COMMUNITIES WITH POTENTIAL DISPLACEMENT RISK HAVE WEAK MARKET STRENGTH AND THEREFORE DO NOT FACE IMMINENT DISPLACEMENT RISK.

The Fife transit community, located within the City of Fife and the Puyallup Tribal Nation, is currently served by several Pierce Transit bus routes. It is also a potential site for a station along a prospective Link light rail extension from Federal Way to Tacoma. The station is dependent on Sound Transit securing additional funding for light rail.

Current land use is predominantly commercial with some industrial uses as well. Large blocks, few sidewalks, and an auto-oriented development pattern create a poor pedestrian environment. The Emerald Queen Casino, a regional draw and significant local employer, is located within the transit community.

The Fife transit community has a population of 2,075, 55% of whom are minorities. Education and income are higher than most South Corridor transit communities. A total of 4,206 jobs are located within a half mile of the transit node.

Housing in the Fife transit community is evenly divided between single-family and multifamily units. Most households are renters. Affordability is high compared with regional levels of need for households earning above 50% of AMI, but limited below that level.

LOCAL PLANNING — The City of Fife is currently developing a City Center subarea plan covering the area that includes the Fife transit community studied for this report. The City Center Visioning process involves reviewing land use, development standards, non-motorized connectivity, infrastructure, and related regulatory and economic incentives to support and implement TOD. The outcome of the City Center Visioning process (which will extend into 2013) will include a subarea plan, along with development standards consistent with TOD principles.

CURRENT LAND USE —

- Residential
- Commercial
- Parks and Open Space
- Transportation and Utilities
- Industrial
- Various non-BoP

TRANSPORTATION —

- Transit Station
- 0.2 Mile Buffer

- Land Use Categories
  - Mixed Use: Conventional
  - Commercial
  - SF Residential
  - MOH/Industrial
  - Park and Open Space
  - Transportation and Utilities
  - Industrial
  - Various non-BoP

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

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 households to thrive.

- 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 phased infrastructure and public realm investments
  - Community needs assessment and targeted community investments
  - Affordable housing preservation

IMPLEMENTATION APPROACH —

ENHANCE COMMUNITY

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