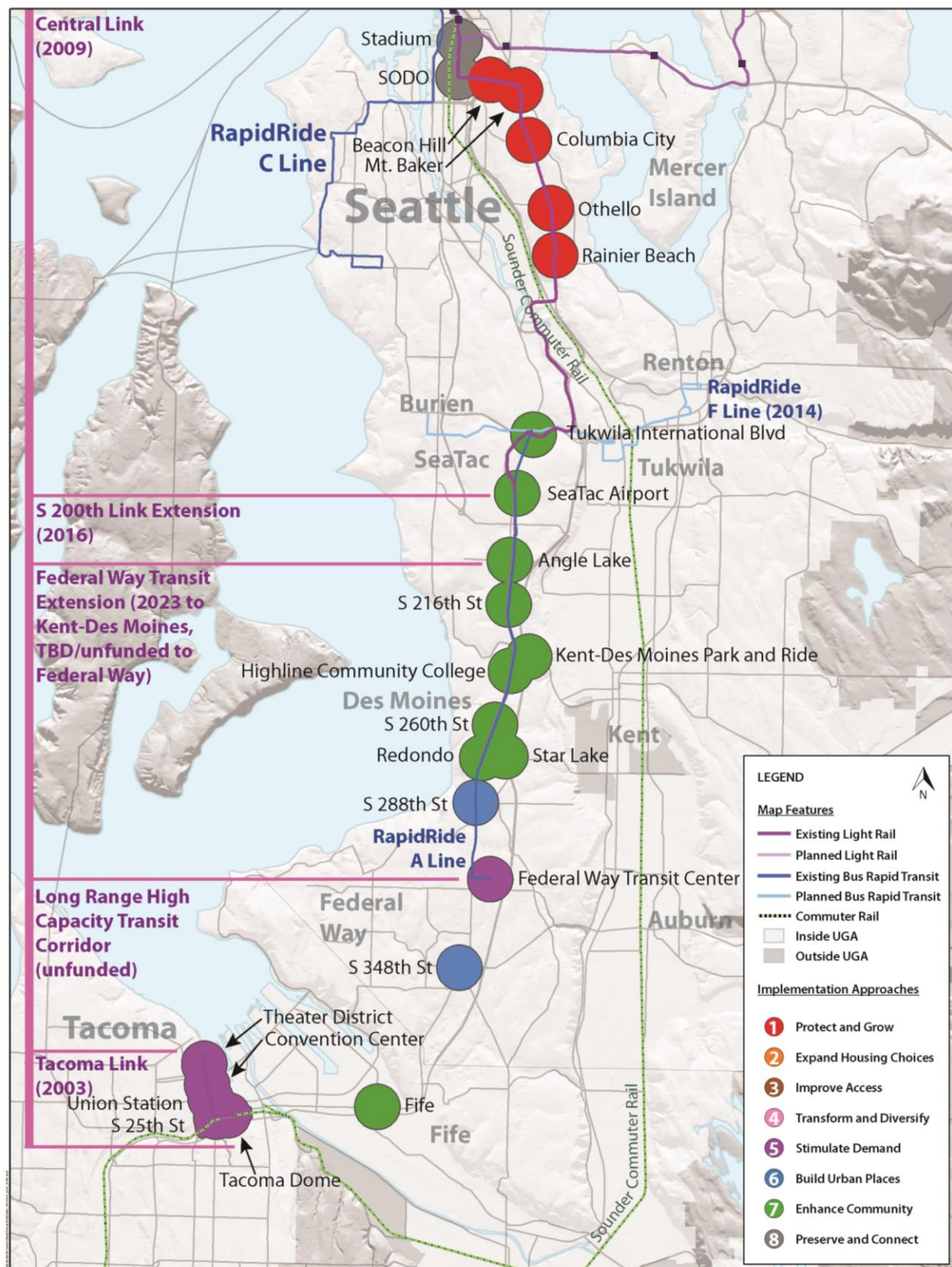
Figure 14: South Corridor Typology Results Map
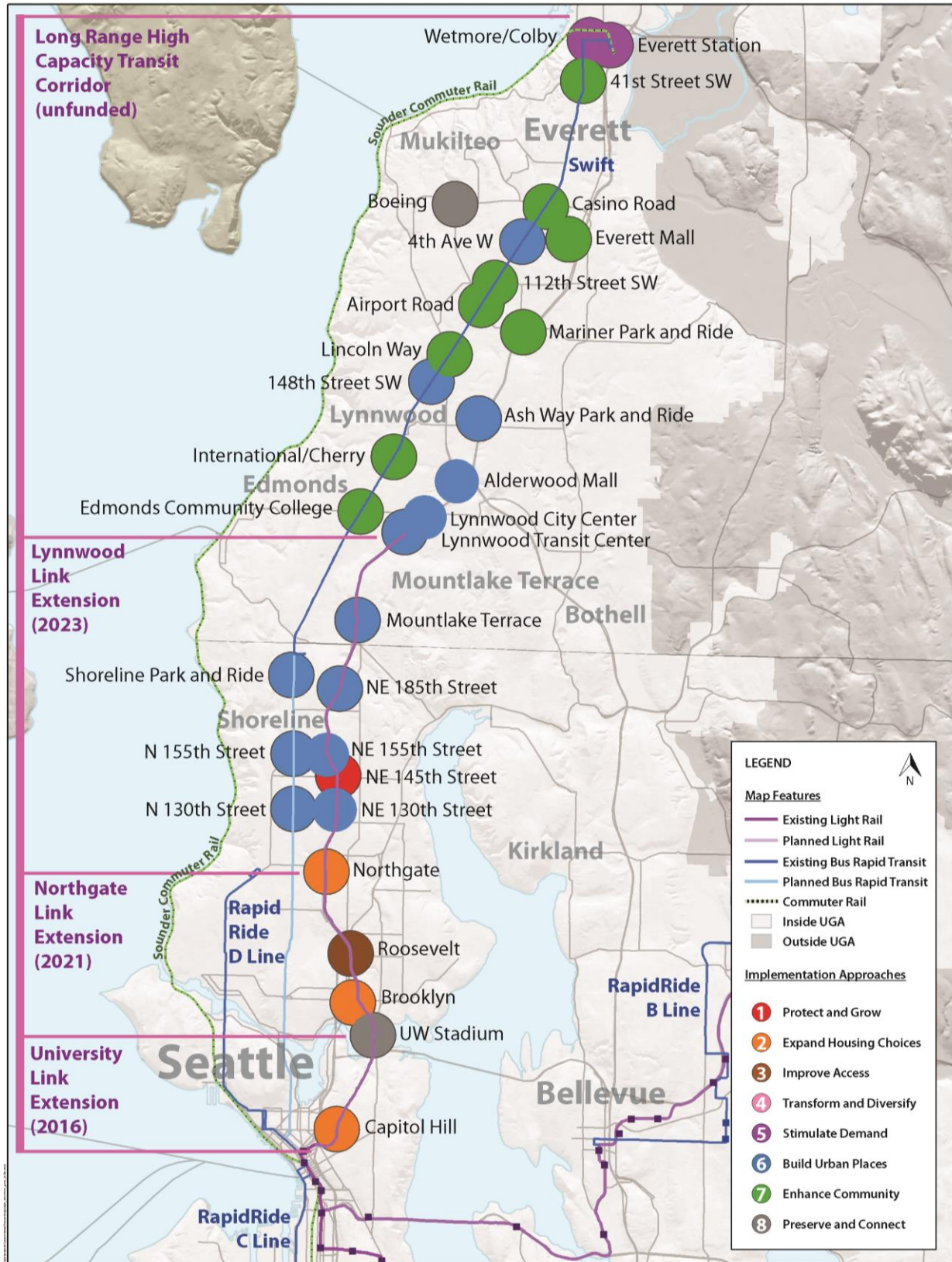
Figure 15: North Corridor Typology Results Map
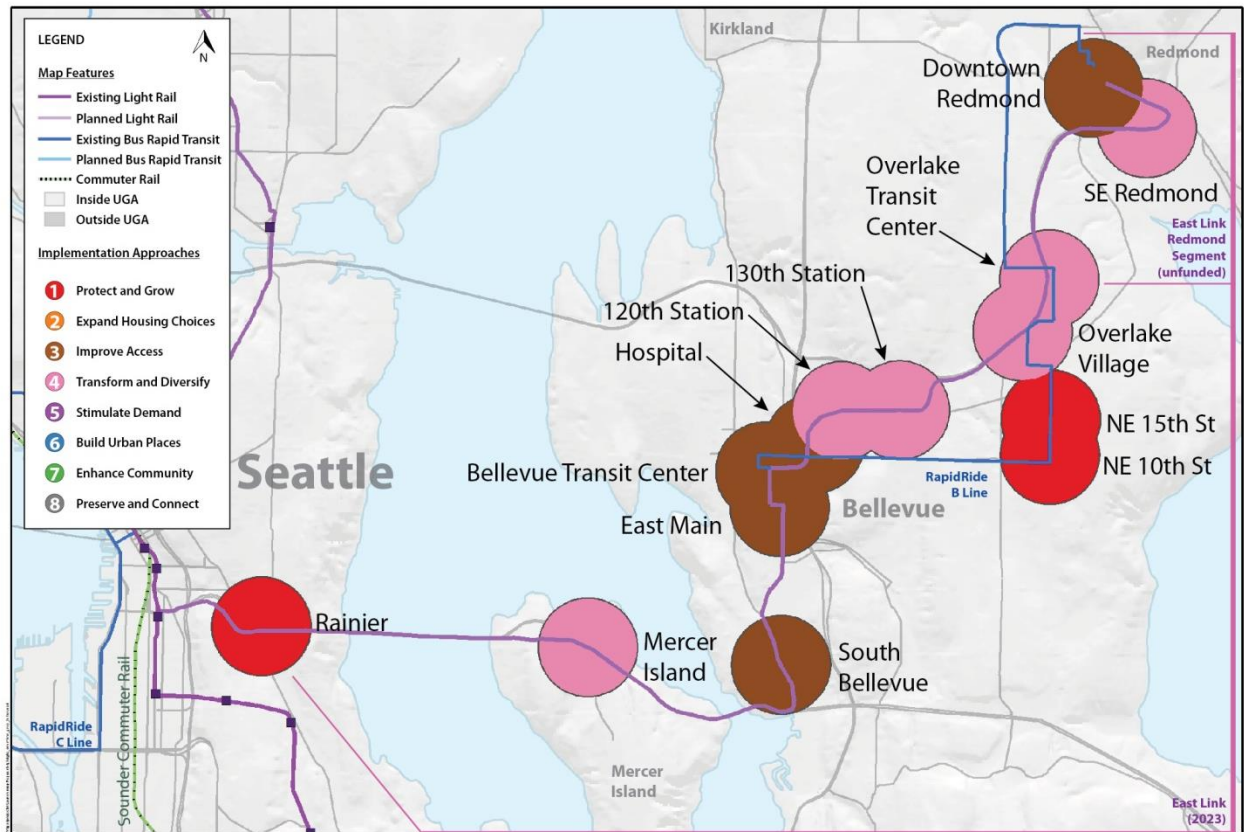
Figure 16: East Corridor Typology Results Map

Next Steps

The People + Place Implementation Typology is part of a broader effort—The Growing Transit Communities Partnership—to create tools and resources to encourage high-quality, equitable development around rapid transit in the central Puget Sound region. The three-year program culminated in the Growing Transit Communities Strategy that proposes a three-part implementation framework (see Figure 17, at right) to promote thriving and equitable transit communities. The **Regional Compact** affirms the support of a variety of partners from throughout the region for the Partnership's work and a commitment to work toward regional goals by implementing the Strategy. The **Toolkit of Strategies and Actions** and the **People + Place Implementation Typology,** include 24 recommended strategies, eight implementation approaches, and corridor specific priorities that will guide an evolving approach to transit communities. The **Individual Work Plans** are local government, agency, or organization specific work plans, to be developed individually and in consultation with
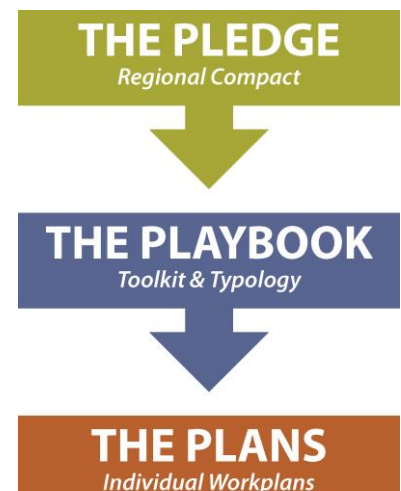
Figure 17: Strategy Implementation Framework

PSRC staff, which define short- and medium-term actions that can implement the Strategy. The nature and format of the Individual Work Plans will vary to reflect the diversity of public and private partners, legislative and decision-making processes, and actions adopted.
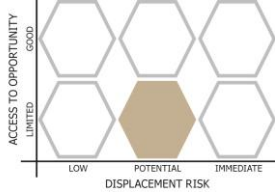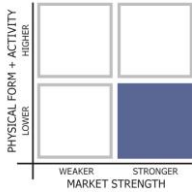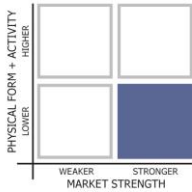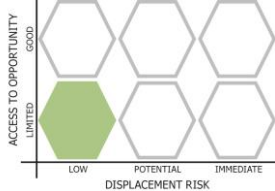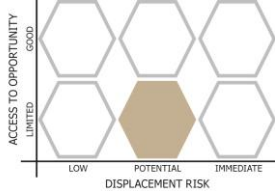
The Growing Transit Communities Strategy also makes specific recommendations related to the future use of the People + Place Implementation Typology. While the Partnership's three-year grant-funded effort focused on a geography of 74 study areas constrained by the region's three long-range high-capacity transit corridors, there are many other regionally and locally significant communities near transit investments, including streetcar, bus rapid transit, express bus, and ferry. The People + Place Implementation Typology methods may be used by those communities to understand community needs and opportunities as Strategy implementation broadens the effort beyond those three original corridors. In addition, the Strategy calls for an update to the People + Place Implementation Typology in the future to capture the needs and opportunities of communities as they change and grow over time.

As of June 2014, 33 local jurisdictions, governmental agencies and non-governmental organizations have signed the Regional Compact. The number of signatories is expected to continue to grow in the coming years. These partners will use the People + Place Implementation Typology, and the broader Growing Transit Communities Strategy, to help the region achieve its vision for a sustainable future that advances our people, our prosperity, and our planet.

Appendix: Detailed Results

Table 8 over the following pages presents the detailed *People Profile*, *Place Profile* and *Implementation Approach* classification for each of the 74 transit communities in the Growing Transit Communities Partnership geography. The table lists the transit communities in alphabetical order and the number in the first column corresponds to the numbering key used in Figures 7 and 11 that illustrate the results of the *People* and *Place Profiles*, respectively.

Table 8: Complete Results Table

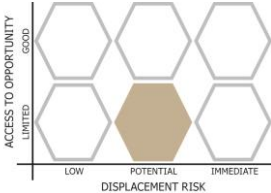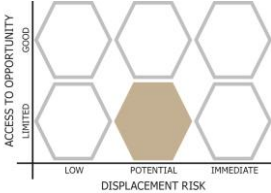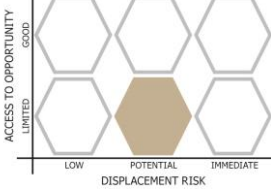|	Transit Community	Measures	Results	People Profile	Place Profile	Implementation Approach
1	**112th Street SW** Everett/Snohomish County North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Potential* *Lower* *Weaker*			**7** **Enhance Community**
2	**120th Station** Bellevue East Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Good* *Low* *Lower* *Stronger*			**4** **Transform and Diversify**
3	**130th Station** Bellevue East Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Good* *Low* *Lower* *Stronger*			**4** **Transform and Diversify**
4	**148th Street SW** Snohomish County North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Low* *Lower* *Weaker*			**6** **Build Urban Places**
5	**41st Street SW** Everett North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Potential* *Lower* *Weaker*			**7** **Enhance Community**
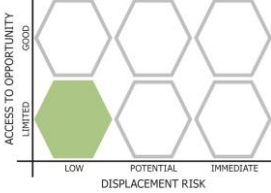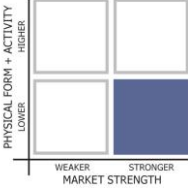
	Transit Community	Measures	Results	People Profile	Place Profile	Implementation Approach
6	**4th Avenue W** Everett North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Low* *Lower* *Weaker*			6 **Build Urban Places**
7	**Airport Road** Everett/Snohomish County North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Potential* *Lower* *Weaker*			7 **Enhance Community**
8	**Alderwood Mall** Lynnwood North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Good* *Low* *Higher* *Weaker*			6 **Build Urban Places**
9	**Angle Lake** SeaTac South Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Potential* *Lower* *Weaker*			7 **Enhance Community**
10	**Ash Way P&R** Snohomish County North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Low* *Lower* *Stronger*			6 **Build Urban Places**
11	**Beacon Hill Link Station** Seattle South Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Immediate* *Higher* *Stronger*			1 **Protect and Grow**

	Transit Community	Measures	Results	People Profile	Place Profile	Implementation Approach
12	**Bellevue Transit Center** Bellevue East Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Good* *Low* *Higher* *Stronger*			❸ **Improve Access**
13	**Boeing** Everett North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Low* *Lower* *Weaker*			❽ **Preserve and Connect**
14	**Brooklyn** Seattle North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Good* *Immediate* *Higher* *Stronger*			❷ **Expand Housing Choices**
15	**Capitol Hill** Seattle North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Good* *Immediate* *Higher* *Stronger*			❷ **Expand Housing Choices**
16	**Casino Road** Everett North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Potential* *Lower* *Weaker*			❼ **Enhance Community**
17	**Columbia City Link Station** Seattle South Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Immediate* *Higher* *Stronger*			❶ **Protect and Grow**

	Transit Community	Measures	Results	People Profile	Place Profile	Implementation Approach
18	**Convention Center** Tacoma South Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Potential* *Higher* *Weaker*			**5** **Stimulate Demand**
19	**Downtown Redmond** Redmond East Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Good* *Low* *Higher* *Stronger*			**3** **Improve Access**
20	**East Main** Bellevue East Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Good* *Low* *Higher* *Stronger*			**3** **Improve Access**
21	**Edmonds Community College** Lynnwood North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Potential* *Higher* *Weaker*			**7** **Enhance Community**
22	**Everett Mall** Everett North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Potential* *Higher* *Weaker*			**7** **Enhance Community**
23	**Everett Station** Everett North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Potential* *Higher* *Weaker*			**5** **Stimulate Demand**

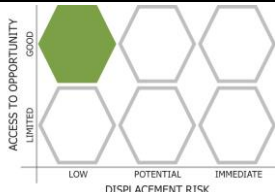|	Transit Community	Measures	Results	People Profile	Place Profile	Implementation Approach
24	**Federal Way Transit Center** Federal Way South Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Potential* *Higher* *Weaker*			**5** **Stimulate Demand**
25	**Fife** Fife South Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Potential* *Lower* *Weaker*			**7** **Enhance Community**
26	**Highline Community College** Des Moines/Kent South Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Potential* *Lower* *Weaker*			**7** **Enhance Community**
27	**Hospital Station** Bellevue East Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Good* *Low* *Higher* *Stronger*			**3** **Improve Access**
28	**International District Link Station** Seattle Downtown	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Good* *Immediate* *Higher* *Stronger*			**2** **Expand Housing Choices**
29	**International/Cherry** Lynnwood North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Potential* *Lower* *Weaker*			**7** **Enhance Community**
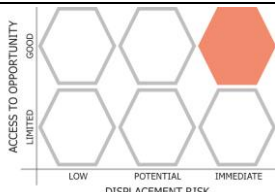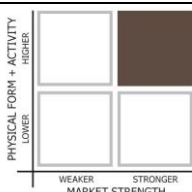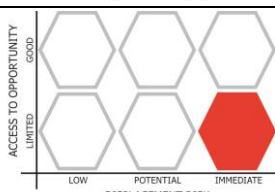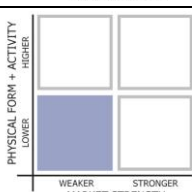
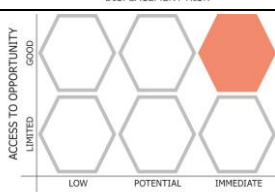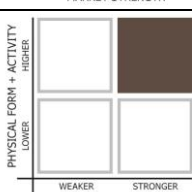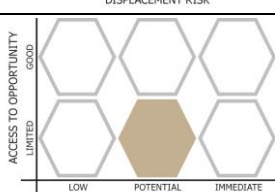|	Transit Community	Measures	Results	People Profile	Place Profile	Implementation Approach
30	**Kent-Des Moines P&R** Des Moines/Kent/SeaTac South Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Potential* *Lower* *Weaker*			7 **Enhance Community**
31	**Lincoln Way** Snohomish County North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Potential* *Lower* *Weaker*			7 **Enhance Community**
32	**Lynnwood City Center** Lynnwood North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Low* *Higher* *Weaker*			6 **Build Urban Places**
33	**Lynnwood Transit Center** Lynnwood North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Low* *Lower* *Weaker*			6 **Build Urban Places**
34	**Mariner** Snohomish County North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Potential* *Lower* *Weaker*			7 **Enhance Community**
35	**Mercer Island Station** Mercer Island East Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Good* *Low* *Lower* *Stronger*			4 **Transform and Diversify**

	Transit Community	Measures	Results	People Profile	Place Profile	Implementation Approach
36	**Mount Baker Link Station** Seattle South Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Good* *Immediate* *Higher* *Stronger*			❶ **Protect and Grow**
37	**Mountlake Terrace** Mountlake Terrace North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Low* *Lower* *Weaker*			❻ **Build Urban Places**
38	**N 130 Street** Seattle North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Low* *Lower* *Stronger*			❻ **Build Urban Places**
39	**N 155th Street** Shoreline North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Low* *Lower* *Weaker*			❻ **Build Urban Places**
40	**NE 10th Street** Bellevue East Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Good* *Immediate* *Lower* *Stronger*			❶ **Protect and Grow**
41	**NE 130th Street** Seattle North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Low* *Lower* *Stronger*			❻ **Build Urban Places**

Transit Community	Measures	Results	People Profile	Place Profile	Implementation Approach
42 NE 145th Street Seattle/Shoreline North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Good* *Immediate* *Lower* *Stronger*			❶ **Protect and Grow**
43 NE 155th Street Shoreline North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Good* *Low* *Lower* *Weaker*			❻ **Build Urban Places**
44 NE 15th Street Bellevue East Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Good* *Immediate* *Higher* *Stronger*			❶ **Protect and Grow**
45 NE 185th Street Shoreline North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Low* *Lower* *Weaker*			❻ **Build Urban Places**
46 Northgate Seattle North Link	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Good* *Immediate* *Higher* *Stronger*			❷ **Expand Housing Choices**
47 Othello Link Station Seattle South Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Immediate* *Higher* *Weaker*			❶ **Protect and Grow**

	Transit Community	Measures	Results	People Profile	Place Profile	Implementation Approach
48	**Overlake Transit Center Station** Redmond East Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Good* *Low* *Higher* *Stronger*			④ **Transform and Diversify**
49	**Overlake Village Station** Redmond East Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Good* *Low* *Lower* *Stronger*			④ **Transform and Diversify**
50	**Pioneer Square Link Station** Seattle Downtown	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Good* *Immediate* *Higher* *Stronger*			② **Expand Housing Choices**
51	**Rainier Beach Link Station** Seattle South Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Immediate* *Lower* *Weaker*			❶ **Protect and Grow**
52	**Rainier Station** Seattle East Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Good* *Immediate* *Higher* *Stronger*			❶ **Protect and Grow**
53	**Redondo (S 272nd)** Des Moines/Federal Way/Kent South Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Potential* *Lower* *Weaker*			⑦ **Enhance Community**

Transit Community	Measures	Results	People Profile	Place Profile	Implementation Approach
54 Roosevelt Seattle North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Good* *Low* *Higher* *Stronger*			❸ **Improve Access**
55 SE Redmond Station Redmond East Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Good* *Low* *Higher* *Stronger*			❹ **Transform and Diversify**
56 Sea-Tac Airport Link Station SeaTac South Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Potential* *Lower* *Weaker*			❼ **Enhance Community**
57 Shoreline P&R Shoreline North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Low* *Lower* *Weaker*			❻ **Build Urban Places**
58 SODO Link Station Seattle South Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Low* *Higher* *Weaker*			❽ **Preserve and Connect**
59 South 216th Street Des Moines/SeaTac South Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Potential* *Lower* *Weaker*			❼ **Enhance Community**

	Transit Community	Measures	Results	People Profile	Place Profile	Implementation Approach
60	**South 25th Link Station** Tacoma South Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Potential* *Higher* *Weaker*			**5** **Stimulate Demand**
61	**South 260th Street** Des Moines/Kent South Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Potential* *Lower* *Weaker*			**7** **Enhance Community**
62	**South 288th Street** Federal Way South Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Low* *Lower* *Weaker*			**6** **Build Urban Places**
63	**South 348th Street** Federal Way South Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Low* *Lower* *Weaker*			**6** **Build Urban Places**
64	**South Bellevue Station** Bellevue/Beaux Arts East Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Good* *Low* *Lower* *Stronger*			**3** **Improve Access**
65	**Stadium Link Station** Seattle South Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Low* *Higher* *Stronger*			**8** **Preserve and Connect**

Transit Community	Measures	Results	People Profile	Place Profile	Implementation Approach
66 Star Lake (S 272nd) Des Moines/Federal Way/Kent South Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited Potential Lower Weaker*			**7** **Enhance Community**
67 Tacoma Dome Station Tacoma South Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited Potential Lower Weaker*			**5** **Stimulate Demand**
68 Theatre District Link Station Tacoma South Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited Potential Higher Weaker*			**5** **Stimulate Demand**
69 Tukwila International Boulevard Link Station SeaTac/Tukwila South Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited Potential Lower Weaker*			**7** **Enhance Community**
70 Union Station Link Station Tacoma South Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited Potential Higher Weaker*			**5** **Stimulate Demand**
71 University Street Link Station Seattle Downtown	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Good Immediate Higher Stronger*			**2** **Expand Housing Choices**

Transit Community	Measures	Results	People Profile	Place Profile	Implementation Approach
72 UW Stadium Seattle North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Good* *Low* *Higher* *Stronger*			**8** **Preserve and Connect**
73 Westlake Link Station Seattle Downtown	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Good* *Immediate* *Higher* *Stronger*			**2** **Expand Housing Choices**
74 Wetmore/Colby Everett North Corridor	Access to Opportunity: Displacement Risk: Physical Form + Activity: Market Strength:	*Limited* *Potential* *Higher* *Weaker*			**5** **Stimulate Demand**