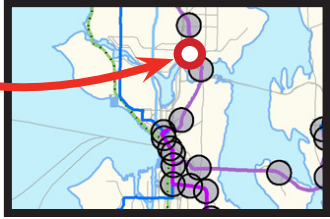
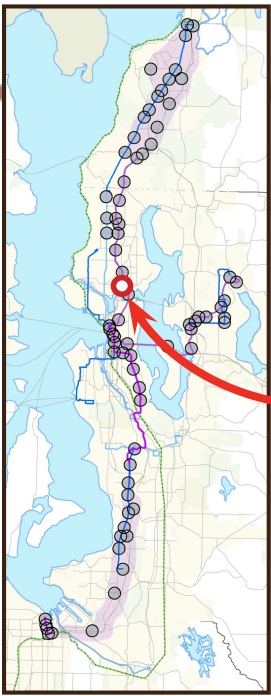


# Brooklyn (U District)



## AREA DESCRIPTION —

The Brooklyn (now called U District) 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 area is served by several Metro local

and express bus routes.

The U District is a walkable community that is home to the University of Washington and major retail corridors along NE 45th Street, Roosevelt Way NE, and University Way NE. Current land uses also include a significant concentration of multifamily residential.

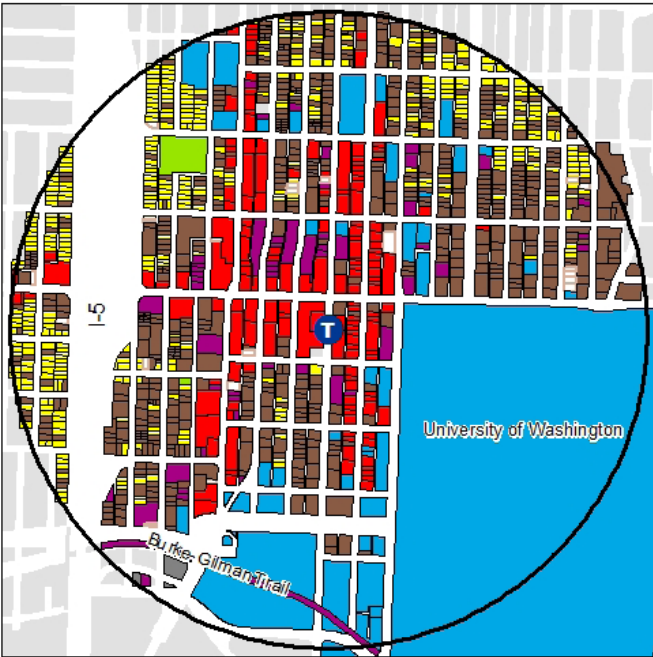
The half mile surrounding the planned Brooklyn station has the highest total population of the 74 transit communities with 21,204 persons, many of whom are University of Washington students. In addition, the community is a major employment center with over 14,500 jobs. Minority population of Brooklyn station is 42 percent, slightly less than the regional average for transit communities. Median household income is very low (\$26,442) due to the high student population.

Housing stock is predominantly renter-occupied, at 93 percent. Nearly 25 percent of the housing stock is affordable to households earning below 50 percent of AMI.

## LOCAL PLANNING —

The transit community is part of a Seattle designated Urban Center Village, Seattle designated Station Area Overlay District, and a Regional Growth Center. The neighborhood plan calls for a wide array of housing types and strengthening the business district along University Way. In 2013, the City of Seattle completed an Urban Design Framework for the station area and the surrounding urban center that present both the vision for the community and a framework for future redevelopment. The City will conduct an EIS process starting in 2013, and make recommendations in 2015 for new zoning in the U District.

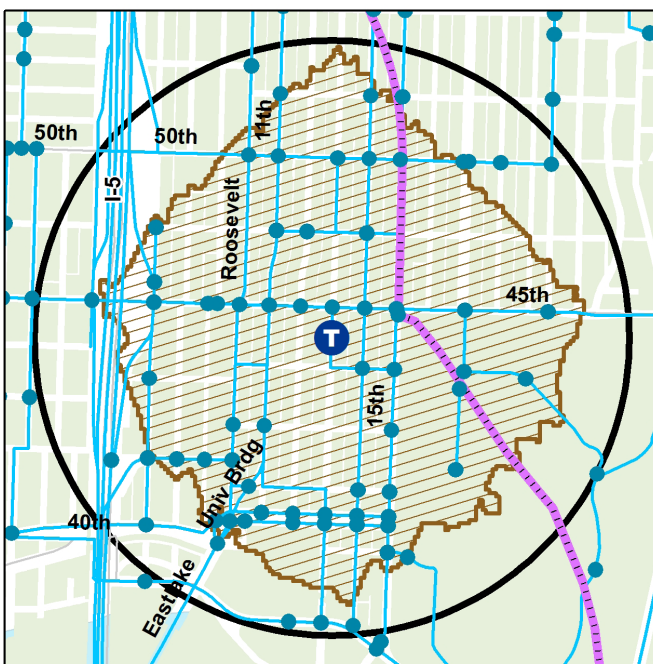
## LAND USE



- 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



- 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	21,204	4,237
RACIAL DEMOGRAPHICS	42% minority	45%
AGE	3% > 18 years 2% < 65 years	19% 11%
MED. HH. INCOME	\$26,442	\$46,637
EDUCATION	37% BA or >	20%
AVERAGE HH SIZE	3.21	2.39

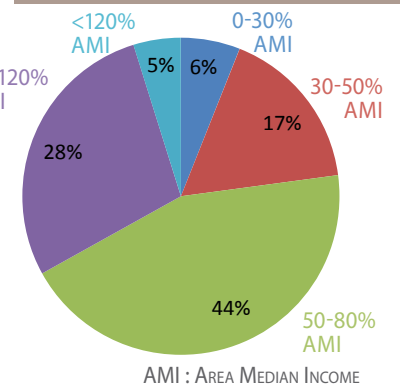
## JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	14,794	3,032
AVERAGE WAGE	\$28,761	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	5%	17%

## HOUSING

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	7,929	2,674
AFFORD. RANGE (0-50% AMI)	23%	21%
HOMEOWNERS	7%	35%
RENTERS	93%	65%
COST BURDEN (% OF INCOME)	65%	44%

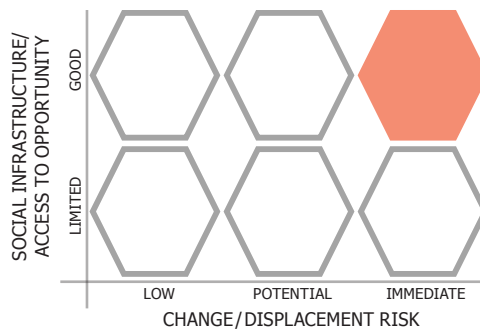
## AFFORDABLE HOUSING BY INCOME LEVEL



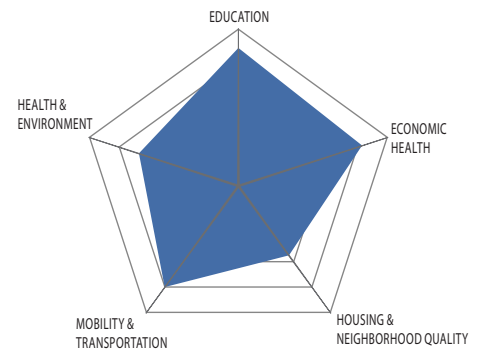
AMI : AREA MEDIAN INCOME

## 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.

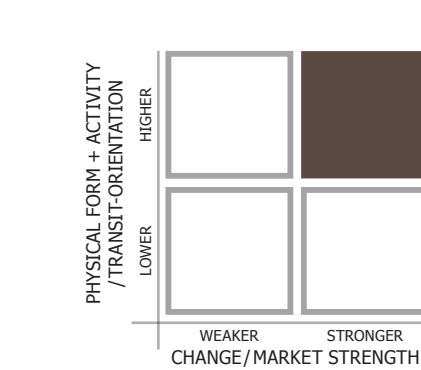


## ACCESS TO OPPORTUNITY

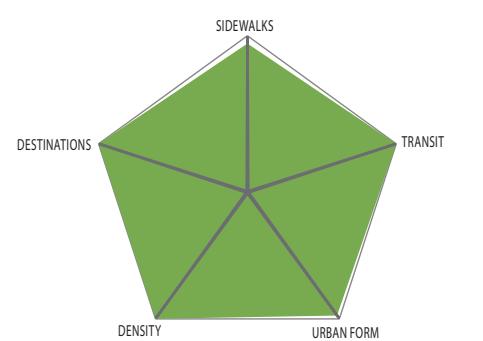


## PLACE PROFILE

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

