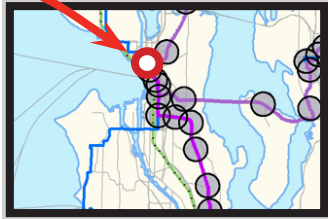
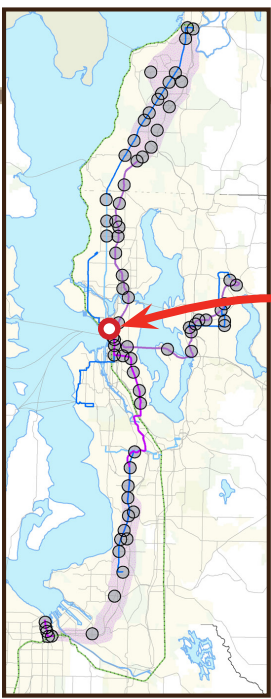


# Westlake Station



## AREA DESCRIPTION —

The Westlake Station transit community, located in the City of Seattle, is currently the location of the northern terminus of the Central Link light rail. The University Link extension, opening in 2016, will connect Westlake to the University of Washington. Westlake is also served by the Seattle Monorail, the South Lake Union Streetcar, and multiple bus transit routes to destinations throughout the region.

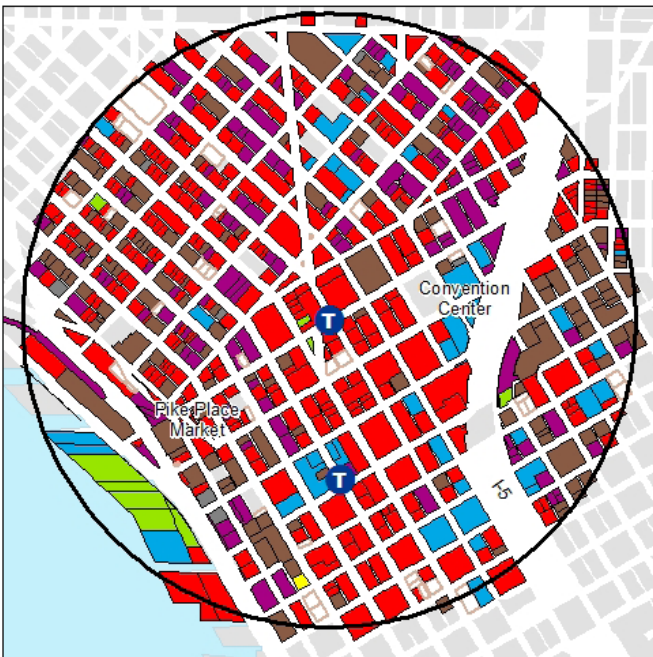
The Westlake Station is located at the heart of downtown Seattle's retail core. The area within walking distance of the station is densely developed with office and retail uses, multifamily housing, hotels, and the Washington State Convention Center. With small blocks and full sidewalk coverage, the area is highly walkable.

Approximately 15,000 people reside within a half mile of Westlake Station, a third of whom are minorities. As part of downtown Seattle, the area is a major regional employment center with over 90,000 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 with many subsidized units affordable to households with lower incomes. Market rate housing is generally less affordable than elsewhere in the transit corridors.

**LOCAL PLANNING** — Westlake is located in the Commercial Core Urban Center Village, within the regionally designated Seattle Downtown Regional GrowthCenter. The city does not envision any significant change in the near or medium term for Westlake. Height and density limits in the immediate area around Westlake Station are intended to maintain the area's primary retail function and the established character of the area. Higher density commercial development to promote concentrated employment is emphasized in adjacent areas.

## LAND USE



**Legend:**

- T Transit Station
- 1/2 Mile Buffer

**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



**Legend:**

- Bus Stops
- Transit Nodes
- Bus Routes
- Existing Light Rail
- Planned Light Rail
- Existing Bus Rapid Transit
- Planned Bus Rapid Transit
- Commuter Rail
- Ten Minute Walkshed
- 1/2 Mile Buffer

## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	15,171	4,237
RACIAL DEMOGRAPHICS	32% minority	45%
AGE	2% < 18 years 65% ≥ 65 years	19% 11%
MED. HH. INCOME	\$39,277	\$46,637
EDUCATION	N/A	20%
AVERAGE HH SIZE	1.47	2.39

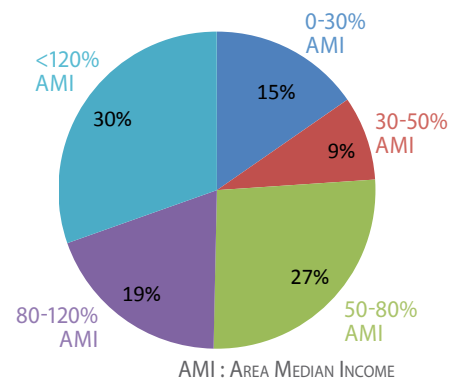
## JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	91,055	3,032
AVERAGE WAGE	\$73,230	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	10%	17%

## HOUSING

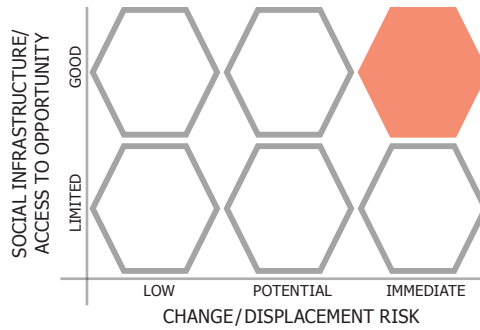
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	12,995	2,674
AFFORD. RANGE (0-50% AMI)	24%	21%
HOMEOWNERS	19%	35%
RENTERS	81%	65%
COST BURDEN (% OF HOUSEHOLDS)	43%	44%

## AFFORDABLE HOUSING BY INCOME LEVEL

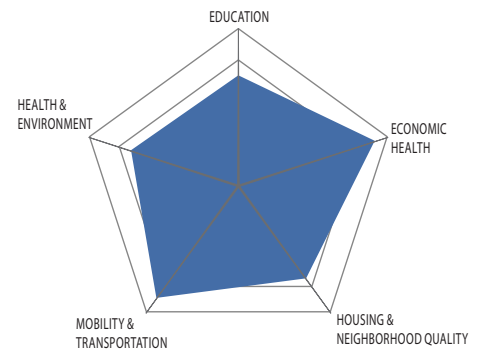


## PEOPLE PROFILE

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.

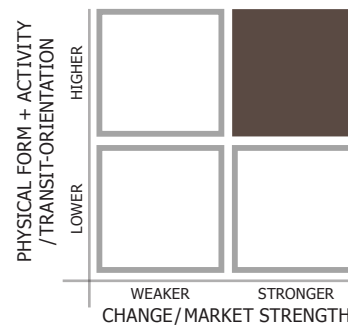


## ACCESS TO OPPORTUNITY

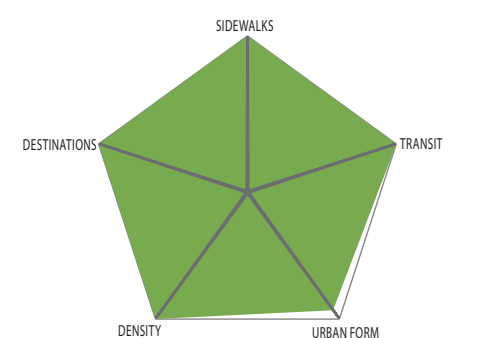


## PLACE PROFILE

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.



## PHYSICAL FORM + ACTIVITY



## IMPLEMENTATION APPROACH

### 2 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 emerge 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

