Federal Way Transit Center

**AREA DESCRIPTION**
Federal Way Transit Center, located in the City of Federal Way, is the site of a planned but as of yet unfunded light rail station. The transit community is currently served by the RapidRide A BRT line and numerous bus routes.

Current land uses are predominantly commercial and multifamily residential. While the sidewalk coverage is nearly complete, the area is extremely auto oriented at this time, with large blocks, wide arterials, and much land devoted to surface parking serving the retail and other commercial uses.

A population of 2,274 resides within a half mile of the transit center. With 60 percent minorities, the area is more diverse than the transit community average and region as a whole. The median household income is lower than the regional and transit community average. The transit community contains about 4,600 jobs.

Housing in area is mostly multifamily in type and renter occupied. A cluster of subsidized housing exists in the transit community. Overall, affordability is high compared with the region and most other transit communities, for households earning less than 50% of AMI.

**LOCAL PLANNING**
Federal Way Transit Center is located in a regionally designated Regional Growth Center. Federal Way’s comprehensive plan includes a city center element which addresses nearly the entire transit community. The plan includes policies to encourage a pedestrian-friendly environment and support high capacity transit. The city has adopted an array of incentives for development within the transit community. These include MPE, LIFT funding, Planned Action SEPA, and EB-5 VISA program. Federal Way is pursuing public-private partnerships to achieve a TOD style development at the city-owned site adjacent to the transit center.

**LAND USE**

**TRANSPORTATION**

**HOUSING**

**PEOPLE**

**JOBS**

**IMPLEMENTATION APPROACH**

**STIMULATE DEMAND**
Stimulate Demand transit communities are smaller employment centers, mostly in older city centers at the termini of the light rail corridors. These communities have good physical form and activity, but moderate demand at this time for TOD. Key strategies focus on economic development strategies and investments to expand the local job base, fulfill development potential, and expand opportunity. Eight communities are categorized as Stimulate Demand (including five current Tacoma Link stations).

**KEY STRATEGIES:**
- Promote economic development to retain and expand job base
- Long-range capital facilities plan with phased infrastructure and public realm investments
- Affordable housing assessment and preservation
- Community needs assessment and targeted investments

**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.