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The population of the Shoreline Park and Ride community is 5,188, with 37 percent minority, making it somewhat more diverse than the region as a whole. Household size is slightly smaller than the average of the transit communities studied while average household income is higher than the average. A total of 2,441 jobs are located within a half mile of the central transit node.

Housing stock is nearly equally split between owner and renter occupied. Forty-five percent of households are considered cost burdened and 64 percent of housing units are affordable at zero to 80 percent AMI, making the area relatively affordable compared with other transit communities and the region as a whole.

LOCAL PLANNING —

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PEOPLE

Envisioned:

- Medium to high income
- Average household income: $50,121
- Strong walkability

Current:

- Moderate to high income
- Average household income: $30,609
- High market strength

HOUSING

Envisioned:

- Affordable housing
- Transit-oriented
- High walkability

Current:

- High market pressure
- Low walkability

The current land use is predominantly single-family residential with auto-oriented commercial along the main arterial, SR-99. Current zoning, however, calls for a mix of uses. Recent development has included higher density residential. Large blocks and an incomplete network of sidewalks impede walkability.

PROJECTED CHANGES —

Shoreline Park & Ride transit community, located in the City of Shoreline, is the location for a future Metro RapidRide stop. The community is currently home to a King County Metro Park and Ride with numerous intercity and express bus connections. This transit community is located along SR-99, and is expected to evolve into a mid-rise, transit oriented community centered around its RapidRide stops.

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PLACE PROFILE

Communities with lower TOD orientation have a physical forms 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

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
- Community needs assessment and targeted investments

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