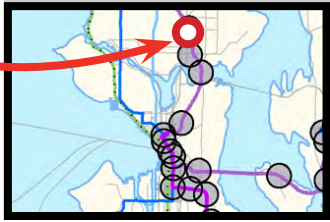
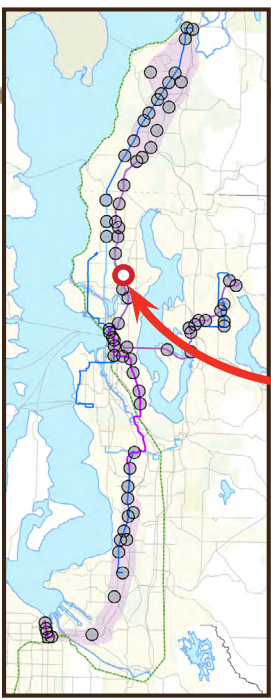


# Roosevelt



## AREA DESCRIPTION —

The Roosevelt transit community, located in the City of Seattle, is the location for a future light rail station on the North Link extension scheduled to begin service in 2021. The community is also home to a King County Metro Park and Ride facility.

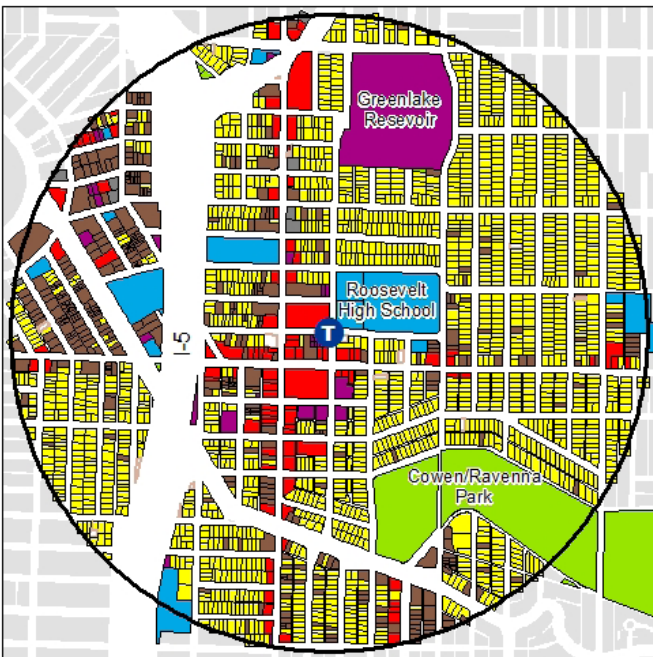
The Roosevelt transit community includes the intersection of two significant commercial retail corridors, surrounded directly by a neighborhood mixed use commercial core, with predominantly single-family residential housing at its edges. The neighborhood has a highly walkable urban form, although Interstate-5 presents a pedestrian barrier to the west. Recent development has occurred at higher densities and with a mix of uses along the main commercial corridors. Nearby amenities include several parks, a community center, and library.

Roosevelt transit community has a total population of 8,428 with 21% minority, making it more populous but less racially diverse than the average transit community in the region. Housing stock is predominantly renter-occupied, at 60 percent. With only eleven percent of housing units affordable to households earning 50% of AMI, the community is less affordable than both the regional average for transit communities and the regional level of need for that income bracket.

## LOCAL PLANNING —

The Roosevelt transit community is part of a Seattle designated residential Urban Village and Station Area Overlay District. Local planning and recent zoning changes call for more midrise and mixed-use development near the future station, while preserving the existing surrounding single-family residential areas. Consistent with this vision, the city recently rezoned blocks in the immediate proximity to the light rail station to allow taller buildings. The city has also completed streetscape concept plans to guide future public realm improvements near the station.

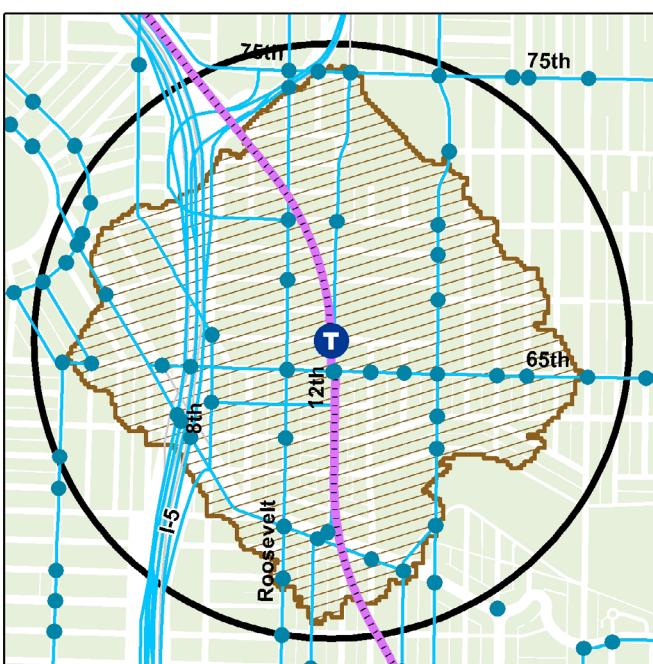
## LAND USE



- Transit Station** (T icon)
- 1/2 Mile Buffer** (circle icon)
- 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	8,428	4,237
RACIAL DEMOGRAPHICS	21% minority	45%
AGE	12% > 18 years 8% < 65 years	19% 11%
MED. HH. INCOME	\$69,704	\$46,637
EDUCATION	42% BA or >	20%
AVERAGE HH SIZE	2.03	2.39

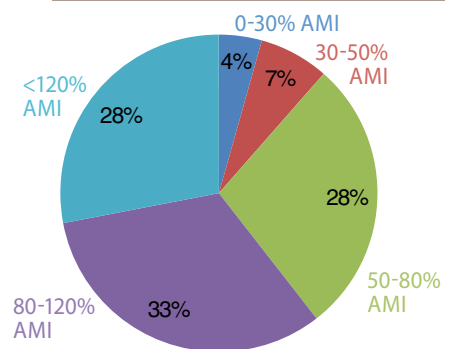
## JOB

	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL JOBS	2,583	3,032
AVERAGE WAGE	\$36,907	\$36,636
TOP 2 SECTORS	n/a	n/a
MAJOR EMPLOYERS	n/a	n/a
SBI	30%	17%

## HOUSING

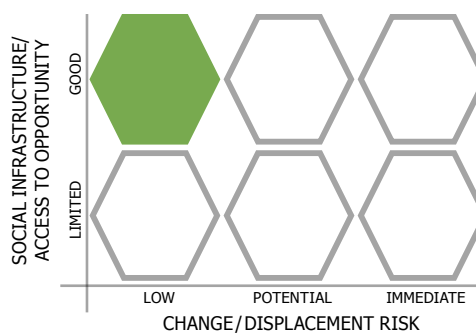
	TRANSIT COMMUNITY	ALL T/C MEDIAN
TOTAL HOUSING UNITS	5,018	2,674
AFFORD. RANGE (0-50% AMI)	11%	21%
HOMEOWNERS	40%	35%
RENTERS	60%	65%
COST BURDEN (% OF INCOME)	36%	44%

## AFFORDABLE HOUSING BY INCOME LEVEL

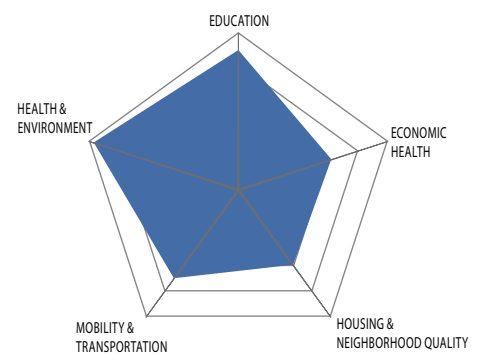


## PEOPLE PROFILE

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.

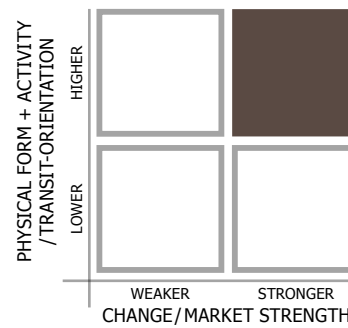


## ACCESS TO OPPORTUNITY

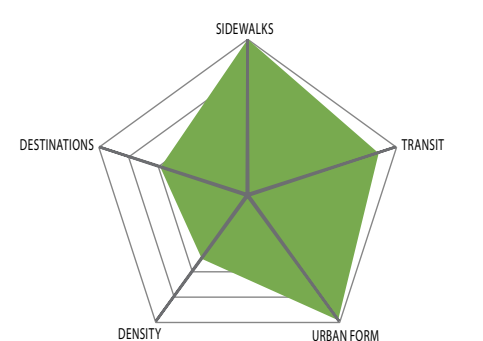


## PLACE PROFILE

These communities have physical forms and activity levels that do not strongly support a dense, walkable and transit-supportive neighborhood. They have a stronger real estate market that suggests there is higher pressure for new development in the near-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

