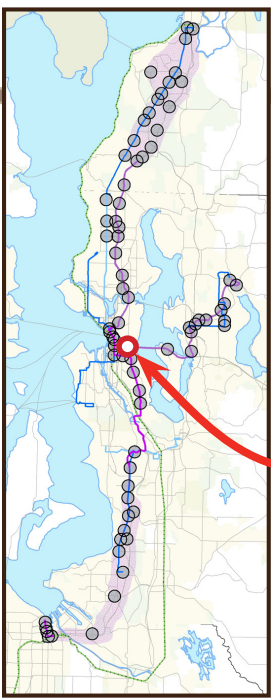


Rainier Station



AREA DESCRIPTION —

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

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

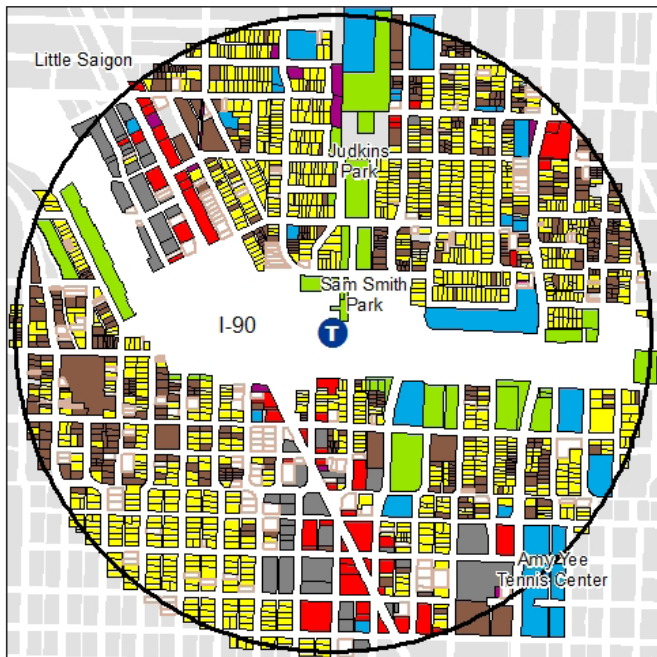
The Rainier Station transit community has a population of 6,132 with 64 percent minority, making it relatively more diverse than the region, the east corridor, and the transit communities studied. The community has lower incomes and larger household sizes than other transit communities.

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

LOCAL PLANNING —

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

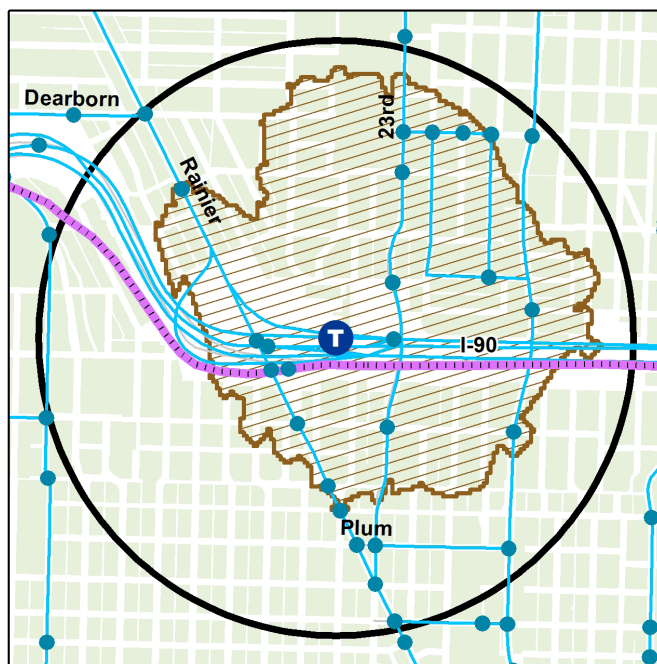
LAND USE



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

Revised Summer 2013

TRANSPORTATION



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

PEOPLE

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

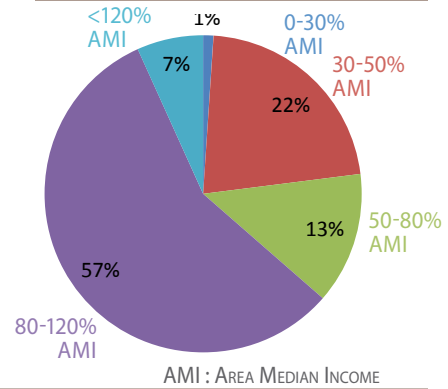
JOBS

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

HOUSING

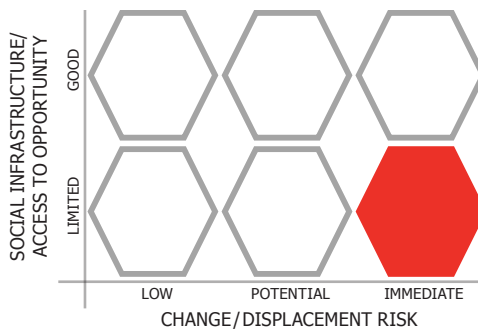
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	3,759	2,674
AFFORD. RANGE (0-50% AMI)	23%	21%
HOMEOWNERS	50%	35%
RENTERS	50%	65%
COST BURDEN (% OF HOUSEHOLDS)	56%	44%

AFFORDABLE HOUSING BY INCOME LEVEL

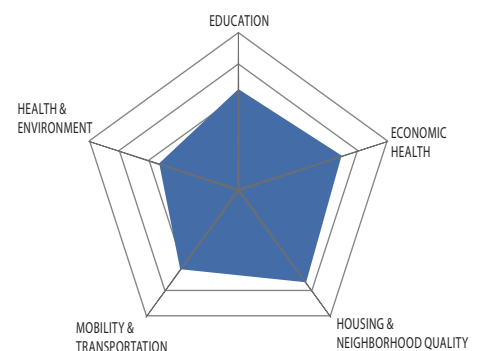


PEOPLE PROFILE

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

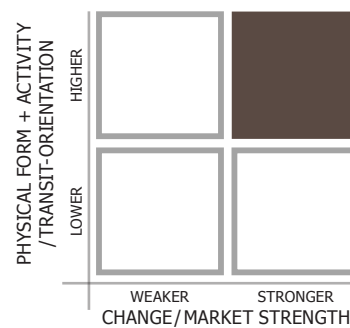


ACCESS TO OPPORTUNITY

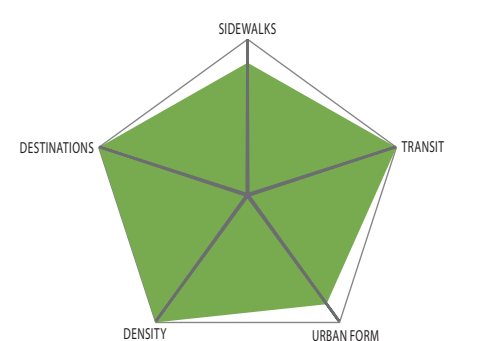


PLACE PROFILE

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



TRANSIT ORIENTATION



IMPLEMENTATION APPROACH

1 PROTECT AND GROW

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

KEY STRATEGIES:

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



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

