**NE 130th Street**

**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.

**COMMUNITY 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 households to thrive.

**PEOPLE PROFILE**

Communities with lower TOD orientation have a physical form 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.