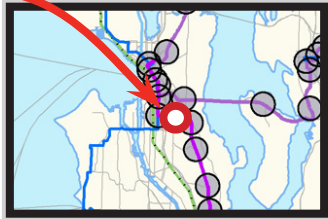
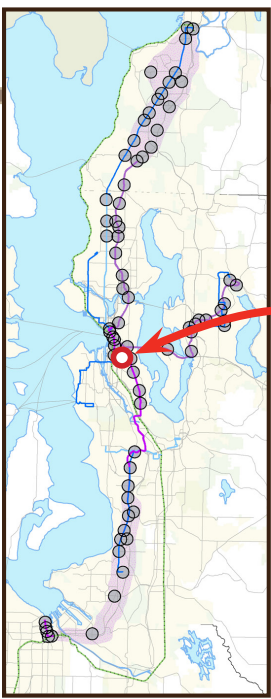


Beacon Hill



AREA DESCRIPTION —

The Beacon Hill transit community, located in the City of Seattle, has been served by light rail since 2009. Current land use is predominantly single family residential on small lots with commercial and multifamily residential uses along the main

arterials. With small blocks and a nearly complete sidewalk network, Beacon Hill offers a highly walkable built environment.

Beacon Hill transit community has a population of 6,081, with 69 percent minority, making it relatively diverse compared to transit communities studied. The current median household income is higher than nearly all South Corridor transit communities, but still below the regional median income.

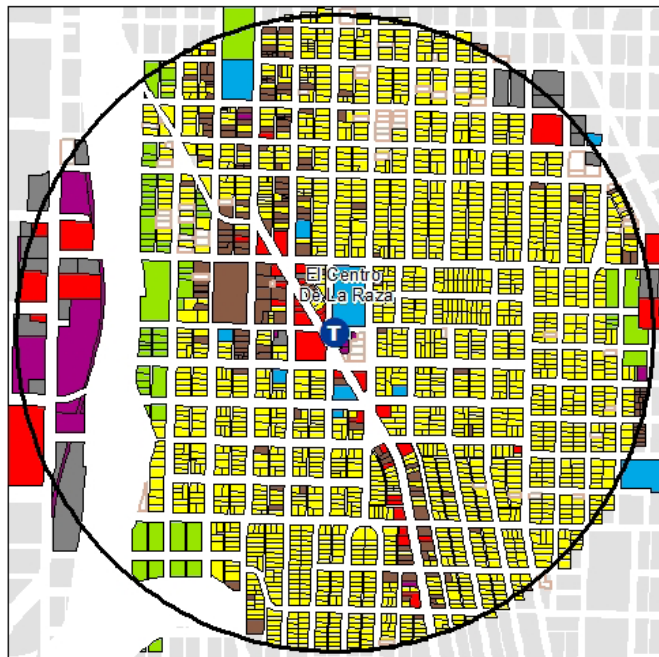
The commercial and civic elements in the Beacon Hill neighborhood reflect its diversity. These include El Centro de la Raza, a community service and advocacy organization which owns a former school building including a major development site adjacent to the light rail station.

Housing in the community is primarily single family. Beacon Hill has relatively low levels of affordability for households earning below 50% of AMI compared with other transit communities and the region as a whole.

LOCAL PLANNING —

The Beacon Hill transit community is located within the City of Seattle designated Urban Village. In 2010 the City of Seattle updated the Beacon Hill Neighborhood plan. Additionally, in 2011, the city completed an Urban Design Framework for the transit station. The City of Seattle and Beacon Hill community members envision increased vitality of the neighborhood retail district that is served by a range of transportation options. Additionally the city seeks to maintain affordable housing alternatives throughout Beacon Hill and concentrate additional growth within the Urban Village boundary.

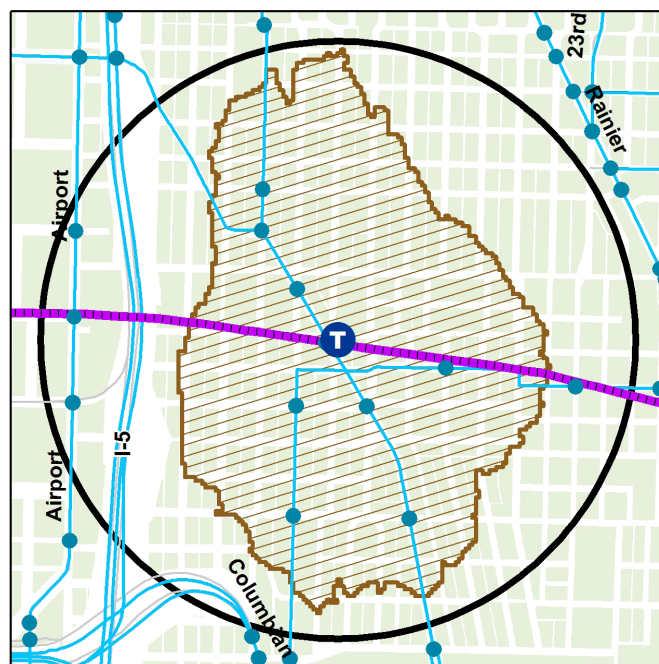
LAND USE



- 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	6,081	4,237
RACIAL DEMOGRAPHICS	69% minority	45%
AGE	16% > 18 years 12% < 65 years	19% 11%
MED. HH. INCOME	\$56,492	\$46,637
EDUCATION	25% BA or >	20%
AVERAGE HH SIZE	2.56	2.39

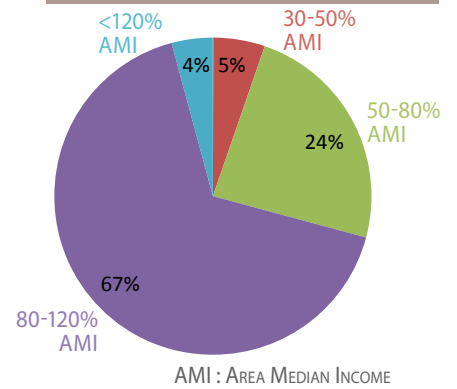
JOBS

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	1,453	3,032
AVERAGE WAGE	\$38,811	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	29%	17%

HOUSING

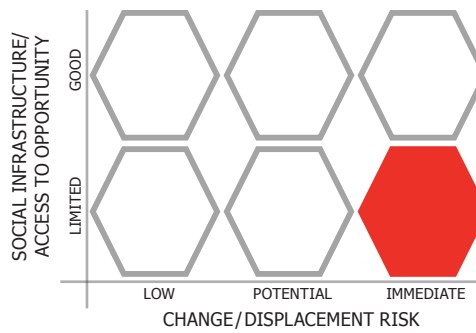
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	3,082	2,674
AFFORD. RANGE (0-50% AMI)	5%	21%
HOMEOWNERS	52%	35%
RENTERS	48%	65%
COST BURDEN (% OF HOUSEHOLDS)	31%	44%

AFFORDABLE HOUSING BY INCOME LEVEL

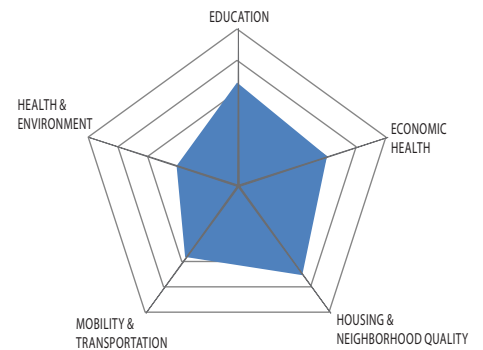


PEOPLE PROFILE

Communities with immediate displacement risk show indications that displacement of lower income populations has begun, higher current market strength, and/or high number of community risk factors. Limited access to opportunity indicates barriers in attaining resources for household to thrive.

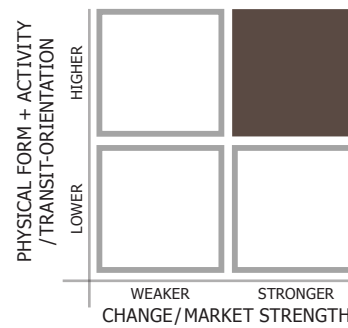


ACCESS TO OPPORTUNITY

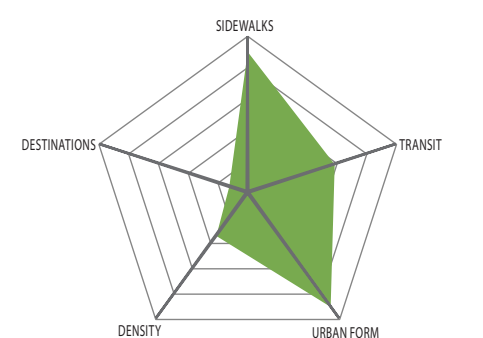


PLACE PROFILE

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

1 PROTECT AND GROW

Protect and Grow transit communities are neighborhoods with emerging to strong real estate demand and community characteristics that indicate an immediate risk of displacement. Physical form and activity levels are varied. Key strategies focus on supporting an emerging market for higher density development while preserving affordability and leveraging community benefits from growth. As communities in transition, they call for a more proactive approach to ensuring equitable growth. Nine communities are categorized as Protect and Grow (including five current light rail stations in Southeast Seattle).

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

