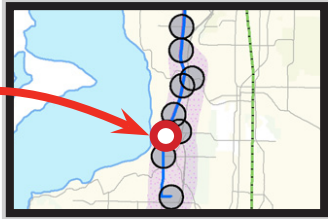
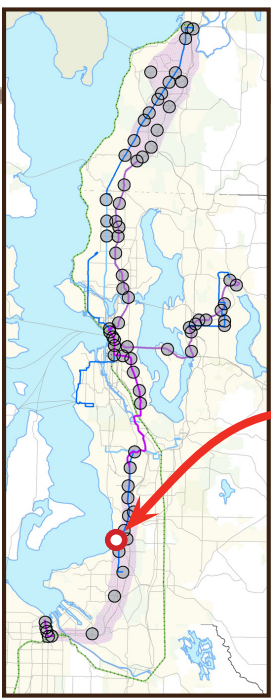


Redondo



AREA DESCRIPTION —

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

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

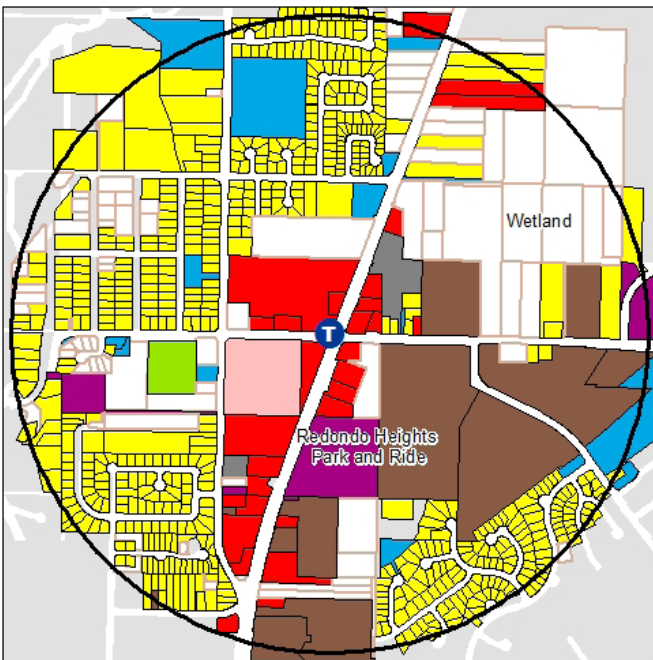
Redondo transit community has a population of 4,296, with 62 percent minority, making it one of the most diverse transit communities in the region. Nearly one in four households earns below the poverty level.

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

LOCAL PLANNING —

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

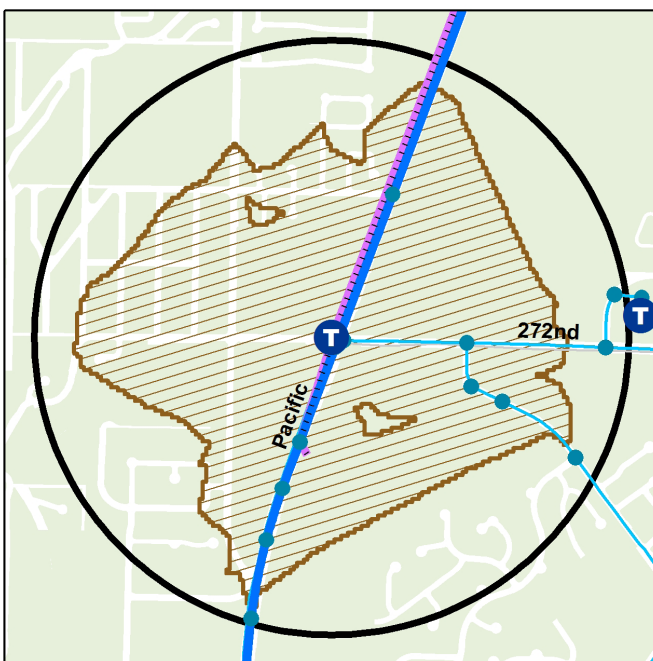
LAND USE



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

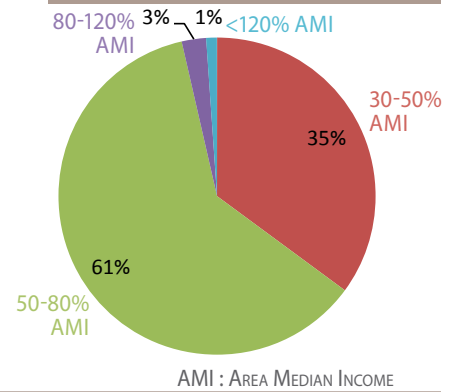
JOBS

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

HOUSING

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

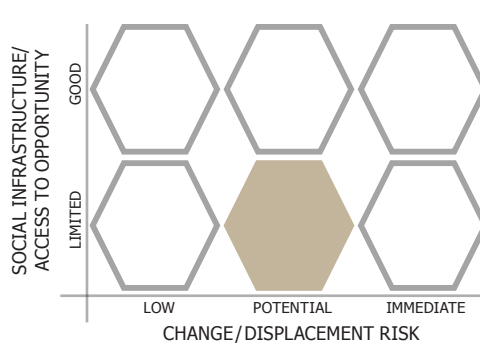
AFFORDABLE HOUSING BY INCOME LEVEL



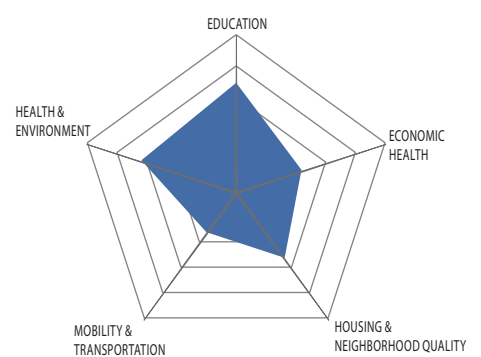
AMI : AREA MEDIAN INCOME

PEOPLE PROFILE

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

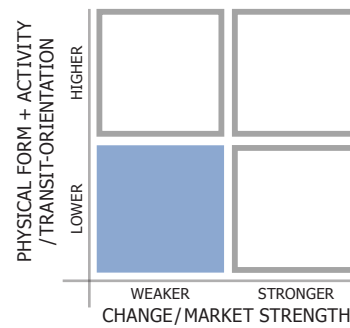


ACCESS TO OPPORTUNITY

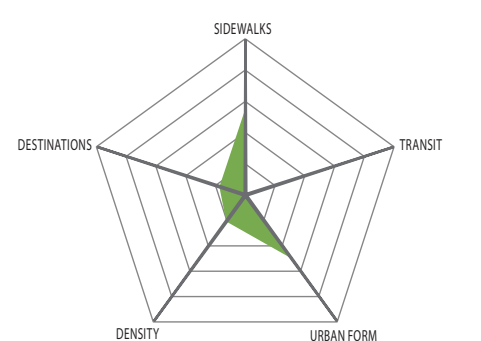


PLACE PROFILE

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



PHYSICAL FORM + ACTIVITY



IMPLEMENTATION APPROACH

7 ENHANCE COMMUNITY

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

KEY STRATEGIES:

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



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

