Northgate

AREA DESCRIPTION —
The Northgate 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 2021. The community is currently home to a major King County Metro Transit Center and Park & Ride facility with numerous local and intercity bus connections.

Northgate’s current land use pattern is predominantly commercial, including over 50 acres at the Northgate Mall alone. Walkability is limited due to large blocks, hilly topography, and by Interstate-5 that divides the neighborhood. North Seattle Community College is located across the freeway west of the planned light rail station. Several higher-density mixed-use residential projects were developed over the last several years, as were public amenities that include a new community center, library, and park.

The population of the Northgate transit community is approximately 5,453, with 45 percent minority, making it more populous than average and comparable to diversity in the average transit community in the region. Over 9,000 jobs are located in the transit community, which represents a major subregional concentration of employment.

Over two-thirds of Northgate’s housing stock is renter occupied. With fifteen percent of housing units affordable to households earning 50 percent of AMI, the community is less affordable than both the regional average for transit communities and the regional need for housing at this affordability level.

LOCAL PLANNING —
The Northgate transit community is part of a city-designated Urban Center, and a regionally designated Regional Growth Center. The city envisions Northgate evolving into a pedestrian-friendly transit-oriented mixed-use community that will absorb substantial new residential and employment growth. In 2013, the City of Seattle will complete an Urban Design Framework for the station area and the surrounding urban center.

LAND USE

TRANSPORTATION

PEOPLE

HOUSING

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.

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.

IMPLEMENTATION APPROACH

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 emerging 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

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