

University District Urban Design Framework

existing conditions report



A Report by
The Department of Planning
and Development
Draft June 2012

As the University District prepares for a new light rail station, and a period of physical growth and change, it is important for the community to work from a strong basis of understanding of the varied elements that make up this rich and special place. This existing conditions report is intended as a working document for the many members of the University District community who share responsibility for the future of this area.

The material presented here remains in draft form. Its contents will be subject to refinements, revisions and additions as planning continues. We hope this report provides a foundation for further discussion and conversations.

Contents

1.Introduction	6
2. University District Short History	8
3. Planning Background	9
4.Land use	21
5.Jobs and Housing	41
6.Circulation	46
7.Parks and open space	56
8.Streetfront Activity	61
9.Social Services and Faith Community	62
10.Major Property Owners	67
Technical End Notes	69

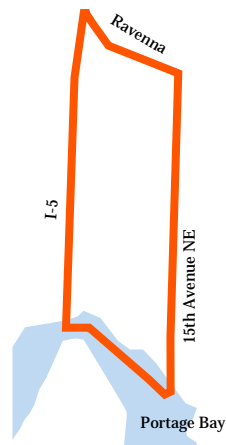
Thank you!

John Skelton and Tom Hauger (DPD) read drafts and offered excellent feedback comments that helped improve this report. Jennifer Pettyjohn and Diana Canzoneri (DPD) made available valuable demographic data and guidance. Sara Zora (SDOT) provided enthusiastic and expert guidance on bicycle facilities in the district. Any errors and oversights are the authors's alone.

-Susan Mclain and Radhika Nair

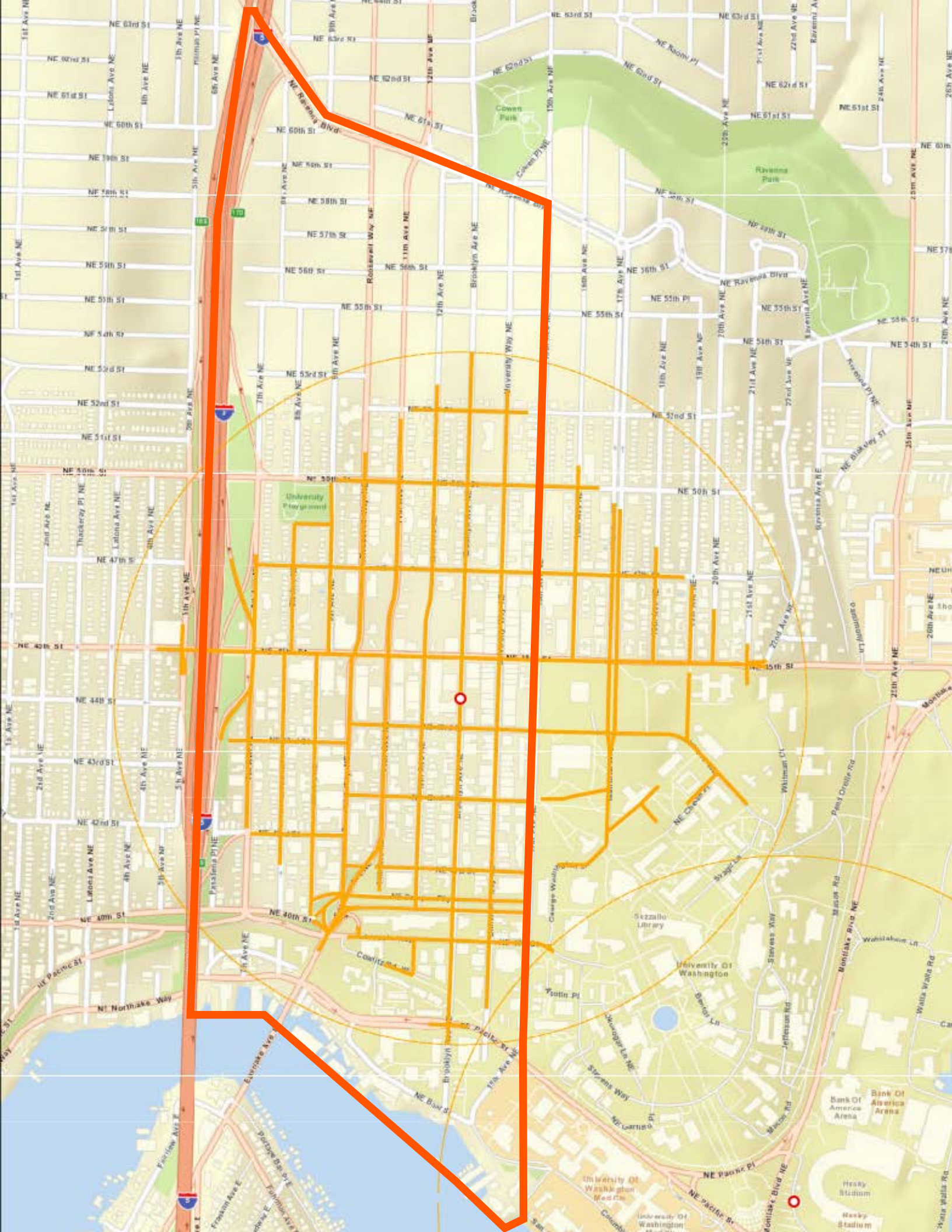
Figures

University Community Urban Center	11
Land Use	22
Land Use Composition within the Study Area	26
Land Use Composition within Half-Mile Walk of Station	27
Block Pattern	29
Building Patterns.....	31
Age of Buildings	33
Station Area Overlay District.....	38
Housing Clusters.....	40
Street Types.....	50
Street Network.....	50
Street Widths.....	51
Bicycle Routes	55
Public Parks.....	57
Topography.....	58
Tree Canopy.....	59
Activated Street Frontages	60
Location of Social Services and Faith Community	63
Major Property Owners	66
Walksheds around Adjacent Stations	68



The narrative in this report refers to two geographies: areas within a ten-minute walk (the walkshed) of the planned Brooklyn light rail station and

DPD's Urban Design Framework study area: areas between 15th Ave NE, I-5, Ravenna Ave NE and Portage Bay.



1. Introduction

The University District is a unique, thriving neighborhood in Seattle. In addition to the hustle and bustle of the Ave, over 40,000 students attend the UW and 38,000 people work on campus and in local businesses.

The study area within the University District is home to over 14,200 residents, many of whom are students at this time. The University District neighborhood is known for its year-round farmers market and the annual Street Fair, and is the location of agencies and churches that serve a diversity of social needs.

The University District is also changing. Today, several new developments are planned, as are investments in University properties, and new parks spaces. Importantly, the Brooklyn light rail station is planned for NE 43rd and Brooklyn Avenue NE. The station will open in 2021.

Planning for a Transit Community

The University District Urban Design Framework is looking at how the community, City and the UW may partner together to meet the challenges of a vibrant and

DPD's Urban Design Framework looks at areas between 15th Ave NE, I-5, Ravenna Ave NE and Portage Bay. The study will also focus on areas within a five and ten-minute walk of the planned Brooklyn light rail station. (see maps to the right)

growing area of the city. The study will include extensive dialogue with stakeholders and the general community about the future of the neighborhood.

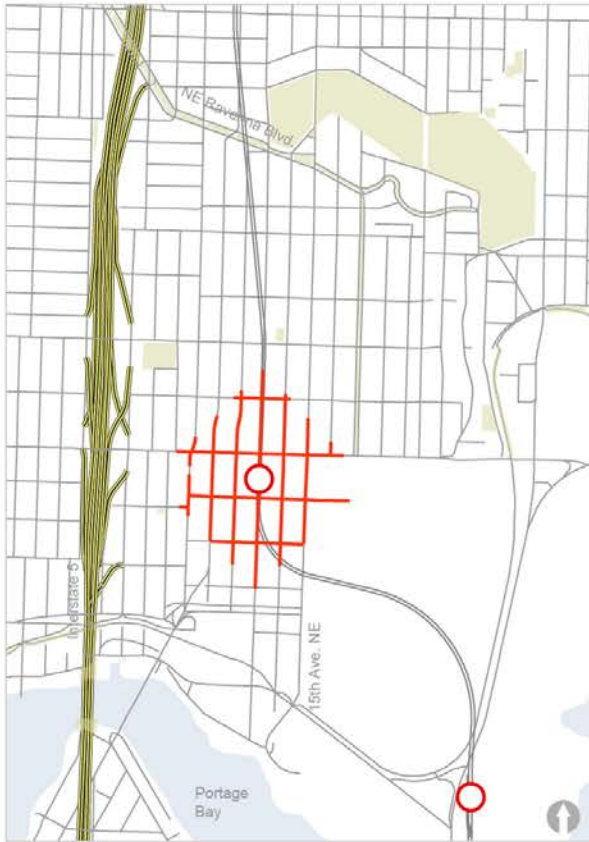
With community partners, the project will identify strategies to address these critical issues:

- Supporting a thriving commercial district
- Welcoming a diversity of housing opportunities
- Encouraging new jobs and businesses
- Creating public and private spaces for everyone
- Ensuring great urban design for safe, attractive public spaces and buildings
- Transportation planning that is ongoing
- Environmental sustainability

Geography and Scope

Consistent with the focus on transit community planning, the Department of Planning and Development (DPD) will consider areas within a five and ten-minute walk of the planned Brooklyn light rail station. These walkshed areas are identified on the maps to the right. The project will also study the University District as defined by areas east of 15th Avenue NE, Interstate 5, Ravenna Boulevard to the north and Portage Bay to the south. (see maps on previous page and on right) Connections from the study area to adjacent areas will be a focus of the project as well. (see map on page 68 of walksheds around adjacent stations)

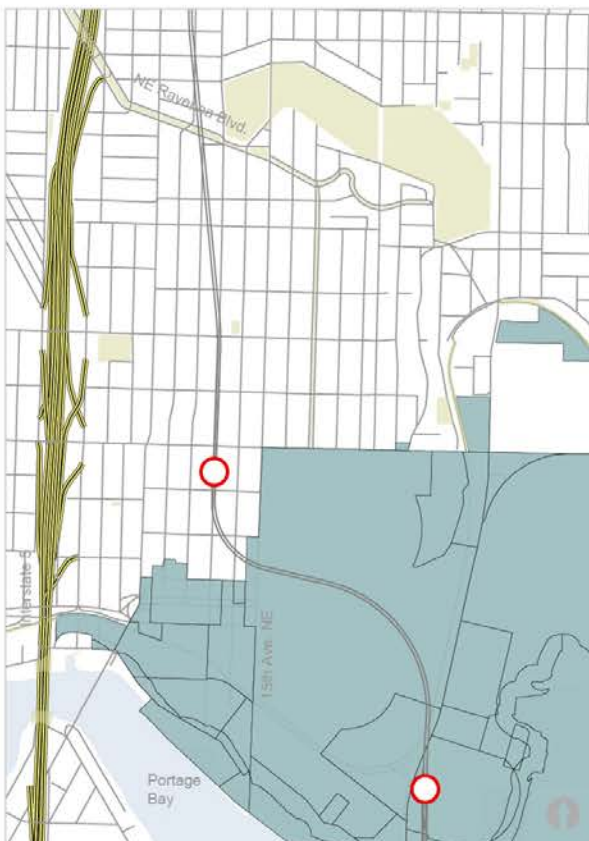
Planning Study Considerations



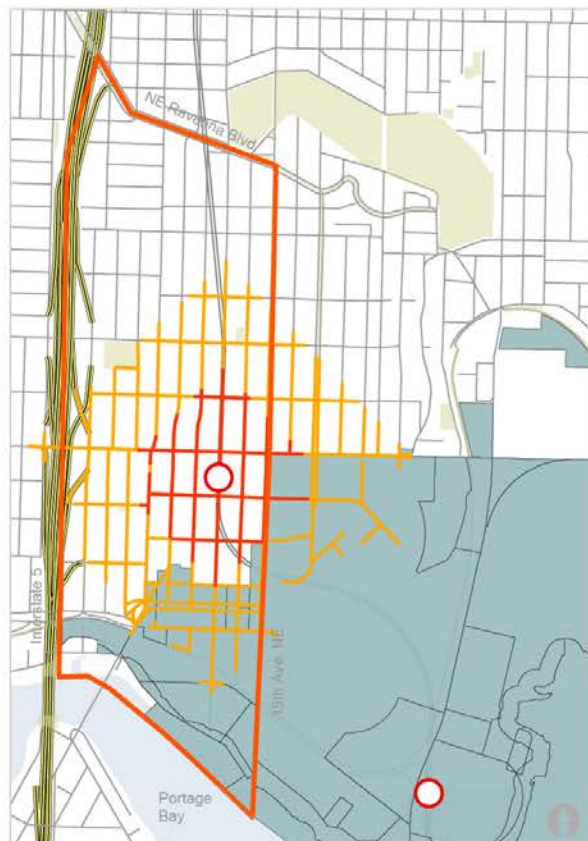
5 minute Walk



10 minute Walk



Major Institutional Overlay (MIO)



Urban Design Framework Study Area

2. University District Short History

Over the past two centuries, the area known as the University District has gone from wilderness to a “city within the city” influenced by the largest university in the region. Planning in the area has been the subject of many different visions, and was influenced by early land uses, platting, massive public works projects, regional investment, and travel patterns.



Asahel Curtis, University District, 1905. The University campus is in the trees at the back.

Prior to the 1800s, the area between Portage Bay to the south and Ravenna Creek to the north was largely forested. Early inhabitants of the area were Duwamish Indians, who lived in winter camps on Portage Bay and on Union Bay.

In 1891, the first settlers in the area voted to incorporate “Brooklyn”—as the area was then called—into the City of Seattle which was located across Portage Bay and Lake Union. Shortly thereafter, the University of Washington was relocated from downtown Seattle to the site of the Brownfield farm. This was followed by the Alaska-Yukon-Pacific Exposition that helped fuel the area’s growth and development.

In 1917, the Lake Washington Ship Canal opened, followed by the extension of rail to the north shore of Lake Union. These changes in addition to a new trolley line moving along University Way established the University District as an urban center within a rapidly growing city.

The auto era presented new challenges to this thriving mixed use commercial center. Through the middle of the past century, the use of the automobile expanded dramatically, bisecting the neighborhood with Interstate 5 and drawing new development and commercial uses to Northgate Mall to the north and University Village to the east. These two shopping destinations created significant competition to commercial businesses along the Ave (University Way NE).

Meanwhile, the University of Washington continued to expand its presence in the neighborhood. In the 1980s, the City imposed “lease lids” on several institutions, restricting the UW’s ability to lease space in the neighborhood until 2003. In 2006, the University of Washington purchased commercial properties previously occupied by Safeco Insurance.

Meanwhile, across the street from the tower, in 2008, King County voters approved funding to complete the University District light rail station, scheduled for completion in 2021. Areas within walking distance of the station are the subject of this study.

3. Planning Background

Between 1890 and 1920, the population of Seattle nearly quadrupled. In response to this growth, the City drafted its first zoning ordinance in 1923 and its first Comprehensive Plan in 1956. Over the years, many plans and initiatives affected the landscape of the University District. Land use-related plans from recent decades include the Seattle Comprehensive Plan and other key planning initiatives:

Seattle Comprehensive Plan

Seattle’s contemporary version of the Comprehensive Plan was first adopted in 1994 in response to Washington State’s Growth Management Act (1990). Today’s Comprehensive Plan identifies six urban centers where a majority of the city’s growth is expected. These include the University Urban Center Urban Center (UCUC).

University Community Urban Center (UCUC) Plan (1998)

In 1995, the City of Seattle undertook a massive initiative to empower neighborhoods to prepare their own plans for growth. In 1998, the UCUC plan was completed. The plan identified goals and policies for how the UCUC may grow and develop to the year 2014. The Neighborhood Plan element of the Comprehensive Plan can be found at:

http://www.seattle.gov/dpd/Planning/Seattle_s_Comprehensive_Plan/ComprehensivePlan/

Key goals and policies from the UCUC Plan were incorporated into the Seattle Comprehensive Plan. Since the development of the Comprehensive Plan and the UCUC plan, the University District Northwest urban village has seen significant changes that influence its role within the city and the region. These include the decision to locate the Brooklyn Light Rail station in the heart of



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the University District, other transportation plans and investments, the presence of the University within the neighborhood, plans for new parks, and many other changes.

The Ave Plan (1997)

The Greater University Chamber of Commerce and The Ave Planning Group spearheaded an initiative to upgrade University Way NE (“the Ave”).

Design Review and Design Guidelines

The City of Seattle’s Design Review Program provides a forum for citizens, developers and the City to review and guide the design of qualifying commercial and multifamily development projects.

The University Community Design Guidelines (2000) augment the Citywide Guidelines to address development throughout the UCUC. Together they are the basis for project review within the neighborhood. Find information about the City’s Design Review program at:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Overview/

U District Station Area Plan (2001)

Planning around the previous location for the Sound Transit light rail station at NE 45th St. and 15th Ave. NE

University of Washington Seattle Campus Master Plan (2003)

Includes guidelines and policies for developing 3 million gross square feet of development on the UW Seattle Campus. The plan describes recommendations for open space, circulation, transportation.

University Parks Plan (2005)

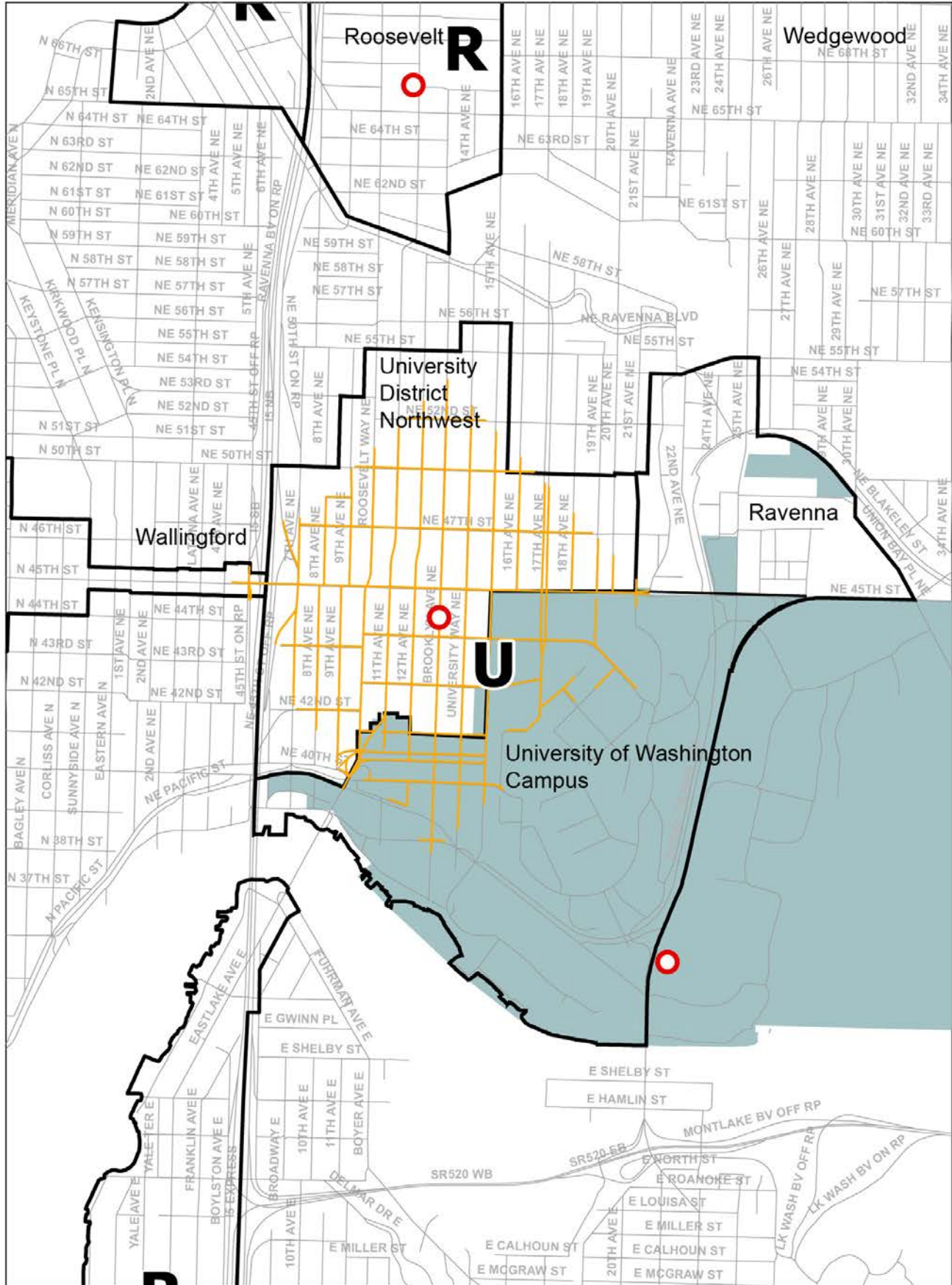
Highlights the character of existing parks and identifies new locations and strategies for expanding the open space system, including recommendations related to the Brooklyn Ave. Neighborhood Green Street concept.




University Area Transportation Action Strategy (2008)

Identifies projects for implementation by the City and others in the University area, and includes recommendations for improving vehicle and transit operations along congested corridors.

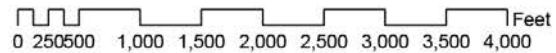
Citywide Transportation Plans

Citywide plans provide guidance for the street network in the University District. These include the Freight Mobility Strategic Action Plan (2005), the Seattle Bicycle Master Plan (2007), the Seattle Streetcar Network Plan (2008), and the Seattle Pedestrian Master Plan (2009)



-  Major Institutional Overlay
-  Urban Village Boundary
-  10-minute Walk around Station

University Community Urban Center



circa 1936-1970



2012



source for images
Casey Mcnerthney/SeattlePI

circa 1936-1970



2012



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Demographics

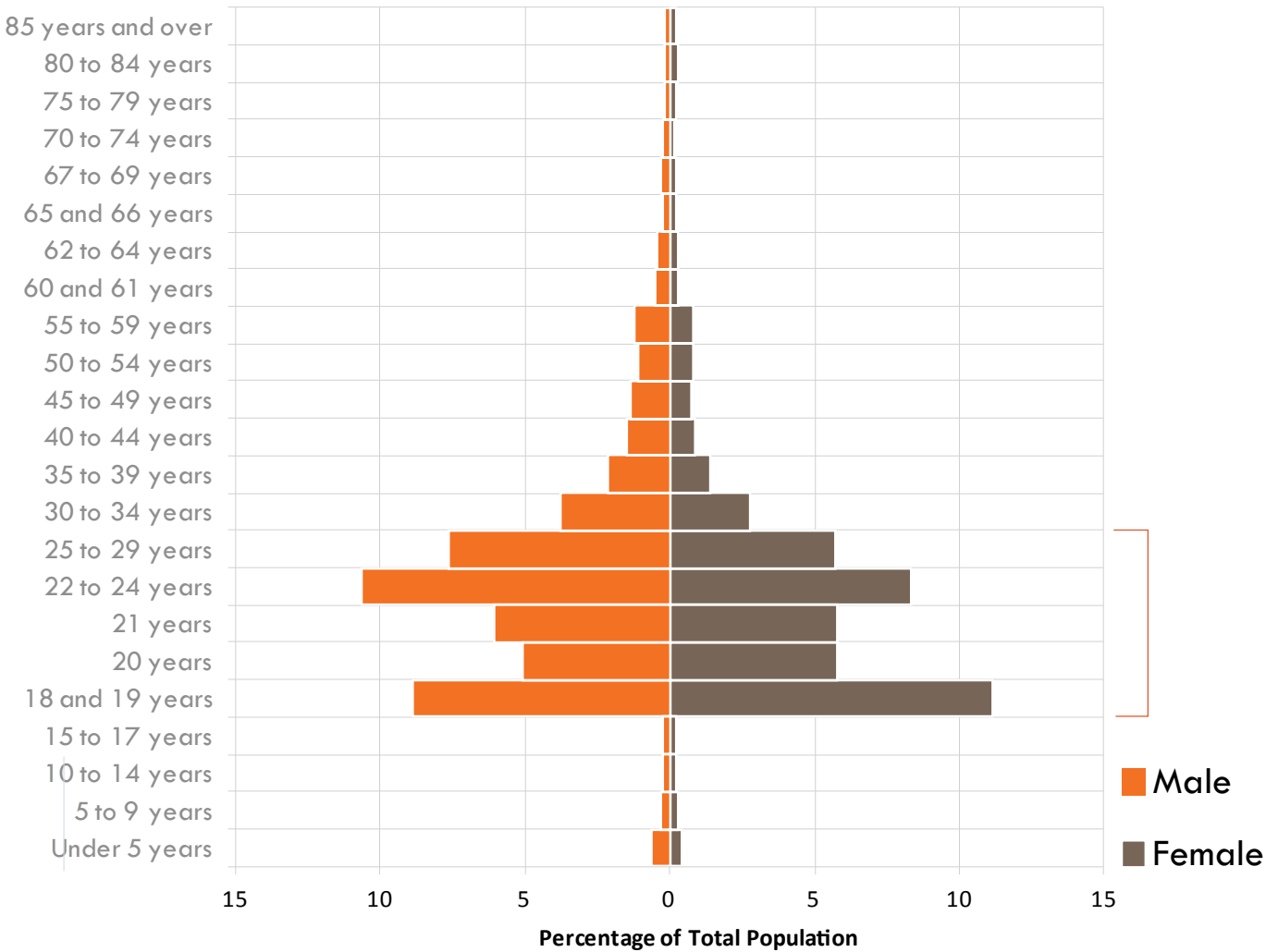
This section of the report looks at baseline information from Census 2010.

Total population:
14,200

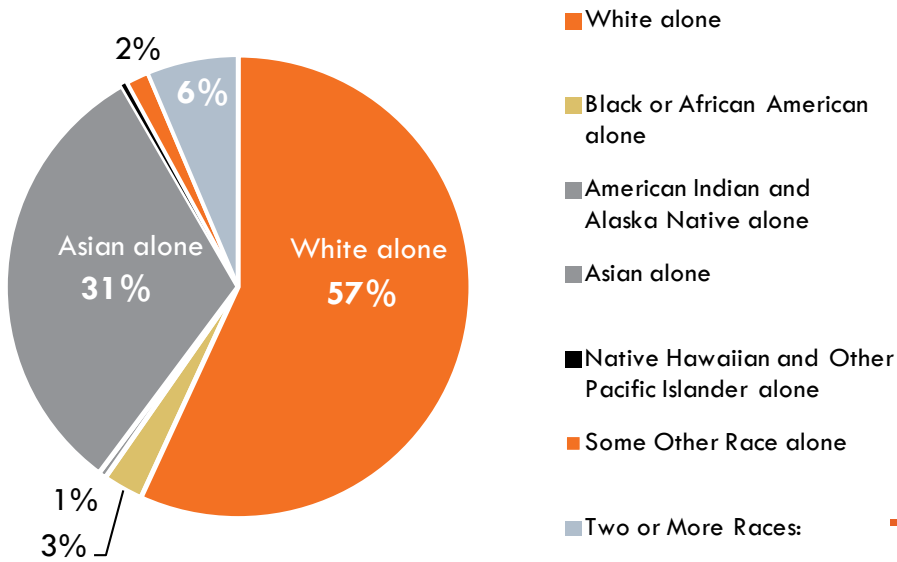
75% of total population is between the ages of 18 and 29



Age Range



Source: U.S. Census Bureau Decennial Census 100% Count data 2010



Population who are persons of color: **46.02 %**

Citywide
Population who are persons of color: 33.7%

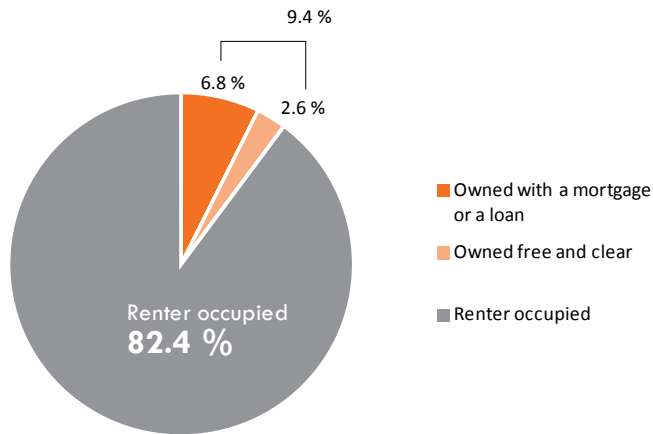
Population by Race

White alone	8,075	56.9
Black or African American alone	400	2.8
American Indian and Alaska Native alone	77	0.5
Asian alone	4,464	31.4
Native Hawaiian and Other Pacific Islander alone	56	0.4
Some Other Race alone	224	1.6
Two or More Races:	904	6.4

14200

Source: U.S. Census Bureau Decennial Census 100% Count data 2010

Occupied Housing Units



renter-occupied:

82.4%

owner-occupied:

9.4%

Citywide

Renter-occupied: 51.9%

Owner-occupied : 48.1%

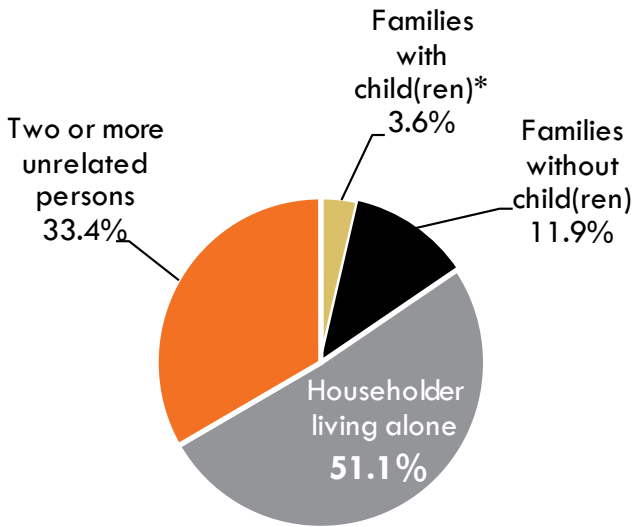
		Number	Percent
Housing Units	Total Housing Units	6,689	100.0
	Occupied Housing Units	6,137	91.7
	Vacant Housing Units	552	8.3
Occupied Housing Units	Owned with a mortgage or a loan	453	6.8
	Owned free and clear	172	2.6
	Renter occupied	5,512	82.4
Vacant Housing Units	For rent	346	5.2
	Rented, not occupied	26	0.4
	For sale only	44	0.7
	Sold, not occupied	27	0.4
	For seasonal, recreational, or occasional use	54	0.8
	For migrant workers	0	0.0
	Other vacant	55	0.8

[4] Median *Contract Rent for renter-households paying cash rent	\$800 to \$899	Estimate for Seattle: \$884
Median Value of Owner-Occupied Housing Units	\$300,000 to \$399,999	

Source: U.S. Census Bureau Decennial Census 100% Count data 2010

Source for median rent and value: [3] 2006 to 2010 American Community Survey Estimates, U.S. Census Bureau

*Contract rent is the monthly rent agreed to or contracted for, regardless of any furnishings, utilities, fees, meals, or services that may be included. For vacant units, it is the monthly rent asked for the rental unit at the time of interview.



Note:
 "Children" refers to related children under 18 years of age

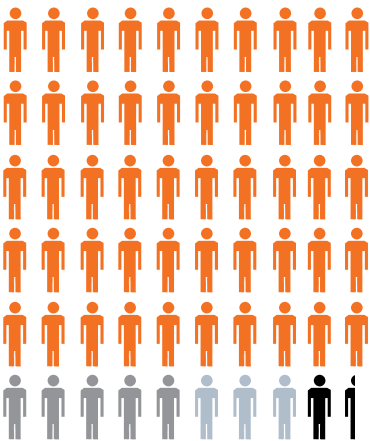
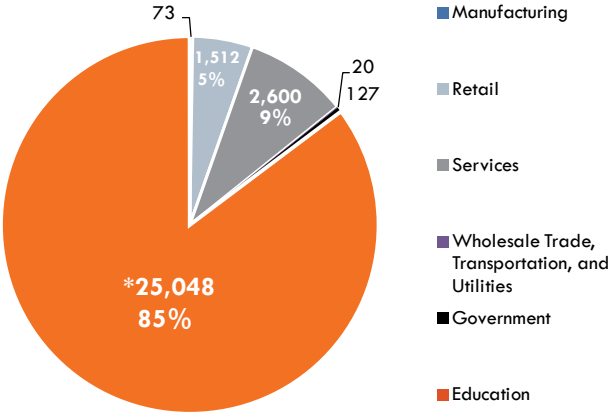
General Household Types including presence of related children		
	Number of Households	Share of Households
Total households	6,137	100.0%
Families with child(ren)*	222	3.6%
Families without child(ren)	729	11.9%
Householder living alone	3,135	51.1%
Two or more unrelated persons	2,051	33.4%

Seattle		
		Average Household Size: 2.06
Average Household Size	1.83	
Average Household Size Owner-occupied units	2.05	
Average Household Size Renter-occupied units	1.80	
Homeowner vacancy rate [1]	6.3	
Rental vacancy rate [2]	5.9	

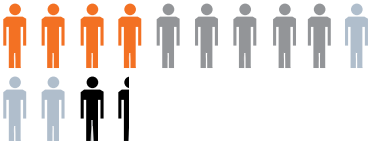
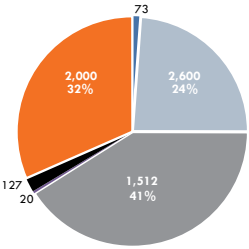
*Note: "Children" refers children under 18 years of age who are related to the householder.

Source: U.S. Census Bureau Decennial Census 100% Count data 2010

covered employment (includes all UW jobs since its payroll reporting is located in the planning area)



covered employment in planning area (estimated UW jobs in planning area, excludes campus)



Employment by Sector

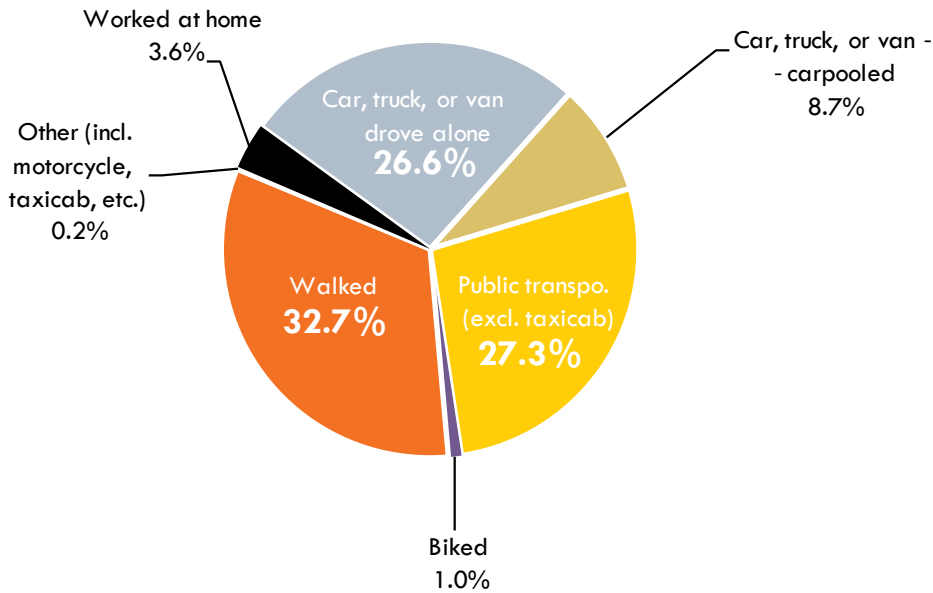
from PSRC (includes all UW jobs) includes only UW jobs in planning area

Sector	from PSRC (includes all UW jobs)	includes only UW jobs in planning area
Manufacturing	73	73
Retail	1,512	1,512
Services	2,600	2,600
Wholesale Trade, Transportation, and Utilities	20	20
Government	127	127
Education	25,048	2,000
* Total	29,865	6817

* includes suppressed Construction and Finance, Insurance and Real Estate (FIRE) jobs

Source: PSRC Covered Employment Estimates (scaled to ESD values), selected Seattle census blocks Covered employment represents about 90% of total employment

* The UW does not report jobs by building, and this number includes all of the employment reported by the UW, including outside the planning area. Education jobs in just the planning area is estimated to be approx. 2000



Other than
drive alone:
73.5%

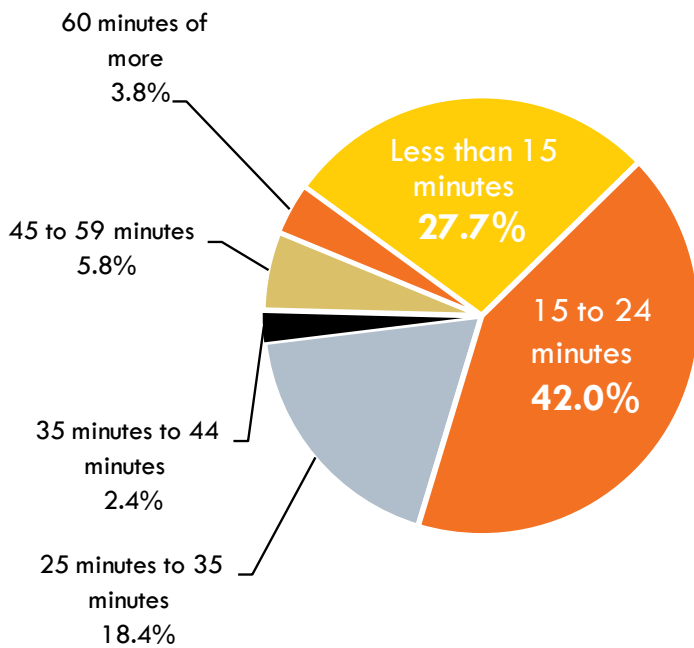
Citywide
Other than
drive alone:
41.2%

Means of Transportation to Work for workers 16 years and older

Mode	Count	Percentage
Total workers 16 years and over	6,422	100.0%
Car, truck, or van -- drove alone	1,711	26.6%
Car, truck, or van -- carpooled	557	8.7%
Public transpo. (excl. taxicab)	1,751	27.3%
Biked	65	1.0%
Walked	2,097	32.7%
Other (incl. motorcycle, taxicab, etc.)	12	0.2%
Worked at home	229	3.6%

Source: [3] 2006 to 2010 American Community Survey Estimates, U.S. Census Bureau

The American Community Survey (ACS) question related to means of transportation asks respondents in the workforce, “How did the person usually get to work LAST WEEK?” Although commutes may involve multiple transportation modes (e.g., driving to a train station and then taking a train), respondents are restricted to indicating the single travel mode used for the longest distance. If the respondent commuted in a car, truck, or van, the number of persons in vehicle is asked to determine whether the commuter drove alone or carpooled.



Travel Time to Work		
for workers 16 years and older not working at home		
Total workers 16 years and older who did not work at home	6,193	100.0%
Less than 15 minutes	1,715	27.7%
15 to 24 minutes	2,600	42.0%
25 minutes to 35 minutes	1,138	18.4%
35 minutes to 44 minutes	146	2.4%
45 to 59 minutes	361	5.8%
60 minutes of more	233	3.8%

Source: [3] 2006 to 2010 American Community Survey Estimates, U.S. Census Bureau

The ACS asks respondents in the workforce how many minutes it usually takes them to get from home to work. The reported travel time refers to a one-way trip on a typical work day during the reference week. This includes time spent waiting for public transportation, picking up passengers in carpools, and time spent in other activities related to getting to work.

4. Land use

A. Adjacent Areas and Districts within Study Area

1. Adjacent Areas

The study area is separated from the surrounding neighborhood areas by defined edges that include Interstate 5, Ravenna Blvd. NE, Portage Bay and the University of Washington. The Ravenna urban village is located immediately east and the University of Washington campus is directly adjacent to the Northwest Urban Village.

In addition, three 'mixed-use residential urban villages' lie outside the 'University Community Urban Center': Green Lake to the northwest, Wallingford across I-5 to the west, and the Eastlake neighborhood to the south. The University Park residential community is located east of 15th Ave. NE. Montlake and Laurelhurst are located farther to the south and east.

2. Business Districts

Traditionally, University Way NE, "the Ave" served as the area's largest identifiable commercial district. Over time, other nodes of commercial activity have developed within the University District, including businesses on blocks along Brooklyn Ave. NE, NE 45th St., and NE 50th St.

Historically, the Ave functioned as the city's second main street. In the 1900s, it was a vibrant business corridor, with electric trolley cars, mom-and-pop shops, a bowling alley, deli, funeral parlor, interior design store, Nordstrom and JC Penney. The arrival of University Village in 1970 changed this business mix on the Ave, reducing its variety and broad appeal, but it continues to be a street with a unique, recognizable identity.



Ave Retail

The Ave's diverse mix of shops and food businesses is an important part of the character of the University District. Many businesses are locally owned and feature products that attract people from around the City. The mix of offerings have changed over the years, and today most establishments offer products and services more targeted to student needs and incomes and less to the needs or incomes of families and workers. Today, the Ave's signature store is the 65,000 sq.ft. University Book Store, but it also contains a number of fashion/clothing store brands popular with 18 to 29-year-olds, such as Urban Outfitters, American Apparel, Buffalo Exchange, Pitaya, as well as local stores such as Red Light and Aprie. Several restaurants and coffeehouses are also located here.

The bulk of the retail areas on the Ave are in single-use, low-rise (one to 2 stories) pre-1960 buildings. The character of the Ave changes sharply at NE 50th St., with more residential uses and fewer stores.



- | | | | |
|----------------|----------------|-------------------|------------|
| Single Family | Retail/Service | Industrial | Schools |
| Duplex/Triplex | Hotel/Motel | Warehouse | Open Space |
| Other Housing | Entertainment | Transp/Util/Comm | Water Body |
| Multi-Family | Mixed Use | Institutions | Easement |
| Office | Parking | Public Facilities | Vacant |

Land Use



Besides the Ave, retail businesses are scattered along NE 45th St., as well as along Roosevelt Way NE. Auto-dealerships, and their large surface storage lots, are clustered long Roosevelt Way NE north of NE 45th St., creating a different character along this stretch of the street.

3. Residential Districts

Census data tell us there are approximately 6,085 housing units within a ten-minute walk of the proposed Brooklyn station. As a scale comparison, there are approximately 10,800 housing units within the ten-minute walk of Broadway Station and 1,327 housing units within a ten-minute walk of Columbia City station. Unlike other neighborhoods, a large proportion of housing units in the university district is in congregate housing, primarily catering to students.

The study area contains two main areas of multi-family housing, mainly along 7th, 8th and 9th Avenues between NE 40th and NE 47th Streets, as well as along 11th and 12th Avenues between NE 41st and NE 43rd Streets. Most of the housing in these clusters is in single-use buildings, and creates small, fully residential streets and neighborhoods within the district. Newer housing developments in mixed-use buildings are located along Roosevelt Way NE, 11th and 12th Avenues NE between NE 45th and NE 52nd Streets. The largest proportion of multi-family housing is made up of apartments, with a significant amount in duplex, triplex, and 4-plex structures. Single-family housing is predominantly north of NE 50th St., and northwest of Brooklyn station with a small cluster around University Playfield.

The northeastern part of the University District Northwest urban village is home to all of the UW's fraternity and sorority houses, which are clustered along

17th Ave. NE ("Greek Row") between NE 45th and 50th Streets. Student housing has also been recently built around NE Campus Parkway, with an estimated 2,500 new beds added by the end of 2012.

4. Office Districts

Office uses in the area are mainly by the University of Washington. The University has administrative functions in the UW Tower at NE 45th St. and Brooklyn Ave. NE, formerly occupied by Safeco Insurance. Approximately 2,000 people work in this building. In addition, the UW Medical Center is located at NE 42nd St. and Roosevelt Way NE. Smaller office uses are clustered around NE 45th St. and south of the UW Medical Center.





Ave Retail with UW Tower in Background

source for image
Casey Mcnerthney/SeattlePI



Auto Dealership along Roosevelt Way NE

B. Composition of Area within Half-Mile Walk of the Station

The diagrams and charts on the following page identify patterns of use within a ten-minute walk or half-mile of the station.

1. Lot Acres

A total of 139.1 acres (not counting land in streets) is within this area, comprised mainly of multi-family housing (29.6 acres), retail/service uses (21.2 acres), and office uses (15.7 acres).

2. Floor Area

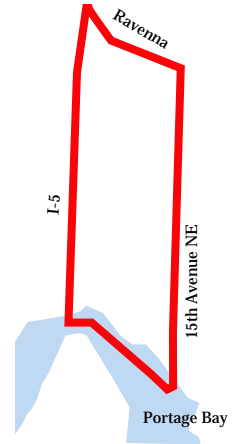
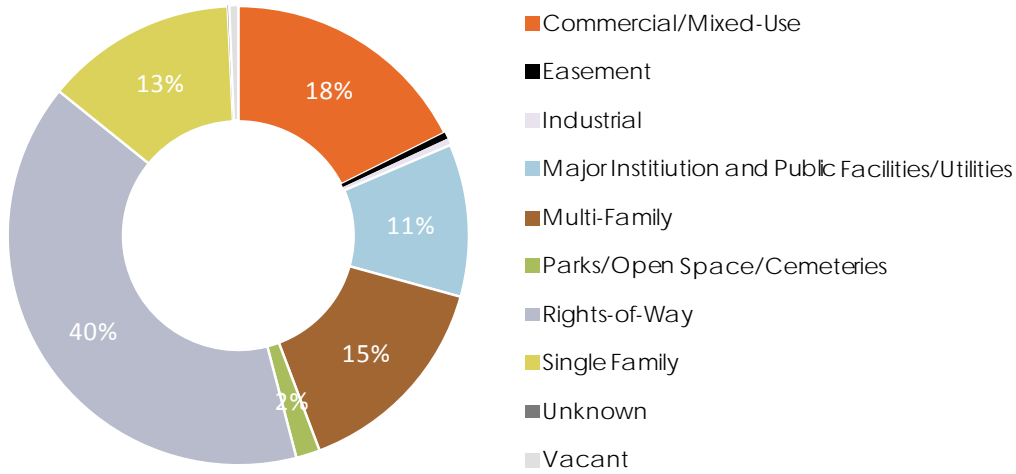
Office uses (1.49 mill. s.f.) predominate followed by retail/service uses (822,641 s.f.). Residential floor area is largely multi-family housing (2.4 mill s.f.), including congregate housing for students, followed by residential uses in mixed-use buildings (937,259 s.f.).

3. Patterns of Use

Multifamily housing is most evident in the southwest corner and around NE Campus Parkway, with little to no housing immediately adjacent to the future station. Office uses are adjacent to the station, mostly in the UW tower, and also in the southwest in the UW medical buildings. Retail uses form linear corridors along University Way NE, Roosevelt Way NE and along NE 45th St. Within the half-mile area several surface parking lots and parking structures, together occupy an area of 10.7 acres. There is very little vacant land within the half-mile walk. A total of 2.1 acres of land is identified as vacant, a very small percentage of the total area.



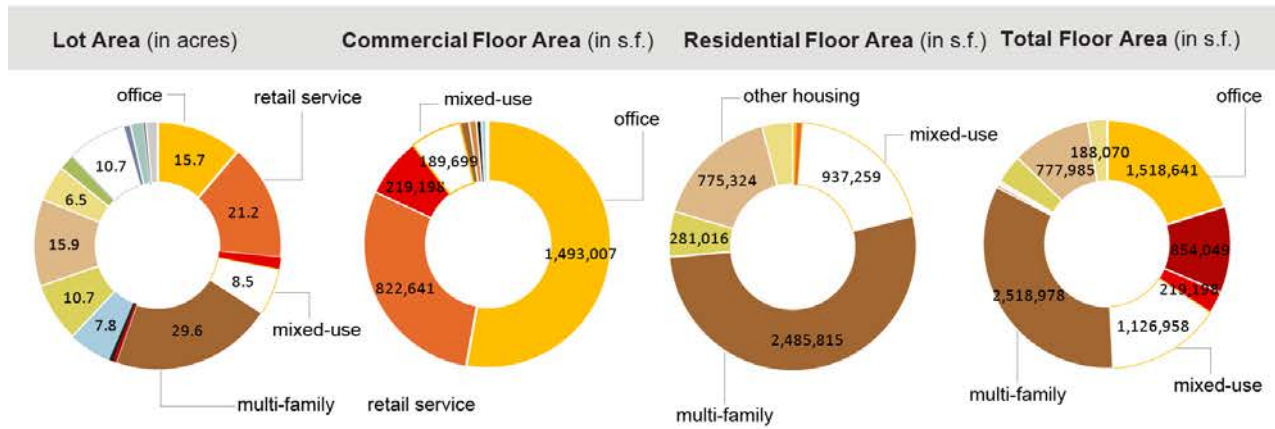
Land Use Composition within the Study Area



Land Use	Acres
Commercial/Mixed-Use	71.6
Easement	1.8
Industrial	2.0
Major Institution and Public Facilities/Utilities	43.5
Multi-Family	60.8
Parks/Open Space/Cemeteries	6.8
Rights-of-Way	162.0
Single Family	54.7
Unknown	0.5
Vacant	2.6
Total	406.3

Source: U.S. Census Bureau Decennial Census 100% Count data 2010

Land Use Composition within Half-Mile Walk of planned Brooklyn Station



Land Use Category	Lot Area	Commercial Floor Area	Residential Floor Area	Total Floor Area
Office	15.7	1,493,007	25,634	1,518,641
Retail/Service	21.2	822,641	31,408	854,049
Hotel/Motel	2.1	219,198	-	219,198
Mixed Use	8.5	189,699	937,259	1,126,958
Multi-Family	29.6	33,163	2,485,815	2,518,978
Entertainment	0.7	26,836	-	26,836
Transp/Util/Comm	0.7	17,764	-	17,764
Institutions	7.8	17,704	2,686	20,390
Single Family	10.7	3,400	281,016	284,416
Other Housing	15.9	2,661	775,324	777,985
Duplex/Triplex	6.5	-	188,070	188,070
Open Space	2.9	-	-	-
Parking	10.7	-	-	-
Public Facilities	1.3	-	-	-
Schools	2.3	-	-	-
Unavailable or Unknown	0.4	-	-	-
Vacant	2.1	-	-	-
Total	139.1	2,826,073	4,727,212	7,553,285



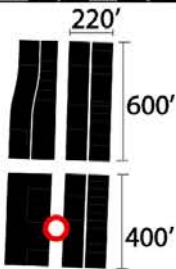
C. Physical Characteristics

1. Block Structure

Overall, the study area has a regular block pattern, with a rectilinear street grid and narrow rectangular lots.

Typical block widths are ~220' with 103' by 40' lots and 14' wide alleys. Blocks in the southwest corner are narrower at ~200' wide without alleys. Block lengths vary greatly across the study area. They range from 500' near Brooklyn Ave. NE and NE 47th St. to 700' near Brooklyn Ave. NE and NE 52nd St. and several blocks are 600' long.

As a scale comparison, highly walkable neighborhood areas in Seattle include Downtown where blocks are typically 360' at their longest. Capitol Hill, another walkable area features blocks typically 280' in length, and up to 450'.



Block lengths near station

Block Pattern



2. Building Patterns

The study area is a mosaic of different building patterns. Several street spaces and areas, such as along the Ave, and residential areas in the southwest, east of 15th Ave. NE and around University Playfield are visually well defined by buildings. On the other hand, several areas, such as the half-blocks behind the Ave, blocks between NE 45th St. and NE 47th St., spaces around NE Campus Parkway and along 15th Ave. NE are less defined by buildings. In these areas, building edges are discontinuous and their heights are not proportionally related to the width of the streets.

Overall, three main patterns are seen in the study area's built environment. These are the Ave's strength as a retail street, the character of residential clusters, and the character of buildings of the University of Washington.

The Ave

The Ave is a strong retail street. Largely continuous active uses at street level, restricted sight lines that create an outdoor room-like atmosphere, small buildings and lots, a narrow right-of-way, pedestrian activity and streetscape elements like furniture and lighting give it an intimate scale and a distinct, recognizable identity.

Unlike the blocks fronting the Ave, the half-blocks behind the Ave feature a looser arrangement of buildings, dotted with a number of surface parking lots. These blocks front Brooklyn Ave. NE and 15th Ave. NE and contribute to less defined street spaces along these streets. The other retail streets in the area, NE 45th St. and Roosevelt Way NE also feature less defined building edges than the Ave with a looser arrangement, with more spaces between buildings and parking layouts with deep setbacks from the street.

Residential Clusters

Residential areas feature low-rise (up to 40') or mid-rise (up to 65' or 85') buildings in tightly arranged clusters, punctuated by a few vacant lots, but with little open space. Single-family housing (up to 35') is mainly along the edges of the University District NW urban village, and around University Playfield.

Campus Buildings

Buildings in the historic core of the campus of the University of Washington are inwardly oriented, toward specific axes, and define open spaces and internal circulation paths within the campus. In comparison, the newer University buildings west of 15th Ave. NE relate more strongly to the urban grid and have visual and physical connections to the street network, with entrances and transparent facades along the street.

Several of the University's more public, destination buildings, such as the Henry Art Museum, and Meany Hall for the Performing Arts, can be accessed from 15th Ave. NE. Nevertheless, perhaps because of the arrangement of these buildings, without well-defined street entrances or street-level activity that would engage pedestrians, these buildings are presently largely accessed by car via parking lots. University-owned public destinations such as the Jones Playhouse, Hughes Penthouse, Lectures in the tower are however more easily accessed on foot.

University student housing buildings along NE Campus Parkway are examples of the campus's newer building style and feature buildings more oriented to the street grid with transparency and activity at street level. The street space along NE Campus Parkway, however, especially along the wide central median, remains poorly defined and underutilized as a public space.



■ Building Outlines (1999)

Building Patterns



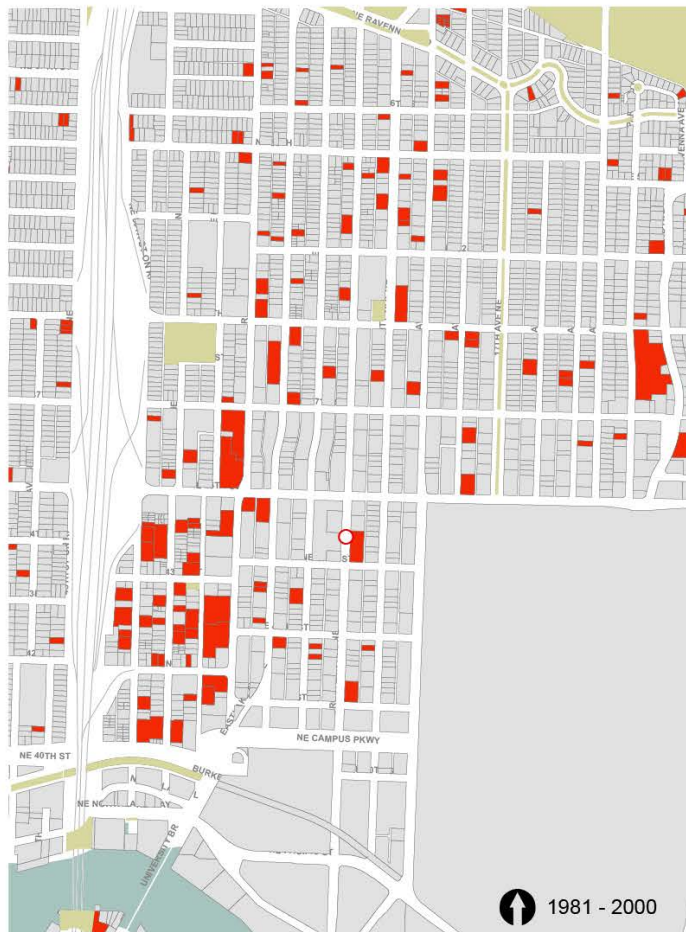
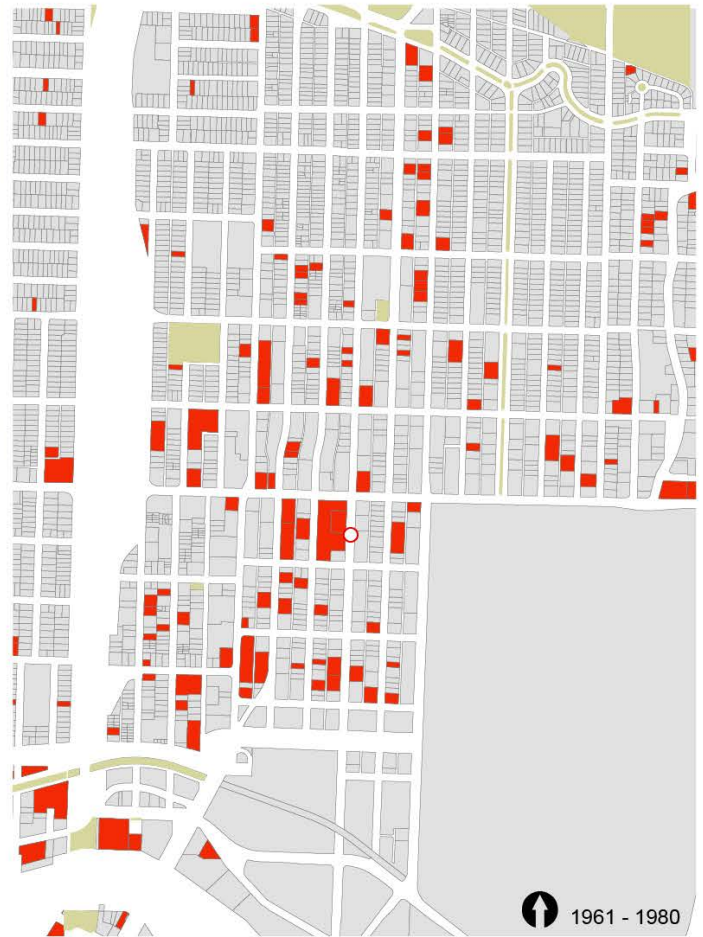
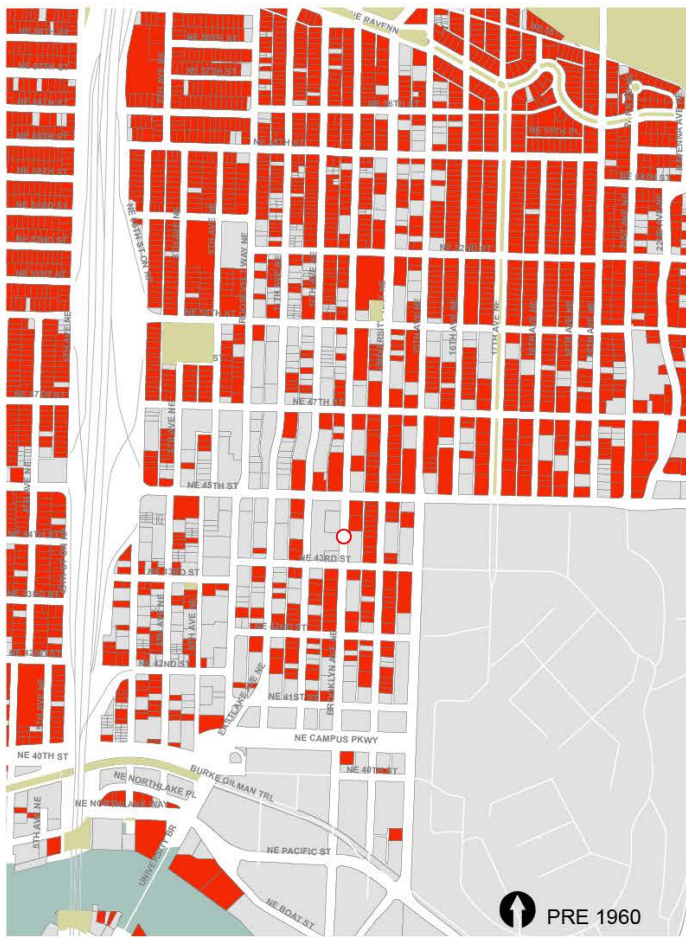
Floorplate Sizes

Examples of floorplate sizes for commercial towers in the area include the 22-story UW Plaza tower at 13,000 s.f. and the 16-story Deca Hotel at 12,000 s.f. Residential buildings are typically between 65' and 85' in height with a few exceptions, such as the University Plaza condos at 270'.

Age of Buildings

The diagram on the right depicts the age of buildings in the area. The bulk of the buildings were built before 1960. These include retail buildings along the Ave as well as residential clusters north, east and southeast of the proposed Brooklyn station. The period between 1960 and 1980 seems to have seen some scattered construction activity. The UW tower, formerly occupied by Safeco Insurance, built in 1969 was the biggest development during that decade. The period between 1980 and 2000 saw significant construction activity in areas southwest of the station and the residential cluster in this location appears to have been largely built during this period. Development activity seems to have slowed down in the years after 2000, and only a few buildings were constructed during this period.





Age of Buildings

D. Zoning and Land Use Regulations

Through a system of zones, the Seattle Land Use Code identifies how land may be used in the city. The Land Use Code identifies development standards for structures such as height, lot configuration, allowable densities, among other standards.

1. Height

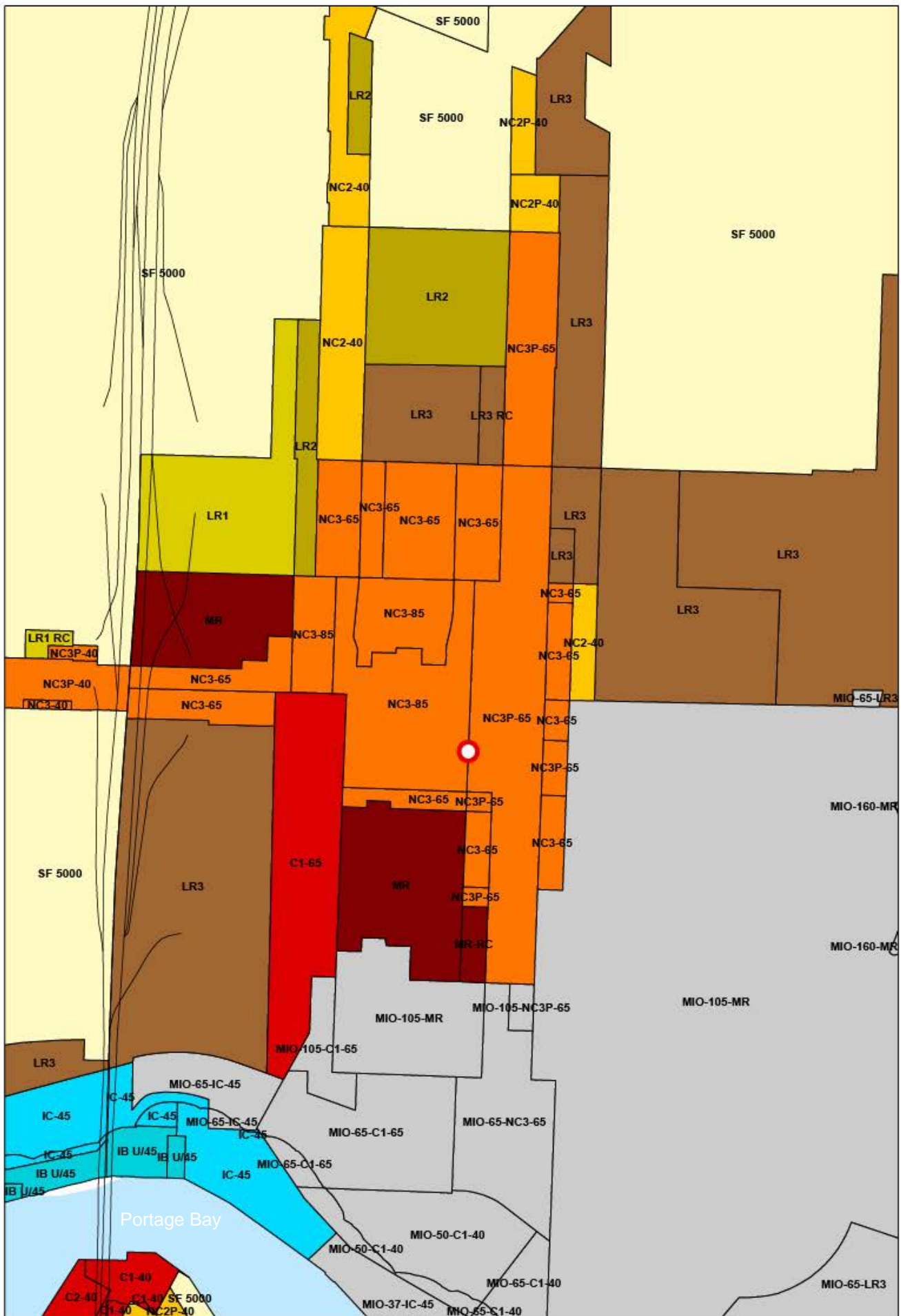
Until 1923, structure height was not regulated outside of downtown Seattle. After Seattle’s first Zoning Code was adopted, permitted heights ranged from 40’ to 85’ in the University District, with allowances for much taller structures under certain circumstances. Today, heights of structures in the University District range from 1 story to 325 feet (UW Plaza Tower), with









several other buildings topping 100 feet in height. Height limits in the area have increased modestly over the years. Generally, however, allowable heights follow the pattern that was established with the inception of the Land Use Code in the last century.

2. Use

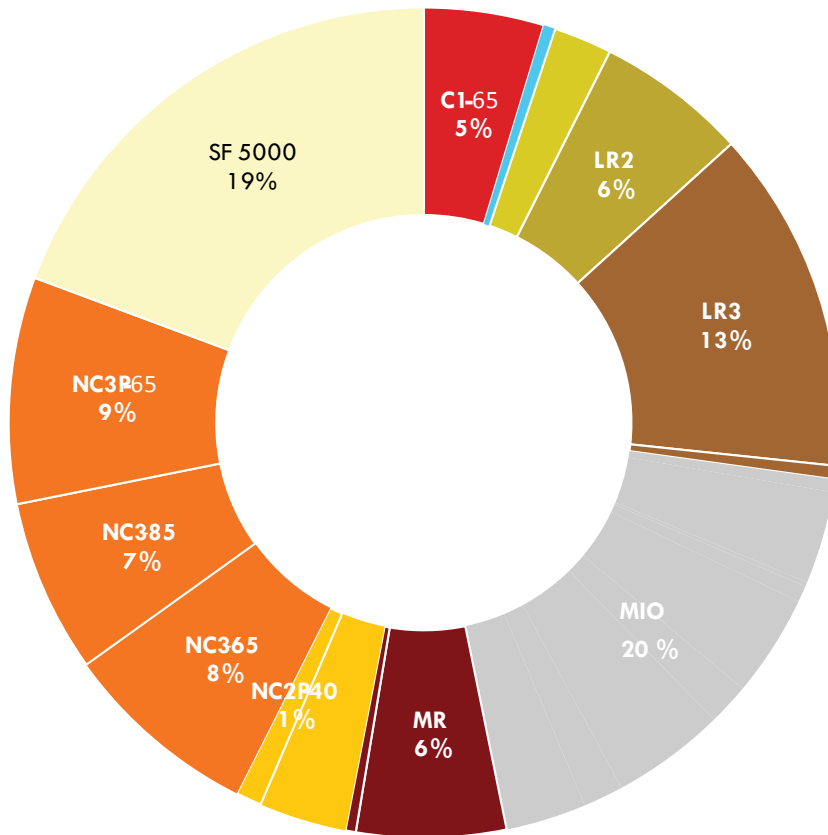
Zoning continues to follow a pattern that was established during the trolley era. Commercial uses—and commercial zones—are largely designated along main arterials while residential zones were generally designated along non-arterial streets. Current zoning includes “neighborhood commercial” zones that allow a mix of residential and commercial uses in the same structure.

SF	Single family zones generally allow one unit per lot, typically a detached single family home. Allowable heights are 25’ – 35’ depending upon the width of the lot.
LR1, LR2, LR3	Lowrise zoning that allows a variety of multifamily housing types including a mix of cottages (LR1), townhouses, rowhouses and apartment. Consistent with the zone name, the lowrise zones permit structure heights of 25-40 feet in height.
MR	Midrise zoning accommodates a full range of housing types, and is most often the location of new apartment structures. The midrise zone generally allows heights up to 85’.
NC2, NC3	The Neighborhood Commercial zones allow both residential and commercial uses. Height limits are identified on the zoning map. Neighborhood commercial zones include standards to ensure a pedestrian-friendly streetscape environment. Density allowances correspond to height limits.
P	The Pedestrian (“P”) designation identifies neighborhood commercial zones where street front retail and stricter pedestrian-oriented designs are required.
C1	The general Commercial zones allow the same densities as NC zones. However, C zones allow a broader range of higher-impact uses along with auto-oriented lot configurations.
IC	Industrial Commercial allow both industrial and commercial activities, including light manufacturing and Research and Development. Residential uses are not allowed. Maximum heights are identified on the map.
IB	Industrial Buffer zones provide a transition between industrial areas and adjacent residential or commercial zones. Typical land uses include general manufacturing, commercial and entertainment uses. Height limits are identified on the map.



- | | | | |
|--|--|---|---|
|  SF 5000, SF 7200, SF 9600, RSL |  LR3 |  NC3 |  IB |
|  LR1 |  HR, MR, MR/RC, SCM |  NC1, NC2, NCR |  MIO |
|  LR2 |  C1, C2 |  IC | |





Zoning	Acres		
C1-65	11.0	MIO-65-C1-65	10.4
IC-45	1.1	MIO-65-IC-45	3.7
LR1	5.4	MIO-65-NC3-65	7.4
LR2	13.9	MR	13.7
LR3	31.6	MR-RC	0.9
LR3 RC	1.2	NC2-40	8.0
MIO-105-C1-65	1.2	NC2P-40	2.4
MIO-105-MR	8.5	NC3-65	18.1
MIO-105-NC3P-65	0.4	NC3-85	15.9
MIO-37-IC-45	1.5	NC3P-65	20.8
MIO-50-C1-40	9.4	SF 5000	45.6
MIO-65-C1-40	3.8	Total	236.0

Does Not Include ROW, Water, Parks

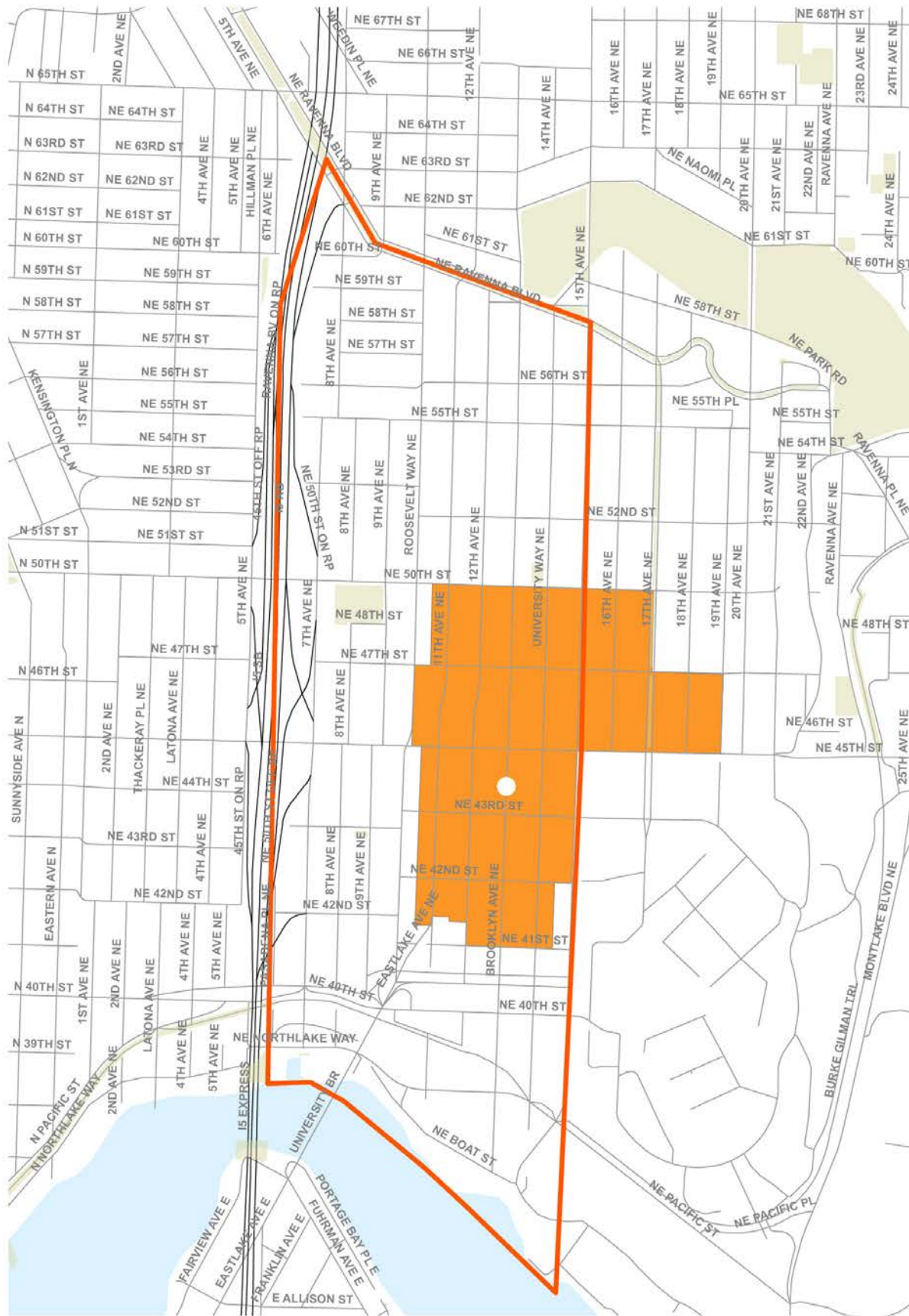
Source: U.S. Census Bureau Decennial Census 100% Count data 2010



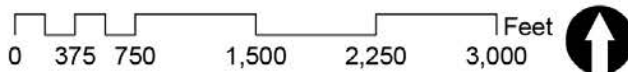
Brooklyn Ave. near site of proposed station



New student housing along Campus Parkway



Station Area Overlay District



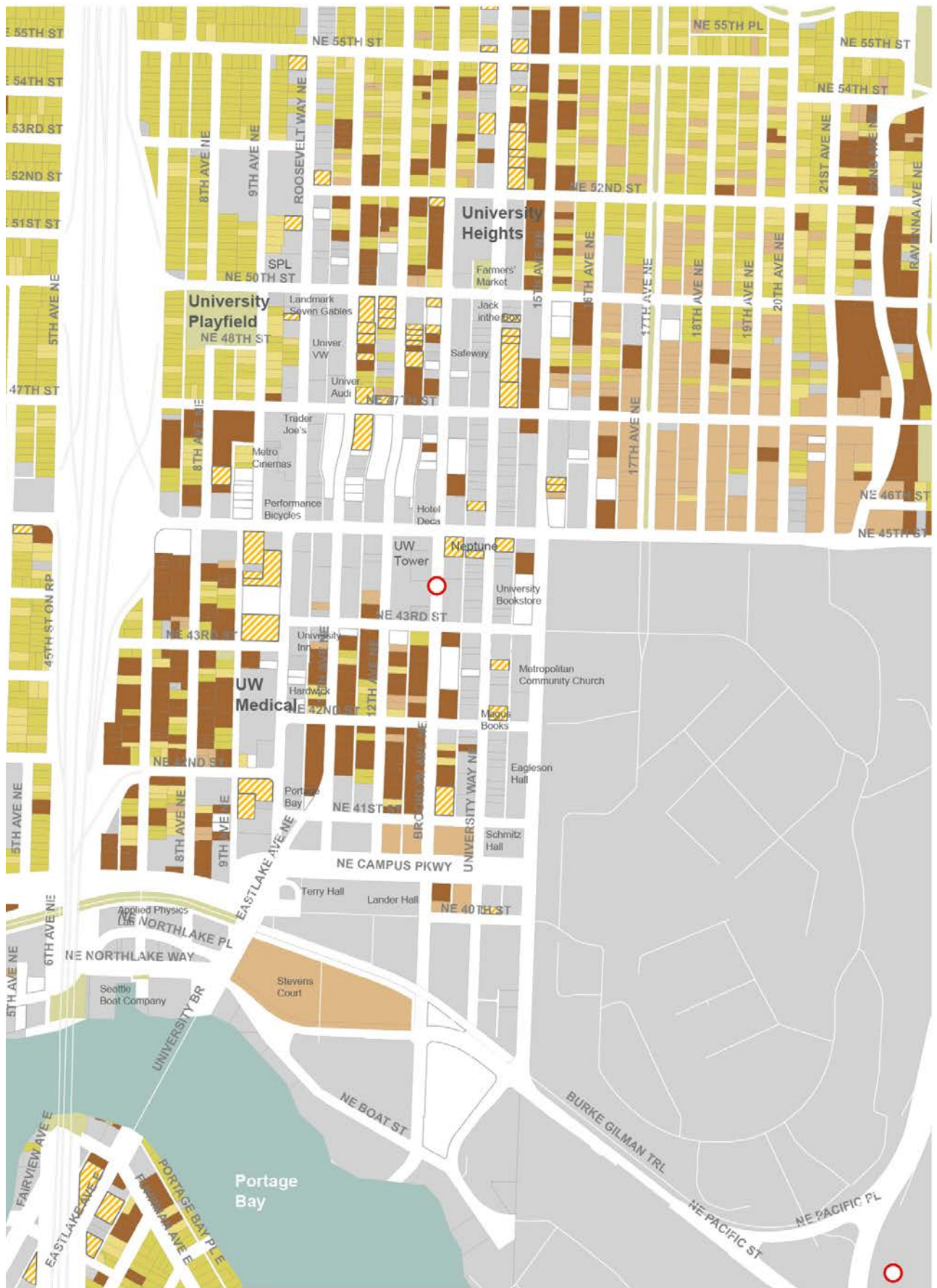
3. Station Area Overlay District

The NE 45th Street Station Area Overlay District (SAOD) was adopted based on recommendations from the University District Station Area Planning process in 2000. This process assumed a station location at NE 45th St. and 15th Ave. NE and used a quarter-mile distance around this station location to define SAOD boundaries.

The SAOD and a related pedestrian overlay rezone, when taken together, were intended to discourage auto-oriented development and increase opportunities for housing development near the future light rail station.

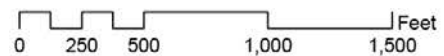
Specific features of the Overlay District include:

- **Supporting existing businesses**
- **Shared parking provisions**
- **Prohibited uses**
- **Housing development flexibility in Commercial Zones: allowing single-purpose residential use**
- **More housing without raising height limits: removing 64% upper-level coverage limits**



- Single Family
- Duplex/Triplex
- Other Housing
- Multi-Family
- Mixed Use
- Parking
- Open Space
- Water Body

Housing Clusters



5. Jobs and Housing

Approximately 10,406 jobs are located in the area within a ten-minute walk of the planned Brooklyn light rail station. This number is derived by assuming one job per 300 square feet of commercial floor area. Because only 25% of the University of Washington main campus is located within the walkshed, an estimated 25% of campus jobs are included in this calculation. Practically, it is likely that more than 25% of all University campus jobs are accessible within a ten-minute walk of the Brooklyn station. These calculations will be refined as planning continues.

1. More Jobs than Housing

The University District is a major employment center, a regional resource, and a neighborhood that serves a local population. From both a regional and a local perspective, it is advantageous for both jobs and housing to be located within the transit walkshed.

Locating jobs and residences within walking distance of transit encourages commutes through active modes like walking and biking, contributes to a diverse pattern of activities throughout the day, reduces demands on roadways and other transportation systems during peak commute times and increases environmental quality. For this reason, planning for communities where high capacity transit is located frequently includes a detailed look at jobs and housing.

2010 Census data tell us there are 6,085 housing units within the half-mile walkshed around the Brooklyn station. However, 22% of those units are 'congregate housing' or housing that principally serves students. Thus a total of 4,746 units may be available to serve a non-student population.

Ideally housing would be available at prices, sizes, and locations suited to workers who wish to live in the area.

There is likely a shortage of housing in the area given the demand for housing. The shortage is more dramatic than these preliminary numbers suggest because the University of Washington campus provides over 41,000 total jobs. Additionally, much of the housing units currently available in the area are small apartment units targeted more to students and less to families or staff and faculty at the University.

Surveys of University of Washington students and employees provide additional background. Average commuting distance for students, for example, has increased from 6.87 in 2008 miles to 8.28 miles in 2010. Students (61%) and faculty members (67%) were more likely than staff (37%) to have chosen their housing location because of its proximity to the University. Since students have access to housing in dormitories and share with several housemates to afford higher housing prices, and faculty can afford relatively higher priced housing in adjacent neighborhoods, these numbers likely indicate the under-supply of housing affordable to those earning moderate salaries.

Attracting a broad range of housing types to the future station area would create opportunities for more people to walk or bike to work, freeing them from long commutes, increasing environmental quality and providing the broad diversity of households necessary to support a vital retail main street.

References:

'Jobs-Housing Balancing and Regional Mobility'
(Robert Cervero) *APA Journal*, Spring 1989, pp. 136-150, UCTC No. 50

'Jobs-Housing Balance,' (Jerry Weitz, AICP) *APA Planning Advisory Service Report Number 516*,

Mixed-use development along the Ave.





Examples of housing in the southwest area of the neighborhood





Example of housing in the southwest area of the neighborhood



Example of single-family and high-rise structures located within ten-minute walk of the future station



Example of housing in the southwest area of the neighborhood



Example of single-family structures located within ten-minute walk of the future station



Example of high-rise structures located within ten-minute walk of the future station



New multi-family structures have been constructed to the area's existing height limits of 65'



6. Circulation

A. Street Network

1. NE 45th St. Street

NE 45th St. is a key east-west connector in the City; in the University District it functions primarily as a four-lane urban arterial. It provides access to I-5 and functions as the key electric trolley transit route from the University District to Wallingford, Fremont and Ballard. The street experiences severe traffic congestion, with vehicular queues and slow transit speed most of the day. Especially between I-5 and Brooklyn Ave. NE, NE 45th St. is not an appealing street for pedestrians. Reasons for this may include high car traffic, sidewalk environments unbuffered from traffic and grade changes from 12th Ave. NE to Brooklyn Ave. NE. The character of the street changes along its length, but in the



NE 45th St. and Brooklyn Ave. NE

study area the street largely has banks, small offices and gas stations as ground-level uses. The typical right-of-way width of the street is 70' though widths vary along the length of the street.

2. Roosevelt Way and 11/12th Ave. NE

This corridor functions as a one-way 'couplet' with southbound traffic on Roosevelt Way NE and northbound traffic on 11th Ave. NE/12th Ave. NE. Traffic here is moderate and moves faster than along NE 45th St. Parking is allowed on both sides of the two streets, except during commute hours when it is restricted to one side in the peak direction. The character of the street changes along its length; small businesses and auto sales lots line Roosevelt Way NE until Ravenna Blvd. 11th Ave. NE and 12th Ave. NE have a mix of retail/service and office uses until NE 50th St., north of which they become largely residential streets. Parking is along the street along Roosevelt Way, and small businesses there rely on on-street parking for their patrons.

Due to gentle slopes and its direct route to downtown via the University Bridge, this couplet is heavily used by bicyclists. Pedestrians also use these streets heavily, though several intersections lack signalized crossings, making walking difficult, especially during peak hours. The typical right-of-way width is around 60' along Roosevelt Way, 11th Ave. and 12th Ave.

3. Brooklyn Ave. NE

Brooklyn Ave. NE is categorized as a 'Neighborhood Green Street' and is also the setting for the future light rail station, between NE 43rd St. and NE 45th St. Currently, this is a low-traffic street used well by bicyclists. The typical right-of-



Roosevelt Way NE and NE 50th St.



The Ave has undergone extensive redesign in recent years

way width is 70'. Sections of the street between NE 43rd St. and NE 45th St. will be closed to traffic during construction of the station.

4. University Way (Ave)

The Ave is a commercial and transit corridor that functions as the commercial 'Main Street' of the study area. The Ave is a busy street, with vehicular through traffic, buses and street traffic related to vehicle parking by shopping district patrons.

Existing right-of-way is 60' wide along most of the Ave. with wider sections north of NE 50th St. The character of the street changes along its length, with a sharp change at NE 50th St. Areas south of NE 50th St. along the Ave went through a major streetscape improvement in 2002. This project widened sidewalks, added street trees, pedestrian-scale lighting, and improved pedestrian crossings.

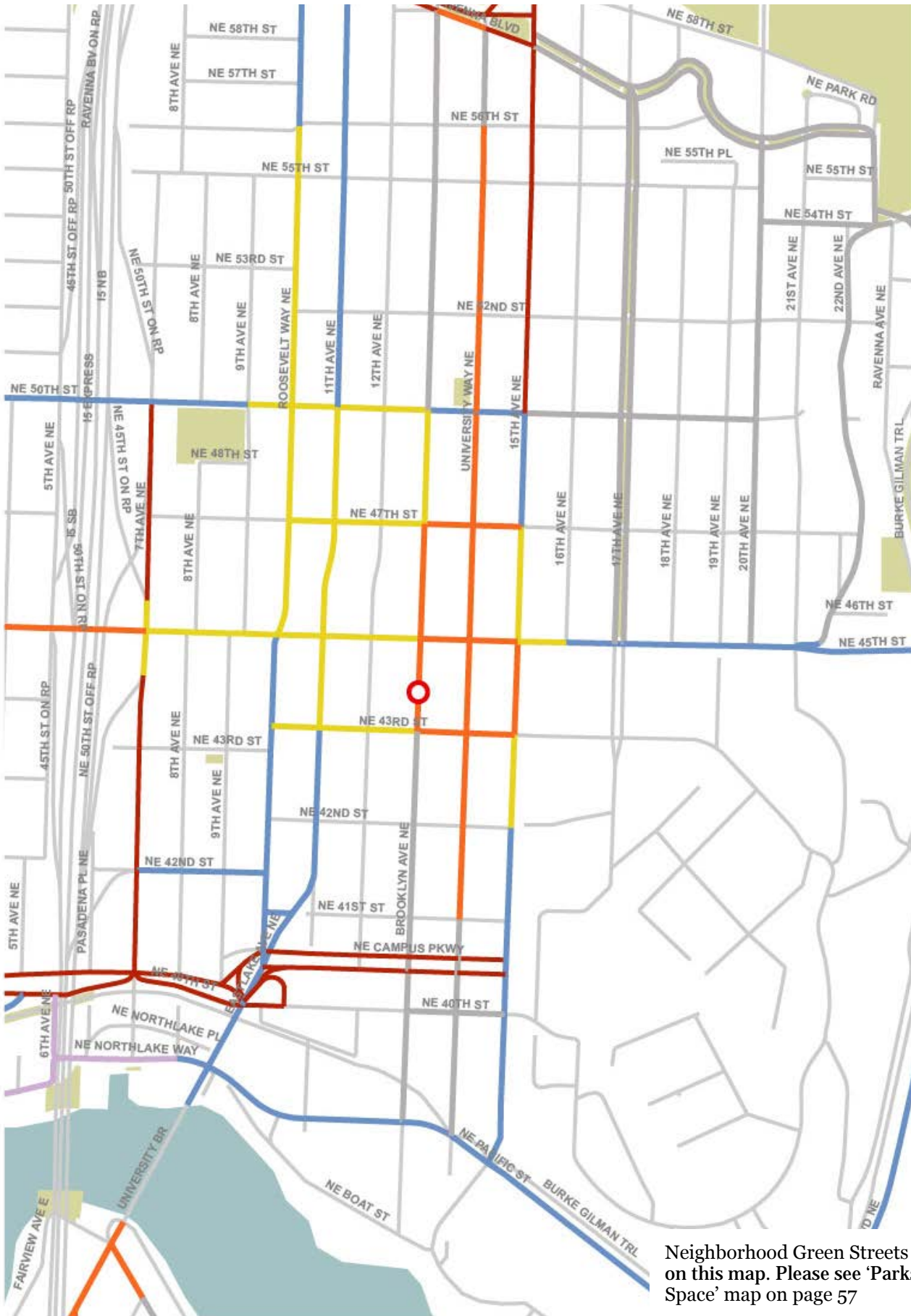
5. 15th Ave. NE

15th Ave. NE is a regional connector and a major transit corridor that forms the western edge of the University of Washington central campus and the eastern edge of the neighborhood business district. The street carries a number of heavily traveled bus routes as well as significant pedestrian activity. The western edge of the campus along this street is comprised of a low wall that creates a hard edge between the right-of-way and abutting campus property. Previous area plans recommended pedestrian-oriented improvements on land abutting NE 50th St., NE 45th St., NE 42nd St., NE 41st St. and NE Campus Parkway that would provide more visually welcoming entrances to the campus. The typical right-of-way width is 80'.

Information on streets based on University Area Transportation Action Strategy prepared by the Seattle Department of Transportation in August 2008



15th Ave. NE separates the main UW campus from the University District neighborhood



Neighborhood Green Streets are not shown on this map. Please see 'Parks and Open Space' map on page 57

- Commercial Connector
- Industrial Access Street
- Local Connector
- Main Street
- Mixed-use Street
- Regional Connector



6. General Observations

In spite of a continuous, regular grid, conditions that challenge pedestrian circulation include long N/S blocks, discontinuous street edges, and large areas of surface parking. East-west connections, especially along NE 43rd St. and NE 42nd St. across the Ave and 15th Ave. NE lack active street-facing building frontages or a sense of enclosure, thereby limiting pedestrian activity. The area around the proposed light rail station, especially streets and intersections within a five-minute walk, merits special attention in terms of pedestrian-oriented design, signage and wayfinding.

B. Walking and Biking

Creating an environment around transit that is pleasant and conducive to walking and biking is the foundation of the idea of transit-oriented development. The diagrams on page 7 of this report show areas accessible by foot within five and ten minutes from the light rail station as well as existing bike routes. Five and ten-minute walksheds around the station are critical to accessibility and merit organized physical design and improvements.



9th Avenue NE at NE 42nd Street



University Way and NE 42nd Street



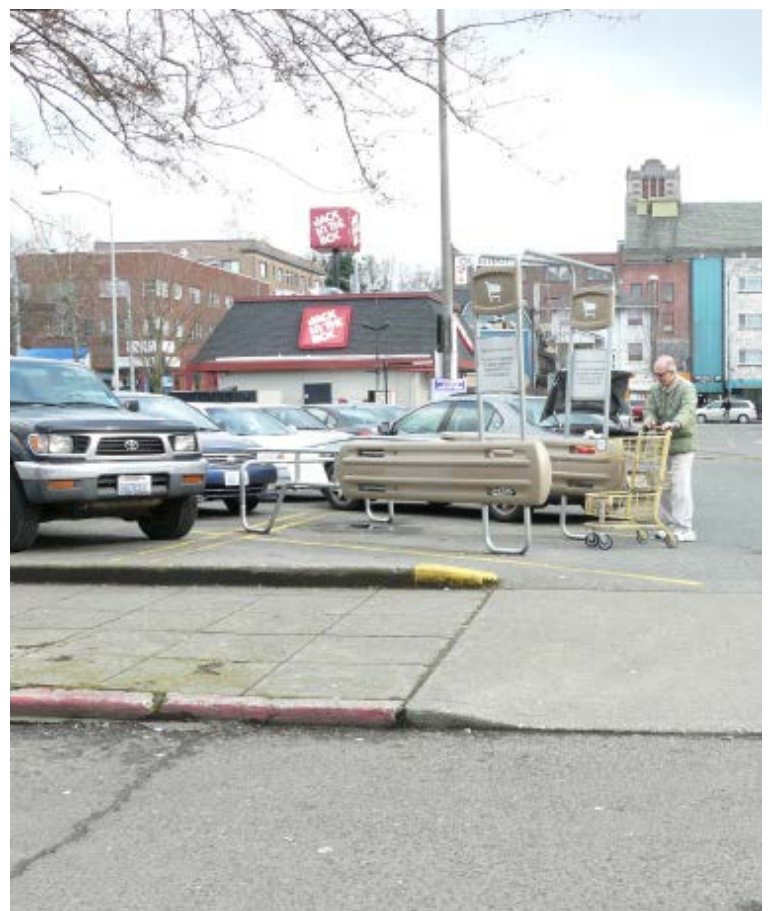
Improved Alley at NE 42nd Street

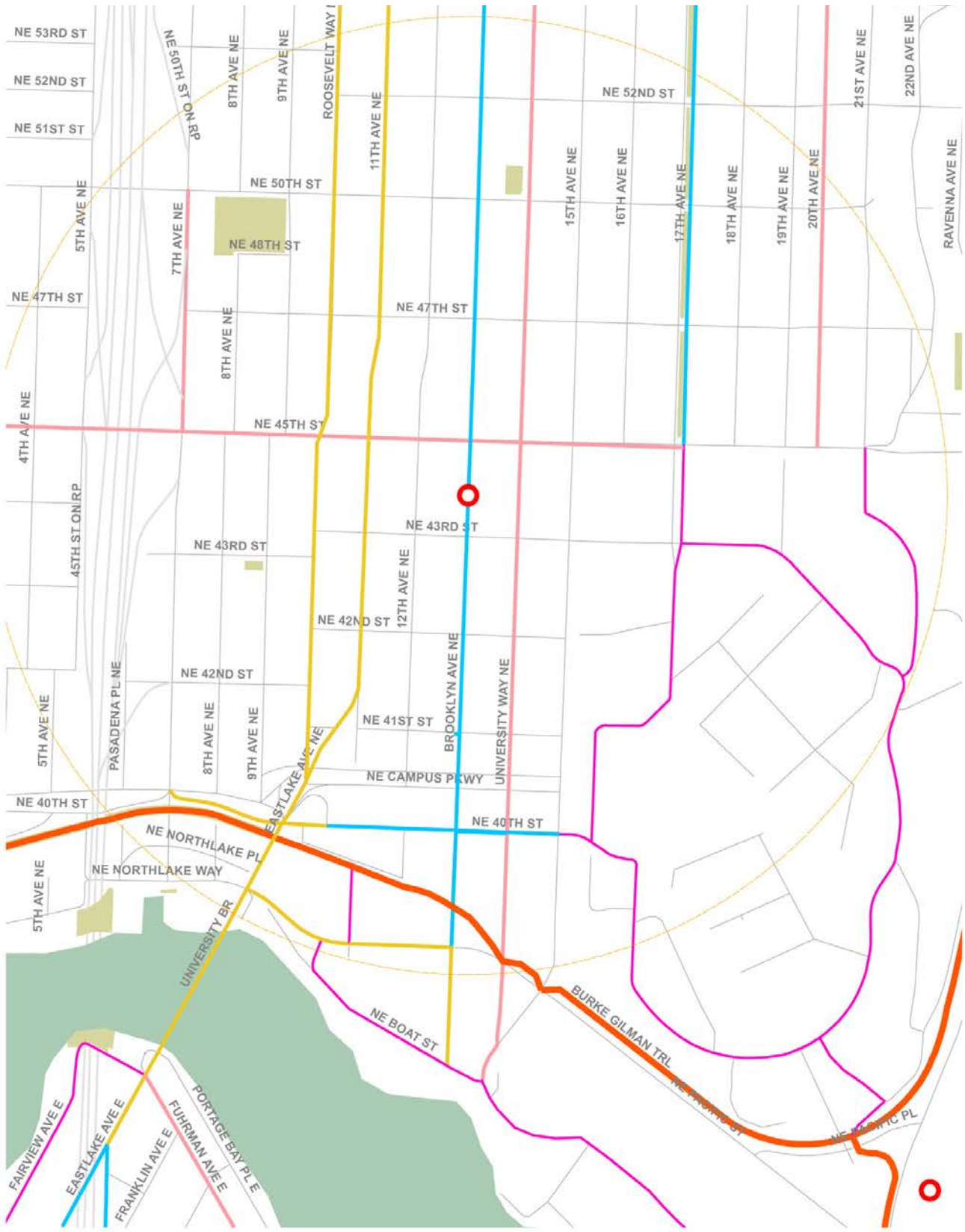


Walking conditions along 15th Ave. NE



Walking conditions between NE 47th St. and NE 50th St.

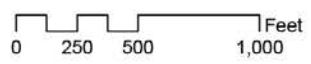




Existing

- Trail
- On-street Bicycle Lanes
- Arterial St., Commonly Used
- Non-arterial St., Commonly Used
- Sharrows

Bicycle Routes



7. Parks and open space

The study area features a diverse collection of parks and open spaces. Among spaces owned and maintained by Seattle Parks Department:

- To the north, Cowan Park and Ravenna Ravine, part of the Olmsted legacy, provide active recreation space.
- At the base of Brooklyn Ave. NE, Sakuma Viewpoint offers access to Portage Bay. This space was recommended to expand in the future.
- The southeast parking lot of the University Heights Center was recently purchased by Seattle Parks, and the entire lot is used on weekends as the popular University Farmers Market.
- The University Playfield along NE 50th St. provides active sports uses.
- Christie Park is located at NE 43rd St. and 9th Ave. NE offering grassy picnic areas and a basketball half-court.
- A small p-patch on 8th Ave. NE near NE 40th St. provides gardening and food production opportunities.

In addition, other public and private properties feature public space opportunities that host a diversity of activities:

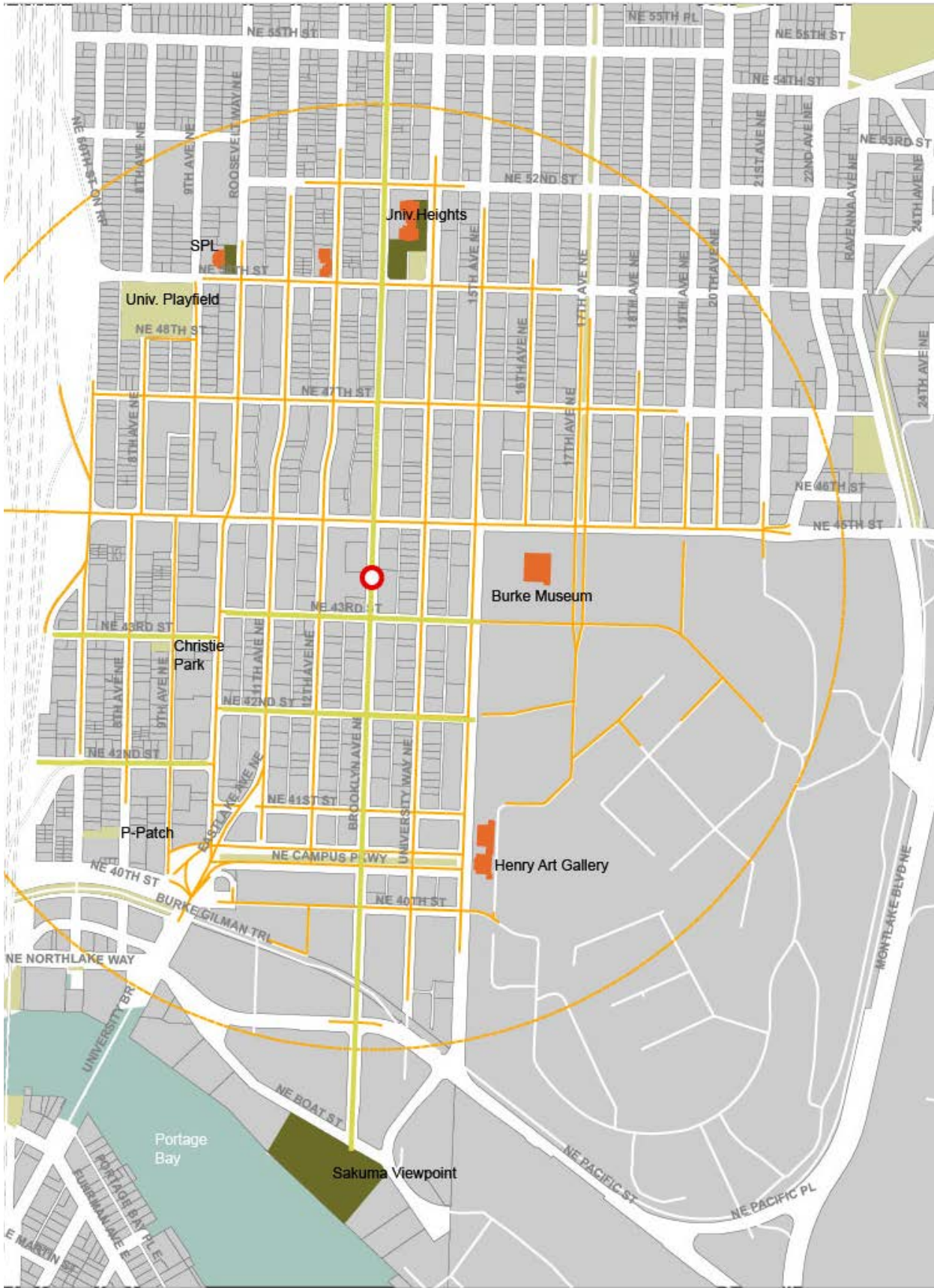
- The University of Washington campus includes wide lawns, paved plazas and a superb collection of trees that combine to serve passive open space uses.
- Several large properties feature plazas, pedestrian connections and other spaces that are used by students, employees and the general public at different times of the day.

The Seattle Parks Department published the University District Park Plan in 2005. The plan identified an existing deficit in publicly-owned open space, as identified by Comprehensive Plan open space goals for the University District Northwest Urban Village. This deficit was partially offset by recent purchases by Seattle Parks, including an expansion of Christie Park. The 2005 Park Plan was developed with stakeholders to identify priorities for new open space as follows:

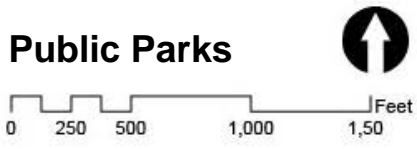
- A centrally located park in a high-volume pedestrian area with current or projected multi-family mixed-use buildings
- Smaller plazas in high-volume pedestrian areas... coordinated with adjacent development
- Smaller neighborhood-oriented parks to serve local needs

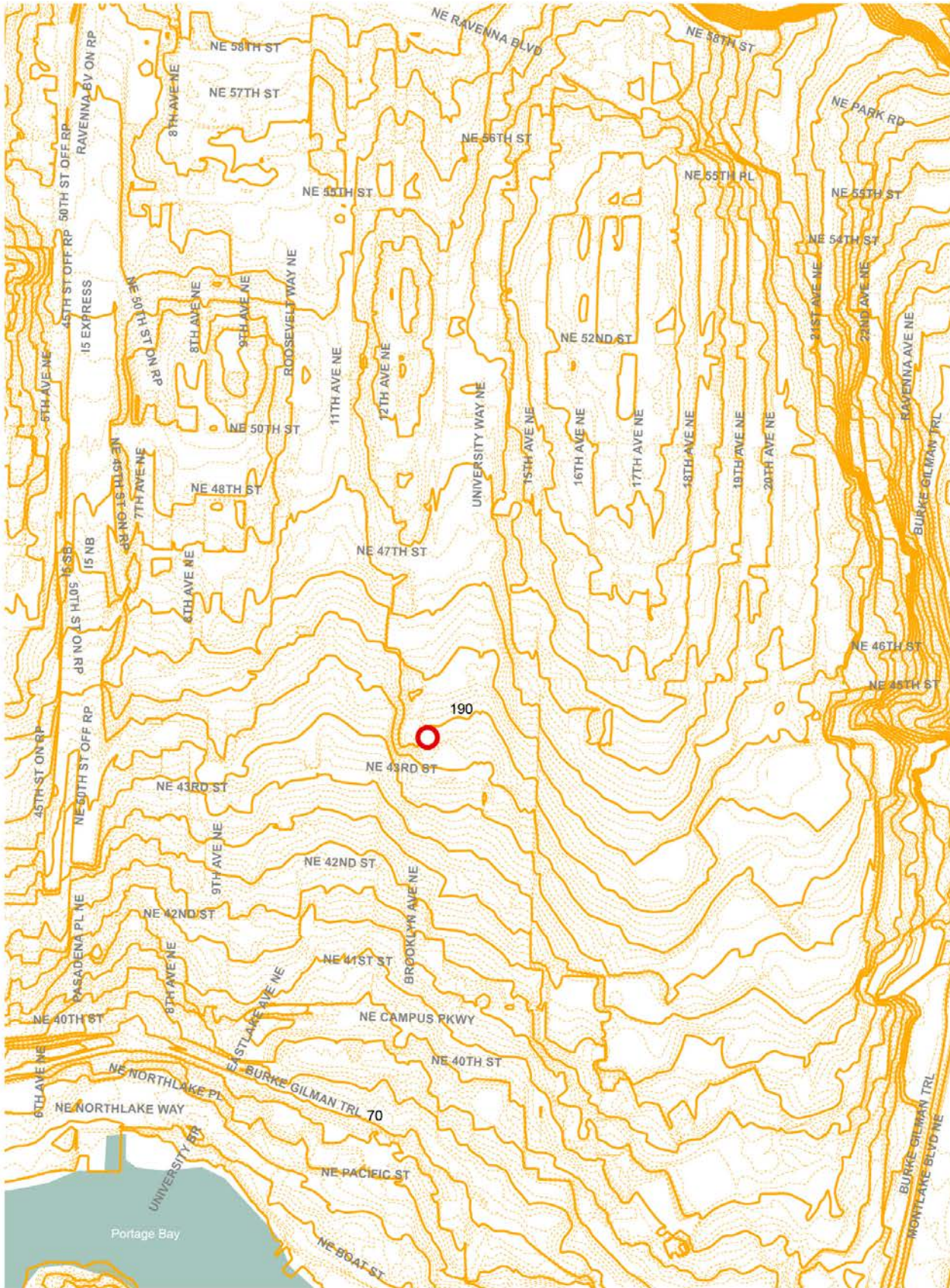
Additionally, both the Parks Plan and the 1998 UCUC neighborhood plan identified other future opportunities to address the need for public spaces:



- Improvements to Brooklyn Avenue NE as a pedestrian corridor
- New urban plazas and pocket spaces through development incentives
- University of Washington campus that is more accessible from the central University District
- Pedestrian improvements along the NE 43rd St. and NE 42nd Street to provide more generous spaces in the center of the district



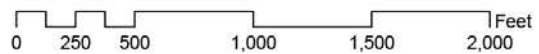
- existing public parks
- proposed parks
- green streets
- public buildings

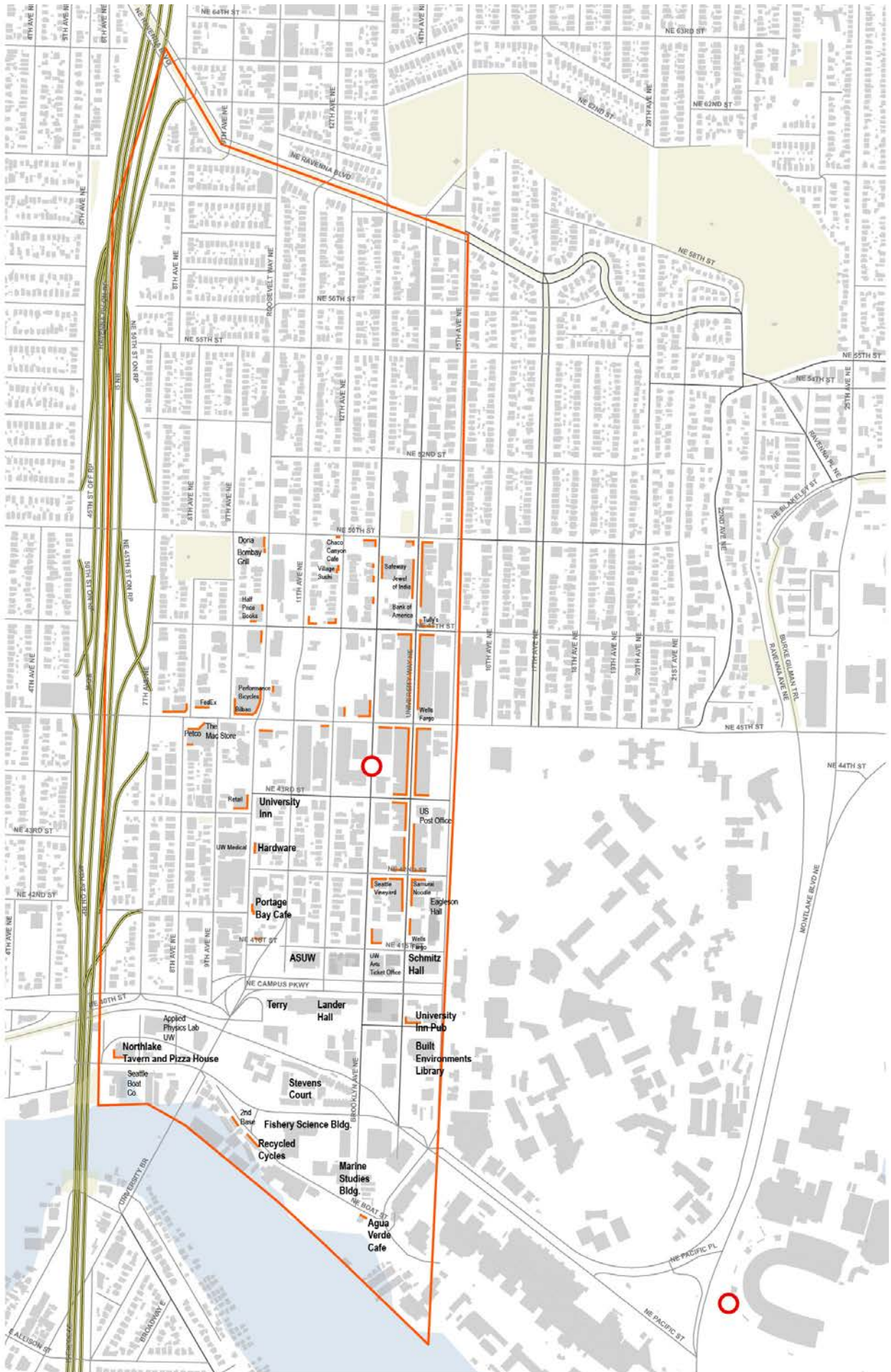




-  10ft. contour
-  2ft. contour

Topography





Activated Street Frontages

8. Streetfront Activity **[This map is under construction. Areas north of NE 50th have not yet been surveyed]**

The map on the left depicts areas with active ground floor uses in the study area. The information is based on data collected through site visits and observations. As seen on the map, continuous active ground floors are seen primarily in the North-South direction on the Ave. while other areas have scattered nodes of street-level activity.

9. Social Services and Faith Community [This map is under construction]

The University District enjoys a rich history of social activism and services. As seen on the map to the right, the neighborhood is home to an array of churches and providers who provide services to people from throughout Seattle. Of particular note is the network of services providers to homeless and at-risk youth and young adults. The following information about this network of services was assembled by Megan Gibbard, Executive Director of Teenfeed.

ROOTS Young Adult Shelter (ROOTS)

ROOTS delivers critical services to homeless young adults and other low income persons, advocates for policies that foster dignity and long-term solutions, and works toward building community partnerships.

As is typical for college areas across the nation, Seattle's University District was home to a significant group of young people during the 1980's who were not housed. The young people lived both in local parks and abandoned buildings. For approximately six years before ROOTS was first incorporated, the University District Youth Shelter (UYS), a loose organization of University District congregations, had provided sanctuary informally to homeless youth in the district. In 2000, University Temple United Methodist Church began operating a once weekly shelter, which later added two more nights in 2002 after incorporating as it's own non-profit. The organization later became "ROOTS" as those who stayed there identified with the mural on the churches south wall depicting "Rising Out Of The Shadows." In 2004 as University Youth Shelter closed, ROOTS added other nights. As of 2012, ROOTS shelter serves as many as 30 young people nightly and helped 525 different young people in 2011 who needed a safe place to sleep, shower, and make connections to services. ROOTS also offers a weekly meal "Friday Feast" that began in 1996.

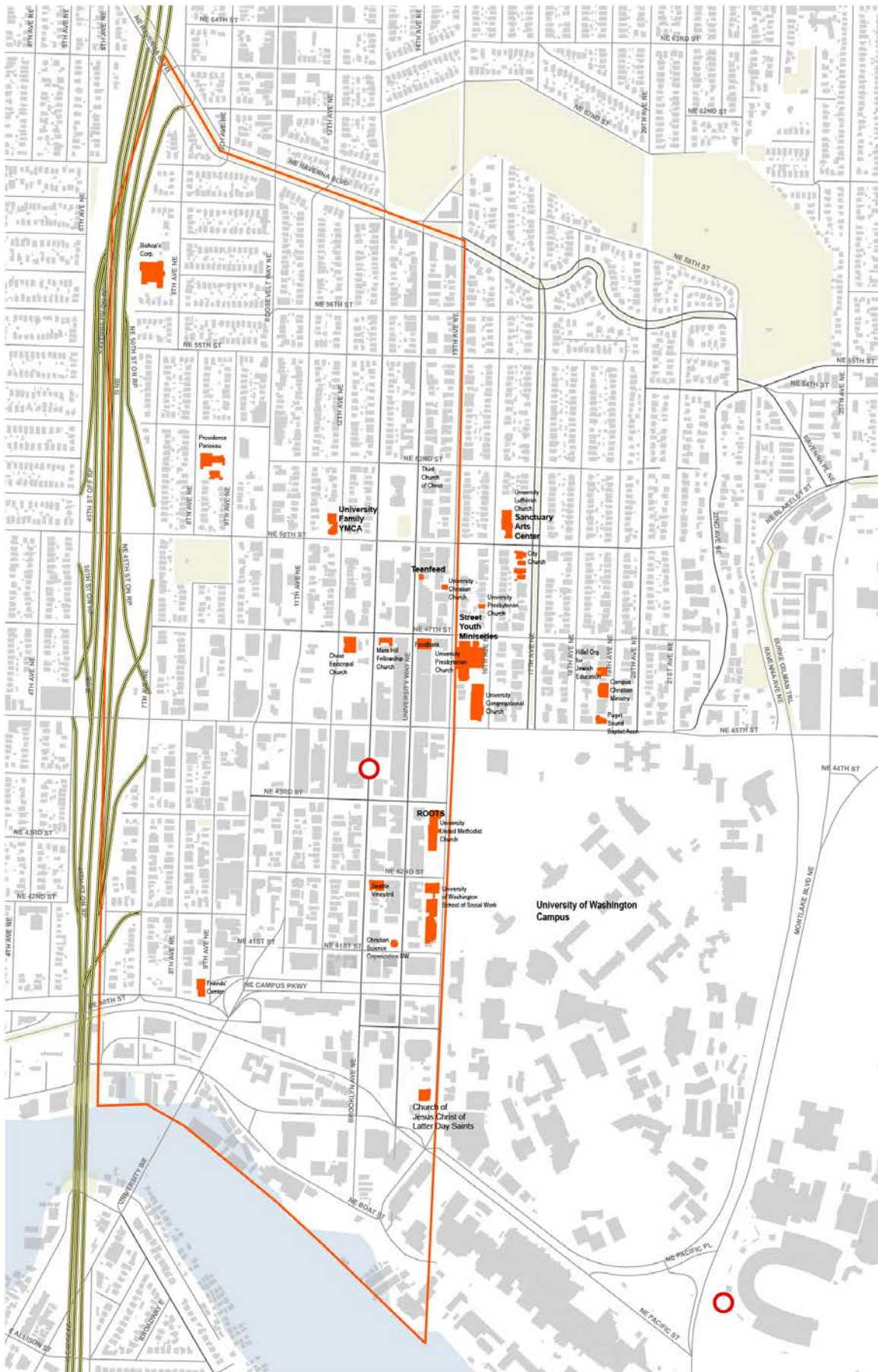
Sanctuary Arts Center (SAC)

The mission of the Sanctuary Art Center is to provide a safe, calm and warm environment for homeless and street involved youth, ages 10 to 25, that offers them an opportunity to experience creativity and success through the use of various artistic media. Through the instruction and mentorship of caring adult staff and volunteers, we provide youth an opportunity to bring meaning and safety back into their lives.

The Sanctuary Art Center was established in 1999 as a response to the lack of programming for creative expression among the various services provided for homeless youth in Seattle's University District. Initially, programs were offered two days a week for three-hour sessions and run on a volunteer basis. As the center grew in popularity, additional hours were added and funds were solicited to pay for part-time staffing. In 2003 the center was incorporated as a 501(c)3 non-profit organization. Currently, the Sanctuary Art Center offers roughly 32-36 hours of art related programming six days a week and serves around youth annually.

Street Youth Ministries (SYM)

Street Youth Ministries began in 1993 when a group of individuals at University Presbyterian Church noticed a growing number of youth sleeping in the doorways and other spaces in the church and wanted to address the issue. They partnered with other University District Churches to ensure overnight shelter every night of the week for youth in need. As more agencies caring for homeless youth became prominent in this neighborhood, SYM began partnering together with the hope of strengthening their services and avoiding duplication.



Location of Social Services and Faith Community

Today, SYM serves youth by providing Drop-in services, case management, life skills classes, activities, resources and referrals that provide youth with what they need to have the best chance at exiting street life. SYM is committed to providing these critical services this in the context of demonstrating positive, supportive and accepting relationships with youth. Our mission is to provide youth in Seattle's University District with life skills, resources and relationships that bring hope and healing to their lives and the community.

Teen Feed

Teen Feed works with the community to offer support to meet basic needs, build strong relationships, and ally with homeless youth as they meet their future off the streets. With the tremendous support of the community, Teen Feed responds to the most basic needs of homeless youth with three programs: Teen Feed, Street Talk Outreach Program (STOP), and Service Links for Youth (SLY).

In 1987, nurses from the University of Washington Medical Center noticed that many street youth accessing the emergency room were severely malnourished. The community responded, and faith groups, service providers, and neighbors came together to provide food to the University District's homeless youth population. Teen Feed was born, and now we average 40-50 guests each evening. Teen Feed is the only provider of meals specifically to youth and young adults in the University District open regularly every night of the week.

University District Youth Center (UDYC)

Mission: The University District Youth Center provides homeless, at risk, runaway, and/or street involved youth ages 13-22 the opportunity, tools, & support in transitioning to improved living while creating a safe, nurturing environment that values and respects the

cultural diversity of the youth we serve.

UDYC was established in 1988 through the UW's School of Social Work, City of Seattle, and the Center for Human Service to combat the problem of homelessness in the University District. Over time services and locations slowly changed and expanded to include employment services, drug and alcohol counseling, mental health counseling, and education. In 1992 the University Congregational Church allowed the UDYC to move into a local house, known as the gold house, rent-free. In 1996 the City of Seattle developed funds to create two programs Pro-Youth (case management services) and the Working Zone (vocational skills and internship program) which are provided through the UDYC. In 1999 Catholic Community Services took over being the UDYC's parent agency from the Center for Human Services. Currently the UDYC houses a Seattle Interagency Academy, Working Zone's Zine project, Pro-Youth case management, Ryther Child Center chemical dependency counseling, Groundwork's Wraparound service, and the UDYC Drop-In center.

University Family YMCA

The Y is dedicated to today's youth. We believe that all kids deserve the opportunity to discover who they are and what they can achieve.

The University Family Y has been in its current location at 5003 12th Ave NE since 1951 and has been involved in working with the homeless youth population in the U District for decades. The Y hosts free hot meals for homeless youth over the weekends and fully subsidizes membership fees for homeless youth who meet basic criteria and adhere to behavior guidelines. The Y is proud to support this community and has many members from the this population that enrich our branch community. The Y is currently working closely with other members of the UDSPA to pilot a health and

wellness program to further engage homeless youth and facilitate better health within this population. The program is volunteer based and relies on the strengths and skills of the homeless youth participants, who play a leadership role.

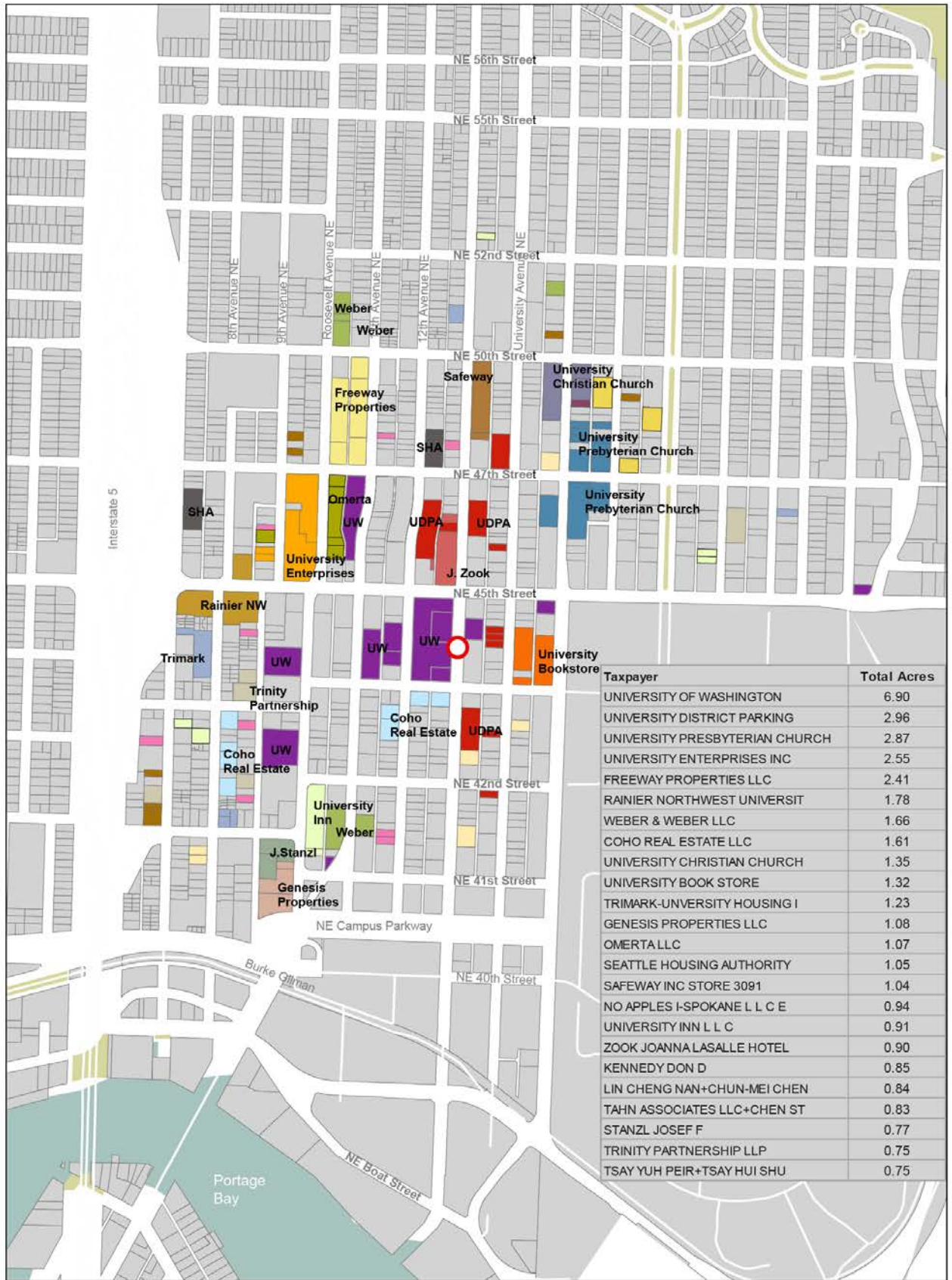
Information of service providers in the University District provided by Megan Gibbard, Executive Director of Teenfeed

A more detailed list of community service providers in the University District can be found here:

<http://www.udistrictseattle.org/Com%20Services.html>

More information on the issue of homelessness can be found in the 10-Year Plan to End Homelessness compiled by King County. Website for this report:

<http://www.cehkc.org/plan10/plan.aspx>



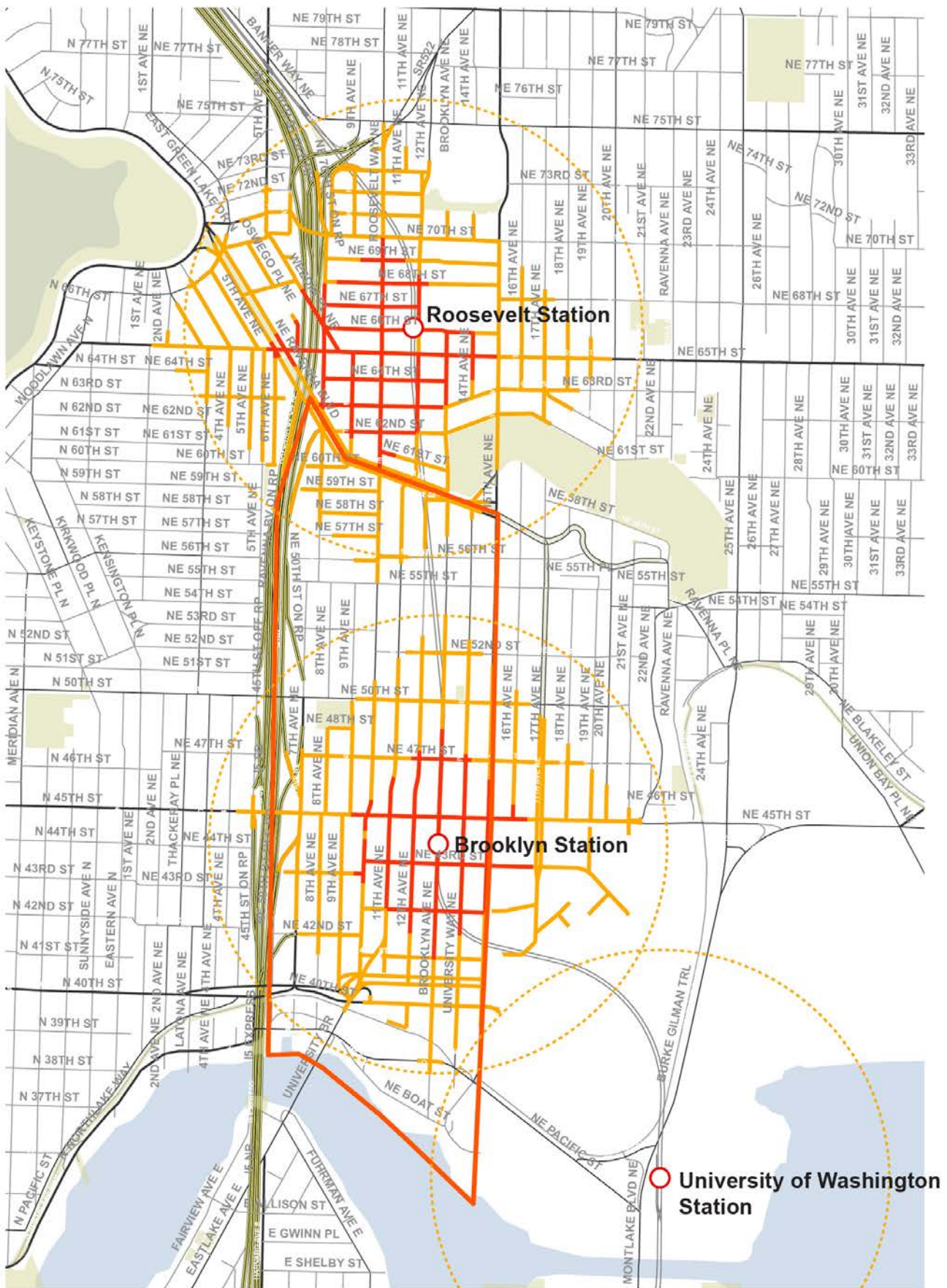
Major Property Owners



10. Major Property Owners

The map on the left depicts major property holdings in the study area. This information is based on King County Assessor data. This map is in draft form and will be updated to reflect new information as and when it becomes available.

As seen on the map, the University of Washington is the largest single property owner in the study area with 6.9 acres, followed by University District Parking Associates with 2.96 acres.



Walksheds around Adjacent Stations

- Quarter-Mile Walk
- Half-Mile Walk
- Urban Design Framework Study Area
- Half-Mile Distance



Technical End Notes

[1] The homeowner vacancy rate is the proportion of the homeowner inventory that is vacant "for sale." It is computed by dividing the total number of vacant units "for sale only" by the sum of owner-occupied units, vacant units that are "for sale only," and vacant units that have been sold but not yet occupied; and then multiplying by 100.

[2] The rental vacancy rate is the proportion of the rental inventory that is vacant "for rent." It is computed by dividing the total number of vacant units "for rent" by the sum of the renter-occupied units, vacant units that are "for rent," and vacant units that have been rented but not yet occupied; and then multiplying by 100.

[3] The American Community Survey (ACS) is a sample-based survey conducted by the U.S. Census Bureau as a replacement for long-form portion of the Decennial Census. With the ACS, margins of error can be quite large relative to the estimates, particularly for small population groups and geographies. Estimates from the ACS should therefore be used cautiously.

Unlike Decennial Census estimates, these ACS estimates are period estimates, based on surveys conducted during the five-years between the beginning of 2006 and the end of 2010. ACS estimates for census tracts and block groups are available only as five-year estimates.

The ACS estimates are for a combination of 10 Census Block Groups selected to approximate the University Urban Design Framework Geographic Area. (Block groups are the smallest level of geography for which ACS estimates are available, while decennial Census data are available at the block level.)

These five-year 2006-2010 estimates from the ACS are not directly comparable to 2010 Census estimates gathered for the University Urban Design Framework Geographic Area due to differences in survey timeframe and methodology. The ACS estimates gathered for this area are less accurate

both due to the fact that the ACS is a sample survey and because the ACS estimates are for a rougher block-group-based approximation of the area. The estimates from the 2010 Census are based on a 100% count for a combination of blocks that corresponds very closely with the actual University Urban Design Framework Geographic Area.

[4] The data on contract rent (also referred to as "rent asked" for vacant units) were obtained from Housing Question 15a in the 2010 American Community Survey. The question was asked at occupied housing units that were for rent, vacant housing units that were for rent, and vacant units rented but not occupied at the time of interview.

Housing units that are renter occupied without payment of rent are shown separately as "No rent paid." The unit may be owned by friends or relatives who live elsewhere and who allow occupancy without charge. Rent-free houses or apartments may be provided to compensate caretakers, ministers, tenant farmers, sharecroppers, or others.

Contract rent is the monthly rent agreed to or contracted for, regardless of any furnishings, utilities, fees, meals, or services that may be included. For vacant units, it is the monthly rent asked for the rental unit at the time of interview.

If the contract rent includes rent for a business unit or for living quarters occupied by another household, only that part of the rent estimated to be for the respondent's unit was included. Excluded was any rent paid for additional units or for business premises.

If a renter pays rent to the owner of a condominium or cooperative, and the condominium fee or cooperative carrying charge also is paid by the renter to the owner, the condominium fee or carrying charge was included as rent.

If a renter receives payments from lodgers or roomers who are listed as members of the household, the rent without deduction for any payments received from the lodgers or roomers, was to be reported. The respondent was to report the rent agreed to or contracted for even if paid by someone else such as friends or relatives living elsewhere, a church or welfare agency, or the government through subsidies or vouchers.

Contract rent provides information on the monthly housing cost expenses for renters. When the data is used in conjunction with utility costs and income data, the information offers an excellent measure of housing affordability and excessive shelter costs. The data also serve to aid in the development of housing programs to meet the needs of people at different economic levels, and to provide assistance to agencies in determining policies on fair rent.



City of Seattle

Michael McGinn, Mayor
Department of Planning and Development
Diane Sugimura, Director