**South Bellevue**

**AREA DESCRIPTION**

The South Bellevue park and ride is located in the City of Bellevue and is the site of a future light rail station and parking garage on the East Link extension, with service expected to begin in 2023. The Town of Beaux Arts Village is located about a half-mile from the planned station. The area is currently the site of a Park & Ride facility near I-90 and I-405 and has numerous intercity and local bus connections. Current land use is divided roughly evenly between the Mercer Slough environmental area, and the Enatai residential neighborhood of single-family homes. Mercer Slough includes open space, habitat, wetlands, blueberry fields, a farm stand, an environmental center, and a historic home site. The surrounding community has a population of 1,708 with 22 percent minority, making it comparatively less diverse than other transit communities studied. The community has much higher incomes and larger household sizes compared with the corridor and region. Single-family homes, primarily owner-occupied, make up most of the housing in the area. Compared with regional need and corridor averages, affordability is low.

**LOCAL PLANNING**

No land use changes are envisioned for the South Bellevue area. The City of Bellevue has expressly stated that Transit Oriented Development is not appropriate at this station. No land use changes are envisioned for the South Bellevue area. The City of Bellevue has adopted policy TR-7519 of the Bellevue Comprehensive Plan preserves the existing single family neighborhood and environmental critical areas.

**PEOPLE**

<table>
<thead>
<tr>
<th>People</th>
<th>Transit</th>
<th>Community</th>
<th>All T/C</th>
<th>Median</th>
</tr>
</thead>
<tbody>
<tr>
<td>POPULATION</td>
<td>1,708</td>
<td>4,247</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RACIAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DENOMINATIONS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AGE</td>
<td>29% &gt; 18 years</td>
<td>19%</td>
<td>15% 65 years</td>
<td>11%</td>
</tr>
<tr>
<td>MED-HH INCOME</td>
<td>$132,649</td>
<td>$46,637</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EDUCATION</td>
<td>12% BA or &gt;</td>
<td>20%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**HOUSING**

<table>
<thead>
<tr>
<th>Housing</th>
<th>Transit</th>
<th>Community</th>
<th>All T/C</th>
<th>Median</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL HOUSING UNITS</td>
<td>629</td>
<td>2,674</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AFFORD. RANGE (% AMI)</td>
<td>22%</td>
<td>21%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HOMEOWNERS</td>
<td>88%</td>
<td>35%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RENTERS</td>
<td>12%</td>
<td>65%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>COST BURDEN (% OF INCOME)</td>
<td>12%</td>
<td>44%</td>
<td></td>
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</tr>
</tbody>
</table>

**JOBS**

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>COMMUN.</td>
<td></td>
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</tr>
<tr>
<td>MAJOR EMPLOYERS</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>MED-HH INCOME</td>
<td></td>
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**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.

**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 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

**TRANSPORTATION**

- Bus Stops
- Transit Nodes
- Bus Routes
- Existing Light Rail
- Planned Light Rail
- Existing Bus
- Rapid Transit
- Planned Bus
- Commuter Rail
- Ten Minute Walkshed
- 1/2 Mile Buffer

**LAND USE**

- Land Use Categories
- Single Family
- Mixed & Condominium
- Commercial
- SM Commercial
- Industrial
- Public & Open Space
- Environmental
- Transportation and Utilities
- Natural Resource Parks

**PHYSICAL FORM + ACTIVITY**

- Physical Form Activity
- Accessibility: Transit
- Walkability: Transit
- Mixed Use: Transit
- Land Use Categories: Transit

**ACCESS TO OPPORTUNITY**

- Social Infrastructure/Access to Opportunity
- Potential Change/Displacement Risk

**ECONOMIC**

- Jobs: Median Income
- Median Income: AMI
- Median Income: AMI

**ENVIRONMENT**

- Environment: Median Income
- Environment: AMI
- Environment: AMI

**INFRASTRUCTURE**

- Infrastructure: Median Income
- Infrastructure: AMI
- Infrastructure: AMI

**SOCIETY**

- Society: Median Income
- Society: AMI
- Society: AMI

**EDUCATION**

- Education: Median Income
- Education: AMI
- Education: AMI

**HEALTH & WELL-BEING**

- Health & Well-being: Median Income
- Health & Well-being: AMI
- Health & Well-being: AMI

**PHYSICAL FORM + ACTIVITY**

- Accessibility: Transit
- Walkability: Transit
- Mixed Use: Transit
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**AFFORDABLE HOUSING BY INCOME LEVEL**

- Affordable Housing by Income Level
- Median Income: AMI
- Median Income: AMI
- Median Income: AMI

**SECTORAL EMPLOYMENT**

- Sectoral Employment: Median Income
- Sectoral Employment: AMI
- Sectoral Employment: AMI

**AFFORDABLE HOUSING BY INCOME LEVEL**

- Affordable Housing by Income Level
- Median Income: AMI
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- Median Income: AMI

**EDUCATION**

- Education: Median Income
- Education: AMI
- Education: AMI

**PHYSICAL FORM + ACTIVITY**

- Accessibility: Transit
- Walkability: Transit
- Mixed Use: Transit
- Land Use Categories: Transit

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The Growing Transit Communities program is supported by a grant from the U.S. Department of Housing and Urban Development’s Sustainable Communities Regional Planning Grant Program. For more information: visit psrc.org or contact Ben Bakkenta at 206-971-3286 or bbakkenta@psrc.org