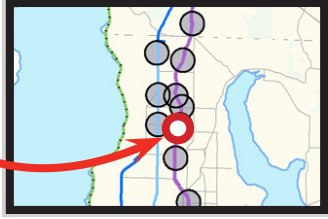
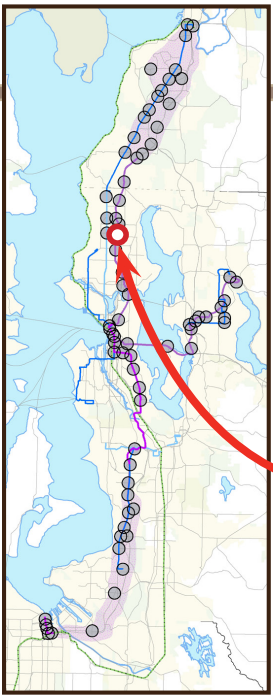


NE 130th Street



AREA DESCRIPTION —

The NE 130th Street transit community, located in the City of Seattle, is the location for a possible light rail station along the Lynnwood Link extension. If selected, service could begin as early as 2023. The community is

also home to a Washington State Department of Transportation Park and Ride with connections to numerous Metro local and express bus routes.

The current land use is predominantly single-family housing. With relatively small block sizes, but a lack of sidewalks throughout much of the neighborhood, the walkability of the transit community is moderate. Circulation is also impeded by the I-5 freeway.

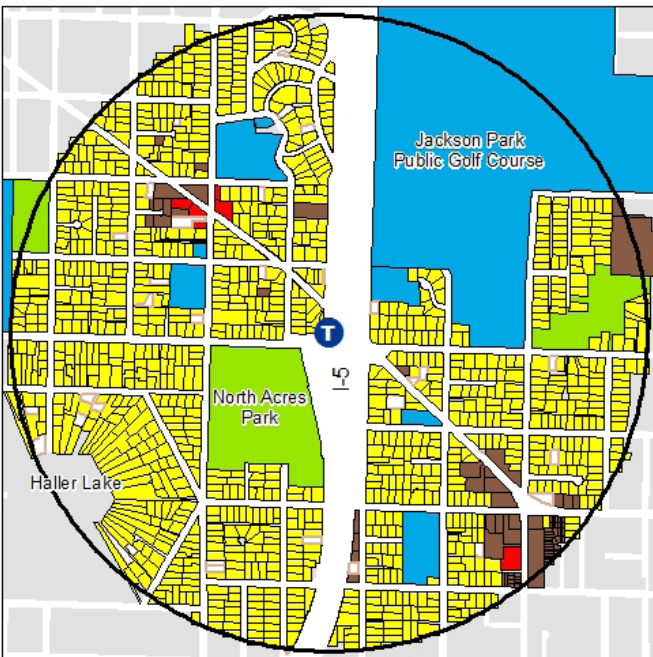
The NE 130th Street transit community has a total population of 4,198, and minorities make up 35 percent of the population, making it less populous and less diverse than the average transit community in the region. Little employment is located in the area.

Housing stock is predominantly owner-occupied, at 65 percent. Fifteen percent of housing units are affordable to households earning 50 percent of AMI, making the community less affordable than most transit communities and below the regional level of need for housing for this income bracket.

LOCAL PLANNING —

The City of Seattle does not currently envision any significant change in the near or medium term for the NE 130th St. transit community. Because the area is primarily zoned for single-family residential uses and does not contain a designated urban village, the City has not prepared a focused plan here.

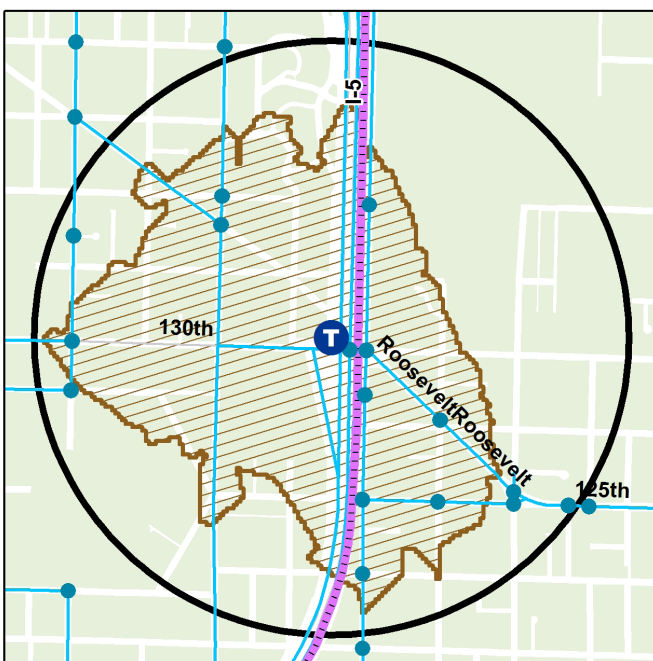
LAND USE



- Transit Station** (T icon)
- 1/2 Mile Buffer** (circle icon)
- 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** (blue dot)
- Transit Nodes** (T icon)
- Bus Routes** (blue line)
- Existing Light Rail** (purple dashed line)
- Planned Light Rail** (pink dashed line)
- Existing Bus Rapid Transit** (thick blue line)
- Planned Bus Rapid Transit** (thick light blue line)
- Commuter Rail** (green dashed line)
- Ten Minute Walkshed** (hatched area)
- 1/2 Mile Buffer** (circle icon)

PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	4,198	4,237
RACIAL DEMOGRAPHICS	35% minority	45%
AGE	17% > 18 years 13% < 65 years	19% 11%
MED. HH. INCOME	\$56,068	\$46,637
EDUCATION	27% BA or >	20%
AVERAGE HH SIZE	2.31	2.39

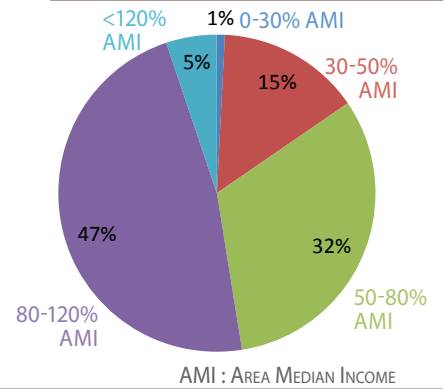
JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	266	3,032
AVERAGE WAGE	\$41,361	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	13%	17%

HOUSING

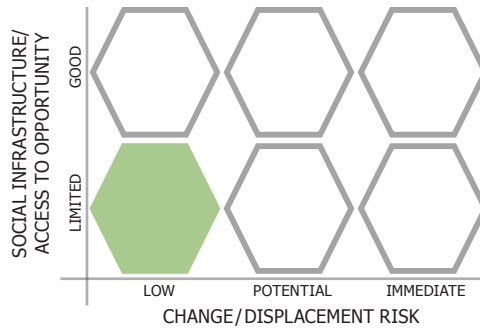
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	4,306	2,674
AFFORD. RANGE (0-50% AMI)	15%	21%
HOMEOWNERS	65%	35%
RENTERS	35%	65%
COST BURDEN (% OF INCOME)	44%	44%

AFFORDABLE HOUSING BY INCOME LEVEL

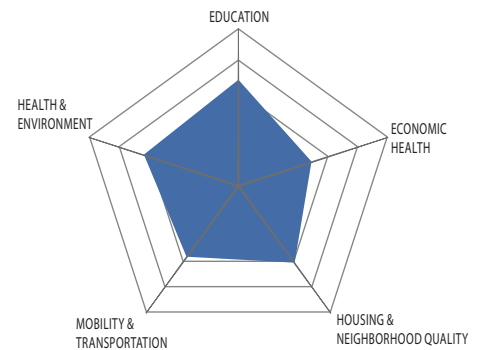


PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

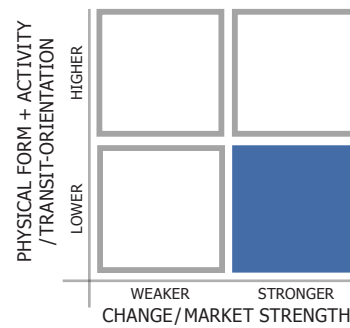


ACCESS TO OPPORTUNITY

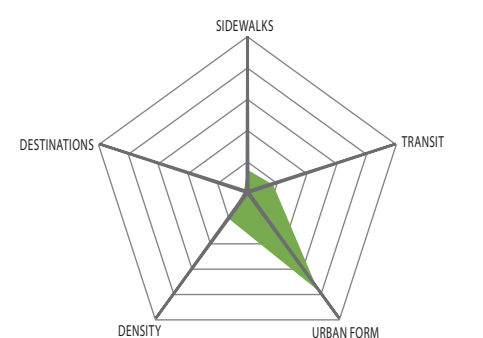


PLACE PROFILE

Communities with lower TOD orientation have a physical forms and activity level that do not strongly support a dense, walkable and transit-supportive neighborhood. A stronger real estate market suggests there is higher pressure for new development in the near- to mid-term.



PHYSICAL FORM + ACTIVITY



IMPLEMENTATION APPROACH

6 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

