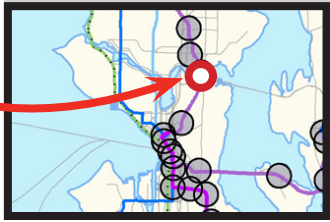
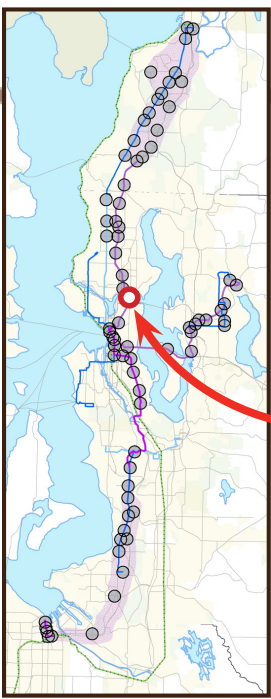


# UW Stadium



## AREA DESCRIPTION —

The UW Stadium (now called University of Washington Station) transit community, located in the City of Seattle, is the location for a future light rail station on the University Link extension scheduled to begin service in 2016.

The station is located on the University of Washington campus, adjacent to the stadium and sports facilities, hospital, and main campus. As a campus setting, the area is well served by pedestrian walkways. The Burke-Gilman Trail, a regional bicycling and pedestrian facility, passes through the transit community, directly adjacent to the light rail station. As part of the light rail station development, Sound Transit is constructing a new pedestrian overpass that connects the station with the main campus across Montlake Blvd.

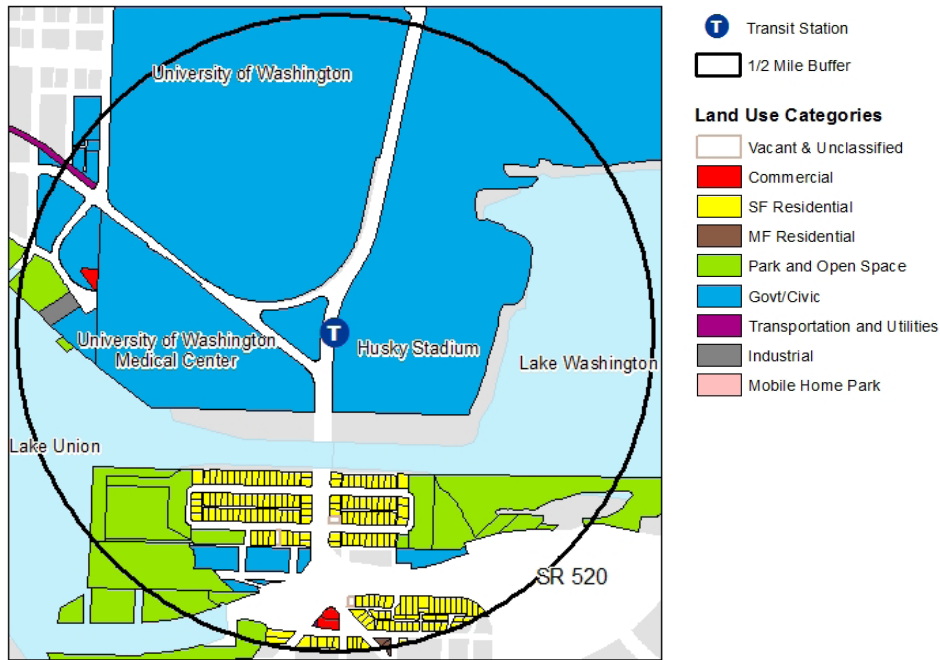
The half mile surrounding the planned UW Stadium station encompasses a small single-family residential neighborhood with a population of approximately 500. The campus is a major regional employment center with over 15,500 estimated jobs.

Housing stock is predominantly single-family homes that are owner-occupied. None of the limited housing stock within walking distance of the station is affordable to households earning less than 80% of AMI.

## LOCAL PLANNING —

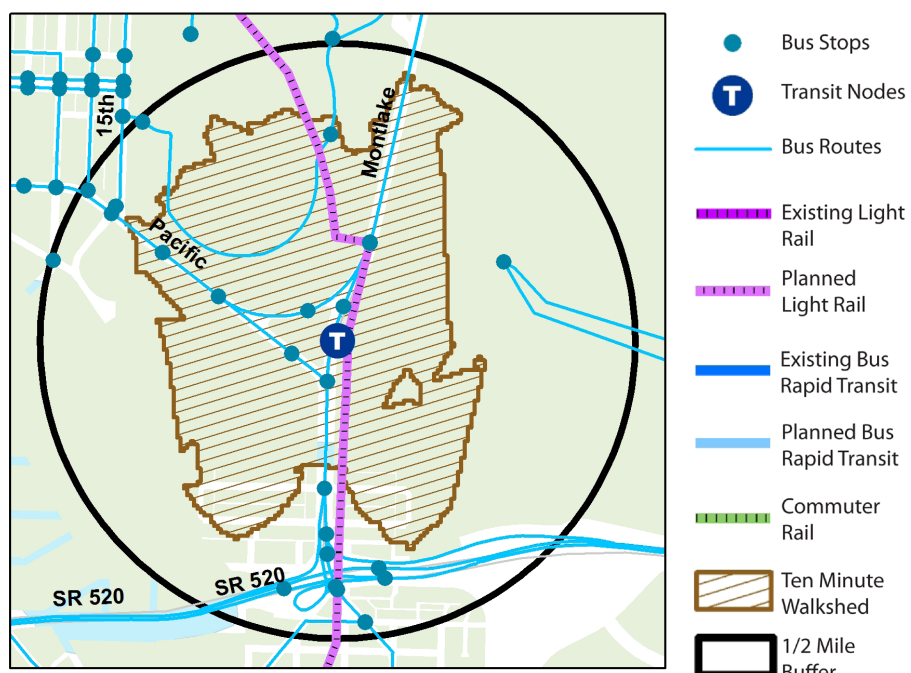
The transit community is part of a Seattle designated Urban Center Village, Seattle designated Station Area Overlay District, and a Regional Growth Center. Because this station is located on the UW campus and the nearest non-campus area is zoned for single-family residential uses, the City has not conducted a planning process in the area. However, the UW campus is governed by a Major Institution Master Plan that will likely be updated in the next several years.

## LAND USE



Revised Summer 2013

## TRANSPORTATION



## PEOPLE

	TRANSIT COMMUNITY	ALL T/C MEDIAN
POPULATION	488	4,237
RACIAL DEMOGRAPHICS	15% minority	45%
AGE	0% > 18 years 0% < 65 years	19% 11%
MED. HH. INCOME	\$0	\$46,637
EDUCATION	47% BA or >	20%
AVERAGE HH SIZE	2.73	2.39

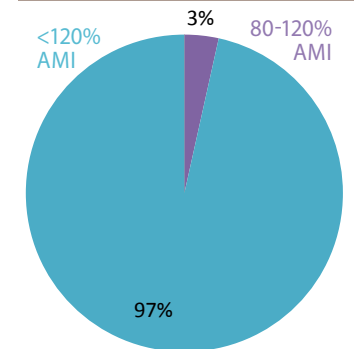
## JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	15,511	3,032
AVERAGE WAGE	\$33,885	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	24%	17%

## HOUSING

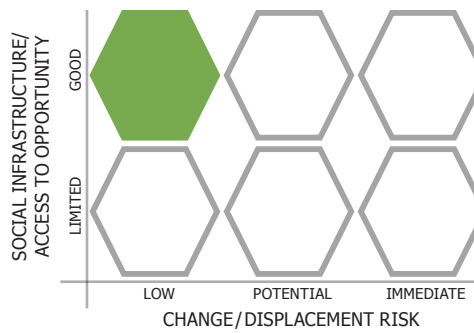
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	10	2,674
AFFORD. RANGE (0-50% AMI)	0%	21%
HOMEOWNERS	82%	35%
RENTERS	18%	65%
COST BURDEN (% OF INCOME)	0%	44%

## AFFORDABLE HOUSING BY INCOME LEVEL

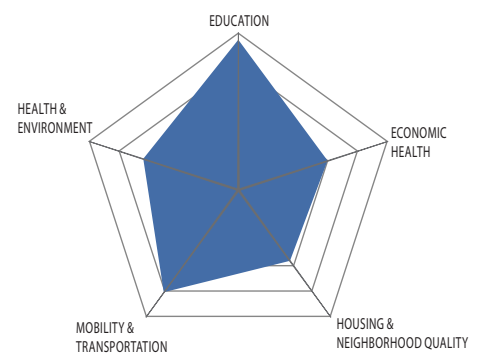


## PEOPLE PROFILE

Communities with a low displacement risk tend to be moderate to higher income communities and/or communities with lower market pressures. Good access to opportunity means households benefit from a wide range of nearby resources.



## ACCESS TO OPPORTUNITY

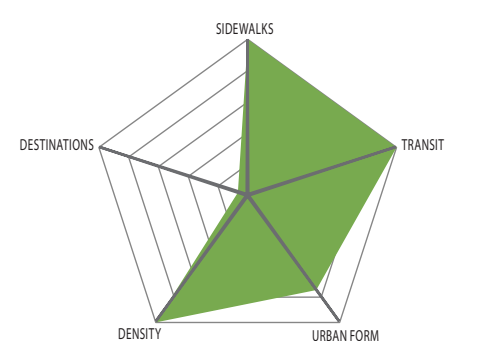


## PLACE PROFILE

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

### 8 PRESERVE AND CONNECT

Preserve and Connect transit communities are regional industrial or institutional employment centers that play a vital role in the region's economy. While People and Place characteristics vary greatly across the transit communities in this approach, they are similar in the overarching importance of preserving and expanding the job base. Transit access improvements are needed where appropriate to support commuting. The introduction of housing in these areas may harm job opportunity and is not recommended. Four study areas, including two current stations, are categorized as Preserve and Connect.

#### KEY STRATEGIES:

- Ensure accessibility by multiple modes of transportation
- Connect transit dependent populations to transit and other community resources

