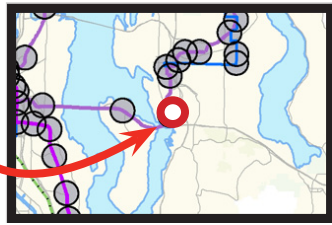
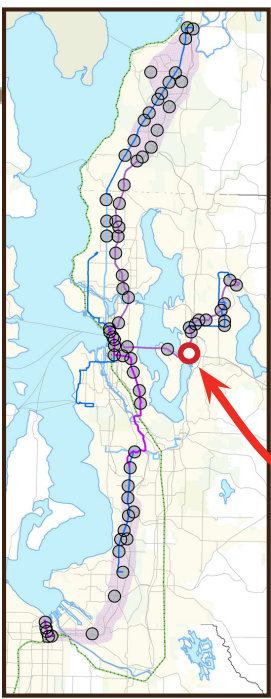


South Bellevue



AREA DESCRIPTION —

The South Bellevue park and ride is located in the City of Bellevue and is the site of a future light rail station and parking garage on the East Link extension, with service expected to begin in 2023. The Town of Beaux Arts Village is

located about a half-mile from the planned station. The area is currently the site of a Park & Ride facility near I-90 and I-405 and has numerous intercity and local bus connections.

Current land use is divided roughly evenly between the Mercer Slough environmental area, and the Enatai residential neighborhood of single-family homes. Mercer Slough includes open space, habitat, wetlands, blueberry fields, a farm stand, an environmental center, and a historic home site.

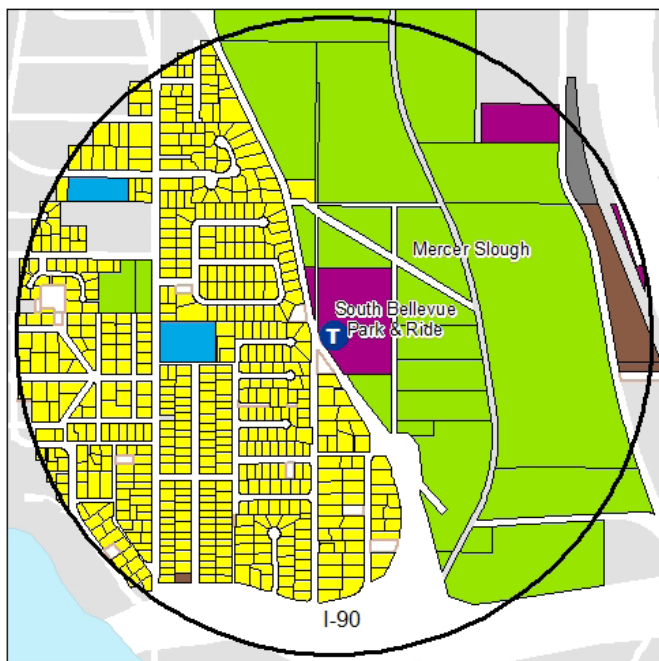
The surrounding community has a population of 1,708 with 22 percent minority, making it comparatively less diverse than other transit communities studied. The community has much higher incomes and larger household sizes compared with the corridor and region.

Single-family homes, primarily owner-occupied, make up most of the housing in the area. Compared with regional need and corridor averages, affordability is low.

LOCAL PLANNING —

No land use changes are envisioned for the South Bellevue area. The City of Bellevue has expressly stated that Transit Oriented Development is not appropriate at this station. Adopted policy TR-7519 of the Bellevue Comprehensive Plan preserves the existing single family neighborhood and environmental critical areas.

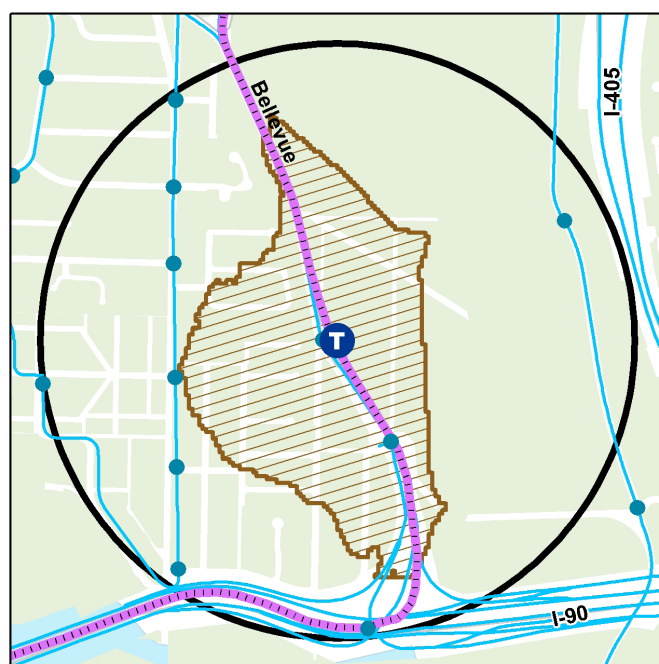
LAND USE



- 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	1,708	4,237
RACIAL DEMOGRAPHICS	22% minority	45%
AGE	29% > 18 years 15% < 65 years	19% 11%
MED. HH. INCOME	\$132,649	\$46,637
EDUCATION	72% BA or >	20%
AVERAGE HH SIZE	2.86	2.39

JOBS

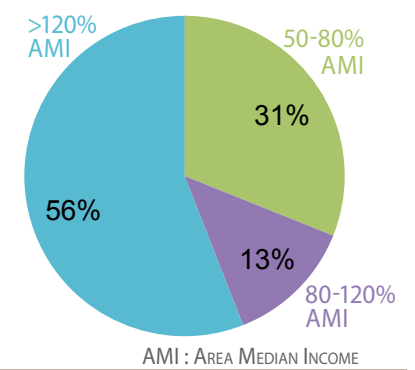
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	n/a	n/a
AVERAGE WAGE	n/a	n/a
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	n/a	n/a

NOTE: DATA ARE NOT AVAILABLE FOR THE EXTREMELY LOW NUMBER OF EMPLOYERS IN THIS STATION AREA.

HOUSING

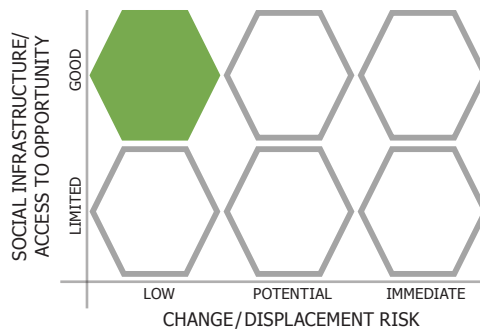
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	629	2,674
AFFORD. RANGE (% AMI)	22%	21%
HOMEOWNERS	88%	35%
RENTERS	12%	65%
COST BURDEN (% OF INCOME)	12%	44%

AFFORDABLE HOUSING BY INCOME LEVEL

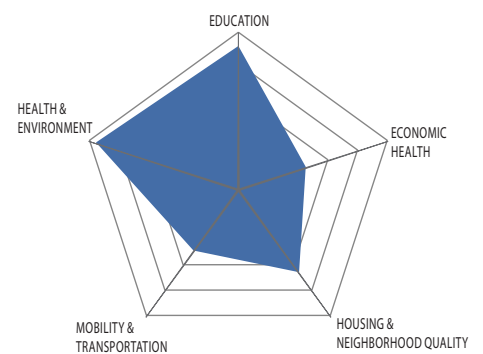


PEOPLE PROFILE

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.

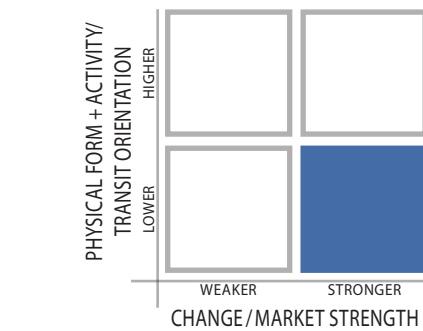


ACCESS TO OPPORTUNITY

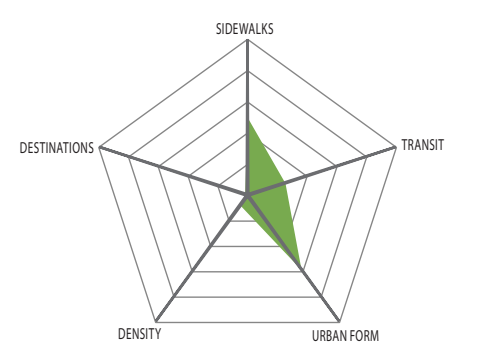


PLACE PROFILE

Communities with lower TOD orientation have a physical forms and activity level that do not strongly 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

3 IMPROVE ACCESS Improve Access transit communities are desirable neighborhoods or centers with good access to economic and educational opportunity, and strong real estate demand. Market rate housing is unaffordable to lower income households and there is relatively little subsidized housing. Key strategies focus on capturing value from strong markets to improve community access, either through subsidy to expand affordability within the community or transit investments to improve access to and from the community. Access needs and redevelopment opportunities will vary in scale and suitability across the diverse communities within this category, dependent on local visions and plans. For example, Bellevue Transit Center has planned for large amounts of near to medium term growth, while South Bellevue envisions little to none. Six communities are categorized as Improve Access (with no current light rail stations).

KEY STRATEGIES:

- Ensure accessibility through multiple modes of transportation
- Adopt tools to increase affordable housing choices, as appropriate to community scale
- Connect transit dependent populations to transit and community resources

