

B. Housing & Employment

Affected Environment

In 2000, the total population of the Northgate study area was 30,105 people living in 14,233 households. Housing units in the area were about evenly divided between single-family and multi-family. There were approximately 17,000 jobs, the majority of which were in retail (27.7 percent) and finance, insurance and real estate (FIRES) (59.5 percent) sectors of the economy.

The Comprehensive Plan's Northgate area policies support the development of:

- multifamily housing affordable for households at all income levels and compatible in intensity and scale to the surrounding single family neighborhoods;
- mixed-use (residential and commercial) structures and projects, and
- a core concentration of employment and housing opportunities within the Northgate Urban Center.

Achievement of these goals is linked, in part, to transportation improvements that will create a more pedestrian-friendly environment, improve vehicular circulation, accommodate the parking needs created by additional development, and improve and expand access to public transit.

In 2000, the City's Strategic Planning Office published a *Growth Report* which measured progress toward achieving Northgate's housing growth targets. The report found that many of these goals were not being realized. For example, only 6 percent of the new units planned for in the Northgate Urban Center had been constructed during the first five years of the 20-year planning period, as compared with housing growth of 13 percent to 25 percent in other Urban Centers.

From 1995 to 1998, 16 percent of Northgate's growth target for new jobs had been realized. While expansion in employment opportunity was a goal of the Northgate neighborhood plan, it also envisioned that many new Northgate employees would also reside in the neighborhood. However, the planned increase in population and housing was not occurring commensurate with the increase in jobs.

More recently, particularly since 2003, the Northgate area has been experiencing some modest growth, and there are several projects either proposed or in the early planning stages (the pipeline projects).

Significant Impacts of the Proposed Action

In 2010, the population of the Northgate planning area is anticipated to be between 29,492 and 30,721 people, roughly comparable to that of 2000. The lack of substantial population growth between 2000 and 2010 continues the pattern of growth from 1990 to 2000. Jobs in the major employment sectors (retail, FIRES, and government/education)

are projected to increase by 2010 with over 2,800 new jobs and over one million square feet of new development in the Northgate area.

By 2030, population is expected to increase to between 36,697 and 38,226 people. Between 2010 and 2030, an additional two million square feet of commercial space supporting 7,000 new jobs in retail, FIRES, and the government/education sectors are forecast.

The CTIP growth assumption for households/housing units and employment are summarized in Table 4 below.

**Table 4. 2010 & 2030 Housing and Employment Forecasts
(Northgate Study Area)**

Year	Households/ Housing Units	% Increase Over 2000	Jobs	% Increase Over 2000
2000	14,233	--	17,092	--
2010	15,717	10.4%	19,906	16.5%
2030	20,572	44.5%	27,271	59.6%

Source: Mirai Associates, *2010 & 2030 Traffic Analysis Draft Report*, November 30, 2005; City of Seattle

Forecast growth includes eight pipeline projects (See Project Description and Appendix A), the majority completed by 2010, which will add community facilities, residential, and commercial space. New commercial uses include retail, restaurants, hotels, a theater, health club, and daycare. New housing projects would provide rental housing, for-sale condominiums, and senior housing. The net new space and housing units include:

Type of Space	Complete by 2010	Complete by 2030
Community Facilities	30,000 sq. ft.	N/A
Commercial (includes retail and service)	482,937 sq. ft.	156,000 sq. ft.
Housing	1,559 units	820 units

Source: Mirai Associates, *2010 & 2030 Traffic Analysis Draft Report*, November 30, 2005; City of Seattle, Huckell/Weinman Associates, Inc.

Provision of adequate public infrastructure, including street, pedestrian, and transit-related improvements, are necessary to accommodate new development consistent with City standards and Northgate policies, particularly at the higher densities envisioned for both commercial and residential uses. To the extent that CTIP's recommended improvements, particularly near- and mid-term projects, are implemented, it is more likely that the forecast growth in jobs and housing will occur.

The *Seattle Comprehensive Plan*, which was recently updated, sets a 2024 housing growth goal for the Northgate Urban Center of 2,500 new units and an employment target of 4,220 new jobs. To the extent that implementation of the CTIP supports development of the pipeline projects, as much as 62 percent of the housing target and 67 percent of the employment target could be met by 2010. Housing would primarily be in mixed-use

developments located in the Urban Center, which is consistent with adopted neighborhood plan policies.

Affordable housing is a regional issue. However, living in neighborhoods with many housing choices close to employment opportunities, as well as good transportation options can be more affordable than in other types of communities. To the extent that the implementation of CTIP recommendations can help realize the neighborhood plan's vision, additional affordable housing options could be provided.

Economic conditions are currently favorable for both housing and commercial development. It is important that new development begin to occur with the improving economy if the 2010 forecasts are to be realized and the growth patterns necessary to achieve 2030 goals are to be established. Implementation of the CTIP's recommended projects will create transportation system improvements and demonstrate a public financial commitment to the Northgate vision; both effects would provide positive support to housing and employment land uses.

Mitigation Measures

No adverse impacts are anticipated and no mitigation is warranted. The impacts of implementation of the CTIP would be positive and would encourage and support planned growth in housing and jobs.

Impacts of the Alternatives

No Action Alternative

Growth in Northgate is assumed to occur with or without the CTIP, based on the Comprehensive Plan's growth targets for Urban Centers. In addition, most of Northgate's expected growth to 2010 is comprised of pipeline projects. Moreover, the Proposed Action would not change land use or zoning. As such, No Action and the Proposed Action have the same theoretical residential and employment growth potential.

The CTIP traffic analysis (Section III.C and Appendix A of the Draft EIS) indicates that without recommended improvements, significant delays would occur at both signalized and unsignalized intersections and travel speeds would be reduced on most arterials by 2010. By 2030, congestion will worsen and ease of travel within and through the area would be even further limited. Without coordinated analysis, planning and financing of improvements, as would be provided by the CTIP, at some point the transportation system will not be able to support planned growth consistent with adopted transportation levels of service. From a market perspective, and as a practical matter, this condition could become a deterrent to the development of housing and commercial activity. If Northgate's planned growth cannot be accommodated because of transportation deficiencies, it could be displaced to other parts of the City or to other jurisdictions in the region. This redirection of jobs and housing could cause greater or faster than anticipated

growth in some areas of the City or region, which could place stress on the housing supply and infrastructure in other neighborhoods, cities or counties.

Significant Unavoidable Adverse Impacts

No significant unavoidable adverse impacts related to housing or employment would result from the CTIP.