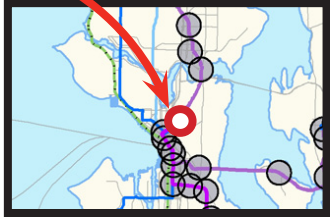
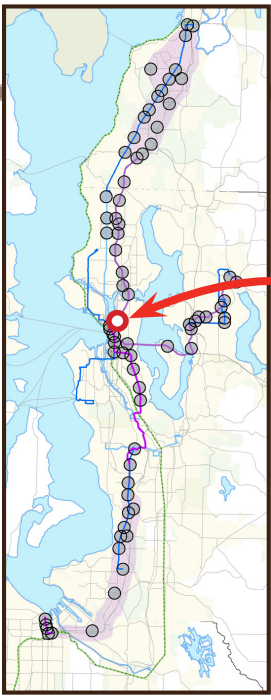


Capitol Hill Station



AREA DESCRIPTION —

The Capitol Hill transit community, located in the City of Seattle, is the location for a future light rail station on the North Link extension scheduled to begin service in 2016. A future street car line will begin service in 2014.

Capitol Hill's current land use is predominantly multifamily residential with a highly walkable urban form. Commercial retail predominates along the main arterial streets. The area also includes a community college, Cal Anderson Park, and a vibrant arts community.

Capitol Hill has a population of 20,890 persons, very high relative to other transit communities in the region. The community is 27% minority, significantly less than the 48% average of all transit communities. It is also an important center for employment, with 15,171 jobs.

Capitol Hill transit community housing stock is primarily renter occupied, at 82 percent. Roughly 17 percent of units are affordable to households earning 50 percent of AMI, which is a significantly lower level of affordability than the regional average for transit communities. Subsidized housing nearby helps to meet the needs of the lowest income residents.

LOCAL PLANNING —

The transit community is part of a designated Seattle Urban Center Village, Station Area Overlay District, and a Regional Growth Center. The city and community members seek to maintain the area as a dynamic urban neighborhood, by expanding the mix of businesses, providing additional housing, and improving the pedestrian environment. In 2011, the city completed an Urban Design Framework for the area, which guides future redevelopment. A pending development agreement between the City of Seattle and Sound Transit provides flexibility in underlying development standards for the sites in exchange for required inclusion of desired community benefits and amenities such as affordable housing, a publicly accessible plaza and other design features.

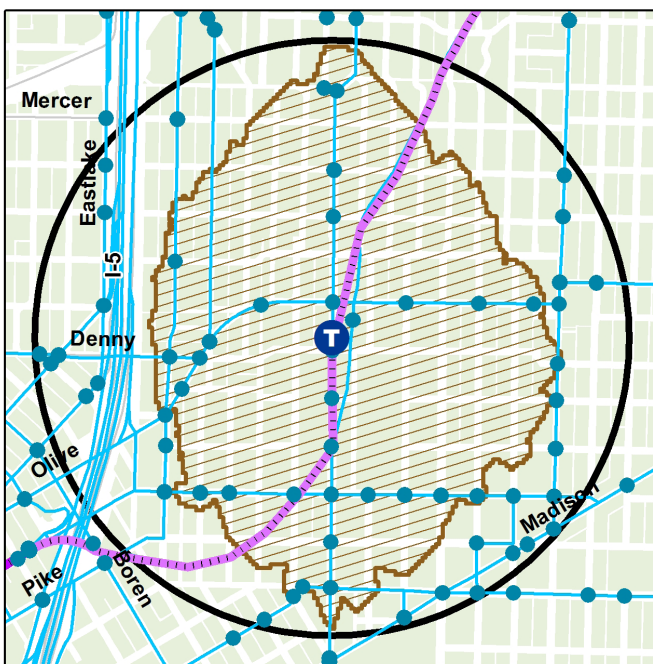
LAND USE



- Transit Station
- 1/2 Mile Buffer
- Land Use Categories**
- Vacant & Unclassified
- Commercial
- SF Residential
- MF Residential
- Park and Open Space
- Govt/Civic
- Transportation and Utilities
- Industrial
- Mobile Home Park

Revised Summer 2013

TRANSPORTATION



- Bus Stops
- Transit Nodes
- Bus Routes
- Existing Light Rail
- Planned Light Rail
- Existing Bus Rapid Transit
- Planned Bus Rapid Transit
- Commuter Rail
- Ten Minute Walkshed
- 1/2 Mile Buffer

PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	20,890	4,237
RACIAL DEMOGRAPHICS	27% minority	45%
AGE	4% > 18 years 6% < 65 years	19% 11%
MED. HH. INCOME	\$43,854	\$46,637
EDUCATION	39% BA or >	20%
AVERAGE HH SIZE	1.45	2.39

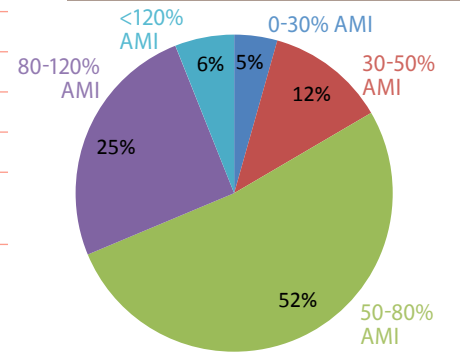
JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	15,171	3,032
AVERAGE WAGE	\$49,268	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	15%	17%

HOUSING

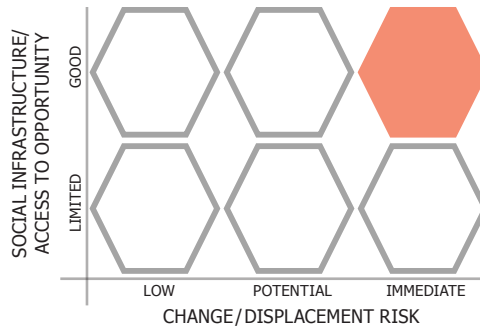
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	15,098	2,674
AFFORD. RANGE (0-50% AMI)	69%	21%
HOMEOWNERS	18%	35%
RENTERS	82%	65%
COST BURDEN (% OF INCOME)	52%	44%

AFFORDABLE HOUSING BY INCOME LEVEL

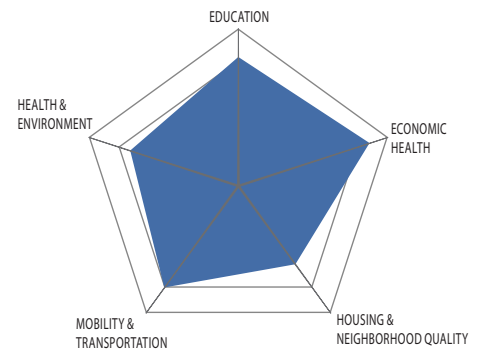


PEOPLE PROFILE

Communities with immediate displacement risk show indications that displacement of lower income populations has begun, higher current market strength, and/or high number of community risk factors. Good access to opportunity means households benefit from a wide range of nearby resources.

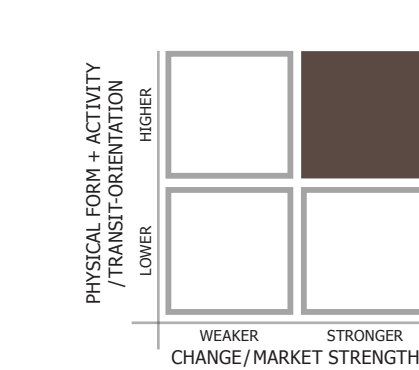


ACCESS TO OPPORTUNITY

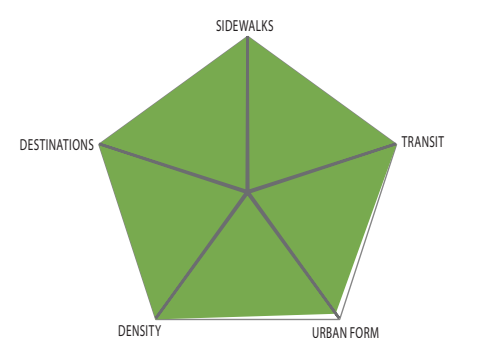


PLACE PROFILE

Communities with higher TOD orientation have a physical form and activity level that support a dense, walkable and transit-supportive neighborhood. A stronger real estate market suggests there is higher pressure for new development in the near- to mid-term.



PHYSICAL FORM + ACTIVITY



IMPLEMENTATION APPROACH

2 EXPAND HOUSING CHOICES

Expand Housing Choices transit communities are current or future mixed-use centers with good access to opportunity, TOD supportive physical form and activity, and emerge to strong demand for higher density development. Some communities are at high risk of displacement; others have significant subsidized housing but will still have trouble meeting demand from lower to middle income households given the locations' desirability. Key strategies leverage these strong markets to attract growth while providing broad affordability. Seven communities are categorized as Expand Housing Choices, all in the inner portions of the light rail corridors in Seattle (including four current light rail stations).

KEY STRATEGIES:

- Support potential to increase market rate housing supply and affordability
- Target subsidy and other efforts to preserve and expand low to moderate income affordable housing stock
- Leverage public and private assets and market demand to meet demand for workforce housing

