



EXISTING CONDITIONS I:

Introduction

Final Report: May 2013

The Growing Transit Communities Partnership is funded by the Sustainable Communities Regional Planning Grant Program of the U.S. Department of Housing and Urban Development. Additional funding for this document provided in part by member jurisdictions, grants from the U.S. Department of Transportation, Federal Transit Administration, Federal Highway Administration and Washington State Department of Transportation.

The work that provided the basis for this publication was supported by funding under an award with the U.S. Department of Housing and Urban Development. The substance and findings of the work are dedicated to the public. The author and publisher are solely responsible for the accuracy of the statements and interpretations contained in this publication. Such interpretations do not necessarily reflect the views of the Government.

PSRC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Complaint Form, see <http://www.psrc.org/about/public/titlevi> or call 206-464-4819.

American with Disabilities Act (ADA) Information:

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the ADA Coordinator, Thu Le, at 206.464.6175, with two weeks' advance notice. Persons who are deaf or hard of hearing may contact the ADA Coordinator, Thu Le, through TTY relay 711.

Servicios de Traducción Disponible 206-971-3052, Diana Martinez.

Có dịch vụ thông dịch sang tiếng Việt. Xin liên lạc Thu Lê số 206-464-6175.

Additional copies of this document may be obtained by contacting: Puget Sound Regional Council
Information Center
1011 Western Avenue, Suite 500
Seattle, Washington 98104-1035
206-464-7532 • FAX 206-587-4825
info@psrc.org • psrc.org





The Growing Transit Communities Partnership is an advisory body of diverse public, private, and nonprofit agencies and organizations working together to promote successful transit communities. The Partnership is funded by a three-year grant from the federal Partnership for Sustainable Communities and is housed at the Puget Sound Regional Council. The Partnership has developed the Growing Transit Communities Strategy, an implementation plan to promote thriving and equitable transit communities in the central Puget Sound region.

The Existing Conditions Report

The Growing Transit Communities Existing Conditions Report presents background data and analysis on the current conditions within the transit corridor study areas that are the focus of the Sustainable Communities grant that has funded the work of the Growing Transit Communities Partnership. The report has several purposes. First, the data were the starting point for an 18-month task force process that culminated in the Growing Transit Communities Strategy for the central Puget Sound region. Task force members, including representatives from local government, other public agencies, non-profits, and regional and local community groups, provided feedback on early drafts of the Existing Conditions Report and helped to shape the final product. Second, data contained in the report was the foundation for developing the People + Place Implementation Typology that is a guiding framework for the Strategy. Third, analysis of existing conditions, particularly identified community needs and opportunities for supporting thriving equitable transit communities around high capacity transit, informed the many policy and programmatic recommendations in the Strategy. Finally, the report also establishes baseline conditions for future monitoring and further analysis.

Using this Document

The Existing Conditions Report contains six topical chapters: Demographics, Economy, Land Use, Housing, Transportation, and Policy Environment. The chapters have been released as separate documents. Each chapter opens with an introduction to the issue area, including a summary of major findings and a discussion of data sources and limitations. Data are reported, analyzed, compared, and contrasted with respect to several levels of geography. The area within a half-mile radius around each of 74 identified transit nodes located within the long-range light rail corridors comprised the study areas that are the basis for all further analysis. Study areas were grouped into corridors: North, East, and South respectively. Finally, the region as a whole provides key data benchmarks from which to measure how the study areas are currently similar to or different from the larger regional context.

Each report is written so that sections may be read independently from the others. This permits a reader to look only to their Corridor of interest without missing any relevant introductory material. Based on data at all levels, the document provides observations in each subsection and at the end of each chapter, with special attention to implications for social equity and housing affordability.

TABLE OF CONTENTS

1.	THE GROWING TRANSIT COMMUNITIES PARTNERSHIP	1
1.1.	DEFINING PROGRAM CORRIDORS AND STUDY AREAS	3
2.	THE EXISTING CONDITIONS REPORT	7
2.1.	A NOTE ON GEOGRAPHY	7
2.2.	USING THIS DOCUMENT	8

LIST OF FIGURES

FIGURE 1: CORRIDOR AND STUDY AREA MAP	4
FIGURE 2: SOUTH CORRIDOR STUDY AREA MAP	5
FIGURE 3: NORTH CORRIDOR STUDY AREA MAP	6
FIGURE 4: EAST CORRIDOR STUDY AREA MAP	7

INTRODUCTION

A focus on people, prosperity, and planet challenges the region to develop healthy and safe communities for all people, apply an environmental ethic..., conserve resources, and enhance natural and built environments. *VISION 2040*

1. THE GROWING TRANSIT COMMUNITIES PARTNERSHIP

In the coming decades, the central Puget Sound region will make a once-in-a-lifetime investment in rapid transit. The region has a unique opportunity to leverage these transit investments by growing and strengthening communities around transit stations. To this end, the Puget Sound Regional Council (PSRC) has partnered with other public, private and non-profit organizations to form the Growing Transit Communities Partnership. This consortium is leading the way towards equitable transit community development that meets the region's growth management objectives while providing social, economic, and environmental benefits to all current and future residents and businesses. Guided by VISION 2040, the region's plan for a more sustainable future, the Growing Transit Communities Partnership brings new voices to the table to better enable the creation of vibrant, diverse, and inclusive communities for all people.

Funded by a \$5 million regional planning grant from the federal Partnership for Sustainable Communities, the Growing Transit Communities Partnership work program focuses on four areas:

Corridor Based Plan Implementation. Stakeholder task forces are leading corridor planning efforts for more than 70 study areas and other transit nodes along the region's

What are equitable transit communities?

Equitable transit communities are mixed-use, transit-served neighborhoods that provide housing and transportation choices and greater social and economic opportunity for current and future residents. Although defined generally by the half-mile walking distances around high-capacity transit stations, they exist within the context of larger neighborhoods with existing residents and businesses.

These communities promote local community and economic development by providing housing types at a range of densities and affordability levels, commercial and retail spaces, community services and other amenities integrated into safe, walkable neighborhoods.

Successful equitable transit communities are created through inclusive planning and decision-making processes, resulting in development outcomes that accommodate future residential and employment growth, increase opportunity and mobility for existing communities, and enhance public health for socially and economically diverse populations.

Growing Transit Communities Partnership Consortium Members (as of May 2012)

Cities

*Bellevue, Everett, Mountlake Terrace,
Redmond, Seattle, Shoreline, and Tacoma*

Counties

King, Pierce and Snohomish Counties

Transit Agencies

*Sound Transit, King County Metro Transit,
Community Transit*

Public Health & Human Services

*Public Health of Seattle & King County,
Snohomish County Human Services, Tacoma-
Pierce County Health Department*

Public Housing Authorities

*King County Housing Authority, Pierce County
Housing Authority, Seattle Housing Authority,
Snohomish County Housing Authority, Tacoma
Housing Authority*

Funding Institutions

*Enterprise Community Partners, Impact
Capital (LISC), Washington State Housing
Finance Commission*

Non-Profit Developers

*Affordable Housing Consortium of Tacoma-
Pierce County, Bellwether Housing, Capitol Hill
Housing, Community Development
Collaborative, Housing Consortium of Everett
and Snohomish County, Housing Development
Consortium Seattle-King County*

For-Profit Developers

Urban Land Institute—Seattle District Council

Regional Groups

*A Regional Coalition for Housing, Community
Development Collaborative Equity
Partnership, Puget Sound Regional Council,
Quality Growth Alliance, Washington State
Department of Commerce*

Educational Institutions

*North Seattle Community College, UW-
Runstad Center for Real Estate Studies*

Environmental & Transportation Advocates

Forterra, Futurewise, Seattle Transit Blog

Housing & Community Advocates

*Puget Sound SAGE, Homesight, Refugee and
Immigrant Services Northwest, Washington
Low Income Housing Alliance*

three long-range high-capacity transit corridors: These corridors extend South from Seattle to Tacoma; East from Seattle to Redmond; and North from Seattle to Everett. The corridor planning efforts are engaging stakeholders in more than twenty jurisdictions to develop: 1) this report on existing conditions; 2) a Growing Transit Communities Strategy for corridors and station areas and other transit nodes within them; and 3) specific work plans developed with local and regional jurisdictions and other parties that may include policies, regulations, tools, and investment priorities that promote equitable transit communities.

Regional Equity Network. The Network, supported by staff at Impact Capital, has developed a policy framework for incorporating equity into planning processes and community development outcomes. The Network is administering small equity grants to community organizations for outreach efforts, data collection and equipping people to engage fully in community building over the long-term. The Network is making efforts to involve underrepresented voices, such as low income families, communities of color, as well as organizations in community planning now and in the future.

Affordable Housing Strategy. The Affordable Housing Strategy includes policy development and research on new tools to support affordable housing around transit stations, including new financing and land acquisition mechanisms. A region-wide assessment of fair housing access and technical assistance to local jurisdictions on affordable housing policy development are two pieces of the affordable housing strategy.

Innovative Projects and Tools. Three demonstration projects are focusing on making equitable transit communities a reality. Projects in Tacoma's South Downtown and Seattle's Northgate areas are testing tools and serving as laboratories for the rest of the region. The University of Washington's Runstad Center is developing Decision Commons, a computer-based visioning tool to help illustrate real time social, environmental and economic impacts of different planning scenarios. Demonstration cases for Decision Commons are the Bellevue-Redmond Corridor and Tacoma South Downtown. A fourth targeted project has focused on identifying tools and partnerships to advance housing choice, improved connectivity, and jobs-housing balance in the East Corridor.

The Growing Transit Communities Partnership is governed by an Oversight Committee composed of representatives of Consortium member organizations and jurisdictions. Steering Committees for

Affordable Housing and the Equity Network provide direction on those respective program components and reflect the overarching programmatic emphasis on housing affordability and social equity. Corridor Task Forces—one each for the South, East and North corridors—are overseeing the development of Corridor Action Strategies, and include representatives of the affected jurisdictions and other community, business and nonprofit voices. Finally, technical working groups oversee the Demonstration Project work.

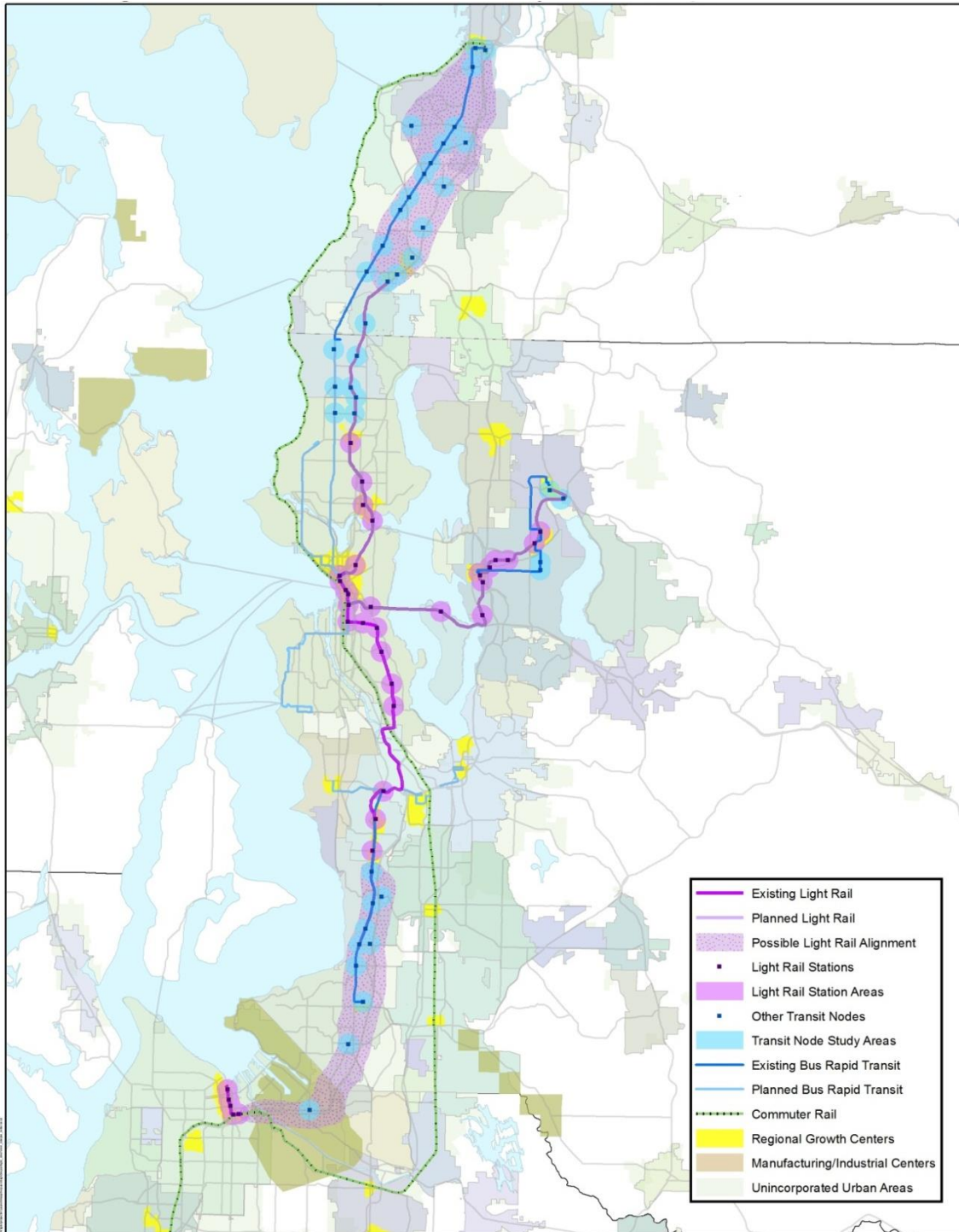
1.1. DEFINING PROGRAM CORRIDORS AND STUDY AREAS

While there are a number of current and planned high-capacity transit corridors in the region—including light rail, bus rapid transit, street car, commuter rail, and ferry—the primary focus for the Growing Transit Communities Partnership is the full build-out of the three regional light rail corridors envisioned in Transportation 2040 (T2040). These corridors extend south from Seattle to Tacoma, east from Seattle to downtown Redmond, and north from Seattle to Everett. No single corridor is fully-built out with Sound Transit Link light rail; rather each is in different stages of system planning, funding, and development. In addition, each corridor intersects other existing or future high-capacity transit investments, including King County Metro RapidRide and Community Transit Swift bus rapid transit, Tacoma and Seattle streetcars, Sound Transit Sounder commuter rail, as well as regional express and local bus service.

For the purposes of analysis and recommendations, the “Corridor” refers to the land within identified “study areas” along each long-range transit corridor, and does not include any land between or outside of each study area. The Growing Transit Communities Partnership has identified 74 “study areas” along the three corridors. These study areas comprise the half-mile radius around current and known and funded future Link light rail station areas, select bus rapid transit station areas within the corridors, and other major transit and activity nodes in portions of the corridors for which future light rail alignments are not yet defined. All existing and known and funded future Link light rail station areas are called “Light Rail Station Areas.” Other study areas, including select bus rapid transit station areas and activity nodes within future light rail expansion areas are called “Transit Node Study Areas.” Please see Figure 1 for a map of the 74 study areas.

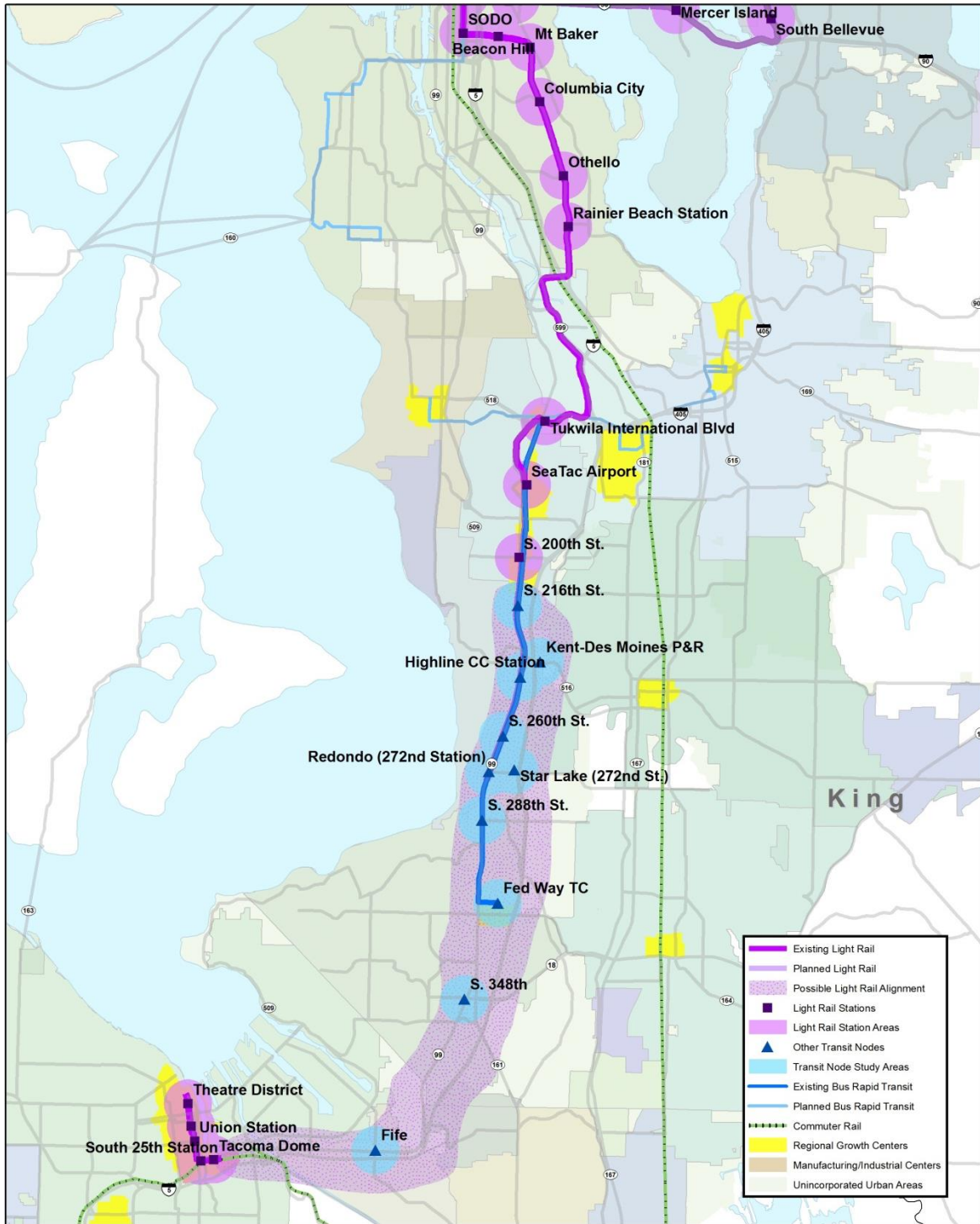
The 74 study areas include four Central Link light rail stations located in Downtown Seattle: Westlake, University Street, Pioneer Square, and Chinatown/International District. Because the urban form and use intensity of these station areas are significantly different from those study areas in the remainder of the corridors, they are set apart in the Existing Conditions Report as “Downtown Seattle” and are not included in the Corridor specific analyses.

The remaining Central Link light rail stations are contained in the South Corridor, which includes 25 study areas from the Stadium Link Station in Seattle to the Theatre District Link Station in Tacoma. The East Corridor includes 14 study areas from the future Rainier Link Station in Seattle to Downtown Redmond. Finally, the North Corridor includes 31 study areas from the future Capitol Hill Link Station in Seattle to Everett Station. The detailed maps on the following pages depict the geography of the corridors and study areas.



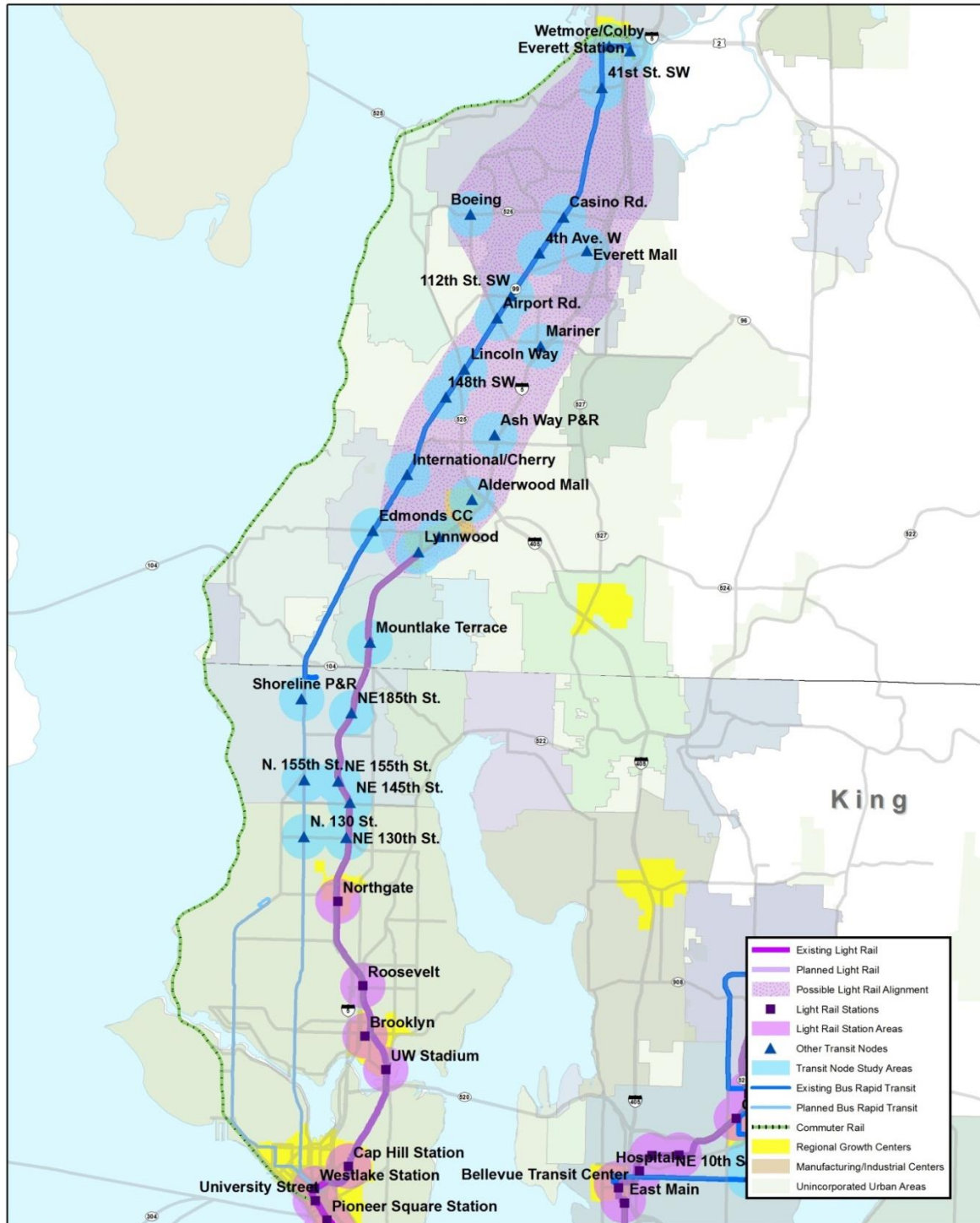
Source: PSRC

FIGURE 1: CORRIDOR AND STUDY AREA MAP



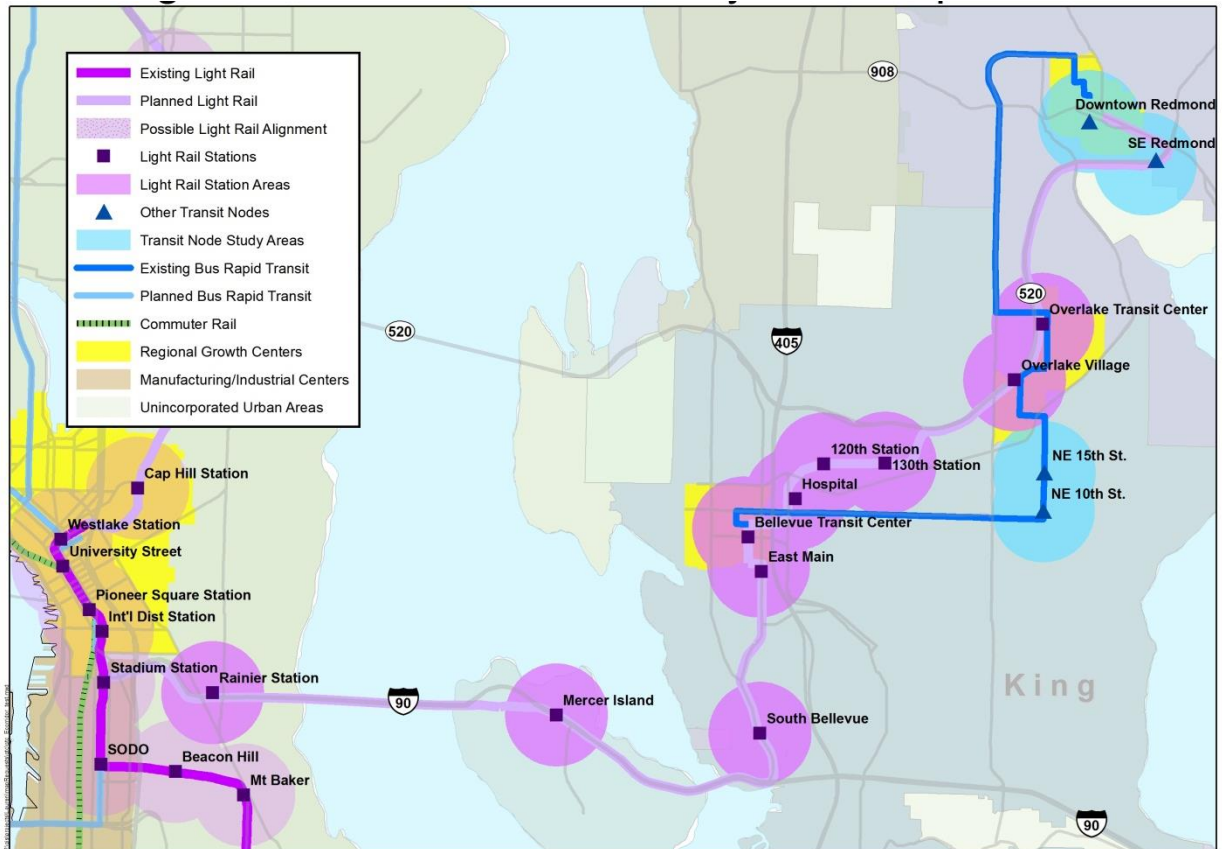
Source: PSRC

FIGURE 2: SOUTH CORRIDOR STUDY AREA MAP



Source: PSRC

FIGURE 3: NORTH CORRIDOR STUDY AREA MAP



Source: PSRC

FIGURE 4: EAST CORRIDOR STUDY AREA MAP

2. THE EXISTING CONDITIONS REPORT

The Existing Conditions Report presents the current conditions related to the demographic, economic, land use, housing, transportation and policy and regulatory context in the study areas along with preliminary observations on implications for program goals. The data from the Existing Conditions Report will be the foundation for developing a typology of study areas and inform policy recommendations and implementation actions. The report also establishes baseline conditions for future monitoring and further analysis.

2.1. A NOTE ON GEOGRAPHY

In each chapter of this report, data are reported and discussed at several different levels of geography. “Region” refers to the four-county central Puget Sound region, which includes King, Pierce, Snohomish, and Kitsap counties. The regional data is used as a reference point for considering how the transit corridors compare with the broader metropolitan area. “Corridor” refers to the collection of light rail station areas and

transit node study areas that are located within the three primary corridors. As noted, given the distinct characteristics of downtown Seattle and the fact that downtown Seattle is a functional part of each corridor, statistics for this area are reported separately in all tables that include corridor level statistics.

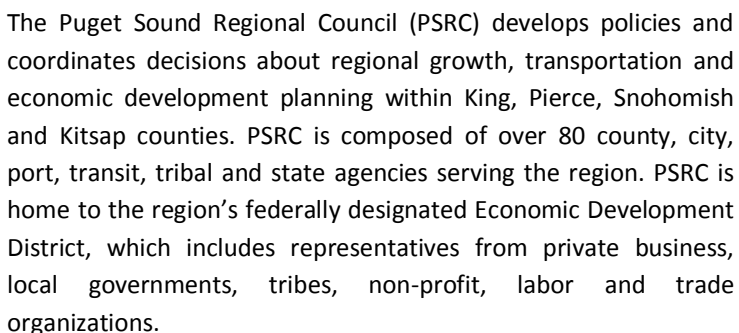
“Study area” refers generically to both light rail station areas and to transit node study areas. The study areas were delineated as a half mile radius around existing or planned transit facilities, which include light rail stations, bus rapid transit stations, park & ride express bus transfer points, and express bus stops. Due to close spacing of these facilities along many stretches of the corridors, the study areas overlap each other in many places. Where data for individual study areas are reported, these data relate to the entire half-mile radius, including overlaps. For this reason, summing the study area data for a corridor is not possible without double counting. Overlap also occurs where each of the corridors borders downtown Seattle. In this case, totals for the East, South, and North corridors are based on the entire area within the study areas in the corridor. Data reported for downtown Seattle reflects only those parts of the study areas around the four downtown light rail stations that do not overlap with the adjacent study areas of Capitol Hill, Rainier, or Stadium.

Finally, there are geographic differences related to source data. As noted in the documentation accompanying the data tables, and covered in more detail in the report appendices, the data included in this report are derived from a number of different sources that report data at different levels of geography. Examples include: address-matched point locations, parcels, Census blocks, and Census block groups. In each case, the data developed to describe the existing conditions utilize a set of source data reporting areas selected to most closely correspond to the half-mile circles. However, in many cases (e.g., Census block groups) the source data geographies do not align exactly with the study area boundaries.

2.2. USING THIS DOCUMENT

The Existing Conditions Report contains six topical chapters: Demographics, Economy, Land Use, Housing, Transportation, and Policy Environment. The chapters have been released as separate documents. Each chapter opens with an introduction to the issue area, including a summary of major findings and a discussion of data sources and limitations. Data are reported, analyzed, compared, and contrasted with respect to several levels of geography. The area within a half-mile radius around each of 74 identified transit nodes located within the long-range light rail corridors comprised the study areas that are the basis for all further analysis. Study areas were grouped into corridors: North, East, and South respectively. Finally, the region as a whole provides key data benchmarks from which to measure how the study areas are currently similar to or different from the larger regional context.

Each report is written so that sections may be read independently from the others. This permits a reader to look only to their Corridor of interest without missing any relevant introductory material. Based on data at all levels, the document provides observations in each subsection and at the end of each chapter, with special attention to implications for social equity and housing affordability



For more information, please visit <http://www.psrc.org/>.



For more information, please visit <http://www.psrc.org/growth/growing-transit-communities/>.

THE PUGET SOUND REGIONAL COUNCIL: BEN BAKKENTA, MARK BRASETH, PETER CABALLERO, GRACE CHO, STEFAN COE, LAUREN ENGEL, CRAIG HELMANN, MICHAEL HUBNER, MICHAEL JENSEN, NEIL KILGREN, CHRISTY LAM, DAN LANDES, MARY PAT LAWLOR, CAROL NAITO, SARA SCHOTT NIKOLIC, TIM PARHAM, HANA SEVCIKOVA, AND MARK SIMONSON

A REGIONAL COALITION FOR HOUSING: MIKE STANGER

MAY 2013



EXISTING CONDITIONS II:

Demographics

Final Report: May 2013

The Growing Transit Communities Partnership is funded by the Sustainable Communities Regional Planning Grant Program of the U.S. Department of Housing and Urban Development. Additional funding for this document provided in part by member jurisdictions, grants from the U.S. Department of Transportation, Federal Transit Administration, Federal Highway Administration and Washington State Department of Transportation.

The work that provided the basis for this publication was supported by funding under an award with the U.S. Department of Housing and Urban Development. The substance and findings of the work are dedicated to the public. The author and publisher are solely responsible for the accuracy of the statements and interpretations contained in this publication. Such interpretations do not necessarily reflect the views of the Government.

PSRC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Complaint Form, see <http://www.psrc.org/about/public/titlevi> or call 206-464-4819.

American with Disabilities Act (ADA) Information:

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the ADA Coordinator, Thu Le, at 206.464.6175, with two weeks' advance notice. Persons who are deaf or hard of hearing may contact the ADA Coordinator, Thu Le, through TTY relay 711.

Servicios de Traducción Disponible 206-971-3052, Diana Martinez.

Có dịch vụ thông dịch sang tiếng Việt. Xin liên lạc Thu Lê số 206-464-6175.

Additional copies of this document may be obtained by contacting: Puget Sound Regional Council
Information Center
1011 Western Avenue, Suite 500
Seattle, Washington 98104-1035
206-464-7532 • FAX 206-587-4825
info@psrc.org • **psrc.org**





The Growing Transit Communities Partnership is an advisory body of diverse public, private, and nonprofit agencies and organizations working together to promote successful transit communities. The Partnership is funded by a three-year grant from the federal Partnership for Sustainable Communities and is housed at the Puget Sound Regional Council. The Partnership has developed the Growing Transit Communities Strategy, an implementation plan to promote thriving and equitable transit communities in the central Puget Sound region.

The Existing Conditions Report

The Growing Transit Communities Existing Conditions Report presents background data and analysis on the current conditions within the transit corridor study areas that are the focus of the Sustainable Communities grant that has funded the work of the Growing Transit Communities Partnership. The report has several purposes. First, the data were the starting point for an 18-month task force process that culminated in the Growing Transit Communities Strategy for the central Puget Sound region. Task force members, including representatives from local government, other public agencies, non-profits, and regional and local community groups, provided feedback on early drafts of the Existing Conditions Report and helped to shape the final product. Second, data contained in the report was the foundation for developing the People + Place Implementation Typology that is a guiding framework for the Strategy. Third, analysis of existing conditions, particularly identified community needs and opportunities for supporting thriving equitable transit communities around high capacity transit, informed the many policy and programmatic recommendations in the Strategy. Finally, the report also establishes baseline conditions for future monitoring and further analysis.

Using this Document

The Existing Conditions Report contains six topical chapters: Demographics, Economy, Land Use, Housing, Transportation, and Policy Environment. The chapters have been released as separate documents. Each chapter opens with an introduction to the issue area, including a summary of major findings and a discussion of data sources and limitations. Data are reported, analyzed, compared, and contrasted with respect to several levels of geography. The area within a half-mile radius around each of 74 identified transit nodes located within the long-range light rail corridors comprised the study areas that are the basis for all further analysis. Study areas were grouped into corridors: North, East, and South respectively. Finally, the region as a whole provides key data benchmarks from which to measure how the study areas are currently similar to or different from the larger regional context.

Each report is written so that sections may be read independently from the others. This permits a reader to look only to their Corridor of interest without missing any relevant introductory material. Based on data at all levels, the document provides observations in each subsection and at the end of each chapter, with special attention to implications for social equity and housing affordability.

TABLE OF CONTENTS

1. INTRODUCTION	1
2. DATA AND DISCUSSION: ACROSS CORRIDORS	2
2.1. SUMMARY OF FINDINGS	2
2.2. POPULATION	3
2.3. DIVERSITY	7
2.4. EDUCATION AND INCOME	10
3. DATA AND DISCUSSION: SOUTH CORRIDOR	13
3.1. SUMMARY OF FINDINGS	13
3.2. SOUTH CORRIDOR: POPULATION	13
3.3. SOUTH CORRIDOR: DIVERSITY	15
3.4. SOUTH CORRIDOR: EDUCATION AND INCOME	16
4. DATA AND DISCUSSION: EAST CORRIDOR	18
4.1. SUMMARY OF FINDINGS	18
4.2. EAST CORRIDOR: POPULATION	18
4.3. EAST CORRIDOR: DIVERSITY	19
4.4. EAST CORRIDOR: EDUCATION AND INCOME	21
5. DATA AND DISCUSSION: NORTH CORRIDOR	22
5.1. SUMMARY OF FINDINGS	22
5.2. NORTH CORRIDOR: POPULATION	23
5.3. NORTH CORRIDOR: DIVERSITY	25
5.4. NORTH CORRIDOR: EDUCATION AND INCOME	26

LIST OF FIGURES

FIGURE 1: POPULATION PER STUDY AREA	5
FIGURE 2: POPULATION PER HOUSEHOLD	6
FIGURE 3: CORRIDOR AND REGIONAL POPULATION BY AGE	7
FIGURE 4: PERCENT MINORITY	8
FIGURE 5: CORRIDOR AND REGIONAL POPULATION BY MAJOR ETHNIC GROUP	9
FIGURE 6: HOUSEHOLDS IN POVERTY	11
FIGURE 7: MEDIAN HOUSEHOLD INCOME	12
FIGURE 8: SOUTH CORRIDOR EDUCATIONAL ATTAINMENT	16
FIGURE 9: EAST CORRIDOR EDUCATIONAL ATTAINMENT	22
FIGURE 10: NORTH CORRIDOR EDUCATIONAL ATTAINMENT	28

LIST OF TABLES

TABLE 1: POPULATION AND HOUSEHOLDS	3
TABLE 2: DIVERSITY	7
TABLE 3: EDUCATION AND INCOME	10
TABLE 4: SOUTH CORRIDOR POPULATION AND HOUSEHOLDS	14
TABLE 5: SOUTH CORRIDOR DIVERSITY	15
TABLE 6: SOUTH CORRIDOR EDUCATION AND INCOME	17
TABLE 7: EAST CORRIDOR POPULATION AND HOUSEHOLDS	19
TABLE 8: EAST CORRIDOR DIVERSITY	20
TABLE 9: EAST CORRIDOR EDUCATION AND INCOME	21
TABLE 10: NORTH CORRIDOR POPULATION AND HOUSEHOLDS	24
TABLE 11: NORTH CORRIDOR DIVERSITY	26
TABLE 12: NORTH CORRIDOR EDUCATION AND INCOME	27

DEMOGRAPHICS

Land use, economic, and transportation decisions will be integrated in a manner that...achieves social equity and is attentive to the needs of future generations. -VISION 2040

1. INTRODUCTION

Equitable transit communities are places for people. The 74 study areas examined in this report are existing neighborhoods where people live and work, go to school, shop for groceries, and meet friends and family for dinner. They are also places where many people will want to live and work in the future. With that growth comes potential change in the coming decades, especially as the region seeks to accommodate substantial residential and employment growth near transit investments in urban areas. Growing *equitably* means accommodating change in ways that improve the quality of life for all people by enabling greater access and opportunity for current and future community members.

Planning for equitable growth requires an understanding of the people affected—both existing residents and potential new community members. In particular, documenting and responding to community needs of populations that are transit-dependent, such as seniors and low-income households, as well as populations that have been underrepresented in previous planning processes, such as immigrants and communities of color, is paramount to planning for equitable transit communities, especially as those populations continue to grow in the region. The Existing Condition Report therefore opens with a discussion of the demographic trends in the study areas.

Demographics are statistics describing the persons

DEMOGRAPHICS: MAJOR FINDINGS

Region: Across Corridors

- Approximately 8% of the region's total population currently resides in the corridor study areas.
- The transit corridors as a whole have a higher proportion of minorities (47%) than the regional average (31%).

South Corridor

- The South is the most diverse of the corridors, with a share of minority population that is more than twice the regional average.
- The South Corridor has higher poverty rates, and lower incomes and educational attainment, compared to East and North corridors.

East Corridor

- The highest educational attainment level of the corridors is in the East, where more than half of the adult population has attained a bachelor's degree or higher.
- While the East Corridor has the highest household income compared to other corridors, the rate of East Corridor households living in poverty remains greater than the regional average.

North Corridor

- Overall, the North is the least racially and ethnically diverse of the corridors, but with an overall income and poverty profile that is similar to that of the South corridor.
- Compared to East and South, North Corridor study areas show much more variability in their demographic profiles, including measures of racial diversity, income, and education that differ significantly among study areas along both I-5 and SR-99.

and households in a community. This chapter examines the demographics of the corridor study areas. Demographic data address many of the basic characteristics of the corridors, station areas, and transit nodes, such as the number of people and households, household size, and age. The data also address different dimensions of the socio-economic profile of each study area, such as racial makeup, ethnicity, education levels, and measures of household economic wellbeing. Information presented in the tables, maps, and graphs in this chapter are based on data from the U.S. Census Bureau's 2010 decennial Census as well as from American Community Survey estimates of population and household characteristics for the years 2006 through 2010.

Analysis of the demographic data reveals differences, as well as similarities, among the station areas and transit nodes. These findings shape our understanding of the corridors as strings of connected but unique communities. Successful development of equitable transit communities will build upon the strengths of existing communities, and will contribute value to those communities by responding to the needs of both existing and future residents. For example, a large base of existing population within a study area may suggest a level of attractiveness for residential living that would support new housing development around transit, while at the same time heightening the importance of understanding and addressing impacts, both positive and negative, on current residents. Diversity along a range of dimensions—age, race, ethnicity, income, and education—shapes our understanding of which tools will be needed to achieve equitable outcomes for all groups as transit investments are implemented.

2. DATA AND DISCUSSION: ACROSS CORRIDORS

2.1. SUMMARY OF FINDINGS

- Collectively, the transit corridors are more racially and ethnically diverse than the region as a whole.
- The \$47,000 median household income for the corridors is significantly lower than the regional median income of \$67,000.
- The corridors have a higher concentration of households living in poverty than does the region as a whole.
- Corridor educational attainment rates for high school, bachelors, and advanced degrees are similar to the regional average.
- Proportionally fewer children reside in the transit corridors than in the region, while the proportion of seniors matches the average for the four-county area.

Individually, the three corridors have three very distinct demographic profiles. South Corridor is more diverse, with lower incomes and educational attainment, higher average household size, and a slower growth rate than the other corridors. East Corridor, in contrast, contains a population that is higher income, somewhat less diverse, with smaller households and higher educational attainment. North Corridor presents a more mixed profile on measures of income, race, education, and population density and growth.

2.2. POPULATION

Population statistics in Table 1 provide a general description of the transit corridors and how they compare with each other and with the region. Decennial Census data for the years 2000 and 2010, along with estimates from the 2006-2010 American Community Survey depict how many people live in the corridors, how much population growth has occurred in a decade, number of households and household size, along with the relative proportion of youth and seniors. Each corridor is tallied separately. Downtown Seattle is also shown separately. See Figures 1 and 2 for mapping of these data by corridor and study area.

TABLE 1: POPULATION AND HOUSEHOLDS

CORRIDOR	POPULATION (2010)	POPULATION (2000)	POPULATION CHANGE (2000-10)	HOUSEHOLDS (2010)	PERSONS PER HOUSEHOLD	% POPULATION < 18 Y.O.	% POPULATION > 65 Y.O.
SOUTH	83,979	81,441	2,538	32,886	2.6	22%	11%
EAST	41,445	31,388	10,057	19,862	2.1	17%	14%
NORTH	156,822	138,493	18,329	70,347	2.2	16%	10%
DOWNTOWN SEATTLE	23,809	21,736	2,073	14,043	1.7	4%	15%
ALL CORRIDORS	306,055	273,058	32,997	137,138	2.2	17%	11%
REGION	3,690,942	3,275,800	415,142	1,454,695	2.5	23%	11%

SOURCE: U.S. CENSUS

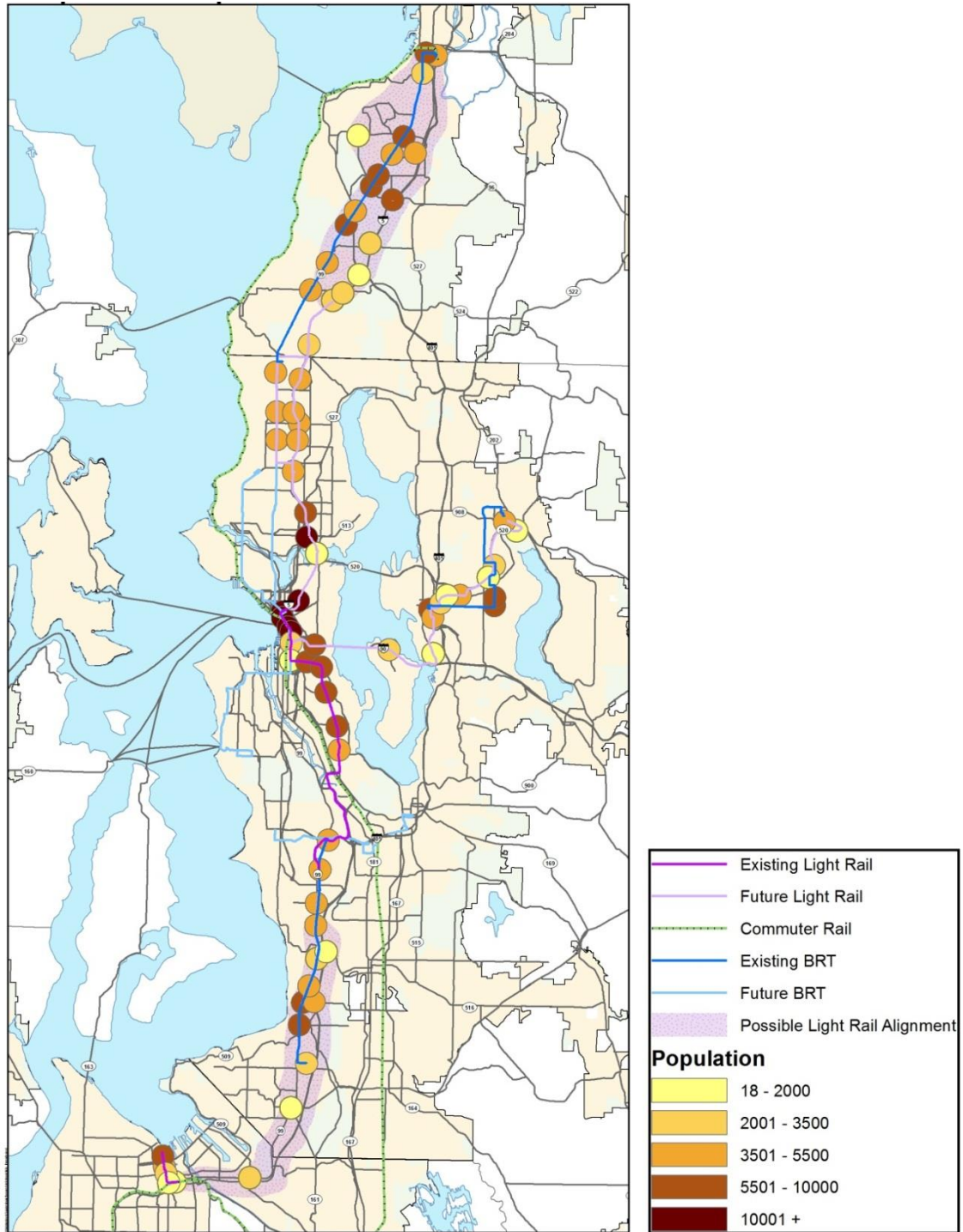
2.2.1. DISCUSSION

The largest populations are in the North and South corridors respectively (see Table 1 and Figure 1). Population density is one indicator of transit ridership potential. The highest population concentrations in the region are in downtown Seattle and the University District, but each corridor has areas of high population density in proximity to transit, as well as areas with few residents. As a whole, the North Corridor is the most densely populated, with over 5,000 persons per study area on average. Over the last decade, the transit corridors as a whole and the entire region experienced growth at about the same rate, about 12%. However, the corridors grew at uneven rates. Between 2000 and 2010, the East Corridor experienced the fastest population growth rate, a 33% increase. The least amount of growth occurred in the South Corridor, with a 3% increase.

On average, the corridors have slightly smaller households than the region. This finding is consistent with national research that shows that smaller households tend to prefer transit proximate locations. However, as indicated in the corridor data, larger households such as families with children also benefit from housing in walking distance of high capacity transit. The South Corridor, for example, has the highest average household size at 2.6 persons per household (pph), slightly higher than the regional average. East Corridor is the lowest with 2.1 pph. As shown in Figure 2, both North and South corridors include individual study areas with notably high household sizes, such as in southeast Seattle, SeaTac, the University District, and along both State Route 99 (SR-99) and Interstate 5 (I-5) in Snohomish County. Persons per household in each study area is mapped in Figure 2.

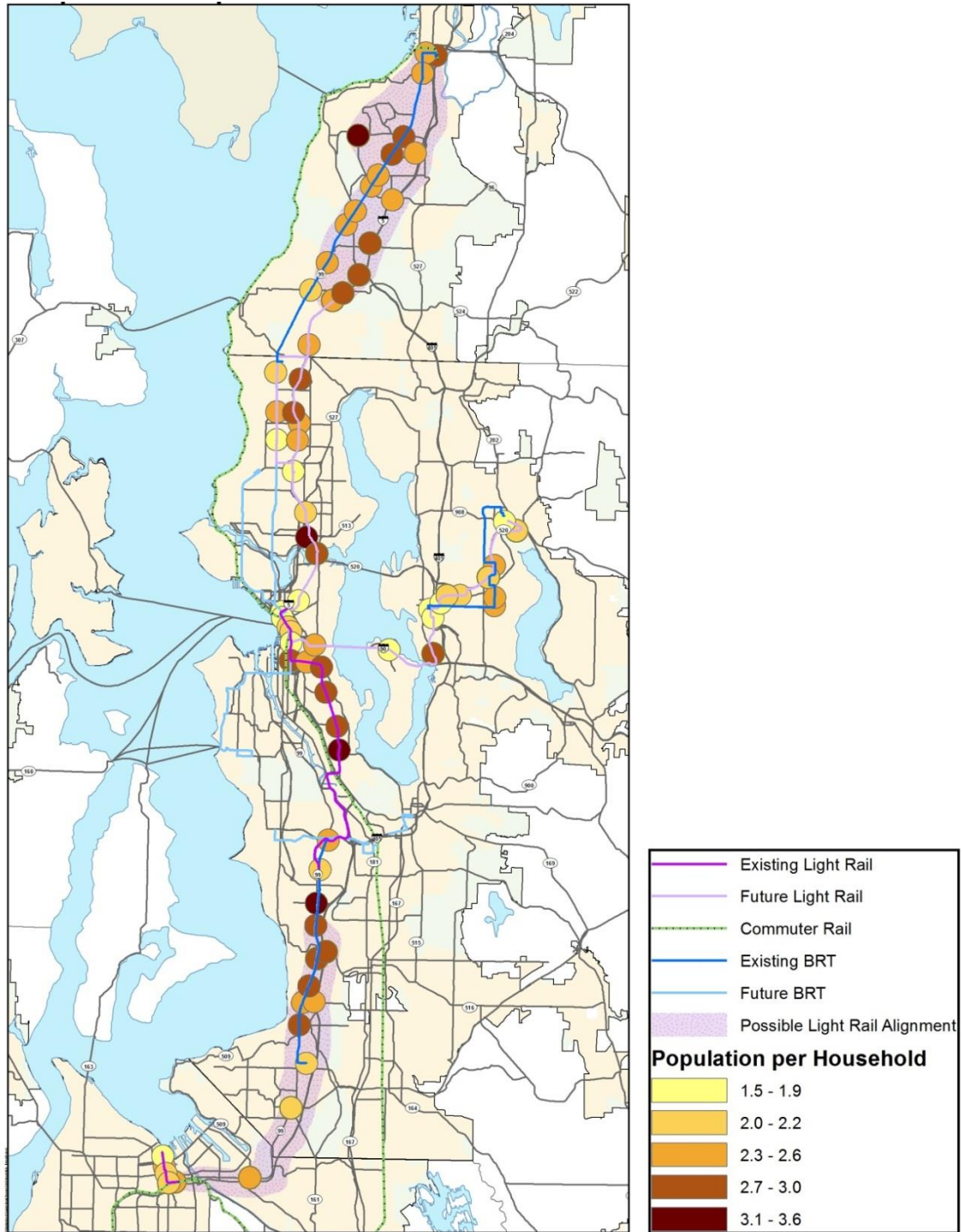
Both youth and seniors tend to rely more on transit to access school, services, and other destinations. As shown in Figure 3 below, the corridors have fewer children as a share of the population (17%) than does the region (23%). South Corridor is home to the highest proportion of children at 22%, nearly the regional average. At the other end of the spectrum, only 16% of the population in the North Corridor is under age 18 . (The proportion of children among Downtown Seattle residents is just 4%.) The percentage of young people in the study areas may understate the importance of addressing their mobility and other needs within and to these important community hubs. The number of households with children in an area is very sensitive to the housing stock, especially unit size. Neighborhoods just outside the study areas may have higher proportions of their population under 18 years old. Further, as the transit nodes grow over time, the data suggest the need for housing that can accommodate families.

In contrast to youth, the number of seniors (65 years of age or older) living in the corridors is very similar to the region with relatively little variation among the corridors. East Corridor and downtown Seattle have slightly higher senior populations than the other corridors, and the more densely populated study areas tend to have a greater population of seniors. As with youth, these figures likely understate the importance of planning for the needs of seniors in equitable transit communities. Demographic forecasts show a substantial increase in the share of the population over 65 years old driven by the aging of the Baby Boomers in the coming decades.



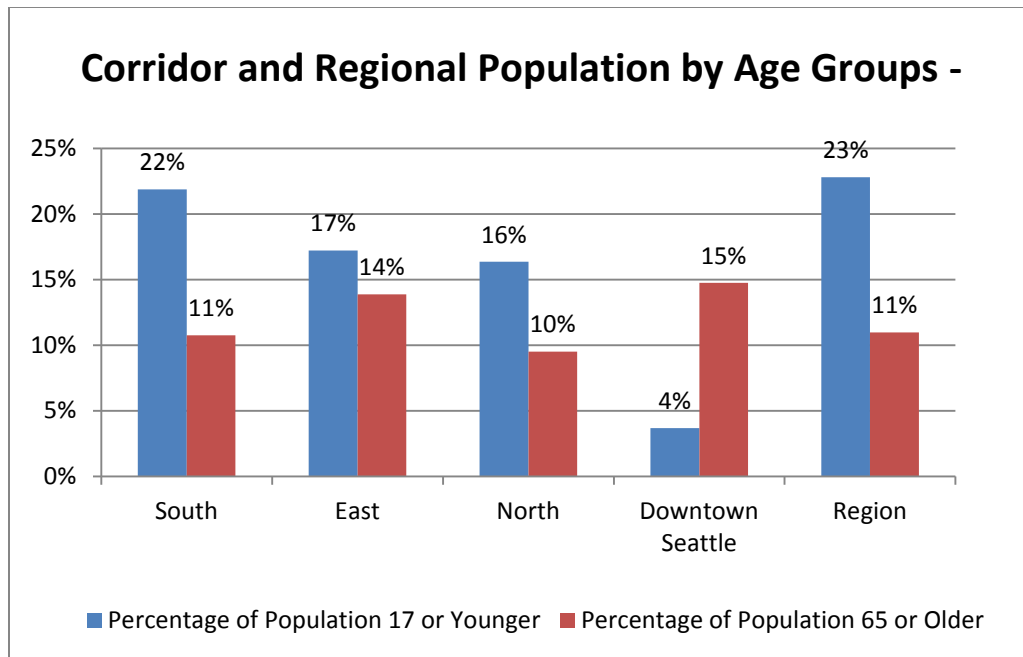
Source: Census 2010

FIGURE 1: POPULATION PER STUDY AREA



Source: Census 2010

FIGURE 2: POPULATION PER HOUSEHOLD



Source: Census 2010

FIGURE 3: CORRIDOR AND REGIONAL POPULATION BY AGE

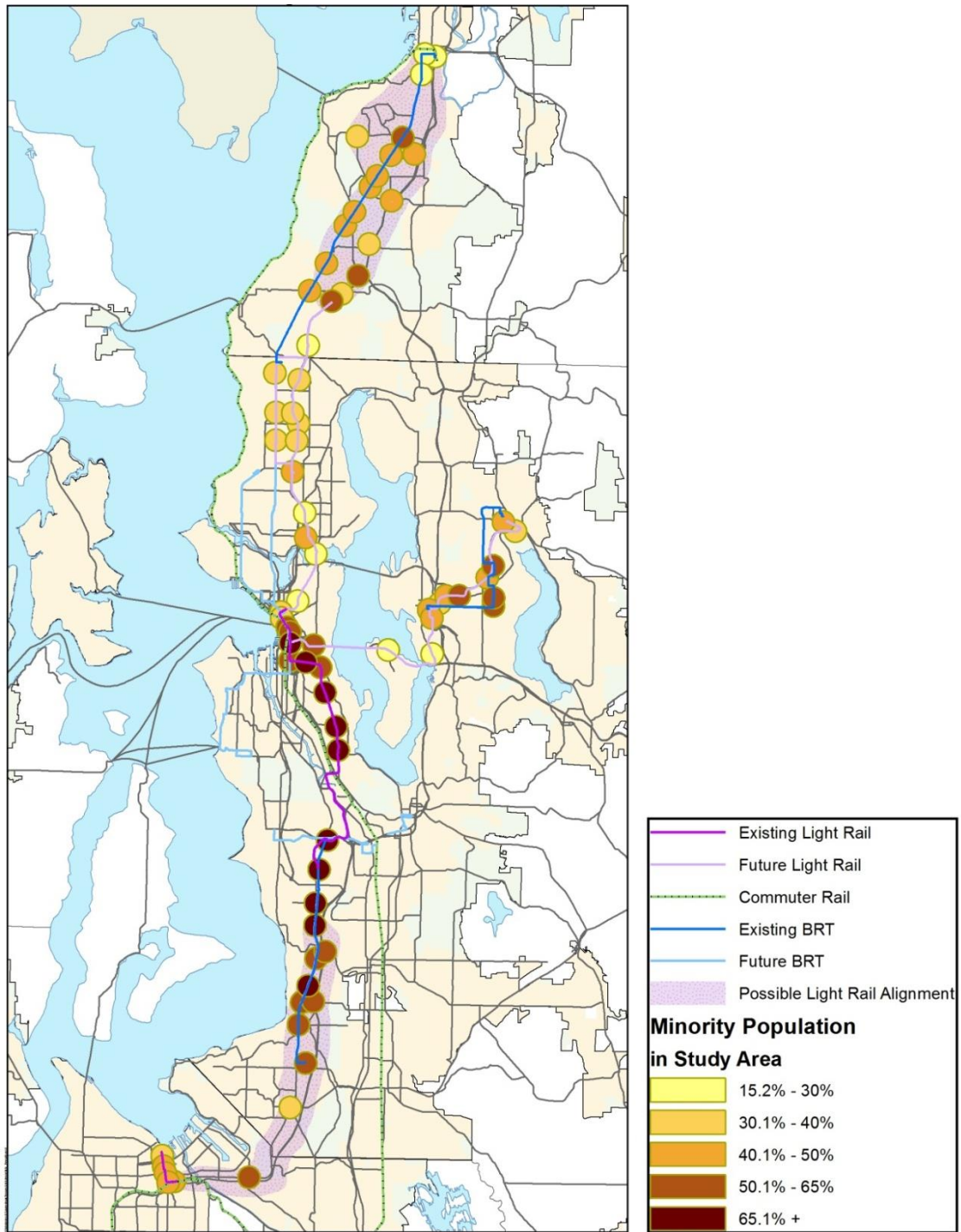
2.3. DIVERSITY

Data at the national, state, and local levels tell the story of an increasingly diverse America. There are many ways to measure diversity within a community. In addition to age diversity, race, ethnicity, national origin, and language all provide measures of diversity. The goal of promoting equitable outcomes for all the region's residents makes it especially important to measure and identify the diverse communities that currently live within proximity to transit. As in Table 1, Table 2 below compares the corridors to each other and the region as a whole.

TABLE 2: DIVERSITY

CORRIDOR	TOTAL MINORITY	WHITE	BLACK	ASIAN/ PACIFIC ISLANDER	OTHER (1)	LATINO	FOREIGN BORN	LINGUISTICALLY DIVERSE (2)
SOUTH	66%	40%	19%	25%	16%	17%	29%	36%
EAST	51%	53%	6%	31%	9%	10%	31%	37%
NORTH	37%	68%	5%	15%	12%	12%	21%	27%
DOWNTOWN SEATTLE	42%	61%	15%	15%	8%	7%	24%	28%
ALL CORRIDORS	47%	58%	10%	20%	12%	12%	25%	31%
REGION	31%	73%	5%	12%	10%	9%	15%	21%

Source: American Community Survey 2006-2010. Note (1): Includes all US Census racial categories not otherwise shown in table. Note (2): Defined as the percentage of total households where a language other than English is spoken in the home.



Source: American Community Survey 2006-2010

FIGURE 4: PERCENT MINORITY

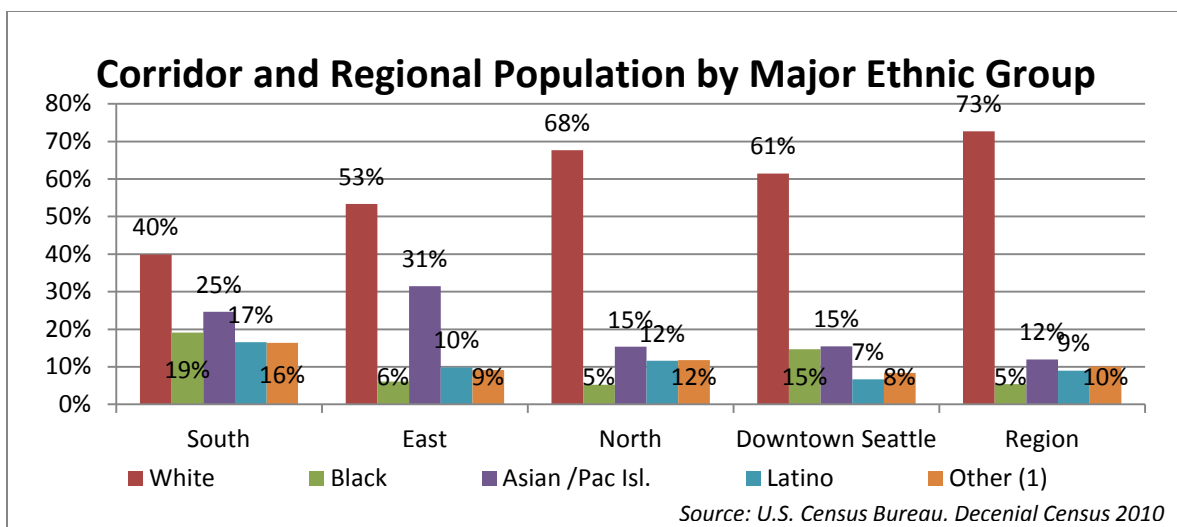


FIGURE 5: CORRIDOR AND REGIONAL POPULATION BY MAJOR ETHNIC GROUP

2.3.1. DISCUSSION

The racial diversity of transit communities is one important basis for understanding the varying community needs across the region as well as the degree to which transit benefits segments of the population equitably. Overall, the corridors have a significantly higher percentage of minority residents (47%) than does the four-county region (31%). The South Corridor is the most diverse, with two-thirds of its residents reporting as either non-white or Latino according to the decennial Census for 2010. The North Corridor has the lowest overall minority percentage among the corridors (37%), though this is still above the regional average.

As depicted in Figure 4, the highest concentration of minority residents lives along the South Corridor from downtown Seattle, through southeast Seattle, Tukwila, SeaTac, and Kent. However, both the North and East corridors also have several study areas with “majority-minority” populations, defined as over half the population identifying as a minority. Minority population tends to be highest in the more densely populated study areas. Regionally, the largest racial minority is Asian/Pacific Islander. This pattern holds throughout the corridors, with large Asian/Pacific Islander populations living in the South and the East corridors. The South Corridor has the highest shares of all other racial and ethnic groups, with African American population at over three times the regional average and the proportion of Latinos as more than twice the regional average. Figure 5 compares the racial makeup of each corridor.

A quarter of the population in the corridors was born in a country other than the United States, which is about ten percentage points greater than the regional average. The corridors are home to immigrants from many countries and include both refugees and also immigrants in this country for reasons of employment, both in lower wage service jobs and in better paying jobs, such as in the technology industries. Nearly one-third of the population in the corridors speaks a language other than English at home, a rate that is 10% higher than the regional average. This percentage is even higher in both the East and the South corridors, where 37% and 36% respectively speak a language other than English at home. The recipients of Growing Transit Communities equity grants are illustrative of the language diversity, with grantees conducting outreach and engagement activities with residents and small businesses in Vietnamese, Amharic, Oromo, Tigrinya, Somali, Chinese, Arabic, Russian/Ukrainian, Bhutanese, Burmese, Korean, Spanish, Khmer and

English among others.

2.4. EDUCATION AND INCOME

Income and education statistics contribute to our understanding of current and potential financial health and security for households in the transit corridors. Low income or otherwise disadvantaged households are vulnerable to displacement from escalating land values as real estate investment changes local markets. Low income households are also most acutely in need of the benefits that can be gained from economic development and increased access to employment that transit investments bring. The U.S. Census Bureau's American Community Survey provides estimates of educational attainment, household income, and households in poverty, all of which are summarized for each corridor and the four-county region in Table 3 below and Figures 6 and 7 on the following pages.

TABLE 3: EDUCATION AND INCOME

CORRIDOR	EDUCATIONAL ATTAINMENT				MEDIAN HOUSEHOLD INCOME	HOUSEHOLDS BELOW POVERTY
	< HIGH SCHOOL	HIGH SCHOOL	BACHELORS	ADVANCED DEGREE		
SOUTH	20%	58%	15%	7%	\$44,512	18%
EAST	7%	37%	34%	22%	\$70,934	11%
NORTH	11%	53%	25%	11%	\$46,917	15%
DOWNTOWN SEATTLE	17%	39%	27%	16%	\$46,594	25%
ALL CORRIDORS	13%	52%	23%	12%	\$47,014	16%
REGION	9%	55%	24%	13%	\$66,931	9%

Source: American Community Survey 2006-2010

2.4.1. DISCUSSION

The median household income of approximately \$47,000 for all corridors is significantly lower than that for the region as a whole, with pronounced disparities in income between corridors. At \$70,000 per year, East Corridor has by far the highest overall median income among the corridors, and is the only corridor to exceed the regional average of about \$67,000. The other corridors have median household incomes roughly between \$45,000 and \$47,000. Unique factors are present within each corridor. For example, in the North Corridor, the lowest income study areas are areas with high student populations. As seen in Figure 6, both the North and especially the East corridors contain clusters of households living near transit nodes that earn significantly above the regional median income. The South Corridor, in contrast, is more uniformly low- and moderate-income in composition.

The poverty rate in the corridors is nearly twice that for the region. The highest rate of poverty is found in the Downtown Seattle station areas (25%) followed by the South Corridor (18%). The East Corridor has the lowest poverty rate, but at 11% is still higher than the rate for the region as a whole. Additionally, the study areas with the highest rates of poverty tend to have high racial and ethnic diversity (see Figures 6 and 4). Poor communities rely more heavily on public transit to get to jobs, education, services, healthy food, etc as they are less likely to own a reliable vehicle or have other transportation options. If they are displaced from

their current communities to areas with less reliable transit, this can result in less access to jobs and other opportunities.

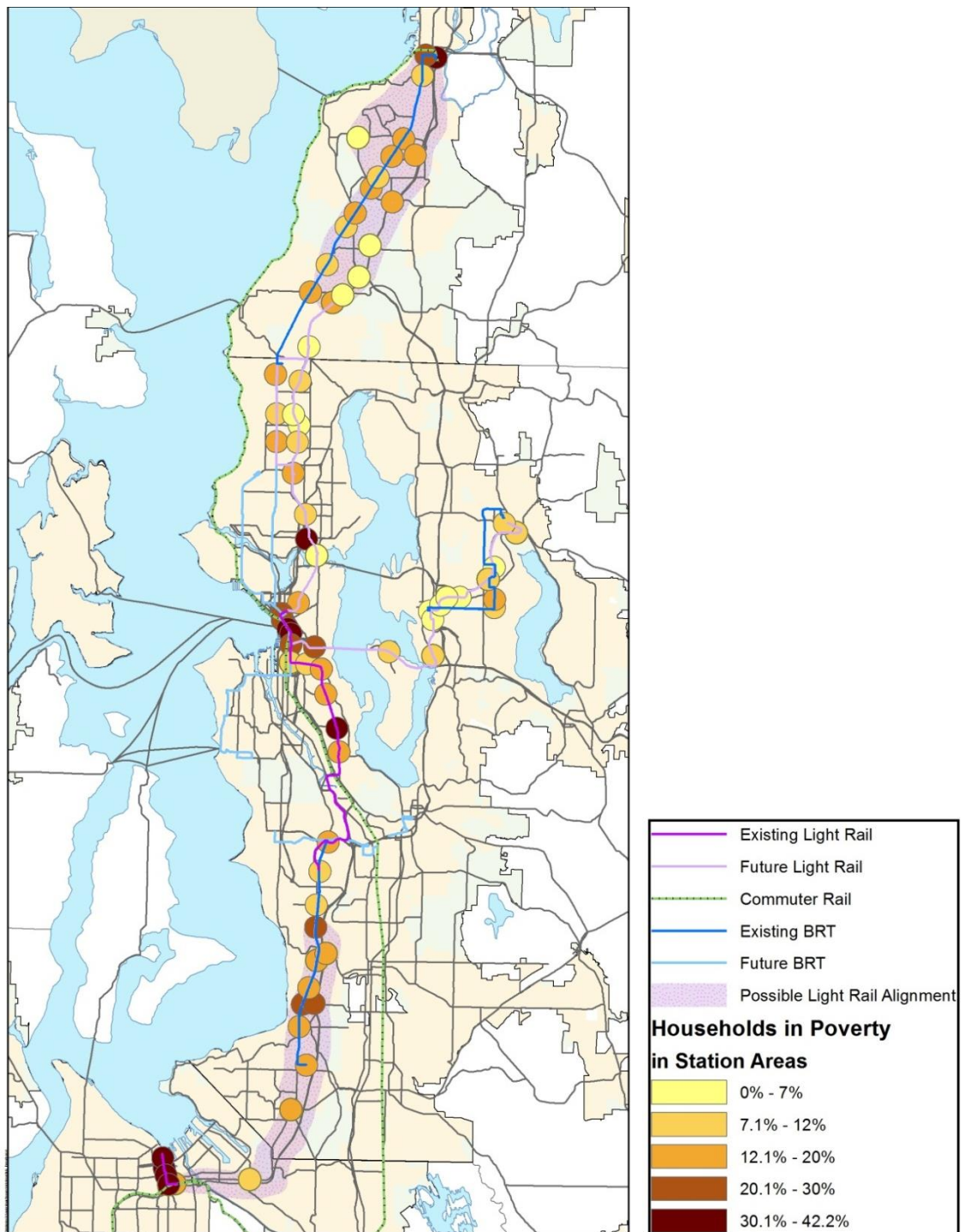
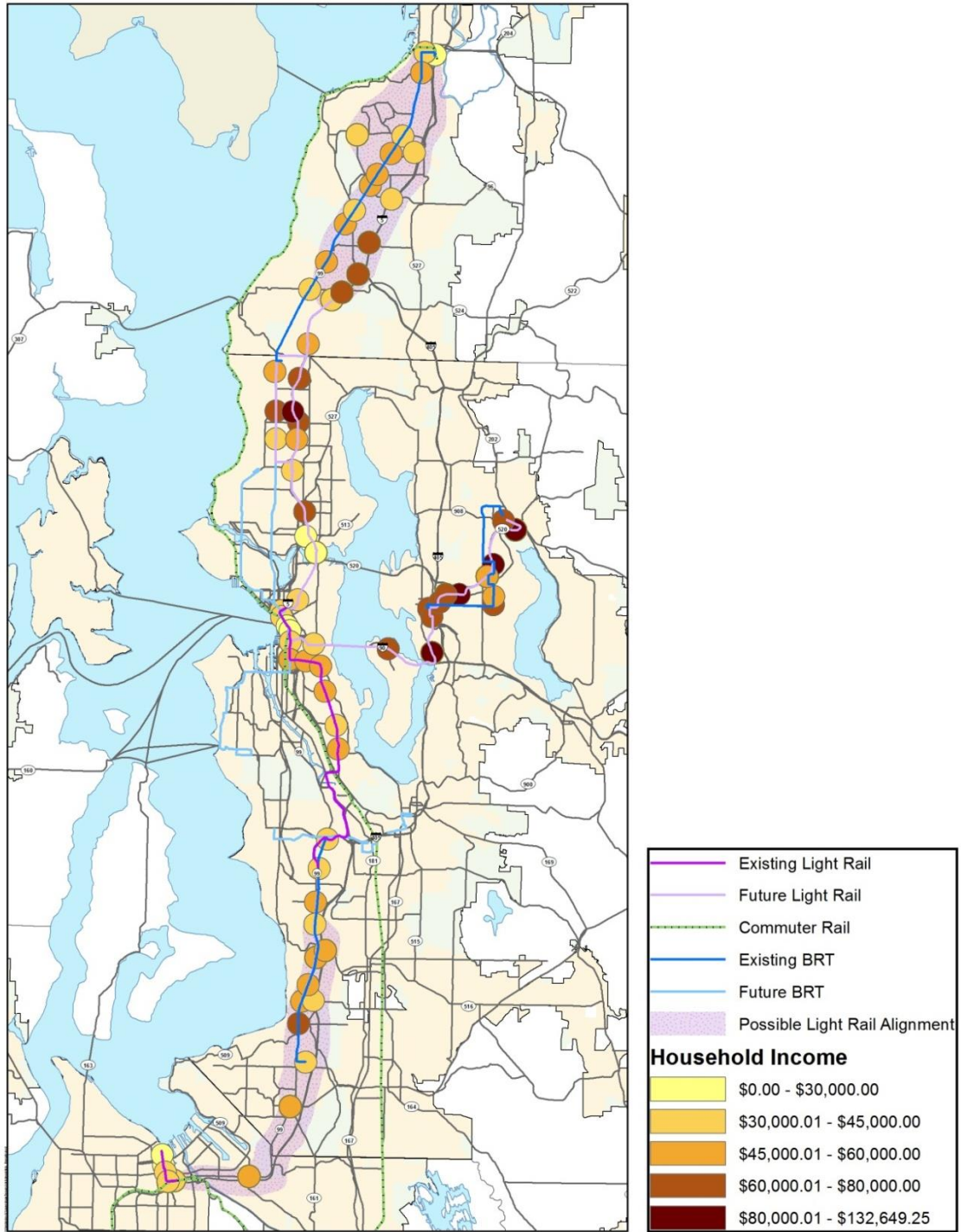


FIGURE 6: HOUSEHOLDS IN POVERTY



Source: American Community Survey

FIGURE 7: MEDIAN HOUSEHOLD INCOME

The corridors collectively match the educational level of the region. However, as with income, there are stark differences between the corridors in educational attainment. In the North and East corridors as well as in Downtown Seattle, at least 80% of the population 25 years of age or older has attained at least a high school education. In these corridors, at least 35% has attained a bachelor's degree. The South Corridor is the sole corridor where high school attainment has not been achieved by one-fifth of the population. Only 22% of the population 25 years of age or older in the South Corridor have earned at least a bachelor's degree. In contrast, the East Corridor is the most highly educated with 56% having earned a bachelor's or higher. When considered alongside the diversity data, these findings are consistent with data that more generally show a persistent racial gap in educational outcomes, with implications for employment, health, and general well-being.

3. DATA AND DISCUSSION: SOUTH CORRIDOR

3.1. SUMMARY OF FINDINGS

- With two-thirds of its population categorized as minority, the South Corridor is the most racially and ethnically diverse of all the corridors.
- The South Corridor has the highest population of youth among the corridors with several study areas that have nearly one-third of the population under the age of 18 years.
- Among the corridors, South has the largest households on average (2.6 pph). This is consistent with the larger youth population and diversity data which indicate a greater concentration of immigrant households.
- South Corridor study areas have some of the lowest educational attainment rates in the region.
- Throughout the South Corridor, median household incomes are consistently and substantially below average for the region and there is a high concentration of households living in poverty.
- One-third of the study areas in the South Corridor are highly linguistically diverse, with over 40% of the population speaking a language other than English at home.

The South Corridor represents one of the most diverse parts of the region. Stretching from south of Seattle's downtown to Tacoma, the study areas have a high rate of racial and ethnic diversity as well as age diversity. Individual study areas, such as Othello, are nearly 80% minority, 25% youth, and 14% seniors, much greater than the corridor and regional averages. At the same time the corridor also presents more challenging economic conditions compared to the other corridors and to the region. The lowest median income households and the highest concentrations of households living in poverty are in the South Corridor.

3.2. SOUTH CORRIDOR: POPULATION

Population statistics in Table 4, below, which draw from the U.S. Census Bureau Decennial Census for 2010, provide a general description of the communities within the transit corridor. Number of people and households, household size, and the relative proportion of youth and seniors are included. Each study area is tallied separately.

TABLE 1: SOUTH CORRIDOR POPULATION AND HOUSEHOLDS

STUDY AREA	POPULATION (2010)	HOUSEHOLDS (2010)	PERSONS PER HOUSEHOLD	% POPULATION < 18 Y.O.	% POPULATION > 65 Y.O.
SODO LINK	321	108	2.97	13%	11%
STADIUM LINK	2,741	1,536	1.78	12%	21%
BEACON HILL LINK	6,081	2,378	2.56	16%	12%
MOUNT BAKER LINK	6,075	2,313	2.63	19%	17%
COLUMBIA CITY LINK	5,667	2,150	2.64	21%	13%
OTHELLO LINK STATION	7,901	2,657	2.97	25%	14%
RAINIER BEACH LINK	4,691	1,439	3.26	24%	11%
TUKWILA INTERNAT'L BLVD LINK	4,155	1,670	2.49	24%	7%
SEATAC AIRPORT LINK	4,024	1,843	2.18	23%	12%
SOUTH 200TH STREET	3,886	1,096	3.55	22%	7%
SOUTH 216TH STREET	5,099	1,775	2.87	27%	8%
KENT-DES MOINES P&R	1,448	507	2.86	25%	10%
HIGHLINE COMMUNITY COLLEGE	2,976	991	3.00	24%	8%
SOUTH 260TH STREET	5,015	1,776	2.82	30%	6%
STAR LAKE (SOUTH 272ND ST)	7,368	2,945	2.50	25%	8%
REDONDO (SOUTH 272ND ST)	4,296	1,797	2.39	24%	4%
SOUTH 288TH STREET	6,842	2,482	2.76	25%	10%
FEDERAL WAY TRANSIT CENTER	2,274	1,013	2.24	25%	15%
SOUTH 348TH STREET	159	80	1.99	25%	12%
FIFE	2,075	912	2.28	22%	11%
TACOMA DOME	528	207	2.55	4%	4%
SOUTH 25TH	1,458	707	2.06	17%	5%
UNION STATION	3,075	1,378	2.23	12%	5%
CONVENTION CENTER TACOMA	5,479	2,286	2.40	9%	8%
THEATRE DISTRICT	6,285	3,289	1.91	8%	12%

Source: Census 2010

3.2.1. DISCUSSION

Study areas in the South Corridor range from employment and commercial concentrations with very few residents, such as in the Stadium and South 348th study areas, to much more populated communities, such as southeast Seattle and several nodes along State Route 99. Higher population density suggests greater transit ridership potential.

Age data also indicate areas of higher ridership demand in the South Corridor. The corridor overall has a higher proportion of youth compared to the other corridors. The proportion of children is highest from middle section of the Rainier Valley through Kent and Des Moines with at least 20% of the population being under the age of 18. However, the South corridor does have pockets where the percentage of population below 18 years old is very low. This is evident in downtown Tacoma, where the youth population is less than

half the average for the corridor. The proportion of seniors is highest in Seattle and Federal Way.

3.3. SOUTH CORRIDOR: DIVERSITY

Table 5 shows selected diversity measures for each study area in the South Corridor.

TABLE 2: SOUTH CORRIDOR DIVERSITY

STUDY AREA	TOTAL MINORITY	WHITE	BLACK	ASIAN/ PAC ISL.	OTHER (1)	AMERICAN INDIAN	LATINO	LINGUISTICALLY DIVERSE (2)
SODO LINK	53%	58%	10%	14%	12%	6%	21%	32%
STADIUM LINK	69%	34%	7%	48%	9%	2%	8%	54%
BEACON HILL LINK	69%	36%	8%	41%	14%	1%	15%	47%
MOUNT BAKER LINK	65%	38%	18%	33%	10%	1%	8%	47%
COLUMBIA CITY LINK	75%	28%	25%	37%	9%	1%	8%	45%
OTHELLO LINK STATION	87%	15%	30%	46%	8%	0%	6%	54%
RAINIER BEACH LINK	88%	14%	28%	49%	8%	1%	7%	53%
TUKWILA INTERNAT'L BLVD LINK	73%	34%	31%	18%	16%	2%	19%	44%
SEATAC AIRPORT LINK	66%	40%	29%	13%	16%	1%	19%	32%
SOUTH 200TH STREET	73%	37%	20%	14%	27%	2%	33%	39%
SOUTH 216TH STREET	70%	38%	19%	17%	25%	1%	29%	38%
KENT-DES MOINES P&R	55%	56%	14%	8%	20%	2%	29%	29%
HIGHLINE COMMUNITY COLLEGE	59%	51%	15%	15%	16%	2%	22%	27%
SOUTH 260TH STREET	68%	44%	13%	16%	26%	1%	35%	38%
STAR LAKE (SOUTH 272ND ST)	61%	45%	17%	18%	19%	1%	21%	34%
REDONDO (SOUTH 272ND ST)	62%	43%	16%	21%	19%	1%	20%	31%
SOUTH 288TH STREET	57%	52%	15%	14%	18%	1%	22%	30%
FEDERAL WAY TRANSIT CENTER	60%	46%	10%	19%	24%	1%	26%	44%
SOUTH 348TH STREET	31%	71%	8%	11%	9%	1%	8%	37%
FIFE	55%	54%	9%	17%	16%	4%	20%	22%
TACOMA DOME	40%	64%	16%	9%	9%	2%	10%	13%
SOUTH 25TH	47%	56%	19%	11%	12%	2%	9%	16%
UNION STATION	49%	55%	17%	15%	11%	3%	9%	19%
CONVENTION CENTER TACOMA	46%	59%	20%	10%	7%	3%	9%	16%
THEATRE DISTRICT	38%	67%	17%	6%	7%	3%	8%	12%

Source: American Community Survey 2006-2010. Note (1): Includes all US Census racial categories not otherwise shown in table. Note (2): Defined as the percentage of total households where a language other than English is spoken in the home.

3.3.1. DISCUSSION

Two thirds of the South Corridor population identifies as a racial minority. This is over twice the regional average (31%). Of the individual study areas shown in Figure 4, south of Beacon Hill to Kent are the most racially diverse in the corridor and in the region. In some study areas, including Columbia City, Othello,

Rainier Beach, Tukwila International, and South 200th Street, seven out of ten individuals identify as a minority.

Individual study areas vary in racial composition. African Americans live predominantly in the Southeast Seattle study areas as well as in Tukwila and SeaTac. Throughout the corridor there is a significant Asian population, particularly in southeast Seattle. The Latino community is especially prevalent in the study areas along State Route 99 in south King County.

Many speakers of languages other than English live in southeast Seattle and at study areas scattered along State Route 99 throughout south King County. This indicates that communities along the South Corridor are home to many first generation immigrants.

The most diverse neighborhoods of the South Corridor were some of the first areas to be served by light rail in the region. From the perspective of equity, the transit investment increases access for residents of these communities to major centers of activity and economic opportunity in the region. However, negative impacts of the rail investment may also be felt inequitably by residents in proximity to Link stations.

3.4. SOUTH CORRIDOR: EDUCATION AND INCOME

Income and education statistics contribute to our understanding of current and potential financial security. The US Census' American Community Survey provides estimates of educational attainment, household income, and households in poverty, all of which are summarized for each study area in the South Corridor. Figure 8 and Table 6 provide detail on these characteristics of the South Corridor.

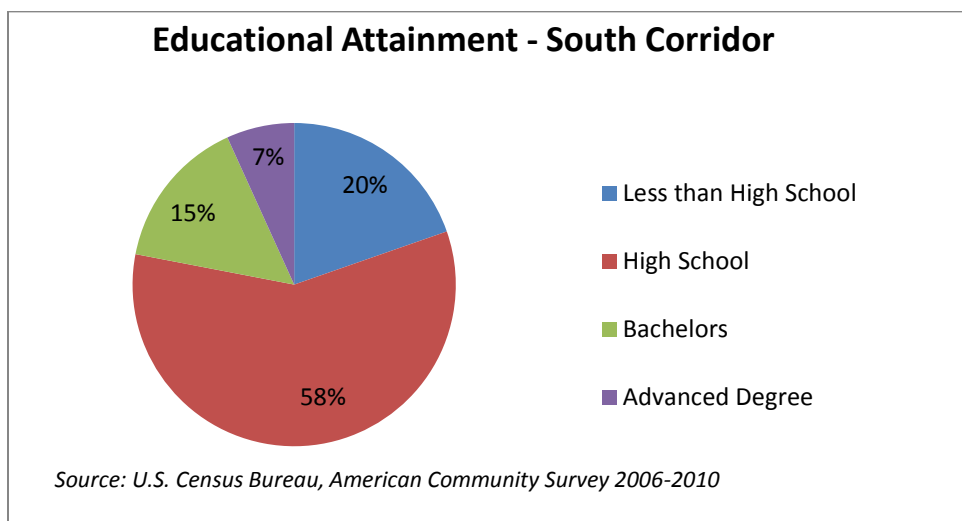


FIGURE 1: SOUTH CORRIDOR EDUCATIONAL ATTAINMENT

TABLE 3: SOUTH CORRIDOR EDUCATION AND INCOME

STUDY AREA	EDUCATIONAL ATTAINMENT				MEDIAN HOUSEHOLD INCOME	HOUSEHOLDS BELOW POVERTY
	<HIGH SCHOOL	HIGH SCHOOL	BACHELORS	ADVANCED DEGREE		
SODO LINK	11%	69%	15%	6%	\$51,415	7%
STADIUM LINK	29%	38%	16%	16%	\$32,133	25%
BEACON HILL LINK	17%	48%	25%	10%	\$56,492	7%
MOUNT BAKER LINK	26%	36%	24%	15%	\$50,491	14%
COLUMBIA CITY LINK	24%	46%	23%	7%	\$45,836	18%
OTHELLO LINK STATION	32%	45%	14%	10%	\$33,560	31%
RAINIER BEACH LINK	27%	51%	17%	4%	\$51,067	16%
TUKWILA INTERNAT'L BLVD LINK	20%	60%	17%	3%	\$41,997	19%
SEATAC AIRPORT LINK	15%	74%	10%	2%	\$36,543	11%
SOUTH 200TH STREET	27%	59%	9%	5%	\$46,695	12%
SOUTH 216TH STREET	15%	70%	11%	3%	\$41,425	23%
KENT-DES MOINES P&R	16%	67%	11%	5%	\$45,598	14%
HIGHLINE COMMUNITY COLLEGE	19%	68%	9%	4%	\$46,560	14%
SOUTH 260TH STREET	26%	59%	9%	5%	\$49,513	14%
STAR LAKE (SOUTH 272ND ST)	7%	69%	17%	7%	\$48,076	20%
REDONDO (SOUTH 272ND ST)	13%	66%	17%	4%	\$43,638	22%
SOUTH 288TH STREET	7%	63%	19%	11%	\$61,415	12%
FEDERAL WAY TRANSIT CENTER	18%	67%	9%	6%	\$40,000	13%
SOUTH 348TH STREET	11%	65%	18%	6%	\$51,238	16%
FIFE	11%	68%	15%	6%	\$54,178	10%
TACOMA DOME	6%	72%	12%	10%	\$43,508	16%
SOUTH 25TH	10%	72%	14%	4%	\$33,602	33%
UNION STATION	9%	71%	11%	9%	\$30,135	31%
CONVENTION CENTER TACOMA	27%	59%	8%	6%	\$25,018	35%
THEATRE DISTRICT	30%	55%	11%	4%	\$23,188	38%

Source: American Community Survey 2006-2010

3.4.1. DISCUSSION

Many South Corridor study areas are characterized by low incomes and high rates of poverty. Lower income communities may benefit substantially from the investment and improved mobility and access that accompany light rail. However, poor households are more vulnerable to the potential negative impacts of development, such as displacement, loss of community anchors, and barriers to employment opportunities in the transit corridor. The lowest incomes and highest percentage of households in poverty are present in the Tacoma study areas. Parts of southeast Seattle also have poverty rates as high as 31%. The poverty rates are not as high in Federal Way and Kent, but remain higher than the regional average. Relatively higher median household incomes are clustered in the northern segment of the South Corridor as well as in parts of Federal

Way and Fife.

Economic status in the South Corridor is compounded by low educational attainment. The South corridor is the only corridor where one-fifth of the population 25 years of age or older has not attained a high school education. For the least educated communities, the proportion of the population which has not attained a high school education is as high as one-third. Among high school graduates in the corridor, relatively few have attained a college degree, with the exception of the northern portion of the Rainier Valley and in parts of Federal Way.

4. DATA AND DISCUSSION: EAST CORRIDOR

4.1. SUMMARY OF FINDINGS

- The East Corridor has a higher average median annual household income than the other two corridors and the region as a whole.
- Despite higher median household incomes, the ratio of households living in poverty in the East Corridor is, while least among all the corridors, higher than the regional average.
- Of the three corridors, the East Corridor has the highest educational attainment with over 90% of the population having earned a high school degree or greater.
- The East Corridor has the highest population of seniors among all the corridors.
- The Corridor has significant racial and ethnic diversity and a large rate of households which speak another language at home other than English.

The East corridor is comprised of future East Link light rail station areas as well as select transit nodes in the Crossroads area and downtown Redmond. The corridor has a highly educated population with significant diversity in race, ethnicity, and age. The median household income in the East Corridor is over \$70,000 per year which is above the regional (\$67,000) and national (\$51,000) median household incomes.

4.2. EAST CORRIDOR: POPULATION

Population statistics in Table 7, below, provide a general description of the communities within the transit corridors, and are drawn from the U.S. Census Bureau Decennial Census and American Community Survey. Number of households, household size, and the relative proportion of youth and seniors are included. Each study area is tallied separately.

4.2.1. DISCUSSION

Similar to the other corridors, the East Corridor has some study areas which are sparse in population and others which have significant population densities. The highest population densities are located in Rainier, downtown Bellevue, and the two transit nodes at Crossroads (NE 10th St. and NE 15th St.), while the lowest are in South Bellevue, Southeast Redmond, and 120th Street study areas. The corridor as a whole grew in

population by a third between 2000 to 2010. The findings indicate that the corridor contains communities which already have a base of potential transit demand. Other station areas, especially those within the Bel-Red Corridor, currently have very low population densities within the half-mile radius, and effectively little or no population within the planned station areas. Growth trends suggest that these areas are poised to add population, while other stations, such as South Bellevue, are unlikely to see much change.

The East Corridor is second only to downtown Seattle in having a low average household size. Four study areas have an average person per household that is less than two. Only one of the 14 study areas, South Bellevue, exceeds the regional average of 2.5 persons per household. Household sizes are notably low in study areas that have experienced significant multifamily residential development over the past decade, including Mercer Island, Bellevue Transit Center, and Downtown Redmond. This findings suggests that the East Corridor is already attractive to smaller households that may prefer transit-proximate locations.

East Corridor has a higher percentage of seniors compared to the other corridors and relative to the region. This is a segment of the population that is more likely to rely on modes of transportation other than the automobile. Only three study areas, Rainier, East Main, and the Overlake Transit Center have a senior population that is less than the regional average of 11%. Senior residents are most prevalent in Mercer Island, Overlake Village, and Southeast Redmond study areas. The youth population in the East corridor ranges from as low as 7% to as high as 29%.

TABLE 1: EAST CORRIDOR POPULATION AND HOUSEHOLDS

STUDY AREA	POPULATION (2010)	HOUSEHOLDS (2010)	PERSONS PER HOUSEHOLD	% POPULATION < 18 Y.O.	% POPULATION > 65 Y.O.
RAINIER STATION	6,132	2,507	2.45	18%	9%
MERCER ISLAND	3,496	1,860	1.88	18%	24%
SOUTH BELLEVUE	1,708	598	2.86	29%	15%
EAST MAIN	3,783	2,214	1.71	12%	10%
BELLEVUE TRANSIT CENTER	6,858	4,237	1.62	7%	14%
HOSPITAL	3,207	1,905	1.68	8%	16%
120TH STATION	1,539	765	2.01	18%	15%
130TH STATION	3,536	1,595	2.22	22%	18%
NE 10TH STREET	6,236	2,510	2.48	20%	14%
NE 15TH STREET	8,478	3,664	2.31	19%	14%
OVERLAKE VILLAGE	1,916	882	2.17	15%	19%
OVERLAKE TRANSIT CENTER	2,233	922	2.42	24%	5%
SE REDMOND	513	256	2.00	12%	18%
DOWNTOWN REDMOND	4,558	2,470	1.85	14%	13%

Source: Census 2010

4.3. EAST CORRIDOR: DIVERSITY

The goal of promoting equitable outcomes for all the region's residents makes it especially important to measure and identify the diverse communities that currently live within proximity to transit. Table 8 shows

selected diversity measures for each study area in the East Corridor.

4.3.1. DISCUSSION

East Corridor is home to many diverse communities. In five of the 14 East Corridor study areas, minorities make up over half of the total population. Study areas with the highest proportions of minority residents include Rainier, NE 10th Street, and NE 15th Street study areas. While the corridor may not have the needs and opportunities related to economic diversity, racial and cultural differences suggest the need for community engagement techniques that effectively address diversity and barriers to participation.

The most prevalent minority group in the East Corridor is Asian/Pacific Islanders, with some study areas having over 40% of the population in this group. Latino and other ethnic/multiracial populations follow with relatively high percentages of the total population in the study areas in the East Corridor. The only study area to have a significant African American population is Rainier, which is located in southeast Seattle and has a demographic profile similar to study areas in the South Corridor. Mercer Island, South Bellevue, and Southeast Redmond have the lowest levels of racial and ethnic diversity. These three study areas have some of the lowest overall population densities within the corridor and relatively high age diversity (e.g., higher population of youth and seniors).

The East Corridor also presents significant linguistic diversity, where in nine of the 14 study areas over 30% of the population speaks a language other than English at home. Again, the study areas with greater racial and ethnic diversity correlate with the greater linguistic diversity. The East Corridor as a whole has the highest percentage of the foreign born population of the three corridors.

TABLE 2: EAST CORRIDOR DIVERSITY

STUDY AREA	TOTAL MINORITY	WHITE	BLACK	ASIAN /PACIFIC ISLANDER	OTHER (1)	AMERICAN INDIAN	LATINO	LINGUISTICALLY DIVERSE (2)
RAINIER STATION	64%	39%	25%	23%	12%	1%	11%	27%
MERCER ISLAND	29%	73%	2%	20%	5%	0%	4%	24%
SOUTH BELLEVUE	22%	79%	1%	15%	5%	0%	4%	15%
EAST MAIN	46%	57%	3%	32%	7%	1%	7%	36%
BELLEVUE TRANSIT CENTER	45%	58%	3%	34%	5%	0%	5%	35%
HOSPITAL	40%	62%	2%	30%	5%	0%	4%	22%
120TH STATION	41%	62%	4%	26%	8%	0%	8%	27%
130TH STATION	60%	46%	4%	39%	11%	1%	14%	37%
NE 10TH STREET	63%	44%	3%	43%	10%	1%	15%	51%
NE 15TH STREET	64%	43%	4%	42%	11%	1%	16%	54%
OVERLAKE VILLAGE	49%	60%	4%	25%	11%	0%	17%	42%
OVERLAKE TRANSIT CENTER	59%	41%	2%	52%	5%	0%	3%	44%
SE REDMOND	36%	69%	3%	15%	13%	0%	17%	40%
DOWNTOWN REDMOND	41%	63%	2%	26%	8%	0%	8%	39%

Source: American Community Survey 2006-2010. Note (1): Includes all US Census racial categories not otherwise shown in table. Note (2): Defined as the percentage of total households where a language other than English is spoken in the home.

4.4. EAST CORRIDOR: EDUCATION AND INCOME

As discussed in previous sections, income and education statistics contribute to our understanding of current and potential financial security. The US Census' American Community Survey provides estimates of educational attainment, household income, and households in poverty, all of which are summarized for each study area in the East Corridor. Detail on these characteristics for East Corridor study areas is provided in Table 9.

4.4.1. DISCUSSION

The East Corridor is home to the most highly educated residents and the highest income households among the transit corridors. These characteristics reflect the proximity of the study areas along the corridor to major concentrations of high paying professional jobs, both on the East Side as well as in Seattle. The relatively high socio-economic status of the residents also indicates a high overall attractiveness and likelihood of future demand for new residential and commercial development

Educational attainment in the East Corridor study areas is higher than in the other corridors. In 11 of the 14 study areas, over half of the population age 25 years or older has obtained a bachelor's degree and many have also obtained advanced degrees. The Overlake Transit Center has the highest educational attainment. The lowest educational attainment is in the Rainier study area.

The high educational attainment in the East Corridor is consistent with the finding of higher than average median household incomes. All but one of the East Corridor study areas has a median household income of \$50,000 a year or greater, higher than any other corridor and the regional median household income. The South Bellevue study area has the highest median household income of any study area at over \$132,000 and is followed by the Overlake Transit Center at over \$91,000. The more moderate median household incomes are found in the Rainier, NE 10th Street, and NE 15th Street study areas. These three study areas also have greater age, racial and ethnic diversity as well as higher percentage of households living under the poverty level. The study areas with higher senior populations, such as Mercer Island and Overlake Village, have a higher percentage of households living in poverty. This may be in part to seniors living on fixed incomes.

TABLE 3: EAST CORRIDOR EDUCATION AND INCOME

STUDY AREA	EDUCATIONAL ATTAINMENT				MEDIAN HOUSEHOLD INCOME	HOUSEHOLDS BELOW POVERTY
	< HIGH SCHOOL	HIGH SCHOOL	BACHELORS	ADVANCED DEGREE		
RAINIER STATION	17%	44%	23%	15%	\$42,370	25%
MERCER ISLAND	4%	32%	32%	31%	\$73,997	12%
SOUTH BELLEVUE	1%	27%	40%	32%	\$132,649	8%
EAST MAIN	1%	30%	53%	16%	\$62,639	5%
BELLEVUE TRANSIT CENTER	4%	30%	45%	21%	\$70,348	3%
HOSPITAL	5%	42%	34%	20%	\$76,211	2%
120TH STATION	4%	35%	42%	20%	\$69,992	4%
130TH STATION	6%	30%	42%	22%	\$86,538	3%

NE 10TH STREET	8%	43%	29%	20%	\$60,819	11%
NE 15TH STREET	9%	42%	27%	22%	\$55,503	13%
OVERLAKE VILLAGE	9%	33%	28%	30%	\$57,732	10%
OVERLAKE TRANSIT CENTER	4%	20%	47%	29%	\$91,214	6%
SE REDMOND	4%	31%	38%	26%	\$86,957	8%
DOWNTOWN REDMOND	3%	38%	37%	22%	\$73,141	10%

Source: American Community Survey 2006-2010

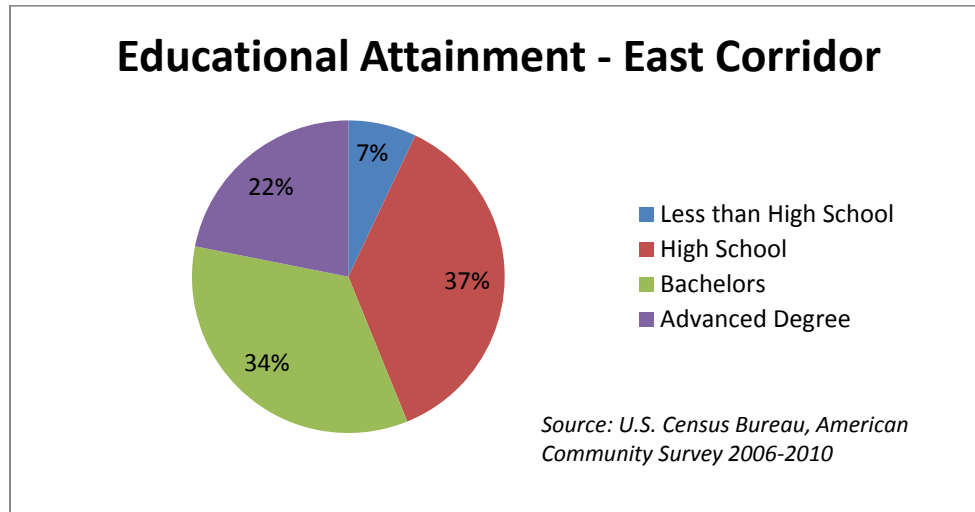


FIGURE 1: EAST CORRIDOR EDUCATIONAL ATTAINMENT

5. DATA AND DISCUSSION: NORTH CORRIDOR

5.1. SUMMARY OF FINDINGS

- The North Corridor presents the most varied demographic characteristics among the three corridors with the greatest range of population density, diversity, and educational attainment among its study areas.
- The North Corridor has the two most populated study areas among all the corridors and has some of the highest population densities.
- Minority populations tend to be clustered at points midway between Seattle and Everett, but not in the more urbanized and terminus study areas, such as Everett Station, Wetmore/Colby, and Capitol Hill.
- Linguistic diversity is fairly high in the North Corridor, where at least a quarter of the population in 26 of 31 study areas speaks a language at home other than English.
- Educational attainment in the North Corridor tends to decrease the further the community is

located from Seattle. The highest level of educational attainment is in the Roosevelt study area.

The fact that the North Corridor is the most geographically extensive of the corridors, with the largest number of study areas, encompassing two very different potential alignments for future light rail north to Everett (via I-5 and SR-99 respectively), is consistent with the variable findings on corridor demographics. Detailed data and further observations are presented in the following sections.

5.2. NORTH CORRIDOR: POPULATION

Population statistics in Table 10, below, provide a general description of the communities within the transit corridors, drawn from the U.S. Census Bureau Decennial Census and American Community Survey. Number of households, household size, and the relative proportion of youth and seniors are included. Each study area is tallied separately.

5.2.1. DISCUSSION

Demographic data point to areas in the North Corridor with both short-term and long-term transit ridership potential. Population density ranges widely from highly populated study areas, such as Capitol Hill and Brooklyn, to sparsely populated employment and activity centers, such as the University of Washington Stadium, Boeing, and Alderwood Mall. Capitol Hill and Brooklyn have the largest populations with over 20,000 residents each. The remainder of the study areas range from 2,000 to 8,500 residents. The average persons per household for the North Corridor is 2.2. Approximately one-third of the study areas have an average persons per household greater than the regional average of 2.5 persons per household. Only three study areas have an average of less than two persons per household.

North Corridor study areas also vary greatly in age diversity. For example, Capitol Hill and Brooklyn have a minimal youth population with as little as 3% under 17 years of age. In many other study areas, such as 112th Street Southwest, International/Cherry, Lynnwood City Center, and at 185th Street, over a fifth of the population are youth. The highest percentage of seniors are located within the Shoreline Park and Ride, Northeast 130th Street, and North 155th Street study areas and comprise of 16%-21% of the population in these areas.

TABLE 1: NORTH CORRIDOR POPULATION AND HOUSEHOLDS

STUDY AREA	POPULATION (2010)	HOUSEHOLDS (2010)	PERSONS PER HOUSEHOLD	% POPULATION < 18 Y.O.	% POPULATION > 65 Y.O.
EVERETT STATION	3,829	1,386	2.76	11%	9%
WETMORE/COLBY	6,078	2,625	2.32	11%	11%
41ST STREET SW	3,373	1,472	2.29	19%	14%
BOEING	18	5	3.60	25%	6%
CASINO ROAD	5,598	1,928	2.90	29%	7%
EVERETT MALL	3,853	1,562	2.47	24%	10%
4TH AVENUE W	3,854	1,468	2.63	24%	9%
112TH STREET SW	8,130	3,565	2.28	24%	7%
AIRPORT ROAD	6,718	2,919	2.30	25%	6%
MARINER	7,206	2,913	2.47	25%	7%
LINCOLN WAY	4,600	1,873	2.46	23%	11%
148TH STREET SW	6,001	2,570	2.34	21%	8%
ASH WAY P&R	2,451	914	2.68	23%	8%
INTERNATIONAL/CHERRY	5,110	2,116	2.41	23%	11%
ALDERWOOD MALL	1,120	416	2.69	23%	7%
EDMONDS COMM COLL	4,629	2,150	2.15	22%	13%
LYNNWOOD CC	2,266	863	2.63	23%	11%
LYNNWOOD TC	2,314	967	2.39	25%	8%
MOUNTLAKE TERRACE	2,462	1,024	2.40	19%	14%
SHORELINE P&R	5,188	2,404	2.16	16%	21%
NE 185TH STREET	3,880	1,406	2.76	20%	11%
N 155TH STREET	4,275	1,780	2.40	17%	14%
NE 155TH STREET	4,182	1,594	2.62	19%	16%
NE 145TH STREET	4,131	1,781	2.32	18%	15%
N 130 STREET	4,621	2,509	1.84	15%	19%
NE 130TH STREET	4,198	1,815	2.31	17%	13%
NORTHGATE	5,453	2,927	1.86	13%	14%
ROOSEVELT	8,428	4,145	2.03	12%	8%
BROOKLYN	21,204	6,603	3.21	3%	2%
UW STADIUM	488	179	2.73	0%	0%
CAPITOL HILL	20,890	14,396	1.45	4%	6%

Source: Census 2010

5.3. NORTH CORRIDOR: DIVERSITY

The goal of promoting equitable outcomes for all the region's residents makes it especially important to measure and identify the diverse communities that currently live within proximity to transit. Table 11 shows selected diversity measures for each study area in the North Corridor.

5.3.1. DISCUSSION

North of Mountlake Terrace and south of Downtown Everett, minorities make up a larger share of local communities. The three most diverse study areas—Casino Road, Alderwood Mall, and Lynnwood City Center—have minority populations greater than half the total. South of Lynnwood, the study areas tend to have a minority population that falls within the range of 30%-40%. This finding shows that both opportunities and needs associated with diverse households are prominent in the areas currently served by BRT along SR-99 and will become increasingly important to address as Sound Transit develops light rail into areas north of Seattle.

The most prevalent minority group is Asian/Pacific Islanders, but the North Corridor also has a significant Latino population. The Casino Road and Lynnwood City Center study areas have the highest percentages of Latino population. One of the most populated study areas, Capitol Hill, has relatively low racial and ethnic diversity for an inner city neighborhood with only 27% of the study area population identifying as a minority. This contrasts with the pattern seen in other corridors where densely populated study areas tend to be more diverse. Linguistic diversity is also prevalent in the North Corridor study areas. In a majority of the study areas, at least a quarter and up to half of the study area population speaks a language other than English at home.

TABLE 2: NORTH CORRIDOR DIVERSITY

STUDY AREA	TOTAL MINORITY	WHITE	BLACK	ASIAN /PACIFIC ISLANDER	OTHER (1)	AMERICAN INDIAN	LATINO	LINGUISTICALLY DIVERSE (2)
EVERETT STATION	23%	82%	8%	2%	6%	3%	8%	5%
WETMORE/COLBY	22%	82%	6%	3%	7%	2%	8%	8%
41ST STREET SW	19%	84%	2%	4%	8%	2%	10%	10%
BOEING	39%	94%	0%	6%	0%	0%	33%	31%
CASINO ROAD	56%	61%	4%	9%	24%	1%	39%	41%
EVERETT MALL	43%	63%	5%	14%	17%	1%	18%	33%
4TH AVENUE W	41%	67%	4%	15%	13%	1%	18%	34%
112TH STREET SW	44%	64%	7%	12%	16%	1%	21%	31%
AIRPORT ROAD	44%	62%	9%	17%	11%	1%	13%	29%
MARINER	48%	61%	6%	8%	23%	2%	29%	32%
LINCOLN WAY	44%	66%	6%	16%	11%	1%	17%	34%
148TH STREET SW	44%	64%	7%	16%	12%	1%	16%	30%
ASH WAY P&R	40%	64%	8%	21%	7%	1%	5%	35%
INTERNATIONAL/CHERRY	42%	62%	5%	18%	13%	1%	13%	24%
ALDERWOOD MALL	54%	50%	5%	33%	12%	0%	10%	45%
EDMONDS COMM COLL	44%	64%	6%	16%	13%	1%	18%	38%
LYNNWOOD CC	38%	67%	7%	18%	7%	1%	9%	34%
LYNNWOOD TC	55%	53%	7%	21%	18%	1%	23%	50%
MOUNTLAKE TERRACE	28%	76%	3%	10%	10%	1%	10%	16%
SHORELINE P&R	34%	69%	7%	16%	7%	1%	6%	19%
NE 185TH STREET	36%	68%	4%	19%	9%	1%	8%	24%
N 155TH STREET	38%	66%	5%	17%	11%	1%	10%	36%
NE 155TH STREET	35%	69%	4%	19%	7%	1%	6%	22%
NE 145TH STREET	36%	67%	9%	16%	7%	1%	6%	25%
N 130 STREET	37%	66%	9%	14%	11%	1%	9%	24%
NE 130TH STREET	35%	68%	4%	18%	8%	1%	6%	27%
NORTHGATE	45%	59%	7%	23%	10%	1%	8%	29%
ROOSEVELT	21%	82%	2%	9%	6%	0%	5%	17%
BROOKLYN	42%	61%	2%	27%	8%	0%	5%	35%
UW STADIUM	15%	88%	0%	8%	4%	0%	3%	NA
CAPITOL HILL	27%	77%	5%	9%	7%	1%	7%	18%

Source: American Community Survey 2006-2010. Note (1): Includes all US Census racial categories not otherwise shown in table. Note (2): Defined as the percentage of total households where a language other than English is spoken in the home.

5.4. NORTH CORRIDOR: EDUCATION AND INCOME

As discussed in previous sections, income and education statistics contribute to our understanding of current and potential financial security. The US Census' American Community Survey provides estimates of

educational attainment, household income, and households in poverty, all of which are summarized for each study area in the North Corridor. Detail on these characteristics in North Corridor study areas is provided in Table 12.

TABLE 3: NORTH CORRIDOR EDUCATION AND INCOME

STUDY AREA	EDUCATIONAL ATTAINMENT				MEDIAN HOUSEHOLD INCOME	HOUSEHOLDS BELOW POVERTY
	< HIGH SCHOOL	HIGH SCHOOL	BACHELOR'S	ADVANCED DEGREE		
EVERETT STATION	19%	69%	10%	3%	\$28,033	32%
WETMORE/COLBY	12%	68%	17%	4%	\$36,854	24%
41ST STREET SW	12%	67%	16%	5%	\$46,439	11%
BOEING	13%	65%	21%	1%	\$41,085	5%
CASINO ROAD	28%	57%	13%	2%	\$43,284	17%
EVERETT MALL	15%	64%	17%	5%	\$44,937	19%
4TH AVENUE W	14%	72%	13%	2%	\$46,579	14%
112TH STREET SW	14%	68%	14%	4%	\$45,030	12%
AIRPORT ROAD	19%	56%	18%	6%	\$53,790	15%
MARINER	17%	62%	14%	7%	\$43,164	14%
LINCOLN WAY	18%	58%	16%	7%	\$44,992	15%
148TH STREET SW	11%	62%	20%	7%	\$52,723	7%
ASH WAY P&R	11%	54%	25%	10%	\$78,285	5%
INTERNATIONAL/CHERRY	12%	60%	22%	5%	\$48,425	9%
ALDERWOOD MALL	12%	50%	27%	10%	\$67,488	6%
EDMONDS COMM COLL	18%	58%	19%	5%	\$39,240	18%
LYNNWOOD CC	11%	63%	23%	3%	\$62,426	5%
LYNNWOOD TC	12%	59%	23%	6%	\$37,511	15%
MOUNTLAKE TERRACE	11%	58%	18%	13%	\$58,349	6%
SHORELINE P&R	8%	53%	25%	13%	\$50,121	13%
NE 185TH STREET	7%	57%	27%	10%	\$66,974	8%
N 155TH STREET	14%	41%	30%	15%	\$61,525	10%
NE 155TH STREET	5%	58%	29%	8%	\$80,556	3%
NE 145TH STREET	3%	57%	28%	12%	\$64,798	5%
N 130 STREET	15%	56%	21%	8%	\$38,672	19%
NE 130TH STREET	8%	54%	27%	11%	\$56,068	12%
NORTHGATE	9%	50%	27%	14%	\$39,823	19%
ROOSEVELT	1%	25%	42%	31%	\$69,704	9%
BROOKLYN	1%	31%	37%	31%	\$26,442	42%
UW STADIUM	0%	30%	47%	23%	\$0	0%
CAPITOL HILL	5%	36%	39%	20%	\$43,854	15%

Source: American Community Survey 2006-2010

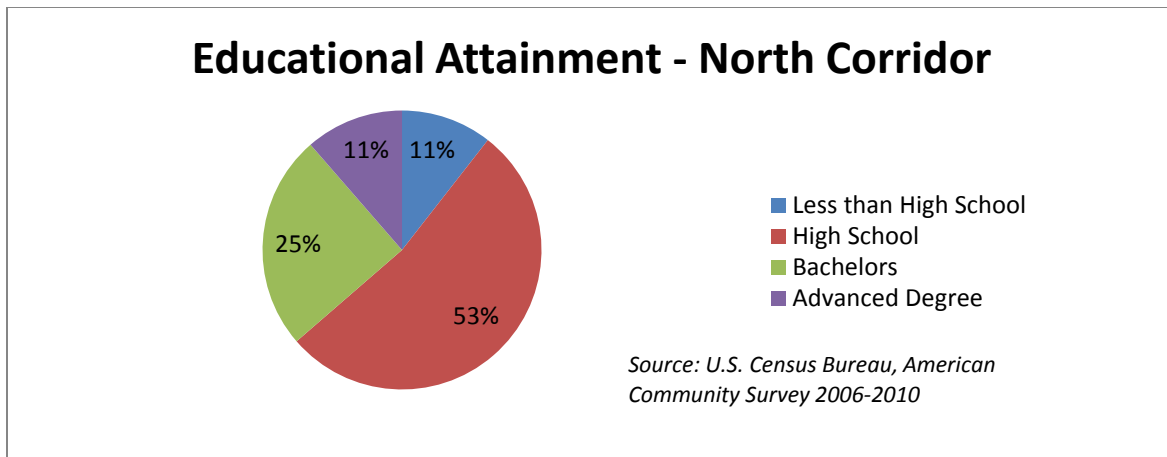


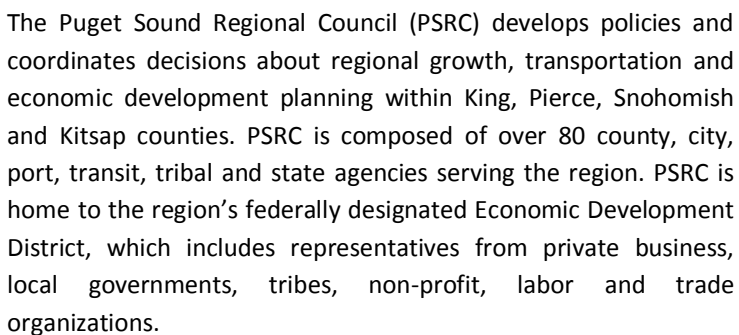
FIGURE 1: NORTH CORRIDOR EDUCATIONAL ATTAINMENT

5.4.1. DISCUSSION

The North Corridor has a distribution of income across the study areas that varies greatly. Higher median household incomes are clustered in the Seattle segment of the North Corridor through Shoreline and on to Lynnwood. North of Seattle, the more prosperous study areas align with I-5, rather than along SR-99. The lowest median household incomes are observed in the Brooklyn and Everett Station study areas. Low median household income in the Brooklyn study area is likely due to the high student population near University of Washington. Higher levels of households living in poverty can be seen in the study areas closest to the northern and southern end of the North Corridor. These data reveal that there are significant areas along the North Corridor with a risk of displacement to locations with less access to transit and thus economic and other opportunities in the region.

Educational attainment also varies within the corridor. At the high end, in many of the study areas, over half of the population 25 years of age or older has, at a minimum, completed high school. At the low end, in the Casino Road study area, a racially diverse community, more than 1 in 4 adults has less than a high school education. Generally, the farther north the study area is from downtown Seattle, the lower the educational attainment. In the study areas nearest to the University of Washington, the post-secondary educational attainment, defined by a bachelor degree or higher, ranges from 59%-73%. The study areas located in the inner-ring suburbs such as Shoreline and Lynnwood tend to have a post-secondary education attainment in the range of 20%-45%. North of the Airport Road study area, the post-secondary educational attainment range falls under a quarter of the study area population.

As in the South Corridor, the data reflect a racial achievement gap in educational attainment that is persistent throughout the region. This means significant segments of the region's communities are not getting the education they need to participate in the work force and achieve economic sustainability. Education is also a social determinant of health for individuals and families.



For more information, please visit <http://www.psrc.org/>.



For more information, please visit <http://www.psrc.org/growth/growing-transit-communities/>.

THE PUGET SOUND REGIONAL COUNCIL: BEN BAKKENTA, MARK BRASETH, PETER CABALLERO, GRACE CHO, STEFAN COE, LAUREN ENGEL, CRAIG HELMANN, MICHAEL HUBNER, MICHAEL JENSEN, NEIL KILGREN, CHRISTY LAM, DAN LANDES, MARY PAT LAWLOR, CAROL NAITO, SARA SCHOTT NIKOLIC, TIM PARHAM, HANA SEVCIKOVA, AND MARK SIMONSON

A REGIONAL COALITION FOR HOUSING: MIKE STANGER

MAY 2013



EXISTING CONDITIONS III:

Economy

Final Report: May 2013

The Growing Transit Communities Partnership is funded by the Sustainable Communities Regional Planning Grant Program of the U.S. Department of Housing and Urban Development. Additional funding for this document provided in part by member jurisdictions, grants from the U.S. Department of Transportation, Federal Transit Administration, Federal Highway Administration and Washington State Department of Transportation.

The work that provided the basis for this publication was supported by funding under an award with the U.S. Department of Housing and Urban Development. The substance and findings of the work are dedicated to the public. The author and publisher are solely responsible for the accuracy of the statements and interpretations contained in this publication. Such interpretations do not necessarily reflect the views of the Government.

PSRC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Complaint Form, see <http://www.psrc.org/about/public/titlevi> or call 206-464-4819.

American with Disabilities Act (ADA) Information:

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the ADA Coordinator, Thu Le, at 206.464.6175, with two weeks' advance notice. Persons who are deaf or hard of hearing may contact the ADA Coordinator, Thu Le, through TTY relay 711.

Servicios de Traducción Disponible 206-971-3052, Diana Martinez.

Có dịch vụ thông dịch sang tiếng Việt. Xin liên lạc Thu Lê số 206-464-6175.

Additional copies of this document may be obtained by contacting: Puget Sound Regional Council
Information Center
1011 Western Avenue, Suite 500
Seattle, Washington 98104-1035
206-464-7532 • FAX 206-587-4825
info@psrc.org • **psrc.org**





The Growing Transit Communities Partnership is an advisory body of diverse public, private, and nonprofit agencies and organizations working together to promote successful transit communities. The Partnership is funded by a three-year grant from the federal Partnership for Sustainable Communities and is housed at the Puget Sound Regional Council. The Partnership has developed the Growing Transit Communities Strategy, an implementation plan to promote thriving and equitable transit communities in the central Puget Sound region.

The Existing Conditions Report

The Growing Transit Communities Existing Conditions Report presents background data and analysis on the current conditions within the transit corridor study areas that are the focus of the Sustainable Communities grant that has funded the work of the Growing Transit Communities Partnership. The report has several purposes. First, the data were the starting point for an 18-month task force process that culminated in the Growing Transit Communities Strategy for the central Puget Sound region. Task force members, including representatives from local government, other public agencies, non-profits, and regional and local community groups, provided feedback on early drafts of the Existing Conditions Report and helped to shape the final product. Second, data contained in the report was the foundation for developing the People + Place Implementation Typology that is a guiding framework for the Strategy. Third, analysis of existing conditions, particularly identified community needs and opportunities for supporting thriving equitable transit communities around high capacity transit, informed the many policy and programmatic recommendations in the Strategy. Finally, the report also establishes baseline conditions for future monitoring and further analysis.

Using this Document

The Existing Conditions Report contains six topical chapters: Demographics, Economy, Land Use, Housing, Transportation, and Policy Environment. The chapters have been released as separate documents. Each chapter opens with an introduction to the issue area, including a summary of major findings and a discussion of data sources and limitations. Data are reported, analyzed, compared, and contrasted with respect to several levels of geography. The area within a half-mile radius around each of 74 identified transit nodes located within the long-range light rail corridors comprised the study areas that are the basis for all further analysis. Study areas were grouped into corridors: North, East, and South respectively. Finally, the region as a whole provides key data benchmarks from which to measure how the study areas are currently similar to or different from the larger regional context.

Each report is written so that sections may be read independently from the others. This permits a reader to look only to their Corridor of interest without missing any relevant introductory material. Based on data at all levels, the document provides observations in each subsection and at the end of each chapter, with special attention to implications for social equity and housing affordability.

TABLE OF CONTENTS

1. INTRODUCTION	1
2. DATA AND DISCUSSION: ACROSS CORRIDORS	2
2.1. SUMMARY OF FINDINGS	2
2.2. EMPLOYMENT	4
2.3. INDUSTRY MIX	5
3. DATA AND DISCUSSION: SOUTH CORRIDOR	7
3.1. SUMMARY OF FINDINGS	7
3.2. SOUTH CORRIDOR: EMPLOYMENT	8
3.3. SOUTH CORRIDOR: INDUSTRY MIX	9
4. DATA AND DISCUSSION: EAST CORRIDOR	10
4.1. SUMMARY OF FINDINGS	10
4.2. EAST CORRIDOR: EMPLOYMENT	11
4.3. EAST CORRIDOR: INDUSTRY MIX	12
5. DATA AND DISCUSSION: NORTH CORRIDOR	13
5.1. SUMMARY OF FINDINGS	13
5.2. NORTH CORRIDOR: EMPLOYMENT	14
5.3. NORTH CORRIDOR: INDUSTRY MIX	15

LIST OF FIGURES

FIGURE 1: EMPLOYMENT	3
FIGURE 2: AVERAGE WAGE	5
FIGURE 3: EMPLOYMENT MIX	7

LIST OF TABLES

TABLE 1: EMPLOYMENT	4
TABLE 2: INDUSTRY MIX	6
TABLE 3: SOUTH CORRIDOR EMPLOYMENT	8
TABLE 4: SOUTH CORRIDOR INDUSTRY MIX	10
TABLE 5: EAST CORRIDOR EMPLOYMENT	11
TABLE 6: EAST CORRIDOR INDUSTRY MIX	13
TABLE 7: NORTH CORRIDOR EMPLOYMENT	15
TABLE 8: NORTH CORRIDOR INDUSTRY MIX	16

The central Puget Sound region's economic goals and policies promote a sustainable economy that creates and maintains a high standard of living and quality of life for all. -VISION 2040

ECONOMY: MAJOR FINDINGS

Region: Across Corridors

- Each transit corridor links the downtown Seattle employment center to other centers of regional economic activity, such as University of Washington, Bellevue, Redmond, Tacoma, Everett, and SeaTac.
- As a whole, the transit corridors have a higher proportion of jobs in the services sector and have a higher average wage than does the four-county region.

South Corridor

- Employment is concentrated in three primary locations, SODO, SeaTac, and Tacoma, which are locations for significant concentrations of office-based and trade-related activity.
- In nearly half of the study areas, over 20% of the jobs are in small businesses, a sector of the local economy that may be at risk of displacement with new development

East Corridor

- Employment is concentrated in downtown Bellevue and Overlake Transit Center, which are home to a large number of high paying service sector jobs (especially software).
- Alone among the corridors, East Corridor had significant job growth (nearly 5,000) since 2000, led by growth in downtown Bellevue.

North Corridor

- Employment is concentrated in a string of diverse centers of economic activity, including University of Washington, Northgate, Boeing, and downtown Everett.
- Average wages are on par with wages across the region. A notable exception is the Boeing study area which has one of the highest wage rates for any study area.

1. INTRODUCTION

Economic health affects equitable transit communities in many ways. Access to diverse employment opportunities, both within a transit community and to other centers connected by high-capacity transit, contributes directly to the economic health of residents. In particular, transit access to employment is critical to more transit-dependent populations, such as low-income and immigrant communities. In addition, local businesses, such as grocery stores, provide goods and services vital to meeting the daily needs of community residents. A healthy neighborhood commercial core can also foster community vitality by providing meeting places and promoting an active streetscape.

Many transit communities have existing businesses that may be at high risk of displacement as these communities change and grow with time. Small and ethnically owned businesses are particularly at risk and their owners may face time and language barriers to participating in planning processes. It is important to understand the health of these businesses and the essential roles they serve in their communities when planning for equitable transit communities.

Finally, a focus on the economy of the transit corridors advances the federal Livability

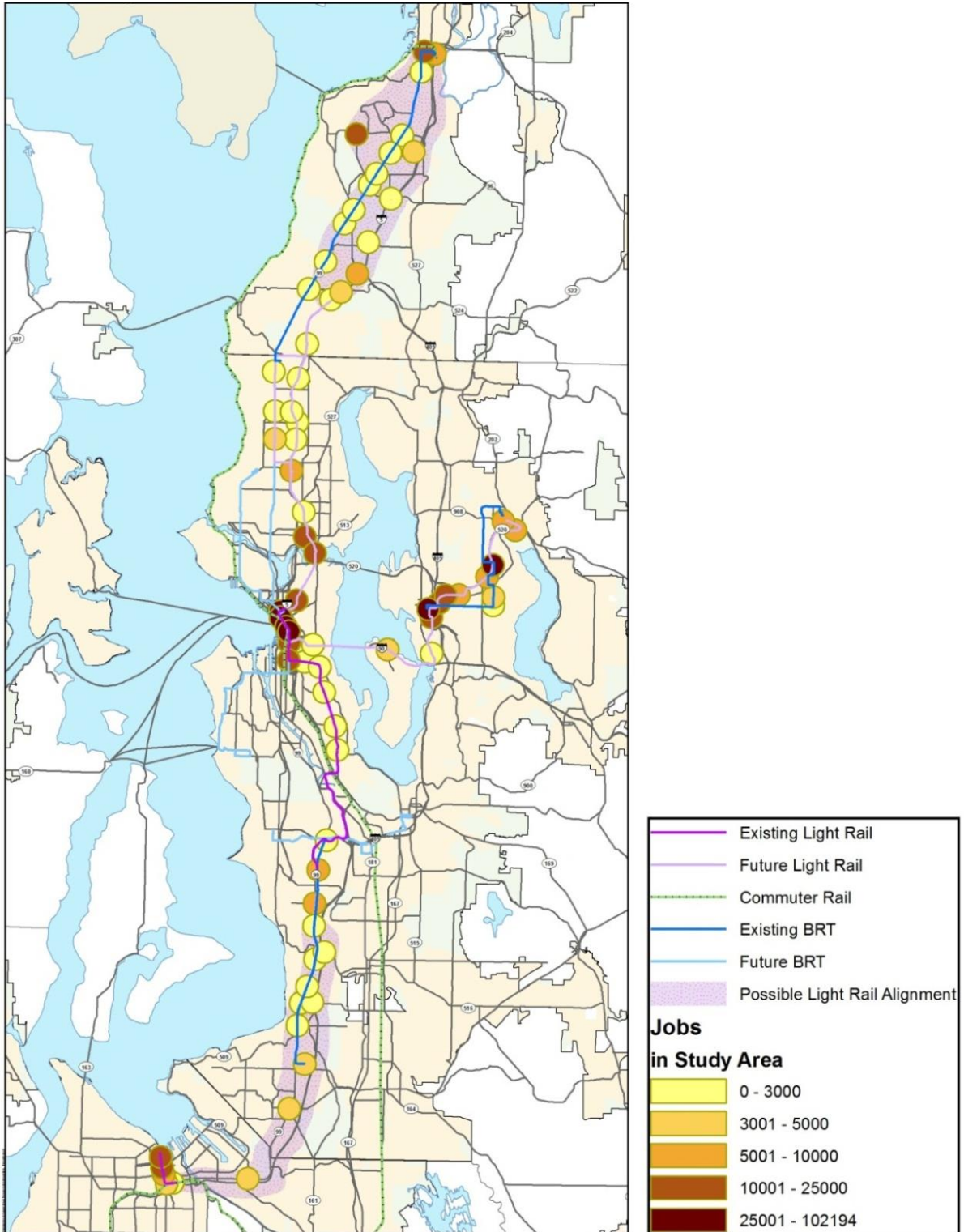
Principle calling for enhancements to economic competitiveness through creating economic opportunity for all residents and targeting public and private investments to promote community and economic development.

The economy along the light rail transit corridors is addressed in this chapter both in terms of the supply of jobs available to the local workforce and in terms of the role each study area plays in the overall regional economy. The transit corridors pass through and serve most of the major employment centers in the central Puget Sound region. A well-functioning transit corridor will have a balance of population and jobs both within the corridor as a whole and within the study areas. Transit connects people to workplaces, stores, entertainment, and other destinations along the corridor. Within a study area a mix of residential and commercial uses, complemented with a good pedestrian infrastructure, further provides greater accessibility for both residents and businesses. Not all study areas will or should attain the kind of mixed residential and employment uses envisioned for many transit oriented developments. Some study areas will of necessity remain largely residential while others continue to grow as centers of economic activity. Baseline data can help determine an appropriate role for each area.

2. DATA AND DISCUSSION: ACROSS CORRIDORS

2.1. SUMMARY OF FINDINGS

- Downtown Seattle, as the region's primary employment center, anchors all three corridors. Of the three corridors, the East corridor has the most concentrated employment, with nearly three times the number of jobs per study area compared to either the North or South corridors.
- The transit corridors also connect regional employment centers in designated Regional Growth Centers (Everett, Lynnwood, Northgate, University District, SeaTac, Federal Way, Tacoma, Bellevue, and Redmond) and designated Manufacturing and Industrial Centers (Paine Field, Duwamish, and Port of Tacoma).
- From 2000-2010 the region as a whole grew modestly in employment, while employment in the corridors shrank by nearly 30,000 jobs. Employment loss was concentrated in Downtown Seattle and the South Corridor. The impacts of two recent recessions, which resulted in job losses in industries that tend to cluster in central locations, is evident in these findings.
- At the regional level, services is the largest employment sector (45% of all jobs). Within the transit corridors, services is even more concentrated (53% of all jobs) as is employment in other office-based industries.
- The average wage across all corridors (\$69,000) is significantly higher than the regional average (\$55,000).
- At nearly \$95,000, the East Corridor has the highest average wage, largely due to high paying jobs in the services sector, specifically software and related technology jobs. Most of the study areas in other corridors have an average wage at or below the regional average.
- Approximately one out of 10 jobs is at a small business with 10 or fewer employees, a rate that is lower than the regional average of 15%, but significant as one indicator of displacement risk in developing station areas.



Source: PSRC Covered Employment Database 2010

FIGURE 1: EMPLOYMENT

Overall, the corridors have the potential to connect key economic engines within the central Puget Sound economy: central Seattle, the University of Washington, aerospace (Boeing/Paine Field), the technology corridor in east King County (Microsoft and others), SeaTac Airport, and job centers in the downtowns of Everett and Tacoma. Of more local significance, the majority of the study areas within the corridors are centers of employment and goods and services for local communities, much of which is available through small locally-owned firms. Knowledge of where these businesses are clustered and the communities that they serve informs policy and investment strategies to protect the economic vibrancy and assets of each community.

2.2. EMPLOYMENT

The primary source for data on the local economy and employment in and around the transit corridor study areas is PSRC's Covered Employment Database, which is developed annually from records obtained from the state Department of Employment Security. Employment counts and related data are derived from the Quarterly Census of Employment and Wages for the first quarter of each year. The records include all employment at firms where workers are covered by state unemployment insurance, which represents about 90% of total employment. For each firm the data show the number of covered jobs and total wages paid, as well as the type of economic activity. Table 1 provides comprehensive figures for current jobs in all sectors, employment change over the past decade, average wage, and percent of jobs located at small firms. Figure 1 shows relative employment levels within study areas throughout the transit corridors.

TABLE 1: EMPLOYMENT

CORRIDOR	TOTAL JOBS (2010)	JOBS CHANGE (2000-2010)	AVERAGE WAGE	PERCENT OF JOBS IN FIRMS WITH ≤ 10 EMPLOYEES
SOUTH	86,827	-10,087	\$50,862	11.8%
EAST	126,836	4,938	\$94,805	10.0%
NORTH	131,771	476	\$47,941	12.1%
DOWNTOWN SEATTLE	136,709	-24,453	\$71,062	10.1%
ALL CORRIDORS	482,143	-29,126	\$69,089	10.9%
REGION	1,673,354	10,475	\$54,917	15.3%

Source: PSRC Covered Employment Database 2010, 2000

2.2.1. DISCUSSION

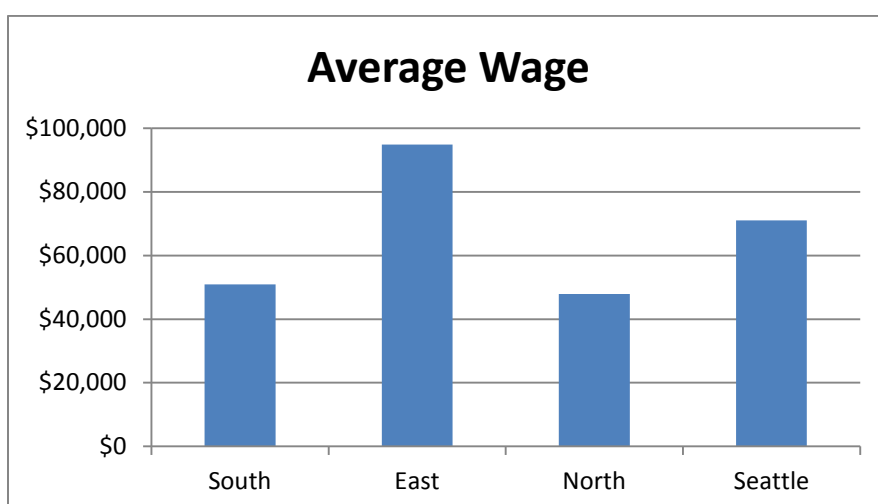
As shown in Figure 1, downtown Seattle dominates as a center of employment for all three corridors. With nearly 137,000 jobs total, spread over just four light rail station areas, downtown Seattle has by far the highest number of jobs per station area. Each corridor has at least one major employment center outside of downtown Seattle, including SeaTac Airport and downtown Tacoma in the South Corridor, Bellevue and Overlake Transit Center in the East Corridor, and Everett/Boeing, Lynnwood, and the University of Washington in the North Corridor. Between the employment centers along the North and South corridors are relatively long stretches of largely residential transit nodes where employment is concentrated in locally serving businesses. Many of these secondary employment centers also contain a wide range of small

businesses that provide goods and services for many immigrant and ethnic minority communities.

In low-income and immigrant communities, small businesses fill an important role in providing specialized goods, services, and gathering places for local and regional communities helping to anchor them in the neighborhood. Gaining a better understanding of where cultural business districts exist and how they serve a broader cultural community will help the region to target resources and tailor regulatory tools to support and nurture these districts as part of equitable transit communities.

The corridors as a whole experienced a net loss of nearly 30,000 jobs over the past decade. This decline was in large part due to the impact of two recessions, the first of which reduced jobs in the technology sector concentrated along the East Corridor, and the most recent of which resulted in declines in the financial and services sectors which are concentrated in downtown Seattle. The decline in manufacturing jobs during this period, while also affected by the two recessions, is consistent with a long-standing trend throughout the regional and national economies.

The average wage for all of the corridors is higher than that for the four-county region. However, wage levels vary considerably when comparing corridors to each other. The East corridor has the highest average wage at nearly \$95,000 per year, nearly twice the average wage that workers in the South and North corridors earn.



Source: PSRC Covered Employment Database 2010

FIGURE 2: AVERAGE WAGE

2.3. INDUSTRY MIX

Each firm in the covered employment database is assigned a code under the North American Industry Classification System (NAICS) according to the type of economic activity that firm primarily engages in. The NAICS codes can be grouped under several much more general categories, which are shown in Table 2, below, and include: Construction and Resource industries; Finance, Insurance, and Real Estate (FIRE); Manufacturing; Retail; Services; and Warehousing, Trade, and Utilities (WTU). PSRC independently collects

data on public sector employment in general government and in education, both of which are also shown in the table. The relative size of the employment in each of these sectors determines the industry mix that is present within the region and corridors.

TABLE 2: INDUSTRY MIX

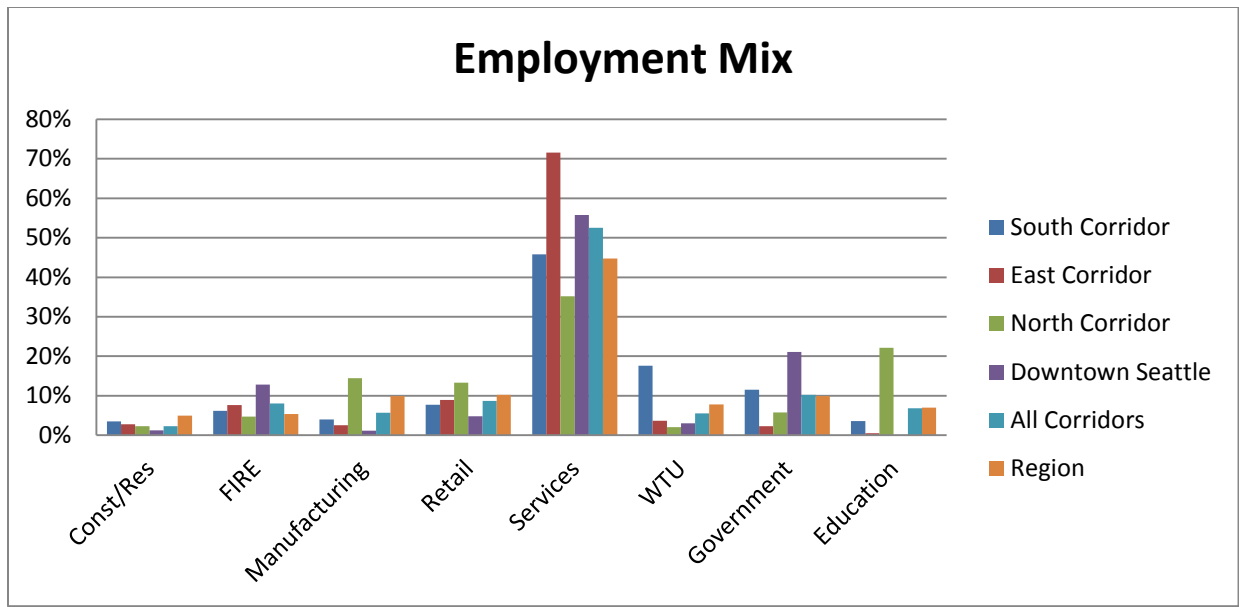
CORRIDOR	CONSTRUC- TION/ RESOURCES	FIRE (1)	MANUFAC- TURING	RETAIL	SERVICES	WTU (2)	GOVERN- MENT	EDUCATION
SOUTH	3,020	5,387	3,464	6,726	39,780	15,270	10,034	3,145
EAST	3,520	9,708	3,242	11,322	90,730	4,707	2,939	667
NORTH	3,051	6,266	19,092	17,510	46,408	2,690	7,604	29,151
DOWNTOWN SEATTLE	1,686	17,490	1,618	6,548	76,217	4,194	28,876	81
ALL CORRIDORS	11,277	38,851	27,416	42,106	253,135	26,861	49,453	33,044
REGION	83,701	89,547	165,714	171,497	749,023	130,861	166,546	116,465

Source: Jobs per sector data from PSRC Covered Employment Database 2010. Note (1): Finance, Insurance, and Real Estate. Note (2): Warehousing, Trade, and Utilities.

For the residents of transit communities, especially those at the lower end of the wage scale, accessibility of workplaces and to a range of employment opportunities is a critical issue. Transit access and connectivity to job centers that have high proportions of entry level jobs is important, such as SeaTac, Northgate, and Crossroads. Along with low-wage workers and immigrants, youth and young adults have also been disproportionately impacted by the recession and cuts in retail and services sectors as they compete for fewer entry level jobs.

2.3.1. DISCUSSION

Figure 3 compares the relative dominance of each sector across the corridors and the region as a whole. The service sector is the dominant sector regionally as well as in each of the transit corridors. Among the corridors, East corridor has the highest percentage of services jobs at over 70% of the employment base, in large part due to the presence of Microsoft and other software development firms. Employment in the FIRE sector is most concentrated in downtown Seattle, where many corporate offices are located. The North Corridor is strong in manufacturing, due primarily to Boeing, while the South Corridor leads in WTU jobs, many of which are associated with port facilities in Seattle, SeaTac, and Tacoma. Government employment is most prominent in downtown Seattle, which is the seat of government for the region's largest jurisdictions. Finally, education represents the greatest share of jobs in the North Corridor, led by a very large cluster of education jobs at the University of Washington.



Source: PSRC Covered Employment Database 2010

FIGURE 3: EMPLOYMENT MIX

3. DATA AND DISCUSSION: SOUTH CORRIDOR

3.1. SUMMARY OF FINDINGS

- Employment is concentrated in three primary locations: SODO, SeaTac, and Tacoma.
- Since 2000, both large and small employment centers in the corridor lost significant numbers of jobs due largely to the effects of two recessions during the past decade.
- Wages in the corridor approach \$70,000 on average in locations with large numbers of office- or trade-based employment, but remain well below the regional average in most other locations.
- In nearly half of the study areas, over 20% of the jobs are in small businesses, a sector of the local economy that may be at risk of displacement with increased development.
- Industry sector data shows important clusters of employment around port facilities, educational institutions, and regional centers.

With downtown Seattle and Tacoma as regional centers of employment anchoring the north and south ends of the South Corridor and the airport midway between, transit can potentially provide a reliable connection for workers commuting to these regional draws. For the majority of its length, however, the corridor is characterized at this time by auto-oriented retail and services along both Martin Luther King Way in Seattle and then along Highway 99 from Tukwila to Tacoma. The following sections provide data and more detailed commentary on the 25 study areas that comprise the South Corridor.

3.2. SOUTH CORRIDOR: EMPLOYMENT

Table 3 shows the summary employment data for each South Corridor study area. The summary table includes figures for total jobs, employment change over the past decade, average wage, and percent of jobs located at small firms.

TABLE 1: SOUTH CORRIDOR EMPLOYMENT

STUDY AREA	TOTAL JOBS (2010)	JOBS CHANGE (2000-2010)	AVERAGE WAGE	PERCENT OF JOBS IN FIRMS ≤10 EMPLOYEES
SODO LINK	12,127	-354	\$67,251	9%
STADIUM LINK	13,202	-279	\$64,846	8%
BEACON HILL LINK	1,453	-833	\$38,811	29%
MOUNT BAKER LINK	2,208	-819	\$35,748	16%
COLUMBIA CITY LINK	1,502	282	\$23,666	31%
OTHELLO LINK STATION	758	58	\$24,684	59%
RAINIER BEACH LINK	811	21	\$31,755	31%
TUKWILA INTERNAT'L BLVD LINK	1,063	-413	\$19,661	21%
SEATAC AIRPORT LINK	9,187	-9,678	\$42,995	4%
SOUTH 200TH STREET	7,459	4,647	\$68,128	3%
SOUTH 216TH STREET	1,019	264	\$29,477	16%
KENT-DES MOINES P&R	823	-85	\$29,851	31%
HIGHLINE COMMUNITY COLLEGE	1,753	153	\$26,322	16%
SOUTH 260TH STREET	530	-26	\$26,626	26%
STAR LAKE (SOUTH 272ND ST)	657	-119	\$26,346	33%
REDONDO (SOUTH 272ND ST)	281	-239	\$18,699	33%
SOUTH 288TH STREET	553	79	\$26,670	45%
FEDERAL WAY TRANSIT CENTER	4,576	-1,179	\$22,937	18%
SOUTH 348TH STREET	4,451	958	\$36,536	12%
FIFE	4,206	-849	\$48,090	13%
TACOMA DOME	2,826	-743	\$36,126	15%
SOUTH 25TH	3,555	-1,260	\$31,400	18%
UNION STATION	8,566	469	\$57,472	10%
CONVENTION CENTER TACOMA	15,739	-1,089	\$60,204	9%
THEATRE DISTRICT	12,392	-2,769	\$67,834	12%

Source: PSRC Covered Employment Database 2010, 2000

3.2.1. DISCUSSION

South of downtown Seattle there are three major employment centers along the South Corridor. The first, just south of downtown includes the Stadium and SODO study areas. The second is at SeaTac Airport and its surroundings (including S. 200th St.). The third and largest concentration of jobs is in downtown Tacoma. While the corridor overall lost jobs over the last decade, some study areas fared worse than others. Both SeaTac Airport and downtown Tacoma lost thousands of jobs during this period. Study areas with smaller

and more local serving employment bases, such as Beacon Hill and Mount Baker, also lost significant portions of their 2000 employment.

Average wages fall into roughly two tiers when comparing the study areas in the South Corridor. Wages in major centers of employment, where office based or port related jobs predominate, are on average about twice what they are in study areas with fewer jobs concentrated in firms that primarily provide local goods and services. Highest wages, approaching \$70,000, are paid in SODO, South 200th, and the Theatre District study areas. In contrast, nearly half of the study areas have an average annual wage level of under \$30,000.

With development pressures and increased competition for land, commercial space, and customers that can occur once a high capacity transit facility opens, small businesses are particularly vulnerable to displacement. In the South Corridor, where such businesses fill an important role in providing specialized goods, services, and gathering places for minority and immigrant communities, the economic impact on small firms is heightened. Among the study areas in the corridor, nearly half have local employment that exceeds 1/5 of the total in firms that employ 10 or fewer people. At the extreme, over half of the employment in the Othello study area is associated with small businesses, largely ethnic businesses serving the immediate community and often also a broader subregional cultural community.

3.3. SOUTH CORRIDOR: INDUSTRY MIX

As discussed previously, each firm in the covered employment database is assigned a code under the North American Industry Classification System (NAICS) according to the type of economic activity that firm primarily engages in. The NAICS codes can be grouped under several much more general categories, which are shown in Table 4, below, and include: Construction and Resource industries; Finance, Insurance, and Real Estate (FIRE); Manufacturing; Retail; Services; and Warehousing, Trade, and Utilities (WTU).

3.3.1. DISCUSSION

The more detailed industry level data reveal that FIRE employment is concentrated in Tacoma, which is consistent with the city's role as a regional center with a substantial stock of office space. Manufacturing is strongest in the SODO and Stadium study areas, reflecting the location of these stations within the Duwamish district, Seattle's largest industrial area. The largest concentration of retail jobs is in the Federal Way Transit Center study area, which includes a sub-regional mall, The Commons at Federal Way, and a number of other retailers. Services are dominant throughout the corridor, with larger concentrations just south of Downtown Seattle and in downtown Tacoma. WTU employment is an important sector in proximity to SeaTac Airport and in the Fife study area, which is adjacent to the Port of Tacoma. Finally, government and education have their largest presence in Tacoma study areas, which include the University of Washington Tacoma campus.

TABLE 2: SOUTH CORRIDOR INDUSTRY MIX

STUDY AREA	CONSTRUCTION/ RESOURCES	FIRE (1)	MANUFACTURING	RETAIL	SERVICES	WTU (2)	GOVERNMENT	EDUCATION
SODO LINK	641	596	1,058	775	5,550	1,892	1,293	322
STADIUM LINK	667	460	508	449	6,939	817	3,362	0
BEACON HILL LINK	137	41	*	*	543	267	285	84
MOUNT BAKER LINK	143	50	226	409	914	99	56	311
COLUMBIA CITY LINK	38	*	145	124	944	*	216	0
OTHELLO LINK STATION	15	51	*	83	523	*	48	0
RAINIER BEACH LINK	164	*	*	*	309	8	36	193
TUKWILA INTERNAT'L BLVD LINK	5	29	43	50	760	25	151	0
SEATAC AIRPORT LINK	7	172	0	394	3,700	4,026	888	0
SOUTH 200TH STREET	*	152	*	35	613	6,453	21	101
SOUTH 216TH STREET	*	*	0	179	489	125	98	0
KENT-DES MOINES P&R	*	*	0	210	398	92	77	0
HIGHLINE COMMUNITY COLLEGE	*	34	*	237	412	129	70	833
SOUTH 260TH STREET	*	*	*	*	216	*	0	0
STAR LAKE (SOUTH 272ND ST)	46	57	*	175	260	*	45	67
REDONDO (SOUTH 272ND ST)	*	*	0	23	121	*	46	84
SOUTH 288TH STREET	*	24	*	61	370	10	0	77
FEDERAL WAY TRANSIT CENTER	*	230	152	1,413	2,669	*	47	53
SOUTH 348TH STREET	63	93	222	1,146	2,734	130	62	0
FIFE	506	148	354	395	1,182	955	530	135
TACOMA DOME	293	114	357	169	1,287	348	191	66
SOUTH 25TH	270	113	287	209	1,788	185	218	485
UNION STATION	251	1,562	287	132	4,728	496	625	485
CONVENTION CENTER TACOMA	141	2,953	226	160	8,401	420	2,635	803
THEATRE DISTRICT	160	2,370	225	137	6,358	127	2,614	400

Source: Jobs per sector data from PSRC Covered Employment Database 2010. Note (1): Finance, Insurance, and Real Estate. Note (2): Warehousing, Trade, and Utilities. Note (*): Data for these sectors/geographic areas are suppressed in order to maintain confidentiality of individual employers.

4. DATA AND DISCUSSION: EAST CORRIDOR

4.1. SUMMARY OF FINDINGS

- Employment in the East Corridor is concentrated in two primary locations: downtown Bellevue and Overlake Transit Center.
- Industry sector data shows important clusters of employment in services (primarily software

development) and also in FIRE and retail firms.

- Alone among the corridors, since 2000, East added a significant number of new jobs (nearly 5,000), led by growth in downtown Bellevue and Overlake Transit Center.
- Study areas with technology cluster jobs have the highest wages, while other areas exhibit much lower wages.
- Small businesses do not constitute a significant portion of jobs in more than a couple of study areas.

With Bellevue and Overlake Transit Center, the East Corridor has the most concentrated employment among the corridors, and that employment is broadly distributed in centers along the alignment of the future light rail line. That being the case, transit has the potential to capture significant ridership demand to and from employment centers both east and west. The following sections provide data and more detailed commentary on the 14 study areas in the East Corridor.

4.2. EAST CORRIDOR: EMPLOYMENT

Table 5 shows the summary employment data for each East Corridor study area. The summary table includes figures for total jobs, employment change over the past decade, average wage, and percent of jobs located at small firms.

TABLE 1: EAST CORRIDOR EMPLOYMENT

STUDY AREA	TOTAL JOBS (2010)	JOBS CHANGE (2000-2010)	AVERAGE WAGE	PERCENT OF JOBS IN FIRMS WITH ≤10 EMPLOYEES
RAINIER STATION	2,839	-1,770	\$40,600	19%
MERCER ISLAND	3,480	-610	\$56,261	26%
SOUTH BELLEVUE	*	*	*	37%
EAST MAIN	21,921	-221	\$94,123	10%
BELLEVUE TRANSIT CENTER	39,569	5,973	\$89,044	8%
HOSPITAL	17,297	1,396	\$77,889	10%
120TH STATION	12,052	-861	\$54,927	14%
130TH STATION	7,278	-4,428	\$50,567	22%
NE 10TH STREET	2,791	13	\$33,906	25%
NE 15TH STREET	4,193	-200	\$37,518	20%
OVERLAKE VILLAGE	6,618	-3,235	\$62,050	13%
OVERLAKE TRANSIT CENTER(1)	40,164	12,692	*	1%
SE REDMOND	5,253	1,037	\$43,109	18%
DOWNTOWN REDMOND	7,687	-2,757	\$49,366	24%

Source: PSRC Covered Employment Database 2010, 2000. Note (1): Overlake TC employment estimated in consultation with City of Redmond staff. Note (*): Data for these sectors/geographic areas are suppressed in order to maintain confidentiality of individual employers.

4.2.1. DISCUSSION

The largest concentrations of employment in the East Corridor are in the study areas in and around downtown Bellevue and Overlake in Redmond. While smaller in scale, employment concentrations in downtown Redmond and the Bel-Red corridor between Bellevue and Overlake are also significant. Among all East Corridor study areas, Bellevue Transit Center experienced the second highest employment growth over the past decade, adding nearly 6,000 jobs, while Overlake Transit Center, which includes the main Microsoft campus, added an estimated 12,000 jobs over the same period.

Wages are highest on average in and around downtown Bellevue and Overlake, with downtown Bellevue average wages cresting at over \$90,000. (While a precise figure for the average wage paid to the large number of workers in software development in the Overlake Transit Center area is not available due to confidentiality reasons, the salary profile is presumed to be similar to that of the Bellevue Transit Center study area.) Despite the dominance of high paying jobs in selected areas of the East Corridor, wage levels in a number of other secondary employment centers, such as Rainier and study areas in the Crossroads and downtown Redmond areas, are comparable to lower wages throughout the North and South corridors. This finding indicates that a significant segment of the wage earners in the East Corridor fall well below the level of highly trained technology workers that are clustered in the major employment centers. Those more moderate wage-earners represent households for whom affordable housing may be challenging to locate in east King County due to the pressures of growth in higher paying jobs on the housing market.

4.3. EAST CORRIDOR: INDUSTRY MIX

As discussed previously, each firm in the covered employment database is assigned a code under the North American Industry Classification System (NAICS) according to the type of economic activity that firm primarily engages in. The NAICS codes can be grouped under several much more general categories, which are shown in Table 6, below, and include: Construction and Resource industries; Finance, Insurance, and Real Estate (FIRE); Manufacturing; Retail; Services; and Warehousing, Trade, and Utilities (WTU).

4.3.1. OBSERVATIONS ON INDUSTRY MIX

The more detailed industry level data reveal that service sector jobs are concentrated in Bellevue and Overlake. Software development and related technology jobs are classified as services, which would include jobs at Microsoft and other technology companies with headquarters or branch offices in the area. FIRE employment is highest in the study areas in and around downtown Bellevue, which has a large supply of office space to house firms in this sector. Manufacturing, while not dominant in the corridor, is significant within the 120th and 130th Ave. study areas which encompass much of the Bel-Red Corridor between Bellevue and Redmond, which has historically been a preferred location for light industrial and related activities. Of concern is the potential displacement of some of these uses from the Bel-Red area that may occur with redevelopment of the areas surrounding the new light rail stations. Retail as a sector is strongest in the Bellevue Transit Center study area, which is home to Bellevue Square, a major regional shopping center, and in downtown Redmond, which is also home to a number of sub-regional serving retailers, particularly in the

Redmond Town Center development.

TABLE 2: EAST CORRIDOR INDUSTRY MIX

STUDY AREA	CONSTRUC- TION/ RESOURCES	FIRE (1)	MANUFAC- TURING	RETAIL	SERVICES	WTU (2)	GOVERN- MENT	EDUCA- TION
RAINIER STATION	374	*	585	86	*	111	124	222
MERCER ISLAND	186	1,221	25	409	1,377	140	120	0
SOUTH BELLEVUE	13	*	0	*	39	3	3	68
EAST MAIN	559	3,122	56	1,254	14,526	1,166	1,083	154
BELLEVUE TRANSIT CENTER	539	5,099	240	5,225	25,476	1,748	1,243	0
HOSPITAL	494	1,344	404	1,628	12,484	650	294	0
120TH STATION	713	898	924	769	7,485	559	704	0
130TH STATION	746	408	1,044	706	3,095	993	285	0
NE 10TH STREET	125	155	*	589	1,488	*	314	0
NE 15TH STREET	113	524	*	676	2,427	*	215	89
OVERLAKE VILLAGE	411	362	*	567	4,142	*	36	0
OVERLAKE TRANSIT CENTER(3)	68	101	*	*	40,000	88	0	0
SE REDMOND	187	274	185	1,608	2,832	149	0	18
DOWNTOWN REDMOND	85	416	39	1,409	5,178	188	251	122

Source: PSRC Covered Employment Database 2010. Note (1): Finance, Insurance, and Real Estate. Note (2): Warehousing, Trade, and Utilities. Note (3): Jobs in service sector estimated in consultation with City of Redmond staff. Note (*): Data for these sectors/geographic areas are suppressed in order to maintain confidentiality of individual employers.

5. DATA AND DISCUSSION: NORTH CORRIDOR

5.1. SUMMARY OF FINDINGS

- North Corridor employment is concentrated in a string of diverse centers of economic activity, including University of Washington, Northgate, Boeing, and downtown Everett.
- The North Corridor as a whole maintained its total number of jobs over the past decade, with a mix of modest gains and losses in jobs among the study areas.
- Average wages along the corridor are low to on par with wages across the region, with the notable exception of the Boeing study area which has one of the highest wage rates (approx.. \$91,000 per year) for any study area in the three corridors.
- Manufacturing is concentrated in the Boeing study area, which includes a portion of the main Boeing plant.
- University of Washington dominates the education sector with approximately 25,000 jobs and over 40,000 students coming to the campus each day.

Among the three corridors, North includes the most diverse mix of employment centers, from major universities and medical centers to manufacturing plants and regional retail centers. The following sections provide data and more detailed commentary on the 31 study areas that comprise the North Corridor.

5.2. NORTH CORRIDOR: EMPLOYMENT

Table 7 shows the summary employment data for each North Corridor study area. The summary table includes figures for total jobs, employment change over the past decade, average wage, and percent of jobs located at small firms.

5.2.1. DISCUSSION

The North Corridor includes a string of important employment centers north of downtown Seattle. Capitol Hill is a vibrant mixed-use district just northeast of downtown Seattle and will be the first light rail stop going north. The University of Washington is home to a major educational institution as well as a major medical center, which together house about 25,000 workers and over 40,000 students. Northgate has long been a subregional retail destination that has recently expanded with additional retail and housing. The main Boeing plant in southwest Everett, which is home to thousands of aerospace jobs, is included in the North Corridor. Finally, the two study areas in downtown Everett, the metropolitan center of Snohomish County, are also places where jobs in a number of sectors are concentrated.

No clear pattern emerges from the employment change data for the past decade. The North Corridor as a whole essentially maintained the total number of jobs over that period, with a mix of modest gains and losses in jobs among the study areas.

The study area with the highest average wage (nearly \$91,000) is Boeing, which includes a portion of the Boeing facility in Everett where thousands of well-paid machinists and engineers work. The remainder of the corridor has wage levels that are similar to those of the South Corridor. Many of these jobs are in retail and services located along SR-99, in major retail centers such as Alderwood Mall, or clustered in small neighborhood serving centers along the I-5 alignment.

Small businesses employing 10 or fewer workers do not stand out as the majority in any one study area. However, several transit nodes—Lincoln Way, NE 185th, and N. 130th—do have upwards of a third of their jobs dependent on small businesses. As in the South Corridor, a number of these smaller businesses provide goods and services that meet the needs of minority and immigrant communities that are a significant presence in southwest Snohomish County in particular.

TABLE 1: NORTH CORRIDOR EMPLOYMENT

STUDY AREA	TOTAL JOBS (2010)	JOBS CHANGE (2000-2010)	AVERAGE WAGE	PERCENT OF JOBS IN FIRMS WITH ≤10 EMPLOYEES
EVERETT STATION	7,175	920	\$36,735	13%
WETMORE/COLBY	11,176	377	\$42,892	15%
41ST STREET SW	2,947	-224	\$64,758	14%
BOEING	17,433	3,813	\$90,852	1%
CASINO ROAD	1,661	-604	\$30,463	15%
EVERETT MALL	4,273	490	\$24,821	19%
4TH AVENUE W	1,820	-490	\$26,430	20%
112TH STREET SW	1,321	635	\$33,307	17%
AIRPORT ROAD	1,774	139	\$33,137	17%
MARINER	2,686	185	\$38,837	15%
LINCOLN WAY	704	-43	\$31,306	43%
148TH STREET SW	1,027	-176	\$32,398	25%
ASH WAY P&R	2,132	1,495	\$50,399	11%
INTERNATIONAL/CHERRY	1,099	166	\$28,651	24%
ALDERWOOD MALL	5,097	739	\$21,726	13%
EDMONDS COMM COLL	2,440	-121	\$36,187	22%
LYNNWOOD CC	4,007	225	\$34,984	23%
LYNNWOOD TC	2,788	-1241	\$33,272	28%
MOUNTLAKE TERRACE	583	-313	\$34,071	28%
SHORELINE P&R	2,410	0	\$30,609	18%
NE 185TH STREET	347	103	\$20,843	48%
N 155TH STREET	2,320	-459	\$29,702	12%
NE 155TH STREET	869	155	\$25,530	18%
NE 145TH STREET	744	196	\$39,678	15%
N 130 STREET	3,116	-655	\$42,739	42%
NE 130TH STREET	266	-22	\$41,361	13%
NORTHGATE	9,273	219	\$37,693	12%
ROOSEVELT	2,583	-562	\$36,907	30%
BROOKLYN	14,794	-2,689	\$28,761	5%
UW STADIUM	15,511	1,545	\$33,885	24%
CAPITOL HILL	15,171	-1,846	\$49,268	15%

Source: PSRC Covered Employment Database 2010, 2000. Note (3): Jobs in Education sector have been adjusted based on review by UW staff.

5.3. NORTH CORRIDOR: INDUSTRY MIX

As discussed previously, each firm in the covered employment database is assigned a code under the North

American Industry Classification System (NAICS) according to the type of economic activity that firm primarily engages in. The NAICS codes can be grouped under several much more general categories, which are shown in Table 8 and include: Construction and Resource industries; Finance, Insurance, and Real Estate (FIRE); Manufacturing; Retail; Services; and Warehousing, Trade, and Utilities (WTU).

TABLE 2: NORTH CORRIDOR INDUSTRY MIX

STUDY AREA	CONSTRUCTION/ RESOURCES	FIRE (1)	MANUFACTURING	RETAIL	SERVICES	WTU (2)	GOVERNMENT	EDUCATION
EVERETT STATION	211	243	276	380	2,358	558	3,149	0
WETMORE/COLBY	219	815	229	245	5,799	269	3,564	36
41ST STREET SW	*	59	*	210	2,492	80	14	44
BOEING	*	0	16,901	*	274	70	0	131
CASINO ROAD	0	98	*	441	458	*	142	500
EVERETT MALL	*	124	*	1,374	2,204	226	272	0
4TH AVENUE W	*	106	*	273	969	59	66	307
112TH STREET SW	94	88	*	624	499	*	0	0
AIRPORT ROAD	204	14	247	700	554	56	0	0
MARINER	69	112	29	166	1,535	337	179	260
LINCOLN WAY	58	42	*	140	227	*	0	20
148TH STREET SW	162	97	20	164	518	8	58	0
ASH WAY P&R	83	79	*	*	825	70	0	68
INTERNATIONAL/CHERRY	*	129	*	409	421	55	32	0
ALDERWOOD MALL	*	179	0	3,211	1,636	*	53	0
EDMONDS COMM COLL	137	170	44	845	880	220	35	110
LYNNWOOD CC	161	566	*	754	2,149	*	192	0
LYNNWOOD TC	108	242	74	303	1,668	148	195	50
MOUNTLAKE TERRACE	70	13	*	*	344	*	106	0
SHORELINE P&R	66	100	*	404	1,613	*	137	76
NE 185TH STREET	24	0	*	*	174	5	30	89
N 155TH STREET	79	135	67	627	796	21	505	89
NE 155TH STREET	25	0	0	0	296	*	456	89
NE 145TH STREET	*	*	0	*	643	7	36	0
N 130 STREET	561	180	38	883	748	110	338	257
NE 130TH STREET	18	*	*	*	235	*	0	0
NORTHGATE	*	743	*	1,878	5,119	118	416	791
ROOSEVELT	*	248	*	692	1,269	62	43	211
BROOKLYN (3)	22	466	70	1,432	2,640	18	127	10,019
UW STADIUM (3)	0	*	0	32	436	*	0	15,029
CAPITOL HILL	*	1,597	260	1,577	9,793	*	322	1,064

Source: Jobs per sector data from PSRC Covered Employment Database 2010. Note (1): Finance, Insurance, and Real Estate. Note (2): Warehousing, Trade, and Utilities. Note (3): Jobs in Education sector have been adjusted based on review by UW staff. Note (*): Data for these sectors/geographic areas are suppressed in order to maintain confidentiality of individual employers.

5.3.1. DISCUSSION

The more detailed industry level data reveal that employment in the services sector is the largest category for the corridor as a whole, with the most significant services concentrations in Everett, Northgate, and Capitol Hill study areas. Jobs in the FIRE sector are most prominent in Capitol Hill study area, which includes a portion of the downtown office core within a half mile of the planned light rail station. Manufacturing is concentrated in the Boeing study area, which includes a portion of the main Boeing plant. Retail is a large portion of the employment in study areas that contain regional malls (Northgate, Lynnwood), and also in the University of Washington area and Capitol Hill. The Everett Station study area has the highest proportion of government jobs among the North Corridor study areas. The University of Washington dominates the education sector with approximately 25,000 jobs and over 40,000 students coming to the campus each day.



The Puget Sound Regional Council (PSRC) develops policies and coordinates decisions about regional growth, transportation and economic development planning within King, Pierce, Snohomish and Kitsap counties. PSRC is composed of over 80 county, city, port, transit, tribal and state agencies serving the region. PSRC is home to the region's federally designated Economic Development District, which includes representatives from private business, local governments, tribes, non-profit, labor and trade organizations.

PSRC works with local government, business and citizens to build a common vision for the region's future, expressed through three connected major activities: VISION 2040, the region's growth strategy and multi-county planning policies; Transportation 2040, the region's long-range transportation plan; and Prosperity Partnership, which develops and advances the region's economic strategy.

For more information, please visit <http://www.psrc.org/>.



The Growing Transit Communities Partnership is an advisory body of diverse public, private, and nonprofit agencies and organizations working together to promote successful transit communities in the central Puget Sound region. The Partnership is funded by a three-year grant from the federal Partnership for Sustainable Communities and is housed at the Puget Sound Regional Council.

For more information, please visit <http://www.psrc.org/growth/growing-transit-communities/>.

EXISTING CONDITIONS REPORTS, CONTRIBUTING STAFF:

THE PUGET SOUND REGIONAL COUNCIL: BEN BAKKENTA, MARK BRASETH, PETER CABALLERO, GRACE CHO, STEFAN COE, LAUREN ENGEL, CRAIG HELMANN, MICHAEL HUBNER, MICHAEL JENSEN, NEIL KILGREN, CHRISTY LAM, DAN LANDES, MARY PAT LAWLOR, CAROL NAITO, SARA SCHOTT NIKOLIC, TIM PARHAM, HANA SEVCIKOVA, AND MARK SIMONSON

IMPACT CAPITAL: HEIDI HALL

A REGIONAL COALITION FOR HOUSING: MIKE STANGER

MAY 2013



EXISTING CONDITIONS IV:

Land Use, Form and Development

Final Report: May 2013

The Growing Transit Communities Partnership is funded by the Sustainable Communities Regional Planning Grant Program of the U.S. Department of Housing and Urban Development. Additional funding for this document provided in part by member jurisdictions, grants from the U.S. Department of Transportation, Federal Transit Administration, Federal Highway Administration and Washington State Department of Transportation.

The work that provided the basis for this publication was supported by funding under an award with the U.S. Department of Housing and Urban Development. The substance and findings of the work are dedicated to the public. The author and publisher are solely responsible for the accuracy of the statements and interpretations contained in this publication. Such interpretations do not necessarily reflect the views of the Government.

PSRC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Complaint Form, see <http://www.psrc.org/about/public/titlevi> or call 206-464-4819.

American with Disabilities Act (ADA) Information:

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the ADA Coordinator, Thu Le, at 206.464.6175, with two weeks' advance notice. Persons who are deaf or hard of hearing may contact the ADA Coordinator, Thu Le, through TTY relay 711.

Servicios de Traducción Disponible 206-971-3052, Diana Martinez.

Có dịch vụ thông dịch sang tiếng Việt. Xin liên lạc Thu Lê số 206-464-6175.

Additional copies of this document may be obtained by contacting: Puget Sound Regional Council
Information Center
1011 Western Avenue, Suite 500
Seattle, Washington 98104-1035
206-464-7532 • FAX 206-587-4825
info@psrc.org • **psrc.org**





The Growing Transit Communities Partnership is an advisory body of diverse public, private, and nonprofit agencies and organizations working together to promote successful transit communities. The Partnership is funded by a three-year grant from the federal Partnership for Sustainable Communities and is housed at the Puget Sound Regional Council. The Partnership has developed the Growing Transit Communities Strategy, an implementation plan to promote thriving and equitable transit communities in the central Puget Sound region.

The Existing Conditions Report

The Growing Transit Communities Existing Conditions Report presents background data and analysis on the current conditions within the transit corridor study areas that are the focus of the Sustainable Communities grant that has funded the work of the Growing Transit Communities Partnership. The report has several purposes. First, the data were the starting point for an 18-month task force process that culminated in the Growing Transit Communities Strategy for the central Puget Sound region. Task force members, including representatives from local government, other public agencies, non-profits, and regional and local community groups, provided feedback on early drafts of the Existing Conditions Report and helped to shape the final product. Second, data contained in the report was the foundation for developing the People + Place Implementation Typology that is a guiding framework for the Strategy. Third, analysis of existing conditions, particularly identified community needs and opportunities for supporting thriving equitable transit communities around high capacity transit, informed the many policy and programmatic recommendations in the Strategy. Finally, the report also establishes baseline conditions for future monitoring and further analysis.

Using this Document

The Existing Conditions Report contains six topical chapters: Demographics, Economy, Land Use, Housing, Transportation, and Policy Environment. The chapters have been released as separate documents. Each chapter opens with an introduction to the issue area, including a summary of major findings and a discussion of data sources and limitations. Data are reported, analyzed, compared, and contrasted with respect to several levels of geography. The area within a half-mile radius around each of 74 identified transit nodes located within the long-range light rail corridors comprised the study areas that are the basis for all further analysis. Study areas were grouped into corridors: North, East, and South respectively. Finally, the region as a whole provides key data benchmarks from which to measure how the study areas are currently similar to or different from the larger regional context.

Each report is written so that sections may be read independently from the others. This permits a reader to look only to their Corridor of interest without missing any relevant introductory material. Based on data at all levels, the document provides observations in each subsection and at the end of each chapter, with special attention to implications for social equity and housing affordability.

TABLE OF CONTENTS

1. INTRODUCTION	1
2. DATA AND DISCUSSION: ACROSS CORRIDORS	2
2.1. SUMMARY OF FINDINGS	2
2.2. LAND USES	2
2.3. RECENT DEVELOPMENT	4
2.4. DENSITIES	7
3. DATA AND DISCUSSION: SOUTH CORRIDOR	8
3.1. SUMMARY OF FINDINGS	8
3.2. SOUTH CORRIDOR: LAND USES	8
3.3. SOUTH CORRIDOR: RECENT DEVELOPMENT	14
3.4. SOUTH CORRIDOR: DENSITIES	15
4. DATA AND DISCUSSION: EAST CORRIDOR	17
4.1. SUMMARY OF FINDINGS	17
4.2. EAST CORRIDOR: LAND USES	17
4.3. EAST CORRIDOR: RECENT DEVELOPMENT	20
4.4. EAST CORRIDOR: DENSITIES	21
5. DATA AND DISCUSSION: NORTH CORRIDOR	22
5.1. SUMMARY OF FINDINGS	22
5.2. NORTH CORRIDOR: LAND USES	23
5.3. NORTH CORRIDOR: RECENT DEVELOPMENT	28
5.4. NORTH CORRIDOR: DENSITIES	29

LIST OF FIGURES

FIGURE 1: LAND USES IN THE CORRIDORS	3
FIGURE 2: NET NEW HOUSING UNITS 2000-2009	5
FIGURE 3: PEOPLE PER ACRE (POPULATION + JOBS)	6
FIGURE 4: SOUTH CORRIDOR STUDY AREA LAND USE MAP I	11
FIGURE 5: SOUTH CORRIDOR STUDY AREA LAND USE MAP II	12
FIGURE 6: SOUTH CORRIDOR STUDY AREA LAND USE MAP III	13
FIGURE 7: EAST CORRIDOR LAND USE MAP	19
FIGURE 8: NORTH CORRIDOR LAND USE MAP I	25
FIGURE 9: NORTH CORRIDOR LAND USE MAP II	26
FIGURE 10: NORTH CORRIDOR LAND USE MAP III	27

LIST OF TABLES

TABLE 1: RECENT DEVELOPMENT	4
TABLE 2: SOUTH CORRIDOR LAND USES (IN ACRES)	10
TABLE 3: SOUTH CORRIDOR RECENT DEVELOPMENT	14
TABLE 4: SOUTH CORRIDOR DENSITIES	16
TABLE 5: EAST CORRIDOR LAND USES	18
TABLE 6: EAST CORRIDOR RECENT DEVELOPMENT	20
TABLE 7: EAST CORRIDOR DENSITIES	22
TABLE 8: NORTH CORRIDOR LAND USES	24
TABLE 9: NORTH CORRIDOR RECENT DEVELOPMENT	28
TABLE 10: NORTH CORRIDOR DENSITIES	31

LAND USE, FORM, AND DEVELOPMENT

The region will focus growth within already urbanized areas to create walkable, compact and transit-oriented communities that maintain unique local character. *VISION 2040*

1. INTRODUCTION

Land use describes the physical form (e.g., building type, density) and major activities (e.g., residential, commercial) that are located within each current or potential transit community. Land use is shaped by both public policy, such as zoning, and private market forces. Successful transit communities will achieve a complementary mix of dense uses that support each other, fostered by public policies that complement the market conditions that are necessary for growth and development. Understanding land use patterns is imperative to applying appropriate strategies for developing thriving and equitable transit oriented communities. Recent development trends show where strategies are needed to spur growth or retain population or employment. Densities and parcel sizes distinguish study areas from one another, suggesting appropriate growth strategies and resources.

In an equitable transit community,

LAND USE, FORM, AND DEVELOPMENT: MAJOR FINDINGS

Region: Across Corridors

- *Dominant land uses in the light rail corridors are single-family and multifamily residential (more than a third of all land) and commercial (about a fifth of all land).*
- *Over the past ten years nearly one in five of the housing units permitted in the four-county region were located in one of the transit corridor study areas, for a total of 46,000 new units.*

South Corridor

- *The South Corridor can be divided into five segments based on common land use patterns: urban manufacturing and other large scale facilities, neighborhood commercial on arterials through single family neighborhoods, highway commercial with mixed residential, commercial clusters, and urban mixed commercial, residential, and institutional in downtown Tacoma.*
- *Most study areas in the corridor experienced relatively little residential development during the past decade, with the exceptions of Othello, Columbia City, and areas of downtown Tacoma.*

East Corridor

- *Among the three corridors, East leads in percentages of commercial and multifamily uses, new housing development, and overall intensity of activity.*
- *The Bellevue Transit Center study area has experienced the greatest surge of dense residential growth, adding nearly 4,000 dwelling units and attaining an overall net density of 77 dwelling units per acre.*

North Corridor

- *The North Corridor can be divided into five segments based on common land use patterns: urban mixed districts, areas defined by a single dominant use or facility, highway-oriented mixed commercial bordered by mixed residential, larger suburban clusters of commercial and multifamily, and single-family neighborhoods at freeway access points.*
- *Denser nodes near Seattle and Everett continued to grow over the last decade while areas in between were mostly stagnant.*

the land use pattern reinforces those qualities of the community that provide opportunities to all residents, such as housing types that can be affordable at a range of incomes, commercial buildings that can accommodate both large and small businesses to meet a diversity of community needs. It includes sufficient community open space and other public facilities, such as libraries and schools and community centers. At the scale of an entire community, these uses occur in a pattern that is accessible by bike or pedestrians, and especially transit users. At the corridor scale, land uses will vary among station areas, with different nodes serving different roles, all of which are connected by rapid transit, such as light rail. Collectively, the corridor should provide a network of connected, but unique, places that provide broad access to opportunities for current residents and room to accommodate the uses that can accommodate new residences and businesses.

This chapter will explore the development and form—that is, improvements and patterns of land use—within the South, East, and North Corridors.

2. DATA AND DISCUSSION: ACROSS CORRIDORS

2.1. SUMMARY OF FINDINGS

- Approximately one fifth of all land in the corridor study areas is in commercial use, ranging from low intensity auto-oriented strip development to more intensive nodes characterized by high rise offices and other urban uses.
- More than a third of all land in the corridors is currently residential, with a majority of that land in single-family residential use and a significant minority in multifamily use.
- Over the past ten years nearly one in five of the housing units permitted in the 4-county region was located in one of the transit corridor study areas, for a total of 46,000 new units. Overall, more than 90% of the new units permitted in the transit corridors were attached units, multifamily apartments, condominiums, townhouses, and other common-wall units.
- Among the three corridors, East leads the others in percentages of commercial and multifamily uses, new housing development, and overall intensity of activity within the study areas.

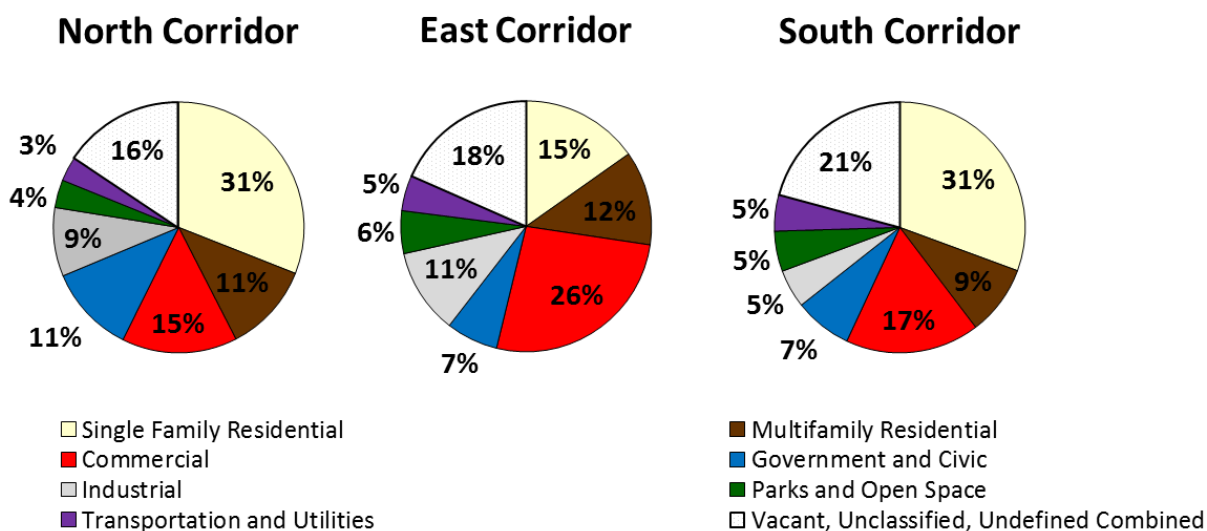
The following sections provide detail on land use in the corridors and their study areas, addressing the mix of uses, recent development trends, and various measures of density and intensity. Discussion will highlight patterns that emerge in the data as they relate the relative roles of each study areas in its corridor and the current and potential future readiness of each area for transit oriented development.

2.2. LAND USES

Land use describes the type and intensity of development on a parcel of land and the primary activities that define the role of that land in its urban setting. The mix of current land uses within each study area in the transit corridors presents a set of opportunities and challenges for developing as a transit oriented district. The series of pie charts below show the proportion in acres of land use types across the three corridors. Each parcel within a study area has been classified under one of eight land use categories. Sources for these data were the assessors records for King, Snohomish, and Pierce counties. The maps in each corridor section of

this chapter show the land use in each of the study areas at the parcel level, conveying visually the extent and pattern of use at the local level.

Note: Summary data and land use maps presented in this Existing Conditions Report chapter include parcel classifications that are subject to ongoing review and correction by local jurisdiction and PSRC staff. A detailed revised data profile for each study area, including corrected land use maps, will be released later in 2013. It is not anticipated that corrections to the land use data alter any of the general findings of this chapter.



Source: King, Snohomish, and Pierce county assessors 2011, PSRC

FIGURE 1: LAND USES IN THE CORRIDORS

2.2.1. DISCUSSION

As shown in Figure 1, East Corridor has the highest percentage of its land in commercial use at more than a quarter of all land. The East Corridor light rail alignment and station locations pass through the commercial centers of several cities as well as a major commercial and industrial corridor between Bellevue and Redmond. All three of the transit corridors have similar percentages of their land in multifamily residential use, with about 10% of the land within a half mile of the identified current and future transit facilities. It demonstrates that there are many areas throughout the corridors where even prior to the introduction of light rail service, a viable market exists for multifamily housing. North and South corridors contain twice the proportion of existing single-family land than the East Corridor. Nearly a third of the land in the North and South corridors is in single-family use. The predominance of single-family uses within potential transit oriented communities presents a significant challenge to redevelopment to more intensive land uses. East Corridor has the highest percentage of industrial land, most of which is located in the Bel-Red Corridor, followed by the North and South corridors, respectively, each of which have areas of industrial use that have regional importance. Finally, North Corridor has the most land devoted to government and civic uses, due largely to the presence of University of Washington.

2.3. RECENT DEVELOPMENT

Data on recent development activity in the transit corridors provides a metric for change and growth in each of the study areas as they have added new residential, commercial, and industrial space over the past decade. Residential permits are tracked regionally by the PSRC. County assessor records provide data at the parcel level on use, building floor area, and year of construction. Table 1, below, also shows the total square footage of buildings that were constructed over the past decade on parcels that have a commercial land use classification.

TABLE 1: RECENT DEVELOPMENT

CORRIDOR	TOTAL UNITS PERMITTED 2000-2009	NEW UNITS PER STUDY AREA 2000-2009	SINGLE-FAMILY UNITS PMT'D 2000-2009	MULTIFAMILY UNITS PMT'D 2000-2009	COMMERCIAL Sq. Ft. ADDED 2000-2010	COMMERCIAL Sq. Ft. ADDED PER STUDY AREA
SOUTH	7,402	296	1,105	6,297	3,134,764	125,391
EAST	8,999	643	312	8,687	8,993,648	642,403
NORTH	13,061	421	2,263	10,798	7,379,753	245,992
DOWNTOWN SEATTLE	16,896	4,224	47	16,849	8,633,389	2,158,347
ALL CORRIDORS	46,358	626	3,727	42,631	28,141,554	385,501
REGION	242,513	NA	135,349	107,164	NA	NA

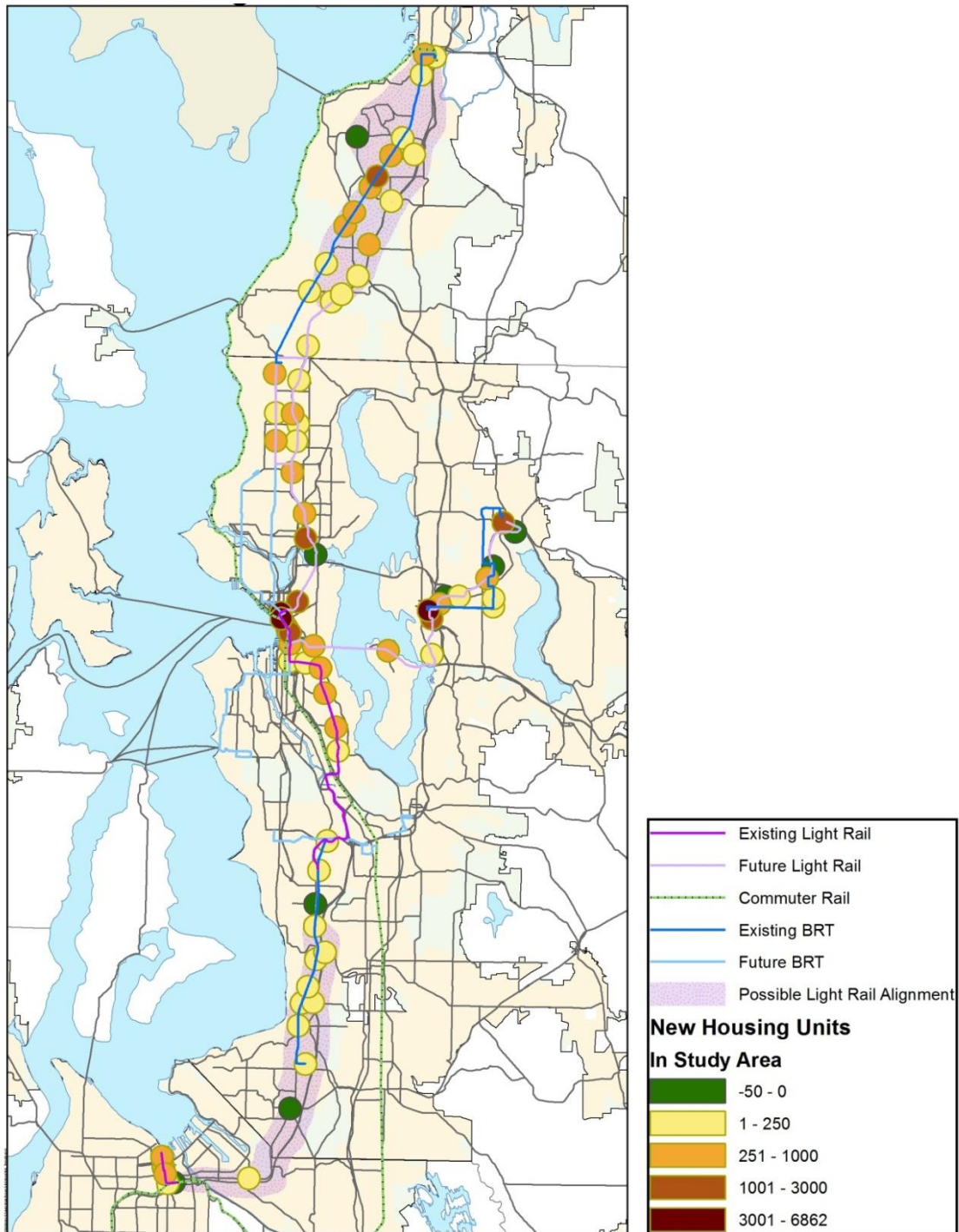
Source: PSRC Residential Permits Database; King, Snohomish, and Pierce county assessors 2011

2.3.1. DISCUSSION

From 2000 through 2009 nearly one in five of the housing units permitted in the 4-county region was located in one of the transit corridor study areas, for a total of 46,000 new units. All three of the corridors experienced significant residential growth, primarily through redevelopment and infill. As shown in Table 1 and illustrated at the study area level in Figure 2, outside of downtown Seattle, the East Corridor experienced the most intensive residential growth, with on average 643 new units permitted per study area. Residential development was less robust in the North and especially the South corridor, which averaged fewer than 300 new units per study area.

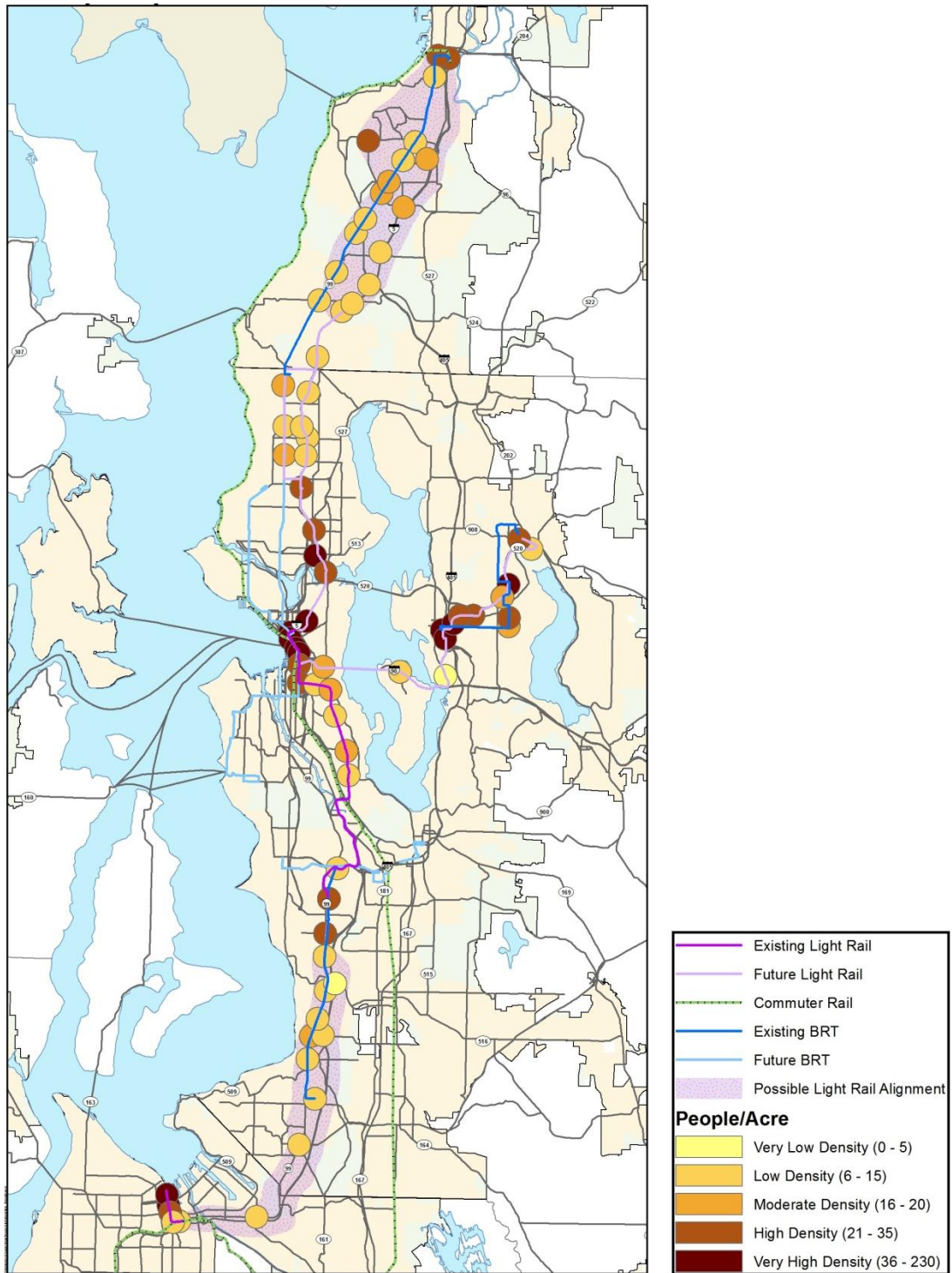
Overall, more than 90% of the new units permitted in the transit corridors were attached units, multifamily apartments, condominiums, townhouses, and other common-wall units. Outside of downtown Seattle, where nearly all new housing permitted within a half mile of the light rail stations was multifamily, the East Corridor had the highest percentage of new multifamily units (96.5%). In contrast, while multifamily development clearly predominated in the South and North corridors, single-family homes made up a notable 15% of the total production.

The distribution of new commercial space added within the corridors mirrors the residential trends, with even more dramatic differences between the corridors. East Corridor added more than twice what North Corridor did and five times the new commercial and industrial space that was permitted in South Corridor.



Source: PSRC Residential Permits Database

FIGURE 2: NET NEW HOUSING UNITS 2000-2009



Source: PSRC Covered Employment Database 2010, Census 2010

FIGURE 3: PEOPLE PER ACRE (POPULATION + JOBS)

2.4. DENSITIES

Measuring density offers perspective on the intensity of real estate development and activity in a study area. *People per acre* is a composite statistic that accounts for the activity in a study area by adding the population and jobs in a study area and dividing that number by the total land acres of the study area. The map in Figure 3 shows this measure for a comparison of overall density amongst study areas.¹

There is no hard and fast rule for what constitutes a transit supportive density around light rail transit. Given the number and variability of existing land uses, market conditions, and constraints among the study areas covered in this report, expected future densities may vary considerably. However, VISION 2040 does provide some guidance in the policy discussion accompanying Regional Growth Centers. The Centers are envisioned as major concentrations of mixed uses linked together within the region by high capacity transit network, such as Link light rail, and several of the Growing Transit Communities Partnership study areas are located within Regional Growth Centers. VISION 2040 states: “One transit station can serve an area of about one square mile (640 acres), or a half-mile walking radius. To support the use of such a station, a minimum of between 20,000 and 25,000 activity units (some combination of employees and residents) within the square mile is needed (or 30 to 50 activity units per acre).”

Consequently, PSRC calls for a minimum of 18 people per acre and a target of 45 people per acre within 21 designated Regional Growth Centers. Currently, about one in ten of the 74 study areas approaches or exceeds the target density for Regional Growth Centers and about a third of the study areas attains the minimum density. While it is not expected that all light rail station areas will be as densely developed as those in Regional Growth Centers, these thresholds have been selected by PSRC in large part because they reflect a transit supportive land use pattern appropriate for many station areas. Additional guidance on a range of densities that may support high capacity transit is found in the report “Implementing Equitable Transit Communities: Regional and local recommendations for the central Puget Sound region” (Center for Transit Oriented Development, 1/16/13), Appendix A: Literature Review of Research into Transit-Supportive Densities.

2.4.1. DISCUSSION

Densities of residential and commercial development and activity are addressed in more detail in the following sections. Figure 3 shows graphically that each planned light rail corridor serves multiple centers of intensive activity, people living and working together in dense urban environments. These include not only downtown Seattle, but also secondary nodes of activity within the City of Seattle, major regional employers, institutions, and new nodes of commerce and mixed use development, and other city centers of regional importance, such as Everett and Tacoma.

¹ The data used to determine the residential unit counts, tally commercial building square footage, and classify land uses comes from 2011 tax assessor data from King, Pierce, and Snohomish Counties. Population numbers for the study area are from the US Census 2010 (block level data). The number of jobs per study area comes from the PSRC employment database.

3. DATA AND DISCUSSION: SOUTH CORRIDOR

3.1. SUMMARY OF FINDINGS

- The South Corridor can be divided roughly into 5 segments based on common land use patterns: urban manufacturing and other large scale facilities in the SODO and Stadium study areas, neighborhood commercial on arterials through single family neighborhoods in SE Seattle, highway commercial with mixed residential from Tukwila through Kent, commercial clusters in Federal Way and Fife, and urban mixed commercial, residential, and institutional in downtown Tacoma.
- Most study areas in the corridor experienced relatively little residential development during the past decade, with the exceptions of Othello, Columbia City, and areas of downtown Tacoma.
- Several Hope VI housing project redevelopments had a large impact on the aggregate housing production figures for the corridor.
- While the predominant new housing type was multifamily, pockets of single-family infill also occurred in the corridor over the past decade.
- Study areas at the southern end of the SR-99 segment of the South Corridor were the locations for most new commercial growth.

What emerges is a corridor land use profile that is variable over its length and that retains many of the land use characteristics that were established decades ago, influenced in large part by the location of historic downtowns connected by highways and other major roads. The following sections provide more detailed statistics and observations on the data to expand upon that portrait.

3.2. SOUTH CORRIDOR: LAND USES

As discussed previously, land use describes the type and intensity of development on a parcel of land and the primary activities that define the role of that land in its urban setting. Table 2 shows the acreage of each land use category in each study area.

3.2.1. DISCUSSION

Figures 4, 5, and 6 map those uses at the parcel level within each study area. These maps suggest that the South Corridor can be divided into approximately five major profiles. Starting at the north end of the corridor, the Stadium and SODO study areas take in large areas of the industrial district in the Duwamish Valley. The Duwamish is an older industrial and warehousing district of regional significance. Most of the land in these study areas falls in either the industrial or transportation categories of use. Little residential land is located within these study areas, and where residential does exist it is typically at the edges of the half-mile study area radius where it takes in adjacent districts that have a very different character.

The five study areas in southeast Seattle are similar in both use mix and form. Aligned along or nearby major

arterials, such as Martin Luther King Blvd. and Rainier Ave., the study areas have at their heart a relatively narrow and linear commercial area surrounded primarily by single-family homes. Multifamily residential uses are present in the form of smaller older apartment buildings that are widely scattered, but more prominently as larger clusters of attached housing that has recently been developed, and much of that through the Hope VI redevelopment of two public housing projects, Rainier Vista and New Holly.

From the Tukwila-International Blvd. station south to the northern sections of Federal Way, the study areas consist primarily of larger blocks of auto-oriented commercial uses developed along SR-99. Surrounding and interspersed with the commercial uses are multifamily housing, with single-family residential predominating in areas beyond a block or two of the highway.

Continuing south through the corridor, the next three study areas—Federal Way Transit Center, South 348th, and Fife—consist of more significant clusters of employment use. Federal Way Transit Center includes The Commons at Federal Way along with a number of other retail developments that have grown up around this older subregional mall. South 348th contains a cluster of large retailers with extensive surface parking adjacent to the nearby freeway access. Fife includes both commercial and industrial uses, particularly in the northern half of the study area between SR-99 and the Port of Tacoma.

Finally, the five Tacoma Link station areas in downtown Tacoma are characterized by a more fine-grained pattern that includes all categories of land use, other than single-family residential. Major uses include port facilities and adjacent industrial, commercial and office that becomes more prominent at the north end of downtown, and major civic and educational uses, such as the University of Washington Tacoma, several museums, convention center, and the Tacoma Dome.

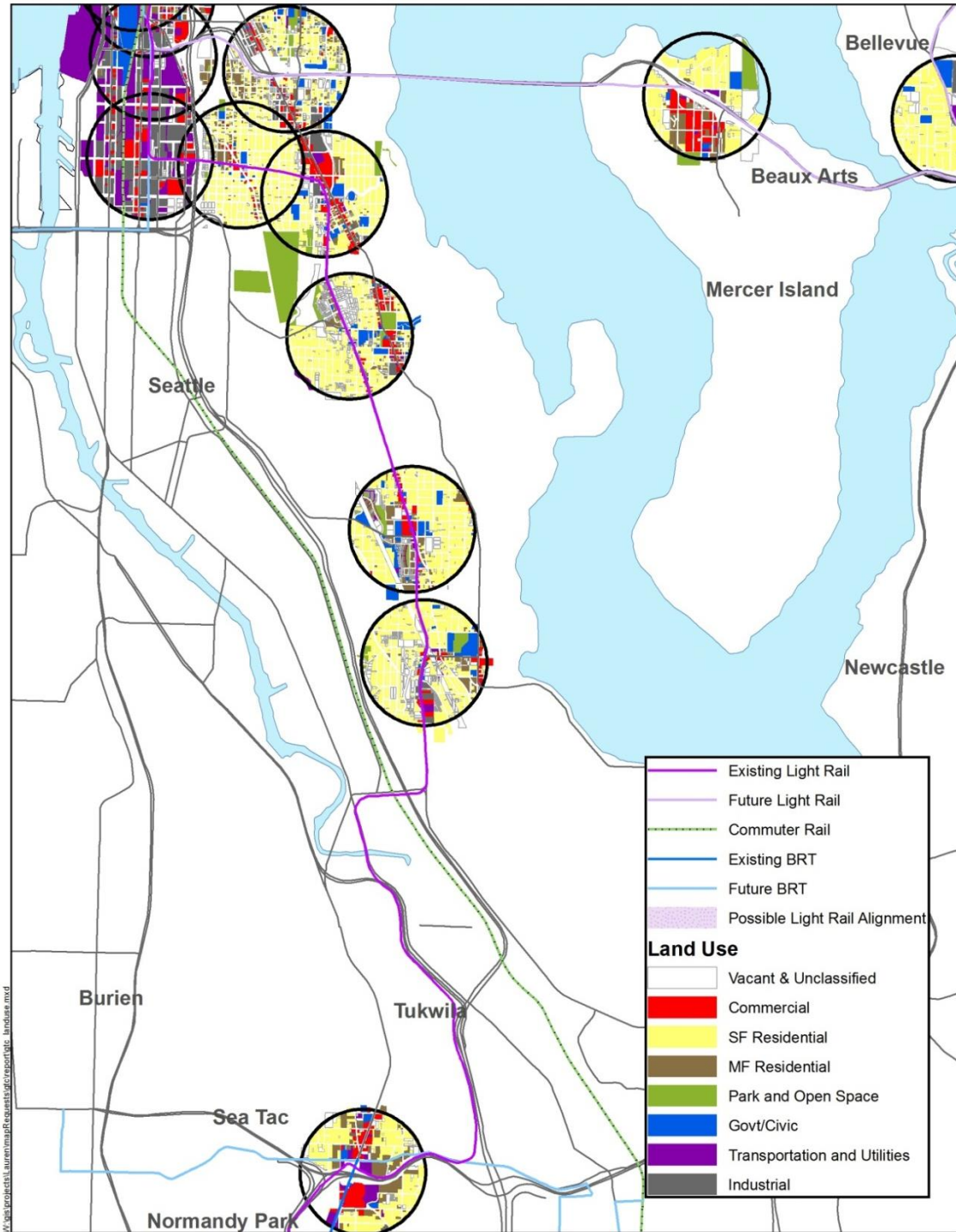
The data presented on land use in this chapter point to several issues that contribute to the equity of a transit community. First, community gathering places are important factors in a community yet difficult to capture from the land use data. These will vary by community and may include diverse land uses such as businesses or coffee shops, places of worship, parks, schools, and others. Second, there is a significant connection between land use and public health, e.g. access to healthy food, physical activity, safe walking and biking routes, and accessibility for all to necessary health services. There is also a connection between land use and small business health. The size of retail spaces, for example, can be larger and more expensive than what many small locally owned businesses need or can afford. Finally, the kind of dense mixed residential and commercial uses that are envisioned for many transit communities may require extra efforts to ensure a healthy environment for residents, free from toxins and designed to promote safe circulation of commercial vehicles, autos, pedestrians, and bicyclists.

TABLE 1: SOUTH CORRIDOR LAND USES (IN ACRES)

STUDY AREA	SINGLE FAMILY RESIDENTIAL	MULTI-FAMILY RESIDENTIAL	COMMERCIAL	GOVERNMENT & CIVIC	INDUSTRIAL	PARKS/ OPEN SPACE	TRANSPORTATION & UTILITIES	VACANT AND UN- CLASSIFIED
SODO LINK	3	0	59	1	157	1	116	32
STADIUM LINK	1	24	32	47	72	1	111	28
BEACON HILL LINK	193	21	15	7	14	4	10	33
MOUNT BAKER LINK	179	15	39	23	21	142	8	35
COLUMBIA CITY LINK	174	20	19	22	5	17	8	100
OTHELLO LINK	208	38	15	35	0	10	7	72
RAINIER BEACH LINK	205	15	18	24	11	15	6	89
TUKWILA INTERNAT'L BLVD	158	62	38	10	3	0	29	37
SEATAC AIRPORT LINK	95	55	85	2	0	0	28	20
SOUTH 200TH STREET	106	38	53	34	9	51	14	125
SOUTH 216TH STREET	131	45	44	17	20	12	15	133
KENT-DES MOINES P&R	10	17	58	7	8	118	186	0
HIGHLINE COMM COLL	121	15	62	84	11	4	18	66
SOUTH 260TH STREET	166	60	65	5	9	0	0	136
STAR LAKE (S 272ND ST)	175	92	35	44	5	0	0	130
REDONDO (S 272ND ST)	132	64	21	29	4	10	3	149
SOUTH 288TH STREET	217	101	20	11	0	0	3	94
FEDERAL WAY TC	40	38	225	19	0	64	4	36
SOUTH 348TH STREET	30	4	187	68	60	24	125	0
FIFE	26	3	166	44	102	3	17	90
TACOMA DOME	3	5	76	33	48	6	77	27
SOUTH 25TH	11	13	63	49	34	5	62	37
UNION STATION	14	30	99	34	31	15	55	43
CONVENTION CENTER	11	35	89	58	37	21	41	36
THEATRE DISTRICT	4	33	78	29	44	45	57	35

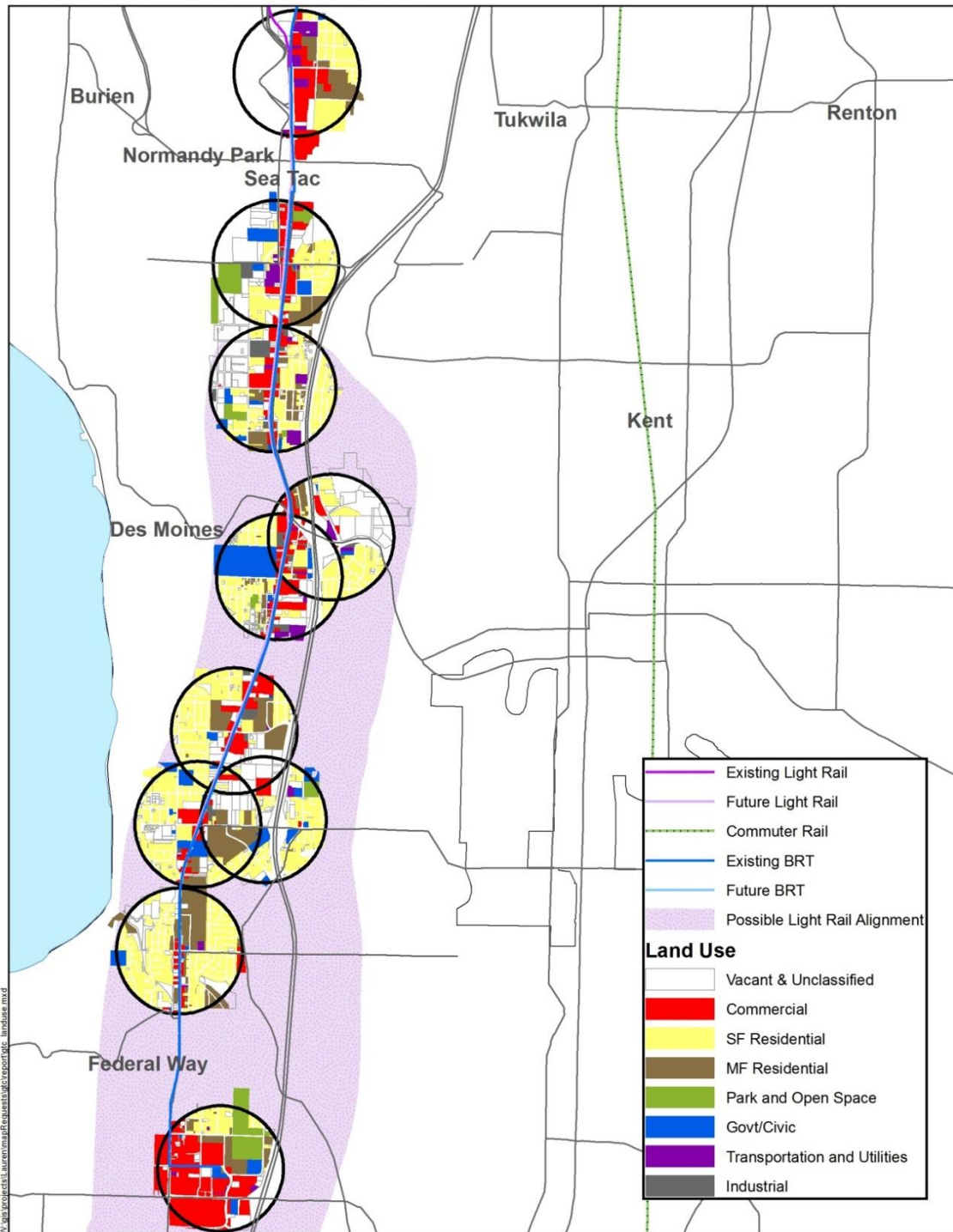
Source: King, Snohomish, and Pierce county assessors 2011, PSRC

Note: Summary data and land use maps presented in this Existing Conditions Report chapter include parcel classifications that are subject to ongoing review and correction by local jurisdiction and PSRC staff. A detailed revised data profile for each study area, including corrected land use maps, will be released later in 2013. It is not anticipated that corrections to the land use data alter any of the general findings of this chapter.



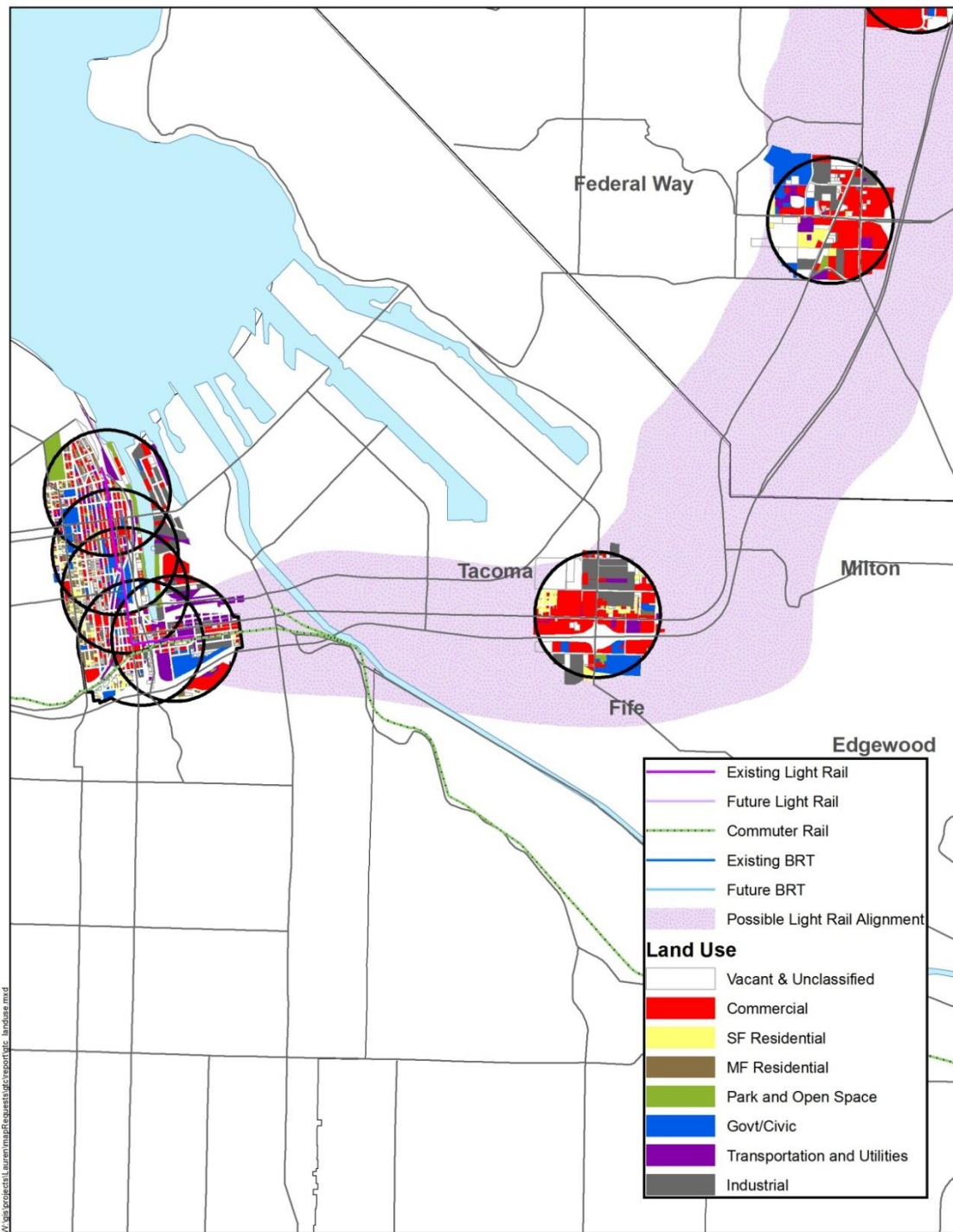
Source: PSRC, King County Assessor 2011

FIGURE 1: SOUTH CORRIDOR STUDY AREA LAND USE MAP I



Source: PSRC, King County Assessor 2011

FIGURE 2: SOUTH CORRIDOR STUDY AREA LAND USE MAP II



Source: PSRC, King and Pierce county assessor 2011

FIGURE 3: SOUTH CORRIDOR STUDY AREA LAND USE MAP III

3.3. SOUTH CORRIDOR: RECENT DEVELOPMENT

As discussed previously, data on recent development activity in the transit corridors provides a metric for change and growth in each of the study areas as they have added new residential, commercial, and industrial space over the past decade. Table 3, below, also shows the total square footage of buildings that were constructed over the past decade on parcels that have a commercial land use classification.

TABLE 2: SOUTH CORRIDOR RECENT DEVELOPMENT

STUDY AREA	TOTAL UNITS PERMITTED FROM 2000-2009	SINGLE-FAMILY UNITS PERMITTED FROM 2000- 2009	MULTIFAMILY UNITS PERMITTED FROM 2000- 2009	COMMERCIAL SQ. FT. ADDED 2000-2010
SODO LINK	47	8	39	227,177
STADIUM LINK	712	3	709	196,738
BEACON HILL LINK	282	69	213	5,760
MOUNT BAKER LINK	398	69	329	105,021
COLUMBIA CITY LINK	859	119	740	47,881
OTHELLO LINK STATION	1,487	326	1,161	148,671
RAINIER BEACH LINK	153	116	37	29,672
TUKWILA INTERNAT'L BLVD LINK	39	28	11	17,557
SEATAC AIRPORT LINK	68	13	55	46,185
SOUTH 200TH STREET	11	11	0	78,368
SOUTH 216TH STREET	124	16	108	3,278
KENT-DES MOINES P&R	9	4	5	210,034
HIGHLINE COMMUNITY COLLEGE	40	37	3	200,116
SOUTH 260TH STREET	42	40	2	243,588
STAR LAKE (SOUTH 272ND ST)	193	77	116	13,640
REDONDO (SOUTH 272ND ST)	33	33	0	52,669
SOUTH 288TH STREET	34	11	23	14,581
FEDERAL WAY TRANSIT CENTER	94	9	85	381,945
SOUTH 348TH STREET	0	0	0	677,992
FIFE	52	2	50	200,335
TACOMA DOME	0	0	0	15,876
SOUTH 25TH	171	31	140	106,422
UNION STATION	974	66	908	629,252
CONVENTION CENTER TACOMA	915	14	901	584,852
THEATRE DISTRICT	665	3	662	312,035

Source: PSRC Residential Permits Database, King and Pierce county assessors 2011

3.3.1. DISCUSSION

Most of the South Corridor experienced little new residential development during the past decade. However, there were exceptions. Othello Station study area had the greatest number of new housing units permitted (1,487) since 2000. Most of these units were part of a Hope VI redevelopment of public housing called New Holly. The Columbia City study area, which was also high in number of new housing units, also has a Hope VI project, Rainier Vista. Downtown Tacoma was also a site of relatively active housing development within the study areas over the past decade, with nearly a thousand units added along the waterfront and in the north section of downtown.

Most of the new residential development in the corridor over the decade has been multifamily in type either built as infill around existing commercial nodes, at the edges of central business districts, or as part of major redevelopments, such as the Hope VI projects in SE Seattle. At the margins, new single-family units were added as well in most of the study areas, primarily as infill and replacement of tear-downs, with more significant new single-family development occurring as part of the Hope VI projects, which were designed to include a range of residential building types and densities.

While South Corridor had the least amount of new commercial space added per study area, several commercial nodes within the corridor experienced significant amounts of non-residential development. South 348th and several of the study areas in downtown Tacoma lead the South Corridor in commercial development with 600,000-700,000 sq. ft. added in each location. Other areas that were more active in new commercial growth were Federal Way TC, Fife, several study areas along Hwy. 99 in Kent and Des Moines, and in the SODO study area.

3.4. SOUTH CORRIDOR: DENSITIES

Measuring density offers perspective on the intensity of real estate development and activity in a study area. Table 4 presents several measures of residential and commercial density as well as a measure of overall activity. Dwelling units per gross acre is calculated as the number of residential units divided by the acres in the entire study area (roughly 500 acres). As such, it is a measure of the overall residential concentration within walking distance of the transit facility. In contrast, net residential density represents an average for all residential parcels in the study area, and is calculated as units divided by residential parcels.

A similar pair of measures characterizes the commercial development in each study area. Floor area ratio (FAR) is a commonly used measure of building intensity, and is generally calculated at the level of an individual development by dividing the building square footage by the square footage of the parcel. In the table below, "gross" FAR is calculated using the acreage of all land in each study area as the denominator of the fraction. "Net" FAR is calculated as the sum of the commercial and industrial building floor areas divided by the total acres of commercial or industrial land.

Finally, people per acre is a composite statistic that represents the activity in a study area by adding the population and jobs and dividing that number by the total land acres of the study area. The data used to determine the residential unit counts, tally commercial building square footage, and classify land uses is derived from 2011 tax assessor data from King, Pierce and Snohomish Counties. Population numbers for the study area are from the US Census 2010 (block level data). The number of jobs per study area comes from the PSRC employment database.

TABLE 3: SOUTH CORRIDOR DENSITIES

STUDY AREA	DWELLING UNITS PER GROSS ACRE	DWELLING UNITS PER RESIDENTIAL ACRE	GROSS COMMERCIAL FAR	NET COMMERCIAL FAR	PEOPLE PER ACRE (POPULATION + JOBS)
SODO LINK	0.0	7	0.07	0.58	25
STADIUM LINK	2.2	44	0.07	1.04	32
BEACON HILL LINK	5.1	12	0.01	0.50	15
MOUNT BAKER LINK	4.9	13	0.04	0.53	16
COLUMBIA CITY LINK	4.5	12	0.03	0.67	14
OTHELLO LINK STATION	6.4	13	0.02	0.79	17
RAINIER BEACH LINK	3.2	7	0.01	0.32	11
TUKWILA INTERNAT'L BLVD LINK	4.0	9	0.02	0.27	10
SEATAC AIRPORT LINK	3.6	12	0.11	0.67	26
SOUTH 200TH STREET	2.0	7	0.04	0.36	23
SOUTH 216TH STREET	3.2	9	0.02	0.24	12
KENT-DES MOINES P&R	1.5	28	0.03	0.26	5
HIGHLINE COMMUNITY COLLEGE	1.6	6	0.03	0.21	9
SOUTH 260TH STREET	3.3	7	0.02	0.18	11
STAR LAKE (SOUTH 272ND ST)	3.5	7	0.00	0.07	9
REDONDO (SOUTH 272ND ST)	4.8	12	0.01	0.33	16
SOUTH 288TH STREET	4.7	7	0.01	0.23	15
FEDERAL WAY TRANSIT CENTER	2.2	14	0.13	0.29	14
SOUTH 348TH STREET	0.0	1	0.09	0.24	9
FIFE	0.3	5	0.06	0.18	12
TACOMA DOME	0.4	27	0.08	0.50	7
SOUTH 25TH	1.0	22	0.08	0.62	10
UNION STATION	3.0	34	0.22	1.12	23
CONVENTION CENTER TACOMA	5.0	55	0.29	1.61	42
THEATRE DISTRICT	6.9	95	0.24	1.56	37

Source: King and Pierce county assessors 2011, Census 2010, PSRC

3.4.1. DISCUSSION

A review of the data in tables 4, 7, and 10 shows that the South Corridor is generally at the low end of density on all measures, compared with other corridors. However, several areas stand out as more intensive on one or more of the various measures. Study areas in southeast Seattle and in downtown Tacoma are highest in gross residential density, which reflects their status as neighborhoods with substantial housing stocks close in to metropolitan cores of the region. Net residential density varies among study areas depending on the type of housing in the stock, especially the amount of single-family vs. multifamily housing present. For example net residential density is highest in downtown Tacoma, where residential uses are almost exclusively newer higher density multifamily developments. Similarly, the Stadium and Kent-Des Moines Park & Ride study areas also show higher net dwelling units/acre due to the dominance of multifamily among their

residential uses.

Commercial square footage is most highly concentrated in downtown Tacoma and in the Federal Way TC and SeaTac Airport study areas. On average, commercial buildings make more intensive use of their sites in Tacoma and the Duwamish district south of downtown Seattle. Commercial development in SE Seattle while not as intensive as the downtown areas, has a higher net FAR than do study areas in more suburban locations between Seattle and Tacoma.

The composite measure of people (population plus employment) per gross acre shows a pattern that is very similar to measures taken from the building data. Highest in people per acre are Stadium and SODO study areas in Seattle and those in downtown Tacoma. In between the two larger cities, study areas in SeaTac and Federal Way have more intensive overall activity than other study areas in the suburban part of the corridor. Most of the study areas from Kent down through to the Tacoma Dome area have very low levels of overall activity.

4. DATA AND DISCUSSION: EAST CORRIDOR

4.1. SUMMARY OF FINDINGS

- The study areas of the East corridor present a wide array of land uses. Many tend to have a single dominate land use, commercial, single family or multifamily residential, industrial, or open space.
- Two East Corridor study areas have a majority of the land use taken up by regional parks and open space, a factor which limits the degree to which transit supportive land uses can effectively cluster around a light rail station.
- The NE 10th Street study area is the most residential of all study areas with a combined single family and multifamily residential land use coverage of over 275 acres.
- The Bellevue Transit Center study area has experienced the greatest surge of dense residential growth, adding nearly 4,000 dwelling units over the past decade and attaining an overall net density of 77 dus per acre.

The East corridor, comprised of the future East link light rail station areas as well as select transit nodes in the Crossroads area and downtown Redmond, represents a traditional suburban environment transitioning to more compact and urban character. Some study areas, such as the Bellevue Transit Center, are more clearly in the transition phase than others..

4.2. EAST CORRIDOR: LAND USES

As discussed previously, land use describes the type and intensity of development on a parcel of land and the primary activities that define the role of that land in its urban setting. Table 5 shows the acreage of each land use category in each study area.

TABLE 1: EAST CORRIDOR LAND USES

STUDY AREA	SINGLE FAMILY RESIDENTIAL	MULTI-FAMILY RESIDENTIAL	COMMER-CIAL	GOVERN-MENT AND CIVIC	INDUST-RIAL	PARKS AND OPEN SPACE	TRANSPOR-TATION AND UTILITIES	VACANT, UNCLASSIFIED, UNDEFINED COMBINED
RAINIER STATION	111	40	17	31	21	12	3	60
MERCER ISLAND	131	37	45	13	0	36	5	75
SOUTH BELLEVUE	158	8	0	20	26	0	38	175
EAST MAIN	60	29	218	47	0	0	22	23
BELLEVUE TC	26	51	223	20	0	20	15	41
HOSPITAL	22	45	194	16	100	0	47	36
120TH STATION	5	27	146	10	204	0	32	44
130TH STATION	53	55	134	3	146	0	15	56
NE 10TH ST	141	136	71	58	5	8	7	47
NE 15TH ST	69	169	131	97	4	0	7	41
OVERLAKE VILLAGE	15	59	194	29	30	0	6	132
OVERLAKE TC	10	66	152	15	27	0	0	237
SE REDMOND	6	8	139	3	56	194	20	61
DOWNTOWN REDMOND	13	72	144	29	1	8	27	82

Source: King and Pierce county assessors 2011, PSRC

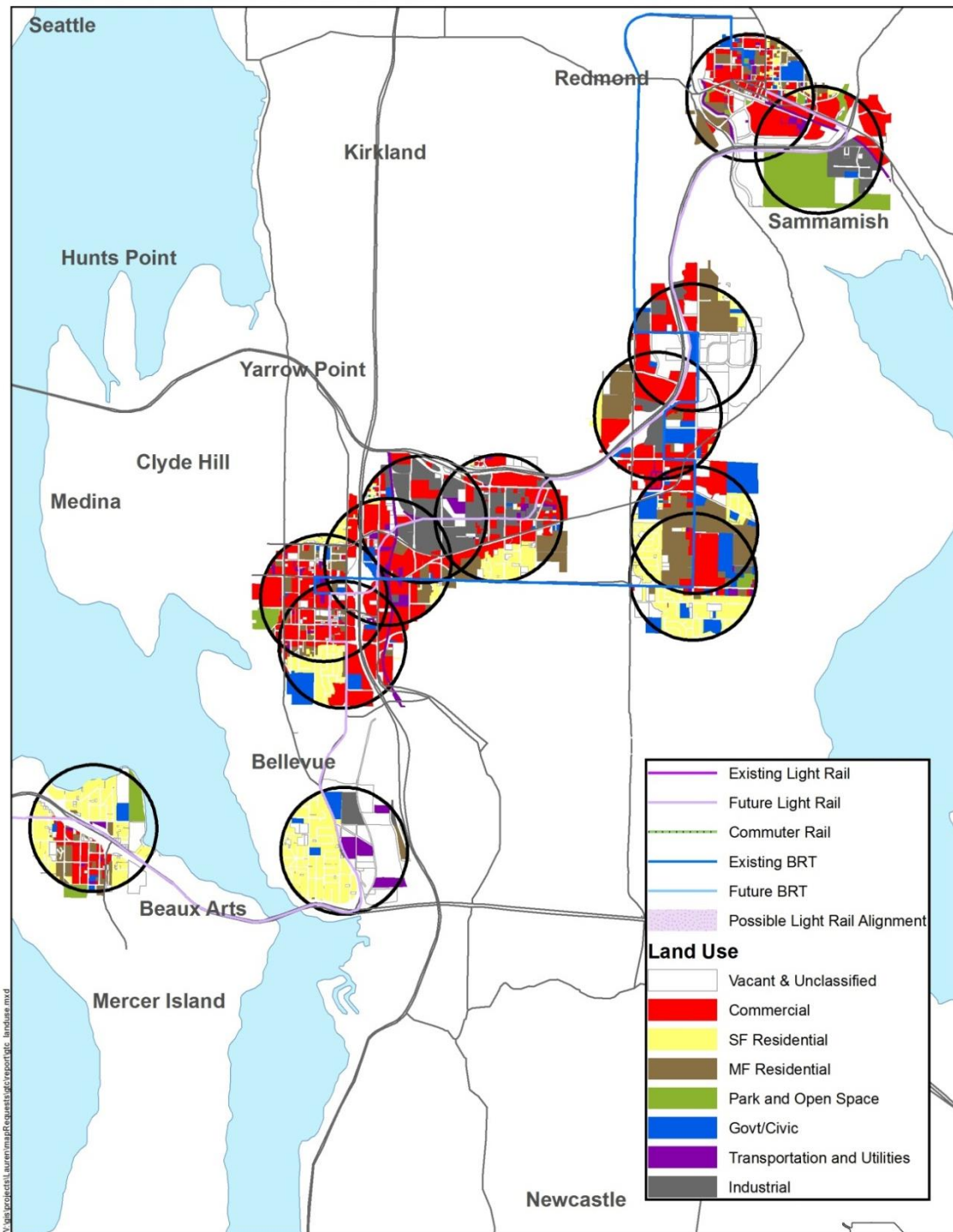
Note: Summary data and land use maps presented in this Existing Conditions Report chapter include parcel classifications that are subject to ongoing review and correction by local jurisdiction and PSRC staff. A detailed revised data profile for each study area, including corrected land use maps, will be released later in 2013. It is not anticipated that corrections to the land use data alter any of the general findings of this chapter.

4.2.1. DISCUSSION

The dominant land use by acreage in the East Corridor is commercial. For 11 of the 14 study areas, there are over 100 acres of commercial land uses. Following commercial land uses, single family and multifamily residential occupy a large proportion of the land throughout the corridor. Among segments of the East Corridor, other land uses are also predominant. For example, in the three stations which comprise the Bel-Red segment, industrial is the largest or second largest land use next to commercial. Multifamily land uses are predominately concentrated in the two Crossroads study areas with each station having over 100 acres of multifamily residences, which is significantly greater than the other study areas which range from 40-75 acres. Rainier, Mercer Island, South Bellevue, and to a lesser degree NE 10th Street, are the several study areas which are largely single family in character.

Despite the small number of study areas within the East corridor, the amount of land currently devoted to parks and open space is significantly greater relative to the other corridors. This is predominately due to two large regional parks—Marymoor Park and Mercer Slough—that make up the majority of the South Bellevue

and Southeast Redmond study areas.



Source: PSRC, King County Assessor 2011

FIGURE 1: EAST CORRIDOR LAND USE MAP

4.3. EAST CORRIDOR: RECENT DEVELOPMENT

As discussed previously, data on recent development activity in the transit corridors provides a metric for change and growth in each of the study areas as they have added new residential, commercial, and industrial space over the past decade. Table 6, below, also shows the total square footage of buildings that were constructed over the past decade on parcels that have a commercial land use classification.

TABLE 2: EAST CORRIDOR RECENT DEVELOPMENT

STUDY AREA	TOTAL UNITS PERMITTED FROM 2000-2009	SINGLE-FAMILY UNITS PERMITTED FROM 2000- 2009	MULTIFAMILY UNITS PERMITTED FROM 2000- 2009	COMMERCIAL SQ. FT. ADDED 2000-2010
RAINIER STATION	916	167	749	82,141
MERCER ISLAND	644	36	608	17,388
SOUTH BELLEVUE	37	31	6	0
EAST MAIN	1,459	7	1,452	2,233,641
BELLEVUE TRANSIT CENTER	3,697	1	3,696	3,670,784
HOSPITAL	497	2	495	1,574,191
120TH STATION	0	0	0	711,280
130TH STATION	10	10	0	202,792
NE 10TH STREET	57	11	46	121,102
NE 15TH STREET	66	20	46	328,980
OVERLAKE VILLAGE	528	0	528	723,466
OVERLAKE TRANSIT CENTER	0	0	0	2,187,793
SE REDMOND	0	0	0	635,970
DOWNTOWN REDMOND	1,088	27	1,061	660,634

Source: King County Assessors 2011, PSRC Residential Permits Database

4.3.1. DISCUSSION

From the year 2000 to 2009, the East Corridor experienced a tremendous amount of residential and commercial growth compared to the other corridors as evidenced by the volume of residential permits issued and commercial square footage added during the time. Study areas experiencing the greatest number of permits for dwelling units include Bellevue Transit Center, Downtown Redmond, East Main and Rainier. For these study areas recent development was primarily multifamily residential. The areas with the least amount of permitted residential development include Overlake Transit Center, Southeast Redmond, and 120th Street, where not a single residential permit was issued in those areas over the decade. However, these same three areas experienced growth in commercial space, with the Overlake Transit Center adding over two million square feet, due primarily to expansion of the Microsoft campus.

Permits for single-family housing were relatively low throughout the East Corridor with many of the study areas seeing less than 40 units permitted over the decade. The one exception to that was in the Rainier study area where 167 single family units were permitted as residential infill in an established Seattle neighborhood.

Interestingly, the study areas with most acres of multifamily residential land experienced relatively low levels of multifamily residential development permitting. This indicates that much of the multifamily residential housing stock in the Crossroads study areas (NE 10th Street and NE 15th Street), for example, were constructed prior to 2000 and before the housing bubble. It may also suggest that the supply of land that can be easily developed with new housing has become scarce in Crossroads.

4.4. EAST CORRIDOR: DENSITIES

As discussed previously, measuring density offers perspective on the intensity of real estate development and activity in a study area. Table 7 presents several measures of residential and commercial density as well as a measure of overall activity. Observations on Density

The East Corridor contains extremely variable density characteristics depending on the predominant land use and mix in each study area. Gross residential density is highest in downtown Bellevue (more than 10 dus per acre) and in the study areas around the Crossroads shopping center (around 7 dus per acre). Both of these areas include a concentration of multifamily housing at aggregate densities that are supportive of frequent transit service. Study areas which have large areas of land occupied by commercial or open space uses have particularly low gross residential densities. Net residential density tends to peak where the predominant residential building type is multifamily, such as in downtown Bellevue and downtown Redmond.

Gross and net FAR are highest in the same locations where employment is heavily clustered in the East Corridor: downtown Bellevue and Overlake, with their large stock of multistory office buildings. At the other end of the spectrum, study areas such as South Bellevue and Rainier have very low gross FARs due to the overwhelming residential character of the surrounding land uses.

The employment concentrations at Bellevue and Overlake are also responsible for the very high figures for the composite measure of people per acre. With more room for growth in these study areas, the intensity of use will likely be higher in the future, especially when supported by newly available light rail service. Other study areas in East Corridor also show high measures of people per acre when compared with other corridors, especially at the areas at the edge of downtown Bellevue and into the Bel-Red Corridor where the more intensive commercial areas transition to single-family neighborhoods.

TABLE 3: EAST CORRIDOR DENSITIES

STUDY AREA	DWELLING UNITS PER GROSS ACRE	DWELLING UNITS PER RESIDENTIAL ACRE	GROSS COMMERCIAL FAR	NET COMMERCIAL FAR	PEOPLE PER ACRE (POPULATION + JOBS)
RAINIER STATION	5.5	18	0.02	0.74	18
MERCER ISLAND	4.7	14	0.04	0.48	14
SOUTH BELLEVUE	1.4	4	0.00	0.00	3
EAST MAIN	5.3	30	0.37	0.85	51
BELLEVUE TRANSIT CENTER	11.9	77	0.59	1.32	92
HOSPITAL	4.6	35	0.24	0.62	41
120TH STATION	0.9	15	0.12	0.42	27
130TH STATION	2.1	10	0.09	0.35	22
NE 10TH STREET	6.6	12	0.05	0.32	18
NE 15TH STREET	7.5	16	0.08	0.31	25
OVERLAKE VILLAGE	3.3	23	0.21	0.55	17
OVERLAKE TRANSIT CENTER	2.0	13	0.23	0.76	84
SE REDMOND	0.5	20	0.13	0.47	11
DOWNTOWN REDMOND	4.2	24	0.17	0.58	24

Source: King County Assessors 2011, Census 2010, PSRC

5. DATA AND DISCUSSION: NORTH CORRIDOR

5.1. SUMMARY OF FINDINGS

- The North Corridor can be divided roughly into 5 segments based on common land use patterns: urban mixed districts, areas defined by a single dominant use or facility, highway-oriented mixed commercial bordered by mixed residential, larger suburban clusters of commercial and multifamily, and single-family neighborhoods at freeway access points.
- The North Corridor experienced a good deal of multi-family permitting over the last 10 years with the majority of units permitted in the highest density areas of Roosevelt, Brooklyn, and Capitol Hill.
- The study areas from 130th in Seattle to Mountlake Terrace experienced relatively little residential or commercial growth over the last 10 years.
- When population and jobs are combined (people per acre) Wetmore/Colby, Boeing, Northgate, and University of Washington Stadium study area join the stations nearest downtown Seattle at the top of the density list.
- Study areas along the I-5 corridor are divided by the freeway and are more likely to have fragmented land uses with larger parcels.

The North Corridor comprises multiple employment centers, low density single family neighborhoods, and growing urban areas. Many neighborhoods, particularly north of Seattle, have grown and transitioned from lower density shopping or residential areas to regional destinations over the last decade. Meanwhile, areas

between north Seattle and Mountlake Terrace continue to slowly gain residences and commercial uses. Commercial development has boomed in a few of the most northern study areas.

5.2. NORTH CORRIDOR: LAND USES

As discussed previously, land use describes the type and intensity of development on a parcel of land and the primary activities that define the role of that land in its urban setting. Table 8 shows the acreage of each land use category in each study area.

5.2.1. DISCUSSION

Figures 8, 9, and 10 map land uses at the parcel level within each study area. These maps reveal that the corridor includes a variety of diverse study areas from the University of Washington, a center for Government/Civic land uses, to neighborhoods in North Seattle, through southern Snohomish County, to the more urbanized areas of Everett and Lynnwood, to the Boeing study area, a major industrial center. In reviewing the table and maps, five distinct land use profiles are evident. At the southern and northern ends of the corridor, urban mixed districts, such as Capitol Hill and Everett TC, but also less dense areas like Roosevelt, present opportunities to leverage a dense mixed use environment, with the introduction of transit, to become vibrant multipurpose transit communities. Another type is the study area which is dominated by one particular use. University of Washington and Boeing are examples. Quite a number of North Corridor study areas contain segments of linear highway-oriented mixed commercial bordered by single or multifamily residences. This pattern is common along SR-99. A related land use profile is seen at the several larger clusters of commercial and multifamily activity that occur at Northgate, Lynnwood, and Casino and Airport Roads. Finally, the North Corridor also includes a string of study areas on the I-5 alignment that are almost entirely devoted to single-family residential use.

Looking at the corridor as a whole, residential land uses are the most predominant. Nearly half of the study areas have a majority of their land devoted to housing and the 148th Street SW, Mountlake Terrace, NE 185th Street, and NE 130th Street study areas are each three quarters residential. Commercial, industrial, and governmental land uses that provide goods, services, and places of employment for the residents are found throughout the corridor. Aside from Boeing (which is almost completely industrial), the Everett Station and Lynnwood City Center study areas are made up of over half commercial and industrial land uses. Thirteen of the study areas have less than one – tenth of their land uses classified as commercial.

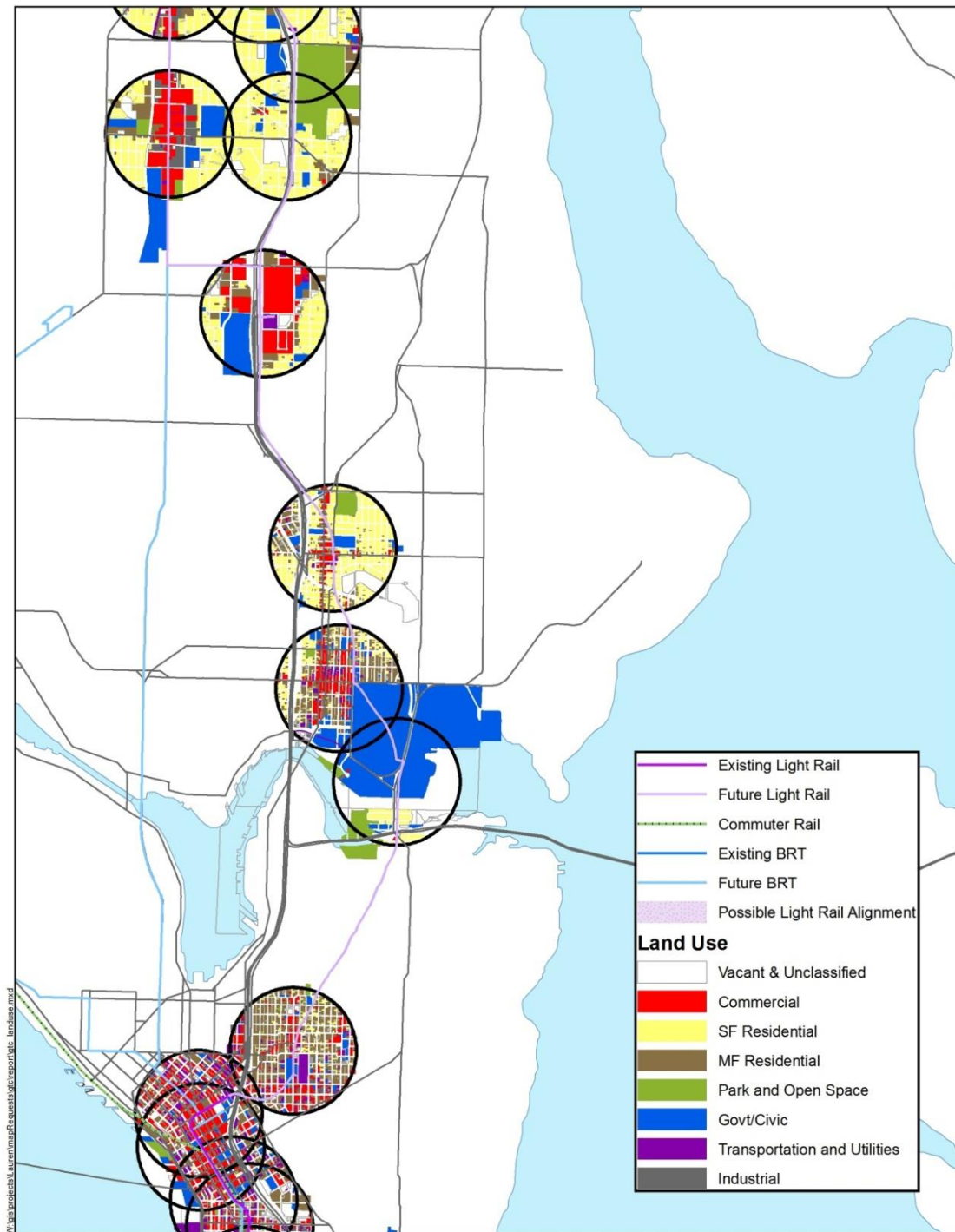
The type of transportation facility around which the land uses cluster appears to have an impact on the relationship between them. For example, the study areas along I-5 are divided by the freeway, which breaks up neighborhood cohesiveness and relationship of land uses to each other. For example, the NE 130th St., NE 145th St., NE 155th St., NE 185th St., and Mountlake Terrace study areas all have different land use patterns on either side of I-5 as it cuts through the area. The Mountlake Terrace study area, for example, has a commercial node only on the east side of I-5 while the west side is solely single family residential. Parks and open space are more prevalent in the study areas along I-5 compared with those along Highway 99, where highway commercial and mixed residential uses occur relatively uninterrupted by open space.

TABLE 1: NORTH CORRIDOR LAND USES

STUDY AREA	SINGLE FAMILY	MULTIFAMILY RESIDENTIAL	COMMERCIAL	GOVERNMENT AND CIVIC	INDUSTRIAL	PARKS AND OPEN SPACE	TRANSPORTATION AND	VACANT, UNCLASSIFIED
EVERETT STATION	29	23	104	10	56	1	39	24
WETMORE/COLBY	55	45	115	21	15	2	34	18
41ST STREET SW	135	24	40	65	29	84	28	25
BOEING	0	0	11	25	803	0	44	10
CASINO ROAD	149	51	69	106	26	3	7	16
EVERETT MALL	108	59	160	31	2	5	13	30
4TH AVENUE W	171	52	85	51	26	9	5	26
112TH STREET SW	126	148	74	8	9	4	4	54
AIRPORT ROAD	82	156	91	9	19	10	4	71
MARINER	84	108	81	41	19	1	10	83
LINCOLN WAY	240	73	44	0	11	0	3	52
148TH STREET SW	183	128	35	1	8	1	16	21
ASH WAY P&R	146	21	41	19	47	4	14	120
INTERNAT'L/CHERRY	227	71	68	15	12	3	9	50
ALDERWOOD MALL	55	3	165	40	0	1	19	65
EDMONDS COMM	122	67	114	35	13	42	17	20
LYNNWOOD CC	92	22	191	25	11	4	28	35
LYNNWOOD TC	65	40	139	11	25	7	53	74
MOUNTLAKE TERRACE	301	17	28	17	1	1	9	20
SHORELINE P&R	209	32	44	74	3	0	10	39
NE 185TH STREET	280	2	1	55	0	0	4	33
N 155TH STREET	240	30	86	15	8	0	10	15
NE 155TH STREET	291	6	0	18	0	33	18	52
NE 145TH STREET	186	18	4	34	0	191	2	68
N 130 STREET	146	38	93	112	34	19	3	20
NE 130TH STREET	207	18	2	16	0	0	0	49
NORTHGATE	93	51	121	77	0	0	12	23
ROOSEVELT	175	39	22	24	2	18	4	65
BROOKLYN	38	89	42	516	1	3	16	8
UW STADIUM	22	0	1	495	1	26	3	189
CAPITOL HILL	20	150	62	22	9	3	31	15

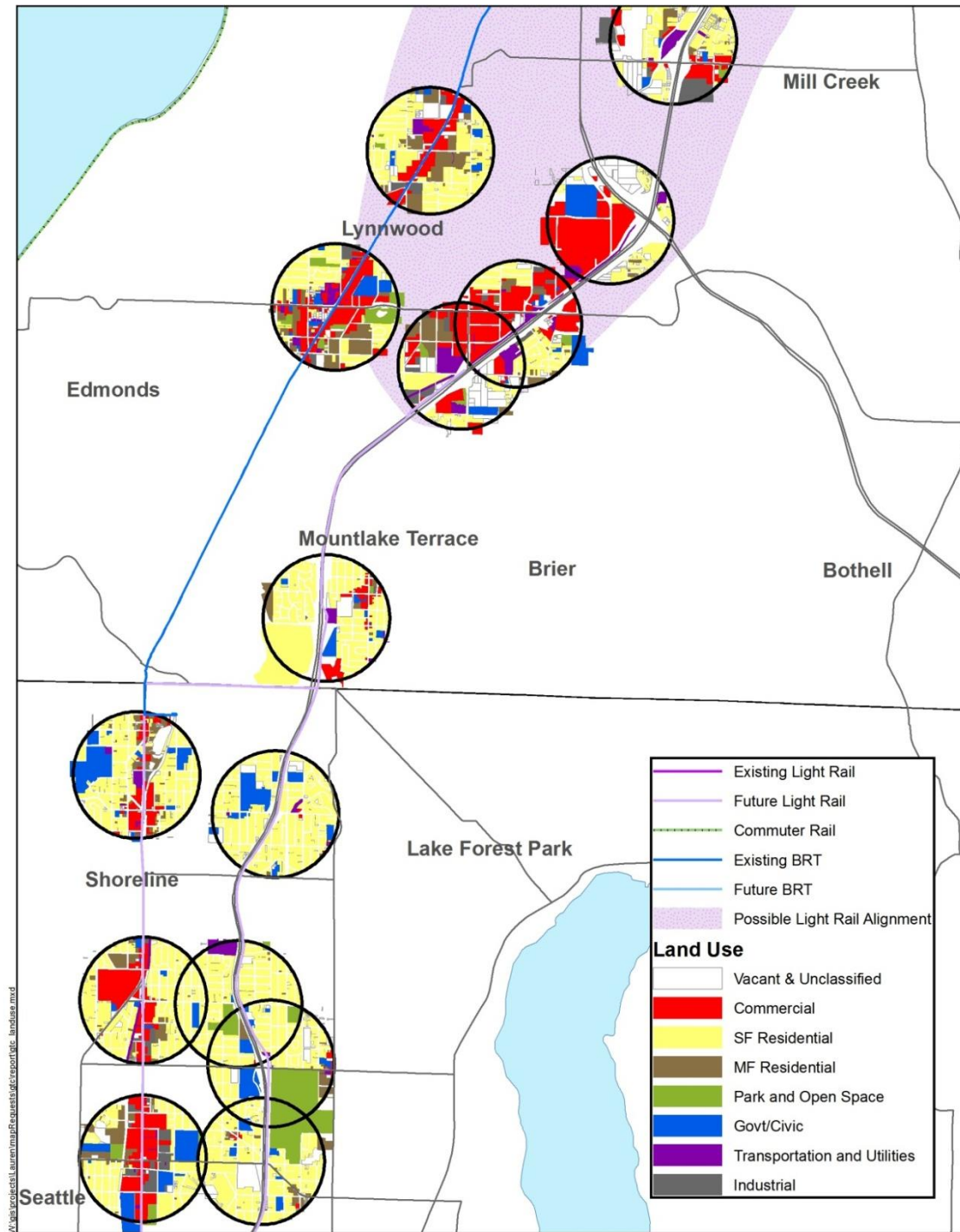
Source: PSRC, King and Snohomish county assessors 2011

Note: Summary data and land use maps presented in this Existing Conditions Report chapter include parcel classifications that are subject to ongoing review and correction by local jurisdiction and PSRC staff. A detailed revised data profile for each study area, including corrected land use maps, will be released later in 2013. It is not anticipated that corrections to the land use data alter any of the general findings of this chapter.



Source: King and Snohomish county assessors 2011

FIGURE 1: NORTH CORRIDOR LAND USE MAP I



Source: King and Snohomish county assessors 2011

FIGURE 2: NORTH CORRIDOR LAND USE MAP II

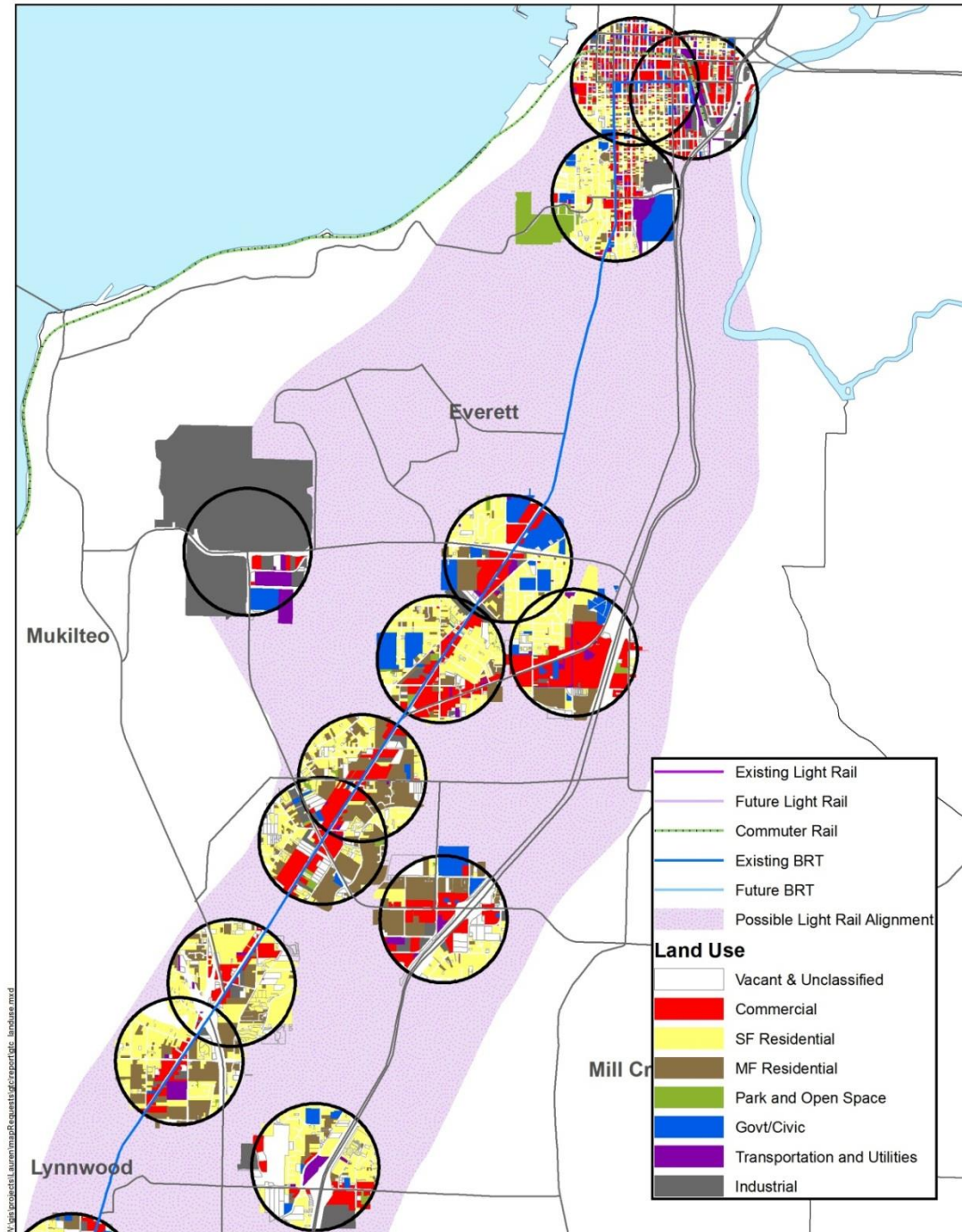


FIGURE 3: NORTH CORRIDOR LAND USE MAP III

5.3. NORTH CORRIDOR: RECENT DEVELOPMENT

As discussed previously, data on recent development activity in the transit corridors provides a metric for change and growth in each of the study areas as they have added new residential, commercial, and industrial space over the past decade. Table 9, below, also shows the total square footage of buildings that were constructed over the past decade on parcels that have a commercial land use classification.

TABLE 2: NORTH CORRIDOR RECENT DEVELOPMENT

STUDY AREA	TOTAL UNITS PERMITTED FROM 2000-2009	SINGLE-FAMILY UNITS PERMITTED FROM 2000- 2009	MULTIFAMILY UNITS PERMITTED FROM 2000- 2009	COMMERCIAL SQ. FT. ADDED 2000-2010
EVERETT STATION	86	17	69	732,498
WETMORE/COLBY	665	19	646	1,167,390
41ST STREET SW	88	26	62	66,610
BOEING	0	0	0	0
CASINO ROAD	109	42	67	75,460
EVERETT MALL	116	84	32	215,658
4TH AVENUE W	357	130	227	256,884
112TH STREET SW	913	200	713	343,264
AIRPORT ROAD	563	339	224	324,453
MARINER	82	18	64	316,500
LINCOLN WAY	694	378	316	189,579
148TH STREET SW	598	175	423	203,195
ASH WAY P&R	383	133	250	558,491
INTERNATIONAL/CHERRY	84	31	53	283,530
ALDERWOOD MALL	169	157	12	1,191,086
EDMONDS COMM COLL	149	39	110	16,859
LYNNWOOD CC	17	15	2	628,394
LYNNWOOD TC	49	49	0	40,868
MOUNTLAKE TERRACE	13	1	12	26,528
SHORELINE P&R	531	68	463	208,320
NE 185TH STREET	24	24	0	1,848
N 155TH STREET	96	60	36	65,252
NE 155TH STREET	308	22	286	0
NE 145TH STREET	37	28	9	9,440
N 130 STREET	724	26	698	169,685
NE 130TH STREET	93	33	60	0
NORTHGATE	749	29	720	487,554
ROOSEVELT	1,012	55	957	5,480
BROOKLYN	1,251	28	1,223	474,263
UW STADIUM	1	1	0	0
CAPITOL HILL	3,100	36	3,064	497,661

Source: PSRC Residential Permits Database, King and Pierce county assessors 2011

5.3.1. DISCUSSION

The North Corridor experienced the second highest rate of residential development and the highest number of new units overall in the past decade. Much of the growth took place in areas with pre-existing residential concentrations, such as Roosevelt, Brooklyn, and Capitol Hill, each of which had over 1,000 residential permits issued from 2000-2009. Other study areas further north, such as Wetmore/Colby, 112th Street SW, 148th Street SW, Shoreline Park and Ride, N. 130th Street, and Northgate all experienced significant multifamily development as well. Single-family houses were permitted at a much lower rate, with a corridor average of 73 units per study area over the decade. The study areas with exceptionally strong single family development were Lincoln Way and Airport Road (both with over 300 single family permits issued). Residential development patterns show that denser urban areas became more dense through multi-family development (i.e. Northgate) and low density single family development largely occurred in similarly oriented neighborhoods (i.e. Lincoln Way).

The largest increase in commercial development happened in the Wetmore/Colby and Alderwood Mall study areas with both adding over 1,000,000 square feet of space in the last decade. Roosevelt experienced very little commercial growth despite robust residential development. In contrast, Everett Mall and Lynwood City Center added a large proportion of commercial development despite little residential growth which is probably best explained by the predominant commercial or institutional land uses in each area, with new residential development occurring outside of the half-mile radius study areas.

Two of the major employment centers in the region, Boeing and UW Stadium, did not have any residential permits or new commercial space added in the last decade, in Boeing's case due to an established physical plant in the portion of the production facility located in the study area, and in UW's case due to the fact that while new building occurred on campus, it was not considered commercial space. The stations between 130th in Seattle through Shoreline received very minimal growth in residential and commercial growth over the decade.

5.4. NORTH CORRIDOR: DENSITIES

As discussed previously, measuring density offers perspective on the intensity of real estate development and activity in a study area. Table 10 presents several measures of residential and commercial density as well as a measure of overall activity.

TABLE 3: NORTH CORRIDOR DENSITIES

STUDY AREA	Dwelling Units Per Gross Acre	Dwelling Units Per Residential Acre	Gross Commercial FAR	Net Commercial FAR	People Per Acre (Population + Jobs)
EVERETT STATION	3.2	31	0.14	0.68	22
WETMORE/COLBY	6.5	32	0.23	0.99	34
41ST STREET SW	2.7	9	0.03	0.32	13
BOEING	0.0	0	0.01	0.30	35
CASINO ROAD	3.3	8	0.04	0.31	14
EVERETT MALL	3.6	11	0.12	0.38	16
4TH AVENUE W	3.5	8	0.05	0.28	11
112TH STREET SW	6.4	12	0.04	0.29	19
AIRPORT ROAD	5.2	11	0.05	0.29	17
MARINER	4.8	13	0.06	0.37	20
LINCOLN WAY	4.0	6	0.02	0.28	11
148TH STREET SW	5.7	9	0.03	0.38	14
ASH WAY P&R	1.4	4	0.03	0.36	9
INTERNATIONAL/CHERRY	4.5	8	0.04	0.33	12
ALDERWOOD MALL	0.5	4	0.14	0.44	12
EDMONDS COMM COLL	4.4	12	0.06	0.27	14
LYNNWOOD CC	1.9	8	0.14	0.36	10
LYNNWOOD TC	2.7	13	0.10	0.37	12
MOUNTLAKE TERRACE	2.4	4	0.01	0.26	6
SHORELINE P&R	4.4	9	0.03	0.38	15
NE 185TH STREET	2.8	5	0.01	2.66	8
N 155TH STREET	3.9	7	0.05	0.31	13
NE 155TH STREET	3.4	6	0.00	2.70	10
NE 145TH STREET	3.4	8	0.00	0.55	10
N 130 STREET	5.3	14	0.06	0.35	15
NE 130TH STREET	3.3	7	0.00	0.81	9
NORTHGATE	6.1	21	0.14	0.57	29
ROOSEVELT	8.4	20	0.04	0.89	22
BROOKLYN	10.9	43	0.16	1.93	72
UW STADIUM	0.4	8	0.00	0.56	32
CAPITOL HILL	31.6	94	0.22	1.80	72

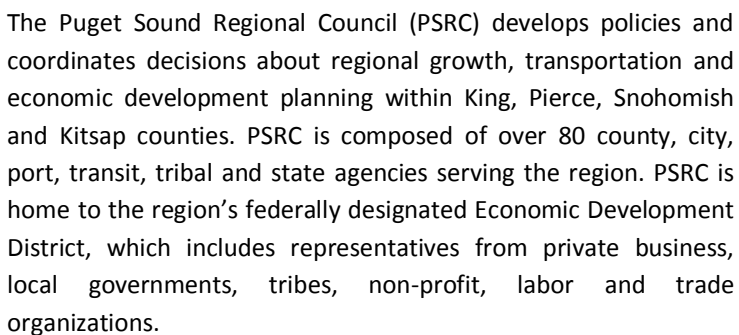
Source: King and Snohomish county assessors 2011, Census 2010, PSRC

5.4.1. DISCUSSION

Gross housing density is far and away the highest in the Capitol Hill study area, with over 30 units per gross acre. Among close-in areas, Brooklyn is also well above average for the corridor with over 10 units per gross acre. A handful of more outlying study areas are in the five to six units per acre range. Dwelling units per net acre, which correlates more closely with building type than dominance of residential use in an area, is also highest at Capitol Hill with on average nearly 100 units per acre. Relatively dense housing also characterizes Brooklyn study area and study areas in downtown Everett, both locations where multifamily housing predominates. Less dense study areas present throughout the mid-part of the North Corridor, where single-family homes are the norm, measures well below 10 units per net acre.

In terms of commercial densities, Capitol Hill and Wetmore/Colby lead with around a .25 FAR over the entire study area. Among other study areas, even those with large areas of commercial land use, the FAR figure is relatively low, due to the fact that most of this development is single story with large areas of parking taking up land around the commercial buildings. Net FAR, which relates to building height more directly, is highest in Capitol Hill, Brooklyn, and Wetmore/Colby, the three study areas that support multi-story commercial buildings on the majority of sites. Most of the remaining study areas average between .25 and .5 net FAR on average, which are typical densities for single-story auto-oriented commercial development.

For the composite density measure, people per acre, Capitol Hill and Brooklyn have twice the intensity of overall activity than any other study area in the North Corridor. Study areas in Everett and north Seattle are also high. Most of the study areas, however, fall well below these few in terms of intensity of activity within the half mile radius of transit, and would require significant amounts of housing and/or commercial growth to attain an activity level that would support transit to the degree that close-in neighborhoods in the two metropolitan cities are in the position to do under existing conditions.



For more information, please visit <http://www.psrc.org/>.



For more information, please visit <http://www.psrc.org/growth/growing-transit-communities/>.

THE PUGET SOUND REGIONAL COUNCIL: BEN BAKKENTA, MARK BRASETH, PETER CABALLERO, GRACE CHO, STEFAN COE, LAUREN ENGEL, CRAIG HELMANN, MICHAEL HUBNER, MICHAEL JENSEN, NEIL KILGREN, CHRISTY LAM, DAN LANDES, MARY PAT LAWLOR, CAROL NAITO, SARA SCHOTT NIKOLIC, TIM PARHAM, HANA SEVCIKOVA, AND MARK SIMONSON

A REGIONAL COALITION FOR HOUSING: MIKE STANGER

MAY 2013



EXISTING CONDITIONS V:

Housing and Housing Affordability

Final Report: May 2013

The Growing Transit Communities Partnership is funded by the Sustainable Communities Regional Planning Grant Program of the U.S. Department of Housing and Urban Development. Additional funding for this document provided in part by member jurisdictions, grants from the U.S. Department of Transportation, Federal Transit Administration, Federal Highway Administration and Washington State Department of Transportation.

The work that provided the basis for this publication was supported by funding under an award with the U.S. Department of Housing and Urban Development. The substance and findings of the work are dedicated to the public. The author and publisher are solely responsible for the accuracy of the statements and interpretations contained in this publication. Such interpretations do not necessarily reflect the views of the Government.

PSRC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Complaint Form, see <http://www.psrc.org/about/public/titlevi> or call 206-464-4819.

American with Disabilities Act (ADA) Information:

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the ADA Coordinator, Thu Le, at 206.464.6175, with two weeks' advance notice. Persons who are deaf or hard of hearing may contact the ADA Coordinator, Thu Le, through TTY relay 711.

Servicios de Traducción Disponible 206-971-3052, Diana Martinez.

Có dịch vụ thông dịch sang tiếng Việt. Xin liên lạc Thu Lê số 206-464-6175.

Additional copies of this document may be obtained by contacting: Puget Sound Regional Council
Information Center
1011 Western Avenue, Suite 500
Seattle, Washington 98104-1035
206-464-7532 • FAX 206-587-4825
info@psrc.org • **psrc.org**





The Growing Transit Communities Partnership is an advisory body of diverse public, private, and nonprofit agencies and organizations working together to promote successful transit communities. The Partnership is funded by a three-year grant from the federal Partnership for Sustainable Communities and is housed at the Puget Sound Regional Council. The Partnership has developed the Growing Transit Communities Strategy, an implementation plan to promote thriving and equitable transit communities in the central Puget Sound region.

The Existing Conditions Report

The Growing Transit Communities Existing Conditions Report presents background data and analysis on the current conditions within the transit corridor study areas that are the focus of the Sustainable Communities grant that has funded the work of the Growing Transit Communities Partnership. The report has several purposes. First, the data were the starting point for an 18-month task force process that culminated in the Growing Transit Communities Strategy for the central Puget Sound region. Task force members, including representatives from local government, other public agencies, non-profits, and regional and local community groups, provided feedback on early drafts of the Existing Conditions Report and helped to shape the final product. Second, data contained in the report was the foundation for developing the People + Place Implementation Typology that is a guiding framework for the Strategy. Third, analysis of existing conditions, particularly identified community needs and opportunities for supporting thriving equitable transit communities around high capacity transit, informed the many policy and programmatic recommendations in the Strategy. Finally, the report also establishes baseline conditions for future monitoring and further analysis.

Using this Document

The Existing Conditions Report contains six topical chapters: Demographics, Economy, Land Use, Housing, Transportation, and Policy Environment. The chapters have been released as separate documents. Each chapter opens with an introduction to the issue area, including a summary of major findings and a discussion of data sources and limitations. Data are reported, analyzed, compared, and contrasted with respect to several levels of geography. The area within a half-mile radius around each of 74 identified transit nodes located within the long-range light rail corridors comprised the study areas that are the basis for all further analysis. Study areas were grouped into corridors: North, East, and South respectively. Finally, the region as a whole provides key data benchmarks from which to measure how the study areas are currently similar to or different from the larger regional context.

Each report is written so that sections may be read independently from the others. This permits a reader to look only to their Corridor of interest without missing any relevant introductory material. Based on data at all levels, the document provides observations in each subsection and at the end of each chapter, with special attention to implications for social equity and housing affordability.

TABLE OF CONTENTS

1.	INTRODUCTION	1
2.	DATA AND DISCUSSION: ACROSS CORRIDORS	4
2.1.	SUMMARY OF FINDINGS	4
2.2.	HOUSING UNITS, TENURE, AND TYPE	4
2.3.	HOUSING AFFORDABILITY	6
2.4.	AFFORDABILITY TRENDS.....	13
3.	DATA AND DISCUSSION: SOUTH CORRIDOR.....	15
3.1.	SUMMARY OF FINDINGS	15
3.2.	SOUTH CORRIDOR: HOUSING UNITS, TYPE, AND TENURE	16
3.3.	SOUTH CORRIDOR: HOUSING AFFORDABILITY.....	18
3.4.	SOUTH CORRIDOR: AFFORDABILITY OF NEW DEVELOPMENT	25
4.	DATA AND DISCUSSION: EAST CORRIDOR	28
4.1.	SUMMARY OF FINDINGS	28
4.2.	EAST CORRIDOR: HOUSING UNITS, TYPE, AND TENURE.....	29
4.3.	EAST CORRIDOR: HOUSING AFFORDABILITY	31
4.4.	EAST CORRIDOR: AFFORDABILITY OF NEW DEVELOPMENT.....	35
5.	DATA AND DISCUSSION: NORTH CORRIDOR	37
5.1.	SUMMARY OF FINDINGS	37
5.2.	NORTH CORRIDOR: HOUSING UNITS, TYPE, AND TENURE.....	37
5.3.	NORTH CORRIDOR: HOUSING AFFORDABILITY	40
5.4.	NORTH CORRIDOR: AFFORDABILITY OF NEW DEVELOPMENT	47

LIST OF TABLES

TABLE 1: 2011 INCOME LEVELS FOR SELECTED HOUSEHOLD SIZES	3
TABLE 2: TOTAL UNITS AND TENURE BY CORRIDOR	5
TABLE 3: EXISTING RESIDENTIAL BUILDING TYPES BY CORRIDOR	5
TABLE 4: HOUSING COST BURDEN BY CORRIDOR	6
TABLE 5: MARKET RATE MULTIFAMILY HOUSING AFFORDABILITY BY CORRIDOR	7
TABLE 6: SUBSIDIZED HOUSING AFFORDABILITY BY CORRIDOR	7
TABLE 7: HOMEOWNERSHIP AFFORDABILITY BY CORRIDOR.....	9
TABLE 8: OVERALL AFFORDABILITY BY CORRIDOR.....	9
TABLE 9: RECENT MARKET RATE MULTIFAMILY PRODUCTION BY CORRIDOR	13
TABLE 10: RECENT SUBSIDIZED HOUSING PRODUCTION BY CORRIDOR	13
TABLE 11: TOTAL UNITS AND TENURE IN THE SOUTH CORRIDOR.....	16
TABLE 12: PROPORTION OF EXISTING RESIDENTIAL BUILDING TYPES IN THE SOUTH CORRIDOR	17
TABLE 13: HOUSING COST BURDEN IN THE SOUTH CORRIDOR	19
TABLE 14: MARKET RATE MULTIFAMILY HOUSING AFFORDABILITY IN THE SOUTH CORRIDOR	20

TABLE 15: SUBSIDIZED HOUSING AFFORDABILITY IN THE SOUTH CORRIDOR	21
TABLE 16: HOMEOWNERSHIP AFFORDABILITY IN THE SOUTH CORRIDOR	22
TABLE 17: OVERALL AFFORDABILITY IN THE SOUTH CORRIDOR	23
TABLE 18: RECENT MARKET RATE MULTIFAMILY PRODUCTION IN THE SOUTH CORRIDOR	25
TABLE 19: RECENT SUBSIDIZED HOUSING PRODUCTION IN THE SOUTH CORRIDOR	26
TABLE 20: AVERAGE HOME SALE PRICE IN THE SOUTH CORRIDOR.....	27
TABLE 21: TOTAL UNITS AND TENURE IN THE EAST CORRIDOR	29
TABLE 22: EXISTING RESIDENTIAL BUILDING TYPES IN THE EAST CORRIDOR.....	30
TABLE 23: HOUSING COST BURDEN IN THE EAST CORRIDOR.....	31
TABLE 24: MARKET RATE MULTIFAMILY HOUSING AFFORDABILITY IN THE EAST CORRIDOR.....	32
TABLE 25: SUBSIDIZED HOUSING AFFORDABILITY IN THE EAST CORRIDOR.....	32
TABLE 26: HOMEOWNERSHIP AFFORDABILITY IN THE EAST CORRIDOR.....	33
TABLE 27: OVERALL AFFORDABILITY IN THE EAST CORRIDOR.....	33
TABLE 28: RECENT MARKET RATE MULTIFAMILY PRODUCTION IN THE EAST CORRIDOR.....	35
TABLE 29: RECENT SUBSIDIZED HOUSING PRODUCTION IN THE EAST CORRIDOR.....	36
TABLE 30: AVERAGE HOME SALE PRICE IN THE EAST CORRIDOR	36
TABLE 31: TOTAL UNITS AND TENURE IN THE NORTH CORRIDOR	38
TABLE 32: EXISTING RESIDENTIAL BUILDING TYPES IN THE NORTH CORRIDOR	39
TABLE 33: HOUSING COST BURDEN IN THE NORTH CORRIDOR	41
TABLE 34: MARKET RATE MULTIFAMILY HOUSING AFFORDABILITY IN THE NORTH CORRIDOR	42
TABLE 35: SUBSIDIZED HOUSING AFFORDABILITY IN THE NORTH CORRIDOR	43
TABLE 36: HOMEOWNERSHIP AFFORDABILITY IN THE NORTH CORRIDOR.....	44
TABLE 37: OVERALL AFFORDABILITY IN THE NORTH CORRIDOR.....	45
TABLE 38: RECENT MARKET RATE MULTIFAMILY PRODUCTION IN THE NORTH CORRIDOR	47
TABLE 39: RECENT SUBSIDIZED HOUSING PRODUCTION IN THE NORTH CORRIDOR	47
TABLE 40: AVERAGE HOME SALE PRICE IN THE NORTH CORRIDOR	48

LIST OF FIGURES

FIGURE 1: REGIONAL HOUSEHOLD INCOME BY VISION 2040 CATEGORIES	3
FIGURE 2: PUBLICLY SUBSIDIZED AFFORDABLE HOUSING PROJECT MAP	8
FIGURE 3: REGIONAL HOUSEHOLD INCOME AND HOUSING AFFORDABILITY ACROSS ALL CORRIDORS	10
FIGURE 4: PERCENTAGE OF HOUSING AFFORDABLE BETWEEN 0% AND 50% AMI	11
FIGURE 5: PERCENTAGE OF HOUSING AFFORDABLE BETWEEN 0% AND 80% AMI	12
FIGURE 6: HOME SALE PRICE TRENDS BY CORRIDOR	14
FIGURE 7: ANNUAL FORECLOSURES BY CORRIDOR.....	14
FIGURE 8: REGIONAL HOUSEHOLD INCOME AND HOUSING AFFORDABILITY IN THE SOUTH CORRIDOR	24
FIGURE 9: REGIONAL HOUSEHOLD INCOME AND HOUSING AFFORDABILITY IN THE EAST CORRIDOR	34
FIGURE 10: REGIONAL HOUSEHOLD INCOME AND HOUSING AFFORDABILITY IN THE NORTH CORRIDOR	46

HOUSING AND HOUSING AFFORDABILITY

Housing is a basic need for every individual. Our [region's] success depends on ensuring the availability of a variety of housing types and densities, as well as an adequate supply of housing affordable at all income levels, to meet the diverse needs of both current and future residents. –VISION 2040

HOUSING: MAJOR FINDINGS

Region: Across Corridors

- *Relative to regional need, there is a shortage of housing affordable to households earning less than 30% of AMI throughout the transit corridors, and almost all of the units affordable at this level are publicly subsidized.*
- *Home prices are down and foreclosures are up, but market rate rents are increasing.*

South Corridor

- *Market rate housing is more affordable in the South Corridor currently than in other transit corridors.*
- *Publicly subsidized housing in the South Corridor is located mainly in Southeast Seattle and Downtown Tacoma.*
- *Outside of Downtown Tacoma, there has been very little market rate development in the South Corridor in the last six years.*

East Corridor

- *Relative to regional need, there is a significant shortage of units in the East Corridor affordable to households earning less than 50% of AMI.*
- *Among the corridors, East has the lowest supply of publicly subsidized housing, particularly that which is affordable to very low income households.*

North Corridor

- *One third of the study areas in the North Corridor offer adequate affordability for low-income households (earning less than 50% AMI) as measured by regional need, one-third have moderate shortages, and one-third have a serious shortage.*

1. INTRODUCTION

A central goal of the Growing Transit Communities Partnership is to ensure that transportation improvements support sustainable development and foster vibrant, healthy, and equitable neighborhoods for all. Housing plays a critical role in creating vibrant neighborhoods, and the whether these neighborhoods can be enjoyed by all depends on the affordability of the housing. One of the primary elements of the Growing Transit Communities work plan is the Affordable Housing Action Strategy, which will test, recommend, and implement local policies and financial tools to encourage and facilitate a wide variety of housing choices along light rail corridors. VISION 2040 includes three policy goals related to housing diversity and affordability:

- Provide a range of housing types and choices to meet the housing needs of all income levels and demographic groups within the region.
- Achieve and sustain – through preservation, rehabilitation, and new development – a sufficient supply of housing to meet the needs of low-income, moderate-income, and special needs individuals and households that is equitably and rationally

- distributed throughout the region.
- Promote homeownership opportunities for low-income, moderate-income, and middle-income families.¹

Housing affordability can be measured in a variety of ways. The most broadly accepted standard defines affordability as housing costs that are less than or equal to 30 percent of household income. The U.S. Department of Housing and Urban Development (HUD) has adopted this standard for its affordable housing programs.

Two measures of affordability are reported in this chapter. The first measure of affordability uses data reported by the Census on housing cost burden. Housing cost burden measures the percentage of income that households pay for housing costs. Those paying between 30 percent and 50 percent of their income for housing costs are considered moderately cost burdened and those paying more than half of their income are considered severely cost burdened. Housing cost burden is a good measure for determining the affordability of the existing housing for the current residents in a study area, regardless of their income. Across the region households with low incomes are more likely to experience a housing cost burden. The income data presented in Chapter II showed that the poverty level was much higher in the corridors than it was in the region as a whole. This indicates that many study areas have higher concentrations of low- and very low-income households than the region as a whole.

The second measure of affordability first compares the affordability of the housing in a study area to housing need as reflected by the regional household income levels. VISION 2040 uses the following household income categories and definitions to track regional housing affordability:

- Middle Income: 80%-120% of area median income (AMI)
- Moderate Income: 50%-80% of AMI
- Low Income: Below 50% of AMI
- Very Low Income: Below 30% AMI

This chapter looks at how much of the housing in the transit corridor study areas is affordable for each of these income groups. Area median income (AMI) is defined by HUD for each county and adjusted for differences in household size. For purposes of determining whether a particular study area or corridor has an unmet housing need, the number of units affordable at the different income levels is compared to the percentage of households that fall into these groups across the region as a whole. Table 1 provides incomes at these levels for selected household sizes based on HUD's 2011 median income tables.

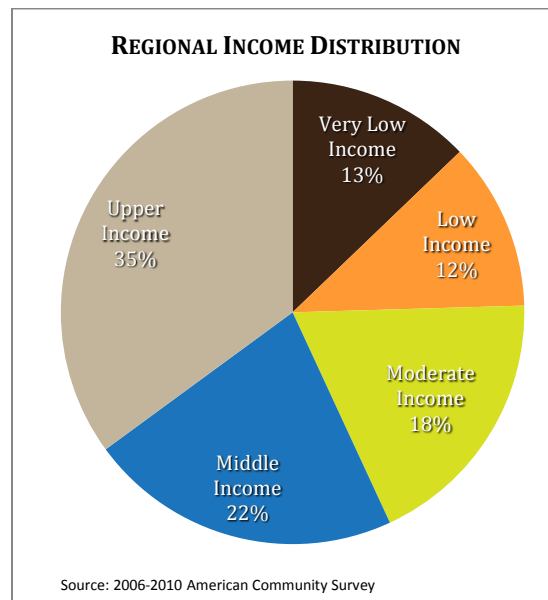
¹ Puget Sound Regional Council, "VISION 2040: The Growth Management, Environmental, Economic, and Transportation Strategy for the Central Puget Sound Region" (December 2009), p. 69.

TABLE 1: 2011 INCOME LEVELS FOR SELECTED HOUSEHOLD SIZES

HOUSEHOLD SIZE	COUNTY	30% OF AMI	50% OF AMI	80% OF AMI	120% OF AMI
1 PERSON	KING/SNOHOMISH	\$18,240	\$30,400	\$48,640	\$72,960
1 PERSON	PIERCE	\$14,880	\$24,800	\$39,680	\$59,520
1 PERSON	KITSAP	\$15,660	\$26,100	\$41,760	\$62,640
4 PERSON	KING/SNOHOMISH	\$26,040	\$43,400	\$69,440	\$104,160
4 PERSON	PIERCE	\$21,240	\$35,400	\$56,640	\$84,960
4 PERSON	KITSAP	\$22,350	\$37,250	\$59,600	\$89,400

Source: Based on HUD's 2011 Median Income Table for King, Snohomish, Pierce and Kitsap Counties

A study area can be considered to meet regional housing needs when the affordability of the housing in that area meets or exceeds the regional income share. Comparison with regionwide AMI %s is a useful benchmark because it is consistent with the GMA goal to provide housing that is affordable to a range of economic groups. The data underlying the measure reflect actual need for housing and use of a single regional scale applies an apples-to-apples comparison to the study areas. However, regional household income distribution may underestimate affordable housing need in transit station areas and the threshold used in this report should be considered conservative. Lower income households are generally more transit-dependent. Additionally, multifamily housing in central places that are served by high capacity transit tend to be more affordable than single-family homes in more outlying areas. Figure 1 shows the breakdown of households in Central Puget Sound by income group using data from the 2006-2010 American Community Survey and HUD's median income data:

**FIGURE 1: REGIONAL HOUSEHOLD INCOME BY VISION 2040 CATEGORIES**

Next to the costs of housing, transportation costs represent the largest expenditure in a typical household's budget. The location of housing can have a significant impact on transportation costs. Locations that are well

served by transit and that offer affordable and convenient access to jobs, education, and services represent a reduced cost burden for households. Locations that are relatively far from sites for employment and other frequent destinations and that are not well served by transit impose a higher cost burden. For this reason, considering the entire cost of housing plus transportation is considered a more complete approach to measuring the cost burdens to households. The Growing Transit Communities study areas, due to their transit accessibility, can generally be considered to have relatively low transportation cost burden for low-income households.

2. DATA AND DISCUSSION: ACROSS CORRIDORS

2.1. SUMMARY OF FINDINGS

- Two thirds of the residents of transit corridors rent their homes, twice the percentage for the region as a whole.
- A shortage of housing affordable for very low-income households exists throughout the corridors. Downtown Seattle is the only area where the stock of housing affordable to this income group exceeds the regional percentage of very low income households.
- Publicly subsidized housing is critical for meeting the needs of very low-income households; overall, 15 percent of the units in the transit corridors are publicly subsidized.
- The East Corridor has the least affordable housing stock, with only 6 percent of the units affordable to low- and very low-income households.
- New market rate multifamily development in the study areas has been substantially less affordable than the older housing.
- Over one-quarter of the affordable housing units that recently received public funding commitments in the region are in the study areas.
- Average home sale prices have been steadily declining since their peak in 2008.
- The number of units impacted by foreclosure has grown substantially since 2007, although in most corridors the number began to decrease in 2011.

2.2. HOUSING UNITS, TENURE, AND TYPE

The 2010 U.S. Census provides basic information about housing units in the three corridors. The Census gives a reliable count of the total number of housing units and the tenure of the occupancy. Table 2 breaks down the Census data for all census blocks in the corridors.

TABLE 1: TOTAL UNITS AND TENURE BY CORRIDOR

CORRIDOR	TOTAL HOUSING UNITS	OWNER OCCUPIED UNITS (% OF OCCUPIED UNITS)	RENTER OCCUPIED UNITS (% OF OCCUPIED UNITS)
SOUTH	36,033		
EAST	23,718		
NORTH	76,096		
DOWNTOWN SEATTLE	17,336		
ALL CORRIDORS	153,183		
REGION	1,463,295		

Source: 2010 Decennial Census

Parcel level data from the county assessors provide more detailed information on the type of housing available in the corridors. Table 3 tabulates housing units by type of building. This table shows the relative share of the total housing stock represented by single family housing, multifamily units and other building types.

TABLE 22: EXISTING RESIDENTIAL BUILDING TYPES BY CORRIDOR

CORRIDOR	SINGLE FAMILY RESIDENTIAL	MOBILE HOME	2-4 UNIT RESIDENTIAL	CONDOMINIUM	SENIOR HOUSING	MULTIFAMILY RENTAL
SOUTH						
EAST						
NORTH						
DOWNTOWN SEATTLE						
ALL CORRIDORS						

Source: Snohomish, King, Pierce County Assessor Data, 2011

2.2.1. DISCUSSION

Just over 10 percent of the region's households live in the transit corridor study areas. Across the region almost two-thirds of all households are home owners. Within the transit corridors, the proportions are reversed: two-thirds of the households in the corridors are renters. Generally, renters are more vulnerable to displacement that may accompany transit community market pressures and redevelopment.

In terms of housing type, multifamily housing makes up a relatively high percentage (50%) of the total housing stock. The number of condominiums in the transit corridors is also significant, making up almost 20 percent of the total stock and over a quarter of the stock in the East Corridor and in Downtown Seattle. Condominiums are a key housing option for households looking for relatively affordable home ownership opportunities.

Data from the county assessors did not provide evidence of concerns about the condition of the housing in any corridor, but anecdotal accounts indicate that the assessor condition data may not be reliable. What is clear in the data is that the housing stock in the corridors, especially in Seattle and north and south of the city, is relatively old, with a third of the residential structures older than 50 years. Some of these buildings may be approaching the end of their useful life.

2.3. HOUSING AFFORDABILITY

The first approach to evaluating the affordability of the housing stock in the corridors is to look at how many of the households in the area have housing they can afford. The U.S. Census Bureau’s American Community Survey identifies a “moderate housing cost burden” as spending 30 to 49.9 percent of income for housing costs and a “severe housing cost burden” as spending more than 50 percent of income for housing costs. Table 4 divides the households in census block groups in the study areas in each corridor into three categories: those who can afford their housing costs, those who are moderately cost burdened, and those who are severely cost burdened. The data show that, as a whole, households in the transit corridors are somewhat more cost burdened than the region as a whole, especially in the North and South corridors. The impact of that burden is exacerbated by the lower incomes for households in these transit corridors.

TABLE 3: HOUSING COST BURDEN BY CORRIDOR

CORRIDOR	HOUSEHOLDS WITH AFFORDABLE HOUSING COSTS	HOUSEHOLDS WITH MODERATE HOUSING COST BURDEN	HOUSEHOLDS WITH SEVERE HOUSING COST BURDEN
SOUTH	45%	35%	20%
EAST	40%	35%	25%
NORTH	40%	35%	25%
DOWNTOWN SEATTLE	40%	35%	25%
ALL CORRIDORS	40%	35%	25%
REGION	45%	30%	25%

Source: American Community Survey, 2006-2010

Tables 5, 6, 7 and 8 look at the affordability of the housing stock in the corridors based on rental housing costs and/or homeownership costs. A housing unit was determined to be affordable within a specific range if the housing costs associated with that unit were affordable to a household with an income at the top end of the range. The income ranges were based on HUD’s 2011 Program Income Limits for King, Snohomish and Pierce Counties, which provide median incomes adjusted for household size. The household size for a particular unit was assumed to be 1-½ people for each bedroom and 1 person for studio units.

Table 5 uses data from the Dupre + Scott’s spring 2011 apartment survey. Dupre + Scott surveyed 5+ unit market rate buildings in King and Snohomish Counties and 20+ unit buildings in Pierce County. The survey did not include any subsidized units or senior housing. Housing costs were calculated as the sum of rent charged and a utility allowance provided by the local public housing authority. The Dupre + Scott survey covered roughly 80% of the non-subsidized multifamily units.

TABLE 4: MARKET RATE MULTIFAMILY HOUSING AFFORDABILITY BY CORRIDOR

CORRIDOR	UNITS SURVEYED	AFFORDABLE 0-30% AMI	AFFORDABLE 30-50% AMI	AFFORDABLE 50-80% AMI	AFFORDABLE 80-120% AMI	AFFORDABLE >120% AMI
SOUTH	9,450					
EAST	10,177					
NORTH	20,225					
DOWNTOWN SEATTLE	3,939					
ALL CORRIDORS	43,791					
REGION	206,604					
REGIONAL INCOME DISTRIBUTION						

Source: Dupre + Scott Spring 2011 Apartment Survey

Puget Sound Regional Council compiled a comprehensive list of publicly subsidized affordable housing projects in the region. Table 6 tallies the publicly subsidized units located within the corridors and Figure 2 shows the locations of projects within the study areas.²

TABLE 5: SUBSIDIZED HOUSING AFFORDABILITY BY CORRIDOR

CORRIDOR	AFFORDABLE HOUSING PROJECTS	30% AMI UNITS	50% AMI UNITS	80% AMI UNITS	120% AMI UNITS
SOUTH	238	2,844	1,719	2,029	0
EAST	33	405	223	1,126	0
NORTH	145	2,145	1,885	2,341	0
DOWNTOWN SEATTLE	141	3,903	972	891	73
ALL CORRIDORS	557	9,297	4,799	6,387	73

Source: U.S. Department of Housing and Urban Development, Washington State Department of Commerce, Washington State Housing Finance Commission, Pierce County, King County, Snohomish County, City of Tacoma, City of Seattle

² The affordability breakdown is based on the lowest income restrictions associated with each affordable project. Typically, housing costs (rent + utilities) on these projects are restricted by covenant to what would be affordable to a household with an income at the top of the appropriate range. Many of the units have project project-based rental assistance, such as Section 8 or public housing operating assistance. These rental assistance contracts generally pay the difference between 30 percent of the tenant's household income and the operating costs for the unit. For this reason, all units with project-based rental assistance are treated as being affordable to very low income households. The list of publicly subsidized affordable housing projects is assumed to be 99% complete.

Privately-owned housing can also be subsidized through the use of tenant-based vouchers, most commonly Section 8 vouchers. Data on tenant-based voucher utilization is only available at the census tract level. Census tracts are generally too large relative to the size of the transit study areas to draw meaningful conclusions about the utilization levels in the corridors, so the tenant-based voucher data have not been included in this analysis.

Publicly Subsidized Affordable Housing Projects

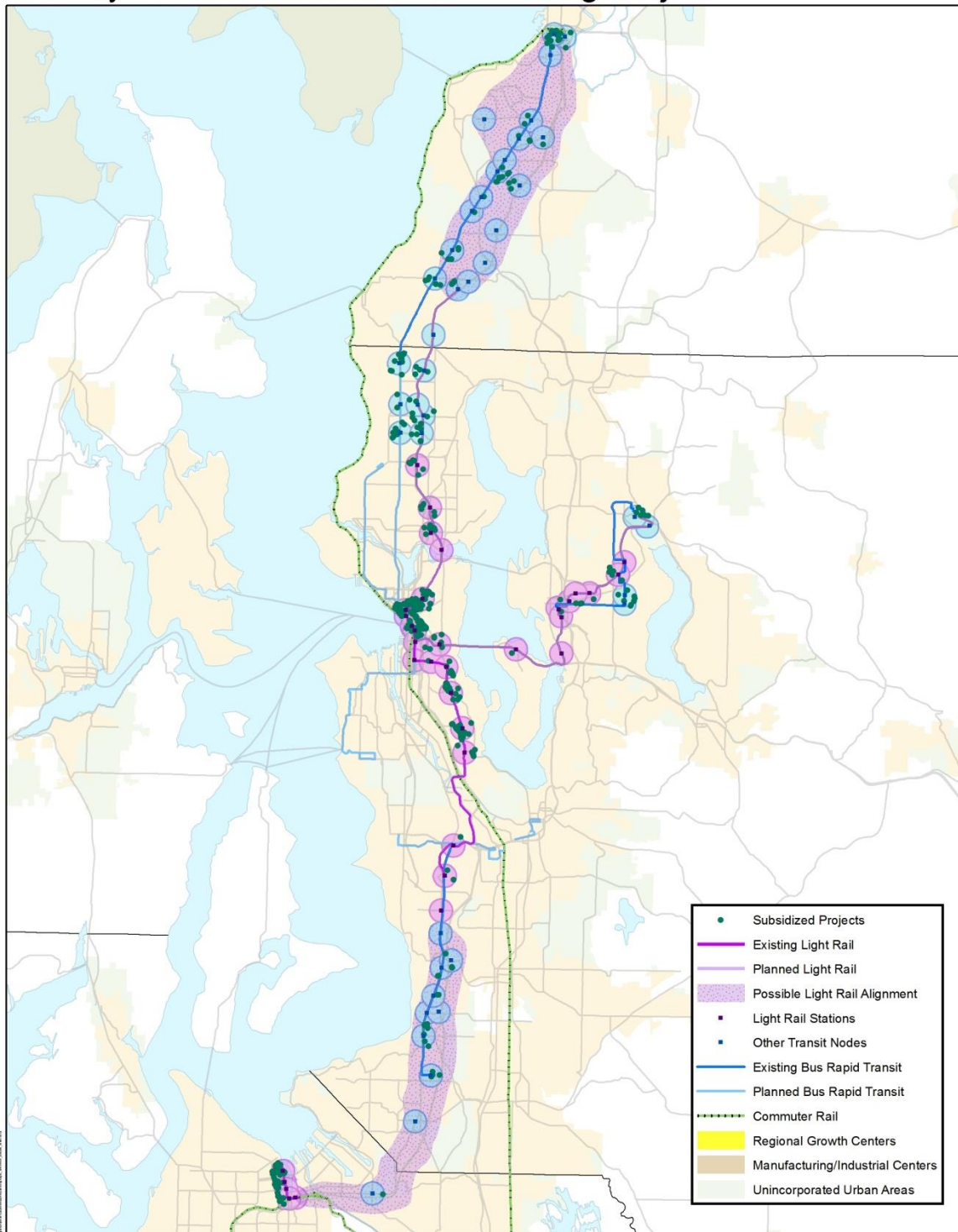


FIGURE 1: PUBLICLY SUBSIDIZED AFFORDABLE HOUSING PROJECT MAP

The affordability of ownership housing to households at various income levels is shown in Table 7. Homeownership affordability is usually measured by comparing the cost of mortgage payments, insurance and taxes (PITI) to household income.³

TABLE 6: HOMEOWNERSHIP AFFORDABILITY BY CORRIDOR

CORRIDOR	UNITS EVALUATED	AFFORDABLE 0-30% AMI	AFFORDABLE 30-50% AMI	AFFORDABLE 50-80% AMI	AFFORDABLE 80-120% AMI	AFFORDABLE >120% AMI
SOUTH	13,899					
EAST	8,426					
NORTH	30,093					
DOWNTOWN SEATTLE	3,813					
ALL CORRIDORS	56,231					
REGIONAL INCOME DISTRIBUTION						

Source: Snohomish, King, Pierce County Assessor Data, 2011

Table 8 combines the affordability data across all housing types to offer a comprehensive look at affordability in the corridors. The data for market rate multifamily housing, publicly subsidized housing and homeownership were weighted relative to their proportion of the housing stock.⁴ Figure 3 summarizes the data for affordability across all corridors in a pie chart.

TABLE 7: OVERALL AFFORDABILITY BY CORRIDOR

CORRIDOR	AFFORDABLE 0-30% AMI	AFFORDABLE 30-50% AMI	AFFORDABLE 50-80% AMI	AFFORDABLE 80-120% AMI	AFFORDABLE >120% AMI
SOUTH					
EAST					
NORTH					
DOWNTOWN SEATTLE					
ALL CORRIDORS					
REGIONAL INCOME DISTRIBUTION					

Source: Snohomish, King, Pierce County Assessor Data, 2011; Dupre + Scott Spring 2011 Apartment Survey; U.S. Department of Housing and Urban Development, Washington State Department of Commerce, Washington State Housing Finance Commission, Pierce County, King County, Snohomish County, City of Tacoma, City of Seattle

³ The equation does not account for the cost of utilities and maintenance, but it also ignores potential tax benefits (e.g., deductibility of mortgage interest) and the value of the equity a homeowner accrues as principal payments are made. Table V-7 uses adjusted 2011 assessed values as the basis for determining a home's value and calculates the monthly cost of financing 90% of the home's value using a 30-year, fixed-rate mortgage at the interest rates available in March 2011. Insurance costs are assumed to be \$50 per month, and taxes are calculated using the local levy rates. Condominium fees are included at \$250 per unit (the regional average from the 2009 American Housing Survey). The affordability standard for fee simple properties is 30% of income and for condominiums 33%, as the condominium fees include costs not typically included in PITI, such as common area maintenance and replacement reserves. The available assessor data covered 94% of the owner-occupied units in the corridors.

⁴ Data for pad rent and mortgage costs for mobile homes were not available; this analysis assumed that all mobile homes were affordable for households earning less than 50 percent of area median income. Most senior housing in the corridors is publicly subsidized and included in Table V-6. There was no affordability data available for 2-4 unit buildings, so it was assumed that their rents reflected the overall affordability in their study area.

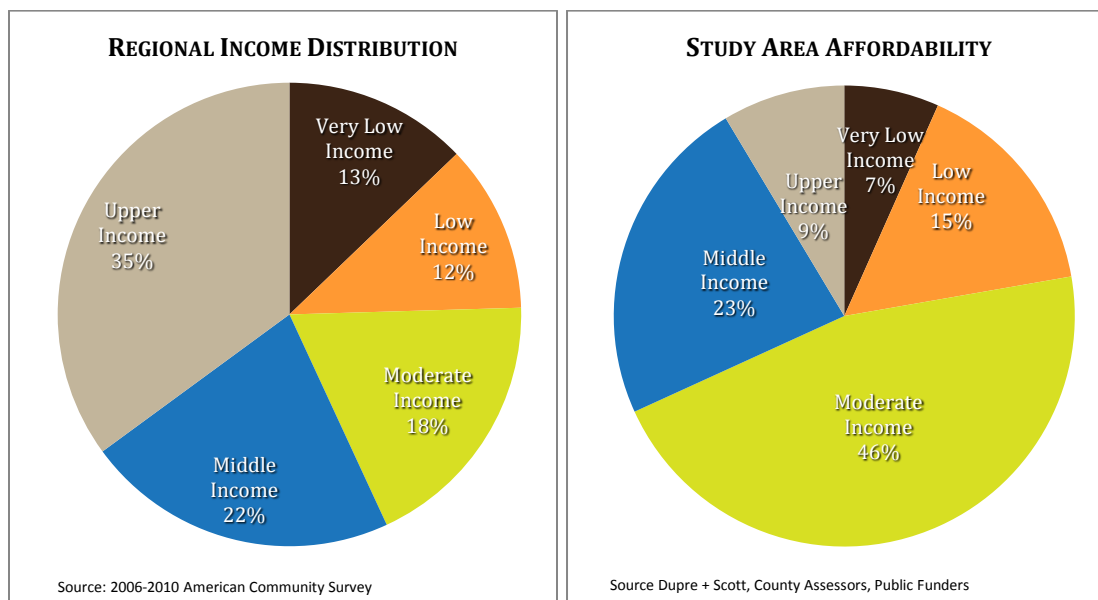


FIGURE 2: REGIONAL HOUSEHOLD INCOME AND HOUSING AFFORDABILITY ACROSS ALL CORRIDORS

2.3.1. DISCUSSION

The data presented in this section indicate that the overall affordability of housing in the transit corridors collectively is higher than it is for the region as a whole. Current and potential station areas, particularly in the North and South corridors, contain a supply of affordable housing that has regional importance.

The supply of affordable housing for moderate income households (earning between 50% and 80% of AMI) in the corridors is relatively plentiful, exceeding a proportional share of regional need in every corridor. The maps in Figures 4 and 5 show the relative supply of housing affordable to low-income and moderate income households respectively.

The stock of housing affordable to low-income households (earning between 30% and 50% AMI) is also at a level in the corridors as a whole that exceeds a proportional share of regional need. One notable exception is East Corridor, where only 4 percent of the units are affordable to those with incomes less than 50 percent of the area median. In all corridors, most of the housing affordable to low-income households is rental housing, including both market rate rentals and subsidized housing.

However, housing that is affordable to households at the very lowest income levels (earning less than 30% of AMI) is in short supply both regionally and within the transit corridors. Almost all of the housing affordable at 30 percent of area median income is publicly subsidized, either through capital grants or rental assistance. Overall, publicly subsidized housing represents 15 percent of the total housing stock in the transit corridors. It is most concentrated in Downtown Seattle (34% of the stock) and the South Corridor (20% of the stock). Subsidized units are less than 10 percent of the total stock in both the North and East Corridors.

Housing Units Affordable at 0-50% of Median Income

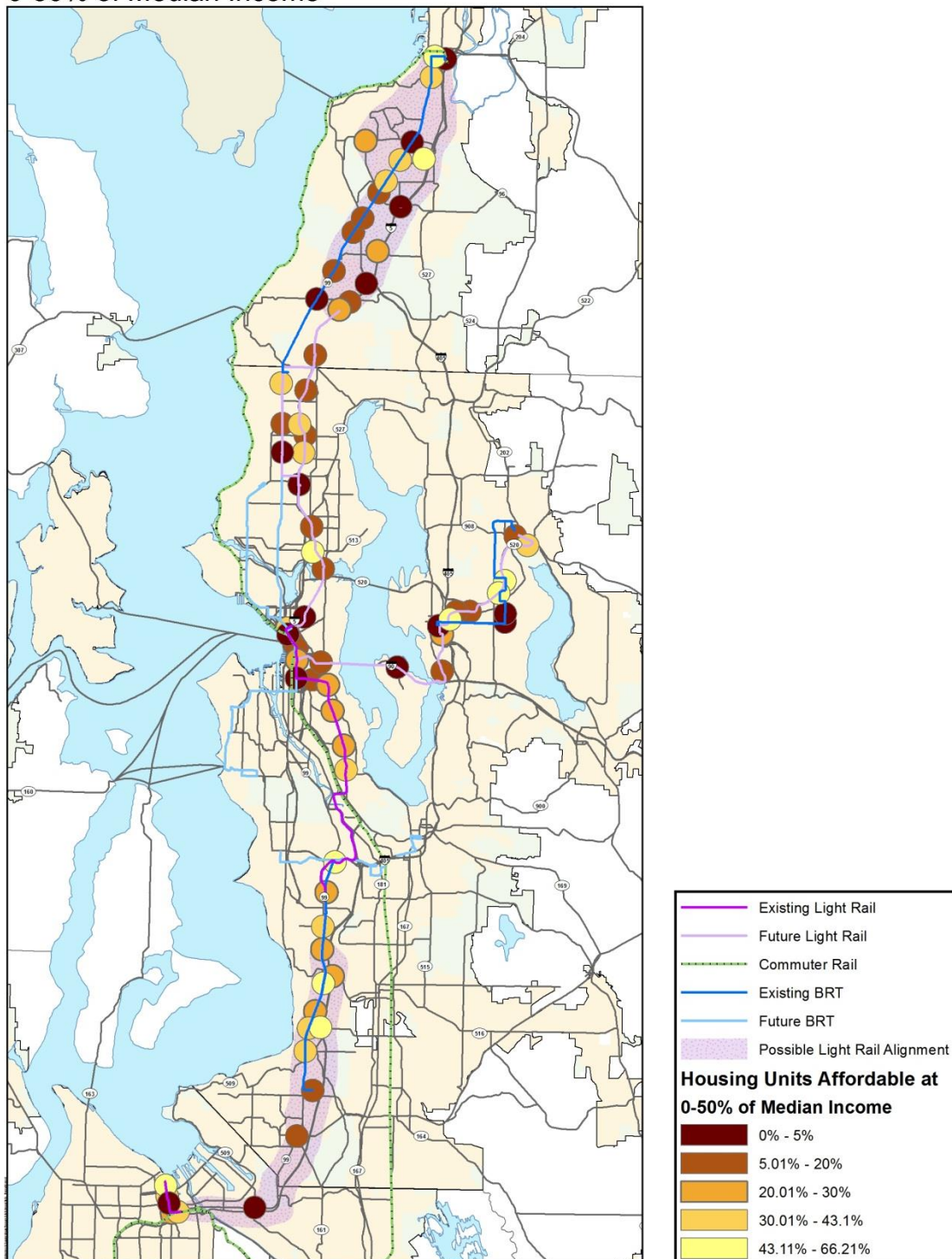


FIGURE 3: PERCENTAGE OF HOUSING AFFORDABLE BETWEEN 0% AND 50% AMI

Housing Units Affordable at 0-80% of Median Income

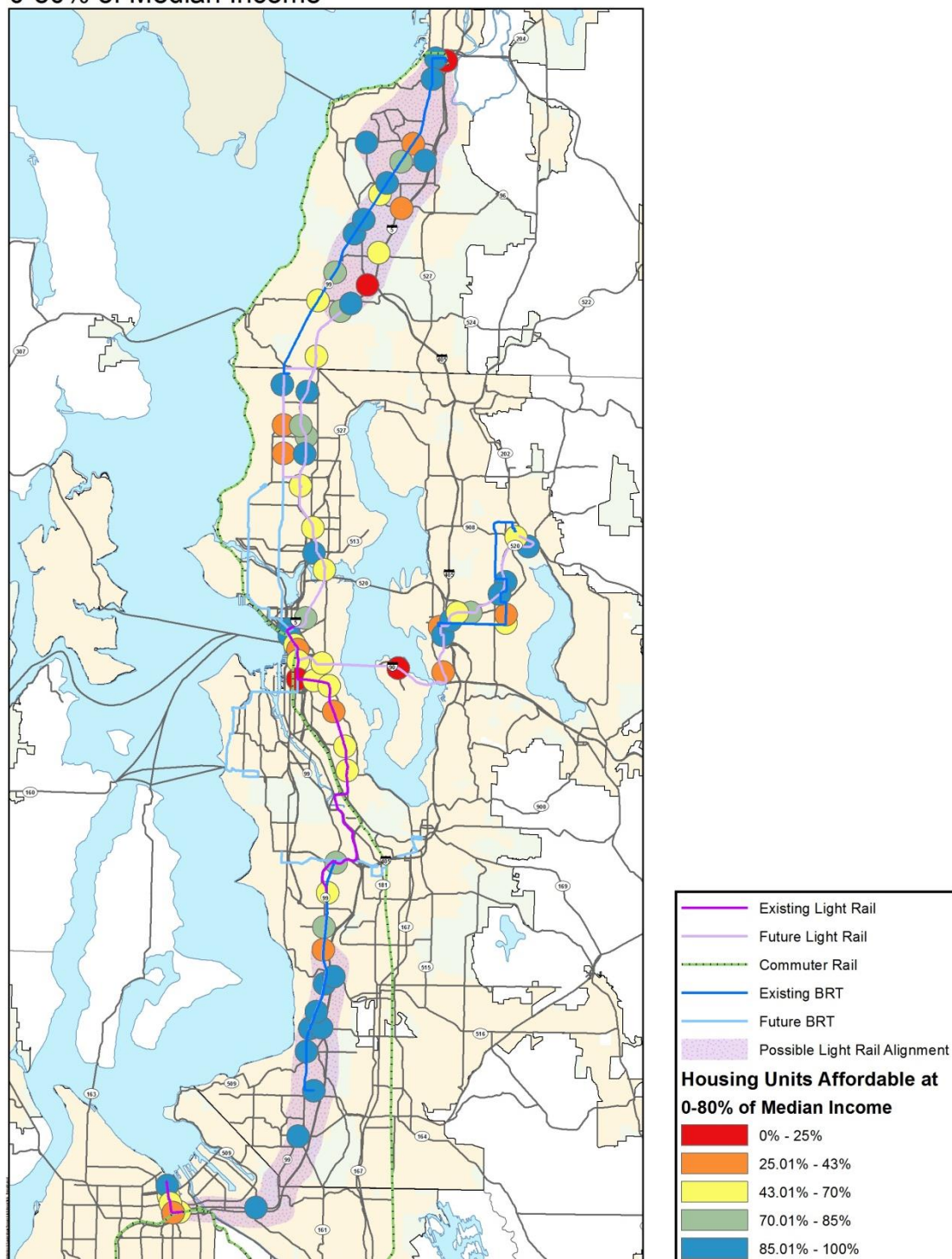


FIGURE 4: PERCENTAGE OF HOUSING AFFORDABLE BETWEEN 0% AND 80% AMI

2.4. AFFORDABILITY TRENDS

Data for each of several recent years provides an indication about whether areas are becoming more or less affordable over time. Dupre + Scott isolated the units in 20+ unit buildings that were completed between 2006 and 2011. Table 9 provides the affordability breakdown for these recently built units.

TABLE 8: RECENT MARKET RATE MULTIFAMILY PRODUCTION BY CORRIDOR

CORRIDOR	NEW UNITS	AFFORDABLE 0-30% AMI	AFFORDABLE 30-50% AMI	AFFORDABLE 50-80% AMI	AFFORDABLE 80-120% AMI	AFFORDABLE >120% AMI
SOUTH	977					
EAST	3,234					
NORTH	2,142					
DOWNTOWN SEATTLE	1,104					
ALL CORRIDORS	7,457					
REGION	16,653					
REGIONAL INCOME DISTRIBUTION						

Source: Dupre + Scott Spring 2011 Apartment Survey

Puget Sound Regional Council reviewed funding announcements from local, state and federal public funders between 2006 and 2011. Table 10 shows the number of projects, total units and amount financing provided by these public funders.

TABLE 9: RECENT SUBSIDIZED HOUSING PRODUCTION BY CORRIDOR

CORRIDOR	NEW PROJECTS	NEW AFFORDABLE UNITS	PUBLIC FUNDING
SOUTH	21	1,479	\$161,750,593
EAST	8	370	\$20,392,146
NORTH	11	1,372	\$84,359,170
DOWNTOWN SEATTLE	8	608	\$68,790,157
ALL CORRIDORS	48	3,829	\$335,292,066
REGION	281	14,887	\$1,379,825,159

Source: U.S. Department of Housing and Urban Development, Washington State Department of Commerce, Washington State Housing Finance Commission, Pierce County, King County, Snohomish County, City of Tacoma, City of Seattle

Recent trends in home sale prices are shown in Figure 6. This chart uses data from the county assessors for sales of single family homes and condominiums. It excludes related party transactions, partial transfers and other anomalous sales.

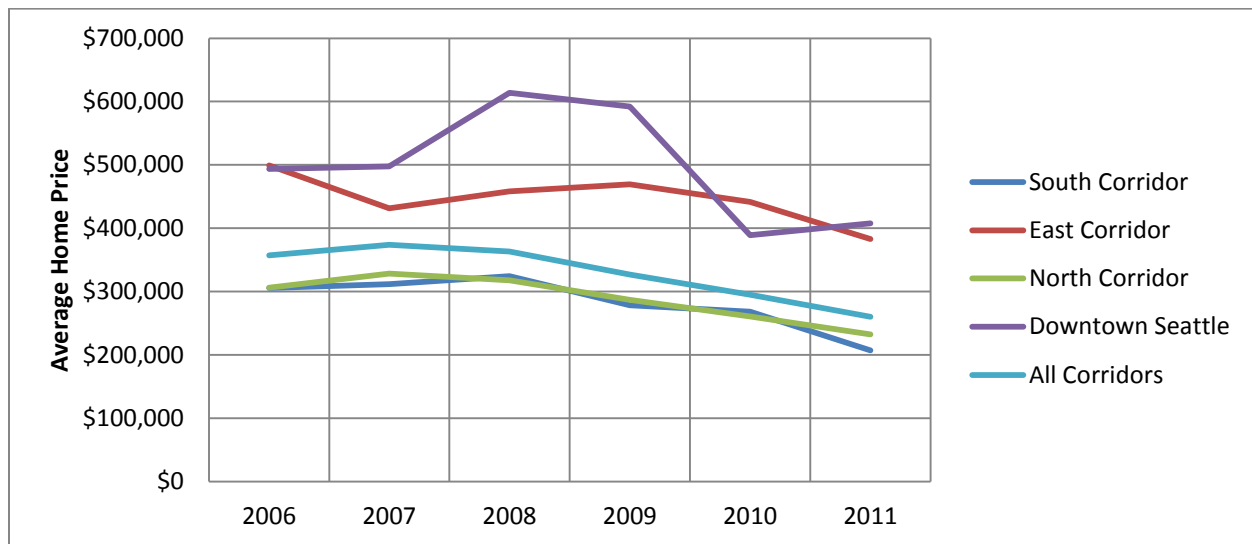


FIGURE 5: HOME SALE PRICE TRENDS BY CORRIDOR

Source: Snohomish, King, Pierce County Assessor Data, 2011

Figure 7 draws on assessor data to show the number of residential foreclosures between 2006 and 2011. It includes, single family, condominium and multifamily foreclosures. The figures represent the number of units impacted by the foreclosures. Some of the larger spikes are due to the foreclosure of large multifamily projects.

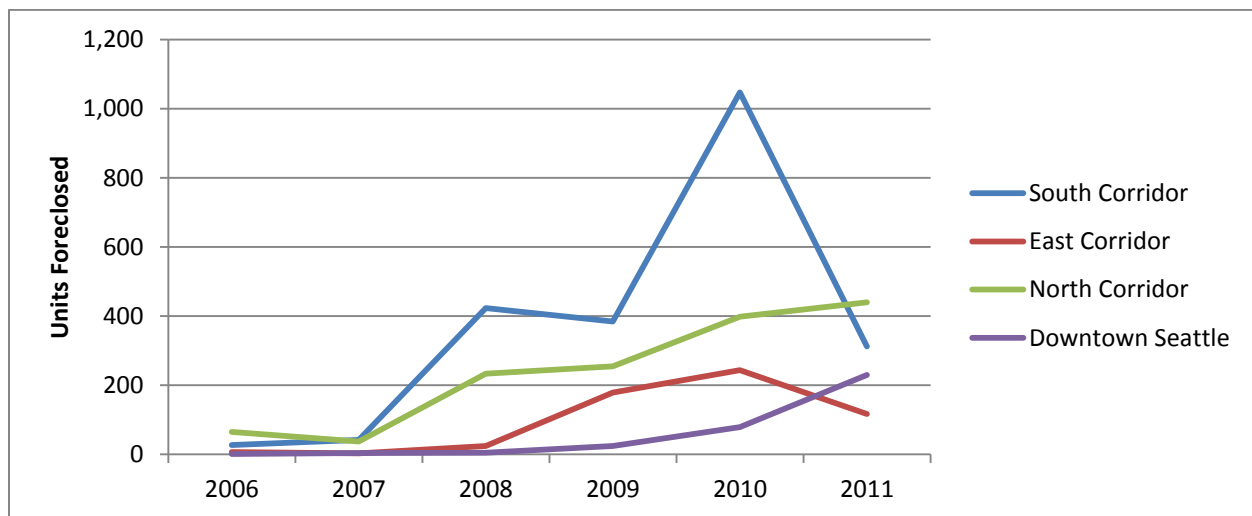


FIGURE 6: ANNUAL FORECLOSURES BY CORRIDOR

Source: Snohomish, King, Pierce County Assessor Data, 2011

2.4.1. DISCUSSION

The transit corridors have experienced a large and increasing share of the region's multifamily development. The study areas in the corridors account for 21 percent of the region's market rate multifamily stock, but their share of recent development is over twice that, at 43 percent of the region's new units in this category. However, recent multifamily development has been much less affordable than the existing multifamily housing stock in the study areas. Seventy-two percent of the new units are not affordable for even moderate income households. A low-income household can afford only 3 percent of the new units.

In the category of subsidized non-market rate housing, almost 50 new affordable housing projects in the transit corridors received public funding commitments between 2006 and 2011. Nearly one quarter of the public funding for affordable housing in the region during this time period was committed to projects in the transit corridor study areas. The total number of affordable units in these projects will equal more than half of the number of market rate units developed in the corridors over the same period of time. Affordable production represented an especially large share of overall housing production in the South Corridor, where the affordable projects resulted in 50 percent more units than the market rate projects. Many of these units are located in Hope VI projects in the City of Seattle.

Home sale prices in the corridors peaked in 2008, and have steadily declined through 2011. Downtown Seattle experienced a small increase in average sale price in 2011, but the other corridors continued a downward trend. Average sale prices were highest in the East Corridor and Downtown Seattle, and slightly higher in the South Corridor than the North. Foreclosures have been a growing issue, peaking in 2010. Foreclosure rates in the North Corridor and Downtown Seattle continued climbing in 2011, but decreased in the South and East Corridors. There were at total of 4,580 units in the transit corridors that experienced foreclosure between 2006 and 2010.

3. DATA AND DISCUSSION: SOUTH CORRIDOR

3.1. SUMMARY OF FINDINGS

- The housing stock in the South Corridor consists of two major subareas: Southeast Seattle, which is predominately single family and owner occupied, and South King County – Tacoma, which is predominately multifamily and renter occupied.
- In comparison to the regional income distribution, one-third of the study areas offer adequate or nearly adequate affordability for very low income households while over one-third of the areas offer virtual no housing affordable at this level.
- Seven of the 25 study areas have an inadequate supply of housing affordable for low income households relative to regional need; in four of these areas the gap is significant.
- Mobile homes contribute substantially to the low income affordability in one-fifth of the study areas.
- Most of the publicly subsidized affordable housing stock in the corridor is in Southeast Seattle or Downtown Tacoma.
- The Tacoma study areas are the only ones to experience significant market rate development activity between 2006 and 2011.
- There were 50 percent more new publicly subsidized housing units in the corridor than new market

rate units.

- Average home sale prices in the corridor have fallen by 36 percent since 2008.

3.2. SOUTH CORRIDOR: HOUSING UNITS, TYPE, AND TENURE

The 2010 U.S. Census provides basic information about housing in the South Corridor, including the total number of housing units and the tenure of the occupancy. Table 11 breaks down the Census data for all study areas in the South Corridor.

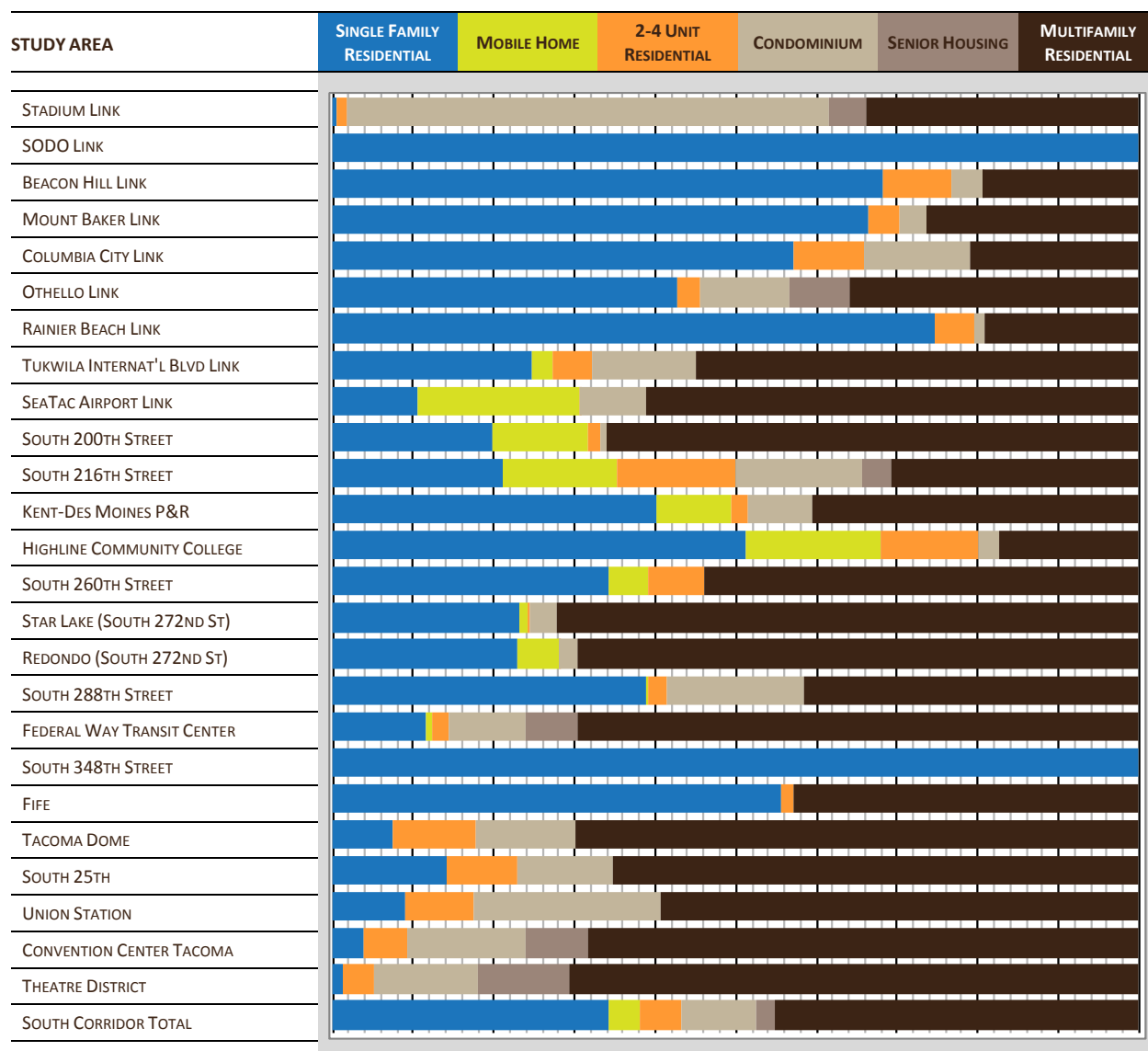
TABLE 1: TOTAL UNITS AND TENURE IN THE SOUTH CORRIDOR

STUDY AREA	TOTAL HOUSING UNITS	OWNER OCCUPIED UNITS (% OF OCCUPIED UNITS)	RENTER OCCUPIED UNITS (% OF OCCUPIED UNITS)
STADIUM LINK	1,656		
SODO LINK	137		
BEACON HILL LINK	2,579		
MOUNT BAKER LINK	2,456		
COLUMBIA CITY LINK	2,308		
OTHELLO LINK	2,824		
RAINIER BEACH LINK	1,565		
TUKWILA INTERNAT'L BLVD LINK	1,798		
SEATAC AIRPORT LINK	1,969		
SOUTH 200TH STREET	1,263		
SOUTH 216TH STREET	1,941		
KENT-DES MOINES P&R	547		
HIGHLINE COMMUNITY COLLEGE	1,085		
SOUTH 260TH STREET	1,944		
STAR LAKE (SOUTH 272ND ST)	1,937		
REDONDO (SOUTH 272ND ST)	3,156		
SOUTH 288TH STREET	2,643		
FEDERAL WAY TRANSIT CENTER	1,134		
SOUTH 348TH STREET	91		
FIFE	988		
TACOMA DOME	246		
SOUTH 25TH	817		
UNION STATION	1,773		
CONVENTION CENTER TACOMA	2,763		
THEATRE DISTRICT	3,800		
SOUTH CORRIDOR TOTAL	36,033		
REGION	1,463,295		

Source: 2010 Decennial Census

Table 12 uses county assessor parcel data to tabulate housing units by type of building. This table shows the relative share of the total housing stock represented by single family housing, multifamily units and other building types.

TABLE 2: PROPORTION OF EXISTING RESIDENTIAL BUILDING TYPES IN THE SOUTH CORRIDOR



Source: King, Pierce County Assessor, 2011

3.2.1. DISCUSSION

From the standpoint of housing type and tenure, the South Corridor can be roughly broken into two major segments: Southeast Seattle, which is largely single family and owner-occupied housing, and South King County – Tacoma, which is largely multifamily and renter-occupied housing. There are notable exceptions. Othello Station has a higher percentage of renters than other Southeast Seattle study areas, and Highline

Community College is the only study area in South King County – Tacoma that has a majority of housing that is single family and owner-occupied. Three of the study areas (SODO Link, South 348th Street, and Tacoma Dome) have a relatively small number of housing units; their current land use is predominately non-residential. Mobile home parks are substantial elements of the local housing stock in five of the study areas.: SeaTac Airport Link, South 200th Street, South 216th Street, Kent-Des Moines P&R, and Highline Community College. Collectively, these data suggest that households in the South Corridor may be at risk of displacement as a result of market pressure accompanying transit and community development investments.

3.3. SOUTH CORRIDOR: HOUSING AFFORDABILITY

The first approach to evaluating the affordability of the housing stock in the corridor is to look at how many of the households in the area have housing costs they can afford. The U.S. Census Bureau’s American Community Survey identifies a “moderate housing cost burden” as spending 30 to 49.9 percent of income for housing costs and a “severe housing cost burden” as spending more than 50 percent of income for housing costs. Table 13 divides the households in census block groups in the South Corridor into three categories: those who can afford their housing costs, those who are moderately cost burdened, and those who are severely cost burdened.

TABLE 3: HOUSING COST BURDEN IN THE SOUTH CORRIDOR

STUDY AREA	HOUSEHOLDS WITH AFFORDABLE HOUSING COSTS	HOUSEHOLDS WITH MODERATE HOUSING COST BURDEN	HOUSEHOLDS WITH SEVERE HOUSING COST BURDEN
STADIUM LINK	65%	25%	10%
SODO LINK	65%	25%	10%
BEACON HILL LINK	65%	25%	10%
MOUNT BAKER LINK	65%	25%	10%
COLUMBIA CITY LINK	65%	25%	10%
OTHELLO LINK	65%	25%	10%
RAINIER BEACH LINK	65%	25%	10%
TUKWILA INTERNAT'L BLVD LINK	65%	25%	10%
SEATAC AIRPORT LINK	65%	25%	10%
SOUTH 200TH STREET	65%	25%	10%
SOUTH 216TH STREET	65%	25%	10%
KENT-DES MOINES P&R	65%	25%	10%
HIGHLINE COMMUNITY COLLEGE	65%	25%	10%
SOUTH 260TH STREET	65%	25%	10%
STAR LAKE (SOUTH 272ND ST)	65%	25%	10%
REDONDO (SOUTH 272ND ST)	65%	25%	10%
SOUTH 288TH STREET	65%	25%	10%
FEDERAL WAY TRANSIT CENTER	65%	25%	10%
SOUTH 348TH STREET	65%	25%	10%
FIFE	65%	25%	10%
TACOMA DOME	65%	25%	10%
SOUTH 25TH	65%	25%	10%
UNION STATION	65%	25%	10%
CONVENTION CENTER TACOMA	65%	25%	10%
THEATRE DISTRICT	65%	25%	10%
SOUTH CORRIDOR TOTAL	65%	25%	10%
REGION	65%	25%	10%

Source: American Community Survey, 2006-2010

Table 14 uses data from the Dupre + Scott's spring 2011 apartment survey. Dupre + Scott surveyed 5+ unit market rate buildings in King County and 20+ unit buildings in Pierce County. The survey did not include any subsidized units or senior housing. Housing costs were calculated as the sum of rent charged and a utility allowance provided by the local public housing authority. The Dupre + Scott survey covered roughly 84% of the non-subsidized multifamily units in the South Corridor.

TABLE 4: MARKET RATE MULTIFAMILY HOUSING AFFORDABILITY IN THE SOUTH CORRIDOR

STUDY AREA	UNITS SURVEYED	AFFORDABLE 0-30% AMI	AFFORDABLE 30-50% AMI	AFFORDABLE 50-80% AMI	AFFORDABLE 80-120% AMI	AFFORDABLE >120% AMI
STADIUM LINK	1,439					
SODO LINK	0					
BEACON HILL LINK	263					
MOUNT BAKER LINK	43					
COLUMBIA CITY LINK	86					
OTHELLO LINK	17					
RAINIER BEACH LINK	0					
TUKWILA INTERNAT'L BLVD LINK	827					
SEATAC AIRPORT LINK	884					
SOUTH 200TH STREET	451					
SOUTH 216TH STREET	226					
KENT-DES MOINES P&R	34					
HIGHLINE COMMUNITY COLLEGE	0					
SOUTH 260TH STREET	2,318					
STAR LAKE (SOUTH 272ND ST)	238					
REDONDO (SOUTH 272ND ST)	1,617					
SOUTH 288TH STREET	196					
FEDERAL WAY TRANSIT CENTER	420					
SOUTH 348TH STREET	0					
FIFE	42					
TACOMA DOME	161					
SOUTH 25TH	76					
UNION STATION	923					
CONVENTION CENTER TACOMA	1,036					
THEATRE DISTRICT	1,562					
SOUTH CORRIDOR TOTAL	9,450					
REGIONAL INCOME DISTRIBUTION						

Source: Dupre + Scott Spring 2011 Apartment Survey

Note: Blank rows in the table indicate that no records were available for market rate multifamily projects in a study area.

Table 15 shows the publicly subsidized units located within the corridor. The affordability breakdown is based on the lowest income restrictions associated with each affordable project. Typically, housing costs (rent + utilities) on these projects are restricted by covenant to what would be affordable to a household with an income at the top of the appropriate range. Where a unit had project-based rental assistance (such as Section 8 assistance), it was assumed to be affordable at 30% of area median income. The list of publicly subsidized affordable housing projects is assumed to be 99% complete.

TABLE 5: SUBSIDIZED HOUSING AFFORDABILITY IN THE SOUTH CORRIDOR

STUDY AREA	AFFORDABLE HOUSING PROJECTS	30% AMI UNITS	50% AMI UNITS	80% AMI UNITS	120% AMI UNITS
STADIUM LINK	10	307	108	5	0
SODO LINK	0	0	0	0	0
BEACON HILL LINK	1	0	14	0	0
MOUNT BAKER LINK	7	188	261	228	0
COLUMBIA CITY LINK	44	365	99	99	0
OTHELLO LINK	109	567	22	300	0
RAINIER BEACH LINK	5	106	84	14	0
TUKWILA INTERNAT'L BLVD LINK	1	6	0	0	0
SEATAC AIRPORT LINK	2	75	246	236	0
SOUTH 200TH STREET	0	0	0	0	0
SOUTH 216TH STREET	0	0	0	0	0
KENT-DES MOINES P&R	4	54	7	126	0
HIGHLINE COMMUNITY COLLEGE	5	66	19	0	0
SOUTH 260TH STREET	2	60	89	75	0
STAR LAKE (SOUTH 272ND ST)	0	0	0	0	0
REDONDO (SOUTH 272ND ST)	1	0	0	110	0
SOUTH 288TH STREET	5	28	206	363	0
FEDERAL WAY TRANSIT CENTER	4	84	156	146	0
SOUTH 348TH STREET	0	0	0	0	0
FIFE	1	20	25	4	0
TACOMA DOME	0	0	0	0	0
SOUTH 25TH	7	294	12	13	0
UNION STATION	11	300	91	45	0
CONVENTION CENTER TACOMA	19	565	230	134	0
THEATRE DISTRICT	23	622	275	175	0
SOUTH CORRIDOR TOTAL	238	2,844	1,719	2,029	0

Source: U.S. Department of Housing and Urban Development, Washington State Department of Commerce, Washington State Housing Finance Commission, Pierce County, King County, City of Tacoma, City of Seattle

Table 16 looks at homeownership affordability in the corridor by using adjusted 2011 assessed values as the basis for determining a home's value. The cost of mortgage payments, insurance and taxes is calculated using the methodology described in Section V.3.3 above. The affordability standard for fee simple properties is 30% of income and for condominiums 33%, as the condominium fees include costs not typically included in PITI, such as common area maintenance and replacement reserves. The available assessor data covered 96% of the owner-occupied units in the South Corridor.

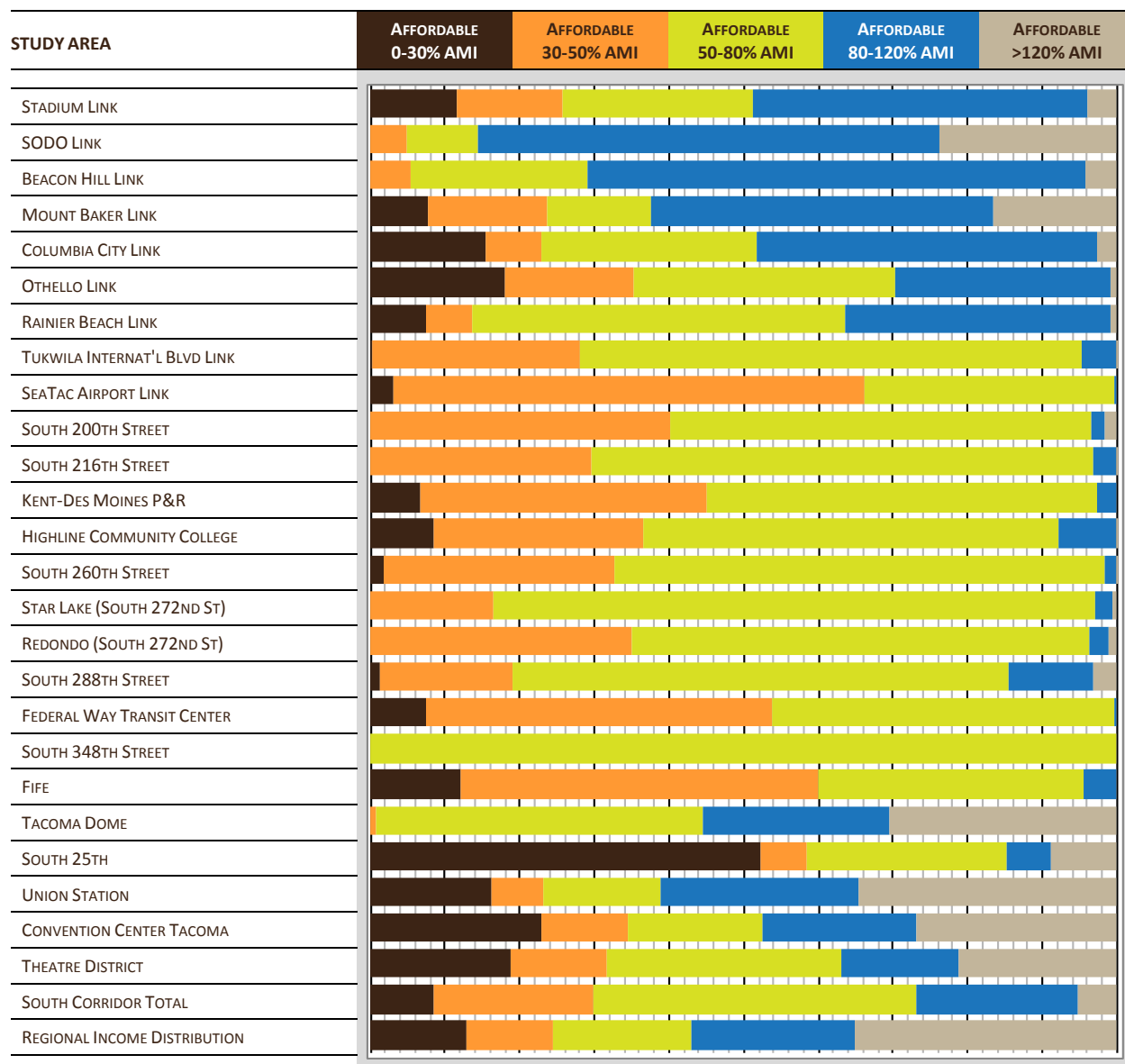
TABLE 6: HOMEOWNERSHIP AFFORDABILITY IN THE SOUTH CORRIDOR

STUDY AREA	UNITS EVALUATED	AFFORDABLE 0-30% AMI	AFFORDABLE 30-50% AMI	AFFORDABLE 50-80% AMI	AFFORDABLE 80-120% AMI	AFFORDABLE >120% AMI
STADIUM LINK	433					
SODO LINK	21					
BEACON HILL LINK	1,798					
MOUNT BAKER LINK	1,576					
COLUMBIA CITY LINK	1,418					
OTHELLO LINK	1,690					
RAINIER BEACH LINK	1,216					
TUKWILA INTERNAT'L BLVD LINK	748					
SEATAC AIRPORT LINK	411					
SOUTH 200TH STREET	226					
SOUTH 216TH STREET	484					
KENT-DES MOINES P&R	359					
HIGHLINE COMMUNITY COLLEGE	491					
SOUTH 260TH STREET	589					
STAR LAKE (SOUTH 272ND ST)	459					
REDONDO (SOUTH 272ND ST)	641					
SOUTH 288TH STREET	1,280					
FEDERAL WAY TRANSIT CENTER	236					
SOUTH 348TH STREET	16					
FIFE	70					
TACOMA DOME	52					
SOUTH 25TH	169					
UNION STATION	509					
CONVENTION CENTER TACOMA	482					
THEATRE DISTRICT	486					
SOUTH CORRIDOR TOTAL	13,899					
REGIONAL INCOME DISTRIBUTION						

Source: King, Pierce County Assessor Data, 2011

Table 17 combines the affordability data to offer a comprehensive look at affordability in the South Corridor. The data for market rate multifamily housing, publicly subsidized housing and homeownership were weighted relative to their proportion of the housing stock. Data for pad rent and mortgage costs for mobile homes were not available; this analysis assumed that all mobile homes were affordable for households earning less than 50 percent of area median income. Figure 8 summarizes the data for affordability in the South Corridor in a pie chart.

TABLE 7: OVERALL AFFORDABILITY IN THE SOUTH CORRIDOR



Source: King, Pierce County Assessor Data, 2011; Dupre + Scott Spring 2011 Apartment Survey; U.S. Department of Housing and Urban Development, Washington State Department of Commerce, Washington State Housing Finance Commission, Pierce County, King County, City of Tacoma, City of Seattle

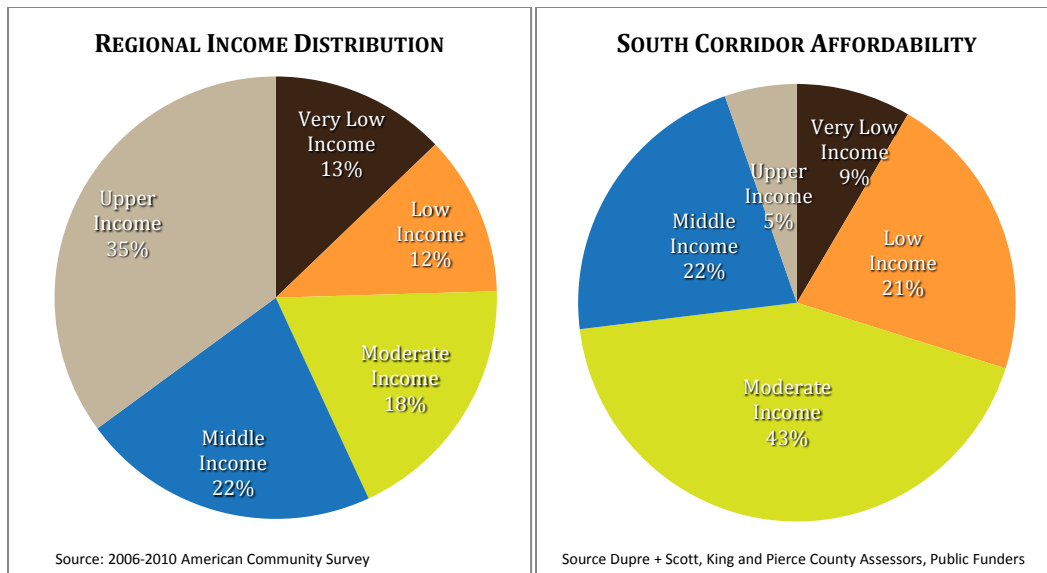


FIGURE 1: REGIONAL HOUSEHOLD INCOME AND HOUSING AFFORDABILITY IN THE SOUTH CORRIDOR

3.3.1. DISCUSSION

South Corridor includes a number of study areas with notably high housing cost burden for households. In eight of the study areas more than half of the households are moderately cost burdened, with Othello the most highly cost burdened at 61 percent. In two of the study areas (Star Lake and Theater District) the percentage of households with severe housing cost burdens is over 30. Cost burdened households, particularly at lower income levels, are more vulnerable to displacement that may be driven by any increase in housing costs. These findings appear to be largely the result of lower incomes rather than high housing prices, compared with other parts of the region.

Housing that is affordable to households earning less than 30% of AMI requires some form of public subsidy or income restriction. Despite having a generally affordable housing stock, South Corridor as a whole does not appear to provide adequate housing for these very low income households. Six of the 25 study areas (Columbia City Link, Othello Link and all Downtown Tacoma study areas) barely meet the regional benchmark based on current regional incomes. Two other study areas (Stadium Link and Fife) come very close to reaching adequate affordability levels for very low income households. Nine of the study areas offer virtually no units affordable at this level.

For low and moderate income households earning 30%-50% and 50%-80% of AMI respectively, most South Corridor study areas offer the most affordable housing choices among the three corridors. Only four of the South Corridor study areas (Beacon Hill Link, Rainier Beach Link, Star Lake (South 272nd St) and South 288th Street) fail substantially to provide housing affordable to low income households, while three additional study areas (Mount Baker Link, Columbia City Link, and Union Station) contain housing affordable in this income range that is just under the regional need level.

The remaining 15 study areas currently have adequate affordable housing for low income households. In five of these areas mobile homes represent a substantial percentage of the low income affordable stock: SeaTac

Airport Link (30% of the affordable stock), South 200th Street (30%), South 216th Street (55%), Kent-Des Moines P&R (25%), and Highline Community College (75%).

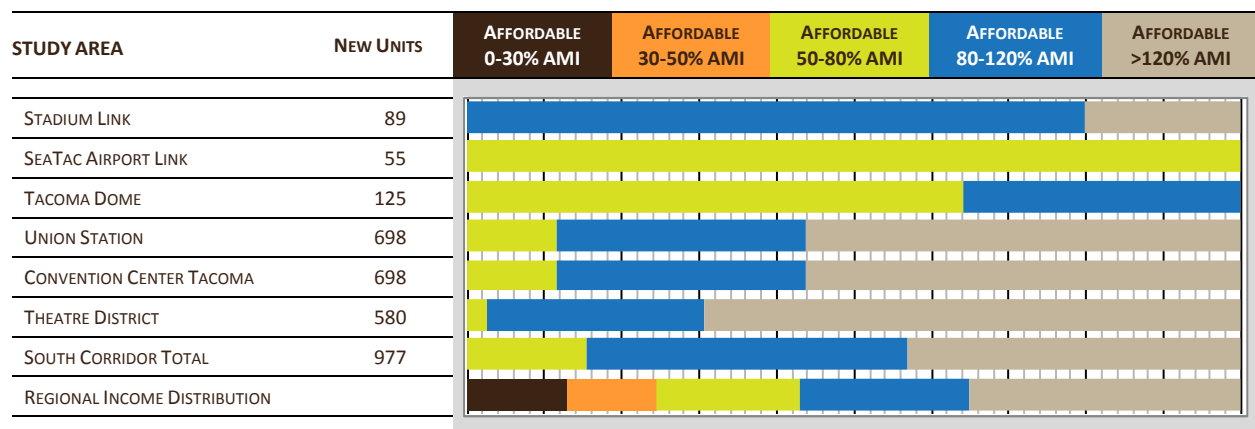
Publicly subsidized affordable housing is heavily concentrated in the Southeast Seattle and Downtown Tacoma study areas. Six of the areas have no subsidized affordable housing projects and four more have only one.

Three percent of the single family and condominium units in the corridor are affordable to low income households, and over half of the ownership units are affordable to moderate income households.

3.4. SOUTH CORRIDOR: AFFORDABILITY OF NEW DEVELOPMENT

Data for each of several recent years provide an indication about whether areas are become more or less affordable over time. Dupre + Scott isolated the units in 20+ unit buildings that were completed between 2006 and 2011. Table 18 provides the affordability breakdown for these recently built units. Only those study areas that experienced any activity are shown.

TABLE 8: RECENT MARKET RATE MULTIFAMILY PRODUCTION IN THE SOUTH CORRIDOR



Source: Dupre + Scott Spring 2011 Apartment Survey

Table 19 shows the number of projects, total units and amount of public financing for projects that received public funding commitments in the South Corridor between 2006 and 2011. Only those study areas that experienced any activity are shown.

TABLE 9: RECENT SUBSIDIZED HOUSING PRODUCTION IN THE SOUTH CORRIDOR

STUDY AREA	NEW PROJECTS	NEW AFFORDABLE UNITS	PUBLIC FUNDING
MOUNT BAKER LINK	2	118	\$12,353,000
COLUMBIA CITY LINK	3	251	\$36,332,601
OTHELLO LINK	2	58	\$14,583,259
RAINIER BEACH LINK	1	43	\$9,862,639
HIGHLINE COMMUNITY COLLEGE	1	36	\$400,000
SOUTH 260TH STREET	1	149	\$12,371,194
REDONDO (SOUTH 272ND ST)	1	110	\$5,017,870
SOUTH 288TH STREET	1	32	\$2,300,000
FEDERAL WAY TRANSIT CENTER	1	61	\$16,651,140
SOUTH 25TH	1	70	\$2,000,000
UNION STATION	2	144	\$22,817,120
CONVENTION CENTER TACOMA	5	506	\$49,158,519
THEATRE DISTRICT	6	477	\$29,061,770
SOUTH CORRIDOR TOTAL	21	1,479	\$161,750,593

Source: U.S. Department of Housing and Urban Development, Washington State Department of Commerce, Washington State Housing Finance Commission, Pierce County, King County, City of Tacoma, City of Seattle

Recent trends in home sale prices are shown in Table 20. This table uses data from the county assessors on sales between 2006 and 2011 of single family homes and condominiums. It excludes related party transactions, partial transfers and other anomalous sales.

TABLE 10: AVERAGE HOME SALE PRICE IN THE SOUTH CORRIDOR

STUDY AREA	AVERAGE PRICE 2006	AVERAGE PRICE 2007	AVERAGE PRICE 2008	AVERAGE PRICE 2009	AVERAGE PRICE 2010	AVERAGE PRICE 2011
STADIUM LINK	\$303,485	\$341,362	\$358,159	\$247,063	\$257,317	\$202,141
SODO LINK	NA	NA	\$280,000	NA	NA	NA
BEACON HILL LINK	\$362,728	\$396,112	\$382,037	\$378,589	\$331,792	\$308,213
MOUNT BAKER LINK	\$449,778	\$438,050	\$446,775	\$400,542	\$394,646	\$350,458
COLUMBIA CITY LINK	\$373,055	\$399,803	\$397,784	\$317,345	\$311,114	\$268,640
OTHELLO LINK	\$338,333	\$336,047	\$327,183	\$293,157	\$276,345	\$227,395
RAINIER BEACH LINK	\$321,154	\$344,518	\$314,956	\$275,868	\$234,069	\$195,097
TUKWILA INTERNAT'L BLVD LINK	\$245,030	\$246,556	\$257,864	\$228,027	\$188,358	\$137,467
SEATAC AIRPORT LINK	\$206,305	\$209,687	\$191,138	\$161,512	\$107,912	\$109,891
SOUTH 200TH STREET	\$249,967	\$336,863	\$267,604	\$223,375	\$237,857	\$213,315
SOUTH 216TH STREET	\$212,878	\$261,796	\$246,032	\$170,560	\$161,050	\$118,545
KENT-DES MOINES P&R	\$209,312	\$263,862	\$230,407	\$175,321	\$171,880	\$120,435
HIGHLINE COMMUNITY COLLEGE	\$286,699	\$310,424	\$292,340	\$254,658	\$277,371	\$150,223
SOUTH 260TH STREET	\$277,226	\$310,499	\$268,878	\$234,404	\$208,279	\$164,110
STAR LAKE (SOUTH 272ND ST)	\$243,927	\$236,717	\$294,837	\$201,574	\$201,097	\$155,458
REDONDO (SOUTH 272ND ST)	\$274,797	\$259,269	\$341,657	\$247,661	\$241,609	\$174,970
SOUTH 288TH STREET	\$253,577	\$228,826	\$247,468	\$239,101	\$188,661	\$159,610
FEDERAL WAY TRANSIT CENTER	\$187,867	\$212,753	\$184,735	\$158,750	\$159,121	\$95,411
SOUTH 348TH STREET	\$307,950	\$332,650	\$309,279	\$191,250	N/A	\$230,000
FIFE	\$189,400	\$183,500	\$219,624	\$153,272	\$164,571	\$90,233
TACOMA DOME	\$378,458	\$412,500	\$426,000	\$239,441	\$239,000	\$192,036
SOUTH 25TH	\$282,303	\$299,044	\$302,432	\$231,594	\$239,635	\$166,043
UNION STATION	\$231,889	\$292,754	\$306,533	\$217,460	\$268,396	\$222,816
CONVENTION CENTER TACOMA	\$283,188	\$302,166	\$350,183	\$227,270	\$287,348	\$246,155
THEATRE DISTRICT	\$259,950	\$297,190	\$327,366	\$338,981	\$295,603	\$233,996

Source: King, Pierce County Assessor Data, 2011

3.4.1. DISCUSSION

With the exception of the Tacoma study areas, the South Corridor experienced very little market rate multifamily production between 2006 and spring 2011. None of the new units produced in the corridor were affordable to low- or very low-income households, and in only two of the study areas were there a significant number of units affordable to moderate-income households. Eight-five percent of the new market rate rental units had rents that were affordable only to households earning more than 80 percent of AMI.

With relatively weak market rate production, the number of new affordable units that received public funding commitments between 2006 and 2011 is 50 percent greater than the number of market rate units produced in the same period. The affordable projects were largely located in Southeast Seattle (470 units) and Downtown Tacoma (299 units), with an additional 388 units in 5 projects at 5 different study areas in South King County.

Average home prices have been falling consistently since 2008. Across the corridor average prices have dropped by 36 percent, ranging from a 19 percent drop in the Beacon Hill Link study area to a 59 percent drop in the Fife study area.

Foreclosures have grown significantly since 2007, although most study areas saw the number drop in 2011. The study areas hit hardest by foreclosures are South 260th Street, Star Lake (South 272nd St), Redondo (South 272nd St), South 288th Street, Union Station, Convention Center Tacoma, and Theatre District. In Star Lake and Redondo, the foreclosures affected over 30 percent of the entire housing stock.

4. DATA AND DISCUSSION: EAST CORRIDOR

4.1. SUMMARY OF FINDINGS

- The East Corridor study areas are largely renter occupied with a large number of multifamily and a smaller number of condominium units.
- Relative to regional need, there is a significant shortage of affordable units in the East Corridor for both very low- and low-income households, making this the least affordable corridor
- There is relatively little publicly subsidized housing in the corridor, with much of the income restricted stock that is there affordable only at incomes above 50% of AMI.
- Market rate multifamily development has been relatively high over recent years, but the new units are not as affordable to moderate income households as new housing in other corridors.
- While new affordable housing has been produced in East King County, few new subsidized units were added specifically within a half mile of the planned transit station locations studied for this project.
- Average home prices have been falling, but not as sharply as in the other corridors.

4.2. EAST CORRIDOR: HOUSING UNITS, TYPE, AND TENURE

The 2010 U.S. Census provides some basic information about housing units in the East Corridor, including the total number of housing units and the tenure of the occupancy. Table 21 breaks down the Census data for all census blocks in the East Corridor.

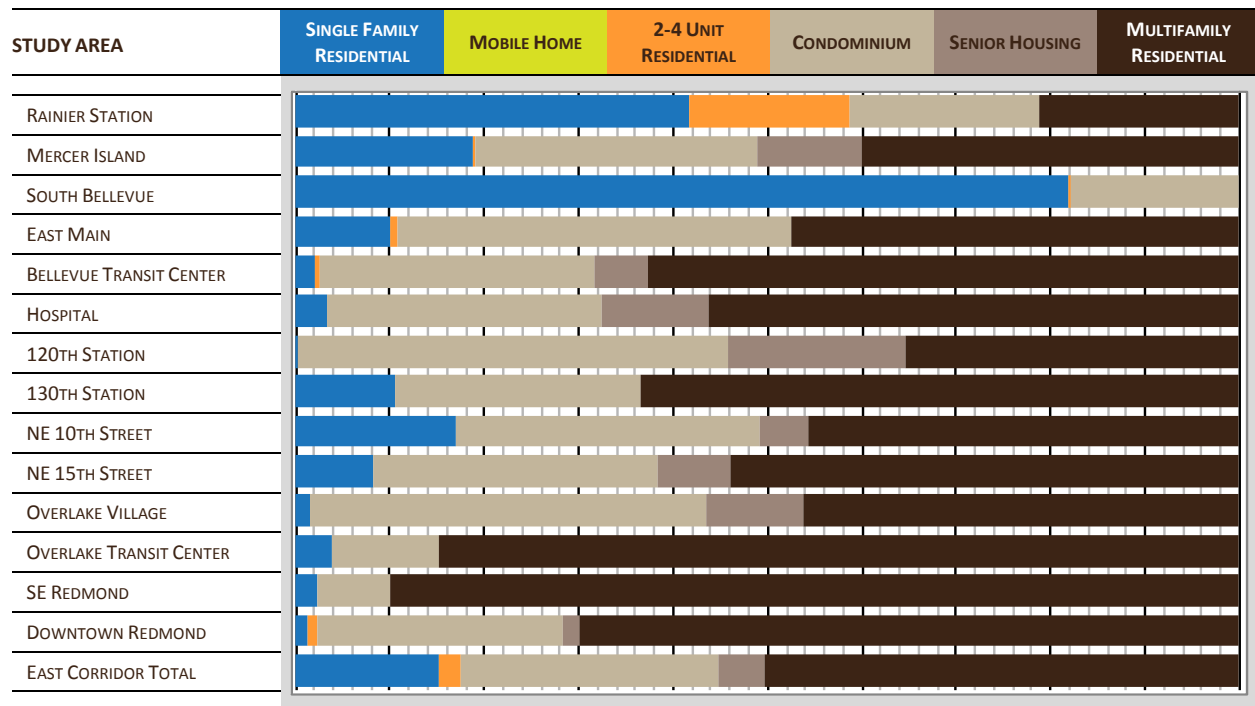
Table 22 uses county assessor parcel data to tabulate housing units by type of building. This table shows the relative share of the total housing stock represented by single family housing, multifamily units and other building types.

TABLE 1: TOTAL UNITS AND TENURE IN THE EAST CORRIDOR

STUDY AREA	TOTAL HOUSING UNITS	OWNER OCCUPIED UNITS (% OF OCCUPIED UNITS)	RENTER OCCUPIED UNITS (% OF OCCUPIED UNITS)
RAINIER STATION	2,793	45%	55%
MERCER ISLAND	2,228	40%	60%
SOUTH BELLEVUE	629	85%	15%
EAST MAIN	3,708	45%	55%
BELLEVUE TRANSIT CENTER	6,541	40%	60%
HOSPITAL	2,759	40%	60%
120TH STATION	835	55%	45%
130TH STATION	1,669	45%	55%
NE 10TH STREET	2,626	45%	55%
NE 15TH STREET	3,802	45%	55%
OVERLAKE VILLAGE	1,037	45%	55%
OVERLAKE TRANSIT CENTER	1,061	15%	85%
SE REDMOND	276	15%	85%
DOWNTOWN REDMOND	2,795	40%	60%
EAST CORRIDOR TOTAL	23,718	45%	55%
REGION	1,463,295	55%	45%

Source: 2010 Decennial Census

TABLE 2: EXISTING RESIDENTIAL BUILDING TYPES IN THE EAST CORRIDOR



Source: King County Assessor, 2011

4.2.1. DISCUSSION

Most East Corridor study areas are majority renter with a large number of multifamily units. Condominiums represent the bulk of the owner occupied units in the corridor and are also a significant segment of the housing stock in several study areas. The one notable exception is South Bellevue, which is overwhelmingly single family and owner-occupied. Rainier Station also differs for the rest of the corridor, with a mix of single family, multifamily, and condominiums and an even owner/renter split.

4.3. EAST CORRIDOR: HOUSING AFFORDABILITY

Tables 23, 24, 25, and 26 on the following pages describe dimensions of the existing housing affordability in the East Corridor. Table 23 divides the households in census block groups in the East Corridor into three categories: those who can afford their housing costs, those who are moderately cost burdened, and those who are severely cost burdened. Table 24 summarizes data from the Dupre + Scott's spring 2011 apartment survey. The Dupre + Scott survey covered roughly 95% of the non-subsidized multifamily units in the East Corridor. Table 25 shows the publicly subsidized units located within the corridor. The list of publicly subsidized affordable housing projects is assumed to be 99% complete. Table 26 looks at homeownership affordability in the corridor by using adjusted 2011 assessed values as the basis for determining a home's value.

Finally, Table 27 combines the affordability data to offer a comprehensive look at affordability in the East Corridor. The data for market rate multifamily housing, publicly subsidized housing and homeownership were weighted relative to their proportion of the housing stock. Figure 9 summarizes the data for affordability in the East Corridor in a pie chart.

TABLE 3: HOUSING COST BURDEN IN THE EAST CORRIDOR

STUDY AREA	HOUSEHOLDS WITH AFFORDABLE HOUSING COSTS	HOUSEHOLDS WITH MODERATE HOUSING COST BURDEN	HOUSEHOLDS WITH SEVERE HOUSING COST BURDEN
RAINIER STATION	55%	35%	10%
MERCER ISLAND	50%	35%	15%
SOUTH BELLEVUE	60%	30%	10%
EAST MAIN	55%	30%	15%
BELLEVUE TRANSIT CENTER	55%	30%	15%
HOSPITAL	55%	30%	15%
120TH STATION	55%	30%	15%
130TH STATION	55%	30%	15%
NE 10TH STREET	55%	30%	15%
NE 15TH STREET	55%	30%	15%
OVERLAKE VILLAGE	55%	30%	15%
OVERLAKE TRANSIT CENTER	55%	30%	15%
SE REDMOND	55%	30%	15%
DOWNTOWN REDMOND	55%	30%	15%
EAST CORRIDOR TOTAL	55%	30%	15%
REGION	55%	30%	15%

Source: American Community Survey, 2006-2010

TABLE 4: MARKET RATE MULTIFAMILY HOUSING AFFORDABILITY IN THE EAST CORRIDOR

STUDY AREA	UNITS SURVEYED	AFFORDABLE 0-30% AMI	AFFORDABLE 30-50% AMI	AFFORDABLE 50-80% AMI	AFFORDABLE 80-120% AMI	AFFORDABLE >120% AMI
RAINIER STATION	26					
MERCER ISLAND	661					
SOUTH BELLEVUE	180					
EAST MAIN	1,689					
BELLEVUE TRANSIT CENTER	2,954					
HOSPITAL	2,082					
120TH STATION	772					
130TH STATION	1,072					
NE 10TH STREET	768					
NE 15TH STREET	1,651					
OVERLAKE VILLAGE	56					
OVERLAKE TRANSIT CENTER	868					
SE REDMOND	126					
DOWNTOWN REDMOND	1,758					
EAST CORRIDOR TOTAL	10,177					
REGIONAL INCOME DISTRIBUTION						

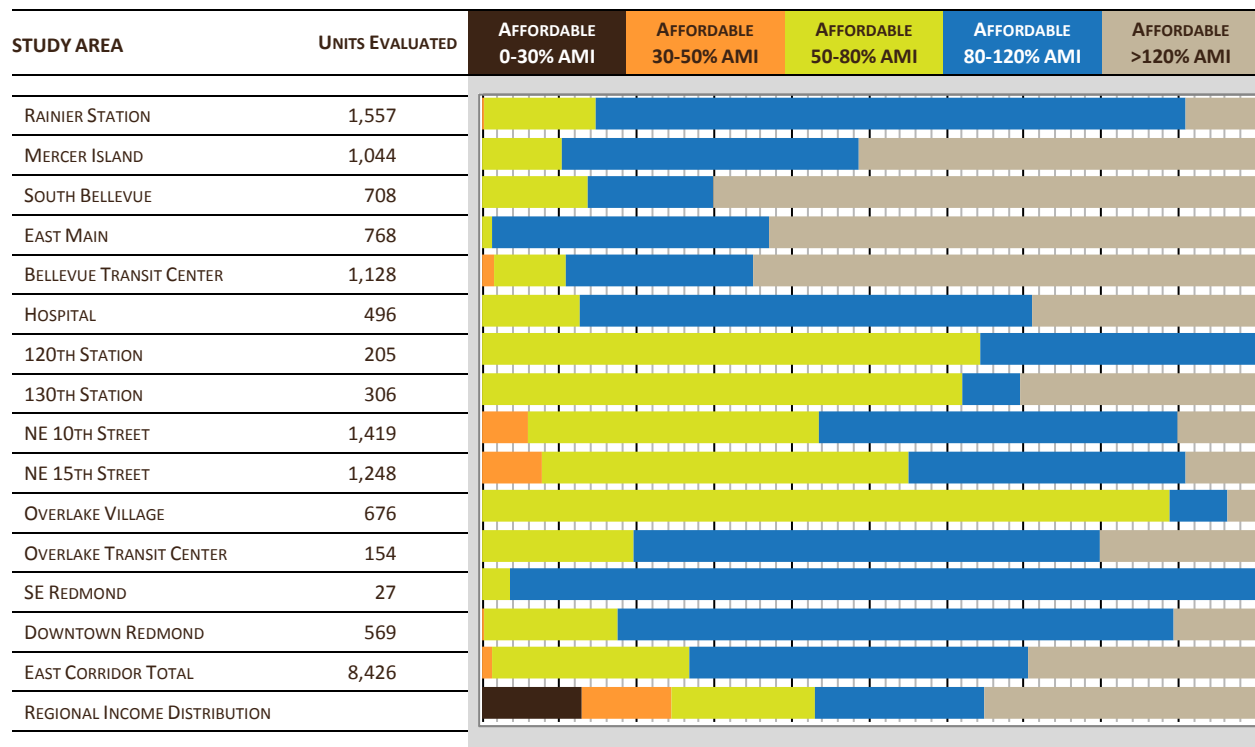
Source: Dupre + Scott Spring 2011 Apartment Survey

TABLE 5: SUBSIDIZED HOUSING AFFORDABILITY IN THE EAST CORRIDOR

STUDY AREA	AFFORDABLE HOUSING PROJECTS	30% AMI UNITS	50% AMI UNITS	80% AMI UNITS	120% AMI UNITS
RAINIER STATION	7	23	65	39	0
MERCER ISLAND	1	58	0	0	0
SOUTH BELLEVUE	0	0	0	0	0
EAST MAIN	1	0	24	0	0
BELLEVUE TRANSIT CENTER	2	0	50	24	0
HOSPITAL	3	1	50	64	0
120TH STATION	3	1	83	58	0
130TH STATION	1	8	0	0	0
NE 10TH STREET	5	84	5	178	0
NE 15TH STREET	7	76	5	530	0
OVERLAKE VILLAGE	5	95	0	455	0
OVERLAKE TRANSIT CENTER	0	0	0	0	0
SE REDMOND	1	0	0	20	0
DOWNTOWN REDMOND	5	136	20	0	0
EAST CORRIDOR TOTAL	33	405	223	1,126	0

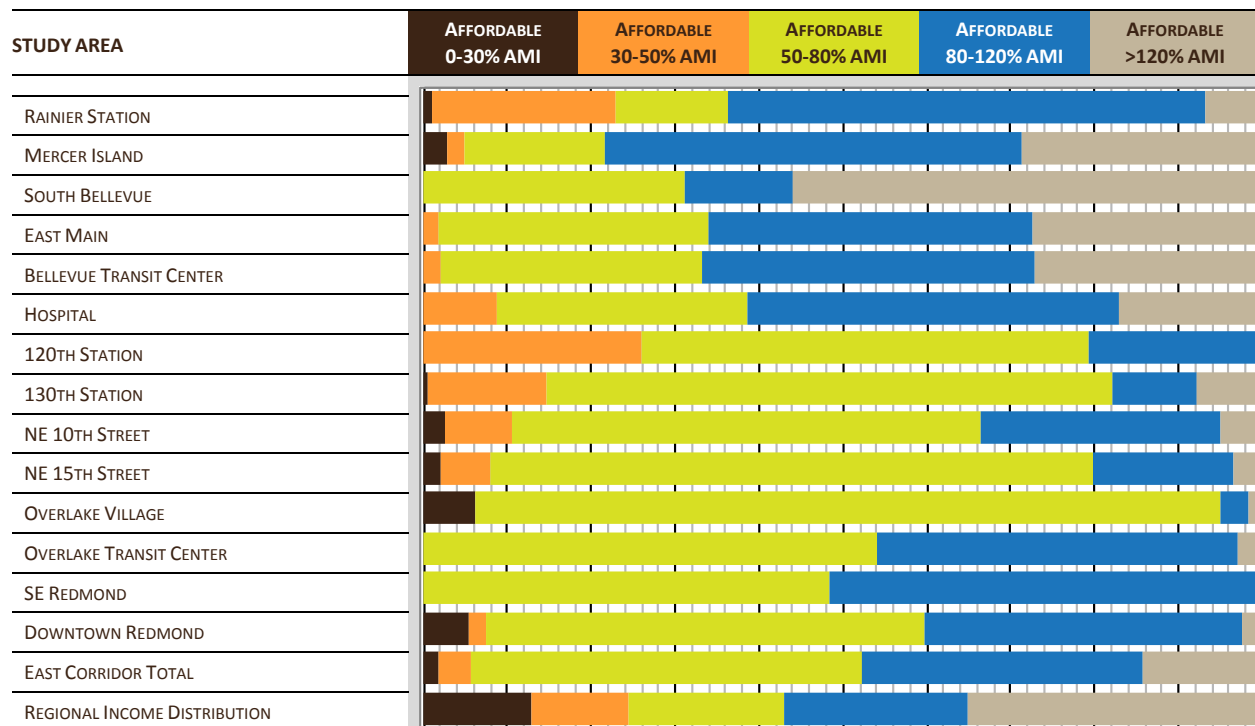
Source: U.S. Department of Housing and Urban Development, Washington State Department of Commerce, Washington State Housing Finance Commission, King County, City of Seattle

TABLE 6: HOMEOWNERSHIP AFFORDABILITY IN THE EAST CORRIDOR



Source: King County Assessor Data, 2011

TABLE 7: OVERALL AFFORDABILITY IN THE EAST CORRIDOR



Source: King County Assessor Data, 2011; Dupre + Scott Spring 2011 Apartment Survey; U.S. Department of Housing and Urban Development,

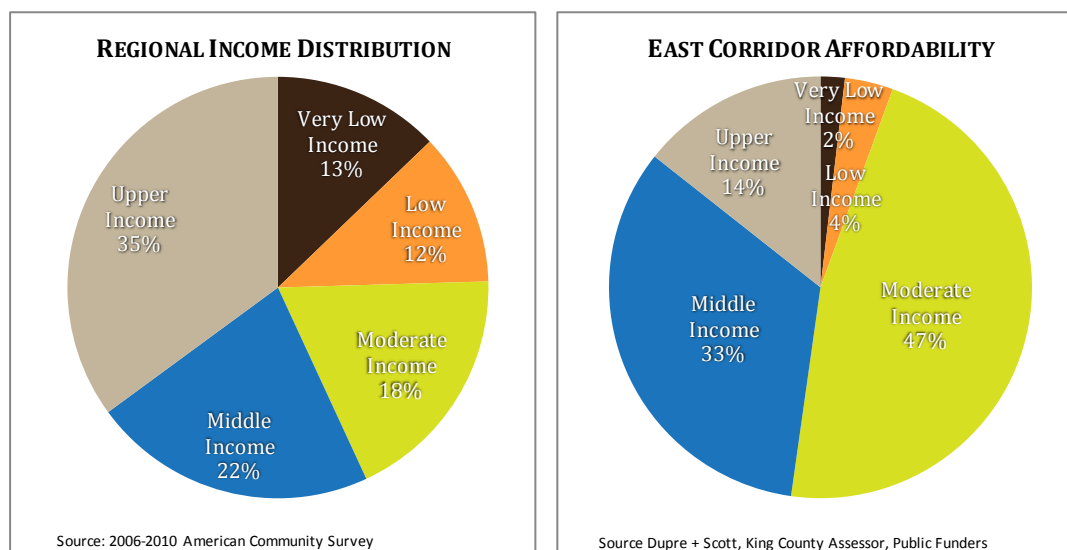


FIGURE 1: REGIONAL HOUSEHOLD INCOME AND HOUSING AFFORDABILITY IN THE EAST CORRIDOR

4.3.1. DISCUSSION

Across the East Corridor a smaller percentage of households is cost burdened than in the region as a whole. Only at the Rainier Station study area are more than half of the households cost burdened. In 10 of the remaining 12 study areas the percentage of cost burdened households is less than 40. At Overlake Transit Center more than three-quarters of the households have housing costs they can afford. Likely, this is the result of higher incomes in the corridor than elsewhere in the region.

However, when looking at housing costs relative to regional need, affordability is a significant issue in the East Corridor. There are very few units affordable for very low income households in every study area in the corridor. Seven of the study areas offer virtually no units affordable at this level.

120th Station is the only study area in the corridor that has adequate units affordable for households with incomes between 0% and 50% of AMI (Rainier Station comes close) relative to regional need. Three of the study areas (South Bellevue, Overlake Transit Center and SE Redmond) have no units affordable for low income households.

Moderate income households are well served by the corridor as a whole, but in two study areas (Rainier Station and Mercer Island) the proportion of fewer affordable units are less than the regional need.

There is relatively little publicly subsidized affordable housing in the East Corridor (less than 8% of the total stock). Only 36 percent of the publicly subsidized units in these study areas is affordable to low and very low income households. Most of the subsidized housing targets moderate income households (earning between

50% and 80% of AMI).

Single family homes and condominiums are largely not affordable to low and moderate income households. Only one percent of these units are affordable for low income households. Just over a quarter of the single family homes and condominiums are affordable to moderate income households.

4.4. EAST CORRIDOR: AFFORDABILITY OF NEW DEVELOPMENT

Data for each of several recent years provides an indication about whether areas are become more or less affordable over time. Dupre + Scott isolated the units in 20+ unit buildings that were completed between 2006 and 2011. Table 28 provides the affordability breakdown for these recently built units. Only those study areas that experienced any activity are shown.

TABLE 8: RECENT MARKET RATE MULTIFAMILY PRODUCTION IN THE EAST CORRIDOR

STUDY AREA	NEW UNITS	AFFORDABLE 0-30% AMI	AFFORDABLE 30-50% AMI	AFFORDABLE 50-80% AMI	AFFORDABLE 80-120% AMI	AFFORDABLE >120% AMI
MERCER ISLAND	540					
EAST MAIN	735					
BELLEVUE TRANSIT CENTER	1,627					
HOSPITAL	1,048					
120TH STATION	156					
130TH STATION	156					
SE REDMOND	66					
DOWNTOWN REDMOND	845					
EAST CORRIDOR TOTAL	3,234					
REGIONAL INCOME DISTRIBUTION						

Source: Dupre + Scott Spring 2011 Apartment Survey

Table 29 shows the number of projects, total units and amount of public financing for projects that received public funding commitments in the East Corridor between 2006 and 2011. Only those study areas that experienced any activity are shown.

TABLE 9: RECENT SUBSIDIZED HOUSING PRODUCTION IN THE EAST CORRIDOR

STUDY AREA	NEW PROJECTS	NEW AFFORDABLE UNITS	PUBLIC FUNDING
RAINIER STATION	5	165	\$14,779,130
EAST MAIN	1	56	\$1,708,232
BELLEVUE TRANSIT CENTER	1	56	\$1,708,232
HOSPITAL	1	64	\$2,400,000
120TH STATION	1	64	\$2,400,000
DOWNTOWN REDMOND	1	85	\$1,504,784
EAST CORRIDOR TOTAL	8	370	\$20,392,146

Source: U.S. Department of Housing and Urban Development, Washington State Department of Commerce, Washington State Housing Finance Commission, King County, City of Seattle

Recent trends in home sale prices are shown in Table 30. This table uses data from the county assessor on sales between 2006 and 2011 of single family homes and condominiums. It excludes related party transactions, partial transfers and other anomalous sales.

TABLE 10: AVERAGE HOME SALE PRICE IN THE EAST CORRIDOR

STUDY AREA	AVERAGE PRICE 2006	AVERAGE PRICE 2007	AVERAGE PRICE 2008	AVERAGE PRICE 2009	AVERAGE PRICE 2010	AVERAGE PRICE 2011
RAINIER STATION	\$374,859	\$374,521	\$371,836	\$326,296	\$337,094	\$273,647
MERCER ISLAND	\$625,370	\$765,889	\$746,193	\$800,207	\$749,992	\$664,925
SOUTH BELLEVUE	\$741,581	\$801,595	\$837,329	\$728,047	\$762,330	\$580,912
EAST MAIN	\$442,933	\$383,360	\$563,914	\$560,308	\$384,666	\$416,962
BELLEVUE TRANSIT CENTER	\$665,797	\$411,128	\$647,053	\$602,782	\$335,878	\$451,717
HOSPITAL	\$375,133	\$398,737	\$344,129	\$378,711	\$291,025	\$263,029
120TH STATION	\$284,363	\$291,859	\$329,100	\$224,500	\$239,750	\$225,755
130TH STATION	\$362,942	\$357,220	\$346,878	\$298,743	\$306,055	\$326,430
NE 10TH STREET	\$378,170	\$447,270	\$381,512	\$378,911	\$320,890	\$286,424
NE 15TH STREET	\$324,610	\$460,568	\$383,175	\$366,529	\$311,402	\$251,768
OVERLAKE VILLAGE	\$194,853	\$238,611	\$232,950	\$243,177	\$193,591	\$135,330
OVERLAKE TRANSIT CENTER	\$490,872	\$382,689	\$317,645	\$346,500	\$336,750	\$233,750
SE REDMOND	\$340,000	\$374,075	\$403,000	\$262,000	\$217,950	\$303,500
DOWNTOWN REDMOND	\$276,249	\$312,825	\$320,215	\$344,285	\$287,623	\$186,388

Source: King County Assessor Data, 2011

4.4.1. DISCUSSION

Compared to the other corridors, the East Corridor has experienced much more new market rate development between 2006 and 2011 and relatively little publicly subsidized housing development. The East Corridor was home to 43 percent of the new market rate development in the transit corridors but less than

10 percent of the subsidized affordable production. The majority of the recent publicly subsidized housing occurred in the Rainier Station study area in Seattle (5 projects). Downtown Bellevue had two projects and Downtown Redmond one project. New development was concentrated in Mercer Island, Downtown Bellevue and Downtown Redmond. Rainier Station, South Bellevue, Crossroads and Overlake saw no new multifamily market rate housing during this period. The new market rate units are significantly less affordable than the older units. Only 28 percent of the new units are affordable to moderate income households (earning up to 80% of AMI).

Average home prices fell consistently between 2008 and 2011, although not as sharply as in other areas. Across the corridor average prices dropped by 16 percent, ranging from a 6 percent drop in the 130th Station study area a 42 percent drop in the Overlake Village and Downtown Redmond study areas. There have been far fewer foreclosures in the East Corridor compared to the other corridors.

5. DATA AND DISCUSSION: NORTH CORRIDOR

5.1. SUMMARY OF FINDINGS

- The North Corridor includes a broad mix of study areas, including single family neighborhoods, multifamily neighborhoods, areas that are mixed, and non-residential areas.
- Relative to regional need, there is a shortage of housing affordable to very low-income households in every study area in the corridor
- In comparison to the regional need, one third of the study areas offer adequate affordability for low-income households, one-third have a moderate shortage of affordable units, and one-third have a severe shortage of low-income units.
- Mobile homes contribute substantially to the low income affordability in four of the study areas.
- A large share of the publicly subsidized housing units in the North Corridor is located in Seattle study areas.
- Only six of 31 study areas experienced any market rate development activity between 2006 and 2011, and in all of those areas the new units were significantly less affordable than the existing stock.
- Average home sale prices in the corridor have fallen by 28 percent since 2008.
- Foreclosures had a moderate impact on almost every study area in the North Corridor.

5.2. NORTH CORRIDOR: HOUSING UNITS, TYPE, AND TENURE

The 2010 U.S. Census provides some basic information about housing units in the North Corridor, including the total number of housing units and the tenure of the occupancy. Table 31 breaks down the Census data for all census blocks in the North Corridor.

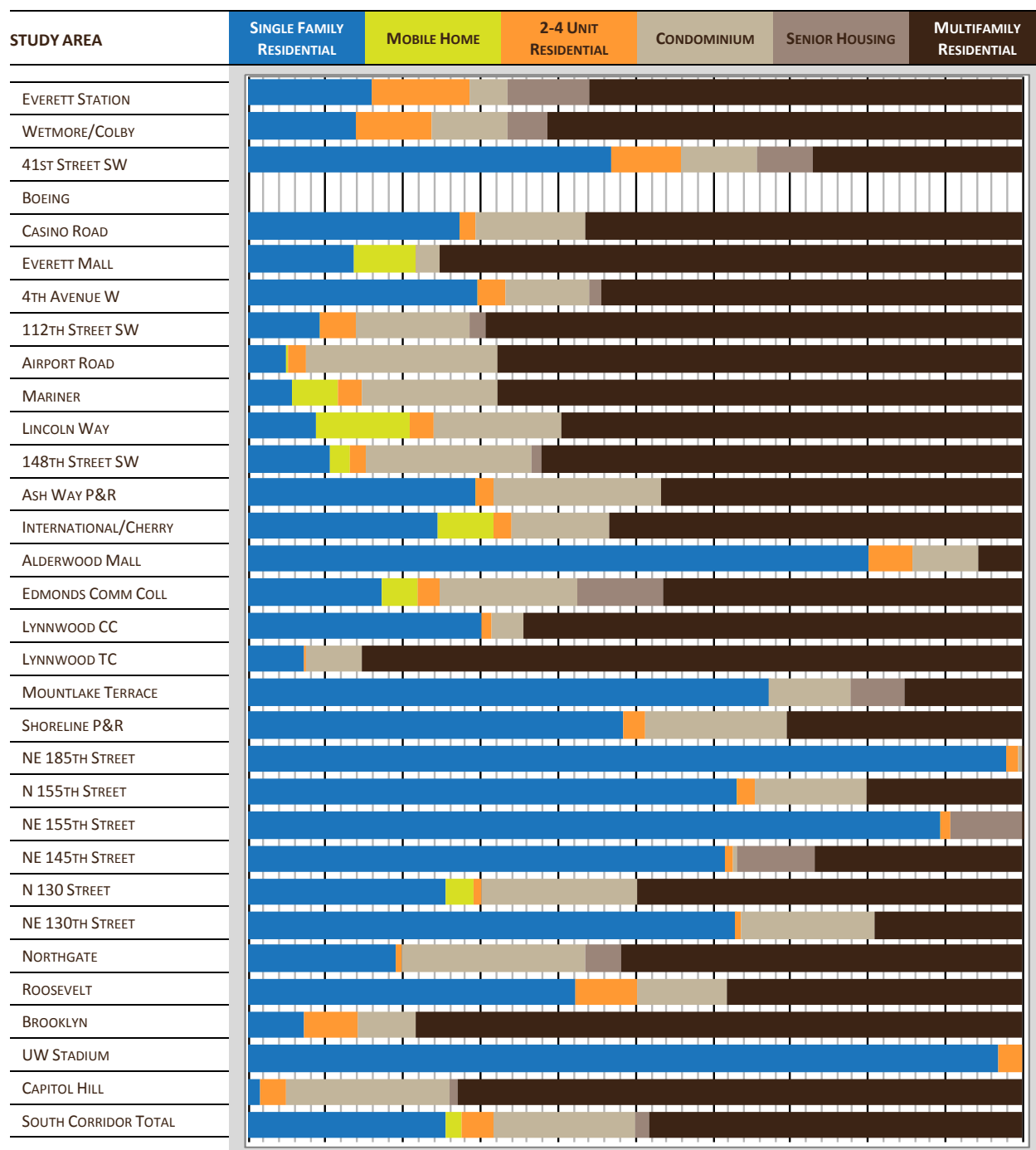
TABLE 51: TOTAL UNITS AND TENURE IN THE NORTH CORRIDOR

STUDY AREA	TOTAL HOUSING UNITS	OWNER OCCUPIED UNITS (% OF OCCUPIED UNITS)	RENTER OCCUPIED UNITS (% OF OCCUPIED UNITS)
EVERETT STATION	1,548		
WETMORE/COLBY	2,929		
41ST STREET SW	1,615		
BOEING	5		
CASINO ROAD	2,070		
EVERETT MALL	1,649		
4TH AVENUE W	1,550		
112TH STREET SW	3,939		
AIRPORT ROAD	3,121		
MARINER	3,090		
LINCOLN WAY	1,998		
148TH STREET SW	2,752		
ASH WAY P&R	963		
INTERNATIONAL/CHERRY	2,240		
ALDERWOOD MALL	435		
EDMONDS COMM COLL	2,342		
LYNNWOOD CC	899		
LYNNWOOD TC	1,032		
MOUNTLAKE TERRACE	1,078		
SHORELINE P&R	2,667		
NE 185TH STREET	1,458		
N 155TH STREET	1,867		
NE 155TH STREET	1,680		
NE 145TH STREET	1,884		
N 130 STREET	2,788		
NE 130TH STREET	1,935		
NORTHGATE	3,409		
ROOSEVELT	4,387		
BROOKLYN	7,188		
UW STADIUM	188		
CAPITOL HILL	15,661		
NORTH CORRIDOR TOTAL	76,096		
REGION	1,463,295		

Source: 2010 Decennial Census

Table 32 uses county assessor parcel data to tabulate housing units by type of building. This table shows the relative share of the total housing stock represented by single family housing, multifamily units and other building types.

TABLE 2: EXISTING RESIDENTIAL BUILDING TYPES IN THE NORTH CORRIDOR



Source: King, Pierce County Assessor, 2011

5.2.1. DISCUSSION

The North Corridor includes three distinct residential community types, ranging from north to south: Everett – Lynnwood, where the study areas have a larger number of multifamily and condominium units, Mountlake Terrace, Shoreline, and Seattle’s I-5 study areas, which are largely single family neighborhoods, and the Aurora Avenue, Northgate – Capitol Hill, which offer a mixture of multifamily, condominium and single family units. Boeing, Alderwood Mall and UW Stadium study areas all have relatively few residential units and are mostly dedicated to other uses.

In seven of the study areas mobile home parks provide a significant number of the housing units. These study areas are Everett Mall, Mariner, Lincoln Way, 148th Street SW, International/Cherry, Edmonds Comm Coll, and N 130.

5.3. NORTH CORRIDOR: HOUSING AFFORDABILITY

Tables 33, 34, 35, and 36 on the following pages describe dimensions of the existing housing affordability in the North Corridor. Table 33 divides the households in census block groups in the North Corridor into three categories: those who can afford their housing costs, those who are moderately cost burdened, and those who are severely cost burdened. Table 34 summarizes data from the Dupre + Scott’s spring 2011 apartment survey. The Dupre + Scott survey covered roughly 70% of the non-subsidized multifamily units in the North Corridor. Table 35 shows the publicly subsidized units located within the corridor. The list of publicly subsidized affordable housing projects is assumed to be 99% complete. Table 36 looks at homeownership affordability in the corridor by using adjusted 2011 assessed values as the basis for determining a home’s value.

Finally, Table 37 combines the affordability data to offer a comprehensive look at affordability in the North Corridor. The data for market rate multifamily housing, publicly subsidized housing and homeownership were weighted relative to their proportion of the housing stock. Figure 10 summarizes the data for affordability in the North Corridor in a pie chart.

TABLE 3: HOUSING COST BURDEN IN THE NORTH CORRIDOR

STUDY AREA	HOUSEHOLDS WITH AFFORDABLE HOUSING COSTS	HOUSEHOLDS WITH MODERATE HOUSING COST BURDEN	HOUSEHOLDS WITH SEVERE HOUSING COST BURDEN
EVERETT STATION			
WETMORE/COLBY			
41ST STREET SW			
BOEING			
CASINO ROAD			
EVERETT MALL			
4TH AVENUE W			
112TH STREET SW			
AIRPORT ROAD			
MARINER			
LINCOLN WAY			
148TH STREET SW			
ASH WAY P&R			
INTERNATIONAL/CHERRY			
ALDERWOOD MALL			
EDMONDS COMM COLL			
LYNNWOOD CC			
LYNNWOOD TC			
MOUNTLAKE TERRACE			
SHORELINE P&R			
NE 185TH STREET			
N 155TH STREET			
NE 155TH STREET			
NE 145TH STREET			
N 130 STREET			
NE 130TH STREET			
NORTHGATE			
ROOSEVELT			
BROOKLYN			
UW STADIUM			
CAPITOL HILL			
NORTH CORRIDOR TOTAL			
REGION			

Source: American Community Survey, 2006-2010

TABLE 4: MARKET RATE MULTIFAMILY HOUSING AFFORDABILITY IN THE NORTH CORRIDOR

STUDY AREA	UNITS SURVEYED	AFFORDABLE 0-30% AMI	AFFORDABLE 30-50% AMI	AFFORDABLE 50-80% AMI	AFFORDABLE 80-120% AMI	AFFORDABLE >120% AMI
EVERETT STATION	15					
WETMORE/COLBY	234					
41ST STREET SW	50					
BOEING	0					
CASINO ROAD	613					
EVERETT MALL	907					
4TH AVENUE W	1,132					
112TH STREET SW	1,529					
AIRPORT ROAD	937					
MARINER	2,954					
LINCOLN WAY	525					
148TH STREET SW	890					
ASH WAY P&R	123					
INTERNATIONAL/CHERRY	269					
ALDERWOOD MALL	0					
EDMONDS COMM COLL	253					
LYNNWOOD CC	231					
LYNNWOOD TC	434					
MOUNTLAKE TERRACE	0					
SHORELINE P&R	354					
NE 185TH STREET	0					
N 155TH STREET	244					
NE 155TH STREET	1,651					
NE 145TH STREET	219					
N 130 STREET	229					
NE 130TH STREET	210					
NORTHGATE	1,598					
ROOSEVELT	641					
BROOKLYN	2,590					
UW STADIUM	0					
CAPITOL HILL	5,366					
NORTH CORRIDOR TOTAL	20,225					
REGIONAL INCOME DISTRIBUTION						

Source: Dupre + Scott Spring 2011 Apartment Survey

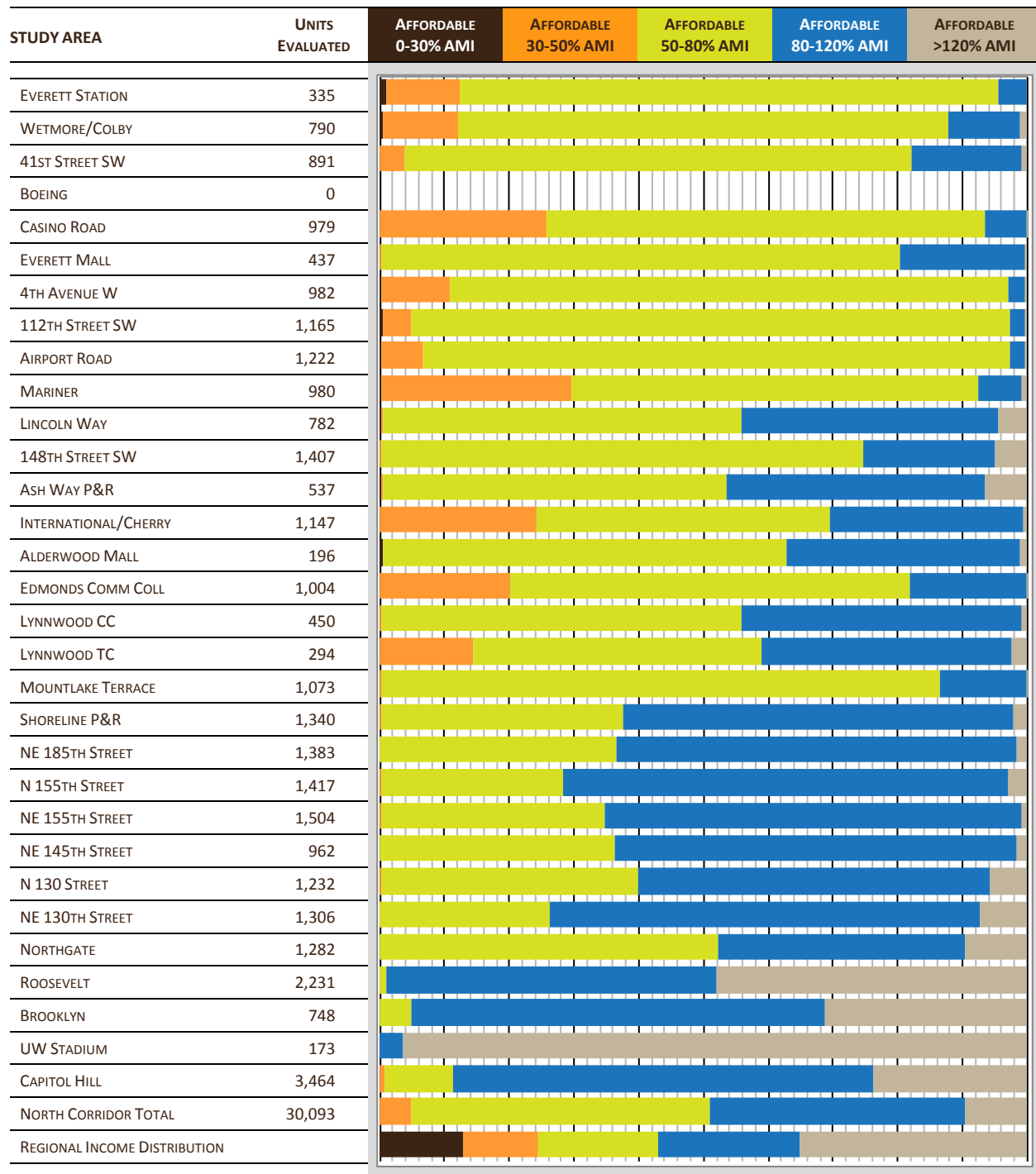
Note: Blank rows indicate that there were no records of market rate rental projects in a study area.

TABLE 5: SUBSIDIZED HOUSING AFFORDABILITY IN THE NORTH CORRIDOR

STUDY AREA	AFFORDABLE HOUSING PROJECTS	30% AMI UNITS	50% AMI UNITS	80% AMI UNITS	120% AMI UNITS
EVERETT STATION	10	173	282	124	0
WETMORE/COLBY	14	185	229	153	0
41ST STREET SW	1	6	0	0	0
BOEING	0	0	0	0	0
CASINO ROAD	2	1	66	148	0
EVERETT MALL	1	0	124	124	0
4TH AVENUE W	3	32	65	93	0
112TH STREET SW	1	10	0	0	0
AIRPORT ROAD	8	53	124	39	0
MARINER	3	0	103	294	0
LINCOLN WAY	1	64	0	34	0
148TH STREET SW	1	11	0	0	0
ASH WAY P&R	0	0	0	0	0
INTERNATIONAL/CHERRY	5	0	6	249	0
ALDERWOOD MALL	0	0	0	0	0
EDMONDS COMM COLL	6	27	213	42	0
LYNNWOOD CC	0	0	0	0	0
LYNNWOOD TC	3	12	132	241	0
MOUNTLAKE TERRACE	0	0	0	0	0
SHORELINE P&R	10	184	84	252	0
NE 185TH STREET	4	6	8	0	0
N 155TH STREET	3	3	7	0	0
NE 155TH STREET	3	0	12	0	0
NE 145TH STREET	6	8	4	71	0
N 130 STREET	12	227	117	339	0
NE 130TH STREET	7	15	4	0	0
NORTHGATE	8	154	0	0	0
ROOSEVELT	6	169	5	49	0
BROOKLYN	8	312	14	0	0
UW STADIUM	0	0	0	0	0
CAPITOL HILL	32	662	438	213	0
NORTH CORRIDOR TOTAL	145	2,145	1,885	2,341	0

Source: U.S. Department of Housing and Urban Development, Washington State Department of Commerce, Washington State Housing Finance Commission, King County, Snohomish County, City of Seattle

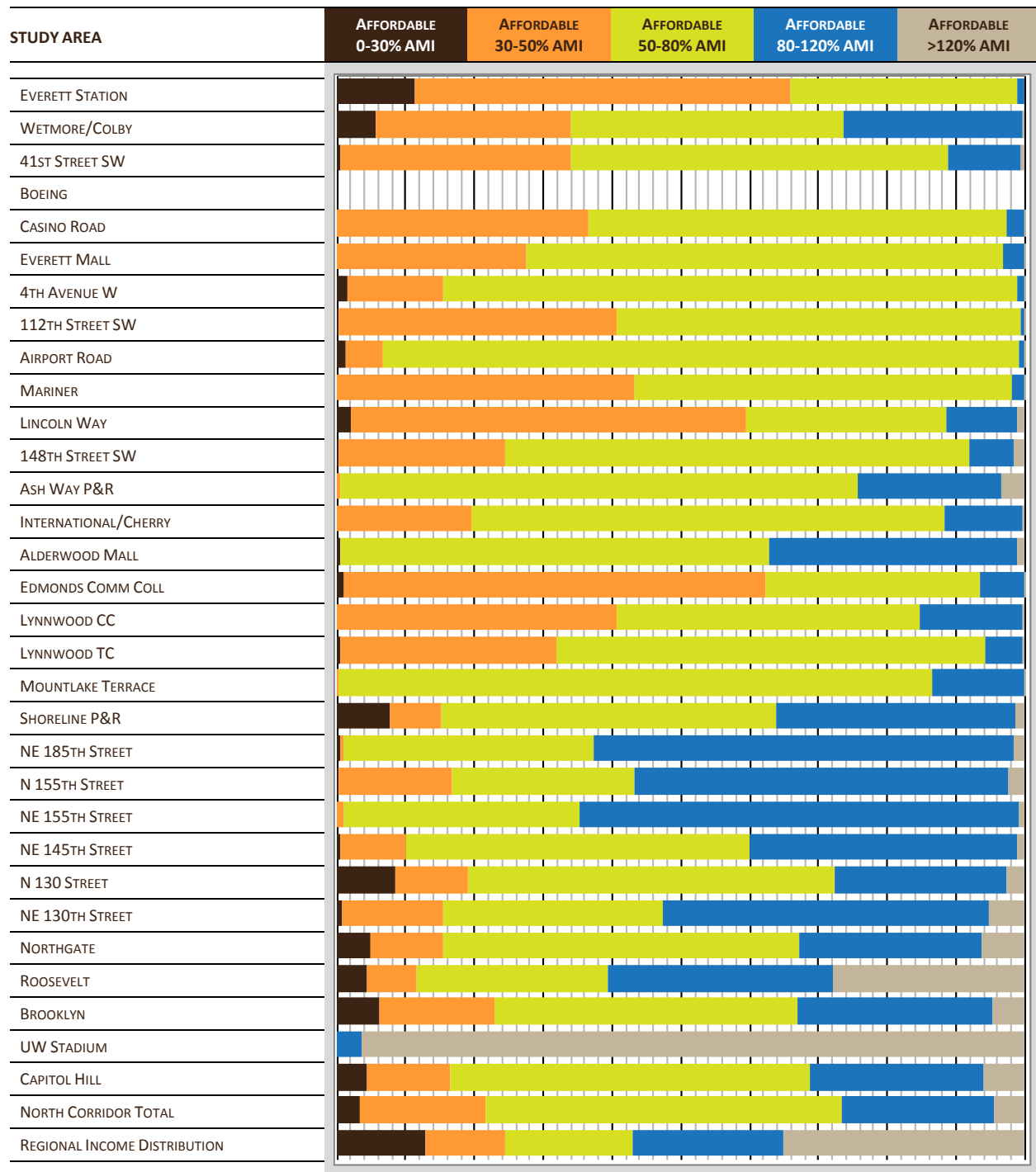
TABLE 6: HOMEOWNERSHIP AFFORDABILITY IN THE NORTH CORRIDOR



Source: Snohomish, King County Assessor Data, 2011

Note: No ownership units are present in the Boeing study area.

TABLE 7: OVERALL AFFORDABILITY IN THE NORTH CORRIDOR



Source: Snohomish, King Assessor Data, 2011; Dupre + Scott Spring 2011 Apartment Survey; U.S. Department of Housing and Urban Development, Washington State Department of Commerce, Washington State Housing Finance Commission, King County, Snohomish County, City of Seattle

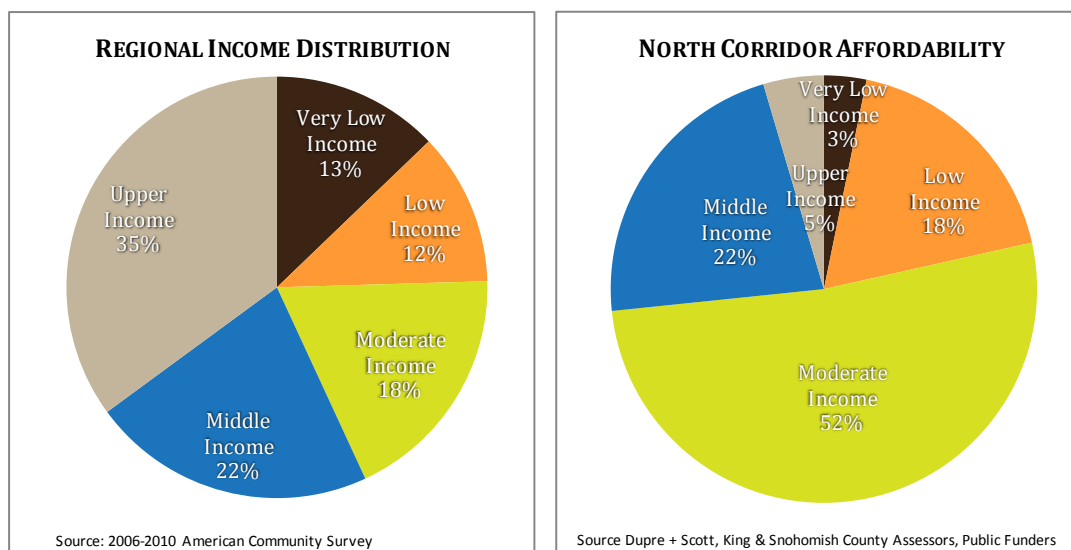


FIGURE 1: REGIONAL HOUSEHOLD INCOME AND HOUSING AFFORDABILITY IN THE NORTH CORRIDOR

5.3.1. DISCUSSION

Compared to the region as a whole, households in the North Corridor are more likely to be cost burdened. In six of the study areas more than half of the households were at least moderately cost burdened. Data for the Brooklyn study area, which shows the highest level of housing cost burden at over 65 percent of the households, is likely skewed by student households. Nearly half of the households in this area have severe housing cost burdens.

Relative to regional need, every study area in the North Corridor has a shortage of housing for very low income households (earning less than 30% of AMI). Only Everett (11%) comes close to providing an adequate number of units affordable to these households. Fourteen of the study areas offer virtually no units affordable at these levels.

Overall the corridor has slightly fewer units affordable to low income households (earning between 30% and 50% of AMI) than the proportion of the region's households with incomes in this range. Locally, the picture is much more variable. Eleven of the study areas have an adequate supply of housing affordable to low income households, and 20 of the areas do not. Ten of the study areas have a significant shortage of low-income units. In four study areas, mobile homes represent a substantial percentage of the low income affordable stock: Everett Mall (29%), Lincoln Way (22%), International/Cherry (37%), and N 130 (35%).

With the exception of one study area (UW Stadium), moderate income households (earning between 50% and 80% of AMI) appear to be well served by housing available within the corridor.

Publicly subsidized affordable housing is heavily concentrated in the Seattle study areas, with 44 percent of the total units. Roughly one-third of the subsidized units are affordable for very low-income households, one-

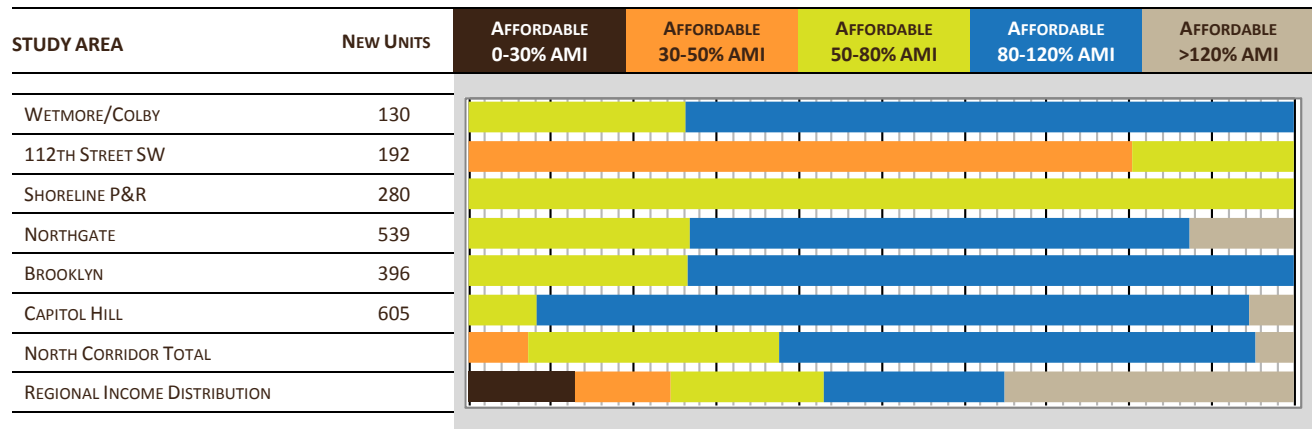
third for low-income and one-third for moderate income.

Five percent of the single family and condominium units in the corridor are affordable to low income households, and over half of the ownership units are affordable to moderate income households.

5.4. NORTH CORRIDOR: AFFORDABILITY OF NEW DEVELOPMENT

Data for several recent years provide an indication about whether areas are become more or less affordable over time. Dupre + Scott isolated the units in 20+ unit buildings that were completed between 2006 and 2011. Table 38 provides the affordability breakdown for these recently built units. Only those study areas that experienced any activity are shown.

TABLE 8: RECENT MARKET RATE MULTIFAMILY PRODUCTION IN THE NORTH CORRIDOR



Source: Dupre + Scott Spring 2011 Apartment Survey

Table 39 shows the number of projects, total units and amount of public financing for projects that received public funding commitments in the North Corridor between 2006 and 2011. Only those study areas that experienced any activity are shown.

TABLE 9: RECENT SUBSIDIZED HOUSING PRODUCTION IN THE NORTH CORRIDOR

STUDY AREA	NEW PROJECTS	NEW AFFORDABLE UNITS	PUBLIC FUNDING
EVERETT STATION	1	188	\$7,070,750
WETMORE/COLBY	2	227	\$15,755,532
MARINER	1	209	\$5,978,130
INTERNATIONAL/CHERRY	1	93	\$951,198
SHORELINE P&R	2	339	\$12,698,985
NORTHGATE	1	107	\$6,000,000
BROOKLYN	1	62	\$18,711,735
CAPITOL HILL	3	335	\$24,263,590

Source: U.S. Department of Housing and Urban Development, Washington State Department of Commerce, Washington State Housing Finance Commission, King County, Snohomish County, City of Seattle

Recent trends in home sale prices are shown in Table 40. This table uses data from the county assessor on sales between 2006 and 2011 of single family homes and condominiums. It excludes related party transactions, partial transfers and other anomalous sales.

TABLE 10: AVERAGE HOME SALE PRICE IN THE NORTH CORRIDOR

STUDY AREA	AVERAGE PRICE 2006	AVERAGE PRICE 2007	AVERAGE PRICE 2008	AVERAGE PRICE 2009	AVERAGE PRICE 2010	AVERAGE PRICE 2011
EVERETT STATION	\$230,688	\$244,370	\$216,608	\$192,438	\$186,445	\$136,796
WETMORE/COLBY	\$236,735	\$250,444	\$245,320	\$202,020	\$194,611	\$156,471
41ST STREET SW	\$264,166	\$273,231	\$293,888	\$217,332	\$196,265	\$174,595
BOEING	NA	NA	NA	NA	NA	NA
CASINO ROAD	\$228,045	\$259,301	\$256,563	\$189,551	\$203,123	\$148,500
EVERETT MALL	\$332,014	\$336,596	\$309,111	\$259,224	\$220,120	\$191,354
4TH AVENUE W	\$247,456	\$255,746	\$215,955	\$224,895	\$178,983	\$139,079
112TH STREET SW	\$251,237	\$238,879	\$257,878	\$229,632	\$184,232	\$160,400
AIRPORT ROAD	\$275,694	\$231,679	\$271,890	\$217,728	\$186,864	\$156,067
MARINER	\$181,209	\$210,311	\$208,885	\$184,565	\$183,323	\$118,167
LINCOLN WAY	\$305,385	\$372,673	\$320,922	\$283,888	\$244,257	\$227,461
148TH STREET SW	\$234,558	\$320,003	\$275,418	\$248,032	\$213,902	\$167,791
ASH WAY P&R	\$324,973	\$340,791	\$334,500	\$306,740	\$295,859	\$249,954
INTERNATIONAL/CHERRY	\$266,942	\$267,421	\$301,309	\$232,898	\$208,212	\$195,383
ALDERWOOD MALL	\$384,440	\$379,791	\$344,449	\$293,513	\$295,633	\$249,931
EDMONDS COMM COLL	\$196,330	\$246,895	\$223,361	\$174,503	\$139,934	\$164,307
LYNNWOOD CC	\$360,157	\$380,760	\$374,593	\$307,956	\$258,166	\$211,778
LYNNWOOD TC	\$233,436	\$313,121	\$293,510	\$232,464	\$239,113	\$168,668
MOUNTLAKE TERRACE	\$268,332	\$316,635	\$290,771	\$234,389	\$218,885	\$175,532
SHORELINE P&R	\$277,585	\$337,165	\$332,674	\$310,632	\$309,825	\$201,294
NE 185TH STREET	\$331,298	\$358,261	\$329,826	\$308,436	\$267,508	\$252,041
N 155TH STREET	\$342,286	\$363,927	\$358,302	\$317,023	\$295,091	\$279,855
NE 155TH STREET	\$337,339	\$368,078	\$357,379	\$298,827	\$265,551	\$240,434
NE 145TH STREET	\$345,161	\$361,297	\$337,007	\$333,606	\$295,995	\$235,182
N 130 STREET	\$326,460	\$294,463	\$280,049	\$248,475	\$229,341	\$229,867
NE 130TH STREET	\$369,132	\$371,872	\$278,873	\$319,960	\$305,786	\$260,993
NORTHGATE	\$266,311	\$316,202	\$277,551	\$293,606	\$278,233	\$240,563
ROOSEVELT	\$430,197	\$506,426	\$532,327	\$468,183	\$435,311	\$453,887
BROOKLYN	\$456,681	\$421,608	\$331,060	\$410,414	\$396,735	\$420,096
UW STADIUM	\$953,125	\$1,139,143	\$1,200,000	\$828,250	\$788,375	\$630,250
CAPITOL HILL	\$341,423	\$372,937	\$347,555	\$322,047	\$353,216	\$346,239

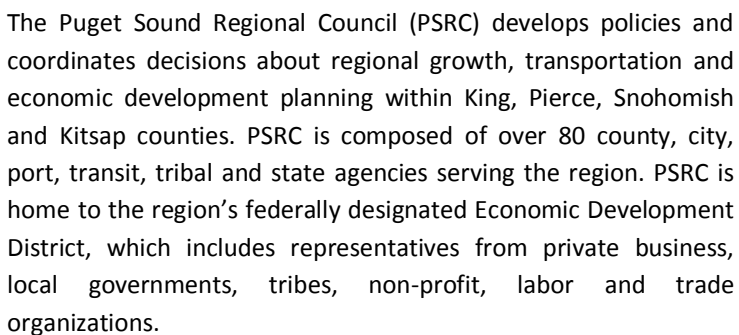
Source: Snohomish, King County Assessor Data, 2011

5.4.1. DISCUSSION

Only six of the study areas in the corridor have experienced any recent market rate development activity. As in other corridors, the new units are significantly less affordable than the older market rate stock in those study areas. Only 7 percent of the new units are affordable to low income households earning less than 50% of AMI.

There were 11 new publicly subsidized housing projects funded between 2006 and 2011, and they are scattered throughout the corridor. Over the 5-year period, subsidized housing production was two-thirds of market rate production in the corridor.

Average home prices have been falling consistently since 2008. Across the corridor average prices have dropped by 28 percent, including a 47 percent drop in the UW Station study area. One study area, Brooklyn, actually experienced a rise in average price over this time period. The number of units going through foreclosure has steadily risen since 2007. Nearly every study area has been impacted by foreclosures



For more information, please visit <http://www.psrc.org/>.



For more information, please visit <http://www.psrc.org/growth/growing-transit-communities/>.

THE PUGET SOUND REGIONAL COUNCIL: BEN BAKKENTA, MARK BRASETH, PETER CABALLERO, GRACE CHO, STEFAN COE, LAUREN ENGEL, CRAIG HELMANN, MICHAEL HUBNER, MICHAEL JENSEN, NEIL KILGREN, CHRISTY LAM, DAN LANDES, MARY PAT LAWLOR, CAROL NAITO, SARA SCHOTT NIKOLIC, TIM PARHAM, HANA SEVCIKOVA, AND MARK SIMONSON

A REGIONAL COALITION FOR HOUSING: MIKE STANGER

MAY 2013



EXISTING CONDITIONS VI:

Transportation

Final Report: May 2013

The Growing Transit Communities Partnership is funded by the Sustainable Communities Regional Planning Grant Program of the U.S. Department of Housing and Urban Development. Additional funding for this document provided in part by member jurisdictions, grants from the U.S. Department of Transportation, Federal Transit Administration, Federal Highway Administration and Washington State Department of Transportation.

The work that provided the basis for this publication was supported by funding under an award with the U.S. Department of Housing and Urban Development. The substance and findings of the work are dedicated to the public. The author and publisher are solely responsible for the accuracy of the statements and interpretations contained in this publication. Such interpretations do not necessarily reflect the views of the Government.

PSRC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Complaint Form, see <http://www.psrc.org/about/public/titlevi> or call 206-464-4819.

American with Disabilities Act (ADA) Information:

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the ADA Coordinator, Thu Le, at 206.464.6175, with two weeks' advance notice. Persons who are deaf or hard of hearing may contact the ADA Coordinator, Thu Le, through TTY relay 711.

Servicios de Traducción Disponible 206-971-3052, Diana Martinez.

Có dịch vụ thông dịch sang tiếng Việt. Xin liên lạc Thu Lê số 206-464-6175.

Additional copies of this document may be obtained by contacting: Puget Sound Regional Council
Information Center
1011 Western Avenue, Suite 500
Seattle, Washington 98104-1035
206-464-7532 • FAX 206-587-4825
info@psrc.org • **psrc.org**





The Growing Transit Communities Partnership is an advisory body of diverse public, private, and nonprofit agencies and organizations working together to promote successful transit communities. The Partnership is funded by a three-year grant from the federal Partnership for Sustainable Communities and is housed at the Puget Sound Regional Council. The Partnership has developed the Growing Transit Communities Strategy, an implementation plan to promote thriving and equitable transit communities in the central Puget Sound region.

The Existing Conditions Report

The Growing Transit Communities Existing Conditions Report presents background data and analysis on the current conditions within the transit corridor study areas that are the focus of the Sustainable Communities grant that has funded the work of the Growing Transit Communities Partnership. The report has several purposes. First, the data were the starting point for an 18-month task force process that culminated in the Growing Transit Communities Strategy for the central Puget Sound region. Task force members, including representatives from local government, other public agencies, non-profits, and regional and local community groups, provided feedback on early drafts of the Existing Conditions Report and helped to shape the final product. Second, data contained in the report was the foundation for developing the People + Place Implementation Typology that is a guiding framework for the Strategy. Third, analysis of existing conditions, particularly identified community needs and opportunities for supporting thriving equitable transit communities around high capacity transit, informed the many policy and programmatic recommendations in the Strategy. Finally, the report also establishes baseline conditions for future monitoring and further analysis.

Using this Document

The Existing Conditions Report contains six topical chapters: Demographics, Economy, Land Use, Housing, Transportation, and Policy Environment. The chapters have been released as separate documents. Each chapter opens with an introduction to the issue area, including a summary of major findings and a discussion of data sources and limitations. Data are reported, analyzed, compared, and contrasted with respect to several levels of geography. The area within a half-mile radius around each of 74 identified transit nodes located within the long-range light rail corridors comprised the study areas that are the basis for all further analysis. Study areas were grouped into corridors: North, East, and South respectively. Finally, the region as a whole provides key data benchmarks from which to measure how the study areas are currently similar to or different from the larger regional context.

Each report is written so that sections may be read independently from the others. This permits a reader to look only to their Corridor of interest without missing any relevant introductory material. Based on data at all levels, the document provides observations in each subsection and at the end of each chapter, with special attention to implications for social equity and housing affordability.

TABLE OF CONTENTS

1.	INTRODUCTION	2
2.	REGIONAL TRANSPORTATION NETWORK	2
2.1.	ROADWAY SYSTEM	5
2.2.	TRANSIT SYSTEM	8
3.	NON-MOTORIZED NETWORK	22
3.1.	PEDESTRIAN ENVIRONMENT: BLOCKS, SIDEWALKS, WALKSHEDS	23
3.2.	BICYCLE FACILITIES	29
4.	TRAVEL BEHAVIOR AND MOBILITY	30
4.1.	MODE OF TRANSPORTATION TO WORK	30
4.2.	TRANSIT SYSTEM USAGE	35
4.3.	TRANSIT DEPENDENT HOUSEHOLDS	38
5.	CONCLUSION	41

LIST OF TABLES

TABLE 1: PUBLIC TRANSPORTATION SERVICE OVERVIEW BY CORRIDOR	9
TABLE 2: PARK AND RIDE LOTS.....	22
TABLE 3: TRANSIT RIDERSHIP IN SOUTH CORRIDOR	36
TABLE 4: TRANSIT RIDERSHIP IN NORTH CORRIDOR.....	37
TABLE 5: TRANSIT RIDERSHIP IN EAST CORRIDOR.....	38
TABLE 6: INDICATORS OF TRANSIT DEPENDENCY IN SOUTH CORRIDOR.....	39
TABLE 7: INDICATORS OF TRANSIT DEPENDENCY NORTH CORRIDOR.....	40
TABLE 8: INDICATORS OF TRANSIT DEPENDENCY IN EAST CORRIDOR.....	41

LIST OF FIGURES

FIGURE 1: REGIONAL TRANSPORTATION NETWORK	4
FIGURE 2: STREET TYPES IN EAST CORRIDOR.....	6
FIGURE 3: STREET TYPES IN NORTH CORRIDOR.....	7
FIGURE 4: STREET TYPES IN SOUTH CORRIDOR.....	8
FIGURE 5: CORE TRANSIT ROUTES AND STOP DENSITY, SOUTH CORRIDOR	15
FIGURE 6: CORE TRANSIT ROUTES AND STOP DENSITY, NORTH CORRIDOR.....	16
FIGURE 7: CORE TRANSIT ROUTES AND STOP DENSITY, EAST CORRIDOR.....	17
FIGURE 8: TRANSIT SERVICE BY TIME OF DAY/WEEK IN EAST CORRIDOR	18
FIGURE 9: TRANSIT SERVICE BY TIME OF DAY/WEEK IN NORTH CORRIDOR	19
FIGURE 10: TRANSIT SERVICE BY TIME OF DAY/WEEK IN SOUTH CORRIDOR.....	20
FIGURE 11: BLOCK SIZE IN EAST CORRIDOR	24
FIGURE 12: BLOCK SIZE IN NORTH CORRIDOR	25
FIGURE 13: BLOCK SIZE IN SOUTH CORRIDOR.....	26
FIGURE 14: MEASURES OF PEDESTRIAN ENVIRONMENT	28
FIGURE 15: WALKSHED EXAMPLES.....	29
FIGURE 16: REGIONAL AND CORRIDOR MODE TO WORK	31
FIGURE 17: MODE TO WORK PER STUDY AREA, SOUTH CORRIDOR	32
FIGURE 18: MODE TO WORK PER STUDY AREA, EAST CORRIDOR.....	33
FIGURE 19: MODE TO WORK PER STUDY AREA, NORTH CORRIDOR.....	34

TRANSPORTATION

VISION 2040 provides a framework for long-range transportation planning [that] recognizes the critical link between transportation, land use planning, economic development, and the environment. *VISION 2040*

MAJOR FINDINGS

Regional Transportation System

- *The transit corridors are aligned along the spine of a multi-modal regional transportation system.*
- *Roadways of regional importance, such as I-5 and SR-99, along with a number of major arterials, serve several transportation functions within the corridors, including accommodating auto traffic, freight mobility, and bus transit.*
- *The corridors intersect with multimodal connection points of regional significance, including King Street Station, Coleman Dock, Tacoma Dome Station, SeaTac Airport, Everett Station, and the ports of Seattle and Tacoma.*

Transit System

- *The transit corridors are currently served by five transit agencies and the State of Washington via modes that include commuter rail, light rail, bus rapid transit, fixed route bus routes, ADA and other paratransit services, and ferry service.*
- *Expansion of the light rail network is expected to take place over the next 30 years. In advance of light rail service, core transit, such as BRT and all day frequent bus routes provide similar mobility options for existing transit communities.*
- *Transit service is concentrated in major employment centers, major institutions (e.g., University of Washington), and significant transfer points (e.g., transit centers in suburban locations). Core transit service includes both trunk routes that move people along the corridors and feeder routes, that intersect with the corridors from outlying residential areas and secondary centers. Data suggest that the South Corridor has relatively fewer feeder routes connecting study areas to communities outside of the corridor.*

Non-Motorized Infrastructure

- *Elements of a safe and attractive pedestrian environment—small blocks and ample sidewalks—are lacking in nearly half of the study areas.*
- *The highest quality pedestrian environments are found in downtown and inner neighborhoods of Seattle, Bellevue, Tacoma, Everett, and Redmond.*
- *Twenty of the study areas are adjacent to or have a functional relationship to a limited access freeway, of these 4 are in the East Corridor, 12 in the North Corridor, and 4 in the South Corridor. Freeway adjacency may add a further barrier to accessibility of the surrounding uses to the transit node, especially to pedestrians.*

Travel Behavior

- *Workers residing in the transit corridors commute by transit, walking, and bicycling more often than the region as a whole.*
- *Transit Dependent Households are found in greater concentrations in South Seattle, South King County, Tacoma, Crossroads, Everett, Northgate, and the University District.*
- *Nearly two-thirds of the region's transit trips begin or end in the corridor study areas.*
- *Transit ridership per "activity unit" (population + jobs) is highest in central Seattle as well as at employment centers and major transit nodes located in suburban areas.*

1. INTRODUCTION

The central Puget Sound region has long recognized that there is an essential link between land use and transportation. Transportation supportive land use patterns include the appropriate intensity, configuration, and proximity of housing, jobs, stores, services, and schools. Land use patterns are also shaped by roads, pathways, trails, sidewalks, rail, and other public transportation infrastructure. Locating shops, offices, and services near homes, and ensuring that our transportation infrastructure is well-connected and provides for a variety of transportation types, can promote walking, bicycling, and transit use, and greatly contributes to improved accessibility and mobility for all.

Transportation 2040 is the functional transportation plan that implements VISION 2040, the long-range environmental, growth management, economic development, and transportation strategy for the central Puget Sound region. Transportation 2040 is about ensuring that everyone has access to goods, services, and jobs. It places a priority on an effective system, rather than on a specific mode of transportation. Cars, buses, bicycles, streetcars, walking, and trains are all modes of transportation that meet individual needs, as well as contribute to economic and environmental sustainability.

Transportation 2040 supports the development of transit-oriented communities in conjunction with implementation of the region's high-capacity transit system. The development of the region's high-capacity transit system offers opportunities to develop and enhance these areas to create affordable healthy places for all residents to live and work. The transit station serves as a critical link in the region's transportation infrastructure, connecting residents and workers to jobs and services and offering access to nearby civic and public spaces. Well-designed transit-oriented communities can lead to a range of substantial social, economic, and environmental benefits.

This chapter will address the existing relationship between the transportation system and the 74 study areas within the Growing Transit Communities light rail corridors. First, a description of the regional transportation system will place the corridors within a larger network of infrastructure and services for moving people and goods between and within existing and potential transit communities. Second, analysis of data on households, travel patterns, and transit use shows how people are currently using the transportation system at these 74 key nodes within the region.

2. REGIONAL TRANSPORTATION NETWORK

The central Puget Sound region's transportation system is a highly inter-dependent network that is essential to regional mobility. A facility, such as a roadway or freeway, or service, such as transit or ferry service, provides access to activities that are crucial to the social, environmental, and economic health of the central Puget Sound region. The system as a whole has several elements, which include roadways, transit, ferries, non-motorized facilities, freight and goods systems, intercity passenger rail, regional aviation, and transportation demand management (TDM). Figure 1 shows the various elements of the transportation network that were the focus of Transportation 2040.

In the central Puget Sound region, the transportation system is shaped by strong natural features, such as Puget Sound and several large lakes, as well as topography. Within the remaining developable land area, people travel on interstate highways, state routes, arterials, and streets, go on foot or by bike, or ride via several public transportation providers. Ultimately a regional system provides mobility for all users at all types of trip-making: from local to regional and beyond.

Transportation corridors like the three long-range light rail corridors rely on the overall network as well as their own assortment of limited access freeways, highways, arterials, and streets, as well as transit infrastructure, such as fixed rail and transit stations. The mix, relative amount, and type as well as adjacency to larger transportation facilities all create an environment that influence the ways by which people travel within the corridor and to other parts of the region.

For example, many older areas of the region have a street grid with narrower rights-of-way and smaller block sizes while newer areas may have a more suburban system with more capacity for ROW width and larger block sizes. A transit center that abuts a limited access freeway may function differently than one that is surrounded by a downtown street system. In all cases, these physical layouts help determine the ways in which people travel and provide both challenges and opportunities for transit-oriented development.

With the region's population growth over the last few decades, travel has increased. One indication of this growth has been a significant increase in daily vehicle miles traveled. This was a result of population and employment growth, an increase in two-worker households, more dispersed trip patterns, and increased suburban development. The growth in trips outpaced investments in transportation, leading to mobility problems and congestion for all users of the system. Without aggressive, outcome-focused strategies, this is not expected to change much in the coming years. The implementation of the region's high-capacity transit system is one of those strategies, as are supportive land use policies, in particular those that support transit-oriented development.

This chapter will focus on the parts of the transportation system that support and greatly influence the region's ability to effect equitable transit-oriented development. These are the responsibility of a wide range of jurisdictional authorities, including WSDOT, counties, cities, and transit agencies. The coordination of these facilities in how they function and perform and are developed greatly relies on inter-jurisdictional cooperation. What follows are discussions of the roadway system, transit system, ferry system, and infrastructure for pedestrians and bicyclists.

WHAT IS TDM?

Transportation demand management, or TDM, programs and services offer multiple benefits, including reduced congestion, road and parking facility cost savings, support for transit market share, consumer cost savings, pollution reduction, increased physical activity with attendant health benefits, and support for more efficient land use. TDM tools can include:

Employer-based programs / Commute Trip Reduction (CTR)

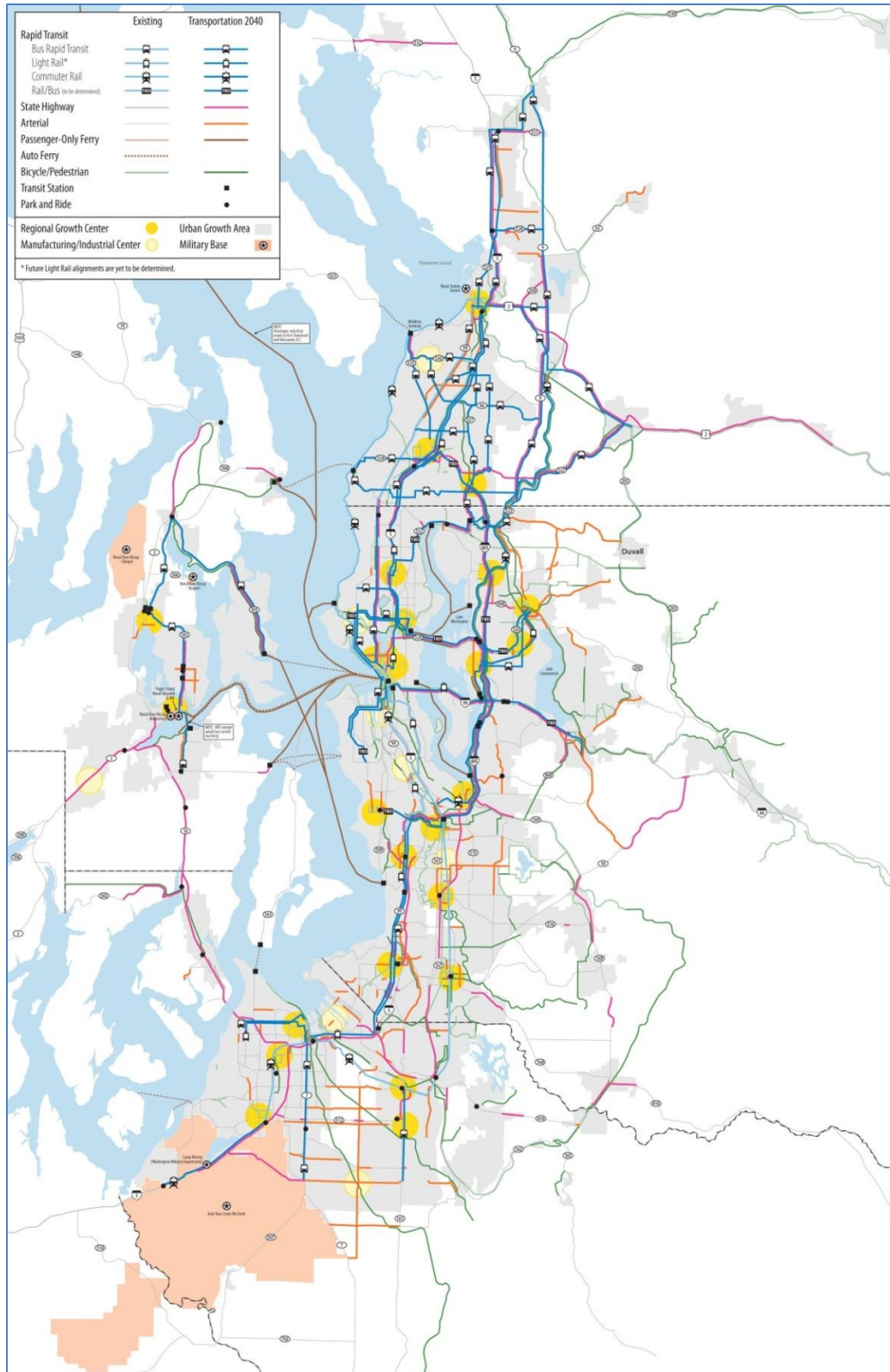
Centers-based TDM

Regional Programs and Technical Assistance

Enhanced Transportation Options

Density / Mix of Uses and Urban Design

Parking Pricing and Management



Source: Transportation 2040, PSRC

FIGURE 1: REGIONAL TRANSPORTATION NETWORK

2.1. ROADWAY SYSTEM

Roadway facilities inter-weave parts of the region, crossing county or city boundaries, and serve two primary functions: 1) mobility for traffic, goods, and people from one location to another; and 2) access to land and land uses. Generally the region's roads fall into several categories: interstate, other freeway (such as a state route), arterials (principal or minor), and streets (collector or local). High occupancy vehicle (HOV) systems are also integral components to the region's transportation network. HOV systems include dedicated lanes on freeways, regional arterials and local streets, limited access ramps to those facilities and designated by-pass lanes. HOV lanes are present throughout each of the transit corridors.

Each of the long-range light rail corridors that are the focus of the Growing Transit Communities partnership are located along one of several key regional transportation corridors. As such, the study areas encompass and are served by freeways, state highways, and major arterials that link these centers and nodes with others in the region. Most prominently I-5 and I-90, along with SR-99 and SR-520, are major facilities that operate in tandem with existing and future light rail lines. Twenty of the transit nodes at the center of each study area are adjacent to or have a functional relationship to a limited access freeway. Of these, four are in the East Corridor, twelve in the North Corridor, and four in the South Corridor. Accessibility to the regional freeway network connects the transit nodes with other centers and the region as a whole. However, where transit communities are bisected by one or more freeways, local mobility can be impacted by the physical barrier to local surface road connectivity.

Light and commuter rail, which operate in separate rights-of-way, are the majority of the planned high-capacity investment in the region. Even with these investments, bus transit will continue to run on the roadway system. Auto and freight traffic also operate on the same roadway system, all of which increases congestion and mobility for users. Through-traffic can be a contributor to congestion as much as a large employment site. Urban areas with high functioning public transportation systems generally provide a range of services that operate in different modes. What this indicates is that the condition of the roadway system—maintenance and operations—and the physical configuration and design of the roadway system are critical factors in the delivery of efficient, reliable services and the success of equitable transit-oriented communities.

Figures 2, 3, and 4 show the extent and mix of non-freeway roadway facilities that currently exist in each of the study areas, including the internal circulation provided for by local streets. The total length of each bar indicates the total centerline miles of roadway in each area. Transit communities with higher overall roadway mileage provide greater options for both through-traffic and internal circulation.

Mixed urban locations with a denser grid of streets stand out among study areas with high overall centerline length (15 miles total and higher). These locations include the older urban centers of Seattle, Tacoma, and Everett. In contrast, study areas located along commercial strips in suburban communities, including a number of study areas between Mountlake Terrace and Everett, between Seattle and Tacoma, and in the Bel-Red section of the East Corridor, tend to have the lowest overall street network length. To become well-functioning transit communities, these locations would benefit from roadway improvements that fill in a finer grain street grid.

Study areas with a relatively high proportion of principal and minor arterials include locations in downtown Redmond, Overlake, Bellevue, North Seattle, Tacoma, Fife, and Stadium/SODO. These areas tend to be associated with centers of commerce and trade that are near or within city centers. These areas may face some degree of conflict between circulation within the study area and movement of vehicular traffic through the study area, which may impede TOD development. As well, roadway widths and traffic volume on arterials may present a barrier to pedestrian movement, making these environments less walkable. With the introduction of high-capacity transit, some of these locations may need traffic calming and other interventions to make them more pedestrian friendly.

Generally, local streets are proportionally the majority of the road network within the study areas. Especially high proportions of local and collector streets are present in Southeast Seattle, Shoreline through unincorporated Snohomish County, Mercer Island, S. Bellevue, and other nodes in the East Corridor. Many of these areas are largely residential in character and may have limited potential for higher density TOD depending on the size and character of the generally local serving commercial districts in these study areas.

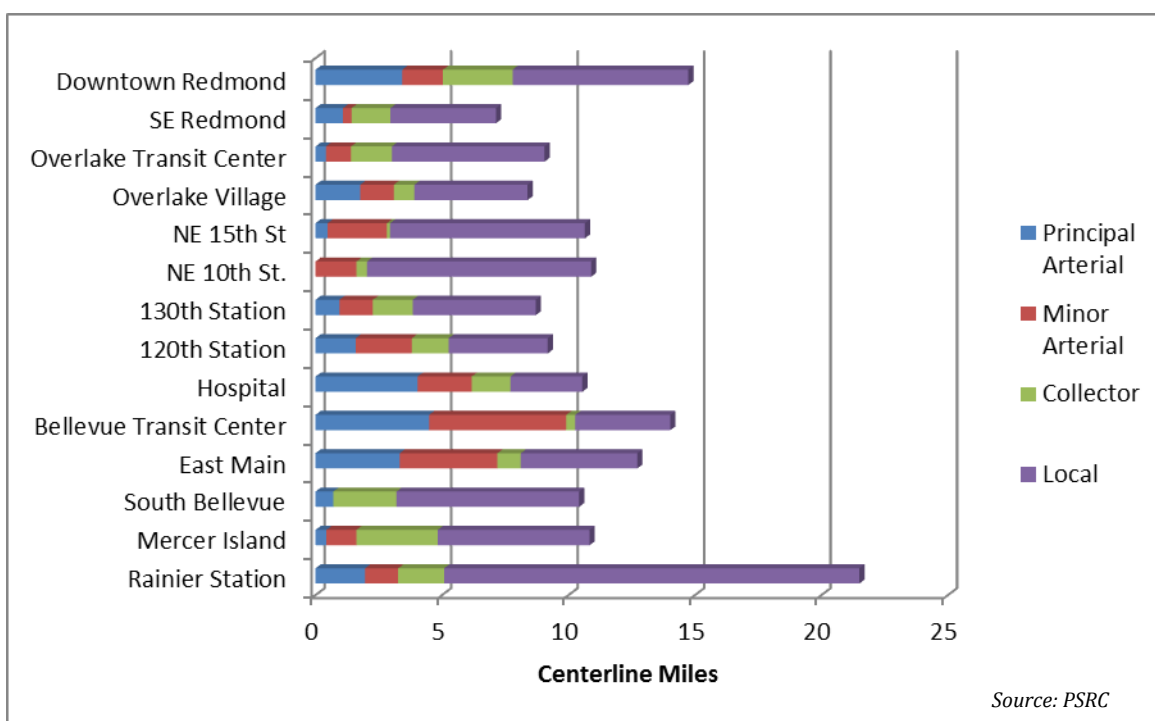


FIGURE 2: STREET TYPES IN EAST CORRIDOR

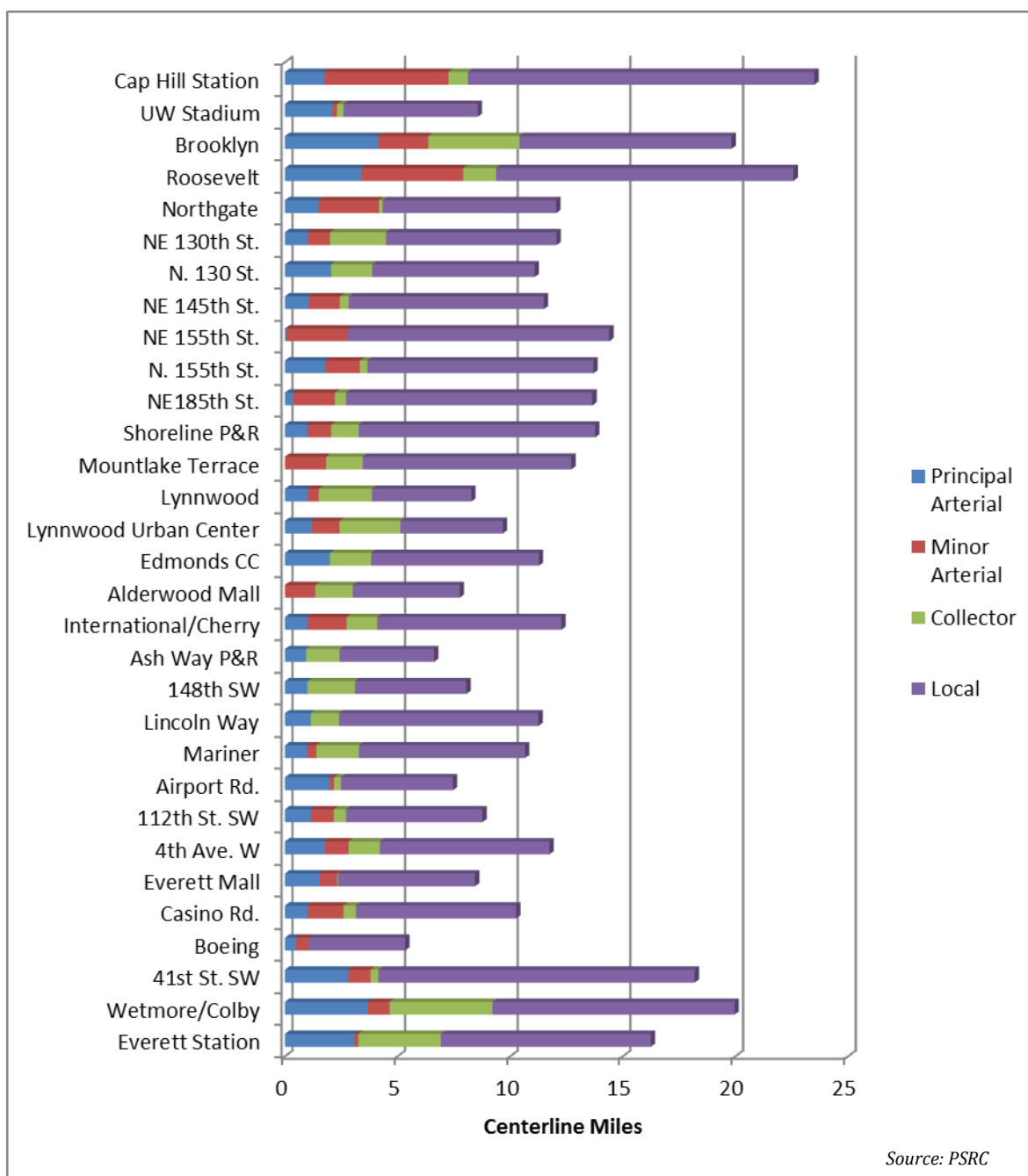


FIGURE 3: STREET TYPES IN NORTH CORRIDOR

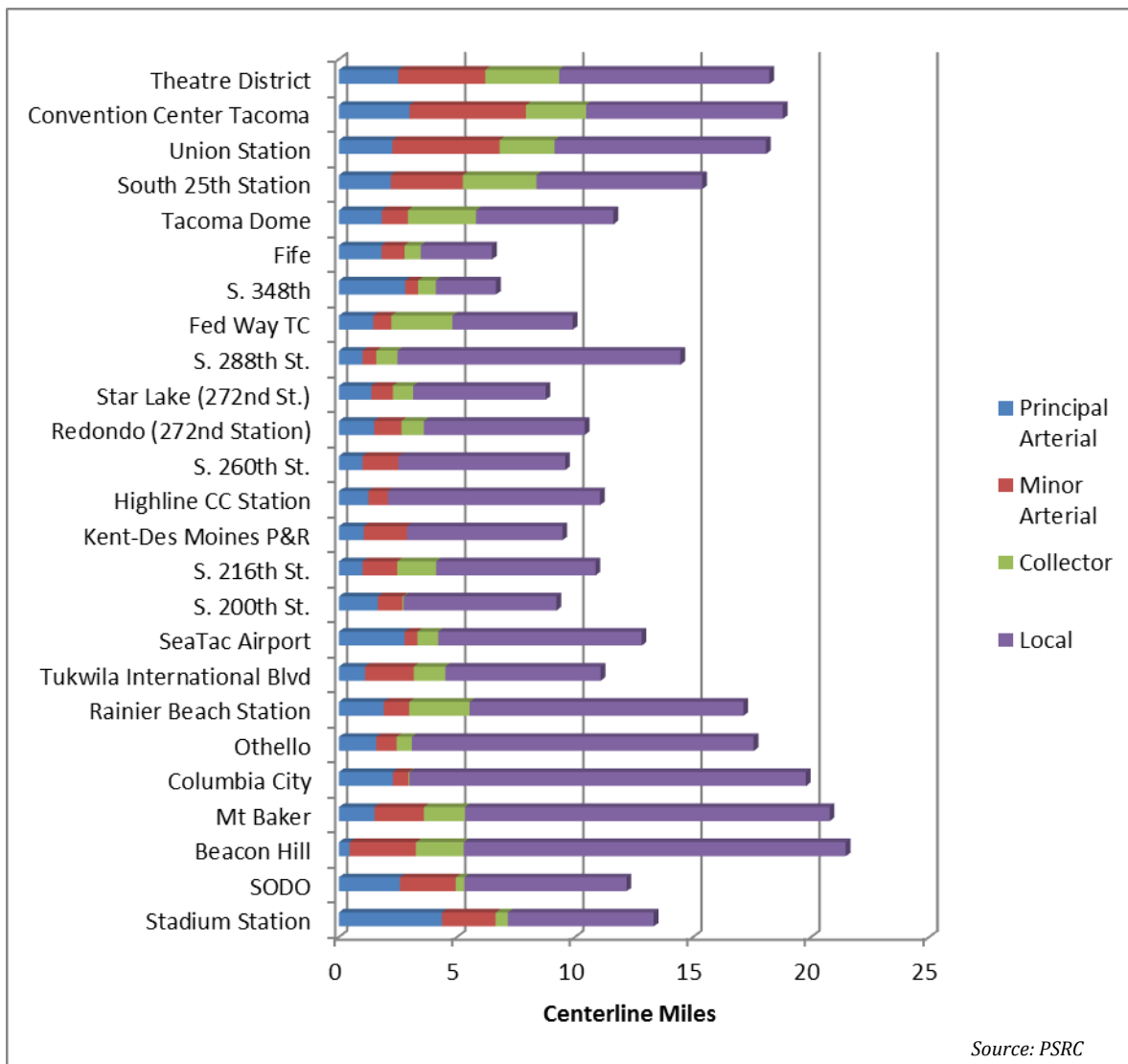


FIGURE 4: STREET TYPES IN SOUTH CORRIDOR

2.2. TRANSIT SYSTEM

2.2.1. TRANSIT PROVIDERS AND SERVICES

Transit services help to connect people to places throughout the central Puget Sound region and provide access to major regional activity centers, including designated regional growth centers and other major regional employment locations. For those who choose not to or are unable to drive a vehicle, public transportation is an essential lifeline to conduct one's daily activities. Five public transportation agencies, several local jurisdictions, private companies, and the State of Washington operate bus, ferry, light and commuter rail, monorail, and street car services in the region. Table 1 shows the region's public

transportation services, providers, and facilities within each corridor.

Regional transit facilities provide convenient connections between different public transit modes (for example, ferry and bus) and between transit and other transportation modes (for example, bus and auto). Major transit connection points include park and ride lots, transit centers, and ferry terminals. Transit centers, including rail, bus, and ferry primarily serve as connections between public transit modes while park and ride lots primarily serve connections between transit and auto. Some facilities serve as both major park and ride lots and transit centers (such as Northgate and Tacoma Dome). All ferry terminals, commuter rail stations, and light rail stations are major transit facilities along with the larger bus transit facilities in the region.

TABLE 1: PUBLIC TRANSPORTATION SERVICE OVERVIEW BY CORRIDOR

Location	Service	Providers
Downtown Seattle		
Bus	✓	Community Transit King County Metro Pierce Transit Sound Transit
Light Rail	✓	Sound Transit
Bus Rapid Transit	(see Notes)	(see Notes)
Commuter Rail	✓	Sound Transit
Ferry	✓	King County Ferry District Port of Kingston WSDOT
Streetcar/Monorail	✓	King County Metro
<i>Transit/Multimodal Centers: King Street Station, Coleman Dock, Downtown Transit Tunnel</i>		
East Corridor		
Bus	✓	Community Transit King County Metro Sound Transit
Light Rail		
Bus Rapid Transit	✓	King County Metro
Commuter Rail		
Ferry		
<i>Transit/Multimodal Centers: Bellevue TC, Overlake TC</i>		
North Corridor		
Bus	✓	Community Transit Everett Transit King County Metro Sound Transit
Light Rail		
Bus Rapid Transit	✓	Community Transit
Commuter Rail	✓	Sound Transit
Ferry	✓	WSDOT
<i>Transit/Multimodal Centers: Northgate TC, Lynnwood TC, Everett Station</i>		
South Corridor		
Bus	✓	King County Metro Pierce Transit Sound Transit
Light Rail	✓	Sound Transit
Bus Rapid Transit	✓	King County Metro
Commuter Rail	✓	Sound Transit
Ferry	✓	WSDOT
<i>Transit/Multimodal Centers: Tacoma Dome Station, Federal Way TC, SeaTac Airport</i>		

Notes:

- Services operational as of July 2012
- King County Metro's BRT, RapidRide Line C, operational downtown Seattle in fall 2012
- Pierce County Ferry Service and Kitsap Transit Foot Ferry operate in the region, but do not provide service within the Growing Transit Communities Corridors
- Neighboring transit agencies, including Skagit Transit, Island Transit, Intercity Transit, operate limited services in the central Puget

Transit provides the majority of the region's non-automobile personal transportation. The region's public transportation providers operate services that are classified by Transportation 2040 into three main types:

- **Core Transit Services:** Light rail, bus rapid transit, and high frequency local buses are considered core transit services. Core services are generally routed to or through areas with high concentrations of population and/or employment. Typically running all day, core services provide frequency and efficiency to areas with higher densities and mixed uses. Core services have the highest ridership compared overall to other types of service. Because core transit service provides the most mobility options to a wide range of users throughout the day, it is the essential transit component in creating equitable transit-oriented communities. This chapter will therefore largely focus on it, while recognizing that the other service types also play important roles in providing regional and local mobility options.
- **Specialized Transit Services:** Transit routed to serve very specific users at specific times, such as peak period commutes from park and ride lots to employment centers. Among these specialized transit services are commuter rail and express bus.
- **Community Connector Transit Services:** Transit routed between or through areas that are not dense enough to warrant core services but that the operator is required or has chosen to serve for policy reasons are considered community connector transit services. Because of the land use patterns they serve, community connectors may run with less frequency and shorter spans and are less likely to draw large numbers of riders.

2.2.1.1. BUS RAPID TRANSIT

Among Transportation 2040's goals for transit service, one in particular states that the region should "build local transit capacity to meet local needs and feed the high-capacity system." Developing core service, that includes bus rapid transit (BRT), is a key way of accomplishing this goal. Given the timelines for full implementation of light rail, efficient bus transit service, including BRT, will be an ongoing essential factor in local and regional mobility in the high-capacity transit corridors.

Bus rapid transit (BRT) generally includes a set of enhancements to traditional rubber tire bus service to improve service in order to obtain benefits that are similar to rail transit. Service enhancements may include dedicated or prioritized lanes for bus transit, more substantial "stations" with improved rider amenities, vehicles that provide for ease of boarding, systems to streamline fare collection, and overall service and roadway improvements to speed, reliability, and frequency.

Transportation 2040 builds on joint work between transit agencies and local jurisdictions to implement bus rapid transit (BRT) and improved bus service in the central Puget Sound region. King County Metro and Community Transit have adopted long-range transit plans. The City of Seattle, which updated its Transit Maser Plan in 2012, identified city streets where it plans to partner with transit agencies to improve transit service. Pierce Transit is responding to recent changes in service provision levels but still operates services on long-standing core routes. Kitsap Transit has identified transit corridors for BRT service and transit signal priority infrastructure, with the signal infrastructure provided by local jurisdictions to improve travel times and reliability.

Currently, each of the corridors is served by a bus rapid transit line, newly established in each subarea as part of a growing BRT network in the region. King County Metro is in the process of implementing its RapidRide BRT service. Currently, the RapidRide A line runs along SR-99 between Tukwila and Federal Way in the South

Corridor. RapidRide B connects Bellevue and Redmond in the East Corridor, passing through several future light rail stations and also nodes where BRT will continue to be the primary high-capacity transit option. Metro will initiate service on the C, D, E, and F lines, all of which intersect with the light rail corridors, over the next several years. Finally, Community Transit's Swift BRT line currently runs along SR-99 in Snohomish County in the North Corridor.

2.2.1.2. SOUND TRANSIT

Sound Transit, the Central Puget Sound Regional Transit Authority, operates express bus, commuter rail, and light rail service and constructs capital projects in support and expansion of those services in King, Pierce, and Snohomish counties. The region's voters authorized funding for the agency's rapid transit investments via two ballot measures *Sound Move* and *Sound Transit 2* (ST2).

Sound Move

Sound Move, the first regional transit measure passed in 1996, created Sound Transit and authorized the implementation of several new regional rail and bus transit services, including:

Commuter Rail: "Sounder" trains, which provide peak weekday service between Everett and Seattle and between Seattle and Tacoma, are operated by BNSF Railway. Currently there are 7 peak-direction and 2 reverse-commute round-trips daily between Tacoma and Seattle and 4 peak-direction round trips between Everett and Seattle. Sound Transit will eventually run up to 18 daily round-trips from Tacoma.

Light Rail: The initial system consists of a 1.6-mile line in Tacoma called Tacoma Link and a 14.6-mile line in Seattle, Tukwila, and SeaTac called Central Link. Central Link, which runs between downtown Seattle and the Seattle-Tacoma International Airport, has operated since 2009. University Link is a 3.5-mile line from downtown Seattle to the University of Washington that is currently under construction and is scheduled for completion by 2016.

Regional Express Bus service is operated by Community Transit, King County Metro, and Pierce Transit and provides service to cities in King, Pierce, and Snohomish counties.

Sound Transit 2

Sound Transit 2, an \$18 billion measure passed in 2008, authorized the following improvements and expansions to the regional transit system:

Commuter Rail: Sounder will receive longer and more frequent trains with funding from ST2.

Light Rail: Significant expansion of the light rail network within all three of the long-range high-capacity transit corridors, including the following:

- Central Link/University Link will be extended north of the University of Washington to the Lynnwood Park and Ride. The first phase of the North Link extension will connect the University of Washington station to Brooklyn and Roosevelt, terminating at the Northgate Transit Center. This phase is expected to be completed by 2021. Completion of the remaining portion of the extension to Lynnwood is to be in operation by 2023.
- South Link will be extended from the current terminus at SeaTac Airport further south. Service from SeaTac Airport to S. 200th Street will be operational in 2016. The schedule, alignment, and station

locations for the extension of the line to the City of Federal Way are not yet determined.

- A new line, East Link will extend from downtown Seattle to Overlake via Bellevue, with an expected completion in 2023.

Regional Express Bus will increase service hours and add buses to the fleet.

Streetcar: A “First Hill Connector” will run from Central Link’s Capitol Hill Station to Jackson Street in downtown Seattle’s International District, and will be operational in 2014.

Long-Range Plan

Sound Transit’s adopted long-range plan goes beyond the investments funded through Sound Move and Sound Transit 2, with anticipated extensions of the light rail system north to Everett, east to downtown Redmond, and south to downtown Tacoma. The plan also calls for increasing capacity of the commuter rail and regional express bus programs.

2.2.1.3. VANPOOLS AND RIDESHARE PROGRAMS

In addition to fixed-route transit, transit agencies in the region operate an extensive vanpool/rideshare network, which provides transportation for individuals commuting to and from similar locations and as an alternative to driving for those commuting from outside the region. Vanpools are best suited for longer haul trips that would require a transfer between services or providers. A distinction between vanpool and van share is that vanpools generally share a common destination, such as an employer or downtown area, whereas van shares serve transportation hubs, such as bus or rail stations, to carry groups of employees to and from their workplace and usually cover shorter distances. Van share riders are fewer in comparison to vanpools in the central Puget Sound region.

Utilization of vanpool and rideshare services within the transit corridors is concentrated in several locations. Large employers, such as the University of Washington or Boeing, have vanpools that directly serve the campuses or complexes, and play a major role in providing alternative transportation options for those who work there, as well as being a part of the Commute Trip Reduction (CTR) “toolkit” that affected employers can use to meet the CTR Law’s requirements to develop and implement an employee commute program to reduce the number and length of drive-alone commute trips made to the worksite.

Data tracked by the Regional Vanpool Coordination Team shows key trends in vanpool performance for the years 2006 to 2011. These trends include:

- **Regional vanpool groups in operation:** an increase, with a peak in 2009
- **Regional vanpool passenger trips:** an increase, with peaks in 2008 and 2009
- **Average riders per vanpool:** a decrease in the average number of riders per van
- **Average round trip miles:** decrease in average round trip miles
- **Total miles traveled:** an increase in total miles traveled, with a peak in 2009

As with bus transit, as the region’s high-capacity transportation system is implemented, the degree to which vanpools and van shares may be affected is not known. Since light rail implementation takes many years to occur, they will likely continue to play an important part of the regional system for some time.

AGING IN PLACE

POPULATION FACTS

- *Today, there are more than 35 million Americans aged 65 or above—a tenfold increase in the 65 and over population since 1900. Over the next 25 years, that number will double.*
- *By 2030, nearly one in five Americans—71.5 million people—will be over age 65.*
- *Contrary to popular belief, only a small minority move to warmer climates upon retirement. Fewer than 5 percent of the 65 and over population reside in nursing homes. Instead, most Americans choose to age in place, within the same communities where they have long lived.*

TRANSPORTATION FACTS

- Only 3 percent of all trips taken by Americans aged 65 and above are by bus or train.
- 55 percent of Americans say they would prefer to walk more and drive less.
- Individuals with health impairments or disabilities often have difficulty using fixed-route transit systems, because of factors such as poor pedestrian accessibility or the lack of accessible design features at buses and rail stations.
- People outlive their ability to drive: men do so by an average of six years and women by an average of 11 years.
- One in five Americans aged 65 and above does not drive.

Source: <http://www.aginginplaceinitiative.org>

2.2.1.4. SPECIAL NEEDS TRANSIT

Special needs transportation provides a range of mobility options for those who cannot or do not drive and is an integral part of transportation system. In the central Puget Sound region, such transportation services and programs are generally provided by three types of agencies: (1) public regional transportation providers that operate both fixed-route and demand response services, (2) more local community-based operators, and (3) private operators. Community and private operators provide mostly demand response service, supplemented through means such as vouchers and volunteer driver programs. Student transportation services may be provided by public transportation agencies or by school districts.

2.2.1.5. FERRY SYSTEM

Washington State Department of Transportation operates ferry service in the region, as do the Port of Kingston, Kitsap Transit, and Pierce County. Also, King County Ferry District operates passenger service to downtown Seattle. Auto and passenger ferry service provide connections to other transit modes, including within the corridors, particularly Coleman Ferry Terminal in downtown Seattle.

2.2.2. TRANSIT SYSTEM: GEOGRAPHY, TIMES OF SERVICE

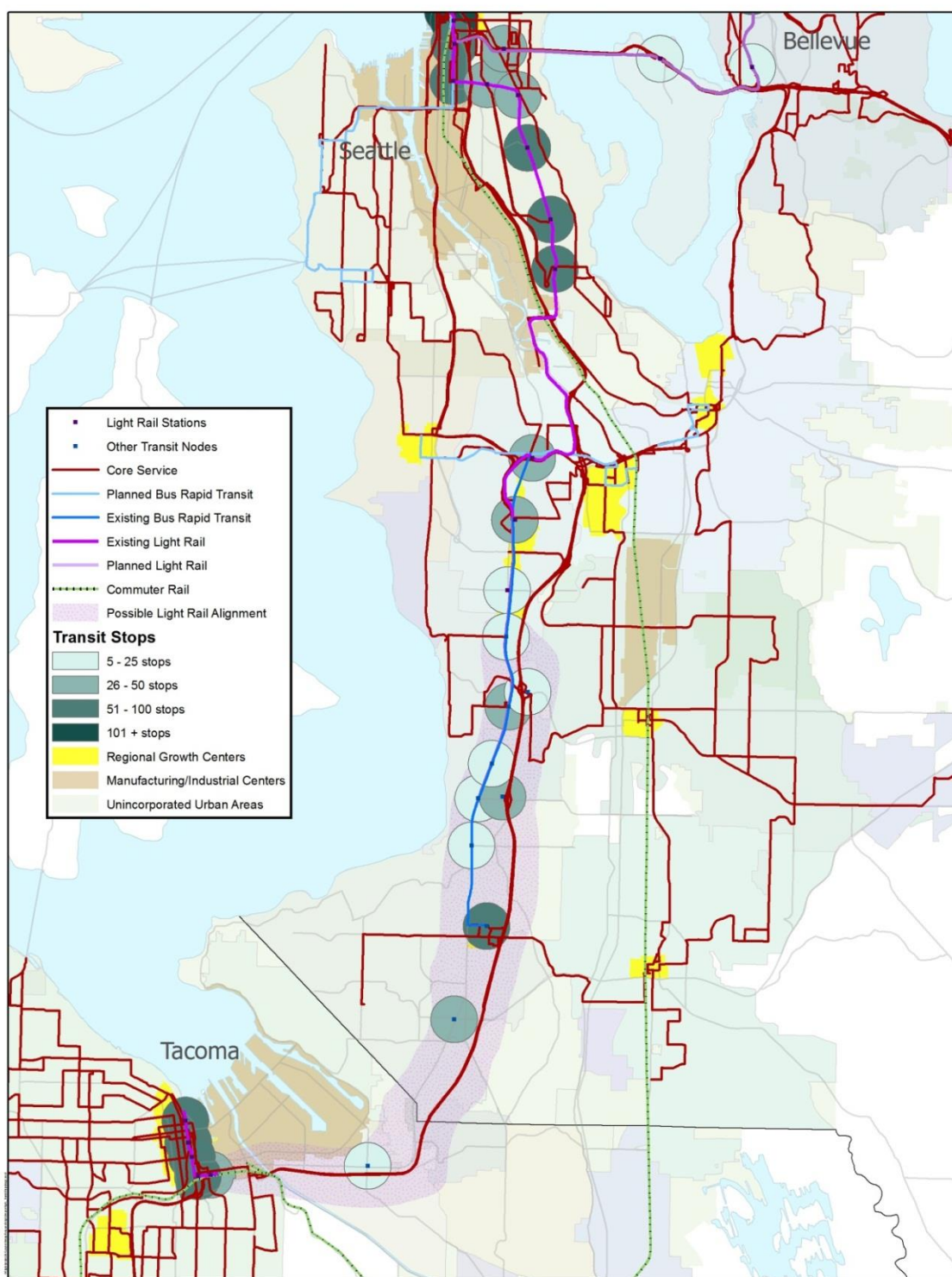
Three quarters of the transit routes operating in the region have stops within the three transit corridors, either running directionally up and down the corridor, or intersecting with it. An even higher percentage of the total transit runs in the region makes at least one stop within the transit corridors.

Core transit service, which represents the majority of transit activity in the corridors, can be broken out by location of service and also time of service. The maps in Figures 5, 6, and 7 show the location of core transit routes that pass through or nearby the 74 Growing Transit Communities (GTC) study areas. Transit opportunities, which indicate the level of access to transit services, within each of the study areas are further measured in terms of number of transit stops that exist within each current or potential station area.

The following summary takes specific transit service characteristics into consideration. These characteristics help illustrate what factors should be in place for transit service to support all types of trip-making. Frequency, coverage (time of day and days of the week), routing (areas the route travels from, to, and by), and connectivity to other modes are indicators of the type of service that will serve all types of activities, destinations, and riders.

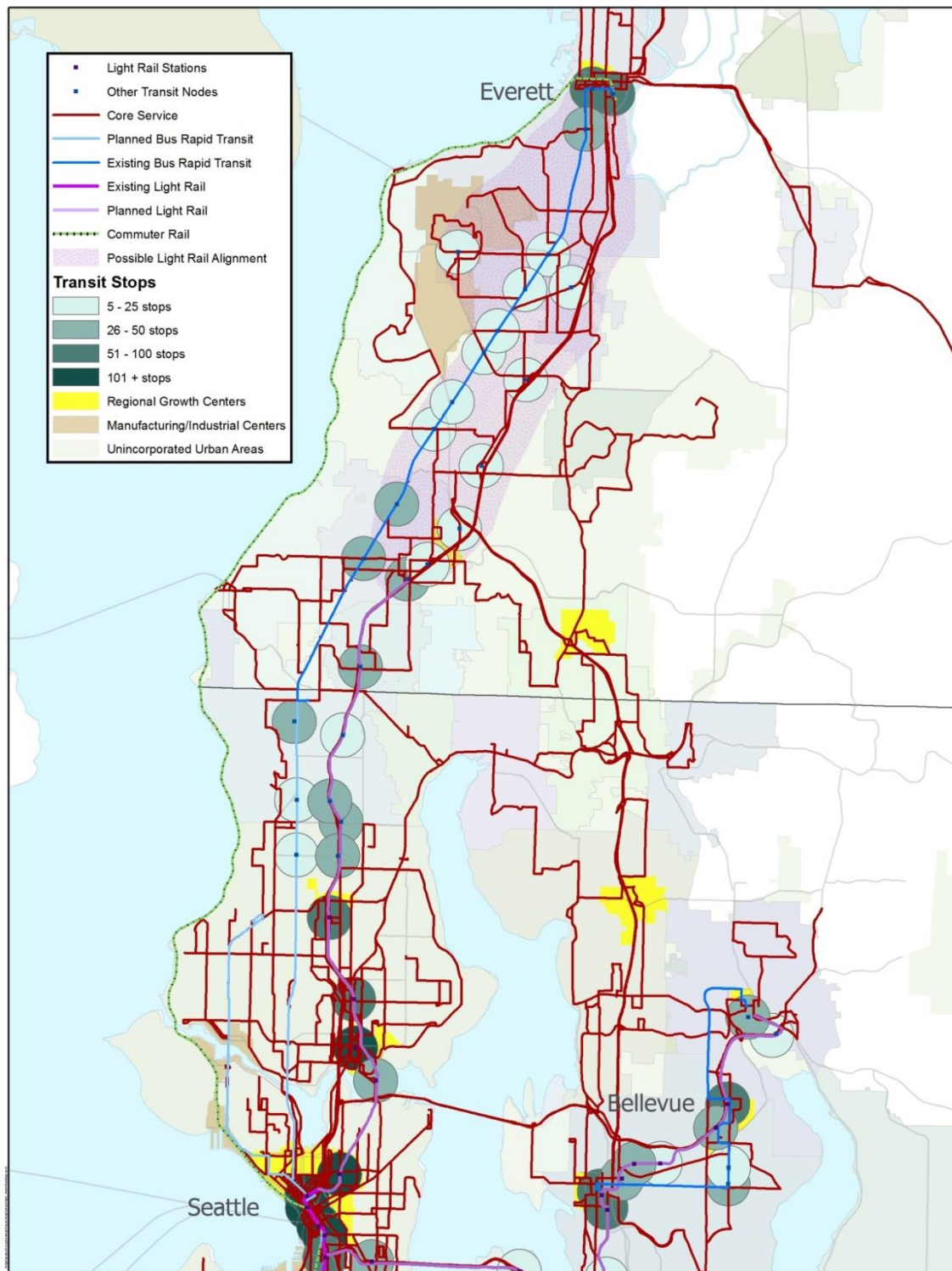
The maps below show that:

- Regionally, city center locations such as the downtowns of Seattle, Tacoma, Everett, and Bellevue are the most intensively served with transit as measured by convergence of multiple core service routes and density of transit stops. This is an expected result given the concentration of employment destinations in these locations.
- Other highly served locations include University of Washington and major outlying transit hubs, such as Northgate, Lynnwood Park and Ride, and Federal Way Transit Center.
- Tukwila, Kent-Des Moines, and Federal Way are major nodes in the South Corridor where core bus routes intersect with the light rail/BRT lines.
- University of Washington, Northgate, and Lynnwood Park and Ride are major nodes in the North Corridor where core routes intersect with the light rail corridor when service begins operating.
- South Corridor has fewer core routes feeding into the corridor relative to the other two corridors. Further analysis is needed to identify more accurately the demand vs. supply of feeder bus service within the South Corridor.
- North Corridor is characterized by a denser network of core routes paralleling and connecting with the light rail corridor.
- East Corridor incorporates several sections of an existing web of core transit routes that generally feed into two cross-lake corridors, I-5 and SR-520.



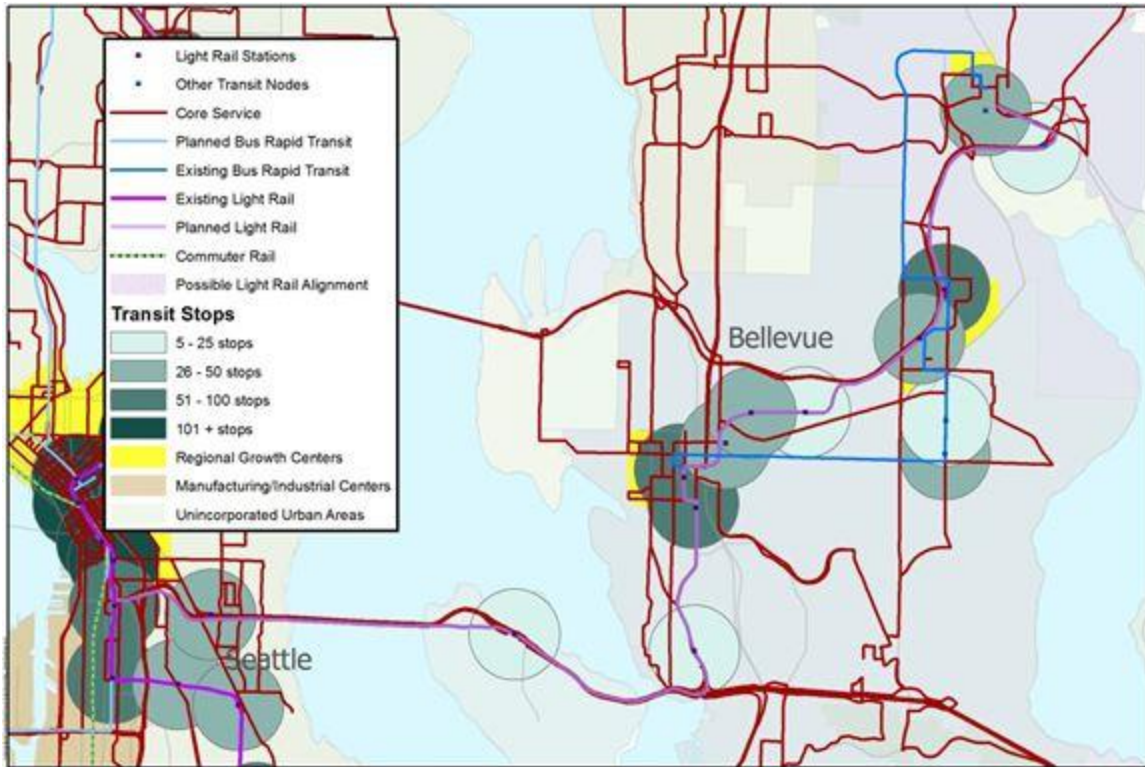
Source: PSRC

FIGURE 5: CORE TRANSIT ROUTES AND STOP DENSITY, SOUTH CORRIDOR



Source: PSRC

FIGURE 6: CORE TRANSIT ROUTES AND STOP DENSITY, NORTH CORRIDOR



Source: PSRC

FIGURE 7: CORE TRANSIT ROUTES AND STOP DENSITY, EAST CORRIDOR

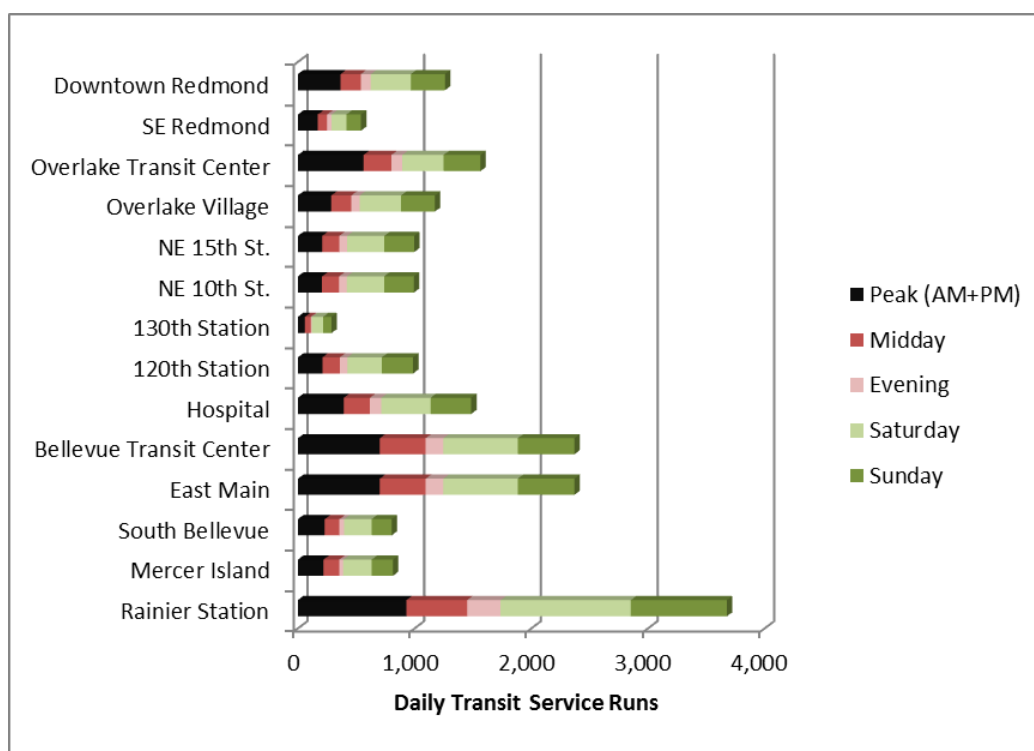
Figures 8, 9, and 10 graph the daily core service in each study area by time of day or week. The black, red, and pink bars show total daily transit runs for an average weekday by peak, midday, and evening hours respectively. Light and dark green bars show daily transit runs for Saturday and Sunday separately.

These data show that study areas vary considerably in levels of transit service. The highest levels of service for both weekdays and weekends are found in the station areas that surround and overlap with downtown Seattle (whose 4 transit station areas are not shown in the graphs), including Stadium, Rainier, and Capitol Hill station areas, which each have from 2,000 to 4,000 runs serving them each weekday and a similar number of runs for Saturday and Sunday combined. Other areas of higher weekday and weekend transit service include southeast Seattle, Federal Way TC, City of Tacoma, Lynnwood TC, and downtown Everett. Levels of service are highest at regional and subregional employment and educational centers, as well as major transfer points in the regional transit system.

Weekday service patterns by time of day show less variability among study areas. Peak service (6 a.m. to 9 a.m. and 3 p.m. to 7 p.m.) represents approximately 50%-60% of the average weekday service for nearly all study areas. The few exceptions are freeway adjacent or park and ride facilities such as NE 145th St. and Redondo study areas, where peak service represents two-thirds or more of the total weekday service. Midday service falls between a quarter and a third of average weekday service for all study areas. Roughly 10% to 20% of weekday service occurs in the evening hours.

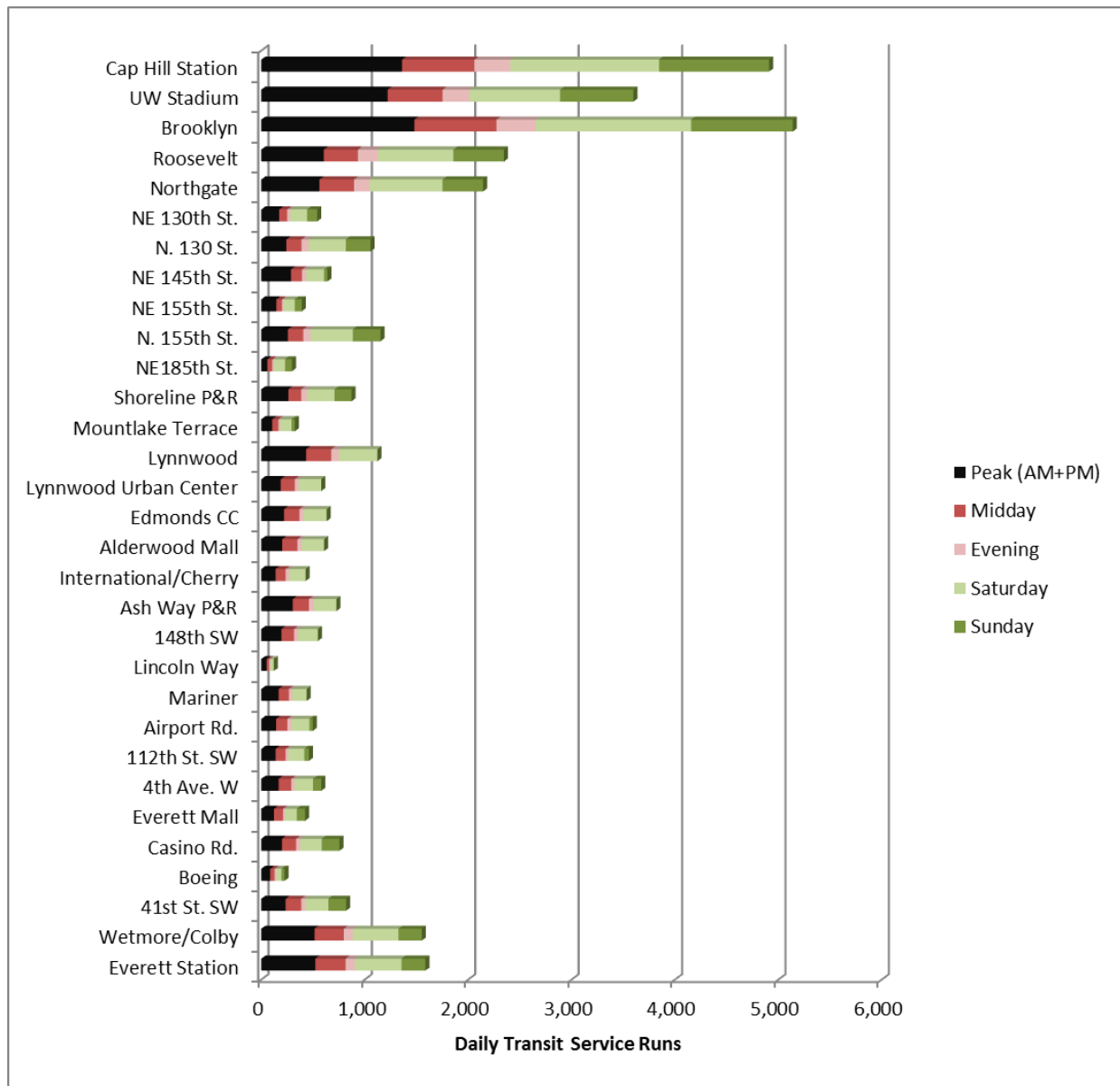
Weekend transit runs at a lower level than weekdays, with between 40% and 80% of the buses running compared with the average weekday. Overall, South Corridor has the largest share of Saturday service at two-thirds of the total. Slightly more than half of the transit service in the other corridors occurs on Saturdays. South Corridor also has the largest share of Sunday service, at over the half the number of transit runs of a typical weekday. East Corridor Sunday service trails the South Corridor somewhat at just under 50%. North Corridor is much lower overall than the other two corridors, a result that reflects three very different subarea factors. First, from Capitol Hill through Shoreline, the level of service on a Sunday is roughly comparable to many other areas along the East and South corridors on Sunday. Second, in Snohomish County, outside of the City of Everett, there is no Sunday service at all due to cuts by Community Transit in recent years. Finally, Everett Transit does provide some Sunday service within the City of Everett, but at a generally lower share of the weekday service than is available throughout the South and East corridors.

Overall, the data show that there are a number of study areas not currently served by light rail where the level of transit service, span, and frequency approaches that of what is anticipated when light rail is eventually in place. Others are at a much lower level, or offer a mix of service that is oriented toward peak commuting, and where the introduction of light rail would have a more significant impact on transit connectivity locally and to the rest of the region.



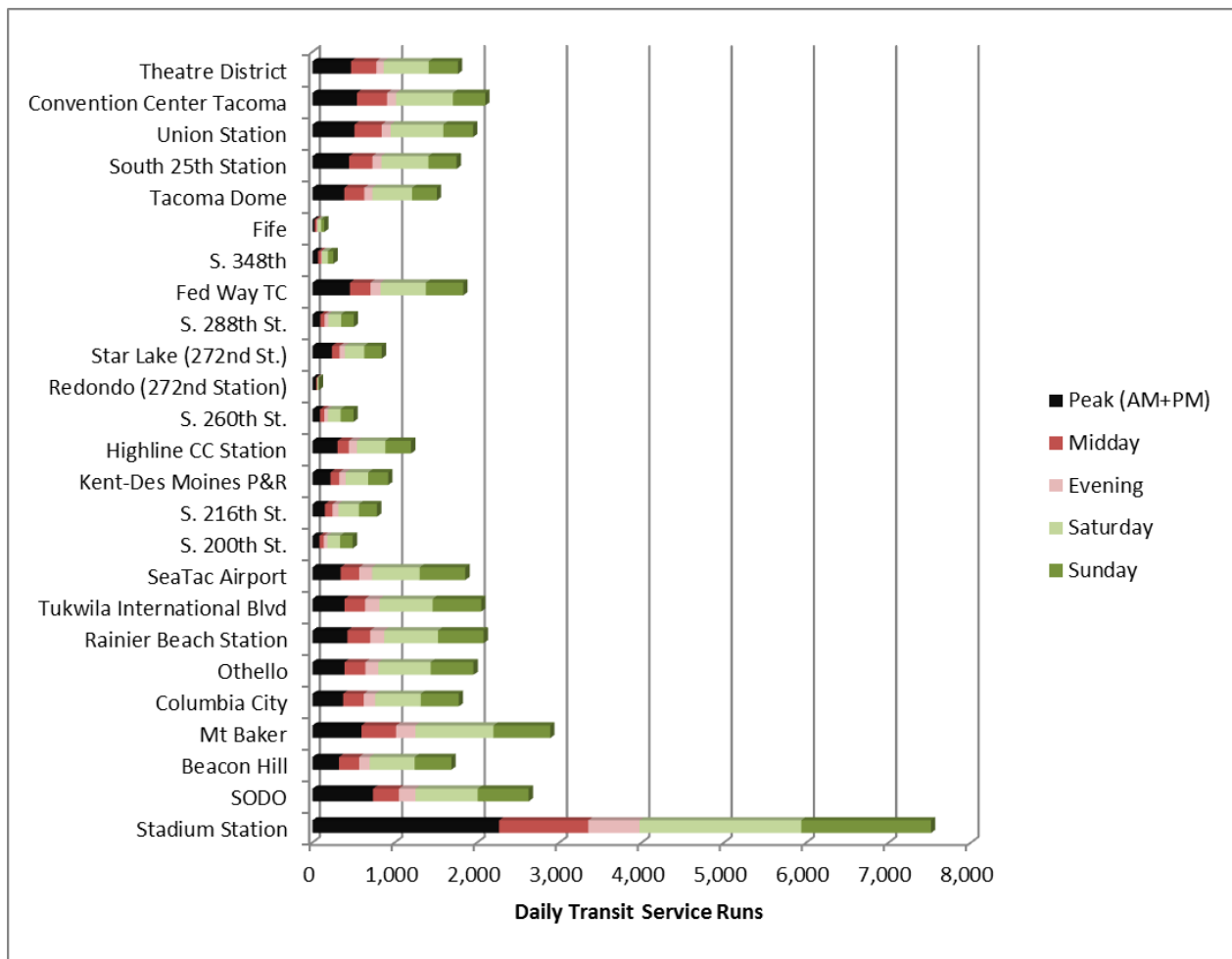
Source: PSRC, Metro, Community Transit, Pierce Transit, Everett Transit, Sound Transit

FIGURE 8: TRANSIT SERVICE BY TIME OF DAY/WEEK IN EAST CORRIDOR



Source: PSRC, Metro, Community Transit, Pierce Transit, Everett Transit, Sound Transit

FIGURE 9: TRANSIT SERVICE BY TIME OF DAY/WEEK IN NORTH CORRIDOR



Source: PSRC, Metro, Community Transit, Pierce Transit, Everett Transit, Sound Transit

FIGURE 10: TRANSIT SERVICE BY TIME OF DAY/WEEK IN SOUTH CORRIDOR

2.2.2.1. MULTIMODAL TRANSIT NODES

Each of the corridors is anchored by one or more multimodal transit nodes of regional importance, where rail, bus, and other transit routes converge. Multimodal nodes include Everett Station, the downtown bus tunnel stations in Seattle, SeaTac Airport, King Street Station, and Tacoma Dome Station. As the light rail system builds out, more transit nodes that are the focus of this report will achieve regional importance in connecting rail and bus transit options.

2.2.2.2. PARK AND RIDE LOTS

A system of park and ride lots serves the region's transit riders at selected locations, including a number of lots of various sizes located within the three high-capacity transit corridors. Table VI-2 shows the location, capacity in number of stalls, and utilization rate for park and rides within each of the corridors. Generally Park and Ride lots serve commuters.

The East Corridor contains over 1,500 park and ride stalls in moderately sized lots in five locations. The largest of the lots is in South Bellevue with over 500 stalls. The lots are all well-used, with four of the five lots utilized at or near capacity, and with the least utilized facility, the Overlake Village Park and Ride, half to three quarters full each day.

South Corridor includes more than 5,400 park and ride stalls in medium to large sized facilities located in eight different study areas. The largest concentration of park and ride capacity is at the Tacoma Dome station (more than 1,500 stalls), with Federal Way Park and Ride also containing more than 1,000 stalls. Most of the facilities are well used, with park and rides at Tukwila, Kent-Des Moines, downtown Federal Way, and Tacoma at or near capacity on a typical day. Two additional lots in Federal Way at Redondo and S. 348th are only at half capacity on a daily basis.

North Corridor has the greatest number of park and ride facilities and overall park and ride capacity. With lots in ten different locations, the corridor has over 7,000 stalls available to commuters and other transit riders. The largest facilities are in downtown Everett, Ash Way, Lynnwood, Mountlake Terrace, and at Northgate. About half of the corridor's park and ride lots are utilized at or near capacity. Everett Station and Mountlake Terrace are much less used on average, not reaching half full on many weekdays.

Currently, one of the park and ride lots provides primary access to the Central Link light rail. Tukwila-International Blvd. park and ride contains approximately 600 stalls that typically fill up on a daily basis. As Sound Transit continues buildout of the system as envisioned under ST2 and beyond, park and ride facilities may play an important role at strategic points along the corridors. Several existing park and ride lots are planned for or have the potential to accommodate future light rail stations. While park and ride facilities can provide access to light rail for riders over a broader area of low density housing, the facilities themselves, especially surface lots, may not be consistent with efforts to attract a mix of intensive activities in close proximity to the light rail station and to create an urban environment that is attractive and safe for pedestrians. Finding an appropriate balance between parking and TOD, whether through policies on parking management and land use, supportive transit feeder service, or mitigation through urban design of parking structures, will be a challenge for both transit agencies and local jurisdictions going forward.

TABLE 2: PARK AND RIDE LOTS

CORRIDOR	STUDY AREA	CAPACITY (STALLS)	UTILIZATION
EAST CORRIDOR	MERCER ISLAND	447	100%
	SOUTH BELLEVUE	509	100%
	OVERLAKE VILLAGE	203	50%-75%
	OVERLAKE TRANSIT CENTER	170	100%
	DOWNTOWN REDMOND	377	75%-95%
TOTAL		1,536	
SOUTH CORRIDOR	TUKWILA INTERNATIONAL BLVD.	600	90%-100%
	KENT-DES MOINES P&R	370	85%-90%
	STAR LAKE	540	70%-80%
	REDONDO	697	45%-50%
	FEDERAL WAY TRANSIT CENTER	1,190	80%-100%
	S. 348 TH ST.	515	45%-55%
	TACOMA DOME	1,543	90%-100%
	SOUTH 25 TH ST./UNION STATION	350	90%-100%
TOTAL		5,441	
NORTH CORRIDOR	EVERETT STATION/WETMORE/COLBY	921	35%
	MARINER	644	65%-80%
	ASH WAY P&R	1,022	100%
	LYNNWOOD TRANSIT CENTER	1,378	100%
	MOUNTLAKE TERRACE	889	40%-60%
	SHORELINE P&R	393	65%-75%
	NE 155 TH ST./NE 145 TH ST.	68	80%-100%
	NE 130 TH ST.	46	NA
	NORTHGATE	1,119	100%
	ROOSEVELT	571	90%-100%
TOTAL		7,051	
TOTAL FOR CORRIDORS		14,028	

Source: PSRC, King County Metro, Pierce Transit, Community Transit, WSDOT

3. NON-MOTORIZED NETWORK

The regional non-motorized system includes facilities for both bicycle and pedestrian travel. The system consists of three functional components: 1) linking communities at the regional level, 2) substituting non-motorized trips for vehicle trips at the local level, and 3) providing intermodal connections at rail, ferry, and other transit stops. In terms of the physical infrastructure for non-motorized travel, the system includes the following types of facilities:

- **Shared Use Bicycle/Pedestrian Paths** are facilities that are physically separate from roadways. These are usually appropriate for both bicycle and pedestrian travel.
- **Bike Lanes** are portions of roadways that are physically designated for exclusive bicycle travel by signs and pavement markings.
- **Bike Routes** are portions of roadways that are signed as preferred routes for bicycle travel, but not striped.
- **Bikeways** are portions of roadways that are not signed or marked, but are accessible to bicycle travel

and identified by the local jurisdiction as a preferred bicycle route.

- **Walkways** are pedestrian facilities that can be either separated from roadways, such as sidewalks and paths, or part of roadways, such as crosswalks or wide shoulders. Walkways are designed, or appropriate, for use by pedestrians.

Transportation 2040 calls for the development of a transportation system that creates more travel choices while preserving environmental quality and open space. Bicycle and pedestrian transportation play a key role in achieving these goals. The region's sidewalks, bike lanes, bikeways, and trails support a significant and growing amount of regional transportation.

Biking and walking are efficient, low-impact modes of travel that can reduce vehicle miles traveled, do not contribute to air pollution, and can help to alleviate traffic congestion. Well-designed, strategically located bicycle and pedestrian facilities provide increased and safer access to transit for more people. Children, in particular, have a need for safe routes to schools. Walking and biking to school can yield significant health benefits and reduce transportation costs for families and school districts. Bicycle and pedestrian trails are important community amenities that can help spur economic development, and promote physical activity and improve public health.

3.1. PEDESTRIAN ENVIRONMENT: BLOCKS, SIDEWALKS, WALKSHEDS

The pedestrian environment present in a transit station area reflects the physical elements that either promote or discourage walking as a mode of transportation. This section examines three key elements of the pedestrian environment—block size, sidewalk coverage, and walkshed.

Block size is one of the key characteristics of urban form that defines walkable urban places. A station area with smaller blocks promotes walking by increasing the number of choices of routes that a pedestrian has for getting from point A to point B, and by reducing the average walking trip distance between locations in the station area. Smaller blocks also create more visual interest and a scale of urban form that is pedestrian-oriented. Large blocks, such as those that exist in many suburban areas where the street grid was built to accommodate automobiles and blocks sized to accommodate large format low density development, tend to be less walkable.

Figures 11, 12, and 13, which show detail on block size within the study areas, reveal a wide range of urban form across the corridors. Older urban areas, including downtown and inner neighborhoods of Seattle and Tacoma, contain the most walkable-sized blocks, at less than three acres. Blocks larger than three acres, up to approximately eight acres, are also considered walkable, but provide a slightly less optimal environment for pedestrian travel.¹ In addition to Seattle and Tacoma, study areas in city downtowns and residential areas in the region such as Mercer Island, Bellevue, Redmond, Shoreline, and Everett contain a majority of blocks that are less than 8 acres. Less walkable urban form, with block sizes of over 8 acres and very large blocks of over 16 acres typify large areas of each

WALKSHED

Why use a measure of one-quarter to one-half mile as “walkshed” distance? It is generally accepted that most people will walk from 5 to 15 minutes to get to or from a transit station stop, which is roughly a distance of one-quarter to one-half mile. However, this will vary, based on such factors as topography, sense of safety and security, and presence of interesting activity along the walk route.

corridor, including south Snohomish County in the North Corridor, the Bel-Red Corridor, Crossroads, and Overlake areas in the East Corridor, and south King County and Fife in the South Corridor.

All other things being equal, station areas with a walkable block pattern have an advantage over areas with larger blocks in attracting TOD and creating vibrant neighborhoods that accommodate a range of activities. With the introduction of light rail along corridor segments that have historically been designed to primarily accommodate automobile traffic with predominantly large or very large blocks, steps can be taken to break up those blocks either with public rights-of-way or private roads and/or pathways.

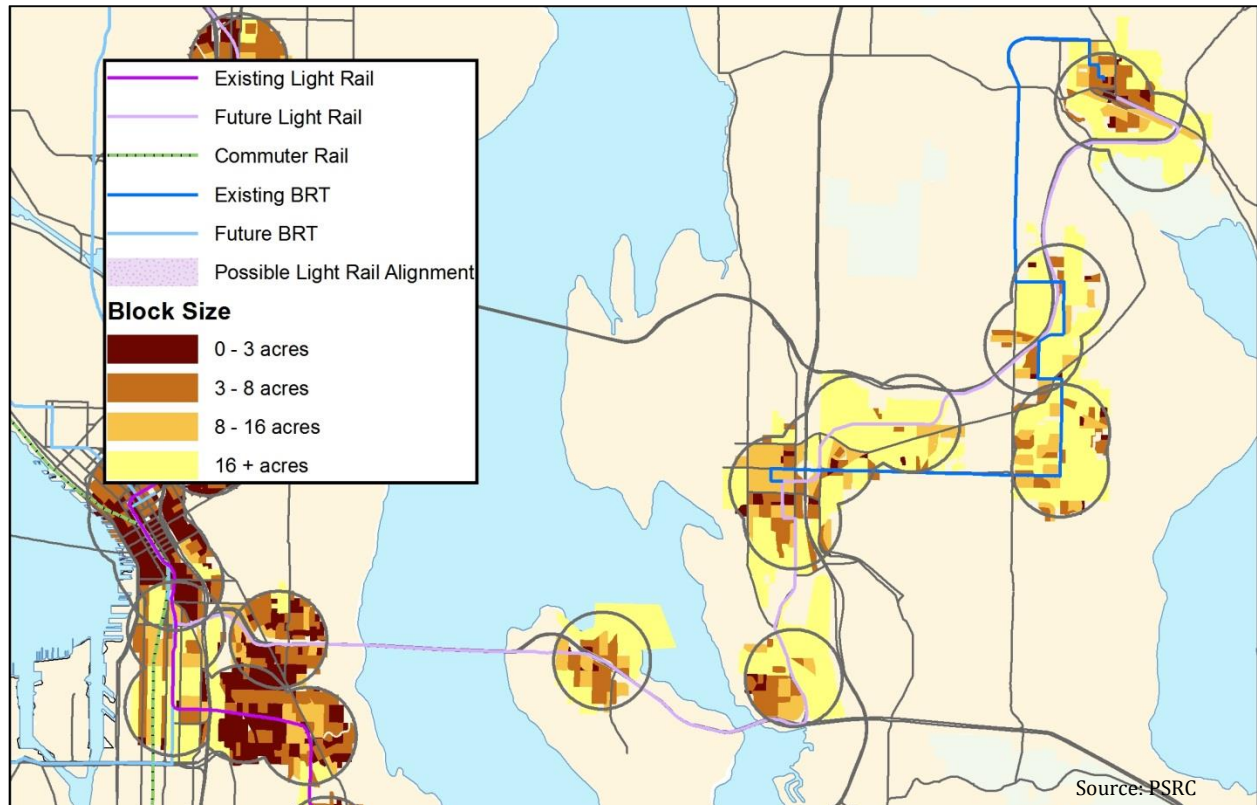
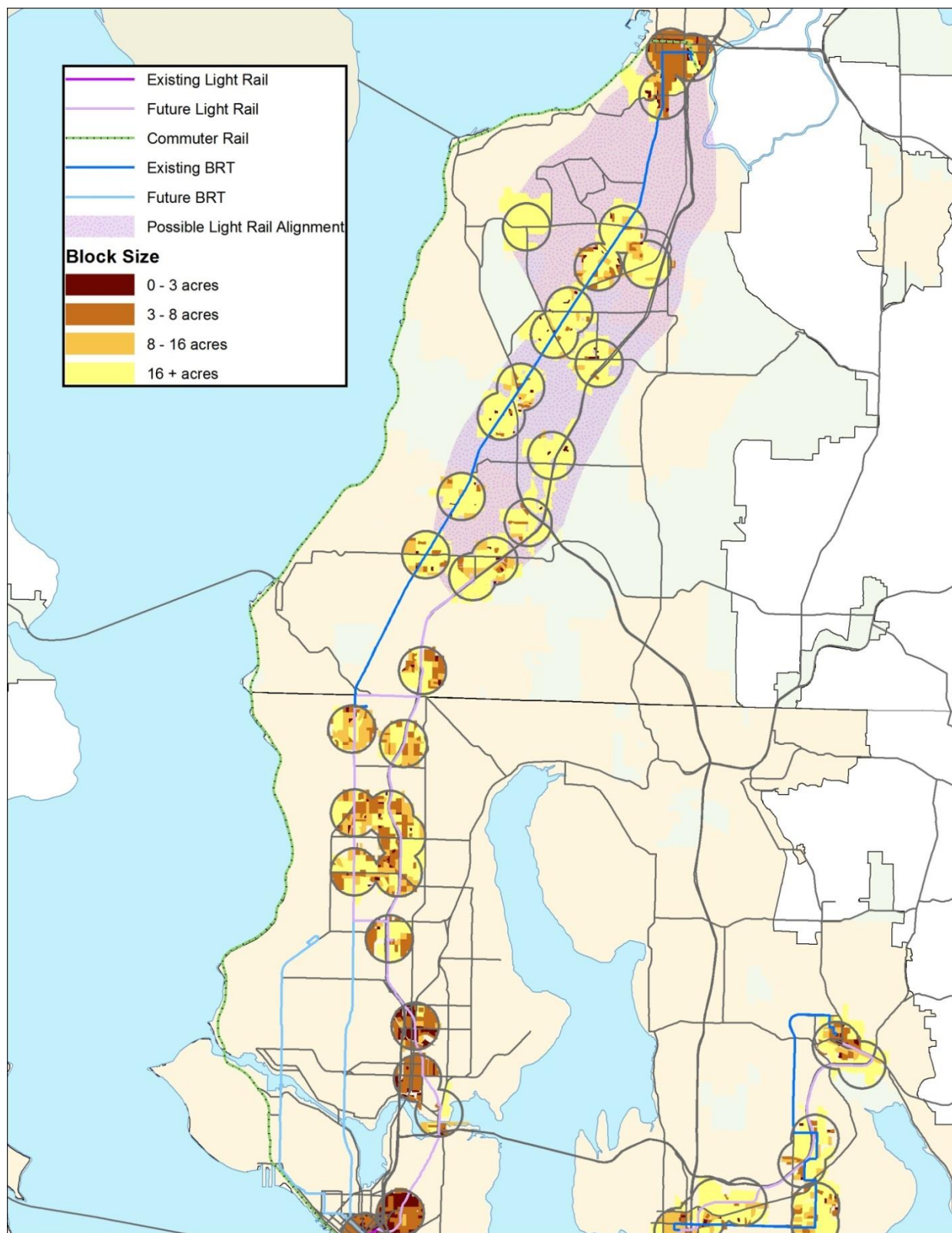


FIGURE 1: BLOCK SIZE IN EAST CORRIDOR



Source: PSRC

FIGURE 2: BLOCK SIZE IN NORTH CORRIDOR

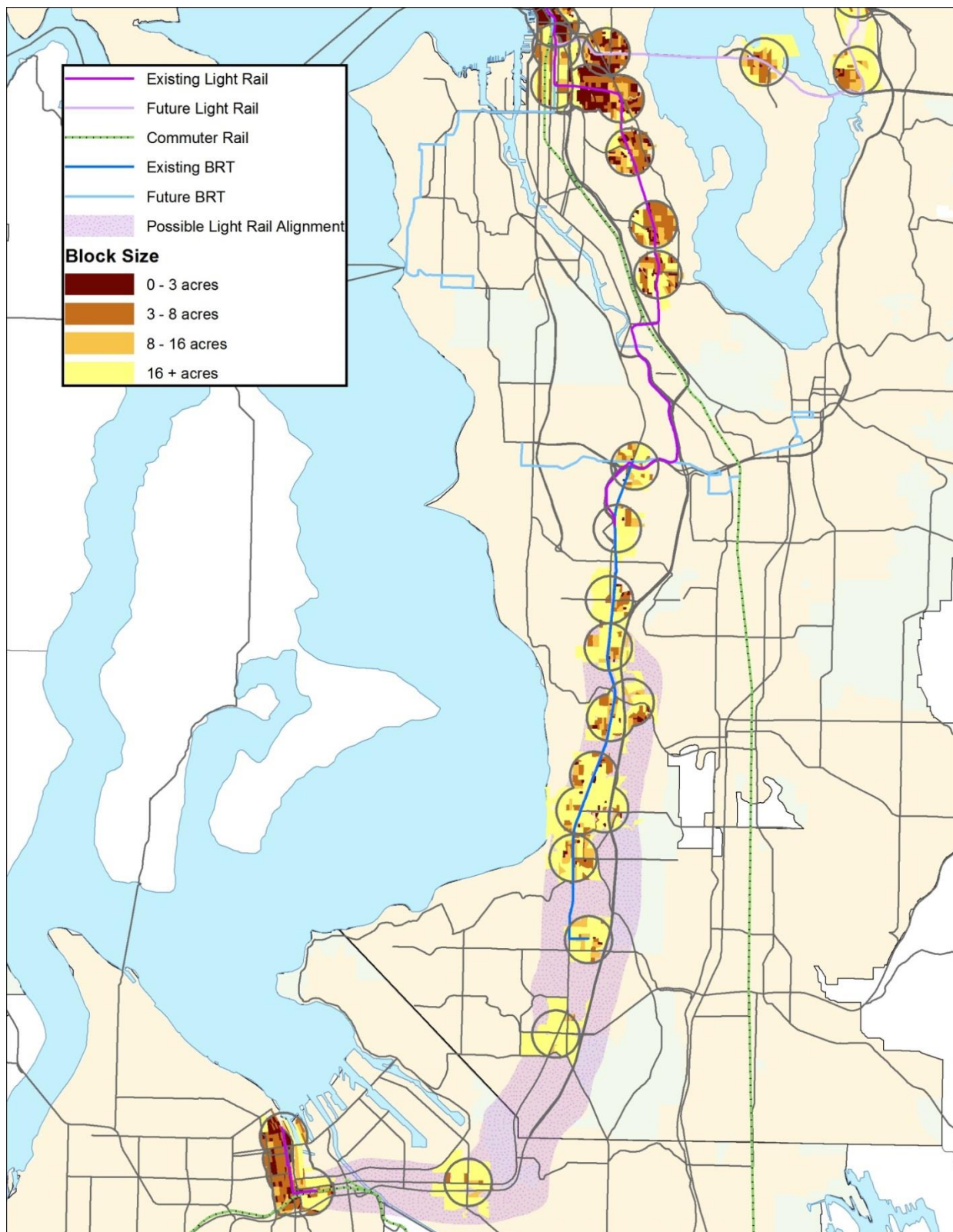


FIGURE 3: BLOCK SIZE IN SOUTH CORRIDOR

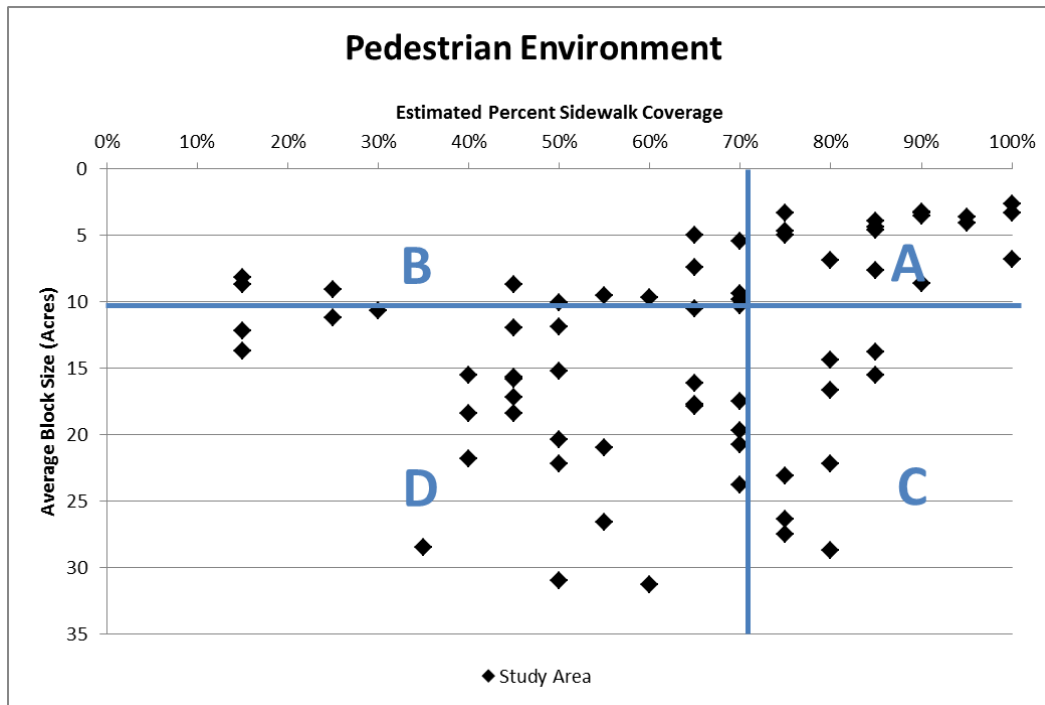
Source: PSRC

Another ingredient for a walkable urban environment is the network of sidewalks and other developed pedestrian paths. Sidewalks promote pedestrian mobility by providing safe comfortable routes for people to walk that minimize interaction with cars and other vehicles. The percent of streets in each study area with sidewalks is shown in figure 14. The percentages were estimated using GIS road network data for all streets, excluding limited access freeways, compared with GIS sidewalk coverage data obtained from cities and other agencies. A street segment was considered to have sidewalk coverage if at least one side was shown to have sidewalks. One important thing this measure does not take into account is the design and quality of the sidewalks, factors that may influence the propensity to walk. However, the mere presence of sidewalks at all is clearly a pre-requisite for a safe and inviting pedestrian environment. For the purposes of initial classification of study areas, coverage of 75% is considered to be at a level that promotes walking throughout the half-mile walk radius around each transit node. Sidewalk coverage tends to be higher in older and more urbanized areas, such as inner neighborhoods of Seattle, Tacoma, and Everett.

As indicated in Figure 14, locations with both small blocks and sidewalks are considered the “most walkable.” They include downtown and inner neighborhoods of Seattle, Bellevue, Tacoma, Everett, and Redmond. An area where either blocks are scaled for pedestrians or where sidewalks are present is considered “moderately walkable.” These locations occur in inner-ring suburbs, such as Shoreline and other suburban nodes where sidewalk investments have partially mitigated auto-oriented development patterns. Areas with neither small blocks nor a mature sidewalk network are “less walkable.” The largest number of study areas falls into this category, including the majority of study areas between the major metropolitan centers. The data suggest that these areas face the biggest challenges to create high quality pedestrian environments in proximity to transit stations, with investment needs that may include road additions to break up large blocks and significant sidewalk improvements.

A third factor that influences the degree to which people will walk within a station area is connectivity of the street network itself. As noted above, block size has a significant impact on connectivity. However, areas with small blocks may still lack optimal connectivity where physical barriers, such as freeways, divide a station area with few, if any, means to cross. Additional factors, such as topography, can also constrain comfortable walking distance from a transit station. Figure 15, below, illustrates the difference between a relatively complete walkshed and one that is constrained by a barrier. In both examples, the tan circle shows a half mile radius from the station location. The purple areas within each study area show the maximum area that can be accessed by following the street grid for up to a half mile. The station area at left has relatively smaller blocks. While it is partially bisected by a freeway, this has little impact due to the distance from the station and a street grid with several connections below and above the freeway. The station area at right has relatively larger blocks. More significantly, the freeway-adjacent station location and nearly total lack of cross-freeway connections render the effective walkshed much smaller.

The significance of the walkshed to station area planning is two-fold. On the one hand, delineating feasible walking distance from the transit station helps to define a realistic boundary for station area planning, including land use considerations and needed pedestrian improvements along the existing network. The larger the walkshed, the larger the land base for intensive development and critical mass of residential and commercial activity that can be accommodated and that in turn can boost transit ridership. On the other hand, steps can be taken to extend the walkshed through improvements that extend the network of roads and paths, such as by breaking up very large blocks or with infrastructure that connects the network across a physical barrier (e.g., pedestrian overpass).

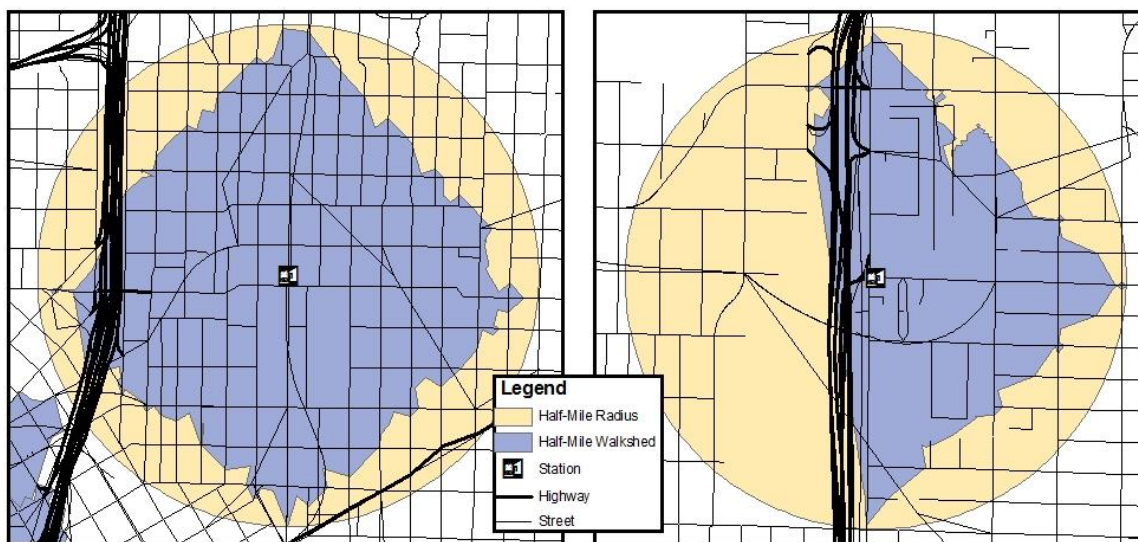


B: Moderately Walkable: Smaller blocks, fewer sidewalks NE 130th Street, N 155th Street, Shoreline P&R, NE 155th Street, Mercer Island, Northgate, Columbia City Link, Rainier Beach Link, Tacoma Dome, Mountlake Terrace, 41st Street SW	A: Most Walkable: Smaller blocks, more sidewalks Rainier Station, South 25 th , Othello Link Station, Stadium Link, Union Station, Mount Baker Link, Everett Station, Bellevue Transit Center, Beacon Hill Link, Convention Center Tacoma, Theatre District, Downtown Redmond, Brooklyn, Wetmore/Colby, Capitol Hill, Roosevelt, UW Stadium
D: Less Walkable: Larger blocks, fewer sidewalks NE 185th Street, NE 145th Street, Tukwila International Blvd Link, Kent-Des Moines P&R, Ash Way P&R, South 200th Street, South 216th Street, 112th Street SW, Highline Community College, South 260th Street, NE 15th Street, NE 10th Street, SeaTac Airport Link, South Bellevue, N 130 Street, South 288th Street, International/Cherry, Overlake Transit Center, Star Lake (South 272nd St), Mariner, Redondo (South 272nd St), Fife, SODO Link, Lincoln Way, Federal Way Transit Center, Edmonds Comm. Coll., 4th Avenue W, Overlake Village, 148th Street SW, Casino Road, 130th Station	C: Moderately Walkable: Larger blocks, more sidewalks Everett Mall, Lynnwood TC, Airport Road, SE Redmond, East Main, 120th Station, Alderwood Mall, Hospital, Lynnwood CC

Source: PSRC, US Census, Community Transit, Cities of Bellevue, Lynnwood, Mountlake Terrace, Shoreline, Seattle, Mercer Island, Bellevue, Redmond, Tacoma, Tukwila.

FIGURE 4: MEASURES OF PEDESTRIAN ENVIRONMENT

Detailed walkshed maps for all 74 study areas will be included in the study area profiles that will accompany the final Corridor Action Strategies report scheduled for release in 2013.



Source: PSRC

FIGURE 5: WALKSHED EXAMPLES

3.2. BICYCLE FACILITIES

Bicycle facilities are another important component of the non-motorized transportation system. Bicycle travel is a mode that people may choose in order to access high-capacity transit and also access multiple destinations, such as businesses and community institutions, within a transit community. Typically, a comfortable biking distance to a high-capacity transit station is considered to be up to a 15 minute ride, or approximately 3 miles.

Sound Transit light rail and other transit facilities accommodate bicycles in several ways. Racks and lockers are available at each station and bikes may also be brought onto the trains themselves. Recent Sound Transit Bicycle Counts for October 2010 and May 2011 show the number of bikes observed on the Central Link trains at between approximately 30 and 55 during peak hours. The count does not include bicyclists who may have left their bikes locked at the station of origin. Other regional transit agencies also provide for bike on bus options.

Facilities for bicycle mobility include shared use paths, bike lanes, paved and striped shoulders, cycle tracks, marked shared lanes (sharrows), and bike boulevards. Based on data provided by local jurisdictions, the PSRC has assembled a partial inventory of bike facilities regionally, to include shared use paths and bike lanes. The majority of the corridor study areas include some investment in such facilities, with several study areas attaining total mileage of paths/lanes of nearly 10 miles within a half mile of the transit station. Many other study areas appear to have few if any provisions for bicycle travel. Further research is needed to compile a complete inventory of bikeways and other facilities that are present in the region and the transit

corridors specifically and to track their usage.

At this time, the data show the importance of bike trails in integrating the regional transit and non-motorized systems. Several major regional bicycle trails pass through study areas in each corridor, providing access to transit over an even longer distance over the trail corridors. These include in the North Corridor, the Burke-Gilman Trail and the Interurban Trail, in the East Corridor, the Sammamish River Trail, the I-90 Trail, and the SR-520 Trail, in the South Corridor, the Chief Sealth Trail and the Des Moines Creek Trail. The Elliot Bay Trail passes through several of the downtown Seattle station areas.

4. TRAVEL BEHAVIOR AND MOBILITY

Travel behavior concerns, in its simplest form, where people go and how they get there. The questions that are often studied include how many trips are made, the destinations, what mode is used, who goes with whom, when, how often, is there a particular sequence, route choices and, importantly, the reasons for doing all of the above. Knowing the answers from a large sector of the population, helps in planning, especially in determining the future needs of transportation networks, land use, and plan, policies, and programs.

4.1. MODE OF TRANSPORTATION TO WORK

The mode of transportation taken to and from work is an important measure of travel behavior. Commute mode has a disproportionate impact on congestion for all users of the system and thus receives a great deal of the focus in transportation planning and funding. Data on commute mode are readily available from the US Census. Figure 16 shows a comparison of the mode shares for single-occupant vehicle, transit, carpool, and non-motorized respectively.

The data show that people who currently live within a half mile of each of the transit nodes in this study commute less often by single-occupant vehicle (SOV) and have a higher mode share for all transportation alternatives to the SOV when compared with the region as a whole. Residents in both North and South corridors commute by transit at nearly twice the rate of the region. East Corridor residents use transit a bit less often, but still higher than the regional average. Carpooling is above the regional average in the South Corridor, at the regional average in the North Corridor, and below the regional average in the East Corridor. Walking and biking to work are considerably higher in the North and East corridors than in the region overall. Residents of downtown Seattle travel to work very differently than residents of more outlying study areas, with far and away the highest shares of commuting by transit and walking or biking.

While work trips are not the majority of all trips taken, they matter because they are commonly taken by a very large number of people during regular times of the day. This “peak period” travel affects overall travel times, vehicle miles traveled, air quality, congestion, and mobility. The findings in the preceding paragraph show that by having viable transportation options in place, commute trips by SOV can be reduced. This focuses on the demand side of transportation rather than supply, such as increasing roadway capacity, which may not be always be feasible, when factors such as time to complete, cost, available land, and environmental impacts are considered. It is important to point out that most transit options for commuters are during the morning and evening peak weekday periods, and that those who work other than a traditional “9 to 5” schedule have far fewer transit options in place.

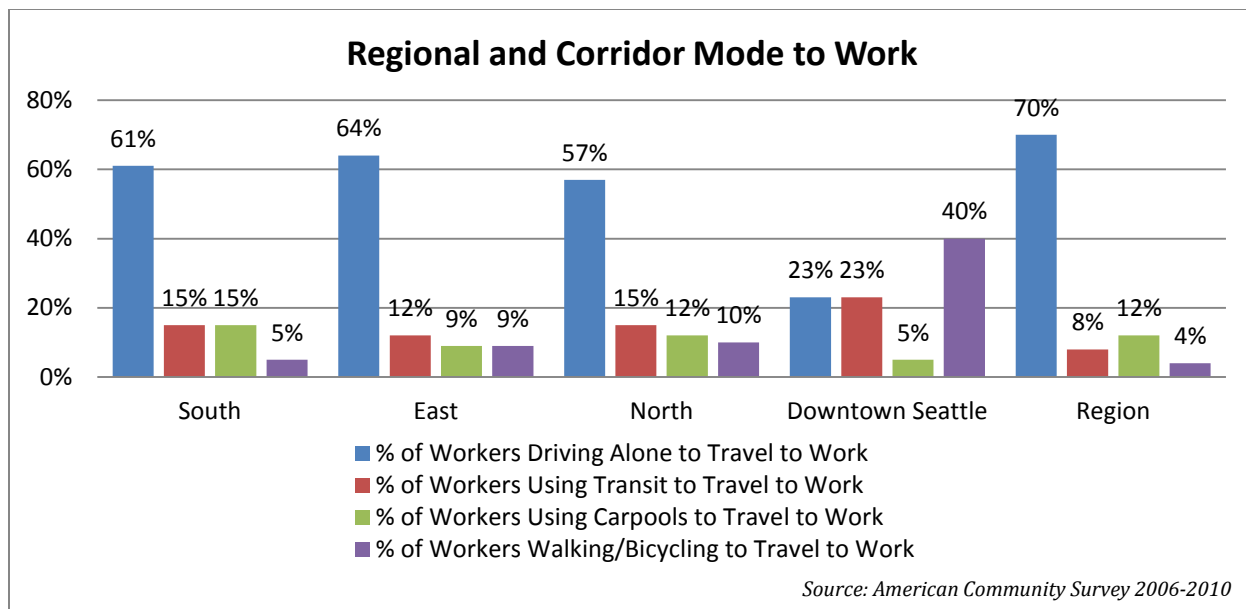
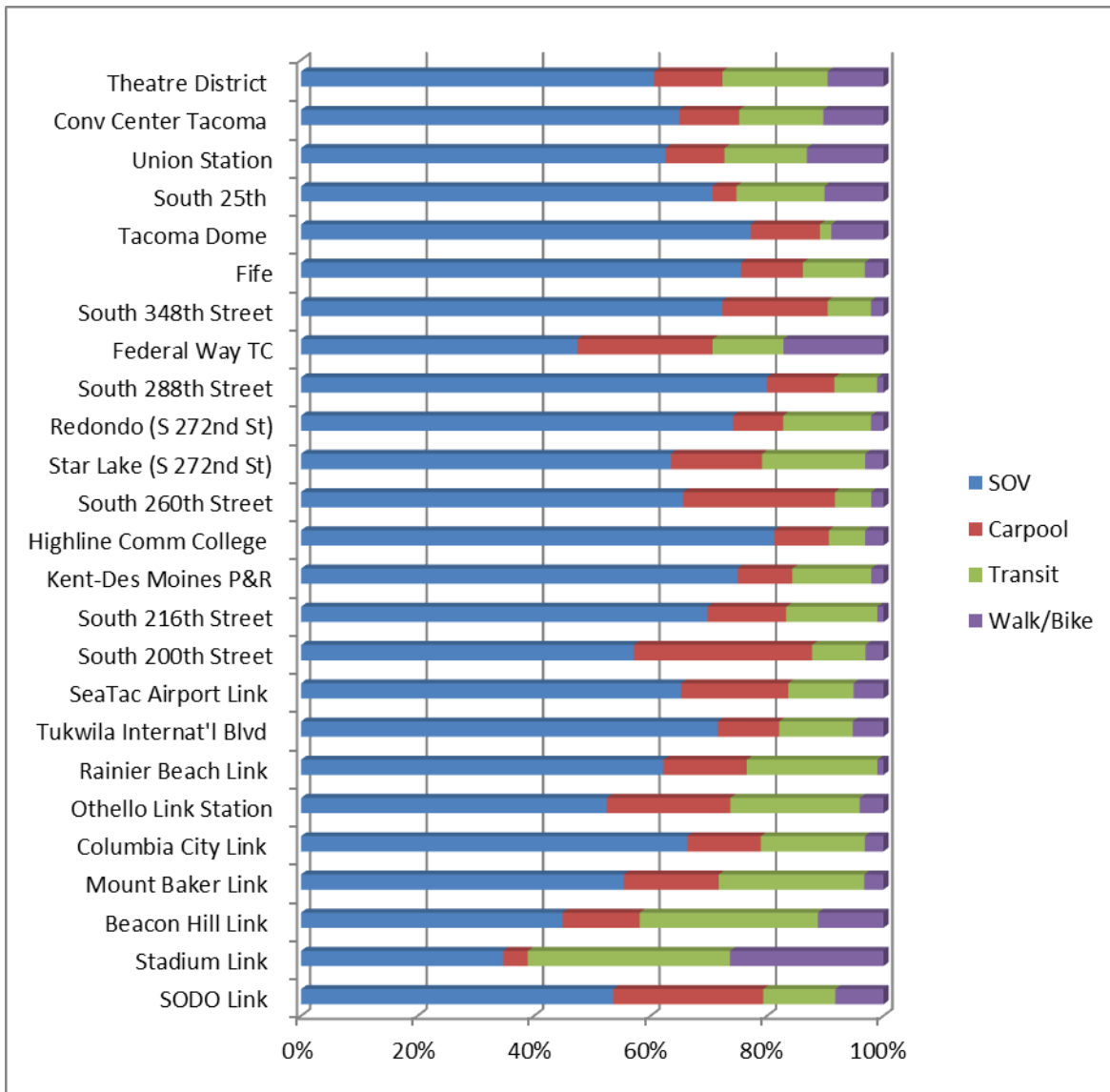


FIGURE 1: REGIONAL AND CORRIDOR MODE TO WORK

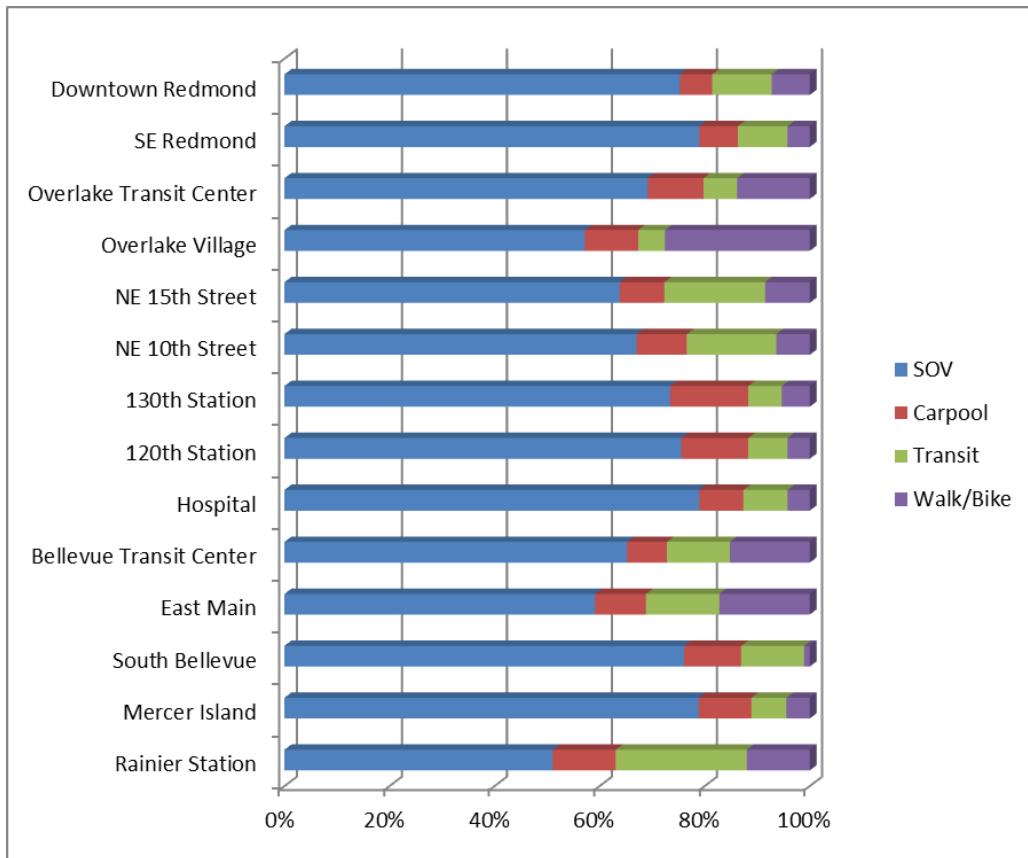
Figures 17, 18, and 19 show the mode split for commuting by residents in each of the study areas individually. Generally, study areas in the City of Seattle have the highest share of non-SOV commuting. However, there are other areas with transit mode share that is much higher than regional average, particularly in locations with enhanced transit availability, such as Lynnwood and Federal Way transit centers.

These data can be used as a baseline for future monitoring of the performance of each study area in moving away from a reliance on the SOV for work trips (and as an indicator of broader shifts in travel behavior).



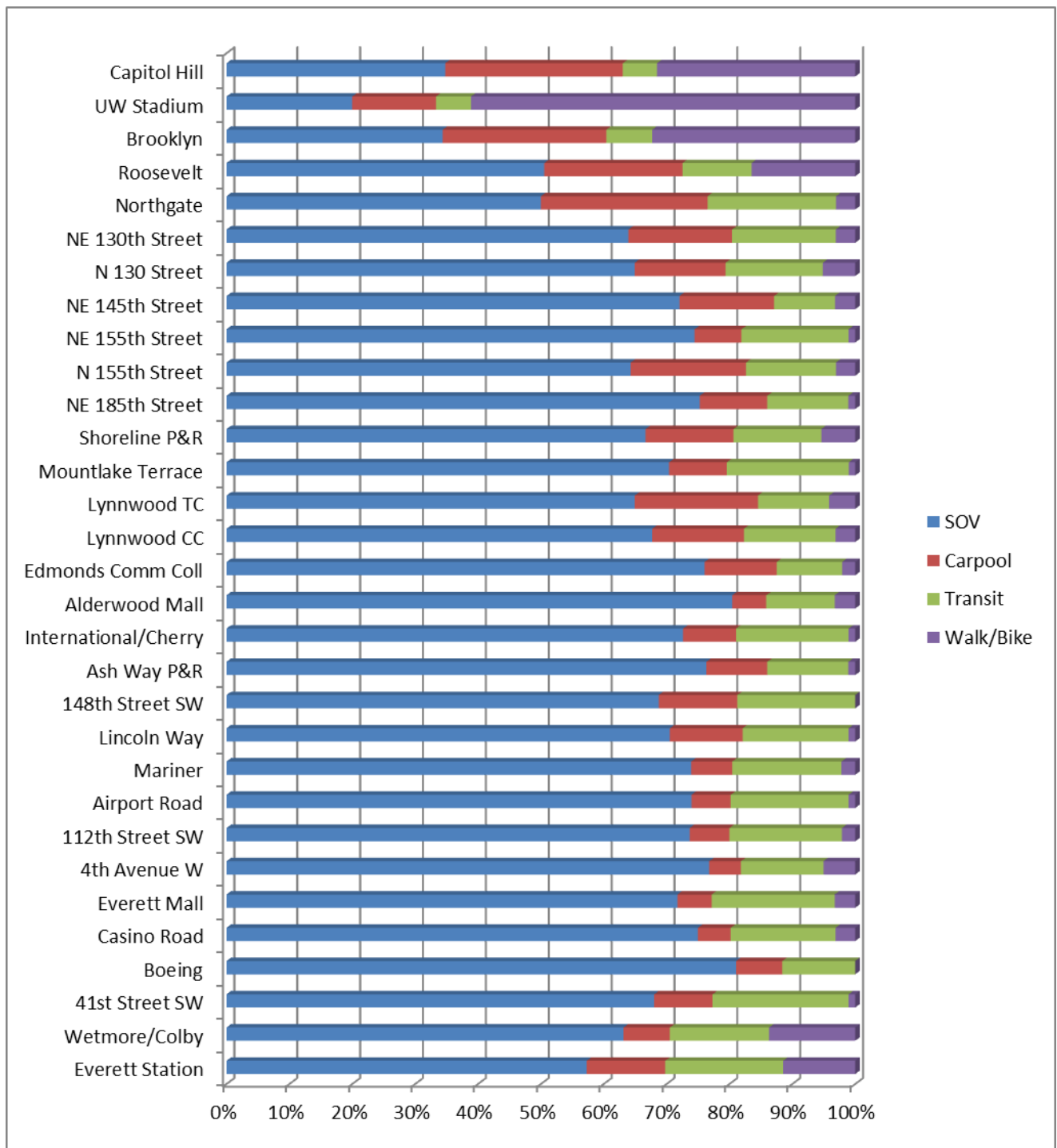
Source: American Community Survey 2006-2010

FIGURE 2: MODE TO WORK PER STUDY AREA, SOUTH CORRIDOR



Source: American Community Survey 2006-2010

FIGURE 3: MODE TO WORK PER STUDY AREA, EAST CORRIDOR



Source: American Community Survey 2006-2010

FIGURE 4: MODE TO WORK PER STUDY AREA, NORTH CORRIDOR

4.2. TRANSIT SYSTEM USAGE

Ridership data obtained from the region's transit providers is another measure of travel behavior. Because the data are not restricted to residents of each area, but include all boardings (getting on) and alightings (getting off) that occur in each of the study areas, including riders coming into and leaving the study area for work, school, or other purposes, ridership provides a more comprehensive picture of transit activity. Nearly two-thirds of the region's transit trips begin or end within the three transit corridors. Tables 3, 4, and 5 contain ridership data for each of the study areas. Data represent total average daily boardings and alightings. Separate figures are shown for bus, bus rapid transit, and light rail modes. (Data do not include ridership on the Tacoma Link Light Rail, which averages about 3500 riders per weekday.)

Study areas vary considerably in terms of the size of the pool of potential riders. In order to capture this variable in the analysis, the ridership figures have been normalized across study areas as a ratio of total riders to "activity units," which is a sum of population, employment, post-secondary students, and park and ride stalls. The riders per 1,000 activity units measure indicates the degree to which each area relies on transit. Study areas at the high end of this measure (greater than 1,000) include central locations within the metropolitan cities, such as Seattle. High performing study areas also include key transfer points at transit centers and multi-modal connections, such as Tukwila International Blvd. Federal Way Transit Center, South Bellevue, and Lynnwood Transit Center. In these cases, high performance indicates a large number of people getting on and off of transit, but not necessarily transit use by the local community.

Study areas that perform relatively low in rides per 1,000 activity units (fewer than 250) include auto-oriented commercial areas in suburban locations, such as the Bel-Red corridor, SE Redmond, numerous nodes along both I-5 and SR-99 between Seattle and Everett, and in South King County.

There are many additional factors that affect ridership rates within a community, including service provision, frequency, coverage, destinations, ability to connect with other modes, housing and employment densities, and specific sites that may generate non-peak demand, such as hospitals. Ridership is thus but one measure that should be looked at in context with others to determine how rich, or possibly rich, a study area is in regards to transit opportunities and overall potential for TOD.

TABLE 1: TRANSIT RIDERSHIP IN SOUTH CORRIDOR

STUDY AREA	BUS	BRT	LIGHT RAIL	TOTAL	RIDERS PER 1,000 ACTIVITY UNITS
SODO	4,690	NA	1,260	5,950	478
STADIUM STATION	18,870	NA	1,270	20,140	1263
BEACON HILL	3,890	NA	2,300	6,190	822
MT BAKER	6,180	NA	2,170	8,350	1008
COLUMBIA CITY	2,920	NA	1,930	4,850	677
OTHELLO	2,170	NA	2,050	4,220	487
RAINIER BEACH STATION	5,600	NA	1,690	7,290	1325
TUKWILA INTERNATIONAL BLVD	4,660	3,180	3,450	11,290	1941
SEATAC AIRPORT	4,500	1,890	6,310	12,700	961
S. 200TH ST.	560	790	NA	1350	119
S. 216TH ST.	980	1,160	NA	2140	350
KENT-DES MOINES P&R	2,170	860	NA	3,030	1147
HIGHLINE CC STATION	3,220	2,200	NA	5,420	600
S. 260TH ST.	600	760	NA	1360	245
REDONDO (272ND STATION)	930	1,150	NA	2,080	238
STAR LAKE (272ND ST.)	1,230	500	NA	1,730	338
S. 288TH ST.	390	650	NA	1040	141
FED WAY TC	11,390	3,270	NA	14,660	1821
S. 348TH	420	NA	NA	420	82
FIFE	300	NA	NA	300	48
TACOMA DOME	7,750	NA	NA	7,750	1597
SOUTH 25TH STATION	9,140	NA	NA	9,140	1704
UNION STATION	3,040	NA	NA	3,040	223
CONVENTION CENTER TACOMA	10,530	NA	NA	10,530	454
THEATRE DISTRICT	9,450	NA	NA	9,450	506

Source: PSRC, Metro, Community Transit, Pierce Transit, Everett Transit, Sound Transit

TABLE 2: TRANSIT RIDERSHIP IN NORTH CORRIDOR

STUDY AREA	BUS	BRT	LIGHT RAIL	TOTAL	RIDES PER 1,000 ACTIVITY UNITS
EVERETT STATION	9,510	530	NA	10,040	912
WETMORE/COLBY	5,680	NA	NA	5,680	329
41ST ST. SW	940	40	NA	980	155
BOEING	310	NA	NA	310	18
CASINO RD.	1,220	100	NA	1,320	182
EVERETT MALL	2,320	NA	NA	2,320	257
4TH AVE. W	720	60	NA	780	137
112TH ST. SW	300	10	NA	310	33
AIRPORT RD.	2,180	50	NA	2,230	263
MARINER	2,590	NA	NA	2,590	246
LINCOLN WAY	330	30	NA	360	68
148TH SW	1,290	40	NA	1,330	189
ASH WAY P&R	3,840	NA	NA	3,840	688
INTERNATIONAL/CHERRY	920	40	NA	960	155
ALDERWOOD MALL	1,200	NA	NA	1,200	193
EDMONDS CC	2,190	290	NA	2,480	196
LYNNWOOD URBAN CENTER	470	NA	NA	470	75
LYNNWOOD	8,900	NA	NA	8,900	1369
MOUNTLAKE TERRACE	1,620	NA	NA	1,620	411
SHORELINE P&R	2,150	NA	NA	2,150	269
NE185TH ST.	140	NA	NA	140	33
N. 155TH ST.	1,260	NA	NA	1,260	191
NE 155TH ST.	440	NA	NA	440	87
NE 145TH ST.	810	NA	NA	810	166
N. 130 ST.	2,260	NA	NA	2,260	292
NE 130TH ST.	950	NA	NA	950	213
NORTHGATE	17,040	NA	NA	17040	905
ROOSEVELT	7,030	NA	NA	7,030	605
BROOKLYN	40,640	NA	NA	40640	726
UW STADIUM	20,750	NA	NA	20,750	576
CAP HILL STATION	27,720	NA	NA	27720	655

Source: PSRC, Metro, Community Transit, Pierce Transit, Everett Transit, Sound Transit

TABLE 3: TRANSIT RIDERSHIP IN EAST CORRIDOR

STUDY AREA	BUS	BRT	LIGHT RAIL	TOTAL	RIDES PER 1,000 ACTIVITY UNITS
RAINIER STATION	5,430	NA	NA	5,430	605
MERCER ISLAND	4,080	NA	NA	4,080	550
SOUTH BELLEVUE	3,440	NA	NA	3,440	1552
EAST MAIN	20,710	3,180	NA	23,890	929
BELLEVUE TRANSIT CENTER	24,110	3,360	NA	27,470	592
HOSPITAL	2,030	690	NA	2,720	133
120TH STATION	510	180	NA	690	51
130TH STATION	250	NA	NA	250	23
NE 10TH ST.	2,860	2,240	NA	5,100	565
NE 15TH ST.	2,880	2,130	NA	5,010	395
OVERLAKE VILLAGE	2,100	1,010	NA	3,110	356
OVERLAKE TRANSIT CENTER	11,130	1,440	NA	12,570	295
SE REDMOND	440	NA	NA	440	76
DOWNTOWN REDMOND	5,250	1,100	NA	6,350	503

Source: PSRC, Metro, Community Transit, Pierce Transit, Everett Transit, Sound Transit

4.3. TRANSIT DEPENDENT HOUSEHOLDS

People use transit as a mode of transportation both as a choice and in many cases as a necessity. Groups often considered transit dependent include the elderly, the young, low income individuals, and households without vehicles. The census provides data on groups that may be considered transit dependent but these groups may overlap—for example, a senior may have a low income. According to the Federal Transit Administration, nearly one-third of the population in the United States does not drive a car. The estimate is similar for the central Puget Sound region. Included are those who do not want to or cannot drive, seniors who no longer have licenses, people with disabilities who depend on transit or other transportation services, people with lower-incomes who cannot afford a car, and youth under legal driving age.

The region will continue to experience an increase in elderly residents as the baby-boomer generation ages. According to research published in the American Journal of Public Health², the fastest growing segment of the population is the over 80 age group. People are increasingly outliving their ability to drive—men by an average of six years and women by an average of 11 years. PSRC’s regional forecasts show the population aged 65 and over reaching 17 percent of the total regional population by 2040—double the number compared to 2006. The number of children under the age of 16 will also continue to grow. An increase in the overall number of people living in poverty could also have implications for a greater need for transit service for those without access to automobiles.

While there are no clear guidelines on how to calculate a single value that represents those who are transit dependent, identifying populations that are more likely to be transit dependent is an important tool for

understanding where new transit services might be provided or how existing systems could be modified.

Tables 6, 7, and 8 provide data on four indicators of transit dependency. Each measure is classified by quartile across all study areas, with the darker green shading indicating greater transit dependence. Study areas with high percentages of households in poverty and households without access to an automobile are the most transit dependent. High percentages of people over the age of 65 or under 18 also suggest transit dependency, particularly if accompanied by one or both of the first two measures.

The data suggest that study areas in South Seattle, South King County, Tacoma, Crossroads, Everett, Northgate, and the University District are characterized by populations that are likely to be transit dependent. South Seattle and South King County have both high percentages of households living below poverty and youth. Several study areas in East Corridor have higher percentages of seniors, but it does not appear that poverty is as likely to be a factor in many of these households. The percentage of youth is higher in South Snohomish County and the population of youth is higher in north Seattle and Shoreline. Again, data on poverty rates and auto ownership suggest that these populations may not be as transit dependent as similar populations further south in the region.

TABLE 4: INDICATORS OF TRANSIT DEPENDENCY IN SOUTH CORRIDOR

STUDY AREA	% HOUSEHOLDS WITH NO CAR	% HOUSEHOLDS BELOW POVERTY	% POPULATION < 18 Y.O.	% POPULATION > 65 Y.O.
SODO LINK	19%	7%	13%	11%
STADIUM LINK	50%	25%	12%	21%
BEACON HILL LINK	15%	7%	16%	12%
MOUNT BAKER LINK	20%	14%	19%	17%
COLUMBIA CITY LINK	15%	18%	21%	13%
OTHELLO LINK STATION	20%	31%	25%	14%
RAINIER BEACH LINK	8%	16%	24%	11%
TUKWILA INTERNAT'L BLVD	12%	19%	24%	7%
SEATAC AIRPORT LINK	8%	11%	23%	12%
SOUTH 200TH STREET	14%	12%	22%	7%
SOUTH 216TH STREET	13%	23%	27%	8%
KENT-DES MOINES P&R	9%	14%	25%	10%
HIGHLINE COMM COLLEGE	7%	14%	24%	8%
SOUTH 260TH STREET	6%	14%	30%	6%
STAR LAKE (S 272ND ST)	8%	20%	25%	8%
REDONDO (S 272ND ST)	6%	22%	24%	4%
SOUTH 288TH STREET	5%	12%	25%	10%
FEDERAL WAY TC	37%	13%	25%	15%
SOUTH 348TH STREET	7%	16%	25%	12%
FIFE	3%	10%	22%	11%
TACOMA DOME	8%	16%	4%	4%
SOUTH 25TH	20%	33%	17%	5%
UNION STATION	22%	31%	12%	5%
CONVENTION CTR TACOMA	36%	35%	9%	8%
THEATRE DISTRICT	45%	38%	8%	12%

Source: PSRC, US Census

TABLE 5: INDICATORS OF TRANSIT DEPENDENCY NORTH CORRIDOR

STUDY AREA	% HOUSEHOLDS WITH NO CAR	% HOUSEHOLDS BELOW POVERTY	% POPULATION < 18 Y.O.	% POPULATION > 65 Y.O.
EVERETT STATION	38%	32%	11%	9%
WETMORE/COLBY	24%	24%	11%	11%
41ST STREET SW	11%	11%	19%	14%
BOEING	5%	5%	25%	6%
CASINO ROAD	8%	17%	29%	7%
EVERETT MALL	11%	19%	24%	10%
4TH AVENUE W	10%	14%	24%	9%
112TH STREET SW	9%	12%	24%	7%
AIRPORT ROAD	5%	15%	25%	6%
MARINER	5%	14%	25%	7%
LINCOLN WAY	12%	15%	23%	11%
148TH STREET SW	9%	7%	21%	8%
ASH WAY P&R	2%	5%	23%	8%
INTERNATIONAL/CHERRY	7%	9%	23%	11%
ALDERWOOD MALL	3%	6%	23%	7%
EDMONDS COMM COLL	10%	18%	22%	13%
LYNNWOOD CC	8%	5%	23%	11%
LYNNWOOD TC	17%	15%	25%	8%
MOUNTLAKE TERRACE	6%	6%	19%	14%
SHORELINE P&R	11%	13%	16%	21%
NE 185TH STREET	6%	8%	20%	11%
N 155TH STREET	7%	10%	17%	14%
NE 155TH STREET	4%	3%	19%	16%
NE 145TH STREET	5%	5%	18%	15%
N 130 STREET	16%	19%	15%	19%
NE 130TH STREET	8%	12%	17%	13%
NORTHGATE	27%	19%	13%	14%
ROOSEVELT	12%	9%	12%	8%
BROOKLYN	38%	42%	3%	2%
UW STADIUM	0%	0%	0%	0%
CAPITOL HILL	40%	15%	4%	6%

Source: PSRC, US Census

TABLE 6: INDICATORS OF TRANSIT DEPENDENCY IN EAST CORRIDOR

STUDY AREA	% HOUSEHOLDS WITH NO CAR	% HOUSEHOLDS BELOW POVERTY	% POPULATION < 18 Y.O.	% POPULATION > 65 Y.O.
RAINIER STATION	26%	25%	18%	9%
MERCER ISLAND	9%	12%	18%	24%
SOUTH BELLEVUE	0%	8%	29%	15%
EAST MAIN	9%	5%	12%	10%
BELLEVUE TRANSIT CENTER	12%	3%	7%	14%
HOSPITAL	7%	2%	8%	16%
120TH STATION	4%	4%	18%	15%
130TH STATION	7%	3%	22%	18%
NE 10TH STREET	17%	11%	20%	14%
NE 15TH STREET	22%	13%	19%	14%
OVERLAKE VILLAGE	33%	10%	15%	19%
OVERLAKE TRANSIT CENTER	8%	6%	24%	5%
SE REDMOND	7%	8%	12%	18%
DOWNTOWN REDMOND	14%	10%	14%	13%

Source: PSRC, US Census

5. CONCLUSION

Study areas comprise 74 transit nodes that are geographically located at the heart of the region's overall transportation system. Currently, there is a moderate to high level of connectivity between the study areas and other parts of the region, which will be greatly enhanced with the introduction of light rail to new stations as the system expands. All-day frequent bus service and BRT provide a level of service that may spur transit community development in advance of the light rail, particularly if supported by land use and other measures. Successful integration of bus and rail transit modes will be essential in order to boost ridership and access to the high-capacity transit system.

Data presented in this chapter, including data on existing transit services along with inventories of bicycle and pedestrian infrastructure, provide a basis for identifying needs for future investments that support non-motorized travel. Data on travel behavior provide a baseline for measuring transportation outcomes over time. Most important, success for equitable transit communities will depend on how well the regional and local systems serve the greatest number of people, with data on transit dependent communities helping to guide transit plans and investments.

¹ "Pedestrian- and Transit-Friendly Design: A Primer for Smart Growth," Reid Ewing, Smart Growth Network, 1999.

² Foley, D. et al. "Driving Life Expectancy of Persons Aged 70 Years and Older in the U.S," American Journal of Public Health, August 2002, vol 92, no. 8.]



The Puget Sound Regional Council (PSRC) develops policies and coordinates decisions about regional growth, transportation and economic development planning within King, Pierce, Snohomish and Kitsap counties. PSRC is composed of over 80 county, city, port, transit, tribal and state agencies serving the region. PSRC is home to the region's federally designated Economic Development District, which includes representatives from private business, local governments, tribes, non-profit, labor and trade organizations.

PSRC works with local government, business and citizens to build a common vision for the region's future, expressed through three connected major activities: VISION 2040, the region's growth strategy and multi-county planning policies; Transportation 2040, the region's long-range transportation plan; and Prosperity Partnership, which develops and advances the region's economic strategy.

For more information, please visit <http://www.psrc.org/>.



The Growing Transit Communities Partnership is an advisory body of diverse public, private, and nonprofit agencies and organizations working together to promote successful transit communities in the central Puget Sound region. The Partnership is funded by a three-year grant from the federal Partnership for Sustainable Communities and is housed at the Puget Sound Regional Council.

For more information, please visit <http://www.psrc.org/growth/growing-transit-communities/>.

EXISTING CONDITIONS REPORTS, CONTRIBUTING STAFF:

THE PUGET SOUND REGIONAL COUNCIL: BEN BAKKENTA, MARK BRASETH, PETER CABALLERO, GRACE CHO, STEFAN COE, LAUREN ENGEL, CRAIG HELMANN, MICHAEL HUBNER, MICHAEL JENSEN, NEIL KILGREN, CHRISTY LAM, DAN LANDES, MARY PAT LAWLOR, CAROL NAITO, SARA SCHOTT NIKOLIC, TIM PARHAM, HANA SEVCIKOVA, AND MARK SIMONSON

IMPACT CAPITAL: HEIDI HALL

A REGIONAL COALITION FOR HOUSING: MIKE STANGER

MAY 2013

EXISTING CONDITIONS REPORT

POLICY AND REGULATORY ENVIRONMENT

GROWING TRANSIT COMMUNITIES PARTNERSHIP

SEPTEMBER 2013





Growing Transit Communities Oversight Committee Members

Commissioner Josh Brown, Puget Sound Regional Council, *Chair*

Tony To, Homesight and Community Development Collaborative/Equity Partnership, *Vice-Chair*

A Regional Coalition for Housing
 City of Bellevue
 Bellwether Housing
 Capitol Hill Housing
 Forterra
 Community Development
 Collaborative/Equity Partnership
 Homesight
 Impact Capital
 Community Transit
 Enterprise Community Partners, Inc.
 City of Everett
 Futurewise
 Housing Authority of Snohomish County
 Housing Consortium of Everett and
 Snohomish County
 Housing Development Consortium Seattle –
 King County
 King County
 King County Housing Authority
 North Seattle Community College
 City of Mountlake Terrace
 Pierce County

Public Health—Seattle & King County
 Puget Sound Regional Council
 Puget Sound Sage
 Quality Growth Alliance
 City of Redmond
 Refugee and Immigrant Services
 City of Seattle
 Seattle Housing Authority
 Seattle Transit Blog
 City of Shoreline
 Snohomish County
 Sound Transit
 City of Tacoma
 Tacoma Housing Authority
 Tacoma-Pierce County Affordable Housing
 Consortium
 Tacoma-Pierce County Health Department
 University of Washington
 ULI—Seattle District Council
 Washington Low Income Housing Alliance
 Washington State Department of Commerce
 Washington State Housing Finance
 Commission



Puget Sound Regional Council Executive Board Members

Executive Pat McCarthy, Pierce County, *President*

Mayor John Marchione, City of Redmond, *Vice-President*

Councilmember Claudia Balducci, City of Bellevue, *Transportation Policy Board Chair*

Councilmember Dave Somers, Snohomish Count, *Growth Management Policy Board Chair*

EXISTING CONDITIONS REPORT

POLICY AND REGULATORY ENVIRONMENT

GROWING TRANSIT COMMUNITIES PARTNERSHIP

SEPTEMBER 2013

EXISTING CONDITIONS REPORT:

DEMOGRAPHICS, ECONOMY, AND LAND USE, FORM, AND DEVELOPMENT: MAY 2012

HOUSING AND HOUSING AFFORDABILITY: JULY 2012

TRANSPORTATION: AUGUST 2012

POLICY AND REGULATORY ENVIRONMENT: SEPTEMBER 2013

FOR MORE INFORMATION ON THE GROWING TRANSIT COMMUNITIES PARTNERSHIP
AND THE PUGET SOUND REGIONAL COUNCIL

PLEASE VISIT WWW.PSRC.ORG



The Growing Transit Communities Partnership is funded by the sustainable Communities Regional Planning Grant Program of the U.S. Department of Housing and Urban Development. Additional funding for this document provided in part by member jurisdictions, grants from U.S. Department of Transportation, Federal Transit Administration, Federal Highway Administration and Washington State Department of Transportation.

PSRC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Complaint Form, see <http://www.psrc.org/about/public/titlevi> or call 206-464-4819.

American with Disabilities Act (ADA) Information: Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the ADA Coordinator, Thu Le at 206.464.6175, with two weeks advance notice. Persons who are deaf or hard of hearing may contact the ADA Coordinator, Thu Le through TTY/TDD at 206.464.5409.

Servicios de Traducción Disponible 206-971-3052, Diana Martinez. Có dịch vụ thông dịch sang tiếng Việt. Xin liên lạc Thu Lê số 206-464-6175.

Additional copies of this document may be obtained by contacting: Puget Sound Regional Council Information Center 1011 Western Avenue, Suite 500, Seattle, Washington 98104-1035 206-464-7532; fax 206-587-4825; info@psrc.org; www.psrc.org

September 2013

EXISTING CONDITIONS REPORT: POLICY AND REGULATORY ENVIRONMENT

GROWING TRANSIT COMMUNITIES PARTNERSHIP, SEPTEMBER 2013

The Growing Transit Communities Partnership is an advisory body of diverse public, private, and nonprofit agencies and organizations working together to promote successful transit communities. The Partnership is funded by a three-year grant from the federal Partnership for Sustainable Communities and is housed at the Puget Sound Regional Council. The Partnership has developed the Growing Transit Communities Strategy, an implementation plan to promote thriving and equitable transit communities in the central Puget Sound region.

The Existing Conditions Report

The Growing Transit Communities Existing Conditions Report presents background data and analysis on the current conditions within the transit corridor study areas that are the focus of the Sustainable Communities grant that has funded the work of the Growing Transit Communities Partnership. The report has several purposes. First, the data are the starting point for an 18-month task force process that culminated in the Growing Transit Communities Strategy. Second, data contained in the report are the foundation for developing the People + Place Implementation Typology that is a guiding framework for the Strategy. Third, analysis of existing conditions identifies community needs and opportunities for supporting thriving equitable transit communities around high capacity transit, thus informing the many policy and programmatic recommendations in the Strategy. Finally, the report also establishes baseline conditions for future monitoring and further analysis.

Using this Document

The Existing Conditions Report contains six topical chapters: Demographics, Economy, Land Use, Housing, Transportation, and Policy and Regulatory Environment. The chapters have been released as separate documents. Each chapter opens with an introduction to the issue area, including a summary of major findings and a discussion of data sources and limitations. Data are reported, analyzed, compared, and contrasted with respect to several levels of geography. The area within a half-mile radius around each of 74 identified transit nodes located within the long-range light rail corridors comprised the study areas that are the basis for all further analysis. Study areas were grouped into corridors: North, East, and South respectively. Finally, the region as a whole provides key data benchmarks from which to measure how the study areas are currently similar to or different from the larger regional context.

Each report is written so that sections may be read independently from the others. This permits a reader to look only to their Corridor of interest without missing any relevant introductory material. Based on data at all levels, the document provides observations in each subsection and at the end of each chapter, with special attention to implications for social equity and housing affordability.

Some material in this Policy and Regulatory Environment chapter was originally developed in spring of 2012 and released as a memo to committees, task forces, and interested parties on June 21, 2012. Additional material for the finalized chapter is based on research, consultation with local government and agency staff, and the Growing Transit Communities Strategy itself. As a whole, the chapter represents a starting point for further research and evaluation to support the implementation of the Strategy.

CONTENTS

1.	Introduction.....	1
2.	Regional Policy.....	2
	Regional Policy Context: VISION 2040	2
	Regional Functional Plan: Transportation 2040	3
	Regional Economic Strategy	4
3.	Countywide Planning Policies	7
	King County.....	7
	Pierce County.....	7
	Snohomish County.....	8
4.	Transit Agency Policy	9
	Community Transit	9
	System Planning and Service Allocation	10
	Land Acquisition and Disposition.....	10
	Community Planning.....	10
	King County Metro.....	10
	System Planning and Service Allocation	10
	Land Acquisition and Disposition.....	11
	Community Planning.....	11
	Pierce Transit	11
	System Planning and Service Allocation	11
	Land Acquisition and Disposition.....	11
	Community Planning.....	12
	Sound Transit.....	12
	System Planning and Service Allocation	12
	Land Acquisition and Disposition.....	13
	Community Planning.....	14
5.	Local Government Policies and Regulations	14
	Zoned Uses and Densities	14
	Overview	15
	South Corridor	16
	East Corridor	16
	North Corridor	17
	Land use and infrastructure tools.....	26
	Parking Regulations	30
	Affordable Housing Tools	35
6.	Conclusion and Next Steps.....	39

LIST OF FIGURES

Figure 1: Corridor Study Areas Within The Regional Policy Geography	6
Figure 2: South Corridor Generalized Zoning: Uses and Densities	18
Figure 3: East Corridor Generalized Zoning: Uses and Densities	19
Figure 4: North Corridor Generalized Zoning: Uses and Densities	20
Figure 5: Zoning in Southeast Seattle Study Areas	21
Figure 6: Zoning in South Portion of South Corridor	22
Figure 7: Zoning in East Corridor Study Areas	23
Figure 8: Zoning in North Seattle and Shoreline Study Areas.....	24
Figure 9: Zoning in North Section of North Corridor	25

LIST OF TABLES

TABLE 1: SOUTH CORRIDOR LAND USE AND INFRASTRUCTURE TOOLS.....	28
TABLE 2: EAST CORRIDOR LAND USE AND INFRASTRUCTURE TOOLS	29
TABLE 3: NORTH CORRIDOR LAND USE AND INFRASTRUCTURE TOOLS	30
TABLE 4: SOUTH CORRIDOR PARKING REGULATIONS	32
TABLE 5: EAST CORRIDOR PARKING REGULATIONS	33
TABLE 6: NORTH CORRIDOR PARKING REGULATIONS.....	34
TABLE 7: SOUTH CORRIDOR HOUSING TOOLS.....	36
TABLE 8: EAST CORRIDOR HOUSING TOOLS	37
TABLE 9: NORTH CORRIDOR HOUSING TOOLS	38

VII. POLICY AND REGULATORY ENVIRONMENT

Planning at all levels of government plays an important role in ensuring implementation of VISION 2040, along with cooperation among various agencies and organizations. *VISION 2040*

1. INTRODUCTION

Regional, local, and special purpose governments adopt and implement policies and regulations that give shape to communities as they change and grow. Policies, including local comprehensive plans, establish a vision and provide broad direction on tools that will be used to achieve that vision. Development regulations, such as zoning, set the rules by which land will be developed and used over time. Public investments, including transportation systems, provide the access and services that make development feasible and communities livable. Finally, a number of programs provide incentives for or otherwise make possible desired patterns and types of development, including transit-oriented development (TOD) around high-capacity transit stations.

The concept of TOD has had a prominent place in planning for growth in the central Puget Sound region for more than two decades. Guided by the state Growth Management Act (GMA), PSRC, counties, and cities have adopted policies that seek to promote a pattern of compact mixed-use centers connected by transit. State-required comprehensive plans, complemented in many locations by subarea and station area plans, are currently in place in communities throughout the region. Under the GMA, development regulations must be adopted consistent with comprehensive plans. With future increases in population and jobs targeted to Urban Growth Areas, counties and cities have intensified efforts to accommodate and encourage residential and employment growth through infill and redevelopment within existing communities, where it can best be served by existing infrastructure and services, including transit.

The primary purpose of a review of the existing Policy and Regulatory Environment for TOD in the region is to begin to document policies and tools that are in place now that support thriving and equitable transit communities. Looking ahead toward next steps in implementing the recommendations of the Growing Transit Communities Strategy, these data provide a starting point for considering key questions, such as: Where are TOD supportive tools now in place? Which policies and tools have been most effective? What gaps exist between existing practice and best practice approaches to TOD? And, How can local governments best learn from each other as they implement their plans? In the sections that follow, the provisions in place at each level of government—regional, countywide, transit agency, and city—are summarized and compared along with preliminary observations on how they align with the GTC Strategy.

2. REGIONAL POLICY

The action strategies, recommendations, tools, and implementation agreements that are the major outcomes of the Growing Transit Communities work program are specifically intended to advance the goals and objectives contained in the central Puget Sound region's policy documents: VISION 2040, Transportation 2040, and the Regional Economic Strategy. The foundation that each of these documents provides for TOD implementation is summarized below.

REGIONAL POLICY CONTEXT: VISION 2040

The Puget Sound Regional Council adopted VISION 2040 in 2008 as the new growth management, transportation, and economic development strategy for the 4-county central Puget Sound region. VISION 2040 builds upon regional goals that are intended to promote the ideals of “people, prosperity, and planet,” and that are implemented through a Regional Growth Strategy and supported by a number of Multicounty Planning Policies (MPPs). The goals, policies, and actions contained in VISION 2040 build upon a vision for the region as a compact urban area that is surrounded by rural and resource lands and that is anchored by a set of defined centers that are connected via a high-capacity transit system.

The Regional Growth Strategy describes, in both qualitative and quantitative terms, how the jurisdictions in King, Pierce, Snohomish, and Kitsap counties, will coordinate their efforts to accommodate population and employment growth expected through the year 2040. The Strategy calls for the vast majority of the new growth to occur within the Urban Growth Area. Within the UGA, the 82 cities and towns and 4 counties in the region are divided into “Regional Geographies” based on their expected role in accommodating future growth. Most urban growth is to occur in Metropolitan Cities, Core Cities, and Larger Cities. The remainder of the urban area, comprised of Smaller Cities and Urban Unincorporated Areas, is expected to take a smaller share of growth over time. The map in Figure 1 displays the policy geography established in VISION 2040, with an overlay showing the Growing Transit Communities study areas.

VISION 2040 also reinforces a long-standing regional strategy to concentrate growth within Regional Growth Centers, smaller areas within cities where a dense mix of uses is envisioned in concert with the development of a regional high-capacity transit system, and also within Manufacturing and Industrial Centers. As shown in Figure 1, the majority of the transit corridors studied as part of the Growing Transit Communities work program are located within Metropolitan and Core cities and about a third of the study areas are located within regionally designated centers.

VISION 2040 supports the Regional Growth Strategy with Multicounty Planning Policies (MPPs) that address the areas of environment, development patterns, housing, economy, transportation, and public services. The MPPs support the objectives of the Growing Transit Communities partnership in several areas. Examples include policies that address the environmental quality of transit communities as well as the impact of centers development on energy use, such as:

- MPP-En-4: Ensure that all residents of the region, regardless of social or economic status, live in a healthy environment.
- MPP-En-21: Reduce the rate of energy use per capita, both in building use and in transportation activities.

The MPPs also address urban land development in a way that balances the needs of existing and future residents and businesses:

- MPP-DP-2: Encourage efficient use of urban land by maximizing the development potential of existing urban lands, such as advancing development that achieves zoned density.
- MPP-DP-7: Give funding priority — both for transportation infrastructure and for economic development — to support designated regional growth centers consistent with the regional vision.
- MPP-DP-14: Preserve and enhance existing neighborhoods and create vibrant, sustainable compact urban communities that provide diverse choices in housing types, a high degree of connectivity in the street network to accommodate walking, bicycling and transit use, and sufficient public spaces.

Housing policies point to the regional responsibility to meet regional affordable housing needs along with a fair share distribution of local responsibilities to meet those needs:

- MPP-H-2: Achieve and sustain — through preservation, rehabilitation, and new development — a sufficient supply of housing to meet the needs of low-income, moderate-income, middle-income, and special needs individuals and households that is equitably and rationally distributed throughout the region.

Finally, in transportation, the MPPs recognize the crucial role of multimodal transportation infrastructure in promoting the desired pattern of urban growth. They also address social justice concerns related to large scale investments. Examples include:

- MPP-T-11: Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.
- MPP-T-22: Implement transportation programs and projects in ways that prevent or minimize negative impacts to low-income, minority, and special needs populations.

REGIONAL FUNCTIONAL PLAN: TRANSPORTATION 2040

As a regional functional plan adopted in 2010, Transportation 2040 integrates transportation and land use planning and implementation to achieve regional goals. Specifically, the plan is intended to support VISION 2040, in particular the land use objectives embodied in the growth strategy and centers concept. In order to advance transit communities as part of this vision, local jurisdictions are encouraged to adopt station area plans. Transportation 2040 also supports the Regional Economic Strategy through improvements to the transportation system that address the mobility of workers, goods, and services throughout the region, including by transit. Finally, the plan supports the people of the region and social equity goals by achieving net benefits for low income and minority populations.

Transportation 2040 addresses mobility and congestion through a combination of effective land use planning, demand and system management tools, efficiency enhancements, and strategic capacity investments. Capacity improvements strategically expand roadway, transit, and non-motorized facilities, with new roadways limited to filling in key missing links in the regional transportation network and enhancing existing facilities.

Most of the capital program in Transportation 2040 covers the implementation of light rail. Funding for increases to service hours—both rail and other types of transit—are also included. Transportation 2040 investments increase core bus transit service in the peak period by 120 percent and by 105 percent in off-

peak periods, compared to 2006 service levels. The plan envisions an increase in total transit service and ridership for both work and non-work trips, coupled with operational efficiencies to reduce costs per rider.

Transportation 2040 was adopted in 2010, and used 2006 as its baseline year. Financial implications of maintaining existing transit service levels and increasing them to the degree that Transportation 2040 calls for were widely discussed in the Plan itself. Since the plan's adoption, transit agencies have cut service, scaled back capital programs, reduced staffing, and taken other measures to address significant gaps in funding transit service.

In the arena of community development, Transportation 2040 provides more specific direction in the form of Physical Design Guidelines targeted at shaping development through local subarea plans for designated centers and station areas. The guidelines address a range of site and district level design principles and include the following:

- Encourage a mix of complementary land uses, particularly uses that generate pedestrian activity and transit ridership.
- Encourage compact growth by addressing planned density.
- Link neighborhoods; connect streets, sidewalks, and trails.
- Integrate activity areas with surrounding neighborhoods.
- Locate public and semipublic uses near high capacity transit stations in designated urban centers and activity centers.
- Design for pedestrians and bicyclists.
- Provide usable open spaces for the public.
- Manage the supply of parking.
- Promote the benefits of on-street parking.
- Reduce and mitigate the effects of parking.

Finally, Transportation 2040 furthers regional environmental and quality of life goals by 1) promoting a land use pattern and transportation system that together function to minimize climate change impacts and 2) developing healthier communities where non-motorized travel is encouraged through urban form, land use, and infrastructure improvements that promote safe walking and bicycling.

PSRC is currently in the process of conducting a minor update to Transportation 2040, due to be completed in 2014. Among the issues that the update will address are revising the financial plan to recognize constraints in the ability of the region to fund transit and other transportation improvements, as well as to integrate new policies and programs that implement VISION 2040, including the recommendations contained in the Growing Transit Communities Strategy.

REGIONAL ECONOMIC STRATEGY

The Regional Economic Strategy (RES) is a five-year plan to grow jobs and economic activity throughout the central Puget Sound region by strengthening fundamentals shared by all industry sectors. The current plan was adopted in 2012 by the Central Puget Sound Economic Development District (EDD), which is staffed by the Puget Sound Regional Council through a contract with the U.S. Department of Commerce's Economic Development Administration. The RES is based on data and developed by a group of about 300 business, labor, government, education and community leaders from throughout the region.

The original RES was adopted in 2005. The 2012 update lays out five foundation goals—ranging from education and workforce development to quality of life—to improve the foundations of the economy. The RES does not include a geographic focus or place-based strategies, but rather identifies ten industry clusters that indicate a higher concentration of employment in the region compared to the nation or are positioned to become an important new cluster and source of economic growth for the region. The strategies associated with each of the five foundation goals strive to support the ten identified industry clusters through coordinated actions and investments.

As a region-wide strategy, the RES does nevertheless address several of the Growing Transit Communities goals and objectives for transit communities along with the federal Partnership for Sustainable Communities Livability Principles. For example, the RES foundation goal for education and workforce development strives to “ensure that residents have access to family wage jobs, and employers have access to world class talent,” aligns with the GTC Strategies to Invest in Economic Vitality and Opportunity and Invest in Equitable Access to High Quality Education. The RES foundation goal for infrastructure strives to “advance the region’s infrastructure to meet the demands of a globally connected modern economy” and calls for investments in regional transportation, support for regional growth centers, and improvements in jobs-housing balance. Finally, the RES foundation goal of Quality of Life promotes “vibrant and thriving communities” that includes promoting affordable and safe housing, as well as support for planning efforts including the Growing Transit Communities Partnership.

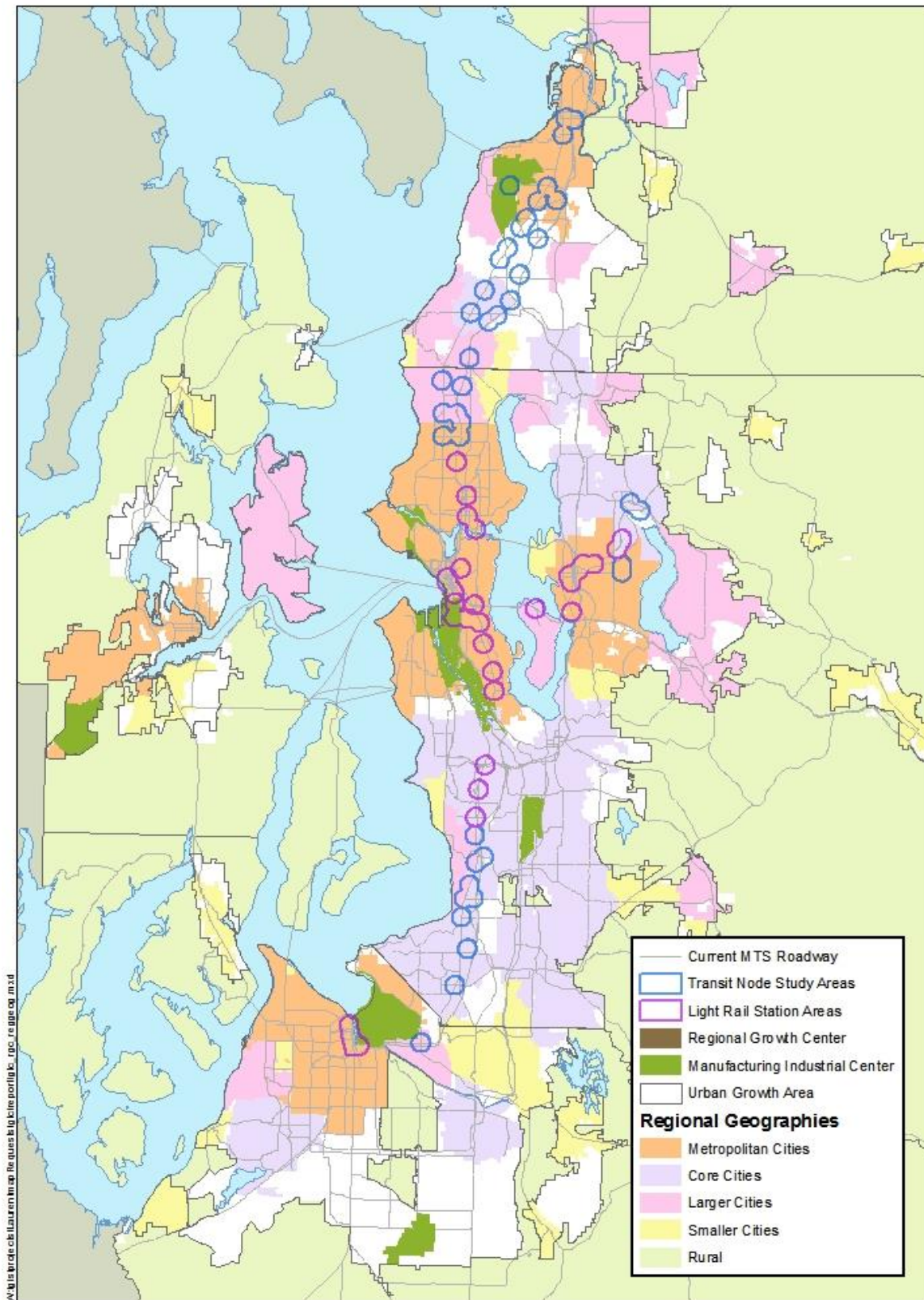


FIGURE 1: CORRIDOR STUDY AREAS WITHIN THE REGIONAL POLICY GEOGRAPHY

3. COUNTYWIDE PLANNING POLICIES

As established in RCW 36.70A.040, all counties planning under the Washington State Growth Management Act (GMA) are required to adopt Countywide Planning Policies (CPPs). The policies, which are developed in consultation with the cities in each county, provide a common framework that ensures that local comprehensive plans are consistent and coordinated throughout the county. Each of the three counties—King, Pierce, and Snohomish—with existing or planned transit connections along the region’s three long-range light rail corridors, recently updated its CPPs to address and implement the Multicounty Planning Policies contained in VISION 2040.

All of the three counties’ CPPs contain policies that address transit oriented development (TOD). While the scale, scope, and terminology applied to the topic of TOD in each policy document may differ, the policies have the common objective of aligning land use and transit services around key centers and corridors in the region as a means to achieve planning goals set forth in VISION 2040 and the GMA.

KING COUNTY

King County’s CPPs, which were updated in 2012, address TOD in the Development Patterns, Housing, and Transportation chapters. First and foremost, as a centerpiece of the county’s growth management strategy, the CPPs designate Urban Growth Centers as areas of concentrated housing and employment, pedestrian friendly urban design, and linkages via a network of high-capacity transit services. The CPPs also provide guidance for locally designated centers that are intended to achieve many of the same objectives, but at a smaller scale. For both countywide and local centers, the CPPs direct local jurisdictions to enact plans that address a range of elements that support a TOD concept, including: mixed-use development, transit supportive densities, affordable housing targets, historic preservation and adaptive reuse, healthy communities principles, parks and open spaces, human services, superior urban design, and complete streets.

PIERCE COUNTY

Pierce County’s CPPs, which were updated in 2012, address TOD in the Community and Urban Design, Health and Well-Being, Transportation, Urban Growth Areas chapters. The policies direct every jurisdiction to develop high-quality, compact communities that provide a mix of uses and housing types and encourage walking, bicycling, and transit use. To achieve these goals, the CPPs establish centers as priority locations for growth, yielding the benefits of housing opportunities close to employment, reduced dependency on automobiles; reduced congestion, and improved air quality. In order to advance these objectives, local governments are directed to promote higher density and pedestrian-oriented land uses with both daytime and nighttime activities, and to develop and support an extensive multi-modal transportation system. Designated centers in Pierce County are prioritized for countywide and local transportation and economic development funds.

SNOHOMISH COUNTY

Snohomish County's CPPs, which were updated in 2011, address TOD in the Development Patterns and Transportation policies. The policies address a range of benefits of achieving TOD, including more transportation choices and reduced reliance on the automobile; economic development opportunities; fewer vehicle miles traveled; local character and a sense of place; choices in housing types; walking, bicycling, and transit use; safe, pleasant, and convenient access for pedestrians and bicyclists; and safe and convenient access and transfer between transit and all other forms of travel. Toward these ends, each local jurisdiction with frequent transit service must coordinate the designation and planning of urban centers with that service, and enact appropriate transit-oriented policies and transportation development standards for the locations of major transit facilities. The CPPs urge jurisdictions to support growth at designated centers and transit corridors with mixed-use development and pedestrian-friendly environments that promote transit use and reduce reliance on automobiles.

As a whole, the three counties' CPPs provide support for each of the three major goals of the Growing Transit Communities Strategy. Examples can be highlighted as follows:

- **Goal: Attract Housing and Employment Growth.** King (DP-3) and Pierce (Ec-5) counties both state directly that centers will take the predominate share of future growth, while Snohomish's CPPs are more suggestive than prescriptive. Pierce and King counties prescribe minimum planned capacities for employees per acre, households, and total employees for each of their various types of centers (King: DP-31, Pierce: UGA-28, UGA-32, UGA-37). In Snohomish County, jurisdictions "shall provide land use policies and infrastructure investments that support growth levels and densities consistent with the regional vision for these centers" (DP-9), and "should promote and focus new compact urban growth in urban centers and transit emphasis corridors" (DP-14).
- **Goal: Provide Affordable Housing Choices.** All three counties require, to different degrees, that jurisdictions plan their centers for a variety of housing options. King County requires strategies that address "housing supply, including affordable housing and special needs housing within Urban Centers and in other areas planned for concentrations of mixed land uses" (H-5). Pierce County sets a goal for each jurisdiction "that a minimum of 25% of the population growth allocation is satisfied through affordable housing. Jurisdictions with designated regional centers should consider incorporating affordable housing allocations" (AH-3.3). Snohomish County recommends that jurisdictions at least "consider ... increasing opportunities and capacity for affordable housing in urban centers" (HO-2). The county's CPPs also set a priority for state and federal economic development and transportation funding to regional centers and transportation projects between centers and "supporting residential areas containing an adequate supply of affordable housing" (ED-4).
- **Goal: Equitable Access to Opportunity.** In addition to affordable housing, equitable transit communities support greater access to a healthy environment, mobility options, high quality education, safe neighborhoods, and economic opportunities for all. The CPPs of all three counties address these objectives, at least in part, and to varying degrees with a geographic focus on TOD areas. All three counties emphasize pedestrian, bicycle, and transit mobility in centers and prioritize transit service to meet the needs of transit dependent populations. Each has policies that address healthy communities and environment. However, as currently written, none of the policy documents explicitly recognizes current inequities, nor do they target policies to areas that currently have low access to opportunity.

4. TRANSIT AGENCY POLICY

There are five agencies that provide surface public transportation within the three long-range high-capacity transit corridors in the central Puget Sound region. They are:

Sound Transit is the regional transit agency that plans, builds and operates the high-capacity transportation system within the urbanized area of King, Pierce and Snohomish counties. This system includes express bus, Link light rail and Sounder commuter train services. Sound Transit is governed by an 18-member Board of Directors who are primarily local elected officials.

Community Transit is the transit agency that plans and operates local bus service, Swift bus rapid transit, DART paratransit, and commuter vanpool programs in Snohomish County, and operates regional intercity express bus service. Community Transit is governed by a 10-member Board of Directors who are primarily local elected officials.

King County Metro is the transit agency that plans and operates local bus and trolley service, RapidRide bus rapid transit, DART and Access paratransit, and commuter vanpool programs in Seattle and King County, and operates the Seattle Streetcar. Metro resides within the King County Department of Transportation, overseen by the King County Council and Executive.

Pierce Transit the transit agency that plans and operates local bus service, Shuttle paratransit, and commuter vanpool programs in urban portions of Tacoma and Pierce County. Pierce Transit is governed by a ten-member Board of Commissioners who are primarily local elected officials.

Everett Transit is the transit agency that plans and operates local bus service and paratransit service in the City of Everett. Everett Transit is an agency of the City of Everett and is governed by the City Council.

Each transit agency has its own service areas and missions, as well as different plans and policies in place that guide their role in TOD planning and development. The following sections provide a synopsis of these plans and policies for each transit agencies as they pertain to three specific areas:

System planning and service allocation: the manner in which the agency factors TOD, or land use more generally, into transit system planning and service allocation, including long-range planning and system delivery.

Land acquisition and disposition: The manner in which the agency factors TOD potential into land acquisitions and encourages TOD uses in land disposition.

Community planning: The manner in which the agency engages in community planning with jurisdictions and neighborhoods surrounding transit investments, including station area and subarea planning.

COMMUNITY TRANSIT

Community Transit's *2030 Long Range Transit Plan* (adopted in 2011) and *2013-2018 Transit Development Plan* (adopted in 2013) govern its policies and programs related to TOD, including system planning, service allocation, land acquisition and disposition, and involvement in community planning.

SYSTEM PLANNING AND SERVICE ALLOCATION

Both the *2030 Long Range Transit Plan* and the *2013-2018 Transit Development Plan* call for service investment within thirteen identified “transit emphasis corridors” along major arterials or state routes that connect communities of concentrated residential or employment populations. The *Long Range Transit Plan* identifies characteristics of transit emphasis corridors, including combined residential and employment densities of at least 30 units per acre and frequent all-day Swift bus rapid transit or arterial transit service. The transit emphasis corridors currently have varying levels of transit service, ranging from existing Swift bus rapid transit in operation on the SR-99/Evergreen Way corridor, to local and express bus service on other corridors. While the *2013-2018 Transit Development Plan* establishes a near-term priority of preserving existing service and preventing future system cuts, the *2030 Long Range Transit Plan* anticipates increased capital investment, including several new Swift bus rapid transit routes, along the transit emphasis corridors.

LAND ACQUISITION AND DISPOSITION

In general, Community Transit addresses land acquisition and disposition opportunities on a case-by-case basis. The agency acquires land for the development of transit centers and park-and-ride facilities. Its road-based bus service does not typically require land for system development and service delivery. The *2030 Long Range Transit Plan* discusses the benefits of TOD to support transit ridership and acknowledges future potential to integrate TOD with transit centers along transit emphasis corridors in the more urban portions of southwest Snohomish County. Although there are no specific policies to consider TOD potential in land acquisition decisions, the plan prioritizes non-auto access and TOD considerations in the renovation and improvements of existing transit facilities. In addition, the *Long Range Transit Plan* calls for no increase in parking available in park-and-ride lots.

COMMUNITY PLANNING

Community Transit’s *Long-Range Transit Plan* was developed through extensive outreach and coordination with local public works and planning officials throughout the agency’s service area. While the agency does not have a formal role in community planning in neighborhoods surrounding transit investments, the agency’s practice is to participate and collaborate in such efforts led by local jurisdictions.

KING COUNTY METRO

King County Metro’s *Strategic Plan for Public Transportation 2011-2021* (adopted in 2011) governs its policies and programs related to TOD, including system planning, service allocation, and involvement in community planning.

SYSTEM PLANNING AND SERVICE ALLOCATION

Metro’s *Strategic Plan* establishes goals and policies to address the transportation needs of a growing population and support compact, healthy communities. The plan provides direction to allocate service to support growing areas and new transit markets within King County and to work with local jurisdictions to

promote transit-oriented communities with strong pedestrian and bicycle connectivity. In addition, the agency has taken on several special projects, including the Transit Service Overlay Zone and the Right Size Parking Project to encourage transit supportive densities along frequent all-day service routes and minimize residential parking in transit-served areas.

LAND ACQUISITION AND DISPOSITION

While the *Strategic Plan* does not provide specific policy direction for the acquisition and disposition of properties, the agency does purchase and manage properties for the purposes of transit centers and park-and-ride facilities. Recently, King County has completed or contributed to the development of six mixed-use TOD on or adjacent to Metro transit centers: Northgate, Renton, Overlake Station, downtown Redmond, South Kirkland, and Burien. Re-development of Park and Ride facilities has occurred where there is strong local support, market feasibility, and transportation benefits.

COMMUNITY PLANNING

Metro's *Strategic Plan* was developed through extensive outreach and coordination with local public works and planning officials throughout the agency's service area. The *Strategic Plan* calls for the agency to participate with local jurisdictions on community planning efforts in neighborhoods surrounding transit investments to promote healthy and transit-supportive development.

PIERCE TRANSIT

SYSTEM PLANNING AND SERVICE ALLOCATION

Pierce Transit's 2013 – 2018 Transit Development Plan continues to prioritize partnering with other transit agencies, municipalities, and municipal planning organizations in addressing transportation issues in the region and encourages transit oriented design. The plan also calls for operating fixed route services that provide transportation to work sites, regional connection points, and major business/shopping centers. Pierce Transit utilizes population and employment projections and regional modeling tools to design local and express services that contribute to the economic vitality of the region. Pierce Transit's service development guidelines emphasize the placement and design of services and facilities in areas appropriate to their land use characteristics. The Agency coordinates with local jurisdictions to ensure that land use and development plans proactively integrate transit-oriented design elements.

LAND ACQUISITION AND DISPOSITION

Pierce Transit factors TOD potential into land acquisitions and encourages TOD uses in land disposition. The Agency is currently partnering with the Tacoma Housing Authority on a HUD-funded Enterprise grant which includes a feasibility study and development program for mixed-income and mixed-use TOD development at Pierce Transit property adjacent to the Tacoma Dome Station. Whether Pierce Transit decides to sell or lease the land will be contingent on many factors, as is the case with any land disposition. Pierce Transit's Transit Development Plan also lists projects at two of its transit centers for possible TOD development, (although

they are currently unprogrammed/unfunded capital projects). Pierce Transit is also in the process of disposing of four real estate properties and encourages possible TOD by developers.

COMMUNITY PLANNING

Pierce Transit engages in community planning with jurisdictions and neighborhoods in a variety of ways. Pierce Transit staff regularly reviews land use and community design proposals, participates in Pierce County's transportation planning initiatives and is a member of the Regional Access and Mobility Partnership (RAMP), which combines public and private sector initiatives to improve transportation in Pierce County. In addition, the Agency works with local jurisdictions and participates in community and neighborhood-based efforts to implement transit-supportive improvements.

Pierce Transit recently created a Community Transportation Advisory Group (CTAG). The CTAG is a nine-member group that serves as an advisory board to its Board of Commissioners. CTAG's purpose is to offer an opportunity for community stakeholders to provide feedback and suggest improvements and recommendations on plans, policies, and services offered by Pierce Transit. Members provide a forum for interactive discussions with community stakeholders, which creates an environment for exchanging information with the public.

SOUND TRANSIT

As the agency charged with planning and implementing the central Puget Sound region's high-capacity transportation system—a process that includes determining the locations of light rail, commuter rail and regional express bus routes, stations and supporting facilities, and the acquisition and disposition of properties necessary for their construction and operation—Sound Transit is unique among the transit agencies with regard to the extent of opportunities for facilitating TOD. There are many policy and planning documents that govern the agency's role and involvement in TOD and TOD-related projects. These documents were developed to be consistent with the agency's mission, as well as with relevant state and federal statutes and administrative rules linked to project funding and transit service operation.

The agency's Long-Range Plan (adopted 2005) and two primary system plans, Sound Move (adopted and voter-approved in 1996) and Sound Transit 2 (adopted and voter approved in 2008) largely guide the agency's planning and construction of the high-capacity transit system, including system planning and service allocation. The agency's TOD Policy (updated and adopted 2012) establishes a framework for evaluating, facilitating and implementing TOD—both on agency owned properties and in station area communities—as it conducts planning, design and service operation. The agency's TOD Program Strategic Plan (2011) is a working document that guides implementation of the TOD Policy and the agency's development and disposition of the current inventory of agency-owned properties identified for TOD.

SYSTEM PLANNING AND SERVICE ALLOCATION

Sound Transit's Long-Range Plan contains various overarching goals that relate to system planning and service delivery, including some having a relation TOD:

- *“Provide reliable, convenient, and safe public transportation services between regional growth centers and create an integrated system of transit services and fares...”*
- *Support communities’ ability to develop — consistent with state and regional laws and growth management policies — in ways that keep our neighborhoods livable and protect our natural resources and open space...*
- *Encourage the development, or redevelopment, of areas around transit stations and centers and park-and-ride lots with a mix of transit-oriented activities at a pedestrian scale and orientation to enhance current and future transit use.”*

In addition, the Long Range Plan guides the agency to: “Promote transit-oriented development investments around regional transit facilities” and to:

- *“Encourage conveniently located pedestrian-oriented businesses and services near regional transit facilities.*
- *Encourage building design and placement, street improvements, parking standards, and other measures that encourage pedestrian access and use of local and regional transit.”*

Sound Transit's TOD Policy differentiates between “Agency TOD” (TOD on agency-owned properties) and “Community TOD” (TOD in communities adjacent to stations) and lays out actions the agency will undertake to support both. These actions include:

- Transit System Planning: Investigate the potential for TOD within relevant studies and during the development of system plans, and coordinate with other public agencies, communities and private parties on TOD projects and policies
- Transit Project Development: Assess TOD opportunities during all phases of project development, including alternatives identification, conceptual engineering, preliminary engineering, final design, and property acquisition, use and disposition
- Transit System Operations: Implement identified TOD strategies, including the disposition of surplus properties.

The TOD Policy also calls on the agency to develop a strategic plan for, and subsequently implement, a TOD Program. The Policy requires that Sound Transit staff report to the Board at least annually on TOD activities and progress toward TOD goals.

LAND ACQUISITION AND DISPOSITION

The Sound Transit TOD Policy directs the agency to assess TOD opportunities in the acquisition, use, and disposition of surplus properties, including how the siting, configuration and design of transit facilities may facilitate the future availability of a property and its air rights for TOD uses. Agency staff crafted a TOD Program Strategic Plan which guides implementation of the TOD Policy, including an articulation of the agency’s role in planning and developing TOD projects on agency-owned properties. The Strategic Plan inventories the agency’s currently-owned properties and lays out a 2012-2025 work program to develop nearly 20 of those surplus properties into TOD projects. The Strategic Plan will be updated in coming years to reflect the newly adopted TOD Policy.

COMMUNITY PLANNING

Sound Transit's TOD Policy guides the agency's role in "Community TOD", defined to include "strategies [that] support and promote TOD within the larger area around a Sound Transit facility (generally ½ mile, or a 10-15 minute walk, around a transit facility and along corridors that provide key connections to the regional transit system.)" The TOD Policy states that the agency may identify and implement community TOD strategies. It also anticipates that TOD strategies may be proposed by others and encourages the agency to consider forming partnerships with local jurisdictions and other parties in supporting Community TOD efforts. Such efforts could include assistance with developing regional and local plans that support TOD, and developing and implementing financial and land use strategies to encourage TOD. The TOD Policy recognizes that the agency may assume various roles in facilitating Community TOD depending on the circumstances and need, e.g., a leading role in access planning for transit facilities, versus a supportive role in station area neighborhood planning processes.

5. LOCAL GOVERNMENT POLICIES AND REGULATIONS

Local governments—counties and cities—have primary jurisdiction over land use within transit communities. These governments adopt plans that articulate a vision and broad direction for the future, and development regulations that establish the specific rules and requirements attached to permits issued to develop and use real estate. In addition, local governments make capital facilities investments that provide access and services to private property and that help to create the public realm that knits together a community. While shaped by state, regional, countywide, and other public agency policy, local governments have at their discretion a range of tools and options to pursue regional goals in locally appropriate ways. It is the local tools that make up the primary policy and regulatory environment that is experienced by citizens and businesses.

This section surveys some of the elements of that toolbox and the range of ways it is being used in transit communities throughout the region. Tools examined include zoning, other land use and infrastructure tools, parking management, and tools to create and preserve affordable housing.

ZONED USES AND DENSITIES

As a starting point for a review of local regulations, PSRC obtained zoning maps and reviewed zoning codes for all 15 cities and 3 counties that have jurisdiction of land within a half mile of one or more of the light rail stations or other transit nodes that comprise the Growing Transit Communities study areas. Based on these data, statistical tables and maps were produced that together provide a generalized overview of the range of zoned uses within each study area.

Each local zoning district was assigned to one of eight regional categories: single-family residential, multifamily residential, commercial, mixed-use (i.e., multifamily residential with commercial), industrial, public, institutional, and parks and open space. Figures 2 through 4 show the proportion of the acreage within each of these zoning classes within each of the study areas in each corridor. Figures 5 through 9 depict maps of the generalized zoning categories within those study areas.

In each table, the far right column contains information about the zoning district that allows the most intensive residential densities in the study area. Dwelling units per acre are shown, along with a second figure which indicates the approximate acreage of the study area in that zoning district (study areas as a whole are approximately 500 acres). While these data do not comprise a complete picture of what transit supportive densities are allowed and encouraged in transit station areas, they do provide one metric to compare and contrast the intensity of development that may be expected by each jurisdiction around high-capacity transit investments.

Based upon these data, the following observations can be made about zoning within the study areas.

OVERVIEW

There is no one-size-fits-all profile for the optimal mix and density of zoned uses within a transit community. Regional policy recommendations and local comprehensive plan updates that set the template for zoning regulations need to consider existing uses, market conditions, characteristics and timing of transit investments, environment, and broad community factors and vision. With this in mind, several high level observations can be made about major classes of zoning within the regional high-capacity transit corridors.

- Single-family residential zoning is the most prevalent designation by acreage in 29 of the study areas, and it covers the majority of land in 22 of those study areas. At transit nodes where there is a demand for more intensive residential or commercial growth and where it is desirable from a policy perspective, single-family zoning can be a barrier to transit oriented development at densities that will support high-capacity transit, such as light rail and bus rapid transit (BRT). At the same time, the single-family zoning now in place is the result of decades of planning and development, with light rail a recent addition, or in many cases only a prospect for future decades.
- In much smaller acreages, multifamily residential zoning is in place throughout the region's transit corridors. A question going forward will, in many places, be how to adapt the existing zones to market conditions and demand for redevelopment of aging housing stock, especially housing, even multifamily housing, that is currently built at a lower density than the market does now or will support once light rail service is in place.
- Commercial zoning is prominent along the region's major arterials that now connect communities along the transit corridors. There are locations where the addition of high capacity transit presents opportunities for zoning that encourages infill and redevelopment as these existing commercial areas evolve into mixed use transit communities.
- Many communities have already planned ahead for a denser mixed-use land use pattern, and this is reflected in major blocks of mixed-use zoning, some of which have already experienced mixed-use development, while others have been established ahead of anticipated future market demand. Many of the mixed-use areas are located within the 27 study areas that are located wholly or in part within Regional Growth Centers designated by PSRC.
- Zoned densities for multifamily residential development highlight several general regulatory environments. The four Metropolitan Cities—Everett, Seattle, Bellevue, and Tacoma—allow housing around transit nodes in their downtowns at very high densities (in excess of 200 dwelling units per acre) over substantial land area. In the outer neighborhoods of these cities, and in redevelopment areas in smaller cities with relatively high residential demand, zoning generally allows residential use as dense as 100 dwelling units per acre or higher, over land areas that are generally smaller footprints than in the Metropolitan downtown areas. Finally, a number of suburban communities,

especially ones where dense residential development is a new or untested pattern, typically have zoning that allows between 50 and 100 dwelling units per acre.

SOUTH CORRIDOR

Data for zoning in the South Corridor are shown in Figures 2, 5, and 6. The following observations can be made about zoning in transit community study areas in the South Corridor that extends from downtown Seattle to Tacoma:

- Stadium and SODO study areas are zoned primarily for industrial uses. This is consistent with the location of these light rail stations within the regionally designated Manufacturing and Industrial Center.
- Single-family zoning dominates in Southeast Seattle, where the Central Link light rail line was first opened in 2009 on a commercial corridor bounded by established residential neighborhoods. Single-family zoning also constitutes the majority of the land area in several study areas in south King County.
- Residential-only multifamily zoning covers significant portions of study areas in Southeast Seattle, Tukwila, SeaTac, and Kent.
- Zoning that allows mixed uses is most prevalent in the Tacoma study areas, with smaller but significant areas of mixed use zoning in select Seattle, Kent, and Federal Way study areas.
- Commercial-only zoning is dominant in the S. 200th, S. 216th, S. 348th, and Fife study areas, each of which has historically developed with large format retail and other commercial at the intersection of SR-99 and major arterials.
- The concentration of public/institutional zoning in SeaTac reflects the presence of the airport site within several of the study area boundaries.

EAST CORRIDOR

Data for zoning in the East Corridor are shown in Figures 3 and 7. The following observations can be made about zoning in transit community study areas in the East Corridor that extends from downtown Seattle to Redmond:

- Single-family zoning characterizes select study areas, most notably South Bellevue, but also Mercer Island, Crossroads, and SE Redmond. As in southeast Seattle, residential zoning in these locations reflects existing single-family neighborhoods.
- Residential-only multifamily zoning is the largest designation by land area in the Rainier study area, with additional large areas zoned multifamily around Crossroads and in downtown Redmond.
- Large portions of the land in station areas in downtown Bellevue and Redmond are zoned for a mix of residential and commercial uses, zoning which facilitates the evolution of these two city centers into Regional Growth Centers consistent with VISION 2040. Large areas of mixed use zoning in the Bel-Red Corridor, especially at NE 120th and NE 130th station areas, have recently been approved by the City of Bellevue in anticipation of light rail service. A smaller concentration of mixed use zoning exists in downtown Mercer Island.
- Commercial-only zoning covers large segments of a number of Bellevue study areas where auto-oriented retail and other commercial uses now exist. The largest block of commercially zoned land is in the Redmond area, particularly at the Overlake nodes.

NORTH CORRIDOR

Data on zoning in the North Corridor are shown in Figures 4, 8, and 9. The following observations can be made about zoning in transit community study areas in the East Corridor that extends from downtown Seattle to Redmond:

- Single-family zoning occupies large portions of study areas in north Seattle through Shoreline and also in south Everett. Study areas along the I-5 alignment, especially in Seattle and Shoreline, have the largest concentrations of single-family zoning.
- Residential-only multifamily zoning is prominent in Capitol Hill, Brooklyn, 148th SW, and Wetmore/Colby study areas.
- About a third of the North Corridor study areas have significant mixed use zoning districts, led in terms of acreage by Ash Way, Mariner, Everett, and Northgate, several of which are locations within regionally designated centers.
- Commercial-only zoning encompasses several of the larger commercial nodes along both SR-99 and I-5 between Seattle and Everett.
- The Boeing study area stands out as covered almost entirely by industrial zoning, consistent with the Manufacturing and Industrial Center designation and also reflective of the presence of the main Boeing plant.
- Brooklyn and UW Stadium station areas contain large areas that lie within zoning districts that cover the University of Washington campus, where land use is controlled by the Major Institution plan for the campus area.

South Corridor Generalized Zoning: Uses and Densities

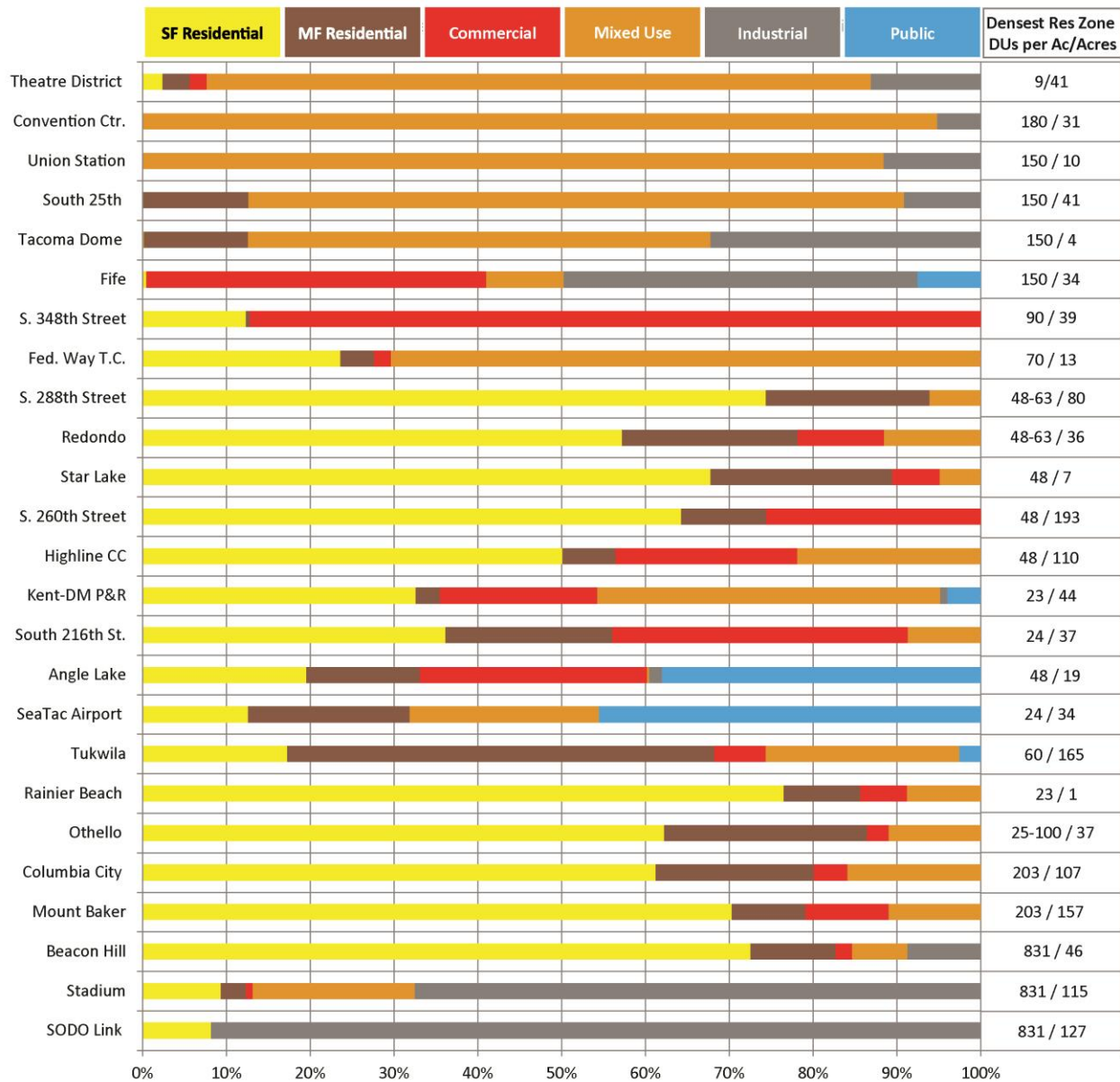


FIGURE 2: SOUTH CORRIDOR GENERALIZED ZONING: USES AND DENSITIES

Source: PSRC, 2012

East Corridor Generalized Zoning: Uses and Densities



FIGURE 3: EAST CORRIDOR GENERALIZED ZONING: USES AND DENSITIES

Source: PSRC, 2012

North Corridor Generalized Zoning: Uses and Densities

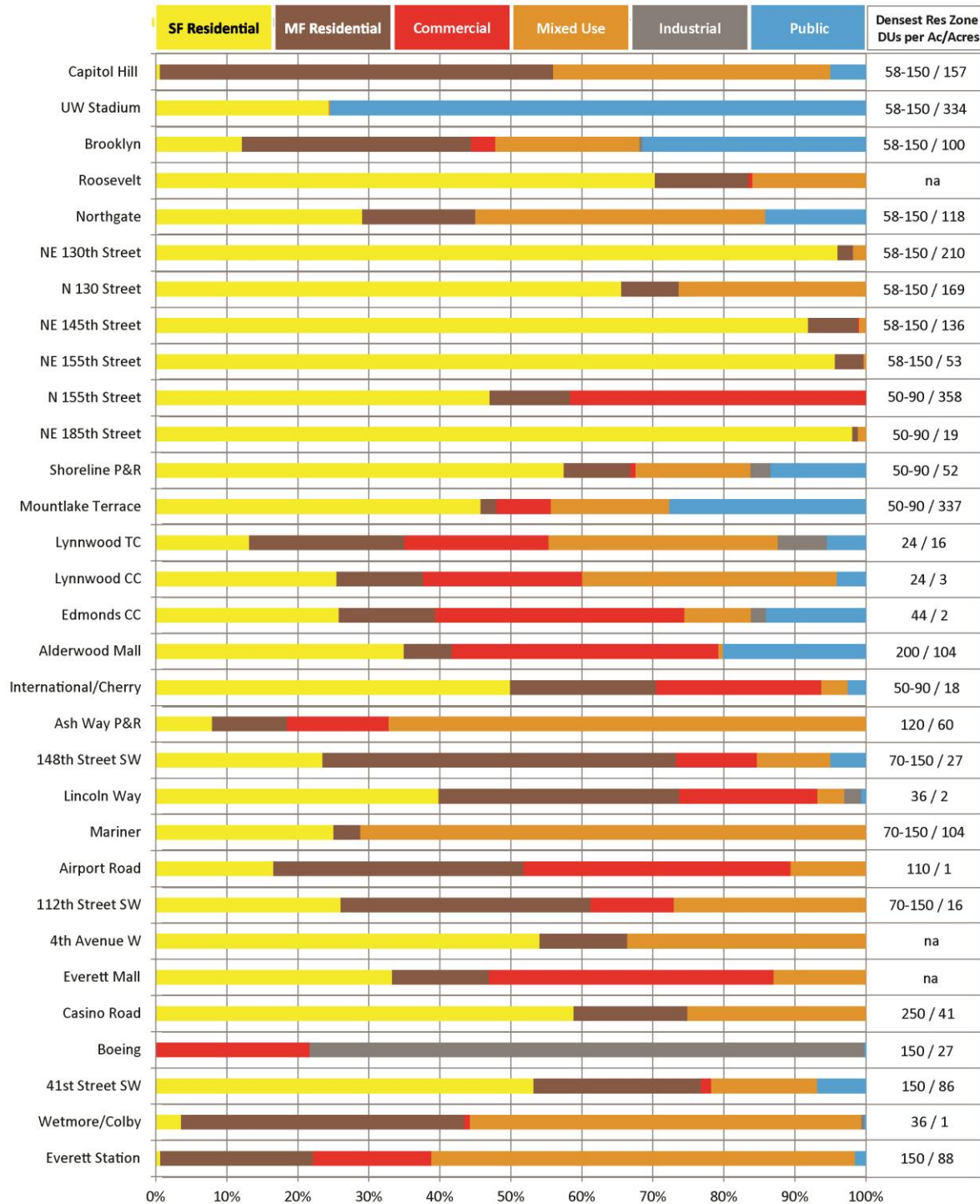


FIGURE 4: NORTH CORRIDOR GENERALIZED ZONING: USES AND DENSITIES

Source: PSRC, 2012

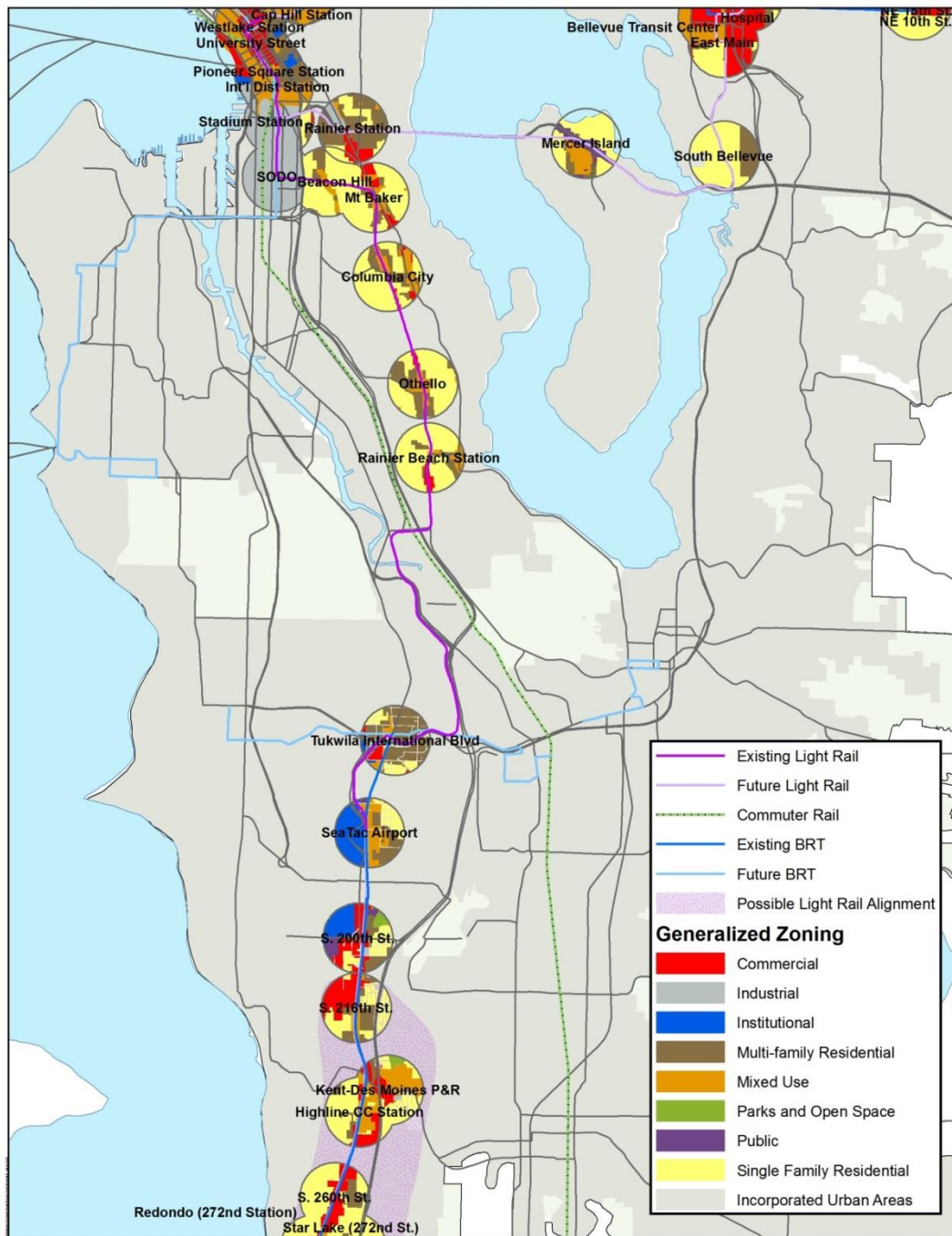


FIGURE 5: ZONING IN SOUTHEAST SEATTLE STUDY AREAS

Source: PSRC, 2012

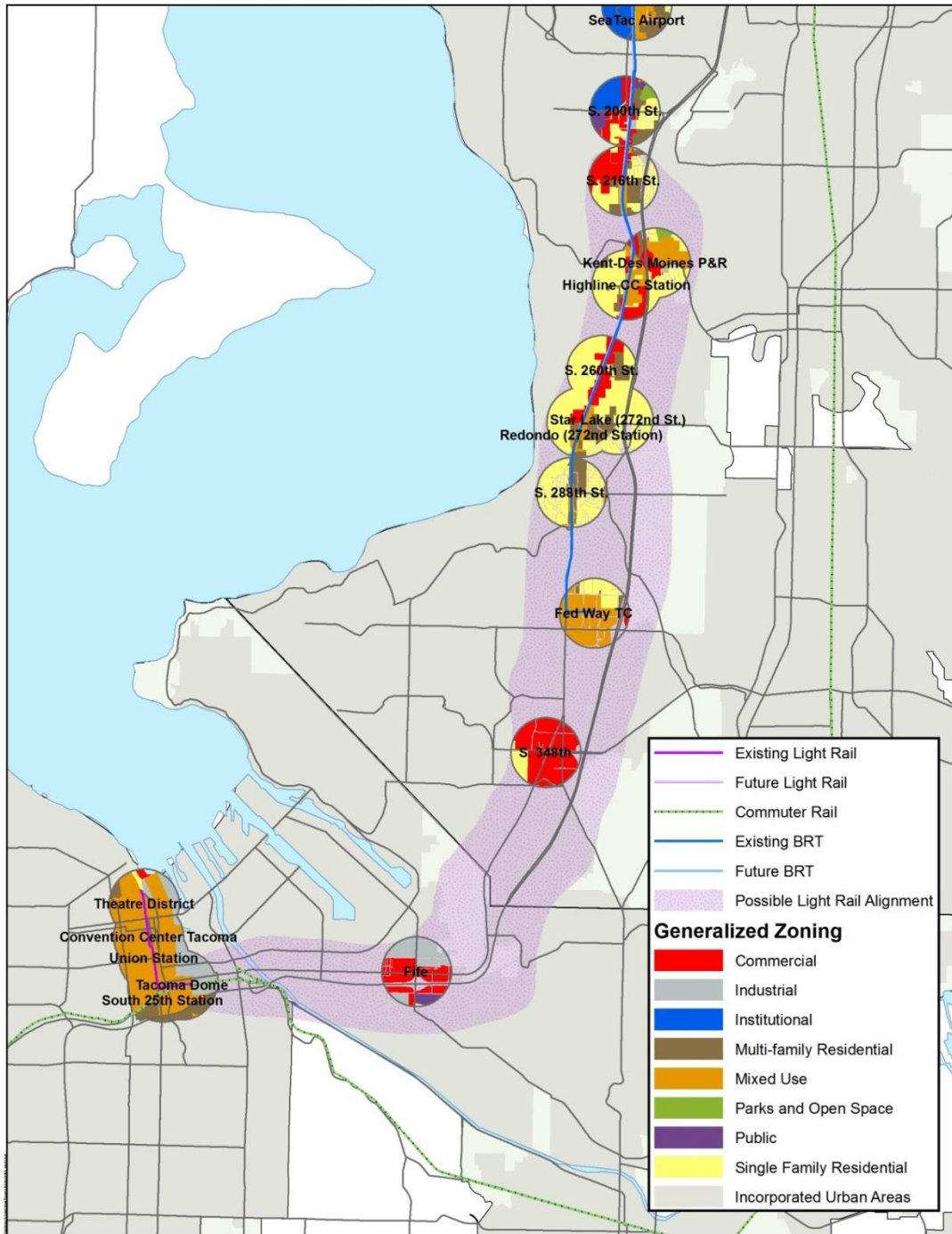


FIGURE 6: ZONING IN SOUTH PORTION OF SOUTH CORRIDOR

Source: PSRC, 2012

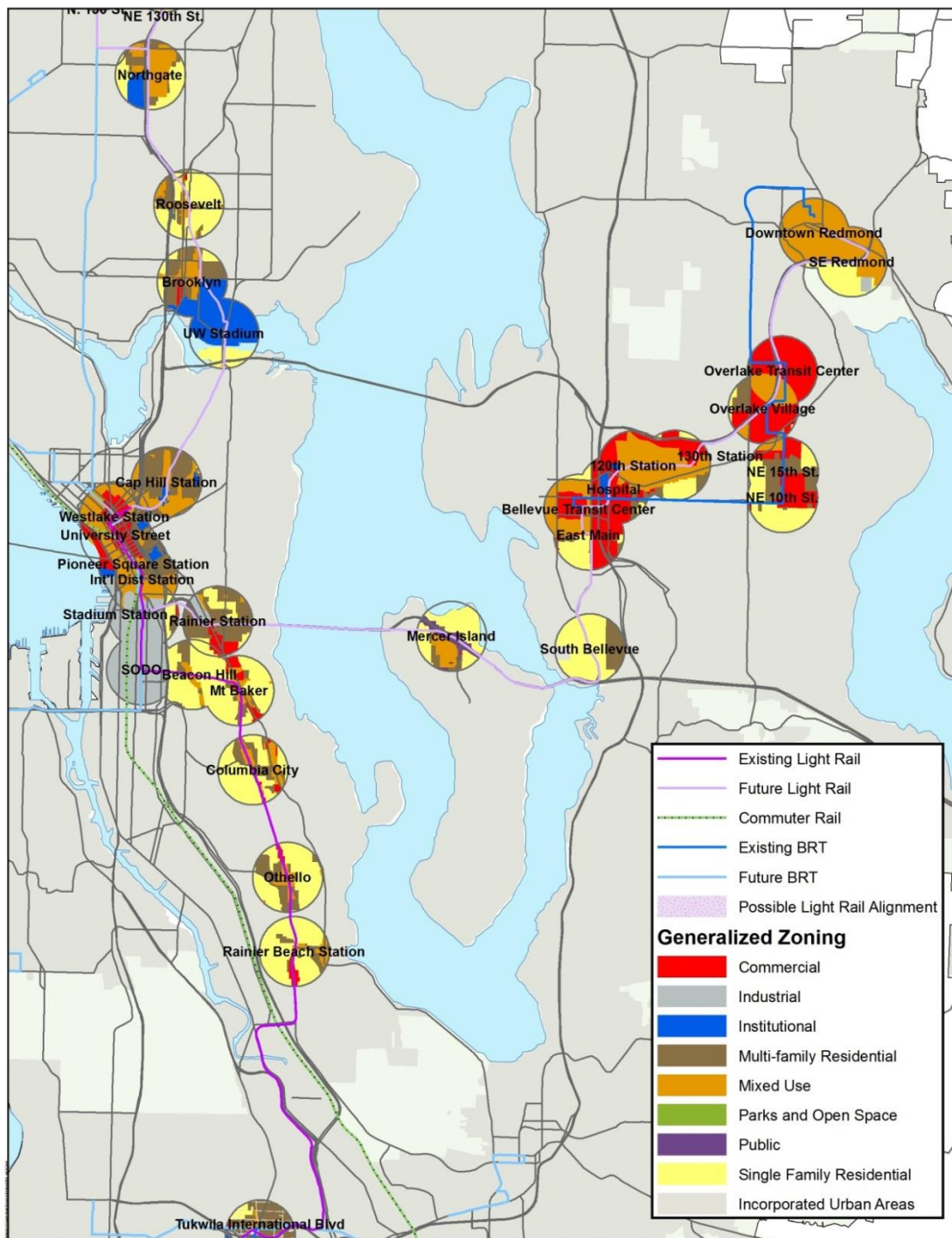


FIGURE 7: ZONING IN EAST CORRIDOR STUDY AREAS

Source: PSRC, 2012

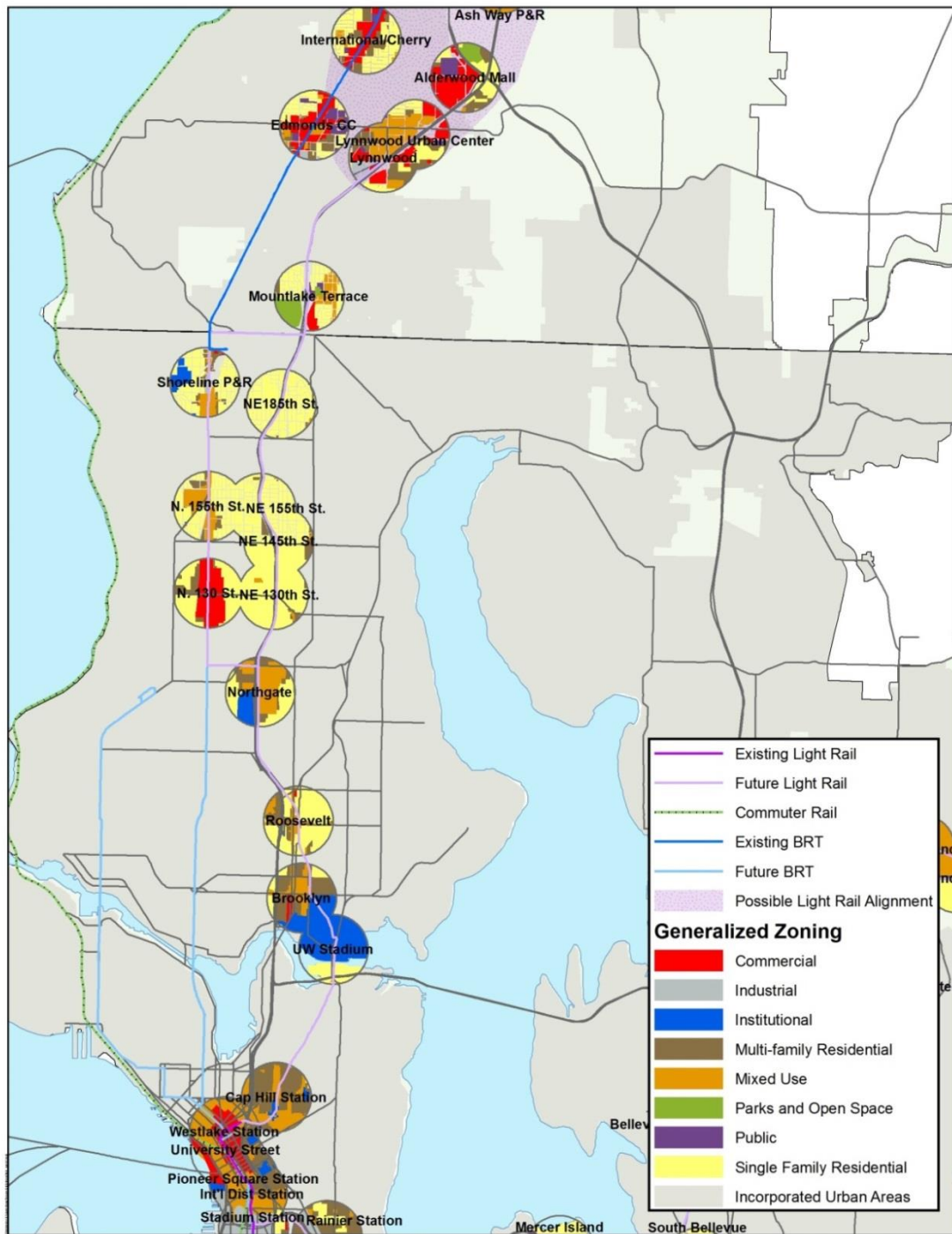


FIGURE 8: ZONING IN NORTH SEATTLE AND SHORELINE STUDY AREAS

Source: PSRC, 2012

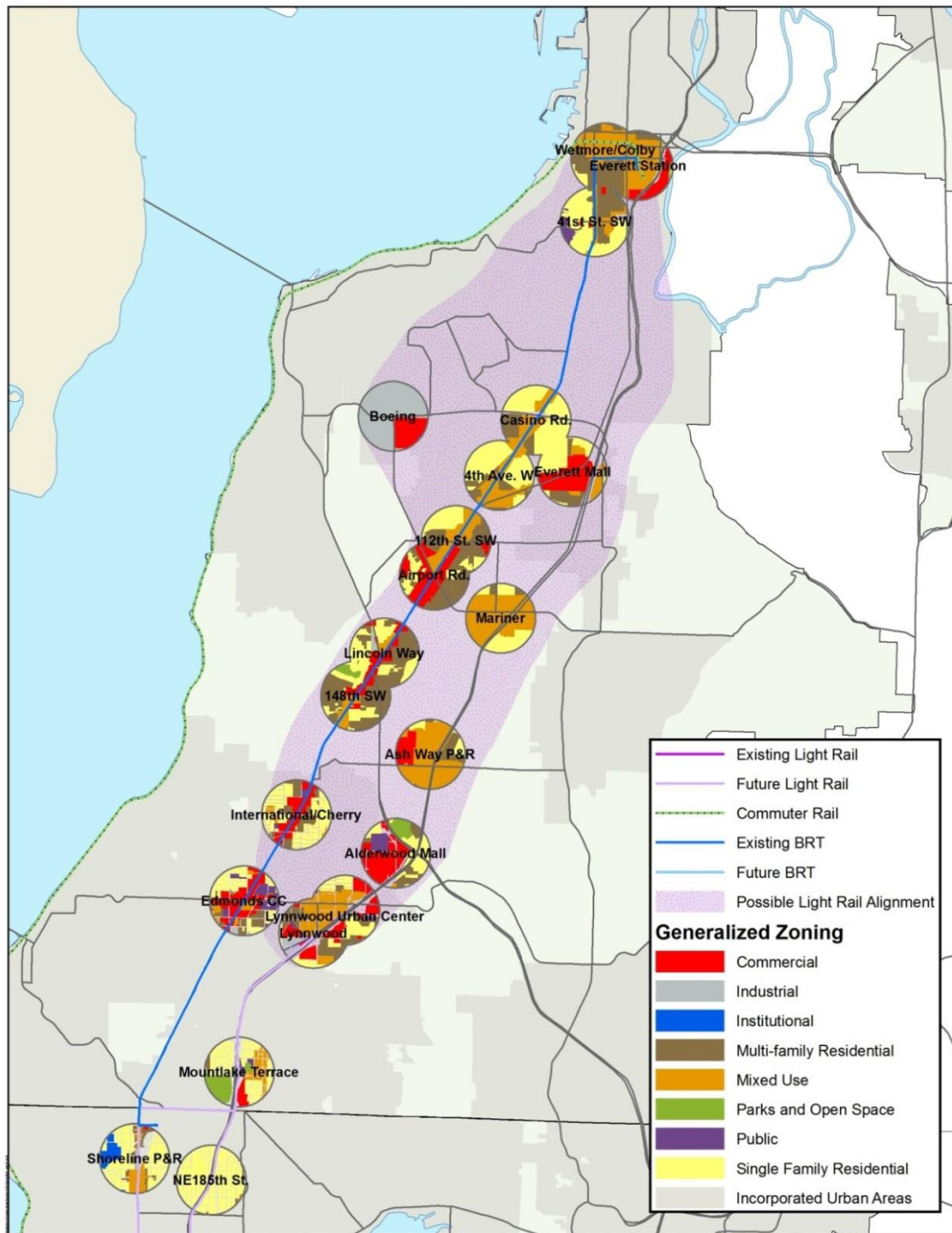


FIGURE 9: ZONING IN NORTH SECTION OF NORTH CORRIDOR

Source: PSRC, 2012

LAND USE AND INFRASTRUCTURE TOOLS

Zoning is not the only tool at the disposal of local governments in achieving their vision for transit oriented development around light rail and other high-capacity transit investments. Figures 10, 11, and 12 show responses from local government staff on whether each of five different additional tools has been adopted in their jurisdiction for the locations within the study areas. These tools, which are just a small selection of tools for promoting TOD, include the following:

- **Station area plans.** Policy plans and implementation strategies dedicated to small planning areas that are defined by their proximity to a major transit node. Station area plans may be stand-alone documents or contained within larger policy documents, such as comprehensive plans. With a greater level of detail, specificity, and geographic focus, station area plans can be effective tools for coordinated implementation around TOD and comprehensive community development.
- **Programmatic Environmental Impact Statement.** Also referred to as a “planned action” EIS, this tool, authorized by Washington State law, allows local jurisdictions to assess the environmental impacts and mitigation measures needed across an entire district subject to policies and regulations, such as resulting from a subarea or station area plan and implementing regulations. The objective of carrying out a programmatic EIS is to eliminate the need for subsequent environmental review associated with site-specific development or redevelopment – thus providing certainty for future development and simplifying and expediting the permitting process in order to foster the realization of high quality urban development.
- **Transfer of development rights (TDR).** A tool to secure a public good, such as preservation of open space or affordable housing, through transfer of the rights to develop property where the public good is present (sending site) to a property where new more intensive development is desired by policy (receiving site). TDR receiving sites complement other efforts to concentrate growth in existing urban areas, including transit communities.
- **Design guidelines or standards.** Provide a clear, comprehensive “road map” to guide future developers and architects through the process of designing and constructing streets, pedestrian connections, buildings, and outdoor spaces consistent with the adopted vision and direction for place making in a transit community.
- **Complete streets programs or policies.** Regulations, capital facilities investments, and incentives designed for the joint purpose of creating streets that accommodate and promote travel by all users of the public right-of-way, including automobiles, transit, bicycles, and pedestrians.

Based on information provided by local jurisdiction staff, the following observations can be made about the use of these tools in the region:

- Excluding the four study areas in downtown Seattle, a total of 47 out of 70 station areas have adopted station area plans (or equivalent, such as comprehensive plan elements). This finding indicates that many jurisdictions have established policy documents to build on as they refine their approaches to planning for TOD, while a significant number of cities have yet to adopt such plans, particularly where decisions about future light rail stations have yet to be made.
- 21 out of 70 station areas have conducted, or are now conducting, a programmatic EIS, most recently in the City of Tacoma as the result of a sub-grant from the Growing Transit Communities Partnership at PSRC. The South Tacoma Downtown, along with other notable planned redevelopment locations in the region where this tool has been used, provide a base of experience from which other cities may

learn when considering an investment in TOD district-wide environmental analysis using this or similar tools.

- Twenty-nine station areas include receiving areas for transfers of development rights. Most of these areas receive rights from rural and resource lands, while others, notable under the TDR program in the City of Tacoma, receive rights from properties where local authorities seek to preserve existing affordable housing units.
- Nearly all jurisdictions with station areas have adopted design standards or guidelines along with complete streets ordinances or requirements that apply to their station areas. This finding shows the pervasive importance of design in private and public improvements along with a policy commitment across multiple communities to retrofit existing urban streets for multiple modes. To assess how well these provisions are at fostering TOD in practice, further research is needed on the balance of public and private costs and the pace of investment in areas with design standards in place.
- Responses from local jurisdictions indicated several other tools that have been effective in supporting TOD. Local improvement districts (LIDs) are in place in a few cities in order to generate capital for infrastructure improvements, particularly in suburban locations where existing facilities are not adequate to meet the needs of development at transit oriented densities. Cities have also sought to attract growth to communities with frequent transit service through tailoring of concurrency requirements.

TABLE 1: SOUTH CORRIDOR LAND USE AND INFRASTRUCTURE TOOLS

STUDY AREA	Station Area Plans	Programmatic EIS	TDR	Design Guidelines/Standards	Complete Streets
SODO Link	Yes				Yes
Stadium	Yes	Yes		Yes	Yes
Beacon Hill	Yes			Yes	Yes
Mount Baker	Yes			Yes	Yes
Columbia City	Yes			Yes	Yes
Othello	Yes			Yes	Yes
Rainier Beach	Yes			Yes	Yes
Tukwila	SeaTac			Yes	
SeaTac Airport				Yes	
Angle Lake				Yes	
South 216th St.			Yes	Yes	Yes
Kent-DM P&R	Yes			Yes	Yes
Highline CC	Yes			Yes	Yes
S. 260th Street					
Star Lake				Yes	Yes
Redondo				Yes	Yes
S. 288th Street				Yes	Yes
Fed. Way T.C.	Yes	Yes		Yes	Yes
S. 348th Street				Yes	Yes
Fife				Yes	Yes
Tacoma Dome	Yes	Yes	Yes	Yes	Yes
South 25th	Yes	Yes	Yes	Yes	Yes
Union Station	Yes	Yes	Yes	Yes	Yes
Convention Ctr.	Yes	Yes	Yes	Yes	Yes
Theatre District	Yes	Yes	Yes	Yes	Yes

Source: PSRC, 2012

TABLE 2: EAST CORRIDOR LAND USE AND INFRASTRUCTURE TOOLS

STUDY AREA	Station Area Plans	Programmatic EIS	TDR	Design Guidelines.	Complete Streets Program
Rainier					Yes
Mercer Island	Comp Plan			Yes	
S. Bellevue					
East Main	Yes	Yes	Yes		
Bellevue T.C.	Yes		Yes	Yes	
Hospital	Yes	Yes	Yes		
120th Station	Yes	Yes	Yes	Yes	
130th Station	Yes	Yes	Yes	Yes	
NE 10th St.	Yes			Yes	
NE 15th St.	Yes	Redmond	Redmond	Yes	Redmond
Overlake Vil.	Yes	Yes	Yes	Yes	Redmond
Overlake T.C.	Yes	Yes	Yes	Yes	Redmond
SE Redmond	Yes	Yes	Yes	Yes	Yes
Redmond			Yes	Yes	Yes

Source: PSRC, 2012

TABLE 3: NORTH CORRIDOR LAND USE AND INFRASTRUCTURE TOOLS

STUDY AREA	Station Area Plans	Programmatic EIS	TDR	Design Guidelines.	Complete Streets Program
Everett Station	Yes		Yes	Yes	Yes
Wetmore/Colby	Yes		Yes	Yes	Yes
41st Street SW	Yes		Yes	Yes	Yes
Boeing	na	na	na	na	na
Casino Road	Yes		Yes	Yes	Yes
Everett Mall	Yes		Yes	Yes	Yes
4th Avenue W	Yes		Yes	Yes	Yes
112th Street SW	Yes	Yes	Yes	Yes	Yes
Airport Road	Yes		Everett	Yes	Yes
Mariner			Yes	Yes	Yes
Lincoln Way			Yes	Yes	Yes
148th Street SW			Yes	Yes	Yes
Ash Way P&R			Yes	Yes	Yes
International/Cherry	Yes			Yes	
Alderwood Mall				Snohomish Co.	Snohomish Co.
Edmonds CC	Yes	Yes		Yes	
Lynnwood CC	Yes			Yes	Yes
Lynnwood TC	Yes	Yes		Yes	
Mountlake Terrace	Yes	Yes	Yes	Yes	Yes
Shoreline P&R					
NE 185th Street					
N 155th Street					
NE 155th Street					
NE 145th Street					Yes
N 130 Street	Yes			Yes	Yes
NE 130th Street					Yes
Northgate	Yes			Yes	Yes
Roosevelt	Yes	Yes		Yes	Yes
Brooklyn	Underway	Underway		Yes	Yes
UW Stadium					Yes
Capitol Hill	Yes			Yes	Yes

Source: PSRC, 2012

PARKING REGULATIONS

Frequent and reliable transit service within walking distance of housing and commercial uses reduces the amount of parking needed in new development projects. Requirements for parking that are inflexible and exceed demand can drive up development costs and result in higher real estate prices and rents for residents and businesses, and may even render new development infeasible. A range of innovative parking tools are available for use in transit communities that are effective in supporting TOD while meeting the limited parking needs of a transit rich environment.

Figures 13, 14, and 15 show responses from local government staff on whether each of four different tools for managing parking has been adopted in their jurisdiction for the locations within the study areas. These tools include:

- **Flexible or reduced parking minimums.** Research has shown that, generally, less parking is needed in development that is located within walking distance of frequent or high-capacity transit service. For this reason, the required minimum number of parking stalls in a new building may be reduced for TOD developments, thereby encouraging development and/or more affordable rents.
- **Parking maximums.** Parking regulations can be used to prevent an excess of parking in new development by setting a cap on the maximum number of stalls required per unit of development.
- **Area-wide parking management.** Regulations that seek to influence the amount of parking provided for in private development on a project by project basis can be made more effective if integrated with parking management at a district level. Techniques could include timed or metered parking, allowing on-street parking to count toward parking minimums, and coordinating parking supply with a parking management plan.
- **Shared or centralized parking.** One particularly effective technique for encouraging an efficient utilization of parking is to allow shared parking between uses where high demand for parking occurs at different times, and also centralized parking, such as at a public parking facility, centrally located and managed to promote access to compact commercial and mixed-use districts.

Based on the responses, the following observations can be made about parking regulations and management in the GTC study areas:

- Transit communities with the lowest number of stalls required per one-bedroom unit are located in Seattle, the Midway planning subarea of Kent, Tacoma, and the Bel-Red corridor. Seattle stands out with no required parking minimum. The other areas with minimal parking requirements will approve projects with fewer than one parking stall per unit.
- Transit communities with the highest number of stalls required per one-bedroom unit are located in Federal Way, unincorporated Snohomish County, and downtown Bellevue. New residential development in these areas must typically provide at least 1.5 to 2 parking stalls per unit.
- Several jurisdictions indicated discretionary flexibility where the planning director may wave or reduce parking requirements in locations with frequent transit service. This provision serves as an incentive for new development in transit station areas.
- Parking maximums are in place in 21 of 70 transit communities, primarily in the East and North corridors.
- Area-wide parking management strategies are in place in Seattle, Tacoma, Bellevue, and Redmond.
- Shared parking is allowed in most transit communities. However, local staff report that, to date, this tool has been used sparingly by property owners and developers.

TABLE 4: SOUTH CORRIDOR PARKING REGULATIONS

STUDY AREA	Spaces per 1- BR Unit	Parking Cap	Area-Wide Parking Strategies	Shared/Centralized Parking
SODO Link	na			
Stadium	na		Yes	Yes
Beacon Hill	0			
Mt Baker	0			
Columbia City	0			
Othello	0		Yes	
Rainier Beach	0			
Tukwila IB	1-2	SeaTac		Yes
SeaTac Airport	1			Yes
Angle Lake	1			Yes
South 216 th St.		Yes		Yes
Kent-DM P&R	.75-1			Yes
Highline CC	.75-1			Yes
South 260 th St.	1-1.5			Kent
Star Lake	1.7			Yes
Redondo	1.7			Yes
South 288 th St.	1.7			Yes
Federal Way TC	1.7			Yes
South 348 th St.	1.7			Yes
Fife	1.5			Yes
Tacoma Dome	.75		Yes	Yes
South 25 th	.75		Yes	Yes
Union Station	.75		Yes	Yes
Convention Center	.75		Yes	Yes
Theatre District	.75		Yes	Yes

Source: PSRC, 2012

TABLE 5: EAST CORRIDOR PARKING REGULATIONS

STUDY AREA	Spaces per 1- BR Unit	Parking Cap	Area-Wide Parking Strategies	Shared/Centralized Parking
Rainier	0			
Mercer Is	1	Yes	Partial	Yes
S. Bellevue	1.2	Yes		
East Main	1	Yes	Yes	Yes
Bellevue T.C.	2		Y	Y
Hospital	.75-1	Yes	Yes	Yes
120th Station	.75-1	Yes		Yes
130th Station	.75-1	Yes		Yes
NE 10th St.	1.2			Yes
NE 15th St.	1.2			Bellevue
Overlake Vil.	1.25	Yes	Redmond	Bellevue
Overlake T.C.	1.25	Yes	Redmond	Bellevue
SE Redmond	1.25	Yes	Yes	
Redmond	1.25	Yes	Yes	Yes

Source: PSRC, 2012

TABLE 6: NORTH CORRIDOR PARKING REGULATIONS

STUDY AREA	Spaces per 1- BR Unit	Parking Cap	Area-Wide Parking Strategies	Shared/Centralized Parking
Everett Station	1	Yes		Yes
Wetmore/Colby	1	Yes		Yes
41 st Street SW	1			
Boeing	na	na	na	na
Casino Road	1			
Everett Mall	1	Yes		
4 th Avenue W	1			Yes
112 th Street SW	1	Yes		Yes
Airport Road	1			Yes
Mariner	2	Yes		Yes
Lincoln Way	2	Yes		Yes
148 th Street SW	2	Yes		Yes
Ash Way P&R	2	Yes		Yes
International/Cherry	1.25			Yes
Alderwood Mall	1.25			Yes
Edmonds CC	1.25			Yes
Lynnwood CC	1.25-2			Yes
Lynnwood TC	1.25	Yes		Yes
Mountlake Terrace	.75-1.25		Yes	Yes
Shoreline P&R	.75-1.2			Yes
NE 185 th Street	1-1.2			Yes
N 155 th Street	1.2			Yes
NE 155 th Street	1-1.2			Yes
NE 145 th Street	1.2			Yes
N 130 Street	0			
NE 130 th Street	1			
Northgate	0			Yes
Roosevelt	0			
Brooklyn	0			
UW Stadium	0			
Capitol Hill	0			

Source: PSRC, 2012

AFFORDABLE HOUSING TOOLS

The Growing Transit Communities Partnership has adopted as a primary goal the provision of housing choices within transit communities that are affordable to households earning a full range of incomes, including moderate, low, and very low income households. Housing affordability is a key element of achieving equity in access to opportunity within transit communities and to the access created by proximity to transit that connects to centers of employment and services throughout the region. Local governments have at their disposal many tools to implement their affordable housing goals. Figures 16, 17, and 18 show responses from local government staff on whether each of four different tools for encouraging the production or preservation of affordable housing has been adopted in their jurisdiction for the locations within the study areas. These tools include:

- **Inclusionary zoning.** A regulatory requirement that any new residential project include a minimum percentage of its total housing units that are affordable to moderate, low, and very-low income households.
- **Incentive zoning.** Land use regulations specify that new development may gain additional benefits, such as increases in building height or floor-area-ratio, for the provision of specific public benefits in a project, such as inclusion of affordable housing units.
- **Multifamily tax exemption.** State law (RCW 84.14) allows cities to exempt multifamily housing from property taxes in urban centers with insufficient residential opportunities. The city defines a residential target area or areas within an urban center; approved project sites are exempt from ad valorem property taxation on the residential improvement value for a period of eight years. Where at least 20% of the units are affordable to low income households, the tax exemption may be claimed for 12 years.
- **Local housing funds.** Dedicated funds from a local revenue source for the preservation, development, and acquisition of housing.

Based on the responses, the following observations can be made about parking regulations and management in the GTC study areas:

- The cities of Federal Way and Redmond are the only jurisdictions in the light rail corridors that have adopted inclusionary zoning requirements. Limited use of this tool may be due to uncertainty about the latitude afforded local jurisdictions to enact inclusionary zoning under the state constitution.
- In approximately two-thirds of the remaining transit communities, incentives are in place to encourage developers to provide a percentage of affordable housing in new projects. Anecdotally, responses from local staff indicate that incentive zoning has been moderately successful in some areas, and not successful at all in other areas, in resulting in additional affordable housing. These responses suggest that incentives are more effective in stronger development markets with a higher economic return for increased height or density.
- Thirty of 70 transit communities currently offer the 12-year MFTE option that includes an affordable housing requirement. Like incentive zoning, responses suggest that success in producing new affordable units using this tool has been uneven across the region, where variable market conditions result in incentives in some locations, but not all, for use of MFTE for affordable housing.
- There are two examples of the use of local housing funds in the transit corridors. One is the Seattle Housing Levy. The other is ARCH trust fund.
- Other key tools for promoting affordable housing in transit communities that were cited by staff include transfer of development rights (e.g., Tacoma) and developer agreements.

TABLE 7: SOUTH CORRIDOR HOUSING TOOLS

STUDY AREA	Inclusionary Zoning	Incentive Zoning	MFTE	Housing Funds
SODO Link				
Stadium				
Beacon Hill		Yes	Yes	Yes
Mt Baker		Yes	Yes	Yes
Columbia City			Yes	Yes
Othello		Yes	Yes	Yes
Rainier Beach		Yes	Yes	Yes
Tukwila IB			SeaTac	
SeaTac Airport			Yes	
Angle Lake			Yes	
South 216th St.				
Kent-DM P&R				
Highline CC				
South 260th St.				
Star Lake	Yes			
Redondo	Yes			
South 288th St.	Yes			
Federal Wy TC	Yes		Yes	
South 348th St.	Yes			
Fife				
Tacoma Dome		Yes	Yes	
South 25th		Yes	Yes	
Union Station		Yes	Yes	
Convention Cntr		Yes	Yes	
Theatre District		Yes	Yes	

Source: PSRC, 2012

TABLE 8: EAST CORRIDOR HOUSING TOOLS

STUDY AREA	Inclusionary Zoning	Incentive Zoning	MFTE	Housing Funds
Rainier				Yes
Mercer Is		Yes	Yes	ARCH
S. Bellevue				ARCH
East Main		Yes		ARCH
Bellevue T.C.				ARCH
Hospital		Yes		ARCH
120th Station		Yes		ARCH
130th Station		Yes		ARCH
NE 10th St.		Yes		ARCH
NE 15th St.	Redmond	Bellevue		ARCH
Overlake Vil.	Redmond	Bellevue		ARCH
Overlake T.C.	Redmond	Bellevue		ARCH
SE Redmond	Yes			ARCH
Redmond	Yes			ARCH

Source: PSRC, 2012

TABLE 9: NORTH CORRIDOR HOUSING TOOLS

STUDY AREA	Inclusionary Zoning	Incentive Zoning	MFTE	Housing Funds
Everett Station		Yes	Yes	
Wetmore/Colby		Yes	Yes	
41st Street SW				
Boeing	na	na	na	na
Casino Road		Yes	Yes	
Everett Mall		Yes	Yes	
4th Avenue W		Yes	Yes	
112th Street SW		Yes	Yes	
Airport Road		Everett	Everett	
Mariner				
Lincoln Way		Yes		
148th Street SW		Yes		
Ash Way P&R		Yes		
International/Cherry		Yes		
Alderwood Mall				
Edmonds CC		Yes		
Lynnwood CC		Yes	Yes	
Lynnwood TC		Yes	Yes	
Mountlake Terrace				
Shoreline P&R		Yes		
NE 185th Street		Yes	Yes	
N 155th Street		Yes		
NE 155th Street		Yes	Yes	
NE 145th Street		Shoreline		Seattle
N 130 Street		Yes		Yes
NE 130th Street				Yes
Northgate		Yes	Yes	Yes
Roosevelt		Yes	Yes	Yes
Brooklyn		Yes	Yes	Yes
UW Stadium				Yes
Capitol Hill		Yes	Yes	Yes

Source: PSRC, 2012

6. CONCLUSION AND NEXT STEPS

Overall, based on the range of data contained in this chapter, it is clear that the region as a whole has already taken a number of steps toward promoting TOD in the high-capacity transit corridors that were studied as part of the Growing Transit Communities work program. This includes strong regional and countywide policies that set forth goals and objectives for development patterns, housing affordability, and social equity in community development that are consistent with the GTC vision of thriving and equitable transit communities. It includes mechanisms for implementing those broader area policies through amendments to local comprehensive plans. Transit agencies have made notable strides in adopting and beginning to implement updated policy frameworks for encouraging TOD on or nearby their facilities, including enhanced collaboration with local jurisdictions.

Local governments themselves have adopted many tools to implement locally specific visions for transit community growth and accessibility. Across most, but not all, transit communities, zoning is in place to allow and encourage more intensive transit oriented development, particularly in areas immediately adjacent to high-capacity transit facilities. Dedicated policy implementation plans for station areas have been widely adopted, providing a starting point for those communities to continue to refine their approaches transit community development and examples for other communities to draw from as they adopt plans for new and emerging station areas. Meanwhile, with good examples of innovative parking management and affordable housing tools in the region, many gaps persist in their use in the region.

As a whole, however, the data that are the basis for these preliminary observations represent only a partial snapshot of a highly complex policy and regulatory environment. As PSRC and its partners proceed with implementing the recommendations of the Growing Transit Communities Strategy, further work is needed in several areas, including:

- Collecting and analyzing information on existing regulations in transit communities located outside of the GTC study areas.
- Quantifying zoned capacity for new residential and employment growth under current or proposed zoning for station areas.
- Identifying and measuring the most effective policies and activities for transit agencies to engage in to promote TOD in the region.
- Further assessing existing and new station area plans for elements of best practice and inclusion of tools to promote equitable TOD.
- Further research on parking requirements and utilization, such as that conducted for King County Metro's Right Size Parking project.
- Further clarity or guidance on the range of affordable housing tools available to local jurisdictions, including how to match the most effective tools to local market conditions.
- With the implementation of high-capacity transit, research that makes the connection between policies, regulations, and the amount and type of actual development that occurs over time in station areas.

As the recommendations contained in the Growing Transit Communities Strategy are implemented, public agencies from PSRC to transit agencies to cities and counties, are called upon to review in more detail their policies, regulations, and programs, to identify the gaps and needs for refinement and improvement, and to adopt ever more robust tools.