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 center-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 income for that need 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 midsize 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.

**AFFORDABLE HOUSING BY INCOME LEVEL**

<table>
<thead>
<tr>
<th>Income Level</th>
<th>Affordable Housing as a % of Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;30% AMI</td>
<td>28%</td>
</tr>
<tr>
<td>30-50% AMI</td>
<td>28%</td>
</tr>
<tr>
<td>50-80% AMI</td>
<td>28%</td>
</tr>
<tr>
<td>&gt;80% AMI</td>
<td>28%</td>
</tr>
</tbody>
</table>

**PEOPLE PROFILES**

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.

**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.

**IMPLEMENTATION APPROACH**

**IMPROVE ACCESS**

1. 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