The City of Tukwila adopted the TIB Urban Renewal Plan in 2000, including guidelines for transit supportive development and a more pedestrian-friendly environment. In 2006, the City of SeaTac adopted the South 154th Street Station Area Action plan and calls for Transit supportive development and a more pedestrian-friendly environment. The transit community has a population of 4,155, with 73 percent minority, making it one of the most diverse transit communities in the region. The community is a residential and commercial center for Somali immigrants to the region. The majority of the households in the transit community rent units in multifamily buildings. Nearly one in five households earns below the poverty level. The community contains little subsidized housing. Overall, affordability for households earning less than 50% of AMI is average compared with the region, with more ample supply of affordable units for households earning up to 80% of AMI.

**LOCAL PLANNING**
In 2006, the City of SeaTac adopted the South 154th Street Station Area Action plan and in 2007 adopted implementing zoning and area-specific development regulations. The plan calls for transit supportive development and a more pedestrian-friendly environment. The City of Tukwila adopted the TIB Urban Renewal Plan in 2000, including guidelines for pedestrian oriented and denser development. Both cities hope to leverage the proximity to the light rail station to encourage TOD.

**LAND USE**

**TRANSPORTATION**

**PEOPLE**

**JOBS**

**HOUSING**

**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 household to thrive.

**PLACE PROFILE**
These communities have physical forms and activity levels that do not strongly support a dense, walkable and transit-supportive neighborhood. They have a stronger real estate market that suggests there is higher pressure for new development in the near-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 focused infrastructure and public realm investments
- Community needs assessment and targeted investments
- Affordable housing preservation