Bellevue Transit Center

The Bellevue Transit Center transit community, located in the City of Bellevue, is a future light rail station on the East Link extension, with service expected to begin in 2023. The community also contains a major King County Metro Transit Center, with numerous local and intercity bus connections, including Metro RapidRide BRT line B.

Downtown Bellevue is a dense mixed-use center, with office, retail, residential, hotel, and cultural uses. The development form ranges from high-rise commercial and multifamily buildings to smaller scale development on the edges of downtown. The area has experienced significant new development over the past decade. Urban amenities, including the 20-acre Downtown Park, streetfront retail, pedestrian pathways and plazas, and a nearly complete network of sidewalks create a pedestrian-friendly environment.

A total of 6,185 people reside in the transit community, 45% of them percent minority, making it relatively more diverse than the region and on par with transit communities on average. Households sizes are lower than most other transit communities while incomes are higher. With 39,599 jobs, Downtown Bellevue is a major regional employment center.

With over 6,500 housing units, Downtown Bellevue is the largest residential concentration in the East Corridor. The units are predominantly multifamily and renter occupied. Compared to regional need and corridor averages, affordability is low for households earning less than 50% AMI.

**LOCAL PLANNING**

In 2004, the city updated the Downtown Subarea Plan, with a central theme of making Downtown more viable, livable, and memorable. It includes strategies to continue the evolution of the area into a vibrant, pedestrian-friendly place. Downtown Bellevue is the primary economic and residential growth center for Bellevue - a designated Regional Growth Center.

**IMPLEMENTATION APPROACH**

**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 unavailable to lower income households and there is relatively little subsidized housing. Key strategies focus on capturing value from strong market demand to improve transit 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

**PEOPLE**

**AFFORDABLE HOUSING BY INCOME LEVEL**

- Below 60% AMI: 31%
- 60-80% AMI: 40%
- 80-120% AMI: 27%
- >120% AMI: 2%

**HOUSING**

- **TOTAL HOUSING UNITS:** 2,674
- **AFFORD. RANGE (0-50% AMI):** 21%
- **HOMEOWNERS:** 35%
- **RENTERS:** 65%
- **COST BURDEN (% OF INCOME):** 44%

**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.