UNIVERSITY of WASHINGTON

CITY OF BELLEVUE

In Partnership with the
University of Washington

HEALTH ASSESSMENT OF A NEIGHBORHOOD ENHANCEMENT PROJECT

IN EASTGATE, BELLEVUE, WASHINGTON, 2019

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

Spring 2019

LIVABLE
CITY YEAR

Livable City Year 2018–2019
in partnership with
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www.washington.edu/livable-city-year/

LCY student researcher and author Rick Thomas (center) with City of Bellevue Project Leads Kat Phillips (left), Parks and Community Services, and Theresa Cuthill, Community Development. TERI THOMSON RANDALL

ACKNOWLEDGMENTS

This project would not have been possible without the help of a stellar group of people. Thank you to Theresa Cuthill and Kat Phillips at the City of Bellevue for their support in getting this project off the ground. Thank you to Andy Dannenberg in the Department of Urban Design and Planning and to Tom Edwards in the Department of Health Services for their guidance. Thank you as well to UW graduate students Sung Ho Park, Roshan Ramkesoon, and Eryk Waligora for their help and enthusiasm in preparing the survey. And finally, a huge thank you to the founding members of the newly formed Eastgate Community Association, who not only selflessly shared their time and feedback, but made me feel like a part of the community along the way.

Magnolia 'galaxy' *is known for its bright pink flowers and is featured in the City's Neighborhood Enhancement Project on SE 38th Street in Bellevue.* AARON BURDEN

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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 uwlcy@uw.edu.

LIVABLE CITY YEAR

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.

CITY OF BELLEVUE WASHINGTON

BELLEVUE 2035:
THE CITY WHERE YOU WANT TO BE

Health Assessment of a Neighborhood Enhancement Project in Eastgate, Bellevue, Washington, 2019 supports the Bellevue: Great Places Where You Want to Be target area of the Bellevue City Council Vision Priorities and was sponsored by the Department of Community Development and Parks and Community Services.

BELLEVUE: GREAT PLACES WHERE YOU WANT TO BE

Bellevue is the place to be inspired by culture, entertainment, and nature. Learn, relax, shop, eat, cook, read, play, or marvel at our natural environment. Whatever your mood, there is a place for you in Bellevue.

From the sparkling waters of Meydenbauer Bay Park, you can walk or bike east, through Downtown, across the Grand Connection to the Wilburton West center for business and entertainment. Along the way you enjoy nature, culture, street entertainment, a world fusion of food, and people from all over the planet.

For many of us, Bellevue is home. For the rest of the region and the world, Bellevue is a destination unto itself.

The arts are celebrated. Bellevue's Performing Arts Center is a success, attracting the best in onstage entertainment. Cultural arts organizations throughout the city are supported by private philanthropy and a cultural arts fund. Arts and cultural opportunities stimulate our creative class workers and residents, whether they are members of the audience or performers. The cultural arts attract Fortune 500 companies to our community, whether it is to locate their headquarters or visit for a convention.

The past is honored. Residents experience a sense of place through an understanding of our history.

Our community buildings, libraries, community centers, City Hall, and museums provide places where neighbors gather, connect with each other, and support our civic and business institutions.

Bellevue College, the Global Innovation Exchange (GIX), and our other institutes of higher learning are connected physically and digitally from Eastgate to Bel-Red, Downtown, and the University of Washington in Seattle. We've leveraged our commitment to higher education into some of the most successful new companies of the future.

From the constant beat of an urban center, you can quickly escape into nature in our parks, streams, trails, and lakes. You can kayak the slough, hike the Lake to Lake Trail, and have the opportunity to enjoy the latest thrill sport.

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

HIGH PERFORMANCE GOVERNMENT
People are attracted to living 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

Younger residents experienced greater improvements in their sense of community as a direct result of the street-scaping work.

This Livable City Year (LCY) project assessed the community and individual-level health benefits that arose from a recent streetscape installation in Bellevue's Eastgate neighborhood. The streetscape installation at SE 38th Street was funded by the City's Neighborhood Enhancement Program and was voted in by residents in 2016. Over the past several years, the Community Development Department has worked alongside Parks & Community Services to revitalize a one-block stretch along SE 38th Street by removing invasive weeds and replacing them with enhanced landscaping, cleaning up trash, and extending the sidewalk. We engaged neighborhood residents and consulted the scientific literature to design a survey that would assess the health impacts of the streetscape enhancement. We investigated the work's impact on walkability, safety, happiness, sense of community, and trust for nearby residents. Surveys were distributed by mail and on-line to 262 Eastgate residents in May 2019.

We found that a majority of respondents felt the streetscape enhancement improved the walkability and safety of the neighborhood, making the project site more pleasant to pass by. Additionally, we explored whether the perceived benefits of the project were distributed equally among residents by testing for differences in responses based on proximity to the streetscape enhancement, gender, age, whether someone walks by the project site or not, and how long someone has lived in the community. We found that women reported feeling safer and that younger residents experienced greater improvements in their sense of community as a direct result of the streetscape enhancement.

This project fills a much-needed knowledge gap for the City in that it provides the first-ever assessment of a Neighborhood Enhancement Program project. It is also the most comprehensive assessment of resident response to an enhanced right of way planting for the City. We hope this work will enable Bellevue to strengthen both the Neighborhood Enhancement Program and the Street Tree and Arterial Landscape Program by demonstrating the benefits that can arise from their work. Moving forward, this LCY project is meant to serve as an assessment template for future enhancement projects in Bellevue.

'Nancy Evans' Rhododendrons have orange-red flower buds and is featured in the City's Neighborhood Enhancement Project on SE 38th Street in Bellevue.
BERNARD SPRAGG

INTRODUCTION

This project helps fill a much-needed information gap for the City by creating the methodology needed to evaluate individual projects.

It is well understood that a neighborhood's design and condition have important implications for the health of its residents. In light of this, many cities are increasingly providing initiatives that allow residents to have a say in how their neighborhood looks and feels. The City of Bellevue's Neighborhood Enhancement Program (NEP) is one such initiative, whereby residents can propose and vote for improvement projects in their neighborhood. To be eligible, a project must benefit the general public, be on public property, be consistent with City plans, and be maintainable by the City. Since 2015, Bellevue has completed six NEP projects, and the City has invested more than $392,000 into the program.

While Bellevue routinely asks residents for feedback on the overall NEP process, the City has never once assessed a specific project upon completion. This is a noticeable data gap, as the City has no system in place to determine whether a NEP project is viewed as successful or if it meets residents' expectations. This Livable City Year (LCY) project closes this knowledge gap by conducting the first ever evaluation of a NEP project, thereby providing a template to conduct effective assessments moving forward.

BACKGROUND

The NEP project studied in this Livable City Year project was voted in by Eastgate residents in 2016. Out of the 26 projects on the ballot, this project received the second most votes from residents. The project site is in the city-owned right of way (ROW) on the south side of SE 38th Street in the city's Eastgate neighborhood. Until it was annexed by the City of Bellevue in 2012, Eastgate was a part of unincorporated King County and did not receive the kind of enhanced ROW vegetation maintenance services that the City provides.

Two departments, Community Development (which houses the Neighborhood Enhancement Program) and Parks & Community Service (specifically the Street Tree and Arterial Landscape workgroup [STAL]) worked together to bring this project to life. NEP covered the initial construction and worked alongside STAL to design the new plantings, source plants, and direction construction. After construction, it was decided that STAL would oversee maintenance of the site as a City ROW.

This Neighborhood Enhancement Program improved the site by removing trash and debris, clearing invasive weeds, improving retention of the steep slope, extending the sidewalk, and planting attractive ROW

Aerial view of Eastgate neighborhood GOOGLE EARTH PRO

landscaping. As a result, this once dilapidated and run-down block that was a common location for long-term street parking and trash dumping has become a pleasant and refreshing area through which to walk. As one of two entrances to a neighborhood cul-de-sac with more than 260 homes, SE 38th Street experiences a lot of passersby on a daily basis. The high visibility of the project and its recent completion work made it a strong candidate for the first NEP project assessment.

This project builds upon previous research focused at the intersection of urban planning and public health. As mentioned previously, a neighborhood's design can have important implications for its residents' psychological health (Lawton 1997). Similarly, the condition of the neighborhood — how well-kept it is, the amount of debris and trash — has been shown to impact perceived safety for nearby residents (Pitner et al. 2012). To better understand how the characteristics of neighborhoods impact community and individual-level health indicators, many cities and neighborhood associations routinely survey residents to identify areas that could be targeted to improve quality of life. These surveys tend to ask questions related to the residents' overall satisfaction of living there, walkability, safety, and amenities (City of Fort Worth 2017, City of Redwood City 2015).

Although Bellevue conducts an annual city-wide survey that provides a snapshot of neighborhood conditions, the City does not have any protocol in place to assess the change in neighborhood conditions as a result of specific projects. Hence, this project helps fill a much-needed information gap for the City by creating the methodology needed to evaluate individual projects.

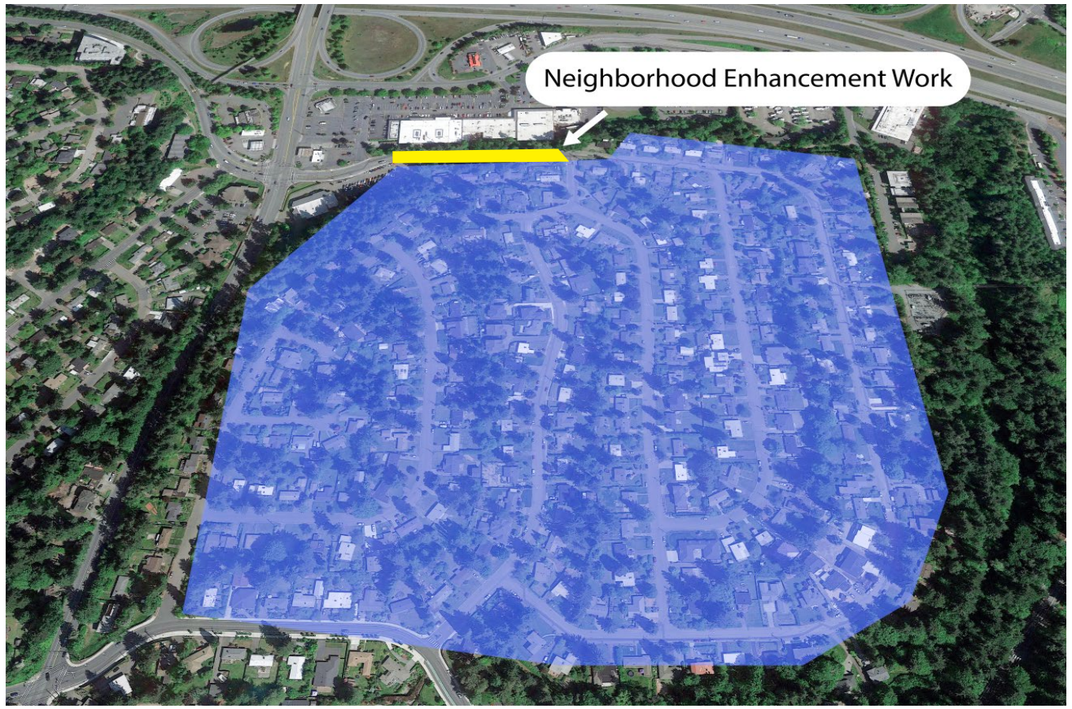
Viburnum plicatum 'Mariesii' *is known for its bright white flowers and is featured in the City's Neighborhood Enhancement Project on SE 38th Street in Bellevue.* WOUTER HAGENS

METHODS

We determined that the best way to assess the impact of this project was to survey Eastgate residents. However, given budget restraints and the limited scope of the streetscape installation, we thought it impractical to survey the entire community. To determine the geographic area for our survey distribution, we met with residents who lived near the project area and asked them to help identify which homes would most likely have been impacted.

From here, the next step was to design a survey that accurately identified and quantified what benefits may have arisen from the project work. To accomplish this, our team consulted urban planning case studies and other cities' neighborhood surveys to see what types of outcomes were commonly assessed for similar projects. We also sat down with City staff who manage the NEP and oversee streetscape maintenance to determine what specific information would be most useful for the City to have. We used this feedback to craft a set of questions specific to the work on SE 38th Street. The survey's flow, wording, and structure were all formatted according to best practices in survey design research (Dillman 2014). By avoiding ambiguous wording and keeping the survey short and visually appealing, we hoped to maximize our response rate. Before distributing the survey, we piloted it both with residents of the neighborhood and with graduate students in a survey design course at the University of Washington.

Because we were primarily interested in residents' attitudes following the streetscape installation, we included Before and After photos in our survey to help respondents compare the two time-points. This helped us attribute neighborhood characteristics such as safety or walkability to the project site as opposed to other changes that took place in the neighborhood over the past several years.



Survey distribution area in blue. Street-scaping work shown in yellow. GOOGLE EARTH PRO

RIGHT OF WAY BEFORE IMPROVEMENT

View along SE 38th Street prior to the streetscape enhancement. CITY OF BELLEVUE

RECENTLY PLANTED STREETSCAPE

View along SE 38th Street after the streetscape enhancement. RICK THOMAS

PRIMARY OUTCOMES ASSESSED IN NEIGHBORHOOD SURVEY

Variable Name	Variable Description
Walkability	Respondents report whether they are more likely to walk or bike by the project site and if they are more comfortable walking around their neighborhood
Perceived Safety	Respondents report on neighborhood safety and whether they feel comfortable having their child walk alone in the neighborhood
Trust	Respondents report on their level of trust of people they see in the neighborhood
Quality of Life	Respondents report on whether their neighborhood has become a more pleasant place and if there is a greater sense of community
Happiness	Respondents report on their feelings of happiness passing by the improved streetscape
Stress	Respondents report on their feelings of stress passing by the improved streetscape

RICK THOMAS

Livable City Year student Rick Thomas discussing the survey with an Eastgate resident.. SUSANNA CHUNG

Our six primary outcomes of interest are shown in the table. We asked all residents to indicate the extent of positive impact of the Neighborhood Enhancement project using a 5-point Likert Scale ranging from Strongly Disagree to Strongly Agree. We also asked residents to self-report demographic data.

We obtained a list of addresses for all homes within our survey distribution area from the City and distributed the surveys during Week 6 of Spring quarter. We distributed the survey both online and through the mail, to accommodate the heterogenous nature of the neighborhood. In total, we sent out 262 surveys. Respondents had two weeks to fill out the survey and were sent a reminder postcard one week following survey distribution.

Although we decided it was necessary to geographically constrain our survey distribution, we recognized that we might be failing to solicit responses from other Eastgate residents who had been affected by the streetscape enhancement. To address this possibility, we posted a number of signs along SE 38th Street with a QR code and website link that residents could use to complete the survey if they were interested. A member of our team also attended the kick-off event for the newly-formed Eastgate Community Association, which provided an additional opportunity to survey residents outside of our distribution area.

This Livable City Year project is the first-ever evaluation of a NEP project, and provides a template to conduct effective assessments moving forward.

Yard signs such as the one shown were placed at two locations along SE 38th Street at the NEP project site. Passersby had the opportunity to scan a QR code or visit a website to complete the survey. RICK THOMAS

FINDINGS

SURVEY RESPONSE

A total of 73 surveys were returned, eight of which came from outside of our distribution area. This equates to a 22% response rate. As can be seen in the table below, the majority of responses came by mail.

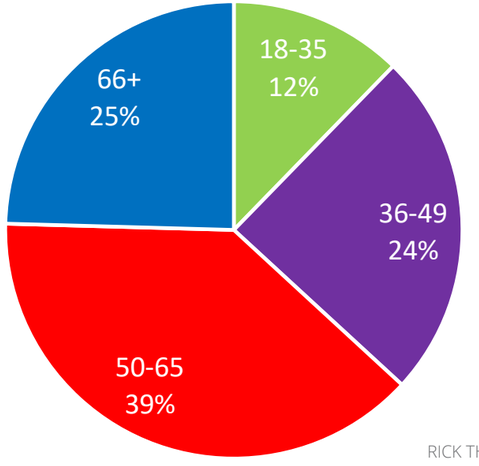
Survey responses reflect a wide age distribution in the neighborhood with a median (x) and mean (y). Conversations with neighborhood residents suggested that the community is made up of many older (or something like 50+/55+ members).

To get a sense of how often and in what manner respondents experienced the project area, we asked them how many times they walk, bike, and drive past the enhanced landscape on SE 38th Street in an average week. We found that the majority of residents reported driving past the project area more than walking or biking.

SURVEY RESPONSE

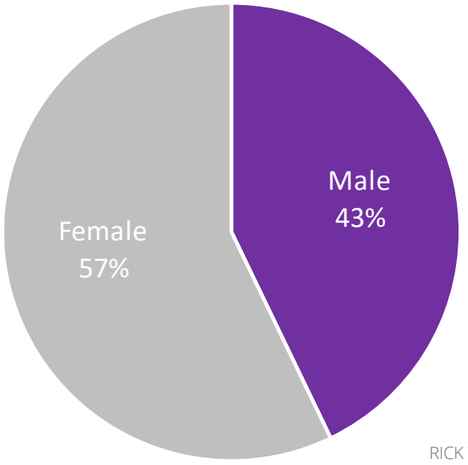
Mode of Survey Return	Number of Surveys Returned	Percentage of Responses
Mail-in	45	62%
Online	12	16%
In Person	16	22%
Total	73	100%

AGE OF SURVEY RESPONDENTS (N=73)



RICK THOMAS

GENDER DISTRIBUTION OF SURVEY RESPONDENTS (N=73)



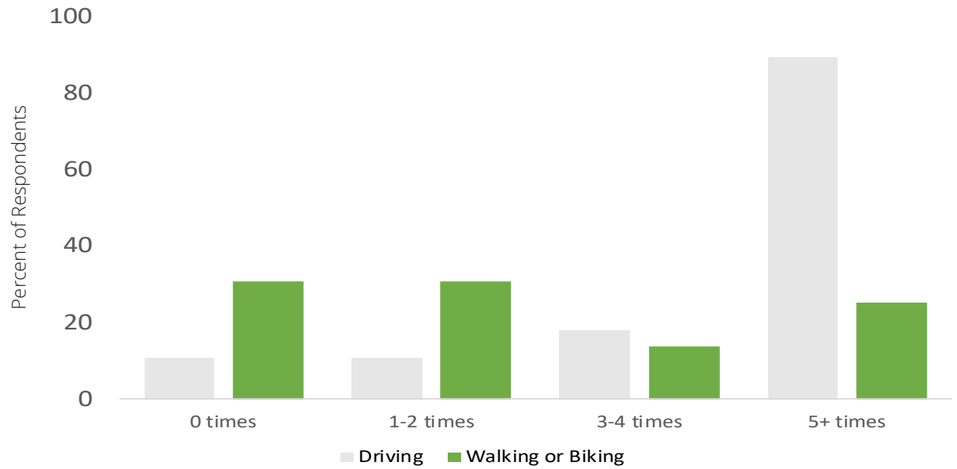
RICK THOMAS

REPORTED HEALTH OUTCOMES

Our survey suggests that a majority of the neighborhood's residents perceive numerous benefits as a result of the enhanced streetscape.

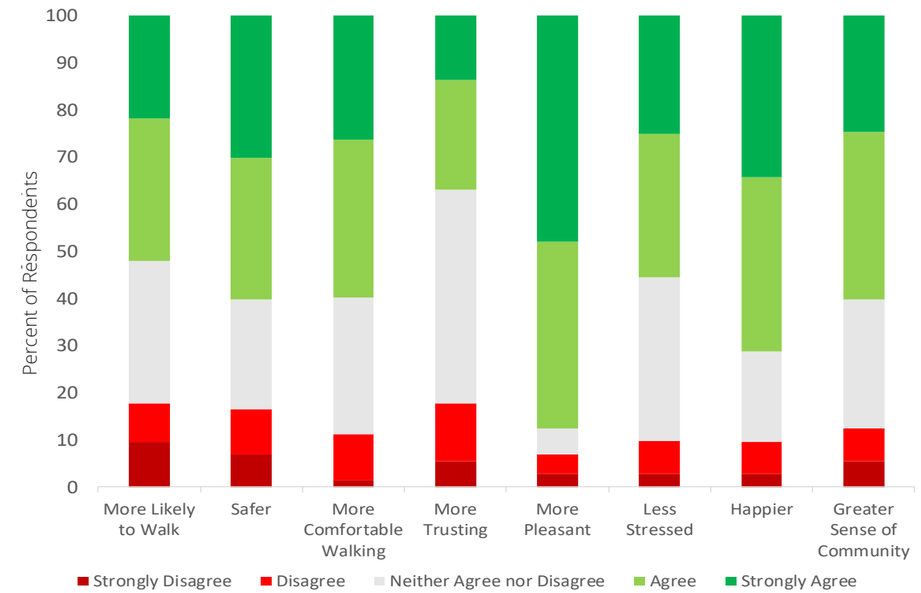
More than half (52%) of survey respondents report they are now more likely to walk or bike to nearby destinations as a result of the streetscape enhancement. Roughly 60% of respondents report feeling that the neighborhood has gotten safer due to the work, and 71% report feeling happier when they pass by SE 38th Street. The most positive outcome is an impressive 88% of respondents reporting feeling that the street has become a more pleasant place to pass by. To help the City identify which aspects of the project contributed most to the health outcomes, we asked residents to select their top two influential factors, either from a list, or to write in their own response. The two features of the project that residents cited most often as the most valuable were the removal of RVs and other street parking, and the landscaping work that was done. It is important to point out that removing cars or restricting parking was not part of this NEP project. Nevertheless, we hypothesized that the owners of the vehicles might self-select away from SE 38th Street when they saw the investment the City was making there. Consequently, although parking was outside the scope of this NEP project, it is feasible that the enhanced landscaping improved the parking issue.

FREQUENCY AND MANNER OF EXPERIENCING THE PROJECT SITE



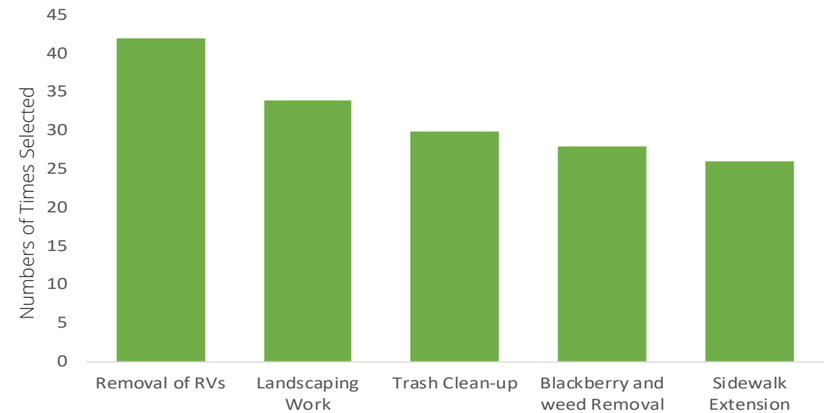
Respondents were asked how often they 1) walked or biked and 2) drove past the NEP project in an average week. RICK THOMAS

DISTRIBUTION OF RESPONSES ACROSS COMMUNITY AND HEALTH INDICATORS (N=73)



RICK THOMAS

MOST VALUABLE PERCEIVED OUTCOMES (N=73)



Respondents were asked to identify which two perceived outcomes of the NEP work they found most valuable. RICK THOMAS

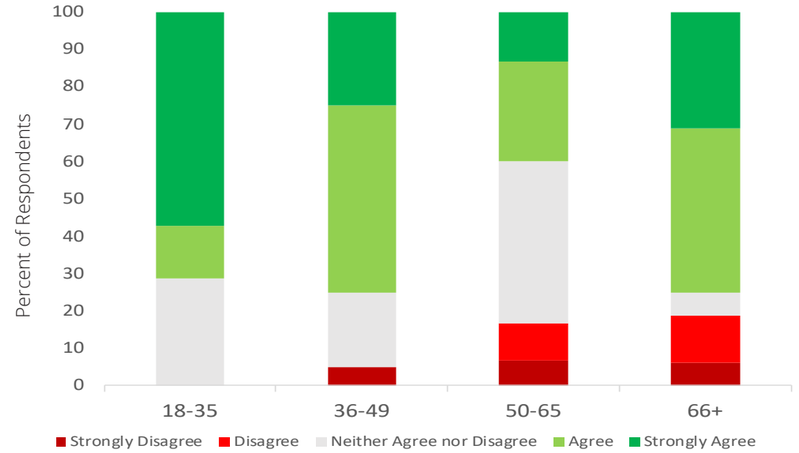
STATISTICAL ANALYSES

We were interested in whether the reported health outcomes were distributed equally throughout our survey population, or if certain subpopulations perceived greater or fewer benefits. Specifically, we were interested in how a resident's proximity to the project site, age, gender, length of residence in Eastgate, and frequency of walking past the site might impact the outcomes they reported. We summarize these research questions below:

1. **Proximity**: Do residents who live closer to the project site value the streetscape enhancement differently than those who live further away?
2. **Age**: Do older residents value the streetscape enhancement differently than younger residents?
3. **Walking**: Do residents who walk by the streetscape enhancement value the work differently than those who do not walk past?
4. **Gender**: Do women value the streetscape enhancement differently than men?
5. **Duration**: Do residents who have lived in the neighborhood for longer periods value the streetscape enhancement differently than those who have lived there for shorter periods?

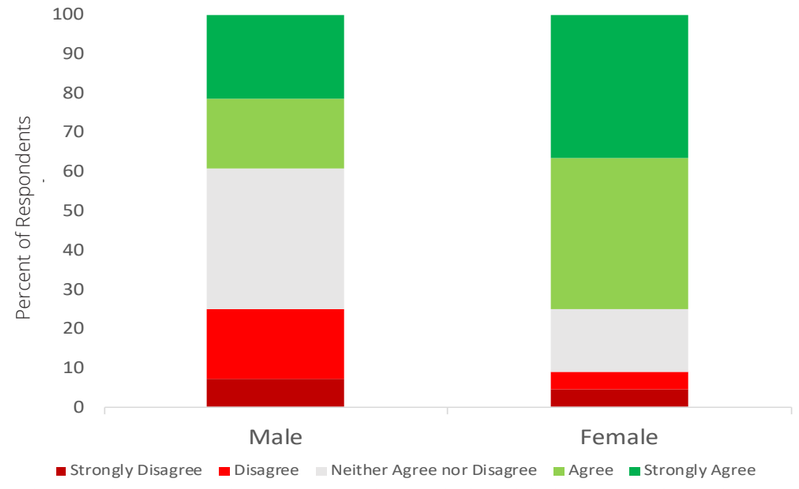
To answer these questions, we subdivided our survey results and performed a number of statistical tests to look for significant differences between our groups of interest. Across our five comparisons of interest, we found that gender and age were the only two to have a significant impact on reported health outcomes. Specifically, we found that women reported greater perceived safety than men, and that younger residents (18-49 years old) reported a greater sense of community as a result of the streetscape enhancement than individuals aged 50–65. For more information on our statistical methods, see Appendix A.

REPORTED GREATER SENSE OF COMMUNITY, BY AGE (N=73)



To what extent the streetscape enhancement led to a greater sense of community, subdivided by age of respondent. Statistical tests revealed that respondents aged 18-45 perceived a significantly greater increase in sense of community as compared to residents aged 50-65. RICK THOMAS

REPORTED IMPROVED PERCEIVED SAFETY, BY GENDER (N=73)



To what extent the streetscape enhancement improved perceived safety, subdivided by gender of respondent. Our statistical analysis revealed that women reported a significantly greater increase in perceived safety. RICK THOMAS

QUALITATIVE RESPONSES

POSITIVE

In addition to our health outcomes of interest, respondents had the opportunity to provide additional observations about the project area, both positive and negative. Responses were many and varied, though a few common themes emerged. Additional positive comments tended to focus on how the neighborhood feels more welcoming and was a long overdue and much needed neighborhood improvement. For example:

> *"It feels more like a neighborhood and less like a collection of homes."*
>
> *"I'm so glad this NEP project won and got done. The area was such a blight, ugly, and frankly embarrassing for the neighborhood."*
>
> — Eastgate neighborhood residents

NEGATIVE

The three negative issues cited most frequently included:

1) The lingering presence of RVs and camper vans which made the area feel less safe and pleasant to pass by was the most commonly cited issue. As mentioned previously, removing cars or restricting parking was not part of the project. Contrary to our hypothesis that the project might self-select people away from parking in the project area, several respondents felt that the long-term parking issues had gotten worse since the NEP project began. Parking issues came up in other comments as well, with several residents complaining about what they perceived to be overflow parking of T-Mobile employees working in Factoria.

2) Several respondents reported safety concerns due to people driving too fast looking for parking within the neighborhood. As with the parking issues cited above, neighborhood safety was outside the scope of work of this NEP project. Nevertheless, this feedback provides an interesting insight into the neighborhood's concerns and perceptions of how the NEP project has affected their community.

3) Another issue that got brought up was the large tangle of weeds and vines adjoining the project site which left several residents feeling as if the project was incomplete.

A full list of all responses can be found in Appendix B.

LIMITATIONS

This neighborhood survey faced a number of limitations. First, the duration of our response window was shorter than survey researchers recommend. As a result, although our response rate was fairly high, we likely missed input from other residents. It is recommended to typically field a survey for a month with multiple reminders sent throughout. Given the LCY project timeline, residents were given only three weeks for the survey (they were originally given two, but we postponed our data analysis to allow for more responses to come in) and received a single reminder. The importance of the reminder postcard is evident in the spike of responses we received immediately after sending it out.

It is also important to acknowledge that although a diverse range of ages responded to the survey, without knowing the underlying demographics of the neighborhood, it is difficult to determine just how representative our results are. Because residents could choose whether to complete the survey or not, there is likely a response bias for people who were either strongly in favor or against the streetscape enhancement. As a result, although these results are powerful, we caution from generalizing the results to the greater Eastgate neighborhood.

> "It feels more like a neighborhood and less like a collection of homes."
>
> — *Eastgate neighborhood resident*

RECOMMENDATIONS

We believe the results of the survey provide credible evidence that the streetscape enhancement on SE 38th Street has benefited the neighborhood across numerous dimensions. A couple of key themes emerged from the data that are worth highlighting here.

Neighborhood design has important implications for resident well-being. Our results support what other community surveys and studies have found in that small changes to a neighborhood can have significant impacts on nearby residents. This goes beyond mental health impacts, such as stress reduction and happiness, to include lifestyle changes, such as walking more often.

Benefits are disbursed throughout the neighborhood. The fact that our analysis reported no significant difference in health outcomes between residents who lived closer to the project site than further away suggests that the entire community is benefiting from the work.

People of all walks of life benefit from the project. Apart from a greater sense of community, we found no significant difference in health outcomes across different age groups, and no differences at all between new Eastgate residents and long-time residents. This gives credence to the idea that this work is largely a public good available to everyone in the neighborhood.

Involving community leaders can drastically improve results. Our team would not have had near as much success if it were not for the assistance of the recently formed Eastgate Community Association. A handful of residents were involved in almost every stage of this survey, from initial survey design, to spreading the word in order to boost response rate, to filling out the survey themselves. It is our recommendation that the City involve community leaders as much as possible in future neighborhood enhancement surveys, making clear to them how the results will directly benefit the community. This approach not only shares the burden of work with the community, but could result in improved quantity and quality of responses.

More work could be done. From our conversations with residents and from the open-ended responses provided, it is clear that many residents feel as if the work on SE 38th Street is just getting started. Finding ways to work with the property owners to remove the remaining undesirable vegetation could go a long way to improving community perception of the project. Many neighborhood residents are unhappy that encampments are still present as well.

LCY student researcher and author Rick Thomas presents his findings to City of Bellevue staff on June 13, 2019. TERI THOMSON RANDALL

CONCLUSION

This LCY project identified the community and individual health outcomes that arose from the City of Bellevue's streetscape enhancement on SE 38th Street. In doing so, this project has demonstrated that surveys to assess health outcomes are a valuable source of feedback for the Bellevue NEP program. This project has also created a template for future assessments. While the City will need to adapt some of the survey questions to fit other projects, many of the metrics we looked at are applicable to enhancement work in neighborhoods across the city. It is our hope that this project and the results generated will help inform future NEP projects and help the City of Bellevue make the case for the NEP overall.

Small changes to a neighborhood can have significant impacts on nearby residents. This goes beyond mental health impacts, such as stress reduction and happiness, to include lifestyle changes, such as walking more often.

The plant Cornus stolonifera *is known for its red hardwood and is featured in the City's Neighborhood Enhancement Project on SE 38th Street in Bellevue.* LISA PARKER

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APPENDICES

APPENDIX A: STATISTICAL METHODS

To determine if the health outcomes of interest were distributed equally across responses, we first had to subdivide our data into subpopulations. Below are our methods and rational for this subdivision.

Proximity: We compared residents who lived within a quarter-mile walk of the project site (n=28) to those who lived further than a quarter-mile walk (n=18). We determined this by asking residents for their home address and then entering this data into Google Earth Pro and measuring the walking distance between the home and the closest edge of the project site. We chose this radius based on the layout out of the neighborhood and to guarantee we had enough data points in both groups. Because none of our survey questions were mandatory, about half of respondents did not indicate their exact address, either leaving it blank or providing cross-streets, which lowered our sample size and strength of our analysis.

Age: We compared residents across all four of our age categories: 18-35, 36-49, 50-65, and 66+. These age options were chosen based on other community surveys we consulted.

Walking: We compared residents who reported walking or biking past the project site at least once per week (n=50) to those who reported never walking or biking past (n=22).

Duration: We asked residents to write in the number of years they have lived in the community. Using this information, we compared residents who had lived there less than 6 years (n=19), residents who had lived there 6-20 years (n=19), and residents who had lived there longer than 20 years (n=27). We chose these cutoffs to ensure we had sufficient data points in each category.

Gender: We asked residents to indicate their gender and then compared those who responded as female to those who responded as male.

All statistical tests were conducted in R Studio. Given that the survey data were not normally distributed for any of our health outcomes of interest, we relied on non-parametric tests to assess meaningful differences between comparison groups of interest. For inquiries that involved only two comparison groups — proximity, gender, and walking — we used the Mann-Whitney-Wilcoxon Test. When we were comparing more than two groups — e.g., age and duration spent in the community — we used the Kruskal-Wallis Test. If a significant result was found for this test, we conducted post-hoc Mann-Whitney-Wilcoxon Tests on each pair of comparison groups. We used a significant level of 0.05.

APPENDIX B: QUALITATIVE SURVEY RESPONSES

Below are the open-ended responses from the survey. Respondents were asked: *"Please list any additional impacts of the neighborhood enhancement work that come to mind. These can be positive or negative."* All responses are identified for confidentiality reasons.

Continue with side walk effort

It is great to not get caught by overgrown blackberries when walking and there is less camping

Get rid of the motor home

You gave the homeless folks a nice landscaped yard

Metal fence. No trees- view at stop

Organize power line and more street light could be next?

Still a lot of RV's illegally parking

There are still random RV's that park along SE 38th (Behind the Safeway) that make me feel uncomfortable at times

Positive: making the neighborhood looks nice and safe is very important to me

Cut and destroy clinging/climbing vines, outlaw recreation vehicles parking on the street for people using them to live in. Don't plant plants that people can or want to steal

This was a good improvement to our neighborhood

The enhancement work looks great, but since then there are more RVs/ questionable vehicles parked there than before

The motorhomes that are there spilling trash and "fluids" negate the great work done. Recommend no overnight parking signs

It would have been nicer to have negotiated with the bordering neighbors to fully landscape the hill (as a portion is their land). It looks pretty nice at the bottom but looks less nice at the top.

The space looks a lot better, but the eyesore of Tmobile parking and transient RVs has become more noticeable

The little wall is very attractive, as are the plants. I'm sure it was a lot of hard work and is all beautiful. What a contrast to previous!

Enhancement is blocked by "No Parking" all the time. Also by RVs and T-Mobile Overflow. It has done almost nothing for "improving" my neighborhood

Garbage more visible so will be piled up, we assume

This has always been a great community with great neighbors!

APPENDIX B (CONTINUED)

Love well kept yards. This is an extension of the neighborhood and being well kept enhances the whole area

Safer for our dogs

Safer, greater view of surroundings

Positive: got rid of street campers and trash. Nice bike commuter route. Not very happy with T-mobile parking at church- find alternative ways to get that staff to work outside of cars

Would love to see more sidewalks, clear/wide and maintained

We can have more walking time to relax

The clean up helps discourage rat habitat. Thank you!

Enhances entire image of neighborhood and property value

Visitors have commented how much better appearance. Mostly I appreciate removal of Rvs and tents

Nice looking street after you fixed it. Just the RVs need to be removed

Makes neighborhood look better

Because this location is frequently seen in the periphery while entering/ exiting the commercial plaza used by the broader South Bellevue community, this improvement also helps improve the perception of the neighborhood in the wider community.

It makes me happy to see tangible improvements in the neighborhood. For too long, it seems like Eastgate has been neglected for investments by the city of Bellevue. I'm glad that this is being rectified.

It feels more like a neighborhood and less like a collection of homes.

I'm so glad this NEP project won and got done. The area was such a blight, ugly and frankly embarrassing for the neighborhood. I thought, and so did several neighbors, that the project was half finished because of all the mess of dead branches and vines on the upper portion of the planted area. Then I learned from Rick Thomas that the upper mess is on private property. To me, the NEP project looks half done, and the value is rather diminished. Like half the blight is gone, but the other half is still there. The area looks better, but not yet really nice. What can the City do about sprucing up the private property area?

Flower blooming trees are more appreciated and more enjoyable to look at compared to simple green trees.

We need a good sidewalk for the pedestrians on 150th Ave SE because it, is too narrow and I am always afraid for the people who walk there while I am driving my car.

There is a camper parked right in front of the enhancement and it's been there for almost a month. This does not bring me joy!

I love the choice of perennials and would like to help with paying a landscaper to remove the old blackberry dried limbs.

Who maintains the newly enhanced area? It would be neat to read about the people.

APPENDIX C: SURVEY MATERIALS

Neighborhood Enhancement Program Survey

Thank you for taking the time to complete this survey. We are interested in your opinion on changes that arose in the community due to the neighborhood enhancement work done on SE 38th street. This outreach is being conducted by the University of Washington's Livable City Year program in partnership with the City of Bellevue. This survey should take less than 5 minutes and all your responses will remain completely confidential.

Survey responses must be post-marked or submitted online by Friday, May 24th. To complete this survey online, type the following link into your web browser: **https://tinyurl.com/NEP38th**

- The neighborhood enhancement work is on SE 38th street between 150th Ave SE and 154 Ave SE (shown on the map to the right).
- This work is part of the City of Bellevue's Neighborhood Enhancement Program and was voted in by residents in 2016.
- Photos of the space before and after the enhancement work are shown below.
- For questions, please contact Rick Thomas at rthomas1@uw.edu or 408-332-4086.

Neighborhood Enhancement Work

Before

After

Introduction page and survey form. This survey was distributed along with a self-addressed, stamped envelope.

Bellevue Neighborhood Enhancement Program Survey

Thank you for taking the time to complete this survey. When finished, please place this sheet into the envelope provided to submit your responses. The results of this research will be used to help inform future Neighborhood Enhancement Projects in your community.

For each question, please select the response(s) most true to you

1. On average, how many times a week do you walk or bike past the neighborhood enhancement work on SE 38th street? Please select one answer.

- ☐ 0 times
- ☐ 1-2 times
- ☐ 3-4 times
- ☐ 5 or more times

2. On average, how many times a week do you drive past the neighborhood enhancement work on SE 38th street?

- ☐ 0 times
- ☐ 1-2 times
- ☐ 3-4 times
- ☐ 5 or more times

3. How much do you agree or disagree with the following statements? Please check one box for each statement.

Statement	Strongly Disagree	Disagree	Neither Agree nor Disagree	Agree	Strongly Agree
AS A RESULT OF THE NEIGHBORHOOD ENHANCEMENT WORK:					
I am more likely to walk or bike along SE 38th street to destinations such as the bus stop, restaurants, or grocery store	☐	☐	☐	☐	☐
My neighborhood feels safer	☐	☐	☐	☐	☐
I am more comfortable walking around my neighborhood	☐	☐	☐	☐	☐
I am more trusting of people I see around my neighborhood	☐	☐	☐	☐	☐
SE 38th street has become a more pleasant place to pass by	☐	☐	☐	☐	☐
I am less stressed when I pass by SE 38th street	☐	☐	☐	☐	☐
I am happier when I pass by SE 38th street	☐	☐	☐	☐	☐
There is a greater sense of community in my neighborhood	☐	☐	☐	☐	☐

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Bellevue Neighborhood Enhancement Program Survey

4. **Please list any additional impacts of the neighborhood enhancement work that come to mind.** These can be positive or negative.

_____

_____

5. **Do you have any children under the age of 16 living at home?**

☐ No ☐ Yes

→ **<u>If Yes</u>:** How much do you agree or disagree with the following statement: **As a result of the neighborhood enhancement work, I am more comfortable with my child walking alone in my neighborhood.**

- ☐ Strongly Disagree
- ☐ Disagree
- ☐ Neither Agree nor Disagree
- ☐ Agree
- ☐ Strongly Agree

6. What aspects of the neighborhood enhancement work do you find most valuable? **Please select your top two:**

- ☐ Removal of RVs and other street parking
- ☐ Trash clean-up
- ☐ Removal of weeds and blackberry plants
- ☐ Landscaping work
- ☐ Sidewalk Extension
- ☐ Other
  - → Please specify: _____

7. **How many years have you lived in this neighborhood? _____ years**

8. **Did you vote for this project when it was on the ballot in 2016 as part of the Neighborhood Enhancement Program?**

- ☐ Yes
- ☐ No
- ☐ Can't remember
- ☐ Prefer not to answer

9. **What is your age range?**

- ☐ 18-35
- ☐ 36-49
- ☐ 50-65
- ☐ 66+

10. **What is your gender?**

- ☐ Male
- ☐ Female
- ☐ Prefer not to answer

11. **What is your street address?** _____

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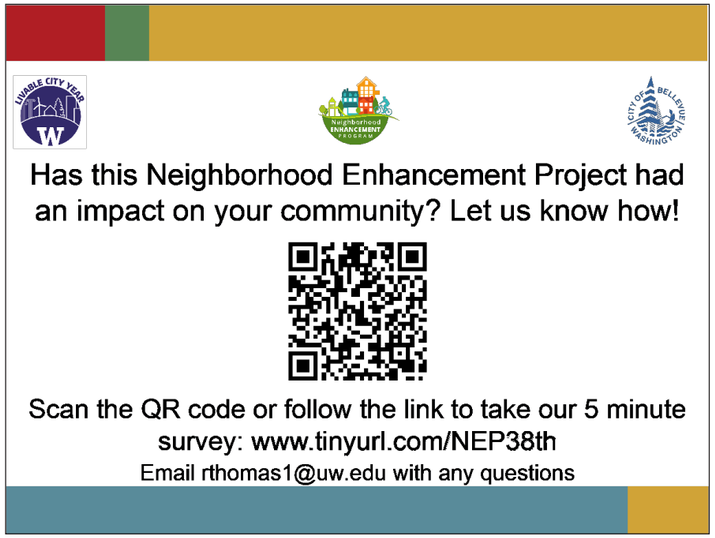
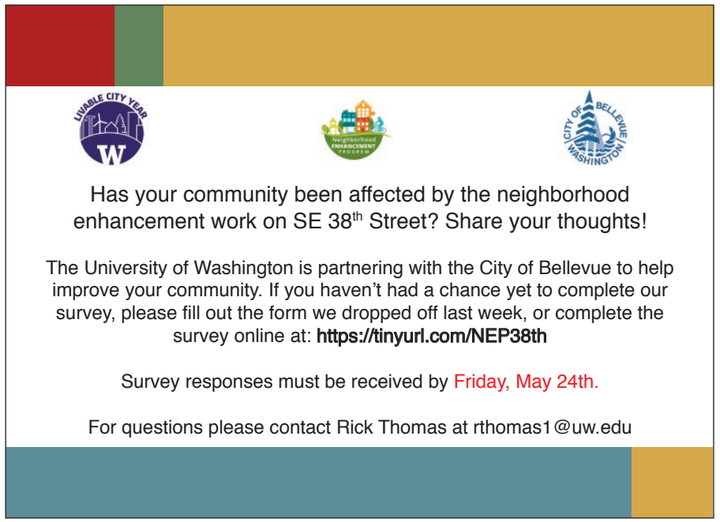


Yard signs were placed at two locations along SE 38th Street at the NEP project site. Passersby had the opportunity to scan a QR code or visit a website to complete the survey.



This reminder postcard was mailed to residents one week after survey distribution.