N 155th Street

Area Description —

The N. 155th Street transit community, located in the City of Shoreline, is the location for two future Metro RapidRide stops. Additional RapidRide stations and stops are located within the 0.5 mile walkshed. Service is expected to begin in February 2014. The transit community is also currently served by several Metro local and express bus routes.

Land uses in the area include low-rise commercial development along the major arterials, surrounded by predominantly single family housing. With relatively small blocks, the transit community has a moderately walkable urban form, but lacks complete sidewalk coverage. The population of the N 155th Street is 4,275, with a minority population of 38 percent, making it less populous and less diverse than the average transit community in the region.

Housing stock is predominately owner occupied, at 77 percent. Nearly half of the households are considered housing cost burdened. With sixteen percent of housing units affordable to households earning 50 percent of AMI, the community is less affordable than most other transit communities and well below the regional level of need for this income bracket.

Local Planning —

The City of Shoreline envisions significant change along the length of SR-99. The Aurora Corridor Project has brought new investments in sidewalks, lighting, stormwater and landscaping as part of a vision to improve safety for all users and change the auto-oriented corridor into a more sustainable and pedestrian-friendly mixed-use area. The City has adopted a community renewal area plan for Aurora Square, an existing underdeveloped and aging commercial area, with the intent of creating a transit-oriented community complete with more intense commercial, residential and employment development.

Build Urban Places

Build Urban Places transit communities are neighborhoods or centers with weak to emerging real estate markets and lower physical form and activity, located primarily along major highways or arterials in the mid-North and mid-South corridors. With low risk of displacement and good existing or future transit access to job centers these communities are poised for medium-term growth, however, their existing physical form and activity levels limit TOD potential. Key strategies focus on market priming through strategic planning and key infrastructure improvements in order to attract pioneering, market rate TOD. Fourteen communities, found primarily in the mid-North corridor (but no current light rail stations), are categorized as Build Urban Places.

Key strategies:

- Intensify activity with transformative plans for infill and redevelopment
- Identify and fund catalytic capital facilities investments
- Full range of tools for new affordable housing production
- Limited access to opportunity indicates barriers in attaining resources for households to thrive.