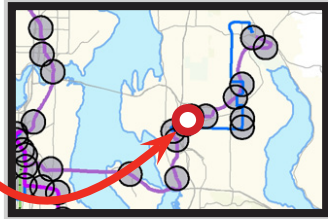
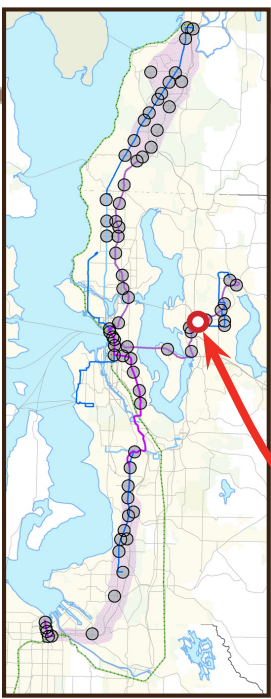


120th Station



AREA DESCRIPTION —

The 120th Avenue NE Station transit community, located in the City of Bellevue, is a future light rail station on the East Link extension, with service beginning in 2023.

The future station is located on the site of a former Safeway regional distribution center. Interim uses on the site include the Microsoft Shuttle Bus system. Other current land uses are predominantly light industrial, low rise commercial, and medical office. The entire area currently has insufficient pedestrian infrastructure.

With over 12,000 jobs, the community is a major regional employment center. Some residential uses are on the far edges of the area, within a 1/2 mile of the planned light rail station, and housing a population of 1,500, 42 percent of whom are minorities.

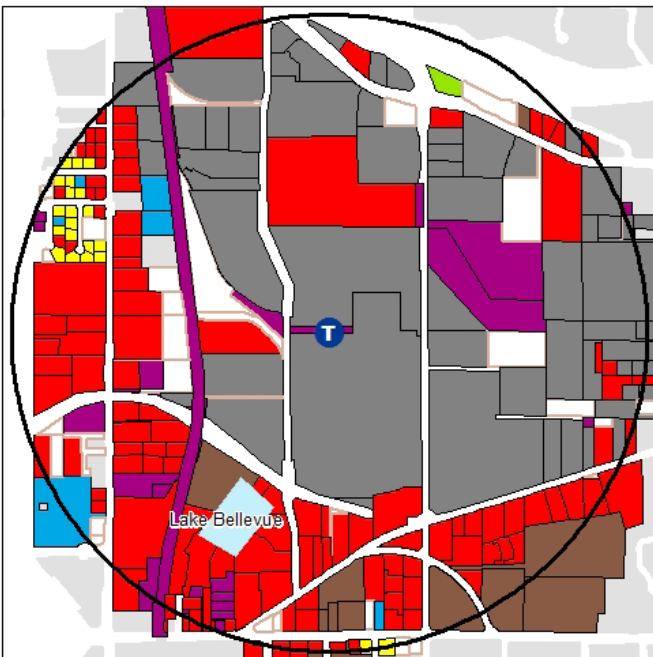
Over 800 multifamily housing units are located within a half mile of the station. Affordability of the existing housing stock is slightly higher than most transit communities region wide and much higher than the rest of the East Corridor for households earning less than 50% of AMI.

LOCAL PLANNING —

The 120th Avenue NE Station transit community is located in the Bel-Red Subarea. In 2009, Bellevue adopted policies and regulations intended to transform the Subarea from a light industrial and auto-oriented commercial corridor to a series of vibrant, mixed-use neighborhoods supported by light rail transit. The plan establishes a vision for the community and presents a framework for future redevelopment. The city envisions the community transitioning from a warehouse district to a pedestrian-oriented mixed use center. A master development plan at the center of the area, called the Spring District, is slated for redevelopment beginning in 2013 with a combination of office and residential uses.

The South Bellevue community has no local or regional designation for future residential or employment growth.

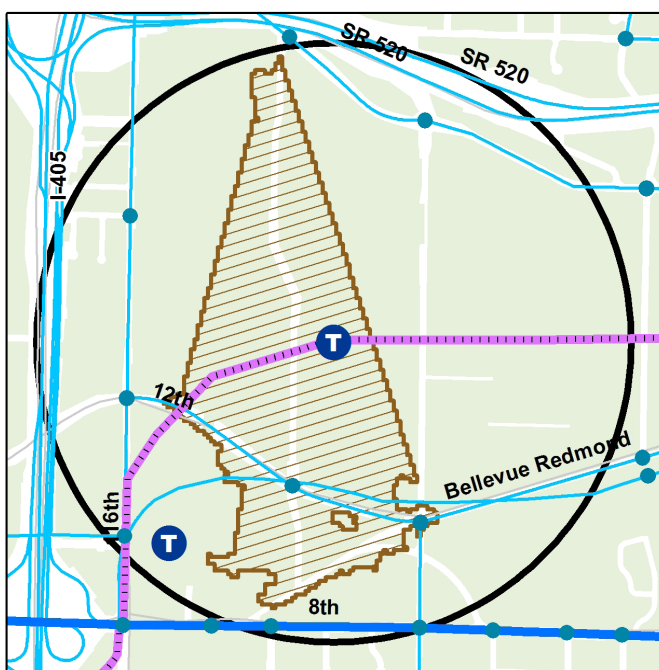
LAND USE



- 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	1,539	4,237
RACIAL DEMOGRAPHICS	41% minority	45%
AGE	18% > 18 years 15% < 65 years	19% 11%
MED. HH. INCOME	\$69,992	\$46,637
EDUCATION	52% BA or >	20%
AVERAGE HH SIZE	2.01	2.39

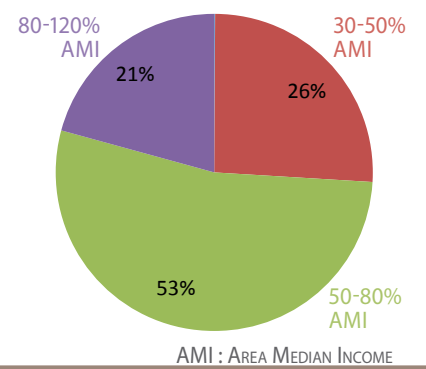
JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	12,052	3,032
AVERAGE WAGE	\$54,927	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	14%	17%

HOUSING

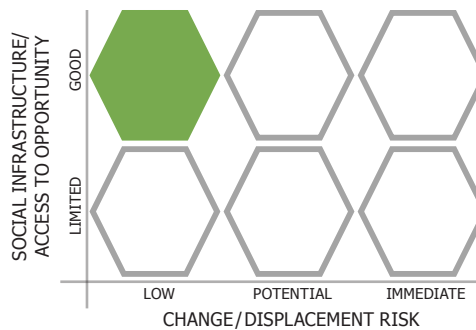
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	1,728	2,674
AFFORD. RANGE (0-50% AMI)	26%	21%
HOMEOWNERS	53%	35%
RENTERS	47%	65%
COST BURDEN (% OF INCOME)	41%	44%

AFFORDABLE HOUSING BY INCOME LEVEL

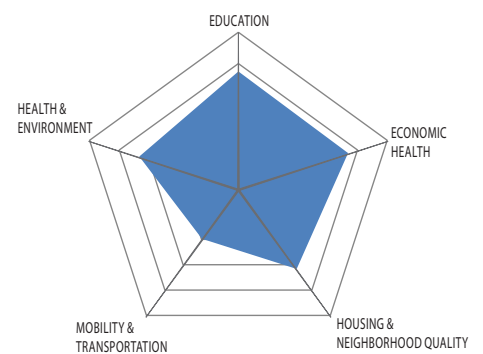


PEOPLE PROFILE

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.

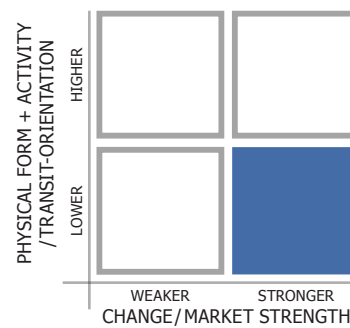


ACCESS TO OPPORTUNITY

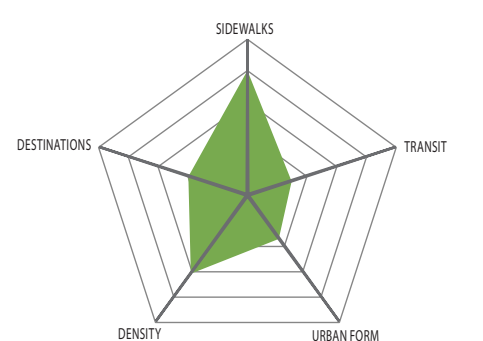


PLACE PROFILE

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

4 TRANSFORM AND DIVERSIFY Transform and Diversify transit communities are neighborhoods or centers poised for transformation due to good access to opportunity and strong real estate markets, together with recent planning efforts. However, many lack the sufficient physical form and activity levels to fully support future transit oriented growth. Key strategies leverage stronger markets to diversify land uses, make public realm improvements and expand affordability. These communities are currently either employment nodes or single-family neighborhoods with little mixing of uses or intensity of development. They also have limited housing choice, either through lack of housing or affordability. At the same time, they have stronger markets and near-term potential to grow as equitable transit communities. Six communities are categorized as Transform and Diversify, all located in the East Corridor (with no current light rail stations).

KEY STRATEGIES:

- Development regulations and capital facilities investments that support market demand
- Full range of tools for new and preserved affordable housing
- Community needs assessment and targeted community investments
- Targeted small business support



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