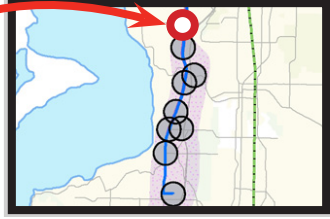
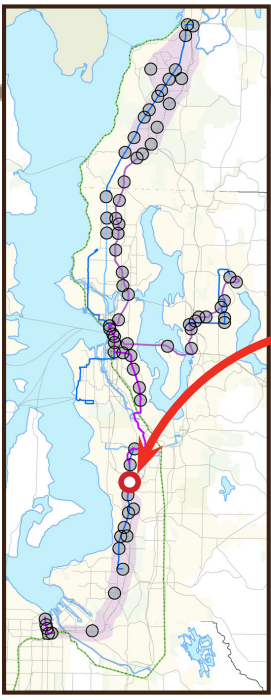


Angle Lake



AREA DESCRIPTION —

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

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

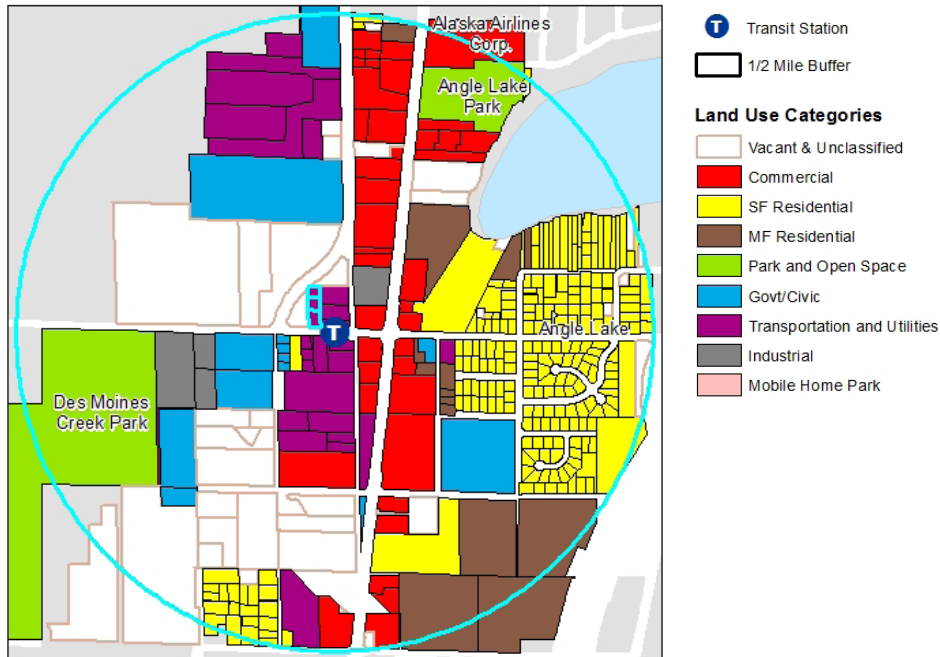
The Angle Lake transit community has a population of 3,886, with 73 percent minority, making it one of the most diverse transit communities in the region. Households are larger than most other transit communities and both income and education levels are well below regional averages. Nearly 7,500 jobs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

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

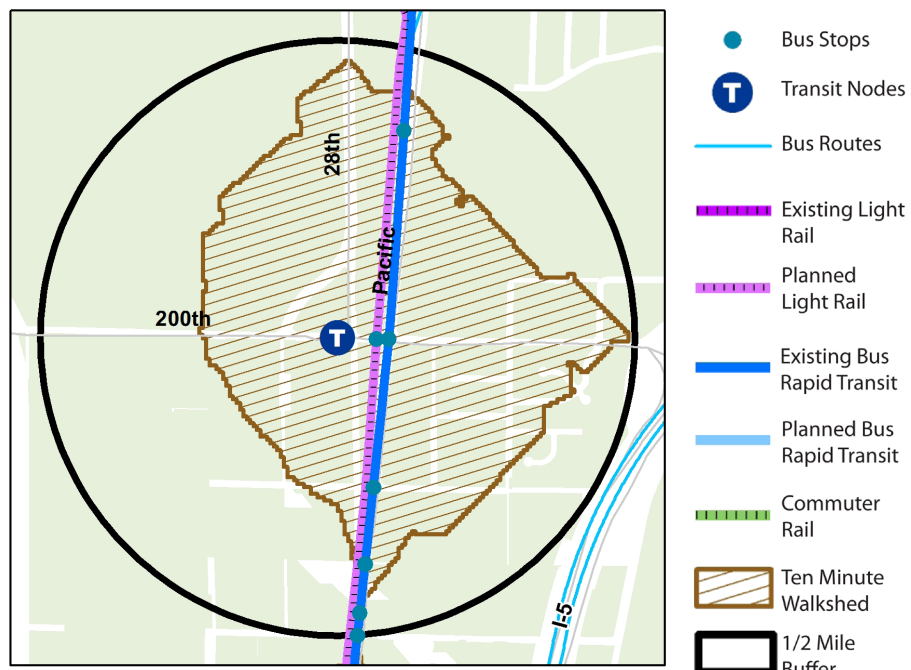
LOCAL PLANNING —

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

LAND USE



TRANSPORTATION



PEOPLE

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

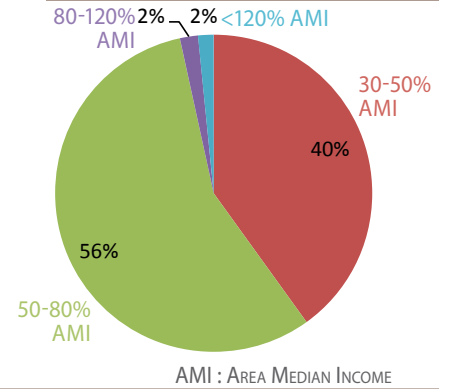
JOBS

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

HOUSING

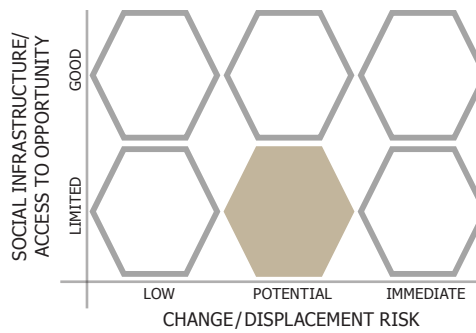
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	2,976	2,674
AFFORD. RANGE (0-50% AMI)	40%	21%
HOMEOWNERS	25%	35%
RENTERS	75%	65%
COST BURDEN (% OF INCOME)	42%	44%

AFFORDABLE HOUSING BY INCOME LEVEL

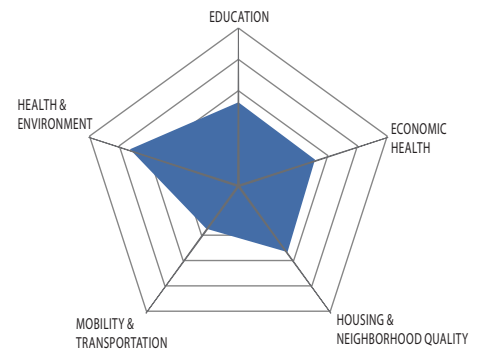


PEOPLE PROFILE

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

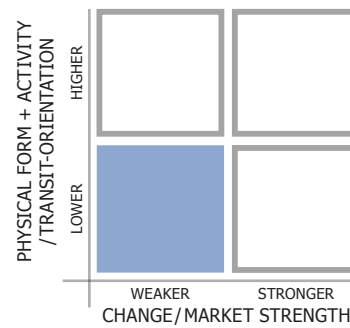


ACCESS TO OPPORTUNITY

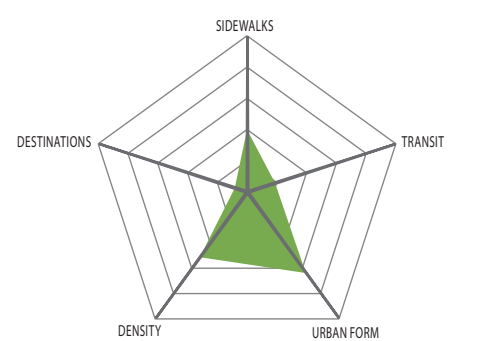


PLACE PROFILE

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



PHYSICAL FORM + ACTIVITY



IMPLEMENTATION APPROACH

7 ENHANCE COMMUNITY

Enhance Community transit communities are neighborhoods or smaller centers found in the South and North corridors. Recent and anticipated transit investments have the potential to catalyze considerable community development. However, many will face challenges to implementing TOD given auto-oriented environments, weak market demand, and limited access to opportunity. Key strategies focus in the short term on community development to expand opportunity and social activity, and in the long term on building a physical and social fabric that will attract new investment. Nineteen transit communities, more than any other of the other Implementation Approaches, are categorized as Enhance Community.

KEY STRATEGIES:

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

