



## CITY OF BELLEVUE

In Partnership with the  
University of Washington

### NEIGHBORHOOD AREA PLANNING: IDENTIFYING CHANGE, GROWTH, AND POSSIBILITY IN BELLEVUE, WASHINGTON

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Livable City Year 2018–2019  
in partnership with  
City of Bellevue

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[www.washington.edu/livable-city-year/](http://www.washington.edu/livable-city-year/)



*Doug McIntyre and Debora Munkberg, from Bellevue's Community Development Department, discuss the project with the class the beginning of the term.* TERI THOMSON RANDALL

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# ABOUT LIVABLE CITY YEAR

The University of Washington’s Livable City Year (LCY) initiative is a partnership between the university and one local government for one academic year. The program engages UW faculty and students across a broad range of disciplines to work on city-defined projects that promote local sustainability and livability goals. Each year hundreds of students work on high-priority projects, creating momentum on real-world challenges while serving and learning from communities. Partner cities benefit directly from bold and applied ideas that propel fresh thinking, improve livability for residents, and invigorate city staff. Focus areas include environmental sustainability; economic viability; population health; and social equity, inclusion and access. The program’s 2018–2019 partner is the City of Bellevue; this follows partnerships with the City of Tacoma (2017–2018) and the City of Auburn (2016–2017).

LCY is modeled after the University of Oregon’s Sustainable City Year Program, and is a member of the Educational Partnerships for Innovation in Communities Network (EPIC-N), an international network of institutions that have successfully adopted this new model for community innovation and change. For more information, contact the program at [uwlcyl@uw.edu](mailto:uwlcyl@uw.edu).



# ABOUT CITY OF BELLEVUE

Bellevue is the fifth largest city in Washington, with a population of more than 140,000. It’s the high-tech and retail center of King County’s Eastside, with more than 150,000 jobs and a skyline of gleaming high-rises. While business booms downtown, much of Bellevue retains a small-town feel, with thriving, woodsy neighborhoods and a vast network of green spaces, miles and miles of nature trails, public parks, and swim beaches. The community is known for its beautiful parks, top schools, and a vibrant economy. Bellevue is routinely ranked among the best mid-sized cities in the country.

The city spans more than 33 square miles between Lake Washington and Lake Sammamish and is a short drive from the Cascade Mountains. Bellevue prides itself on its diversity. Thirty-seven percent of its residents were born outside of the US and more than 50 percent of residents are people of color, making the city one of the most diverse in Washington state.

Bellevue is an emerging global city, home to some of the world’s most innovative technology companies. It attracts top talent makers such as the University of Washington-Tsinghua University Global Innovation Exchange. Retail options abound in Bellevue and artists from around the country enter striking new works in the Bellwether arts festival. Bellevue’s agrarian traditions are celebrated at popular seasonal fairs at the Kelsey Creek Farm Park.

Bellevue 2035, the City Council’s 20-year vision for the city, outlines the city’s commitment to its vision: “Bellevue welcomes the world. Our diversity is our strength. We embrace the future while respecting our past.” Each project completed under the Livable City Year partnership ties to one of the plan’s strategic areas and many directly support the three-year priorities identified by the council in 2018.



**BELLEVUE 2035:  
THE CITY WHERE YOU WANT TO BE**

*Neighborhood Area Planning: Identifying Change, Growth, and Possibility in Bellevue, Washington* supports the High Quality Built and Natural Environment target area of the Bellevue City Council Vision Priorities and was sponsored by the Department of Community Development.



**HIGH QUALITY BUILT AND NATURAL ENVIRONMENT**

**Bellevue has it all.** From a livable high-rise urban environment to large wooded lots in an equestrian setting, people can find exactly where they want to live and work in Bellevue. The diverse and well-balanced mix of business and commercial properties and wide variety of housing types attract workers and families who desire a safe, sustainable, and accessible community.

Bellevue has an abundance of parks and natural open space. Known as a “city in a park,” our park system is one of the best in the nation due to its high park acreage-to-population ratio. From neighborhood walking paths and forested trails to a regional waterfront park, we enjoy a variety of recreational opportunities within walking distance of our homes and businesses. Bellevue is a “Smart City” with a clean, high-quality environment and excellent, reliable infrastructure that supports our vibrant and growing city, including high-tech connectivity. The city has a connected multi-modal transportation system that blends seamlessly with its buildings, plazas, and parks.

Whether it’s an urban high rise, a classic Bellevue rambler, or a historic resource, the constant is our people. Our neighborhoods and businesses transcend age, ethnicity, and culture to create safe, welcoming places to live and work.

**BELLEVUE 2035:  
THE CITY WHERE YOU WANT TO BE**

*Bellevue welcomes the world. Our diversity is our strength.  
We embrace the future while respecting our past.*

The seven strategic target areas identified in the Bellevue City Council Vision Priorities are:



**ECONOMIC DEVELOPMENT**

Bellevue business is global and local.



**TRANSPORTATION AND MOBILITY**

Transportation is both reliable and predictable. Mode choices are abundant and safe.



**HIGH QUALITY BUILT AND NATURAL ENVIRONMENT**

From a livable high-rise urban environment to large wooded lots in an equestrian setting, people can find exactly where they want to live and work.



**BELLEVUE: GREAT PLACES WHERE YOU WANT TO BE**

Bellevue is a place to be inspired by culture, entertainment, and nature.



**REGIONAL LEADERSHIP AND INFLUENCE**

Bellevue will lead, catalyze, and partner with our neighbors throughout the region.



**ACHIEVING HUMAN POTENTIAL**

Bellevue is caring community where all residents enjoy a high quality life.



**HIGH PERFORMANCE GOVERNMENT**

People are attracted to live here because they see that city government is well managed.

For more information please visit: <https://bellevuewa.gov/city-government/city-council/council-vision>

# EXECUTIVE SUMMARY

The University of Washington’s Livable City Year (LCY) program partnered with the City of Bellevue for the 2018 – 2019 academic year. During the fall, winter, and spring academic quarters, students from the University of Washington (UW) have and will collaborate with the City on more than 30 projects in categories listed below.

- Economic Development
- Transportation and Mobility
- High Quality Built and Natural Environment
- Bellevue: Great Places Where You Want to Be
- Achieving Human Potential
- High Performance Government

The UW’s School of Public Health participated in the program, integrating LCY projects into required coursework for graduate students pursuing a Master’s of Public Health in the UW’s Department of Health Services. During the 2018 Autumn Quarter, 38 graduate students enrolled in HSERV 580: Foundations of Health Behavior and Social Determinants of Health, a required course led by Associate Professor of Health Services India Ornelas, PhD, MPH.

HSERV 580 students were tasked with producing a “High Quality Built and Natural Environment” project. Their project lead was Senior Planner Doug McIntyre, from the City’s Community Development department. Students used their skills to examine data and identify historic trends in four Bellevue neighborhoods, all chosen by the City based on their relevance to the work plan for Bellevue’s Great Neighborhoods initiative: Crossroads, Newport, Northeast Bellevue, and Northwest Bellevue.

The City is preparing to create neighborhood profiles for each of its 16 neighborhoods as part of its most recent Comprehensive Plan (approved in 2015). The initiative is still in its information-gathering stages. Students were able to illustrate specific changes, at the neighborhood level, using data from the 2000 United States Census, the 2016 American Community Survey (ACS), and other publicly available data. They also interviewed 12 community stakeholders to better understand Bellevue’s strengths and residents’ concerns. Overall, students observed the following trends within the four neighborhoods, which reflected changes occurring in Bellevue at large:

**Demographics are shifting.** Since the early aughts, people from all over the world have landed in Bellevue, increasing the city’s foreign-born population from 24.5% in 2000 to an estimated 38% in 2017, according to Census data. This is changing the way residents communicate with each other and with the City.

**Median household income is on the rise.** The median household income has increased by about 69% since 2000. Some neighborhoods have seen a significant increase in the number of people who make more than \$200,000 annually, widening the income gap between the city’s affluent residents and those who live below the federal poverty line.

**More people are renting in Bellevue.** Since 2000, more residents have chosen to rent, possibly because of rising property values. However, costs to rent remain high. The average price of a two-bedroom apartment in Bellevue is \$2,328. According to estimates from RentCafe, apartment rents range widely, from \$1,912 in the Crossroads neighborhood to \$3,015 in Northwest Bellevue.

**Some neighborhoods are beginning to favor public transit, but a majority of residents still drive to work.** In Crossroads, the number of people who use public transit to commute to work doubled from 11% in 2000 to 24% in 2016, according to Census data. Traffic and congestion is a concern for many residents, but overall, 63.8% of workers in Bellevue still drive alone during their commutes. A few projects, such as the construction of the East Link extension, may increase use of public transit over the next decade.

The City will use some of the information gathered by students when it publishes updated Neighborhood Area Plans in the coming years. These plans will provide current and future Bellevue residents with snapshots of their neighborhoods as they identify priorities and help the City plan for the future.



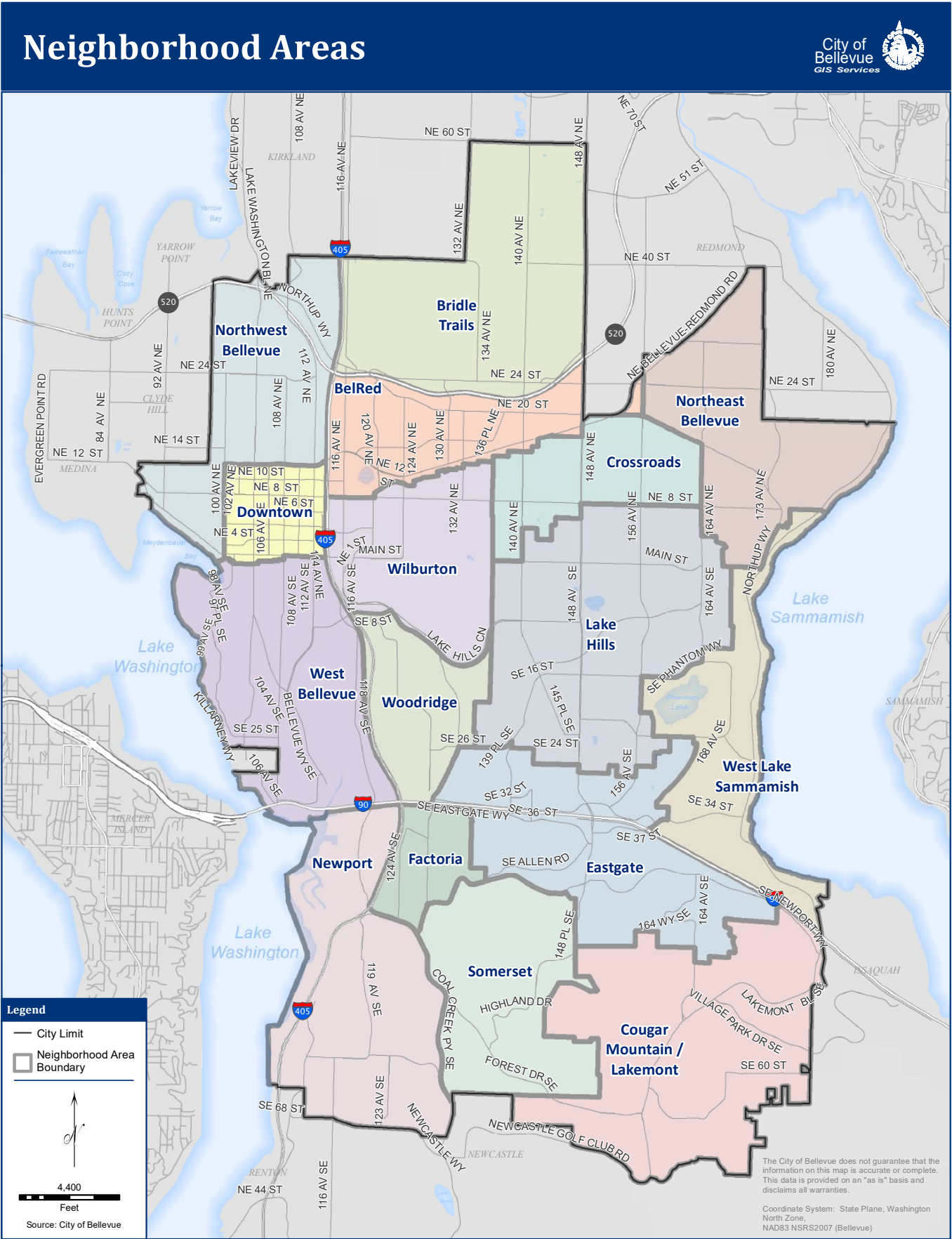
# INTRODUCTION

Some people spend their entire lives residing in one neighborhood, watching others come and go. Over time, the dynamics of a neighborhood can change, altering the needs and priorities of a city's residents, new and old. Over the past two decades, residents of Bellevue have experienced this transitory state, with more and more people flocking to the area. The city's neighborhoods are changing, and so are the residents who occupy them. The City of Bellevue is working with community members and UW students to track these developments through its Great Neighborhoods initiative, which is part of the City's Comprehensive Plan.

## COMPREHENSIVE PLAN AND GREAT NEIGHBORHOODS INITIATIVE

On Aug. 3, 2015, Bellevue's City Council adopted its current Comprehensive Plan, which was last updated in 2004. Intended to guide the City's growth and development for the next 20 years, the plan is comprised of two volumes. Volume 1 focuses on citywide policies, and Volume 2 hones in on goals and policies for Bellevue's 16 distinct neighborhoods: BelRed, Bridle Trails, Cougar Mountain/Lakemont, Crossroads, Downtown, Eastgate and Factoria, Lake Hills, Newport, Northeast Bellevue, Northwest Bellevue, Somerset, West Bellevue, West Lake Sammamish, Wilburton, and Woodridge.

Bellevue's neighborhoods are changing, and so are the residents who occupy them.



CITY OF BELLEVUE



This part of the Comprehensive Plan, called the Neighborhoods Element (City of Bellevue 2015), focuses on the key elements of a highly functioning neighborhood, which the City defines as:

- Neighborhood Core Needs
- Social Connectivity
- Adaptability
- Neighborhood Character

These “four factors shape neighborhood quality,” which is why the City tracks growth and changes by updating its Neighborhood Area Plans (City of Bellevue 2015). The City is in the early phases of revising each Neighborhood Area Plan as part of its Great Neighborhoods initiative. Based on its work plan and on the number of students dedicated to this project, the City chose four neighborhoods for UW students to review using data derived from the 2000 Census and from the 2016 American Community Survey (ACS): Crossroads, Newport, Northeast Bellevue, and Northwest Bellevue.

Students contributed to Phase 1 of the City’s Neighborhood Area Planning process, “Discovery.” Their main objective was to explore the data and identify key changes in each neighborhood. The City will use this information for future neighborhood profiles. Students also conducted stakeholder interviews with members of five local organizations that regularly work with community members of Bellevue. They also interviewed seven people who live in Northeast Bellevue and Northwest Bellevue to gather qualitative data about both neighborhoods’ strengths as well as residents’ concerns. The City provided contact information for these interviews.

Each neighborhood profile is at a different stage; Northeast Bellevue and Northwest Bellevue are further along than Crossroads and Newport. Students did not interview residents from the latter two neighborhoods.

From an increasingly diverse population, to the cost of housing, Bellevue has changed significantly over the past two decades.

### SNAPSHOT: THE CITY OF BELLEVUE

The City of Bellevue is located in King County, Washington. Positioned east of Seattle and Mercer Island, Bellevue touches Lake Washington and borders Redmond, Kirkland, Newcastle, Issaquah, and Sammamish. Collectively, Bellevue and these nearby cities are referred to as “the Eastside” because of their geographical location in King County, east of Seattle and Lake Washington.

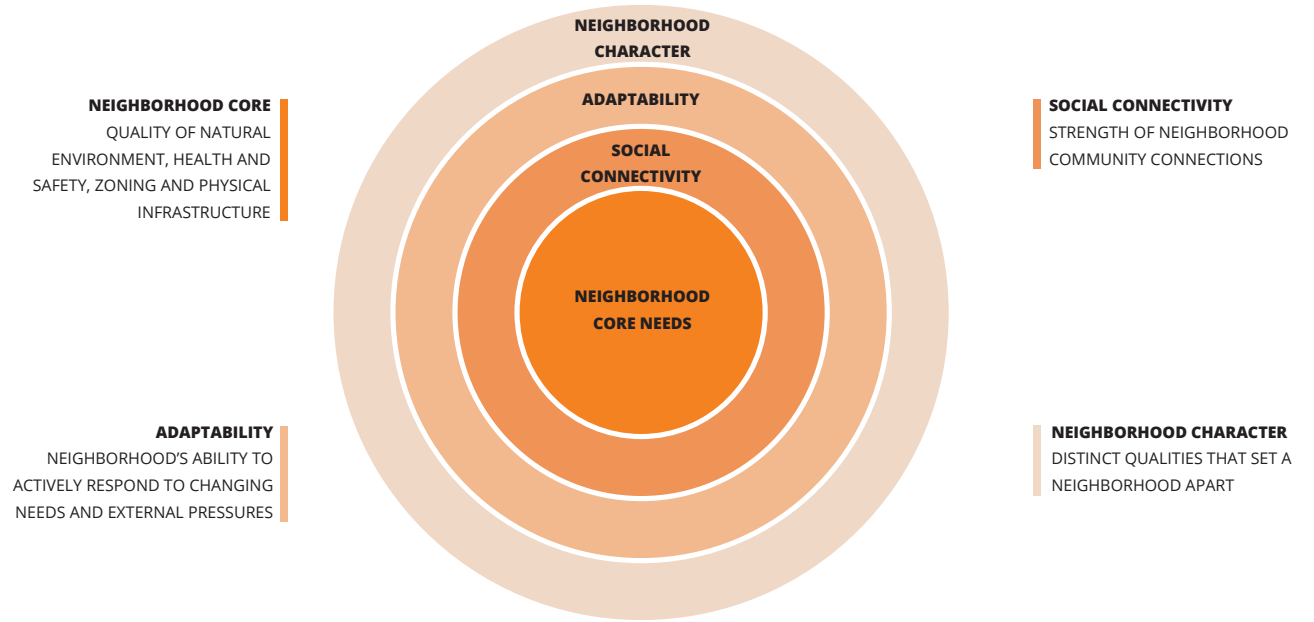
From an increasingly diverse population to the cost of housing, Bellevue has changed significantly over the past two decades. Below is a snapshot of Bellevue and its growth, from the 2000 Census to the 2016 and 2017 American Community Surveys.

### POPULATION AND DEMOGRAPHICS

In 2000, Bellevue’s total population was 109,569 and mostly white (74.3%). By 2017, the population had risen to an estimated 140,700, and the demographics had shifted. Non-Hispanic whites only make up about half of the City’s total population (50.1%). The Asian population has expanded, from 17.4% in 2000 to 34.3% in 2017. The Hispanic or Latino population increased slightly, from 5.3% to 7.4%. The populations of other racial groups stayed relatively constant. For example, the black or African American populations increased from 2% in 2000 to 2.7% in 2017.

The Hispanic or Latino population increased slightly, from 5.3% to 7.2%. The populations of other racial groups stayed relatively constant. For

### KEY ELEMENTS OF A HIGH-FUNCTIONING NEIGHBORHOOD



CITY OF BELLEVUE, 2015 COMPREHENSIVE PLAN

NEIGHBORHOOD  
AREA PLANNING  
PHASES OF WORK

PROJECT INITIATION

Start-up activities

PHASE 1: DISCOVERY

Share information and  
identify priorities

PHASE 2: DEVELOP AND  
REFINE STRATEGIES

Strategic solutions and  
actions

PHASE 3: REVIEW AND  
VALIDATION

Share strategies and  
resolve issues

PHASE 4: CITY REVIEW  
AND ACTION

Legislative process,  
hearings, and action

example, the black or African American populations increased from 2% in 2000 to 2.8% in 2017.

Since the turn of the century, more people born outside of the US have moved to Bellevue, contributing to its diverse ethnic makeup. As of 2017, approximately 38% of Bellevue’s population is foreign-born, compared to about 25% in 2000. A majority of this portion of the population comes from Asia (27.5%) and Europe (6.9%). There are 95 languages spoken in Bellevue, and 40.8% of the city’s population speaks a first language other than English.

INCOME

Bellevue has become increasingly affluent. In 2000, the median household income was \$62,338. According to 2017 ACS data, the median household income is now approximately \$105,402, and the per capita income is \$54,883. About 7.4% of people live in poverty in Bellevue, according to 2013 – 2017 ACS estimates. In 2000, 5.7% of people lived below the federal poverty level.

HOUSING

As Bellevue’s population has increased, so too have the total number of housing units and renters. In 2000, there were around 45,836 occupied housing units; 61.5% belonged to homeowners and 38.5% were rented. Now, with 55,691 occupied housing units, about 56.5% are owner-occupied and 43% are renter-occupied. The median rent price is \$1,741, and 29.8% of renters spend 35% or more of their income on rent, characterizing them as rent-burdened.

EDUCATION

Among those older than 18, 95% have graduated from high school, according to Census data. Among people ages 25 and older, 36.8% hold a bachelor’s degree. This is a slight increase from 2000, when 34.7% of the same age group held bachelor’s degrees.

WORKFORCE

According to 2017 Census estimates, the civilian employed population over the age of 16 is 71,799, an increase of 19.9% since 2000. There are

around 16,841 businesses in Bellevue, and technology represents a major sector for the city’s workforce. Microsoft’s corporate headquarters are located nearby, in Redmond; Expedia Group’s headquarters are located in Bellevue; and Boeing has offices in the city as well.

Approximately 62.8% of the current working population works in management, business, science, and the arts. The most common occupations within those categories are computer, engineering, and science (24.1%).

TRANSPORTATION

Bellevue is located on the east side of King County, and is accessible via Interstate 90 (I-90), Interstate 405 (I-405), and Washington State Route 520 (SA-520). Two public transit options with bus systems serve Bellevue: King County Metro and Sound Transit.

When commuting to work, most people use a car, truck, or van. Although a majority of workers drive alone (63.8%) according to 2017 ACS data, this number has decreased since the 2000 Census (74%). About 9% of people carpool, and 12.8% of the working population use public transportation. A small portion of the population commutes by walking (5.9%) or by bicycle (0.9%).

Upcoming changes to Bellevue’s transportation system are already in motion: Construction for the East Link Extension, which will add 14 miles to the Sound Transit light rail, began in 2016. The East Link is expected to open in 2023, and there will be six station stops in Bellevue. This is expected to alleviate some traffic and congestion in the area.

In 2017, the Bellevue City Council approved the Bicycle Rapid Implementation Plan, which aims to add 57 miles of new and upgraded bicycle facilities. As of 2016, the City’s Bicycle Network consisted of 107 miles of facilities.

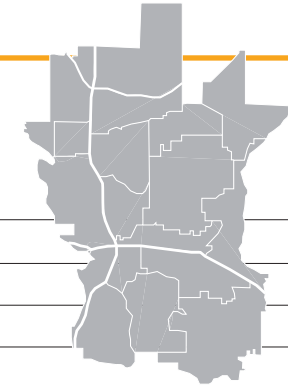
NATURAL SPACE

Bellevue has 2,811 acres of parks and open space, with 46 playgrounds, 7 beach parks, and 85 miles of multi-use trails. Trees cover approximately 37% of Bellevue. Some of the city’s largest outdoor spaces include Mercer Slough Nature Park, Kelsey Creek Park, Lake Hills Greenbelt, and the Coal Creek Natural Area.





Downtown Bellevue. CITY OF BELLEVUE



GREAT  
NEIGHBORHOODS

BELLEVUE

139,014	Residents
47%	Percent of population that is non-white
37,014	Families
57,475	Households
2.4	Average household size
\$102,851	Weighted median household income
\$55,154	Per capita income
Population Density	
51.1%	White alone, not Hispanic or Latino
2.7%	Black or African-American alone, not Hispanic or Latino
33.8%	Asian alone, not Hispanic or Latino
7.2%	Hispanic or Latino
0.3%	Other race alone
4.3%	Two or more races
\$920,400	Median home value
31,924	Owner-occupied homes
25,551	Renter-occupied homes
Structure Type	
30,906	One-unit detached
6,731	One-unit attached and two - four unit structures
9,381	Five - 19 unit structures
15,279	20 or more unit structures
148	Mobile home, boat, RV, van, etc.
28	Public schools
107 miles	Bicycle networks
54%	Percent bicycle network complete
90%	Percent pedestrian network complete
85%	Percent of land zoned for residential use
8%	Percent of land zoned for non-residential uses
Public Health	
40	Average walk score
37%	Tree canopy
2,511	Acres of public parks/open space, trail miles
25,153	Reported crimes (since 2014)
Commuting to Work	
65.3%	Drove alone
12.4%	Rode transit
8.9%	Carpooled
5.6%	Walked
6.6%	Worked at home

Data sources: 1) US Census Bureau: 2013-2017 American Community Survey 5-year estimates, 2) City of Bellevue, 3) WalkScore.com, and 4) Zillow

# METHODS

As part of its Great Neighborhoods initiative, the City of Bellevue chose four neighborhoods for students to focus on: Crossroads, Newport, Northeast Bellevue, and Northwest Bellevue. There were 38 graduate students enrolled in HSERV 580 during the 2018 Autumn Quarter. The instructor divided students into four groups and assigned each one a neighborhood. Each group used data provided by the City of Bellevue, the US Census Bureau, and other publicly available sources to review trends and changes in their respective neighborhood. Students referenced the City of Portland's neighborhood profiles to compile a one-page data profile for each of the four neighborhoods (2016).

The groups also conducted 12 stakeholder interviews. The City provided contact information for residents of Northeast Bellevue and Northwest Bellevue and five citywide organizations. Each stakeholder agreed to be interviewed, but eight requested anonymity.

## 2000 DATA METHODS

The City of Bellevue provided their calculations for various indicators (Appendix A) for all 16 neighborhoods based on 2016 ACS data. Students used the same methods to calculate the indicators from 2000 Census data for comparison. Because Census tracts often do not align with neighborhood boundaries, indicators were calculated for tracts, then apportioned and re-aggregated according to neighborhood boundaries. Some Census tracts had been combined or split since 2000, but these changes did not impact the four neighborhoods of interest to this project.

The City provided updated single-family and multi-family unit counts for areas where each 2000 Census tract intersected with each of the four neighborhoods. The single- and multi-family unit counts and corresponding occupancy rates from 2000 were used to re-aggregate Census data from tracts to neighborhoods. When only part of a tract landed within neighborhood boundaries, the number of single- and multi-family units within that part of the tract were multiplied by their respective occupancy rates and added to determine a population estimate for that part of the tract. That population was assigned all the average attributes of the tract (e.g., the same educational achievement distribution as the overall tract), then new counts for each attribute were calculated based

on the new population estimate (e.g., nine bachelor's degree holders for every two people whose education ended after high school). New counts for each attribute were then added to the rest of the counts from other tracts in the neighborhood, and new aggregated distributions for each indicator were determined.

Census data tables are not organized in the same way as ACS tables, and some attributes now measured (e.g., single male householders with children) were not captured in previous years. Students were diligent in their efforts to calculate the 2000 indicators according to the same processes used for 2016 indicators. Changes from 2000 to 2016 include percent change, changes in percent, and changes in counts that all use 2000 data as the baseline.

## 2016 DATA METHODS

In addition to the 2016 ACS data provided by the City and the indicators calculated from the 2000 Census data for comparison, students estimated other 2016 neighborhood and citywide indicators. Unless otherwise specified by neighborhood, 2016 indicators were calculated as follows:

Some additional neighborhood indicators, such as per capita income and weighted median ages, based on 2016 ACS data, were calculated using the same re-aggregation methods that the City used for the 2016 ACS data. Similarly, raw crime counts for Census tracts from 2014 to 2018 from the City's website were re-aggregated into neighborhood and citywide totals using the same method. Finally, some 2016 citywide data that could not be found on City-provided documents was estimated by aggregating the 2016 neighborhood level Census data provided by the City.

Data that was not connected to Census geographies was estimated via other means:

- Estimations of percent completion of bike and pedestrian facilities were calculated from GIS analysis of bike and pedestrian facilities project shape files from the City of Bellevue website and, for accuracy, they were compared to published online maps of progress on these routes.
- ArcMap was also used to compute park acreage in neighborhood



- boundaries based on GIS data from the City's data portal.
- Other 2016 data, such as walk scores or languages spoken in schools, were included in data snapshots provided by the City.
- The City provided commercial and residential zoning information for the neighborhoods.
- Tree cover percentages were taken from the draft of Bellevue's Parks and Open Space System Plan.
- Estimates of median home values for citywide and neighborhood areas were taken from Zillow.
- Average rents for a two-bedroom apartment were found on RentCafe.com, a nationwide internet listing service.
- Walk and bike scores were taken from WalkScore.com.

## INTERVIEW METHODS

Interviewees were contacted by phone and email using a list provided by City officials. The interviews represent a convenience sample of those with whom students were able to meet or speak with during a month-long timeframe.

Students interviewed 12 individuals: three live in Northeast Bellevue, four live in Northwest Bellevue, and five work for citywide organizations. A majority of the interviewees requested anonymity, with the exception of the four Northwest Bellevue residents.

Five of the interviews were conducted over the phone, and seven in person. All interviewers utilized the same semi-structured questionnaire (Appendix B). However, interviewers allowed the conversation to develop naturally, so follow-up questions varied. Interviews ranged in duration from 30 to 60 minutes. Most were recorded, pending permission of the interviewee, using an electronic device.



*Residential housing on Lake Washington in Enatai Bellevue, Washington. MARCUS R. DONNER*



# CROSSROADS

Crossroads, which is located in east Bellevue, is one of the city's most culturally diverse neighborhoods. It is bound by Washington State Route 520 and Northup Way, and it borders the neighborhoods of Northeast Bellevue, Lake Hills, and Wilburton. Consisting of 812 acres, Crossroads is home to 10% of the city's population, making it more densely populated than other areas of Bellevue. Crossroads has 38 acres of public parks, open space, and trails. Its tree canopy coverage is 28%, compared to the citywide figure of 37%.

The name "Crossroads" refers to the neighborhood, but it is used interchangeably by Bellevue residents to also refer to the local shopping center. Crossroads Shopping Center has local and national stores, a seasonal farmers market, and a Mini City Hall that is run by the local government. There, residents can access services, voice their concerns, pay bills, and attend events. This Mini City Hall is especially equipped to serve non-English speaking community members, offering translations of City documents and interpretation services in multiple languages. With a Family, Youth, and Teen Services program, the Crossroads Community Center is also a hub for activity.

About 13,567 people reside in the Crossroads neighborhood, according to the 2016 American Community Survey. While 43.1% of Bellevue's overall population identifies as non-white, this jumps to 64% in Crossroads. Thirty-two percent of residents are families with children, and the neighborhood has two public schools: Stevenson Elementary School and Odle Middle School. At Stevenson, 74% of students have a first language other than English, and 58% of students receive English Language Learner (ELL) services, according to the Bellevue School District (2017). At Odle, which serves older students, 42% of students have a first language other than English, and 8% receive ELL services (2017).

The Crossroads population represents 5,617 households, more than half of which are families. Citywide, less than half of Bellevue's housing units are rented. In Crossroads, 71.4% of households are renter-occupied.

Households in Crossroads also tend to be somewhat less affluent than those of other parts of the city. The weighted median annual household income of Crossroads was \$79,634 in 2016, compared to the city's median household income of \$102,851. Only two other neighborhoods in Bellevue — Factoria and Lake Hills — have lower median household incomes.



*Crossroads Park provides 34 acres of gathering space to community members. SARA MAGNUSSON*



*The Crossroads Shopping Center houses dozens of local and national shops, as well as a seasonal farmers market and a Mini City Hall. SARA MAGNUSSON*



# KEY CHANGES FROM 2000 – 2016

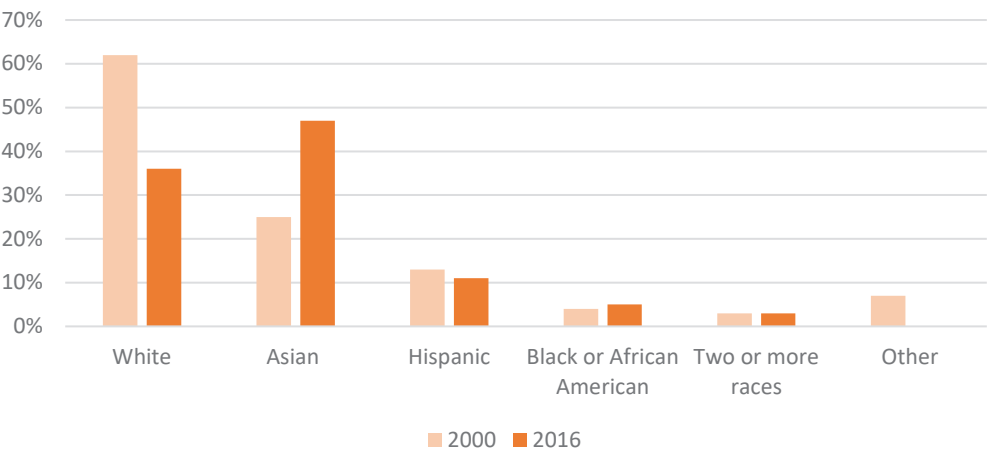
## RACE AND ETHNICITY

From 2000 to 2016, the population of Crossroads increased by 14%. This increase is attributable in part to the growing number of foreign-born residents, which also contributes to an increased number of community members who identify with non-white races and ethnicities. Between 2000 and 2016, the population identifying as white fell from 62% to 36%, while those who identify as Asian nearly doubled, from 24% to 46%. The black or African American population also grew, from 3% to 5%.

## LANGUAGE

In 16 years, the number of families speaking a language other than English at home rose from 45% to 63%.

PERCENT CHANGE IN RACE/ETHNICITY OF CROSSROADS POPULATION: 2000 TO 2016



SOURCE: 2000 CENSUS AND 2016 AMERICAN COMMUNITY SURVEY

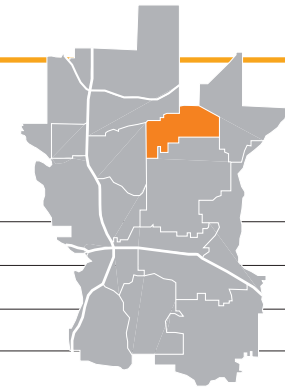
Anecdotal data suggests that the doubling of households that generate \$75,000 or more per year is a result of high-income people moving to Crossroads, rather than of residents generally becoming more affluent.

## INCOME

Between 2000 and 2016, the number of households generating \$75,000 or more per year nearly doubled. However, anecdotal data from interviews with community members suggests that this is largely a result of high-income people moving to Crossroads, rather than of residents generally becoming more affluent. In fact, almost one-third of households made less than \$50,000 in 2016, while 16% made less than \$25,000. On the citywide level in 2016, 24% of households made less than \$50,000, and 11% made less than \$25,000.

## TRANSPORTATION

While the number of people who use public transit to commute to work doubled from 11% in 2000 to 24% in 2016, the number of those commuting alone by car remained by far the most common commute mode.



GREAT  
NEIGHBORHOODS

CROSSROADS

13,567	Residents
31.4	Median age
64.0%	Percent of population that is non-white
3,299	Families
5,617	Households
2.42	Average household size
\$79,634	Median household income
\$39,401	Per capita income
Population Density	
36%	White alone, not Hispanic or Latino
5%	Black or African-American alone, not Hispanic or Latino
46%	Asian alone, not Hispanic or Latino
5%	Hispanic or Latino
0.1%	Other race alone
3%	Two or more races
\$718,500	Median home value
77%	Owner-occupied homes
23%	Renter-occupied homes
Structure Type	
3,011	One-unit detached
299	One-unit attached and two - four unit structures
368	Five - 19 unit structures
352	20 or more unit structures
19	Mobile home, boat, RV, van, etc.
2	Public schools
2.5 miles	Bicycle networks
40%	Percent bicycle network complete
96%	Percent pedestrian network complete
78%	Percent of land zoned for residential use
22%	Percent of land zoned for non-residential uses
Public Health	
60	Average walk score
28%	Tree canopy
38	Acres of public parks/open space, trail miles
63%	Percent of households within 1/3 mile walking distance to entrance of park/trail
1,158	Reported crimes (since 2014)
Commuting to Work	
72%	Drove alone
8%	Rode transit
8%	Carpooled
2%	Walked
8%	Worked at home



More than 65 languages are spoken at Crossroads Community Center. It offers a Pre-K program and a Family, Youth, and Teen Services program. SARA MAGNUSSON



A couple enjoying themselves at Crossroads Park on a sunny afternoon.CITY OF BELLEVUE

Data sources: 1) US Census Bureau: 2013-2017 American Community Survey 5-year estimates, 2) City of Bellevue, 3) WalkScore.com, and 4) Zillow



# NEWPORT

Newport is located in southwest Bellevue and encompasses 1,800 acres. It is bordered by Lake Washington to the west, I-90 to the north, Newcastle to the south, and Coal Creek Natural Area to the east. More than one third of the population lives within walking distance of one of the neighborhood’s four parks and within 1.6 miles of multi-use trails. However, the average walk, bike, and transit scores for Newport are all below the citywide average.

The neighborhood is mainly residential with a commercial district in the Newport Hills subarea. In terms of housing, more residents are homeowners than renters (77% and 23%, respectively), and single-family homes represent 86% of the neighborhood’s households. There are four public schools in Newport: Newport Heights Elementary, Jing Mei Elementary School — which teaches Mandarin Chinese and English using the dual language, two-way immersion model — and Highland Middle School. Newport High School falls outside of the neighborhood limits, but it also serves the community’s student population.

There are 9,877 residents in Newport, according to the 2016 American Community Survey. Newport is primarily made up of married couple households. Married couple households are almost evenly divided between married couples with children and married couples without children, making up 28% and 31%, respectively. A majority of housing units belong to homeowners, with renter-occupied housing units representing only 23% of the neighborhood’s total number of dwellings.

A majority of Newport’s population is relatively affluent and educated, and most adults hold a bachelor’s degree at minimum. The neighborhood is characterized as having high graduation rates, a high median household income, and a low crime rate. Thirty-seven percent of Newport residents are non-white, and 28% of the population speaks a language other than English in the home. This neighborhood trend mirrors the expanding diversity of Bellevue citywide.

Newport’s expanding diversity mirrors a citywide trend.



The Newport Hills Swim and Tennis Club has operated as a nonprofit facility for the Bellevue community since 1959. AN PHAM

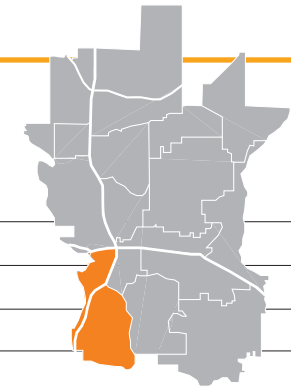


The Newport Hills Community Church has a Sunday worship service at 10 a.m. AN PHAM

## WALK, TRANSIT, AND BIKE SCORES: NEWPORT NEIGHBORHOOD COMPARED TO BELLEVUE

	Newport	Bellevue
Walk Score	30	40
Transit Score	31	38
Bike Score	38	39

WALKSCORE.COM



## KEY CHANGES FROM 2000 – 2016

### RACE AND ETHNICITY

Newport became markedly more diverse between 2000 and 2016. Though black and Hispanic or Latino residents make up only 4% and 5% of Newport's population, respectively, these populations experienced the largest percent increase between 2000 and 2016.

- The white only population decreased by 12%.
- The black population increased by 183%.
- Hispanic or Latino residents increased by 91%.

### PLACE OF BIRTH

Newport experienced a 73% increase in the number of residents born outside of the US. A majority of Newport's foreign-born community members were born in Asia (65% in 2016). Although the overall portion of people born in African and Latin American countries remains low, Newport still experienced a notable increase in the number of people from those regions.

### LANGUAGE

In 2016, 28% of individuals spoke a language other than English in the home, compared to 20% in 2000.

### INCOME

The weighted median household income for Newport in 2016 was \$109,033. This is an increase from \$73,175 in 2000.

### OCCUPATION

Trends in occupation status between 2000 and 2016 reveal a 60% increase in service occupations as well as a 34% decrease in production, transportation, and moving occupations.

### HOUSEHOLD

Between 2000 and 2016, there was an 18% increase in married couples with children and a 46% decrease in married couples without children. This trend indicates that the rate of married couples with children has increased over time.

9,877	Residents
42.5	Median age
37%	Percent of population that is non-white
2,656	Families
3,645	Households
2.71	Average household size
\$109,033	Median household income
\$50,728	Per capita income
Population Density	
63%	White alone, not Hispanic or Latino
4%	Black or African-American alone, not Hispanic or Latino
24%	Asian alone, not Hispanic or Latino
10%	Hispanic or Latino
0.0%	Other race alone
4%	Two or more races
\$812,000	Median home value
29%	Owner-occupied homes
71.4%	Renter-occupied homes
Structure Type	
1,472	One-unit detached
1,100	One-unit attached and two - four unit structures
2,021	Five - 19 unit structures
1,614	20 or more unit structures
0	Mobile home, boat, RV, van, etc.
3	Public schools
7.6 miles	Bicycle networks
86%	Percent bicycle network complete
63%	Percent pedestrian network complete
99%	Percent of land zoned for residential use
1%	Percent of land zoned for non-residential uses
Public Health	
30	Average walk score
42%	Tree canopy
261	Acres of public parks/open space, trail miles
36%	Percent of households within 1/3 mile walking distance to entrance of park/trail
603	Reported crimes (since 2014)
Commuting to Work	
59%	Drove alone
24%	Rode transit
8%	Carpooled
4%	Walked
5%	Worked at home

Data sources: 1) US Census Bureau: 2013-2017 American Community Survey 5-year estimates, 2) City of Bellevue, 3) WalkScore.com, and 4) Zillow



# NORTHEAST BELLEVUE

Northeast Bellevue (NE Bellevue) is a quiet, tree-lined, family-oriented neighborhood. It borders the City of Redmond, Lake Sammamish, and Bellevue's Crossroads neighborhood. NE Bellevue is home to the Bellevue Technology Center and is located near the main Microsoft campus, linking it to the booming tech industry of the Greater Seattle Area. NE Bellevue has 123 acres of public parks, open space, and trails, and trees cover 30% of the neighborhood. Two of its most sizable outdoor spaces are Ardmore Park and Tam O'Shanter Park.

With 3,719 households, NE Bellevue is largely residential and primarily zoned for single-family homes, and the average household size is 2.82. A majority of residents own their homes; in fact, only 18% of homes are renter-occupied.

The area is served by four public schools within the Bellevue School District: Ardmore, Sherwood Forest, and Bennett Elementary Schools, and Interlake High School, which is noted for its International Baccalaureate and other accelerated learning programs. NE Bellevue's population is approximately 10,503, according to the 2016 American Community Survey. The neighborhood's population increased by 4% between 2000 and 2016. While this change does not represent dramatic population growth, the neighborhood has changed drastically in terms of its demographic composition.

## KEY CHANGES FROM 2000 – 2016

### AGE

The weighted median age of NE Bellevue is 44.2 as of 2016. Between 2000 and 2016, the number of people older than 65 increased by 4% while the percentage of residents aged 18-44 decreased by 6%.

NE Bellevue is home to the Bellevue Technology Center and is located near the main Microsoft campus, linking it to the booming tech industry of the Greater Seattle Area.



Lake Sammamish peaks through the trees, with Northup Way, a two-lane roadway, in the middle ground. JOSHUA EDRICH

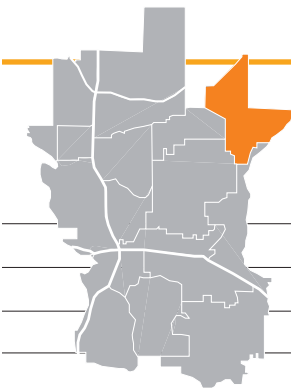


Bennett Elementary School in Northeast Bellevue serves approximately 440 students, from kindergarten to fifth grade. JOSHUA EDRICH



Sherwood Forest Elementary School in Northeast Bellevue serves approximately 430 students. It offers a Spanish Dual Language program. Thirty-five percent of its student population is Hispanic or Latino. JOSHUA EDRICH





GREAT  
NEIGHBORHOODS

NORTHEAST BELLEVUE

10,503	Residents
44.2	Median age
35.6%	Percent of population that is non-white
2,984	Families
3,719	Households
2.82	Average household size
\$108,599	Median household income
\$51,247	Per capita income
Population Density	
64.4%	White alone, not Hispanic or Latino
2%	Black or African-American alone, not Hispanic or Latino
23.9%	Asian alone, not Hispanic or Latino
5.6%	Hispanic or Latino
>1%	Other race alone
3.7%	Two or more races
Data not available	Median home value (citywide home value is \$920,400)
82%	Owner-occupied homes
18%	Renter-occupied homes
Structure Type	
3,872	One-unit detached
191	One-unit attached and two - four unit structures
12	Five - 19 unit structures
0	20 or more unit structures
5.6%	Mobile home, boat, RV, van, etc.
4	Public schools
6.1 miles	Bicycle networks
57%	Percent bicycle network complete
78%	Percent pedestrian network complete
6%	Percent of land zoned for residential use
94%	Percent of land zoned for non-residential uses
Public Health	
35.2	Average walk score
30%	Tree canopy
123	Acres of public parks/open space, trail miles
58%	Percent of households within 1/3 mile walking distance to entrance of park/trail
572	Reported crimes (since 2014)
Commuting to Work	
73%	Drove alone
7%	Rode transit
8%	Carpooled
2%	Walked
9%	Worked at home

### RACE AND ETHNICITY

The number of non-white people who reside in NE Bellevue increased, from 22.7% in 2000 to 35.7% in 2016. The number of Asian residents also grew from 13.9% of the population to 23.9%. There was also a slight increase in the number of Latino or Hispanic residents.

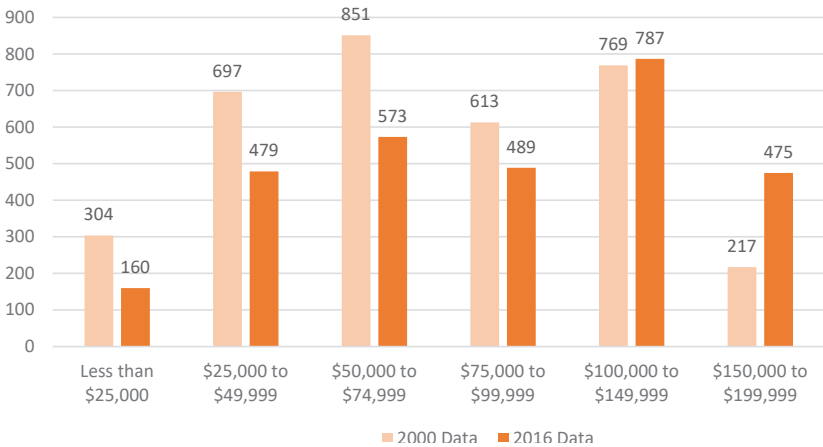
### INCOME

The area's median household income rose by 46%, from \$74,601 in 2000 to \$108,599 in 2016. The number of residents with an annual income greater than \$200,000 has tripled since 2000, while the number of residents who earn \$50,000 - \$74,999 has decreased by 33%, and the number of residents who earn \$75,000-99,999 has decreased by 20%. Meanwhile, the percentage of children who live in poverty increased from 2.6% in 2000 to 7.8% in 2016.

### TRANSPORTATION

The number of commuters who use public transit to get to work has nearly doubled, from 3.5% in 2000 to 7.1% in 2016.

### NORTHEAST BELLEVUE HOUSEHOLD INCOME DISTRIBUTION COMPARISON: 2000 TO 2016



2000 US CENSUS AND 2016 AMERICAN COMMUNITY SURVEY

Data sources: 1) US Census Bureau: 2013-2017 American Community Survey 5-year estimates, 2) City of Bellevue, 3) WalkScore.com, and 4) Zillow

# NORTHWEST BELLEVUE

Northwest Bellevue is considered a desirable and family friendly community because of its proximity to schools, jobs, and Downtown, as well as its low crime rate. NW Bellevue borders two major freeways, SR-520 and I-405, and neighbors Downtown Bellevue, Clyde Hill, and Medina.

The neighborhood has 48 acres of parks, open spaces, and trails, and it is home to Hidden Valley Sports Park and Clyde Beach Park, which touches Meydenbauer Bay. Yarrow Bay Wetlands and Kirkland Watershed Park are two large open space areas just north of NW Bellevue. Bellevue Downtown Park is also nearby.

NW Bellevue's population is 9,207, according to the 2016 American Community Survey, and the neighborhood consists of 2,524 families. There are no public schools in NW Bellevue, but students do not have to travel far to attend school within the Bellevue School District. Several private schools fall within the boundaries of NW Bellevue.

Historically, the neighborhood has been predominantly wealthy. The weighted median household income is \$118,169, 15% higher than the citywide figure. The median home value is \$1,573,300, according to a 2018 Zillow estimate, and 63% of all housing units are owner-occupied. The neighborhood is one of Bellevue's most expensive neighborhoods for people seeking to rent a two-bedroom apartment. The average cost to rent a two-bedroom apartment within the neighborhood is \$3,015, compared to \$2,328 at the citywide level, according to a 2018 RentCafe estimate.

The community experienced remarkable change between 2000 and 2016, including major demographic shifts, increases in certain occupations, and greater utilization of sidewalks and recreation.

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**Northwest Bellevue is considered a desirable, safe, and family-friendly community because of its proximity to schools, jobs, and Downtown Bellevue.**

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## KEY CHANGES FROM 2000 – 2016

### POPULATION AND RACE/ETHNICITY

The total population of NW Bellevue has increased by 17% since 2000, according to Census data. In that time period, the neighborhood has become less white, too. In 2000, white individuals represented 84% of the population, compared to 60% in 2016. Asians now make up 27% of the population, constituting the largest proportion of non-white residents. There has been a slight decrease in the already small percentage of black or African American community members.

The demography also shifted, from primarily US-born residents to one-third of the population being of international origins. These NW Bellevue residents were primarily born in Asia and Europe.

### LANGUAGE

About 35% of individuals speak a language other than English at home as of 2016, compared to 16% in 2000.

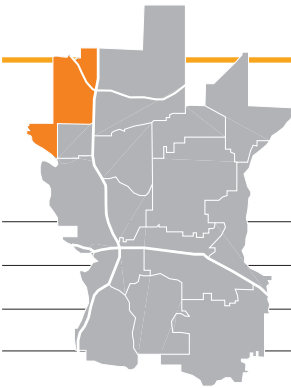
### AGE

Overall, the population is younger now compared to in 2000. Most significantly, the number of people under 18 years of age has increased by 48%, and the number of adults under age 65 has also increased. Meanwhile, the number of people older than 65 years of age has decreased by 9%.

### HOUSEHOLD INCOME, WORK, AND EDUCATION

Management, business, science, and arts occupations increased by 38% between 2000 and 2016, while employment in all other sectors decreased. This brought increases in wages at the high end of the salary distribution and decreases for all workers whose annual earnings fall under six figures. Additionally, the portion of the population with a bachelor's degree or higher rose from 56% in 2000 to 75% in 2016.





# GREAT NEIGHBORHOODS

## NORTHWEST BELLEVUE

9,207	Residents
39.5	Median age
39.9%	Percent of population that is non-white
2,524	Families
4,044	Households
2.28	Average household size
\$118,169	Median household income
\$71,843	Per capita income
Population Density	
60.1%	White alone, not Hispanic or Latino
0.5%	Black or African-American alone, not Hispanic or Latino
27.6%	Asian alone, not Hispanic or Latino
3.8%	Hispanic or Latino
0.2%	Other race alone
7.7%	Two or more races
\$1,573,300	Median home value
62%	Owner-occupied homes
38%	Renter-occupied homes
Structure Type	
2,315	One-unit detached
575	One-unit attached and two - four unit structures
728	Five - 19 unit structures
546	20 or more unit structures
0	Mobile home, boat, RV, van, etc.
0	Public schools
6.5 miles	Bicycle networks
54%	Percent bicycle network complete
90%	Percent pedestrian network complete
86%	Percent of land zoned for residential use
14%	Percent of land zoned for non-residential uses
Public Health	
66	Average walk score
33%	Tree canopy
48	Acres of public parks/open space, trail miles
77%	Percent of households within 1/3 mile walking distance to entrance of park/trail
1,951	Reported crimes (since 2014)
Commuting to Work	
70%	Drove alone
9%	Rode transit
8%	Carpooled
5%	Walked
6%	Worked at home

NW Bellevue experienced remarkable change between 2000 and 2016, including major demographic shifts, increases in certain occupations, and greater use of sidewalks and recreation.



Clyde Beach Park faces Meydenbauer Bay on Lake Washington. CITY OF BELLEVUE

Data sources: 1) US Census Bureau: 2013-2017 American Community Survey 5-year estimates, 2) City of Bellevue, 3) WalkScore.com, and 4) Zillow

## STAKEHOLDER INTERVIEWS

Outreach to community members is a crucial part of the City's Great Neighborhood initiative. Students interviewed community stakeholders to better understand how they view their neighborhoods and Bellevue as a whole. Four interviews occurred with residents of Northwest Bellevue; three with residents of Northeast Bellevue; and five with Bellevue residents whose work revolves around education, youth, and/or religion. Most interviewees requested anonymity.

### NORTHEAST BELLEVUE

During the interview process, several common themes emerged from individual testimonies of NE Bellevue residents. All three participants highlighted the importance of maintaining and promoting a sense of community for their neighborhood, the City of Bellevue, and nearby Redmond.

For parents, the decision to put down roots in NE Bellevue is often motivated by the appeal of its relative safety, quietness, and proximity to good schools, parks, and other family-friendly amenities. For those who work in the vicinity – particularly at Microsoft, which employs over 30,000 individuals – the proximity of their neighborhood to their place of employment is of primary importance. While traffic is undeniably a concern, the nearness of school, work, and necessities like grocery stores mitigates some of the inconvenience of congestion on the roads, as does the lack of traffic within the neighborhood itself. Residents indicated that they would walk and bike more if the infrastructure was more welcoming to alternative modes of transportation. They expressed looking forward to seeing how the future light rail station will impact the transportation habits of members of their community.

A lush tree canopy, views of Lake Sammamish, and a feeling of being “set apart” from the hustle and bustle of Redmond and Bellevue are assets that must be protected.



Tam O'Shanter Park KURT CLARK

Despite being drawn to Bellevue for different reasons, all of the NE Bellevue residents we spoke with expressed an appreciation for their neighborhood's physical environment. A lush tree canopy, views of Lake Sammamish, and a feeling of being “set apart” from the hustle and bustle of Redmond and Bellevue are assets that must be protected. However, the recent increases in population size and diversity in Bellevue is causing people to look at neighborhoods like NE Bellevue in a new way. The residents interviewed indicated that they are ready to embrace much of the infrastructure that attends to population growth, like new retail development and amenities to support more transportation options; but they would like to retain the benefits of living in a low-density, high-income area. Investing in more community spaces and public events would provide residents, both new and old, with a place to connect, communicate, and find common ground. Such spaces, where the voices of all residents can be heard, could become venues for residents and City staff to come together to tackle the big questions Bellevue now faces around development, growth, and equity.

Residents indicated that they would walk and bike more if the infrastructure was more welcoming to alternative modes of transportation.



Almost all of the stakeholders identified traffic safety as a major issue in NW Bellevue.

## NORTHWEST BELLEVUE

Students conducted stakeholder interviews with four people who live in NW Bellevue. These residents are members of the neighborhood's middle age and senior populations, and they have experience working in the community on planning projects, in education, or in politics. All of them are living or have lived in single-family houses in the area, and they generally perceive NW Bellevue as safe. Each resident has lived in Bellevue for a significant amount of time, from 13 to 50 years. In that time, they have watched their city develop and change.

All four residents said that their proximity to good schools, parks and open spaces, trails, Downtown Bellevue, and two major freeways attracted them to NW Bellevue. They also mentioned that they are close to large companies, like Microsoft and Amazon, making well-paying jobs accessible to neighborhood residents. The stakeholders recognize and enjoy the fact that their neighborhood has people from diverse racial and ethnic backgrounds.

Almost all of the stakeholders identified traffic safety as a major issue in NW Bellevue. As more people move into the area, the City is widening some streets to accommodate increased traffic. The stakeholders observed one consequence of widening streets: People are driving much faster than marked speed limits, making it dangerous for pedestrians to cross the street. Since the interviewees walk often, they notice that some sidewalks are in need of repair, and some streets have no sidewalks at all. In some cases, trees and hedges near sidewalks are overgrown and poorly maintained, posing an additional safety hazard.

Two of the stakeholders also talked about affordable housing. The influx of developers and the construction of large housing units has increased prices, and this is making the neighborhood unaffordable to some of its current residents.

Lastly, the stakeholders emphasized the importance of building connections, not only within their communities, but with other neighborhoods across the city. Building citywide connections will allow residents to better understand what is happening in Bellevue and help create a sense of community.



Stakeholders emphasized the importance of building connections, not only within their communities, but with other neighborhoods across the city.



Above: UW graduate student Alisa Tirado Strayer conducts a stakeholder interview with NW Bellevue resident, Katherine Hughes, at the Bellevue Public Library. JUNYI ZHANG

Below: UW graduate student Huangqianyu Li conducts a stakeholder interview with NW Bellevue resident Keith Swenson. JUNYI ZHANG

## CITYWIDE STAKEHOLDER INTERVIEWS

The dominant theme that emerged from the five interviews revolved around issues of inequitable distribution of, or access to, resources. This overarching theme came up as interviewees discussed changing demographics and topics of immigration, language and cultural barriers, transportation difficulties, and affordable housing and homelessness.

### DEMOGRAPHIC CHANGE AND INEQUITY

Approximately 95 different languages are spoken in Bellevue School District, and 37% of students do not speak English as their first language (Bellevue School District 2017). Several interviewees mentioned that while they see this increasing diversity as a strength, language and cultural barriers have also led to a disconnect between certain communities and those who promote and provide resources, such as the City or local nonprofit organizations.

For example, those who have immigrated and/or relocated to Bellevue may be unaware of the resources that exist to assist them (one interviewee described this as a lack of “systems knowledge”). If families do know about resources and services available to them, language barriers may impede their ability to access them. Cultural barriers also exist and can impede identification of issues faced by specific ethnic communities. For example, one interviewee discussed the issue of mental health, which isn’t always widely discussed among East and Southeast Asian populations. This interviewee stressed the importance of promoting parent education and recognition about this issue, to ensure the children of these families have access to the supportive services they need.

The dominant theme that emerged from the five interviews revolved around issues of inequitable distribution of, or access to, resources.

Interviewees argued that strong community, ethnic, and religious ties are resources for the City to draw upon when considering questions of access and resource allocation.

However, interviewees also argued that these strong community, ethnic, and religious ties are resources for the City to draw upon when considering questions of access and resource allocation. Overall, consensus among interviewees is that the people of Bellevue feel a sense of ethnic or religious community more than they feel tied to any geographic neighborhood.

### DISPARITIES IN ACCESS TO RESOURCES AND TECHNOLOGY

While access to resources is influenced by language and cultural barriers, it is also connected to levels of affluence and poverty. Several interviewees reported that understanding systems and how to access resources is more difficult for communities in the Newport and Crossroads neighborhoods. By contrast, NE and NW Bellevue populations tend to be more affluent and better educated, and consequently have an easier time accessing resources. Crossroads is characteristically more diverse, poorer, with more residents who face language barriers. The median annual household income for Crossroads was \$79,634 in 2016, compared with the citywide median of \$98,804. While Newport faces many similar issues, our interviewees reported that there is greater community organization in Newport than in Crossroads. Several interviewees specifically highlighted access to technology as a particular kind of resource. Affluence and access to technology frequently appear interrelated. One interviewee described Bellevue as a “tech-savvy” community. Consequently, community members who are less affluent with less access to technology, particularly young people and students, are often unable to access resources and reach their full potential at school.



One interviewee also identified racial disparities in student performance data as another factor that perpetuates this issue.

**TRANSPORTATION**

Transportation was another theme discussed during all interviews. Part of Bellevue's allure is its central location and proximity to major arterials and highways and major companies, like Microsoft. However, there is often congestion in Bellevue and in the surrounding areas, which interviewees cited as a major frustration for residents of the city. The construction of the East Link extension, which will hopefully lead to long-term improvements, is currently causing significant delays in commute times.

Lack of public transportation and safety are a primary concern among youth, many of whom use public transportation to get to and from school. Several interviewees suggested that bus lines could be changed or added to in order to ensure they service communities equitably. One interviewee linked efficient transportation to people feeling more connected to their neighborhoods, and argued that a lack of access to transportation impedes people's ability to access physical gathering spaces. This, in turn, makes them feel less connected to their communities.

**COST OF LIVING AND HOMELESSNESS**

While Bellevue is a predominantly affluent community, the cost of living has increased significantly in the past decade. According to 2017 Census Bureau estimates, 49.6% of owner-occupied units are valued between \$500,000 to \$999,999, while 20.1% of houses in Bellevue are valued

Community members who are less affluent with less access to technology, particularly young people and students, are often unable to access resources and reach their full potential.

One interviewee linked efficient transportation to people feeling more connected to their neighborhoods, and argued that a lack of access to transportation impedes people's ability to access physical gathering spaces.

at \$1,000,000 or more. In 2010, those same estimates stood at 45.8% and 11.7%, respectively. The change corresponds to an increase in the number of people who are rent-burdened, particularly in less affluent neighborhoods.

Homelessness is a growing issue, and it affects about 1 in 100 students in Bellevue School District (Eastside Pathways 2016). More people expressed their concerns about the rising cost of living than access to housing. Interviewees referred to costs of food, quality daycare and preschool, healthcare (especially access to mental healthcare), and community programming as primary needs of community members.

## CONCLUSION

Bellevue is an affluent city, but the neighborhood data reveal that this wealth is not equally distributed.

The four Bellevue neighborhoods examined in this report share many of the same characteristics. Generally, they are safe and family-friendly neighborhoods with access to work opportunities, parks and open spaces, and public schools. On the citywide level and within Crossroads, Newport, Northeast Bellevue, and Northwest Bellevue, demographics are shifting. Since the early aughts, people from all over the world have landed in Bellevue and now call it home. A majority of the foreign-born population hails from Asia, but there are also thousands of residents from Europe, Latin America, Africa, and other world regions. Increasingly, Bellevue residents speak a language other than English at home.

Bellevue is an affluent city, but the neighborhood data reveal that this wealth is not equally distributed. The median household income in some neighborhoods, such as Northwest Bellevue, exceeds the citywide figure. In Crossroads, the median household income is much lower. As owning a house becomes more expensive, some neighborhoods also experience an increase in the number of renters. Still, rent for a two-bedroom apartment exceeds \$3,000 in Northwest Bellevue.

Traffic and congestion remain key concerns for the community stakeholders interviewed for this report. However, data show that most residents still drive alone to work. More research needs to be done to find out why certain neighborhoods, like Crossroads, are taking advantage of public transit, while others, such as Newport, are less likely to.

Bellevue will continue to experience change in the years to come, and the City's Comprehensive Plan is meant to prepare for the future. Although a neighborhood profile cannot define an area, the City's efforts to update its Neighborhood Area Plans offers Bellevue residents the ability to see their communities through data. The City will continue working with Bellevue residents as it plans for the future, and the forthcoming neighborhood profiles outlined in this report will equip community members with empirical evidence as they advocate for their individual, neighborhood, and citywide priorities.

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Final presentation for HSERV 580. From left to right: Lauren MacHarg and Erin Lee. JENNIFER OTTEN



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# APPENDICES

## APPENDIX A

Neighborhood Profile Indicators

Indicators requested by the City of Bellevue for four neighborhoods (Crossroads, Newport, Northeast Bellevue, and Northwest Bellevue) based on data from the 2016 American

Community Survey and other publicly available sources

- Residents
- Percent of the population that is non-white
- Median age
- Households
- Families
- Average household size
- Owner-occupied homes
- Renter-occupied homes
- Median home value
- Median household income
- Per capita income
- Average “walk score”
- Percent of households within 1/3 mile walking distance to entrance of park/trail
- Percent of households within 1/3 mile walking distance to entrance of public school
- Acres of public parks/open space, trail miles
- Number of public schools
- Percent bicycle network complete
- Percent pedestrian network complete
- Reported crimes
- Tree canopy
- Population diversity (by race/ethnicity)
- Structure type
- Commute to work

## APPENDIX B

### *Questions for neighborhood residents*

1. How long have you lived in [neighborhood]? What made you decide to move here?
2. What do you think attracts residents to live in your neighborhood?
3. What are the top three things that you like about [neighborhood]?
4. In what ways do you think your neighborhood is well-supported by the city? Where do you think support is lacking? (e.g., road construction, parks, community centers, etc.)
5. What do you hope for this neighborhood in the future?
6. Do you know and feel connected to your neighbors? Where do you or your neighbors tend to meet or hang out?
7. How do you get information about what’s going on in the community? (e.g., NextDoor.com, local paper, Facebook)
8. Is there anything else you think the city should know about your neighborhood that we haven’t already asked?
9. What is your favorite neighborhood park, trail, or recreational activity?
10. How do you get around in your neighborhood? Do you drive a car, take the bus, walk, or a combination of all??
11. Do you feel your neighborhood is safe? Are there parts of your neighborhood you feel especially safe or areas you avoid?

### *Questions for agency/organization staff*

1. Describe your role at your organization. What type of population do you/your agency work with?
2. What are the main concerns/needs that you hear from community members that you/your agency work with?
3. In what way do you think that community members that you/your agency work with feel well-supported in the community?
4. What resources do you think may be missing in [neighborhood]?
5. What are some common barriers for people in [neighborhood] in accessing resources?
6. Do the community members that you/your agency work with feel connected to their neighborhood? If no, what could help them feel more connected?
7. Do you think that people in [neighborhood] have the same opportunities as other people in the city?
8. Do you think that city resources are equitably distributed to [neighborhood]?
9. When you think about economic opportunity in [neighborhood], are there differences between neighborhoods in the city?
10. Are there any additional concerns that the community members you/your agency work with express?