The International District transit community, located in the City of Seattle, is currently served by Central Link light rail, multiple bus transit routes to destinations throughout the region, and Amtrak and Sounder Commuter Rail service. A new streetcar system, currently under construction, will provide service starting in 2014.

More than 10,000 people reside within a half mile of the International District station, nearly two-thirds of whom are minorities, with many Asian immigrants, making this area much more diverse than the region as a whole. As part of downtown Seattle, the area is a major regional employment center with more than 43,000 jobs.

The housing stock is entirely multifamily in type, including both apartments and condominiums. Altogether, about a third of housing in the study areas in downtown Seattle is affordable to households earning 50% of AMI. However, most of the affordable units are heavily subsidized. Market rate housing is generally less affordable than elsewhere in the transit corridors.

LOCAL PLANNING — The International District transit community is located in the regionally designated Seattle Downtown Regional Growth Center. In 2010, the City adopted the Livable South Downtown Plan that included new incentive zoning provisions allowing for higher height and density in parts of the International District in exchange for affordable housing, open space or historic preservation. Some of the open space contributions could include improvements to the system of green streets that the Plan identified in the area.

Expand Housing Choices transit communities are current or future mixed-use centers with 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

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.

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.

HOUSING
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.

IMPLEMENTATION APPROACH
Expand Housing Choices transit communities are current or future mixed-use centers with good access to opportunity, TOD supportive physical form and activity, and emerging 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).

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