**AREA DESCRIPTION**

The South 216th St. transit community, located in the Cities of SeaTac and Des Moines is currently served by the Rapid-Ride A BRT line. The community is located in the corridor currently under study for an extension of light rail from S. 216th St. to Federal Way.

**COMMERCIAL**

Commercial and light industrial uses predominate along major roadways. Residential uses, both single family and low rise multifamily, exist along the periphery of the transit community. With large blocks and few sidewalks, the community currently has a poor pedestrian environment. However, SR-99 has had significant transportation and pedestrian improvements and portions of several other arterials are currently being upgraded. S. 216th St. transit community has a population of 5,099, with 70 percent minority, making it one of the most diverse transit communities in the region. Median household income is lower and the poverty rate much higher than the region. Total employment within the half-mile radius is just over 1,000. Housing type is predominantly multifamily with a concentration of mobile homes. The majority of households rent their units. Housing is among the most affordable in the region for households earning less than 50% of AMI, despite the current lack of subsidized units in the immediate area. These data indicate a potential risk of displacement.

**LOCAL PLANNING**

The South 216th transit community is located within the Pacific Ridge and Business Park planning sub area. City of Des Moines has adopted an element of its comprehensive plan calling for redevelopment of the sub area as a higher density mixed use urban environment. With large blocks and few sidewalks, the community currently has a poor pedestrian environment. However, SR-99 has had significant transportation and pedestrian improvements and portions of several other arterials are currently being upgraded. S. 216th St. transit community has a population of 5,099, with 70 percent minority, making it one of the most diverse transit communities in the region. Median household income is lower and the poverty rate much higher than the region. Total employment within the half-mile radius is just over 1,000. Housing type is predominantly multifamily with a concentration of mobile homes. The majority of households rent their units. Housing is among the most affordable in the region for households earning less than 50% of AMI, despite the current lack of subsidized units in the immediate area. These data indicate a potential risk of displacement.

**TRANSPORTATION**

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.

**PHYSICAL FORM + ACTIVITY**

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.

**IMPLEMENTATION APPROACH**

**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 passed infrastructure and public realm investments
- Community needs assessment and targeted investments
- Affordable housing preservation