The NE 155th Street transit community, located in the City of Shoreline, is being considered as the location for a possible light rail station on the Lynnwood Link Extension. If chosen, service would begin in 2023. The transit community is currently served by numerous local and express bus routes.

The current land use is predominantly single-family residential. Bisected by the I-5 freeway and with few sidewalks the community has an urban form with moderate to poor walkability.

The NE 155th Street transit community has a total population 4,182, with a minority population of 30 percent, making less populous and less diverse than the average transit community. The community contains nearly 900 jobs.

Housing stock is predominantly owner occupied, at 75 percent. With only one percent of housing units affordable to households earning 50% of AMI, the community is less affordable than other transit communities and well below the regional level of need.

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Currently, the City of Shoreline does not envision significant change in the near to medium term for the NE 155th Street community. Zoning does not currently allow any commercial or mixed use development. While the city has adopted Comprehensive Plan policies for light rail station areas that call for transit supportive densities and mix of uses around future Lynnwood Link stations, it has not applied the policies to the NE 155th Street community.

**LOCAL PLANNING**

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**LAND USE**

**TRANSPORTATION**

**HOUSING**

**PEOPLE**

**JOBS**

**PEOPLE PROFILE**

Communities with lower TOD orientation have a physical form 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.

**PLACE PROFILE**

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**IMPLEMENTATION APPROACH**

**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.