The N 130th Street transit community, located in the City of Seattle, is the location of a future Metro RapidRide Station. Service is expected to begin in September of 2013. The community includes low-rise commercial and light industrial uses along SR-99, surrounded by predominantly single family and low-density multi-family housing. A neighborhood activity center at Linden Avenue includes recent higher density and mixed-use developments, as well as a community center and play ground. A lack of sidewalks in much of the neighborhood, larger blocks, and barriers created by major arterials impede walkability.

N 130th Street transit community has a total population of 4,621 with 37 percent minority, making it less populous and diverse than the average transit community. Over 3,000 jobs are located in the transit community as well. Housing stock is predominantly renter occupied, at 62%. With nineteen percent of housing units affordable to households earning 50% AMI, the community is less affordable than transit communities on average and lower than overall regional need for this income bracket. The area is home for several major subsidized housing developments.

LOCAL PLANNING —

N 130th Street transit community is within a Seattle designated Hub Urban Village. In 2012, the City of Seattle completed an update of the Broadview - Bitter Lake- Haller Lake neighborhood plan. The City of Seattle envisions more balanced transportation options.

The N 130th Street transit community is within a Seattle designated Hub Urban Village. In 2012, the City of Seattle completed an update of the Broadview - Bitter Lake- Haller Lake neighborhood plan. The City of Seattle envisions more balanced transportation options. Additionally, the city seeks to strengthen the mixed-use in the N. 130th St. transit community through development of high quality sidewalks and neighborhood plan. The City of Seattle envisions more balanced transportation options.

PETRA, Plum Street, and Aurora are a few examples of Build Urban Places transit communities. Communities with a low 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. Communities with a low 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.

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. A lack of sidewalks in much of the neighborhood, larger blocks, and barriers created by major arterials impede walkability.

Communities with lower TOD orientation 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. Communities with lower TOD orientation 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.

THE GROWING TRANSIT COMMUNITIES PROGRAM

The Growing Transit Communities program is supported by a grant from the U.S. Department of Housing and Urban Development’s Sustainable Communities Regional Planning Grant Program. For more information: visit psrc.org or contact Ben Bakkenta at 206-971-3286 or bbakkenta@psrc.org

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.

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. 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.