



# Citizen Advisory Committee Meeting

Thursday, February 2nd, 2017

6:00 - 8:00 p.m. Room 1E-108

Bellevue City Hall - 450 110th Avenue NE

## Agenda

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**6:00 p.m.**

**1. Call to Order and Approval of Agenda**

*Co-chairs Barksdale and Wu*

**2. Approval of minutes of January 5, 2017 meeting**

**3. Public Comment**

*Limit to 3 minutes per person*

**6:15 p.m.**

**4. Design Modules and Stakeholder Input to Date**

Building Height and Form, Floor Area Ratio, Bellevue Transect, Stakeholder Considerations

*Bradley Calvert, Keith Walzak (NBBJ)*

**6:30 p.m.**

**5. People and Demographics**

Discussion on Bellevue's demographics and the Wilburton Commercial Area's role in meeting the needs of the City's residents, workforce, and visitors.

*Bradley Calvert, Keith Walzak (NBBJ), John Savo (NBBJ), Martin Regge (NBBJ)*

**7:00 p.m.**

**6. Visioning Session**

Key attributes and precepts

*Keith Walzak (NBBJ), John Savo (NBBJ), Martin Regge (NBBJ)*

**7:30 p.m.**

**7. Organizational Framework**

Discussion on key physical elements that shape the future of the study area.

*Keith Walzak (NBBJ), John Savo (NBBJ), Martin Regge (NBBJ)*

**8:00 p.m.**

**8. Adjourn**

*Agenda times  
are approximate*

Project website located at <http://www.ci.bellevue.wa.us/grand-connection.htm>. For additional information, please contact the Wilburton - Grand Connection project manager: Bradley Calvert (425-452-6930, [bcalvert@bellevuewa.gov](mailto:bcalvert@bellevuewa.gov)). Meeting room is wheelchair accessible. American Sign Language (ASL) interpretation available upon request. Please call at least 48 hours in advance. Assistance for the hearing impaired: dial 711 (TR).



Date: January 25, 2017  
To: Wilburton Commercial Area Citizen Advisory Committee  
From: Bradley Calvert (425-452-6930, bcalvert@bellevuewa.gov)  
Project Manager for Wilburton - Grand Connection Planning Initiative  
Department of Planning and Community Development  
Subject: February 2, 2017 Citizen Advisory Committee Meeting

Enclosed you will find your Week 2 meeting packet. The meeting is set for Thursday February 2, 2017. We will begin at 6:00 p.m. in Room 1E-108 at Bellevue City Hall. Please note this is a different room than our first meeting. The meeting will be co-chaired by Jeremy Barksdale (Bellevue Planning Commission) and Lei Wu (Bellevue Transportation Commission).

The packet includes the following materials:

- Meeting minutes from the January 5, 2017 meeting
- Summary of stakeholder responses from interviews with the land use and urban design consultant (NBBJ)
- Wilburton and vicinity existing and planned bicycle facilities map
- Human Services and Housing sections of the Comprehensive Plan
- Walkable access to parks map (1/3rd mile walking distance)
- Park information (existing and planned) for the Wilburton and BelRed neighborhoods
- East Link light rail station and alignment information
- Updated demographic information for the City of Bellevue
- List of websites for other related resources that are too large for print

The packet includes a combination of information that was requested at the previous meeting, and other relevant information that will be useful in our upcoming meeting discussions and other future meetings. This meeting will focus on a facilitated discussion with our land use and urban design consultant on topics related to existing conditions and potential opportunities, people and who this area could serve, and opportunities for an organizational framework for the study area based on various elements such as infrastructure, the environment, and surrounding context. There will also be a brief presentation on some of the fundamentals of building height and form in advance of related future discussions.

Please insert these packets into your workbooks and we will also be making electronic copies available on the project website (<http://bellevuewa.gov/grand-connection-cac.htm>). This information will also be distributed to an interested parties list.

Please do not hesitate to contact me in advance of the meeting if you have any questions. We look forward to seeing you next week, and remain excited as we move this planning initiative forward.



City of Bellevue  
Wilburton Commercial Area  
Citizen Advisory Committee  
Meeting Minutes

January 5, 2017  
6:00 p.m.

Bellevue City Hall  
Room 1E-112

**MEMBERS PRESENT:** Jeremy Barksdale, Sarah Chong, Glen Griswold,  
Jay Hamlin, Maria Lau Hui, Matt Jack, Chris  
Johnson, Debra Kumar, James McEachran, Andrew  
Pardoe, Daniel Renn, Lei Wu, Don Weintraub

**MEMBERS ABSENT:** Alison Washburn, Jon Duarte

**OTHERS PRESENT:** Bradley Calvert, Department of Planning and  
Community Development, Kevin McDonald,  
Transportation Planning, Mayor John Stokes

**RECORDING SECRETARY:** Audio Recording, transcribed by Bradley Calvert

**1. Call to Order and Approval of Agenda**

The meeting was called to order at 6:01 p.m. by Co-chair Barksdale.

**Action Item:** *A motion to approve the agenda was made by Co-chair. Wu. The motion was seconded by Mr. Pardoe.*

Co-chair Barksdale recommends proceeding with committee and staff introductions prior to Mayor Stokes welcome address, in his absence.

**2. Committee and Staff Introductions**

Co-chair Barksdale asked staff and committee members to introduce themselves.

Bradley Calvert said he is the project manager for the Wilburton-Grand Connection planning initiative.

Kevin McDonald said he is a planner in the Transportation Department, and assists working with the Transportation Commission on policy issues for the City.

Co-chair Jeremy Barksdale said he is a member of the Planning Commission.

Co-chair Lei Wu said she is a member of the Transportation Commission.

Maria Lau Hui said she is a member of the Arts Commission.

James McEachran said he is a member of the Human Services Commission.

Sarah Chong said she was with DASH Housing.

Daniel Renn said he was resident of Wilburton.



Jay Hamlin said he was from the Wilburton neighborhood.  
Don Weintraub said he lives and works in Downtown Bellevue.

Chris Johnson said he was with the Bellevue Chamber of Commerce and lived in the Richards Valley neighborhood.

Debra Kumar said she is a member of the Park and Community Services Board.

Matt Jack said he was with the Bellevue Downtown Association.

Andrew Pardoe said he is a resident south of the Toys R Us.

Glen Griswold said he was a resident of the Wilburton Neighborhood.

Co-chair Barksdale recommends proceeding to the public comment period in advance of the Mayor's welcome.

### **3. Public Comment**

Ian Morrison explained that he is joined by the Morelli family. He stated thank you to the city and the Citizen Advisory Committee for including the properties to the south in the SoFo area (ULI Advisory Panel) as part of the study. Mr. Morrison stated that this was an incredible opportunity and appreciated the City's responsiveness to consider the southern portion of the Wilburton Commercial Area as part of the CAC. He thanked the CAC, and cited that the study is an incredible opportunity and journey to talk about the future of the Wilburton Commercial area for the next 50 years by spending their (CAC) time and evenings to talk about community. Mr. Morrison thanked the CAC on behalf of the Morelli family and the property owners for the work and effort they would put into this study. He encouraged them to be creative and think about the long term, and support the vision for the "City in a Park" and transit oriented development.

Panfilo Morelli stated that his family has owned Eastside property for many years including one parcel in Redmond for 86 years. He stated his wife's side of the family dated back to the founding of Redmond in 1871. Mr. Morelli stated that he and his brothers owned five acres next to the Botanical Gardens as part of the Eastridge Corporate Center. They bought the property 12 years ago, and planned to hold it for a long time. He stated its proximity to the rail line and Sound Transit light rail stations. Mr. Morelli stated he planned to hold the property for a length of time as Bellevue is a dynamic city, and that he appreciated the City including his property in the study area. It provides them an opportunity to support the transit system and enhance connections to the parks. He stated he looked forward to working with the CAC, and encouraged them to think creatively and for the long term future of Wilburton as Bellevue grows.

Robert Shay stated that he would like to ensure that the current escalation of property crimes in the Wilburton Hill neighborhood is addressed by the Committee. He stated that the neighbors would like to feel that someone is listening, and that there has been a spike in neighborhood crime.

Todd Woosley stated that he is a second generation owner of properties in the Wilburton Commercial Area, a group of four buildings known as Brierwood Center, just south of the Spring District. Mr. Woosley stated that the properties have been owned by his family since the late 1960's and is looking forward to working with the CAC on

positioning them for the next 50 years. He stated there is lots of opportunity and cited their proximity between two light rail stations and well suited for transit-oriented development and to serve the growing needs of Bellevue. Mr. Woosley provided a thank you to the members of the CAC to work on the project, and is excited about the opportunity and process.

#### **4. Welcome by Mayor Stokes**

The Mayor stated his excitement and thanked the CAC members for being a part of this unique planning initiative. Mayor Stokes cited Bellevue's long history of Citizen Advisory Committees, and referenced his prior participation on the Eastgate/I-90 CAC with Mr. Hamlin. Mayor Stokes referenced other engagement groups such as the Technical Advisory Group for affordable housing and the boards and commissions are made of volunteers from the community. Mayor Stokes stated it was an exciting time in Bellevue and that many people inquire about the changes and excitement in Bellevue, but that some of the problems that emerge from these changes also occur in other places.

Mayor Stokes referenced the change in population in Downtown as an example of growth and change in Bellevue and the region. He continued to talk about the evolution of the urban center and the demand to live in Downtown, and the ultimate evolution of Wilburton, citing exciting but challenging opportunities. Mayor Stokes described the CAC's task as a new and exciting opportunity for a transformation vision for the Wilburton Commercial Area provide its unique context such as East Link, Grand Connection, and Eastside Rail Corridor.

Mayor Stokes referenced the 2012 Bellevue Downtown Association study trip to Denver, Colorado and how Denver reconnected Downtown to an existing neighborhood and how this existing neighborhood was transformed with a new connection. He described how this planning initiative is comparable to Denver, and how the Wilburton Commercial Area is at the center of all of this activity and that it is no longer an in-between that is divided from Downtown. He continued by describing Bellevue's strength in neighborhoods and how they differ from other cities in that they are not isolated from one another. Mayor Stokes pointed to the challenge of balancing the re-visioning effort with its proximity to the surrounding neighborhoods.

The Mayor emphasized that this was an opportunity to do something great for Bellevue and for the region. He described that the boundaries between cities mean less than they used to and that they are no longer buffered from one another, meaning that the Wilburton Commercial Area is a crossroads for the region. Mayor Stokes spoke to the momentum developed through previous events, and bringing all of these elements together through the Citizen Advisory Committee. He referenced the BelRed study and its relationship to the development of East Link light rail, GIX, and the REI corporate headquarters.

Mayor Stokes stated that the work of the Citizen Advisory Committee would enhance the development and success of BelRed. He emphasized the opportunity to develop the study area into a great neighborhood where people want to go and live. He thanked the Committee on behalf of the Bellevue City Council and City Manager. Mayor Stokes concluded by expressing the importance of the affordable housing initiative, and that this work will benefit the City and the region.

## **5. Review of Committee Charge and Operating Guidelines; Confirmation of on-going Committee Meeting Schedule**

Co-chair Wu called attention to the Committee operating guidelines and the on-going schedule. She asked if everyone had a chance to review the operating guidelines and if anyone had any comments. Co-chair Wu acknowledged the opportunity to shape this area for the next 50 years, and that attending each meeting and reviewing the materials prior to the meeting was important.

Co-chair Wu spoke to the effort of reaching agreement by consensus but not hesitating to ask for additional information to make informed decisions.

Mr. McEachran asked if the meeting would be recorded and minutes provided for each meeting. Mr. Calvert responded that the meetings would be audio recorded and that minutes would be distributed.

Mr. McEachran asked about citizens approaching Committee members individually and whether it is appropriate to discuss the project. Co-chair Barksdale responded that it should be disclosed at each meeting if such communication has occurred. Mr. McEachran recommended that there be a dedicated time on the agenda to discuss any engagement outside of the Committee meetings. Mr. Calvert agreed to include that in future agendas.

Ms. Kumar asked the role of the Committee and their interaction with the City of Bellevue Boards and Commissions. Co-chair Barksdale stated that report outs and discussions of relevant topics is encouraged, particularly as it relates to opportunities for early implementation. This included opportunities such as tactical urbanism. Mr. Calvert acknowledged the item under the Operating Guidelines for members that represents boards and commissions to provide regular updates to their peers. Mr. McEachran asked if staff would be present at board or commission meetings on behalf of the Committee. Mr. Calvert responded that he would be available as needed to provide updates and presentations.

Ms. Kumar asked if the boards and commissions would have authority or review of the work that the Committee would complete. Mr. Calvert responded that they would not have a role with the exception of the Planning Commission who ultimately makes recommendations to City Council for code updates.

Mr. Johnson asked whether meetings were subject to the Open Public Records and Open Public Meeting Acts and its relationship to records retention. Mr. McDonald stated that communication between members and members and staff is a matter of public record.

Co-chair Barksdale emphasized the importance of the broader community and opportunities to enhance community beyond Downtown and to improve engagement across the broader community.

Co-chair Wu summarized the timeline of the meetings and emphasized the importance of maintaining the schedule of the Committee. Ms. Lau Hui made an inquiry regarding attendance of the meeting, citing future conflicts. Mr. Calvert acknowledged that there could be conflicts in schedule but encouraged full attendance as possible. Co-chair Barksdale informed committee members to contact staff to inform them of any meetings they were not able to attend.

- ❖ **Action Item:** *Mr. McEachran moved to approve the operating guidelines and agenda, the motion was seconded by Co-chair Barksdale and carried unanimously.*

## 6. Project Context and Approach

Mr. Calvert began by thanking the Committee members for their participation in the planning effort. He acknowledged the absence of two Committee members, Jonathan Duarte and Alison Washburn. Mr. Calvert discussed the context of the project and the influencing factors that have encouraged the planning initiative including East Link light rail, the Eastside Rail Corridor, the location between BelRed and Downtown, and the Grand Connection. Mr. Calvert explained the purpose of the study, to establish a new land use, urban design, and transportation vision for the study area.

Mr. Calvert stated that defining the unique niche for the study area, and satisfying the unmet needs and demands of Bellevue and the region will be an important part of the planning process. He described the unique niche related to design, character, and uses within the study area.

Mr. Calvert began discussing the boundary of the study area and its origins. He described the original 'special opportunity' area and the reason for its initial expansion to capture the area immediately around the future light rail station, north of NE 8<sup>th</sup> Street. He went on to describe the expansion south of NE 4<sup>th</sup> Street to capture the areas around the Eastside Rail Corridor, serving as a spine and important element of the study area. He referenced the anticipated heavy pedestrian traffic on the route and the influence of additional people in the study area.

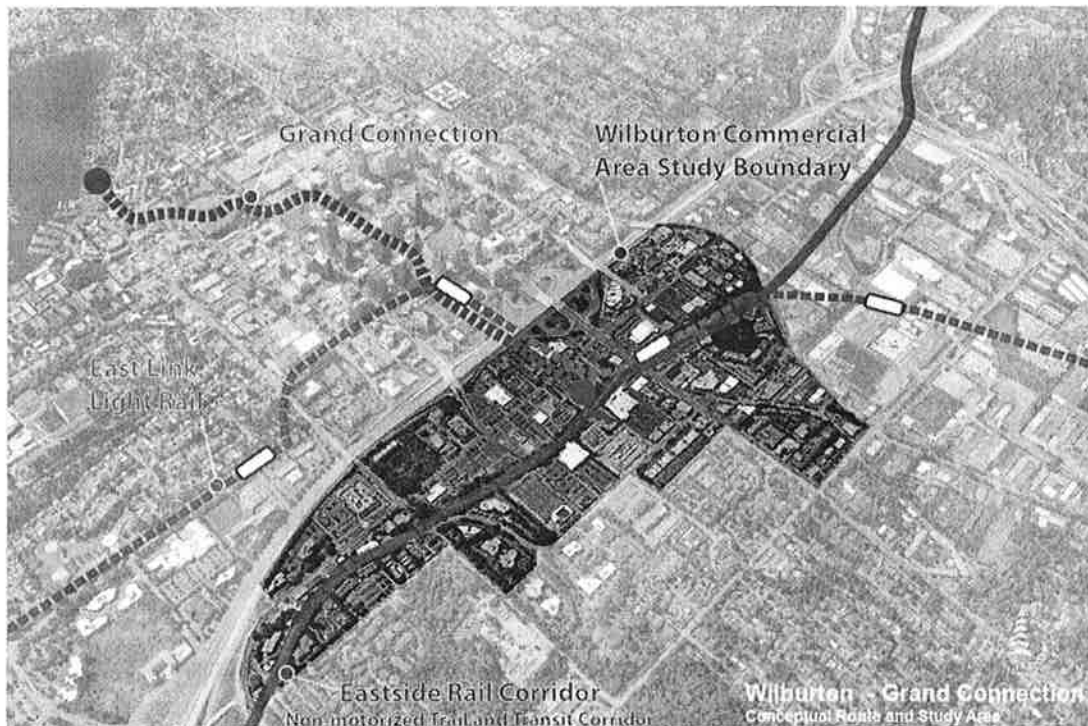


Figure 1 - Study Area Map

Mr. Calvert highlighted some of the surrounding important assets including Downtown, GIX, Lake Bellevue, Wilburton Hill neighborhood, Medical District, the new Wilburton elementary school, and the Wilburton Hill Park and Botanical Garden. He described the existing zoning in the area, highlighting the Medical District and BelRed zoning. Mr. Calvert informed the Committee that they would be examining the BelRed zoning for additional changes in light of recent changes made as part of the BelRed planning initiative. He described the rest of the study area as limited multi-family, office, general commercial, and commercial business zoning with heights typically between 30 and 45', 10 to 30 dwelling units per acre, and a floor area ratio typically between .5 and 1.0, with some limited higher densities in the existing BelRed zones.

Mr. Calvert referenced a series of images to provide context for the existing character, defined by lower scaled buildings, auto row, the residential and commercial condominiums around Lake Bellevue, the existing conditions of the Eastside Rail Corridor, and some large scale retail developments.

Mr. Calvert described the Urban Land Institute (ULI) National Advisory Panel as an element of the work completed to date. He described the process of the panel, and the purpose of applying a fresh perspective to the study area and offering a national perspective in relationship to expertise and precedents. He stated the panel offered an opportunity to establish a baseline precedent for the planning initiative. This included design, implementation and policy.

Mr. Calvert highlighted the strategy developed by the panel, using the existing transportation boundaries. This included a district concept that included a health and wellness district, a technology and innovation district, a trail and transit oriented district, and a spill over mixed use district. The spill over district would pursue opportunities to consolidate the auto retailers in a more condensed or vertical orientation.

Mr. Renn asked why the properties at the southeast corner (Eastridge Corporate Center) were split in half to only include part of the office properties within the study area. Mr. Calvert described how the City received requests for properties to be included into the study area, and that the split in the office properties was to provide a buffer to the Wilburton Hill neighborhood. He stated this would maintain a buffer from the neighborhood and the study area through existing commercial office properties or existing multi-family developments. Mr. Hamlin stated that the two properties to the east are under separate ownership from the properties that were included in the study area. Mr. Calvert confirmed this statement.

Mr. Calvert described the design intent by panel, which included permeable and smaller scaled blocks that would provide access to the Eastside Rail Corridor. He described how this could support the connecting of Bellevue's green assets, including the existing and new green spaces between Downtown, Meydenbauer Bay, and the study area. He discussed the suggestions in changing street character to be more walkable and cyclist friendly. Mr. Calvert went on to describe ULI's suggestion of tactical urbanism, or the small scale rapid testing of concepts in advance of change.

He referenced other implementation concepts from the panel including; adopting a hybrid form based code, simplifying the land use code, adopting and implementing a complete streets policy, enabling street based businesses, establish a tech enhanced green necklace, a gradual change in zoning to prevent overbuilding, and to consider workforce housing requirements. He concluded that a more in depth analysis could be found in the ULI report out provided in the Committee briefing book.

Mr. Hamlin referenced form based codes as being an item that might be out of the Committee's boundary, but wanted the Committee to consider a wide range of ideas. He asked if the Committee was allowed to open the discussion to new and creative ideas. Co-chair Wu responded that the initial ground work provided should assist the Committee, but the Committee should not feel constrained. She stated that if an idea is supported by other Committee members then it should be explored. Co-chair Barksdale agreed, provided that time allowed additional exploration. Mr. Hamlin stated it would be nice to break out of boundaries to explore but that the explorations should be brought back to a reasonable proposal.

Mr. Calvert described the Enliven Wilburton event as a tactical urbanism strategy that was executed with the Gehl Institute, King County, City of Bellevue, REI, Puget Sound Energy, Daniels Real Estate, and other organizations. He described it as an opportunity to consider the location where the Grand Connection and Eastside Rail Corridor might interface and demonstrate the potential of the space. He described the program as a café and how the team covered the existing rails and activated the existing space to show people the potential of the space.

Mr. Calvert went on to talk about the Grand Connection and its role as a companion effort to the Wilburton Commercial Area study, but that it was not part of the Committee scope. He referenced the Bellevue City Council principles and how some of the Grand Connection principles will still play a role in the Wilburton Commercial Area planning. He also stressed the importance of the interface between land use, urban design, and the Grand Connection but that the Grand Connection itself is separate from the CAC work.

Mr. Calvert stated that the I-405 crossing and interface with the Eastside Rail Corridor was still in its early stages, but that the presented concepts could provide some ideas on this relationship. He began by describing the public engagement process and the efforts to achieve as much input as possible and to attempt new means of public outreach. He stressed that there is a desire to continue this language of engagement through the Wilburton Commercial Area study. Some of the engagement means executed thus far included the design charrette with the Bellevue Arts Museum, acknowledging the participation of some of the Committee members in the charrette. Mr. Calvert described how the charrette was an opportunity to produce the initial visualization tools of the potential of the Grand Connection.

Mr. Calvert described the route of the Grand Connection beginning at Meydenbauer Bay and connecting Old Bellevue, the Downtown Park, the Pedestrian Corridor, and across the interstate to the Eastside Rail Corridor and the Wilburton Commercial Area. He stated that much of the work included existing infrastructure Downtown, and that the eastern portion of the route would be new infrastructure. He referenced the recommendation to expand the route to consider Main Street as a secondary route in future work.

Mr. Calvert described the I-405 crossing as the portion that is most relevant to the Committee. He stated that the City is in the very early visioning stages and that the proposed solutions thus far include an elegant pedestrian bridge, a connection similar to New York City's High Line, and an option to cover a portion of the interstate. He described that each alternative will provide a connection to the Eastside Rail Corridor to establish both north-south and east-west connections. Mr. Calvert stated that the City will keep the Committee informed as new concepts and ideas emerge, but the Committee will focus more on the study area and the Grand Connection's interface with building

heights, uses, and densities.

Mr. Renn asked whether the plan was to connect to 116<sup>th</sup> Avenue NE or go over 116<sup>th</sup> Avenue NE. Mr. Calvert stated that the goal was for the design to do both, connect to 116<sup>th</sup> Avenue NE, and to also continue on to the Eastside Rail Corridor. Mr. Calvert stated that the visioning process was still looking for the precise location for the route and connections.

## **7. Review of Scope Elements and Public Input to Date**

Mr. Calvert began discussing the scope of the Committee by reference specific items that would be considered in the planning process including; building height and form, contextual relationship between Downtown, BelRed, and the Wilburton Hill neighborhood; design guidelines, environmental sustainability, neighborhood interface with the Eastside Rail Corridor and the Grand Connection, permitted uses and zoning, parking requirements, station area planning with the Wilburton Station, urban design, streetscapes, and character of the neighborhood. He stated that the Committee will be going through a series of exercises to establish a clear vision for these items.

Mr. Griswold asked how the Puget Sound Energy power lines fit into this planning process. Mr. Calvert stated that the Committee would be exploring that topic in future meetings. Mr. Renn asked if the route for the power lines had been resolved. Mr. Calvert responded that it had not.

Mr. Calvert referenced that some of the Council Principles apply specifically to the Grand Connection, but that they are still relevant to the Wilburton Commercial Area. He described that the goal for the Grand Connection was to create a unique urban experience and that the Wilburton Commercial Area should also be a unique urban experience. He summarized the Principles of defining the unique market niche of the study area, defining the identity, light rail station area planning, creating a community benefit to Downtown and Wilburton Hill, addressing affordable housing opportunities, maintaining contextual sensitivity, timing and phasing, and pursuing innovative public engagement. Mr. Calvert referenced the engagement strategies from the Grand Connection project including launching an independent website, online polls and surveys, and trying new ways to reach out to the public.

Mr. Calvert described how the Citizen Advisory Committee was the first piece of the planning process. He stated that a final report and recommendation would be made from the CAC that would inform policy, strategy, and ultimately code.

Mr. Calvert described the Property Owners Panel as an opportunity for stakeholders to infuse their ideas into the CAC. He stated that there would be three or four workshops between the CAC and the Property Owners Panel. Mr. Calvert stated that the workshops would be an opportunity to test ideas and to develop a shared vision. He referenced the schedule and that the anticipated workshop meeting dates would align with critical decision points. Co-chair Wu asked if staff would be offering preparations in advance of the meeting for the Property Owners Panel. Mr. Calvert responded that staff would be preparing the Property Owners Panel, including meetings. He went on to describe the challenge of including property owners on the CAC given the diverse context of the study area and its scale.

Mr. Calvert described the property owners as key stakeholders. Other stakeholders included residents from impacted neighborhoods and potential users of the study area, the

medical institutions, civic organizations, and the Bellevue community as a whole.

Mr. Calvert referenced a timeline describing the launch of the project in December of 2015. He described that this meeting was the beginning of the land use, transportation, and urban design analysis for the Wilburton Commercial Area. Mr. Calvert stated that the anticipated length of the CAC would be 13 months and a final document would be produced to provide recommendations for the comprehensive plan and land use code. He stated that public engagement would mirror some of the work by the CAC.

Mr. Calvert stated that the schedule set a major decision point every three or four months. He stated that the CAC would develop three alternatives and then select a preferred alternative. Co-chair Wu asked if there were predefined alternatives and scenarios. Mr. Calvert stated that the CAC will generate the alternatives. He added that the consultant and the property owners panel would assist in generating the alternatives.

Mr. Renn stated that the Council Principles included walkability, of which he supported. He stated that the new development, Bellevue South, would be completed prior to the CAC recommendations. He went on to describe that the development to the north, Bellevue Central, did not provide pedestrian access from 116<sup>th</sup> Avenue NE, and to access the property as a pedestrian one would have to walk up a drive way, and that it did not achieve walkability as far as he was concerned. He stated that the new development did not appear to have much access from 116<sup>th</sup> Avenue NE, and he was unsure of what the Committee could do to influence the design. Mr. Calvert stated that in its current proposal, the project would include access from 116<sup>th</sup> Avenue NE. Mr. Renn asked if there was anything that the Committee could do to be involved. Mr. Calvert stated that they were welcome to provide public comment once the project began its Design Review process. He stated that beyond public comment the Committee was to develop concepts and a vision that looks forward. Co-chair Wu asked what the level of discussion would be for urban design and land use, assuming that it was not a site-by-site analysis. Mr. Calvert responded that it would be developing the overall character and urban design, though it could be based upon districts, but not site-by-site.

Co-chair Barksdale stated that a goal was to minimize the low hanging fruit at the end through early implementation. Mr. Calvert stated that this was up for discussion and that opportunities would need to first be identified.

## **8. Overview of Briefing Book and Workbook Materials**

Mr. Calvert referenced the materials distributed to Committee members thus far. He stated that the briefing book establishes the baseline existing conditions of the study area and any relevant information to the project. He stated that if there is additional information needed by the CAC to please inform staff and they will include it in future meeting packets. He highlighted the materials included in the workbook, drawing attention to the three different zoning districts found in the study area. Mr. Calvert said that the work to date section did not mean that the plans were finalized, but were to be considered by the Committee. He stated that the tourism survey summary was a short version and a more in depth summary would be provided at a future date.

Mr. Calvert stated that a week prior to each meeting staff would mail the meeting materials to Committee members to insert into workbooks. He said these materials could include work by the consultant, materials requested, and informational materials.

Mr. Calvert highlighted a tool to be used by the City's consultant, design computation.



He described the typical process of illustrating topics such as height and density which include static images and significant time to generate. Mr. Calvert stated that the design computation tool will allow visualization in real time through interactive toggles that would include variables such as incentive zoning, heights, densities, and street network. He continued that the tool will allow for a snapshot for the Committee members as well as the public to serve as a public comment. Mr. Hamlin asked if the tool would include transportation in addition to land use. Mr. Calvert responded that it would include transportation elements such as new streets, pedestrian paths, and street width. Mr. Calvert stated that the tool would allow staff and the Committee to be much more nimble and responsive.

Mr. Johnson asked to what degree the Committee should consultant the existing subarea plan given its study area is much larger than the Wilburton Commercial Area, including potential limitations. Mr. Calvert responded that there are several policies that specifically reference elements of the study area and that those should be given the most attention. Mr. Calvert stated he would highlight the subarea plan policies that were applicable to the Wilburton Commercial Area.

Mr. Hamlin stated that there was limited information on the Wilburton East Link Station, and assumed that it was separate from this body of work. He asked how the Committee could get more information on the Wilburton Station. Mr. Calvert stated that he was assembling information and that station area planning was part of this process. Mr. McDonald confirmed that station area planning is part of the Wilburton Commercial Area planning process. Mr. Johnson asked for clarification that the work would include the station area and not the station itself. Mr. Calvert confirmed that the station area was part of the work, but not the physical station.

Mr. Hamlin stated it would be nice to have more information on the bicyclist and pedestrian plan. Mr. McDonald confirmed that there was a pedestrian and bicyclist transportation plan that included project descriptions. He stated that the Downtown Transportation Plan includes some information on the east side of the freeway because the Transportation Commission believed Downtown was not just an island and had to be connected to the rest of the city. As a result, the Commission developed a set of recommendations for east of the freeway. Mr. McDonald stated that he would provide the information in the next packet.

Mr. Hamlin made the comment that the area as a regional center is an interesting idea. He stated that this is a really important element to consider, as it has a regional element with its existing uses, but the neighborhoods do not have a neighborhood center for Wilburton. He stated this was an important element to him, and to create a sense of place to Wilburton.

Co-chair Barksdale reference the use of personas in his professional work to identify users. He stated that the Committee has an opportunity to establish personas to understand who the City is not serving or could be serving better. He stated that personas are not necessary but it is a concept to consider.

Co-chair Wu stated that this was an opportunity for the study area to stand out in the region and that the potential is unlimited.

Mr. Pardoe stated that it would be interesting to investigate opportunities to make Lake Bellevue more accessible to people. He stated that it is interesting that there is a lot of water in Bellevue that most cannot access. He stated that he wondered if anyone had

looked at whether the properties along Lake Bellevue were in a position to be acquired similar to the East Main light rail station. He stated it would be interesting to explore opportunities around Lake Bellevue. Mr. Hamlin stated that the City was not successfully activating the space. Mr. Pardoe raised the concept whether property owners could be incentivized to move. Co-chair Wu stated that the briefing book included an assessment on the water quality of the lake, which Mr. Pardoe stated was not great. Mr. Hamlin acknowledged that the trail was in close proximity to the Lake.

Mr. McEachran stated that the ULI report made the only reference to affordable housing. He stated his work on housing and affordable housing, and continued to say that he supported work on economic development and transportation. Mr. McEachran stated that it would be helpful to include housing and human services elements from the comprehensive plan as part of the conversation, emphasizing its importance on livability. Mr. Calvert confirmed that he would include those sections in the next meeting packet.

Co-chair Barksdale stated that he liked the conversation and wanted everyone to feel comfortable contributing.

Co-chair Wu referenced the Bellevue South project from the earlier discussion and asked if Committee members could get involved outside of the CAC on individual projects. Mr. Calvert stated that the Committee members could as a resident, but not as representatives of the Committee. Co-chair Wu asked if Committee members could be made aware of such opportunities. Mr. Calvert stated that all Design Review projects are open for public comment and that public meetings are noticed and mailed.

Mr. Renn stated that the Bellevue South project would be secured in its development review process prior to the completion of the CAC's work. He stated that if the goal is walkability, projects like the REI are not walkable and he hopes that the next project to the south will be better.

Mr. Renn asked if the briefing book was available online. Mr. Calvert confirmed that the book is available on the project website. He stated that future agendas and packet materials would also be posted on the project website.

Co-chair Barksdale encouraged all members to forward questions to staff in advance of the next meeting.

Co-chair Wu requested clarification on communication in regards to the Open Public Records Act. She asked if Mr. Calvert was the Committee's staff contact. Mr. Calvert confirmed that he was. Co-chair Wu also asked whether Committee members should communicate amongst themselves. Mr. Calvert responded that Committee members should not discuss, via email or in person, if the number of participants reaches a quorum. Mr. Calvert stated that requests for information should be directed to himself or Mr. McDonald. Mr. McDonald stated that replying all to messages would constitute as a meeting.

Mr. Weintraub asked if meetings would go beyond the anticipated schedule given the limited number of hours. Mr. Calvert responded that some meetings, particularly those with action items, could extend to 9:00 p.m. to address all relevant items. Mr. Calvert stated that he would notify Committee members in advance, and that the goal is to maintain the original meeting timeline.

Co-chair Barksdale stated that Committee members schedule time with staff to obtain

additional information or clarification. Mr. Calvert confirmed this opportunity.

## **9. Adjourn**

Co-chair Wu adjourned the meeting at 7:29 p.m.

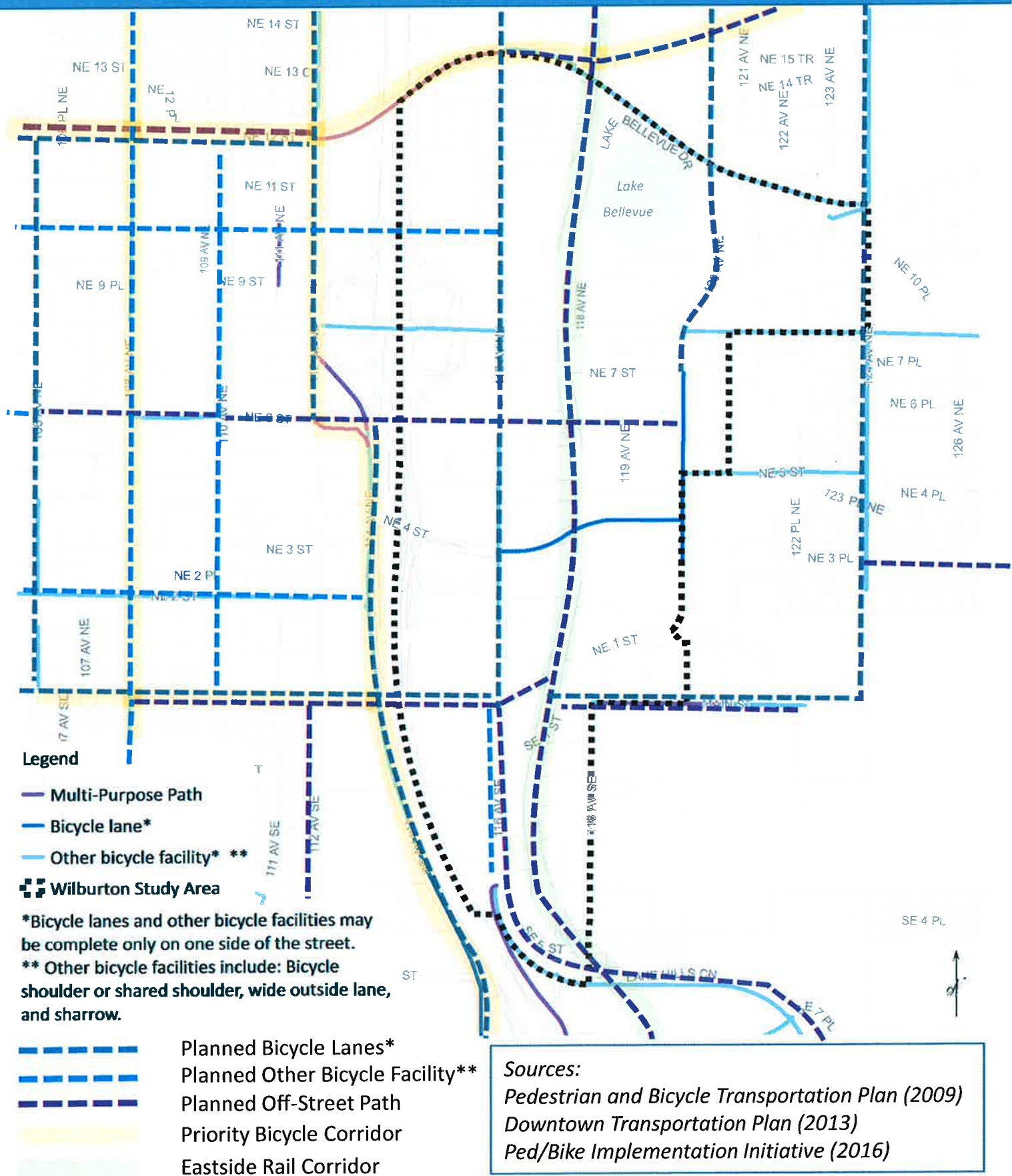
Property Owner Meeting | January 5-6 2017 | Summary of Responses

Prompting Question	Response
The Wilburton Commercial Area has been described as "Bellevue's next urban neighborhood." When you hear this, what comes to mind?	<ul style="list-style-type: none"> <li>Dense, multiuse</li> <li>TOD</li> <li>Live/Work/Play</li> <li>Extension of downtown</li> <li>Same as DT</li> <li>Alternative to DT (not chain food and retail)</li> <li>Build for future use</li> <li>Safety in leftover areas</li> <li>Better walkable pedestrian zone</li> <li>Aging demographic</li> <li>Make the freeway disappear</li> <li>Special place at nexus of ERC, GC, Light Rail</li> <li>Maintain authenticity</li> <li>Connectivity</li> <li>Dense Village Around Retail</li> <li>Active</li> <li>Non-Monolithic Architecture</li> <li>Keep services (like car repair)</li> <li>Suburban/Urban</li> <li>Make Lake Bellevue beautiful, usable by public</li> <li>Affordable housing</li> <li>Iconic Architecture</li> <li>Refer to DT Livability Study</li> <li>Porous blocks</li> <li>Less parking</li> <li>Create a special place</li> <li>Public/Private Open Space</li> <li>Density with Open space</li> </ul>
When you think of this area in 10 or 20 years, what are other example places come to mind as possible models?	<ul style="list-style-type: none"> <li>Vancouver, B.C.</li> <li>Underpass</li> <li>TOD</li> <li>San Antonio River Walk</li> <li>SLU</li> <li>Denver, CO</li> <li>Cherry Creek, Denver, CO</li> <li>Kensington, London</li> <li>Highline, NYC</li> <li>LA TOD project</li> </ul>
What would success look like to you when the visioning / planning process is complete?	<ul style="list-style-type: none"> <li>Speed in planning process</li> <li>Flexibility of uses</li> <li>Code should encourage development</li> <li>Make code not cumbersome</li> <li>Streamlined, predictable process</li> <li>Community Standards</li> </ul>
What is your perspective on major public investments planned for the Wilburton—Grand Connection (Sound Transit light rail, East Rail Connect (ERC) streets, Grand Connection)? How might private investments respond to these public investments?	<ul style="list-style-type: none"> <li>Grid Expansion</li> <li>16th: Varying views, mostly make more pedestrian friendly. One vote for widen.</li> <li>6th St. Extension:</li> <li>Take only to 116th</li> <li>HQV only (time restricted)</li> <li>Take to 120th</li> <li>NOT HQV only</li> <li>Finish 405 Master Plan, most people get to Bellevue via 405</li> <li>Grand Connection</li> <li>Lid option for GC is ideal</li> <li>Public space at terminus</li> <li>Could be like highline, something people go to for it's own sake not just to get somewhere</li> <li>GC will be the experience, landing will just be a place to sit/rest</li> <li>Lid option too expensive</li> <li>ERC: Consider trail experience through neighborhood</li> <li>ERC: Too many crossings (6th ext) would be bad</li> <li>ERC: Think about street intersections w/ trail</li> <li>Light Rail: Will be center of eastside rail system</li> <li>Unique opportunity to create special place</li> <li>Space around nexus should be designed for people to be happy/healthy</li> <li>City property is essential, should be something special (like a park, open space)</li> </ul>
From a City regulatory perspective (land use, zoning, FAR and development standards), what changes may need to be made in order for you to realize your vision? Do you envision different things for different parts of Wilburton? (refer to the ULI Panel 'district map exhibit)	<ul style="list-style-type: none"> <li>Existing TOD standards are too restrictive (people will walk more than ¼ mi. to station)</li> <li>ULI tech district = correct, should be extension of Spring District</li> <li>Bel-Red plan was very good, but B-R zoning is not right for Wilburton, need more flexibility</li> <li>T2 zoning should be comparable to downtown</li> <li>Wilburton should be lower height, similar density</li> <li>FAR 6, Height 350'</li> <li>Density in 'the straights'</li> <li>Zoning in Wilburton should differ East vs West of ERC (less dense east of ERC) as transition to single family area</li> <li>Lower resi parking reqs</li> <li>Height/FAR</li> <li>Many properties cannot achieve max height/FAR or vice-versa</li> <li>Provide incentives to achieve vision</li> <li>Change code to allow properties to achieve potential</li> <li>Take RES off of FAR</li> <li>People want atypical office space now (higher ceilings)</li> <li>Incentives to get developers to build nice sidewalks</li> <li>All public open space must be built to city park standards (hindrance to dev.)</li> <li>Nothing will be redeveloped unless owners are compelled to sell (major upzone)</li> </ul>
As a property owner (and stakeholder), what suggestions might you offer to the City to help encourage positive change in the Wilburton-Commercial Area neighborhood?	<ul style="list-style-type: none"> <li>Flexibility will encourage development</li> <li>Upzone should be attractive enough to make owners sell/develop</li> <li>FAR and height currently not compatible</li> <li>Non-prescriptive zoning</li> <li>Spring District density did not come like planned</li> <li>Many buildings not built to full available heights</li> <li>Bel-Red Apts. Had 4.0 FAR, only built to 2.2</li> <li>Form-based code or hybrid</li> <li>Maintain existing permitted use code, supplement w/ FBC</li> <li>Consistent with comp. plan</li> <li>Implies community standards</li> <li>Worried about possible downzone</li> <li>Want flexible floor plate sizes to attract tech tenants</li> <li>Bellevue is forward thinking, developers factor this into investment decisions</li> <li>Form-based code best, with basic use permitting</li> <li>See Seattle multi-family bldg. tax exemption, rules are clear, easy to use</li> <li>Wilburton need to be exempt from Low Impact Dev. rule</li> <li>ULI is suggestion only</li> <li>Don't categorize too specifically/flexibility of use</li> <li>Consider cost-to-construct constraints</li> <li>Be streamlined and predictable</li> <li>Keep being forward thinking</li> </ul>



# Wilburton and Vicinity

## Existing and Planned Bicycle Facilities









# HUMAN SERVICES

## WHAT YOU WILL FIND IN THIS CHAPTER

- ▶ Information about human services needs in Bellevue.
- ▶ The City of Bellevue's role in the regional human services delivery system.
- ▶ Policies and guidelines that direct the city's Human Services General Fund and other city investments.

## HUMAN SERVICES VISION

**BELLEVUE IS A COMMUNITY THAT CARES.**

***Every member of the community has the opportunity to achieve their potential and enhance their quality of life. A system of human services assists people in times of need and invests in the development of healthy individuals and families.***



## INTRODUCTION

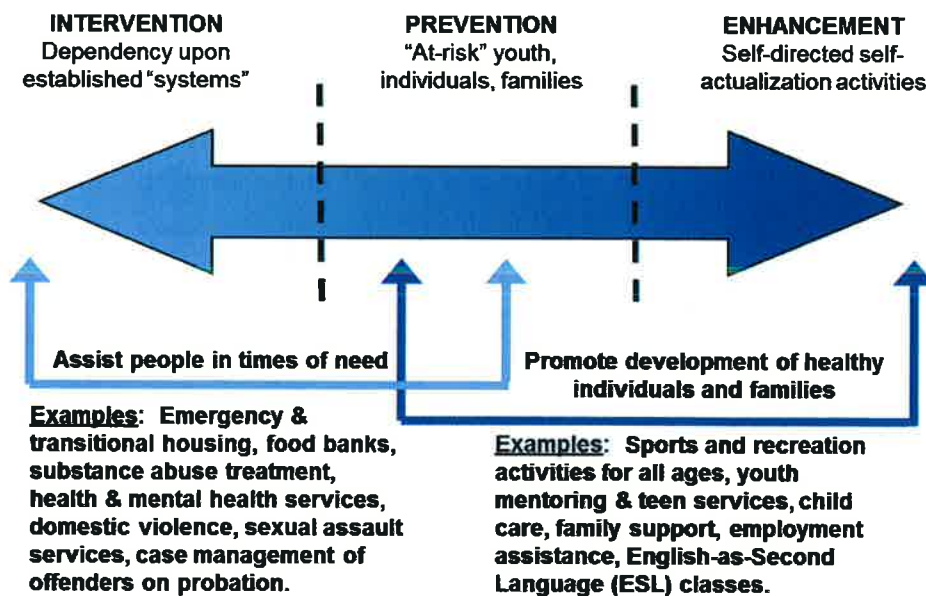


Human services are services that enable individuals and families to meet basic human needs (physical, economic and social) and offer a continuum of support including intervention, prevention, and enhancement.

In order to address these needs, Bellevue has established five community goals, which state that all community members should have:

1. Food to eat and a roof overhead.
2. Supportive relationships within families, neighborhoods, and communities.
3. A safe haven from all forms of violence and abuse.
4. Health care to be as physically and mentally fit as possible.
5. Education and job skills to lead an independent life.

### Human Infrastructure Continuum



## TODAY'S CONDITIONS AND TOMORROW'S PROJECTIONS

### Today's Conditions

The City of Bellevue's population continues to grow and diversify. Increasing numbers of older adults, immigrants from Asia and Europe, and families in poverty are living in the city. Asian-Americans constitute the largest minority group in the city. Hispanic/Latinos and Asians are the fastest growing minority groups. About 42% of residents over age five speak a language other than English at home. Average household size continues to decrease. While the number of older adults (age 65 and older), married couples without children, and single parent families continues to increase. Bellevue's need for human services has grown while the diversification of Bellevue's population has increased the complexity of meeting that need.

**Figure HS-1. Bellevue Demographic Trends**

Demographic Factors	1990 Census	2000 Census	*2014/ 2011-2013
Population	86,874	109,827	134,400*
Percent Minority	14.7%	28.3%	42.2%
Percent of population that are foreign born	13.3%	24.5%	36%
Median Age	35.4	38.2	37.9
Percent of population age 65 and over	10.4%	13.4%	14.0%
Household median income (in 2013 inflation adjusted dollars)	\$78,310	\$85,903	\$91,260
Percent of individuals with incomes below poverty	5.6%	5.7%	8.5%

Sources: Washington State Office of Financial Management and U.S. Census Bureau, 1990 Census, 2000 Census, and 2011-2013 American Community Survey.

### WHAT DOES IT MEAN?

Bellevue's population continues to grow and diversify.

- ▶ There are more older (over age 65) adults.
- ▶ Hispanic/Latinos and Asians are the fastest growing minority groups.
- ▶ About 42% of residents speak a language other than English at home, compared to 14% in 1990.

As Bellevue's population continues to grow and become more diverse, the task of meeting human services needs will become more complex. Service providers will need to respond to the needs of a wider variety of age groups, income levels, cultural backgrounds, and lifestyles.



### *Tomorrow's Projections*

The increasing diversity of Bellevue's population points to a need for deeper analyses of the interconnectedness between traditional human services and other city services. For example, as the number of older adults increases, so does the need for housing affordable to people living on fixed incomes and the need for street and sidewalk maintenance to ensure safe conditions for those with limited mobility. Housing affordability is impacted by land use decisions. Transportation priorities and investments impact mobility and access. With the rising cost of living throughout the state, county, and in Bellevue, the ramifications of the growing number of residents who earn lower-incomes must be considered, with perhaps the city placing a greater emphasis on encouraging job creation. For example, the percentage of families in Bellevue living below the federal poverty level rose from 3.4% in 1990 to 7.5% in 2012. Increasing access to opportunity for all Bellevue residents will be critical for a vibrant and caring community.



## CHALLENGES AND OPPORTUNITIES

To create a community in which all members have the ability to meet their basic physical, economic, and social needs, and the opportunity to enhance their quality of life, the city must be nimble, future-focused and creative in planning for the provision of human services. Changing population demographics and economic realities present challenges as well as opportunities to maximize resources, improve access to services, and provide smart stewardship of funds.

### *Increasing Demand for Services*

According to Census data, the number of low and moderate income residents has increased in recent years. Many post-recession jobs do not pay enough for residents to provide for their basic needs without assistance. As a result, social service agencies are experiencing a greater volume of requests.



### ***Funding***

As funding from federal, state, and county sources becomes increasingly constrained, there is an urgent need for the formation of robust partnerships with non-profits, other government entities, private organizations, faith communities, philanthropic organizations, and interested community members to leverage resources for the greatest benefit.

### ***Complexity of Service Provision***

Human services are provided by a complex network of small and large organizations providing varied services according to their individual missions. It is a challenge to bring together these varied perspectives and approaches to addressing human service needs. Bellevue has the opportunity to align efforts such as through a collective impact model in which all human services providers agree to common goals.

### ***Access to Services***

It is vital residents are able to access services when they need them. Residents may experience barriers to services due to geographic location, eligibility criteria, income, transportation, lack of information, language, past involvement with the criminal justice system, or limited mobility. The increasing diversity of Bellevue residents makes providing culturally competent human services more complex. A service that is successful for one group of individuals will not always be as successful for another group due to differences in age, needs, or language. Opportunities exist to address many access challenges through improved planning and coordination both within and beyond the city.



## WHAT ARE “UPSTREAM STRATEGIES?”

Upstream strategies refer to actions that seek to find the cause of a potential problem and intervene before it occurs, or before it worsens. Upstream strategies not only help prevent future crises, they reduce the need for more costly intervention later.

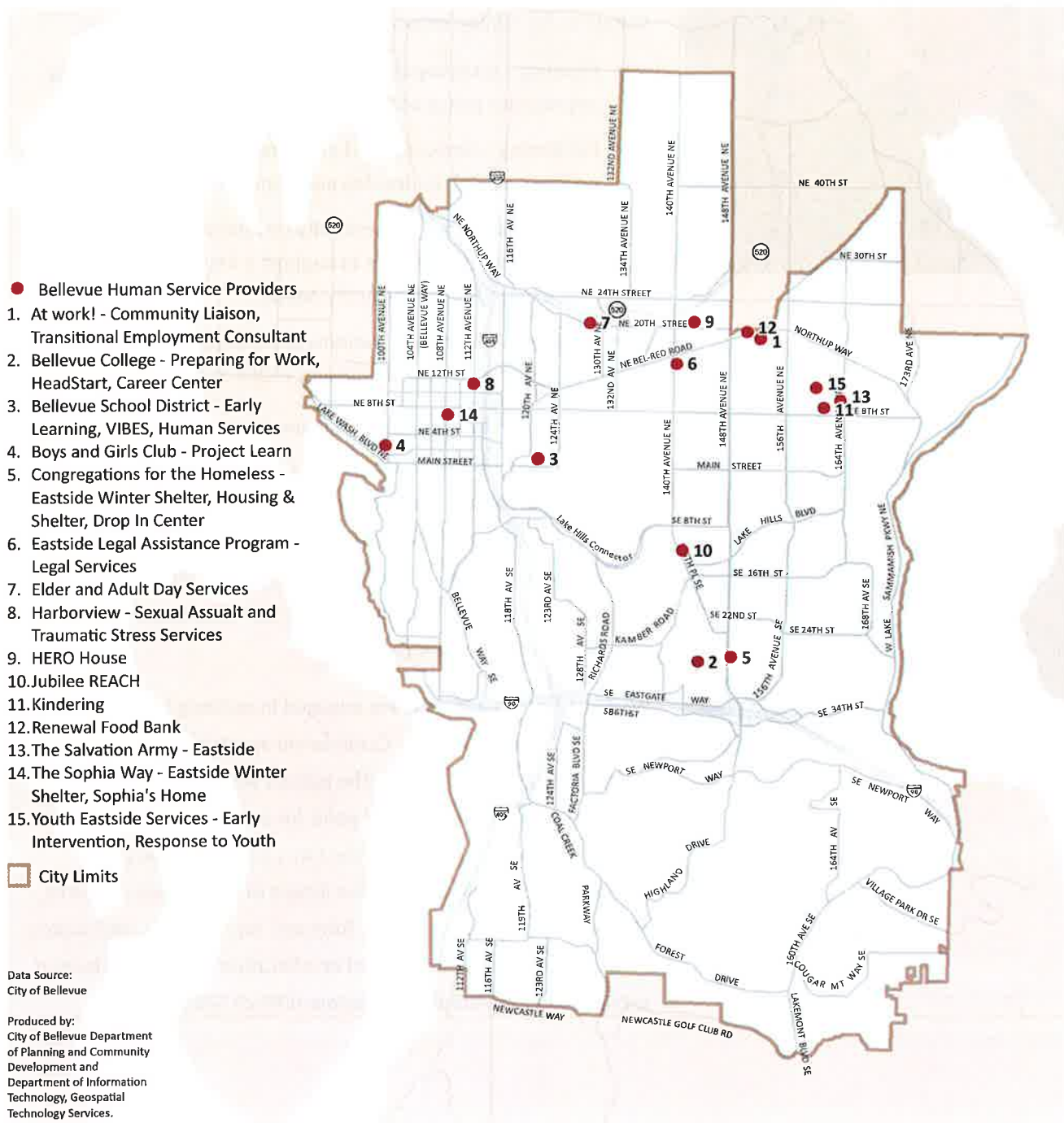
### *Human Services Continuum*

Prevention and early intervention services are critical “upstream” strategies that avert more costly remediation later. It is an ongoing challenge to provide services for serious crisis-oriented issues that need attention in the present while also making strategic investments in prevention and early intervention services. The “human services continuum” model that is already in place seeks to strike an appropriate balance.



## Map HS-1. Human Service Providers

The map below shows the locations of many of Bellevue’s providers of human services. These organizations provide Bellevue residents with housing, food, education, legal and employment assistance along with other services.





## OUR HUMAN SERVICES PLAN



The city is uniquely positioned to provide leadership and influence community awareness, decision making, and allocation of resources for human services through:

- Planning - assessing and anticipating needs and developing appropriate policy and program responses.
- Facilitating - convening and engaging the community in problem-solving to develop and improve services.
- Funding - disbursing Community Development Block Grant and General Fund dollars to support a network of services which respond to community needs.
- Informing - promoting awareness of needs and resources through effective marketing and public relations.



The City of Bellevue recognizes that although the private human services network is the major provider of human services in the community, decisions and actions by local government, school districts, and other governmental entities also impact delivery of and access to services. The city views governmental cooperation and partnership with the private sector as critical to solving local and regional human service issues.

While all city departments are engaged in meeting human service needs, the Human Services Commission assists the City Council in monitoring performance in the human services field. The Commission provides the focal point for community participation in human services and advises the City Council on policy and funding matters. The Commission listens to community concerns, assesses current service needs, forecasts future needs, and makes recommendations to the council on allocation of the city's human services and Community Development Block Grant funding.

## WHAT DOES SUCCESS LOOK LIKE?

- Human service agencies align efforts and increase the collective impact of services provided in Bellevue.
- Culturally appropriate services are available to Bellevue's diverse population.
- Those who need services are able to access them.
- A continuum of human services are available at every level from early intervention to crisis response.





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## GOALS & POLICIES

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### GOAL

Create a community in which each and every member has the ability to meet their basic physical, economic, and social needs, and the opportunity to enhance their quality of life.

### POLICIES

- HS-1.** Build public awareness and engage the community in an informed and collective response by assessing and planning for human services needs.
- HS-2.** Encourage efficient use of public and private resources and develop a broad base of community support.
- HS-3.** Identify opportunities and develop strategies that are preventive in their approach to human services needs.
- HS-4.** Allocate funds and other resources across the continuum of human service needs by soliciting proposals from nonprofit agencies for services benefiting low- and moderate-income residents.
- HS-5.** Maintain the city's role as a human services planner and facilitator by engaging service providers and community organizations in dialogue regarding the functioning of the present service systems, emerging needs, and the building of a complete system of services.
- HS-6.** Facilitate the community response to human service needs. Involve the city in direct delivery of human service needs when delivery is consistent with a department's mission or as a last resort when the city is the most equitable and effective provider, or there are no other qualified providers.
- HS-7.** Consider the human services impacts of proposed legislation prior to formal adoption.



- HS-8.** Make Bellevue a welcoming, safe and just community marked by fairness and equity provided to those disproportionately affected by poverty, discrimination and victimization.
- HS-9.** Improve access to services throughout the community by removing physical and systemic barriers and empowering individuals to overcome other barriers that may exist.
- HS-10.** Use City regulatory powers to protect individuals' rights and advance community health and human service objectives.
- HS-11.** Encourage culturally competent service delivery that respects the dignity of individuals and families, and fosters self-determination and self-sufficiency.
- HS-12.** Support and actively coordinate with local, regional, and national efforts that address local human services needs to ensure local programs complement programs provided at the county, state and federal level.
- HS-13.** Encourage partnerships among public and private institutions, schools, human services providers, and others to collectively address needs of children and families using schools as a focal point for the community.
- HS-14.** Support agencies locating human services facilities in Bellevue and, where appropriate, encourage efficiencies through agency collocation and collaboration.
- HS-15.** Support a network of service points that are easily accessible by Bellevue residents and workers, geographically distributed within the city and proximate to public transit.
- HS-16.** Provide leadership and work in partnership with community agencies to encourage and promote the development and expansion of the supply of affordable, accessible, and quality child care which meets the diverse needs of the community in all areas of the city.



- HS-17.** Encourage services that support Bellevue's workforce in maintaining or advancing their employment opportunities.
- HS-18.** Support an intentional local community response to homelessness with housing and supportive services provided to families, youth and single adults.

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## POLICY CONNECTIONS

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The availability of human services requires a citywide approach to ensure equitable access. Policies in other elements of the Comprehensive Plan help to provide a coordinated approach to human services in Bellevue.

The **Land Use** and **Transportation** Elements include policies on developing an environment that supports equitable access to human services.

Specific policies on the provision of affordable housing are included in the **Housing** Element.

The **Economic Development** Element addresses economic opportunity and quality education for all.

## IMPLEMENTATION

Bellevue implements the Comprehensive Plan through numerous actions, including day-to-day operations, capital investments, and review of new development projects. It would be impractical to list every action that will be taken to implement the plan and impossible to identify actions that may be taken in the future. The following list shows some of the relevant plans that implement Human Services Element.

Implementation Initiative	Type
<b>The Bellevue Human Services Needs Update</b> The Needs Update report identifies human services needs within the city and syncs human services funding with the biennial budget development.	<b>Funding:</b> updated biennially.
<b>Human Services Funding Program</b> Allocates city general fund and federal Community Development Block Grant funds to non-profit agencies providing human services to Bellevue residents.	<b>Funding:</b> on-going.

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# HOUSING

## WHAT YOU WILL FIND IN THIS CHAPTER

- ▶ Information about the need for housing in the community.
- ▶ Policies that seek to protect the quality of Bellevue's neighborhoods.
- ▶ Policies that provide the framework for increasing housing supply and diversity while protecting existing neighborhoods.
- ▶ Policies that direct the city's efforts to maintain and increase affordable housing.
- ▶ Policies that address the needs of members of the community who require housing accommodation or assistance due to disability, health, age, or other circumstance.

## HOUSING VISION

**BELLEVUE MEETS THE HOUSING NEEDS OF ITS DIVERSE POPULATION, STRENGTHENING NEIGHBORHOODS AND COMMUNITIES.**

***Bellevue works with its partners to meet the community's housing needs through a range of housing types and affordabilities. Bellevue employs a wide range of strategies to meet its share of the regional housing need. The city has been an effective participant in the region's work that has largely eliminated homelessness.***

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## INTRODUCTION

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Bellevue's Housing Element describes the community's vision for the future of Bellevue neighborhoods while meeting the goals and requirements of the state Growth Management Act and the Countywide Planning Policies. The Growth Management Act also states that local Housing Elements must include an inventory and analysis of existing and projected housing needs. Information in the Housing Element is supplemented by the East King County Housing Analysis prepared in partnership by Bellevue and other cities in East King County through A Regional Coalition for Housing (ARCH). The East King County Housing Analysis is available on the [City of Bellevue](#) website. It is provided as supplemental information to the Housing Element and covers Bellevue and the broader East King County area.

Through its adopted plans and policies, the city pursues opportunities to:

- Preserve neighborhood quality.
- Expand the overall housing supply.
- Maintain and increase affordable housing.
- Attend to the special housing needs of individuals.
- Prevent discrimination in housing.
- Promote walkable, sustainable neighborhoods.

The Housing Element works in conjunction with land use, transportation, economic development, and other community objectives addressed in this Comprehensive Plan. For instance, locating denser housing in mixed use areas along major transit corridors supports the city's transportation objectives. Increasing the supply of housing available to the city's diverse workforce supports economic development objectives.

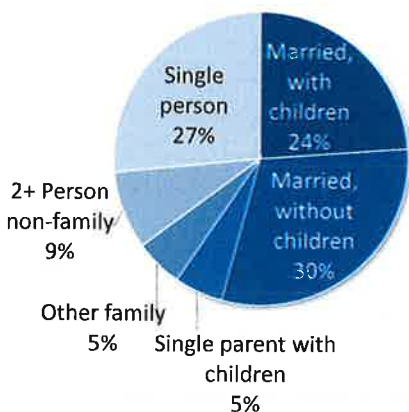
## WHAT DOES IT MEAN?

- ▶ Sixty three percent of Bellevue's households have one or two persons.
- ▶ Seniors are a growing proportion of the city's residents. Fourteen percent of Bellevue's population is 65 years or older, with half of the 65+ population over the age of 75.
- ▶ Bellevue anticipates growing by 15,800 additional housing units by 2035. The city has capacity for over 23,000 additional housing units, primarily in the Downtown and BelRed mixed use areas.
- ▶ Ownership has remained stable at about 60 percent.
- ▶ East King County has seen a steady increase in demand for housing from local employment. New office development in Bellevue will create thousands of new jobs and additional demand for housing. Increased demand will add upward pressure on housing costs.
- ▶ Moderate and low income households have limited housing options in the city. Only 31 percent of Bellevue's housing stock is affordable to households with moderate incomes (earning less than 80 percent of King County median income) and only 9 percent is affordable to low income households earning less than 50 percent of King County median income.
- ▶ Homelessness remains a problem, including among families with children. The five school districts that serve eastside communities report that 788 students are homeless. Nearly 200 of these homeless students attend Bellevue School District schools (2012-2013 School Year).



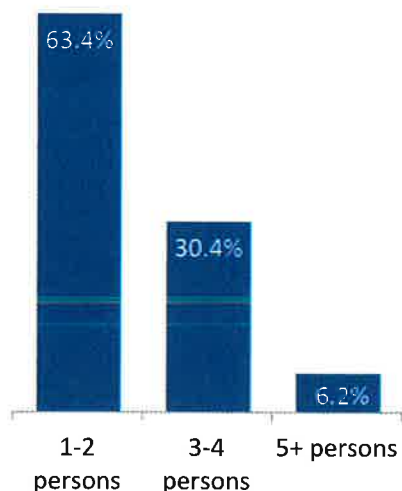
## TODAY'S CONDITIONS AND TOMORROW'S PROJECTIONS

**Figure HO-1. Bellevue Household Composition**



Source: U.S. Census Bureau, 2011-2013 American Community Survey

**Figure HO-2. Bellevue Household Size**



Source: U.S. Census Bureau, 2011-2013 American Community Survey

### HOUSING TODAY AND TOMORROW

Bellevue's household composition is diverse and so are the types of housing Bellevue residents desire. In 2013, less than 30% of Bellevue's households included children. Bellevue's average household size was 2.4 persons, with 64 percent of households having only one or two people (see Figure HO-1).

Consistent with regional and national trends, the proportion of Bellevue's population over the age of 65 continues to increase. Fourteen percent of Bellevue's population is 65 and older, with half of those seniors over the age of 75.

More than 30 percent of Bellevue households earn less than 80 percent of King County median income, yet these households have limited housing options in Bellevue. A high proportion of these households spend a greater percentage of their income on housing than is typically considered appropriate. Households within this category include workers in education and services and persons on fixed incomes, including many elderly residents. Bellevue's limited range of housing options challenges the availability of a varied workforce and a thriving economy.

The Growth Management Act (GMA) requires that each county and city plan to accommodate the growth projected over the next 20 years. The state Growth Management Act's housing goal is to: Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock. Bellevue currently has sufficient land capacity to accommodate the 15,800 units projected to be built by 2035. See details in Figure HO-3.

Over 90 percent of the city's remaining residential capacity is in multifamily and mixed use zoning districts (see Figure HO-4). Most of the single family capacity is in scattered parcels, with many having environmental constraints such as steep slopes and wetlands.

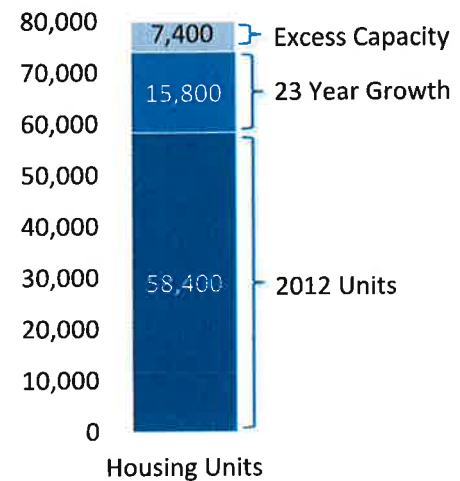
## CHALLENGES AND OPPORTUNITIES

As the city's supply of developable land diminishes, the city must explore creative and innovative methods to increase housing opportunities while protecting existing neighborhoods and the environment. Downtown Bellevue is planned to accommodate over 50 percent of the new housing units in the next 20 years. Most additional opportunities for housing will be in multifamily and mixed use areas, primarily BelRed.

Regional cooperation is essential to ensure adequate housing opportunities. Affordable housing is a priority for the community and an issue for businesses concerned about the cost of housing for workers. Bellevue helped found and continues to participate in A Regional Coalition for Housing (ARCH), an intergovernmental agency to assist cities in their efforts to preserve and increase the supply of housing for low and moderate income households. ARCH coordinates a joint Housing Trust Fund, funded by member cities, which provides financial support to private and non-profit groups creating affordable housing for families, seniors, the homeless and for persons with special needs. ARCH also assists members with developing and administering local housing programs and implementing best practices in housing planning.

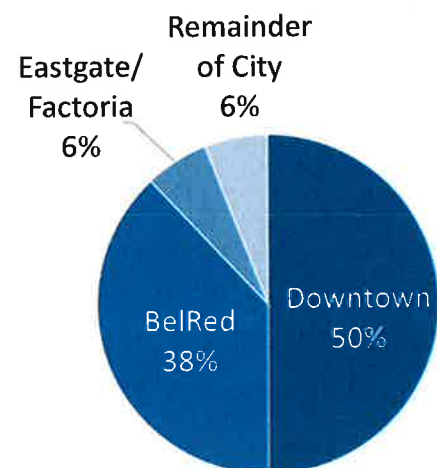
In addition to ARCH, Bellevue actively participates in regional efforts to address housing issues including the Committee to End Homelessness, Puget Sound Regional Council, King County Growth Management Policy Committee, and King County's Joint Recommendation Committee which recommends use of a variety of countywide housing resources.

**Figure HO-3. Future Housing Capacity**



Source: 2012 King County Buildable Land Report, King County Countywide Planning Policies

**Figure HO-4. Location of Future Housing Capacity**



Source: 2012 King County Buildable Land Report

## BELLEVUE'S HOUSING PLAN



Bellevue's housing ranges from residential estates on large lots to Downtown mid- and high-rise condominiums, with a variety of single family and multifamily housing types in between. Consistent with adopted plans and policies, the city seeks to preserve neighborhood quality, increase the overall housing diversity and supply, create affordable housing, and attend to the special housing needs of individuals.

### NEIGHBORHOOD QUALITY

Bellevue is characterized by high quality, vital neighborhoods that vary widely in age, character, and the value and size of housing. Bellevue neighborhoods are predominantly well maintained and have a strong sense of pride. Maintaining and enhancing the quality of all neighborhoods is an important part of Bellevue's livability.

Some level of change in existing neighborhoods is natural and an indication of a healthy, stable neighborhood. Typical neighborhood investments include new additions on existing houses, re-roofing and residing, new or improved landscaping, and improvements for pedestrians such as sidewalks or paths. Natural neighborhood evolution can also include new infill or replacement housing.

The city promotes neighborhood quality by facilitating healthy change while protecting residents from new development that is out of character with the neighborhood. The city also promotes neighborhood quality by restricting activities or uses that are incompatible with a residential area. The city employs development regulations and other city codes to limit the bulk and scale of buildings, to control noise and nuisances, to minimize the impact of non-residential uses, and to restrict other activities that negatively affect neighborhood quality. While neighborhoods are expected to evolve over time, their nature as quality residential environments should be preserved.

Maintaining a quality residential environment is more challenging along the edges of neighborhoods, abrupt edges where different types or intensities of land use may result in undesirable spillover effects such as noise, glare, and parking. The city's Transition Area Design District regulations soften the impacts between higher intensity uses and lower intensity uses. Design features such as landscaping, parking and access locations, lighting shields, non-reflective building materials, and modulation of building bulk can help integrate land uses and achieve an effective transition. The impacts of arterials or fixed transit infrastructure that divide or border neighborhoods can be diminished with special landscape treatment of the right-of-way and, where necessary, noise mitigation.



To improve neighborhood quality, Bellevue encourages and coordinates neighborhood participation in enhancement projects. Neighborhood groups can partner with the city to enhance their area with features such as landscape plantings, signage, and special paving on streets or sidewalks. The city's Home Repair Program helps to maintain the quality of the housing stock, and can help people stay in their homes as they age or face financial difficulties. Forty to fifty Bellevue homes are repaired each year through this program.





## HOUSING OPPORTUNITIES

### *Innovative Housing Types*

The Housing Element supports innovative methods to achieve housing goals while maintaining flexibility to fulfill different priorities in different neighborhoods. This section describes some of the innovative housing types in Bellevue and the context in which they work well.



- **Mixed use housing.** Bellevue encourages creative and innovative uses on commercial and mixed use land to increase the housing supply. Mixing housing and commercial uses can enhance the vitality of commercial areas by encouraging foot traffic to support neighborhood shops and provide “eyes on the street.” Over time, portions of Downtown and areas in BelRed, Factoria, Crossroads, and Eastgate could become distinct mixed use neighborhoods.
- **Downtown housing.** Mid-rise and high-rise residential and mixed use buildings will provide housing for people who choose to live in urban neighborhoods such as Downtown that have high concentrations of jobs and services and a variety of transportation options. The Downtown Park and the Bellevue Regional Library are becoming new centers for urban residential activities. Innovative housing types such as small studio units may increase the supply of affordable housing in the Downtown area.
- **Accessory dwelling units.** New housing opportunities may also be provided in well-established neighborhoods. A single family property may be designed to include an independent residence within the existing home known as a “mother-in-law apartment” or an “accessory dwelling unit.” Accessory dwelling units are subject to strict guidelines to protect the character of the single family neighborhood. Accessory dwelling units may provide affordable housing opportunities and help those with limited income keep their homes.

- **Universal Design and Aging in Place.** Housing opportunities are created when housing design and choice accommodates the ordinary changes that people experience over their lives due to aging and life circumstances. Bellevue encourages housing options, programs, and services that support independence and choices for those who want to remain in their homes or neighborhoods regardless of age or ability.
- **Reduce regulatory barriers.** The city works to identify and eliminate unreasonable regulatory barriers that negatively impact the diversity and affordability of the city's housing supply. Barriers may be removed based on analysis of the regulation's contribution to the public safety, providing necessary infrastructure, community services and amenities, environmental protection, and long-term maintenance costs.
- **Planned Unit Development.** The Planned Unit Development process allows for variations in site design and density from the requirements of the Land Use Code in exchange for public review and design review to ensure compatibility with the setting. Clustering may be encouraged to protect critical areas.
- **Demonstration projects.** The city allows a limited number of housing demonstration projects to vary from certain standards, depending on the size of the project, types of housing to be demonstrated, and compatibility with surrounding development. The city consults with affected neighborhood residents prior to approval.



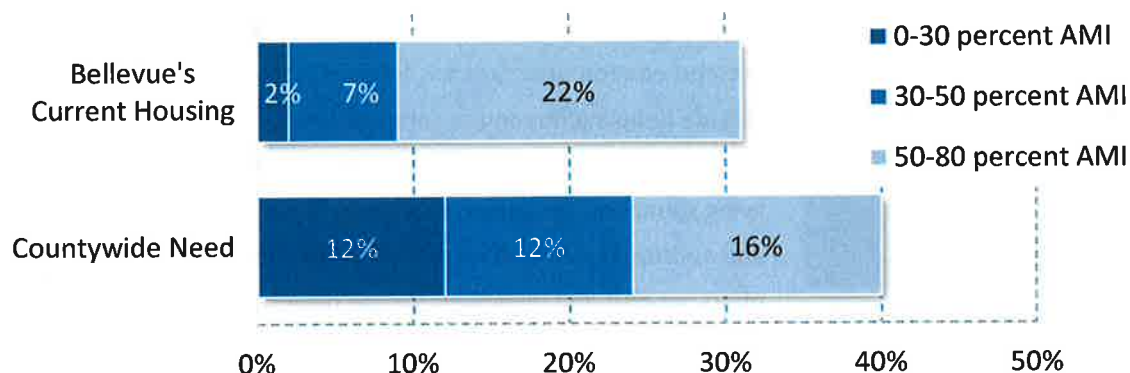


### ***Affordable Housing***

A major challenge for Bellevue and other Eastside cities is to provide affordable housing opportunities for all economic segments of the community. Lack of affordable housing regularly ranks very high as a community problem in the city's biennial Human Services Needs surveys. The Growth Management Act's housing goal affirms the city's responsibility to meet this challenge.

Bellevue and King County define moderate income, low income, and very low income households using the current King County household median income as the base. Moderate income households are those with incomes at 50 to 80 percent of King County area median income (AMI); low income households are those with incomes at 30 to 50 percent of AMI; and very low income households are those with incomes at 30 percent or less of AMI.

Bellevue is working to provide housing opportunities that will meet the needs of all economic segments of the community. The countywide need for housing that is affordable to households with moderate, low, and very low incomes is shown in Figure HO-5.

**Figure HO-5. Countywide Need for Affordable Housing by Ratio to Area Median Income**

Source: CHAS data based on data from the U.S. Census Bureau, 2007-2011 American Community Survey.

**Figure HO-6. Bellevue Provision of New Affordable Housing: 1993 - 2012**

Income	Direct Assistance	Regulatory Incentives*	Market	Subtotal	Annual Average	Annual Target**
Low Income (<50 percent median)	939	0	8	947	47	110
Moderate Income (51 to 80 percent median)	543	413	1,139	1,999	100	78

\* Includes permits for accessory dwelling units, density bonuses, etc.

\*\*PCD Performance Measure

Between 1993 and 2012, Bellevue exceeded the target for adding moderate income housing (see Figure HO-6). However, Bellevue is lagging in the creation of low income housing, as are many other Eastside cities. It is also noted that the annual rate of creating affordable units has been less in the last decade than it was in the 1990s. The housing affordability gap, the gap between the need for housing affordable at a particular income level and the number of housing units affordable to those households, is significant. For Bellevue and the Eastside, the most significant shortage of affordable units occurs for very low income households, with 30 percent of AMI or less, and for low income households, between 30 and 50 percent of AMI.





## SPECIAL NEEDS HOUSING

Bellevue residents with special needs may require housing accommodation or assistance. In general, special needs populations include people who require some assistance in their day-to-day living due to disability, health, age, or other circumstances. Family living situations, institutional settings, social service programs, and assisted housing all serve a portion of the need. The city offers support and incentives for the development of housing for people with special needs. Housing for people with special needs should be sited to protect residential neighborhoods from adverse impacts, avoid concentrations of such housing, and provide stable family living situations for people with special needs that are compatible with other residential uses in neighborhoods. Bellevue's biennial Human Services Needs Update provides analysis of the special housing needs in the community and describes the facilities and programs available to provide assistance.

## WHAT DOES SUCCESS LOOK LIKE?

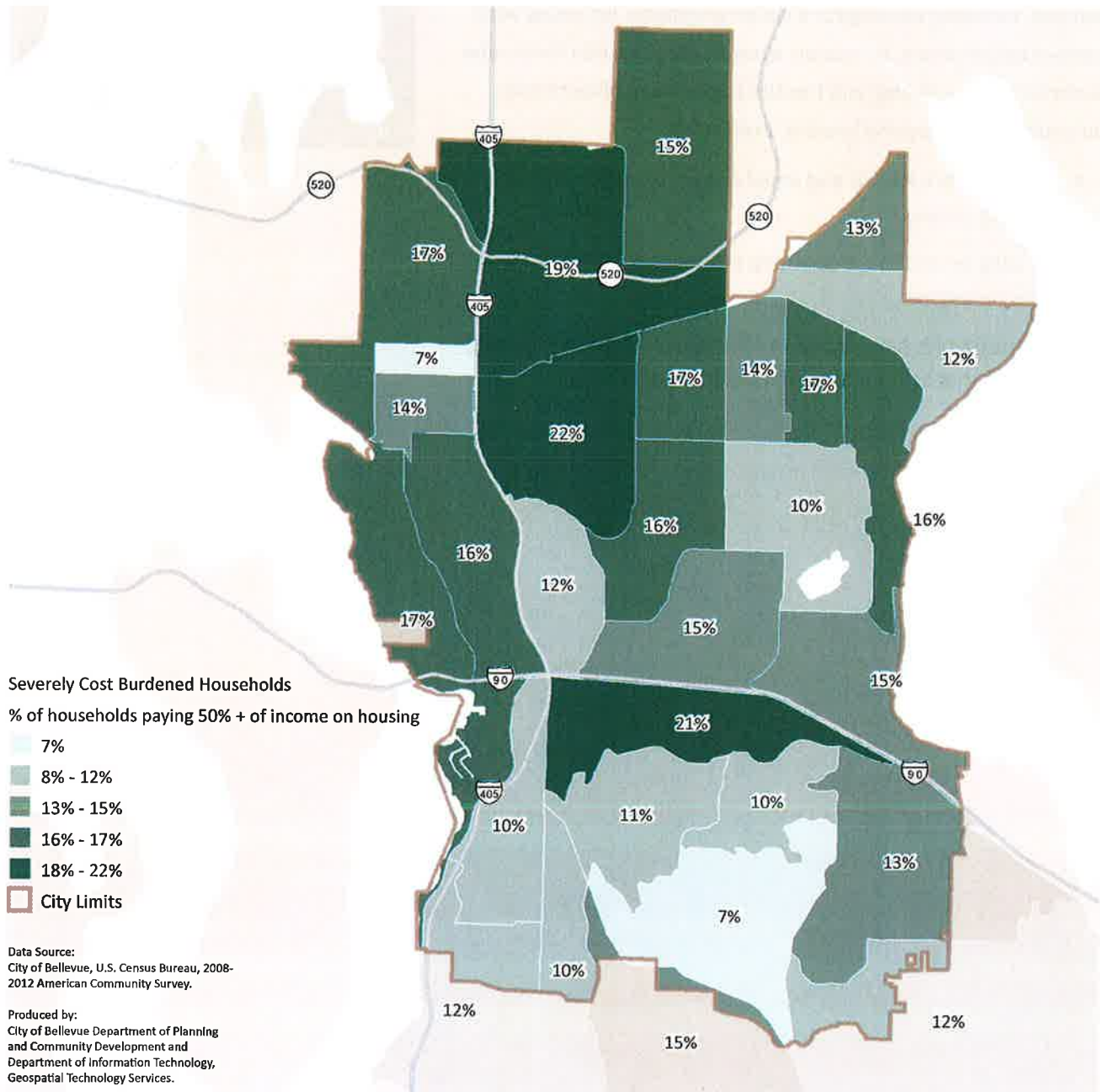
Bellevue maintains the vitality of existing neighborhoods and employs an array of housing tools to increase housing opportunities across the city. A broader range of housing choices serve residents at various income levels and help address emerging market demand, including housing for a varied workforce, for young adult workers and students, for seniors aging in place, and for those who desire to live in walkable and transit-supportive neighborhoods. Outcomes of a successful housing strategy are:

- All residents have fair and equal access to healthy and safe housing choices.
- Housing production is occurring in a manner consistent with housing targets.
- All households have access to affordable and diverse housing options that are equitably and rationally distributed.



### Map HO-1. Severely Cost Burdened Households

The map below shows estimates for the percentage of households paying fifty percent of their incomes or more on housing by Census Tract in 2008-2012. This includes households who own and rent their home. Citywide nearly fifteen percent of households were severely cost burdened in 2008-2012 paying 50 percent or more of their incomes on housing.



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## GOALS & POLICIES

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### GOAL

To maintain the vitality and stability of single family, multifamily and mixed use neighborhoods, and promote a variety of housing opportunities to meet the needs of all members of the community.

### POLICIES

#### *Neighborhood Quality*

- HO-1.** Encourage investment in and revitalization of single family and multifamily neighborhoods where private investment patterns are not accomplishing this objective.
- HO-2.** Promote quality, community-friendly single family, multifamily and mixed use development, through features such as enhanced open space and pedestrian connectivity.
- HO-3.** Maintain the character of established single family neighborhoods, through adoption and enforcement of appropriate regulations.
- HO-4.** Monitor and appropriately regulate room rentals in single family areas.
- HO-5.** Anticipate the future maintenance and restoration needs of older neighborhoods through a periodic survey of housing conditions. Report results of such surveys to residents.
- HO-6.** Provide financial assistance to low-income residents for maintaining or repairing the health and safety features of their homes through the Housing Repair Program, or similar program.





## HOUSING AMENITIES

Amenities for families with children may include school access, walkable streets, accessible open space, and community facilities.

### *Housing Opportunities*

- HO-7.** Encourage the development of affordable housing through incentives and other tools consistent with state-enabling legislation.
- HO-8.** Employ effective strategies that support the Fair Housing Act and affirmatively further fair housing.
- HO-9.** Encourage development of appropriate amenities for families with children throughout the city through investments, development regulations and incentives.
- HO-10.** Work with colleges, including Bellevue College, and private developers to support housing for students on-campus and in adjacent transit served mixed use/commercial areas.
- HO-11.** Encourage housing opportunities in mixed residential/commercial settings throughout the city.
- HO-12.** Provide incentives to encourage residential development for a range of household types and income levels in multifamily and mixed use commercial zones.
- HO-13.** Ensure that mixed-use development complements and enhances the character of the surrounding residential and commercial areas.
- HO-14.** Provide opportunity to allow a demonstration project through methods such as an interim ordinance enabling a demonstration project(s) that would serve as a model for housing choices currently not being built in Bellevue.
- HO-15.** Allow attached accessory dwelling units in single family districts subject to specific development, design, location, and owner occupancy standards. Allow detached accessory dwelling units where expressly allowed by neighborhood subarea plans.
- HO-16.** Provide opportunities and incentives through the Planned Unit Development (PUD) process for a variety of housing types and site planning techniques that can achieve the maximum housing potential of the site.



- HO-17.** Evaluate the housing cost and supply implications of proposed regulations and procedures.
- HO-18.** Promote working partnerships with housing developers to help create a variety of housing types in the community.
- HO-19.** Support housing options, programs, and services that allow seniors to stay in their homes or neighborhood. Promote awareness of Universal Design improvements that increase housing accessibility.
- HO-20.** Encourage a range of housing types for seniors affordable at a variety of income levels.



### ***Affordable Housing***

- HO-21.** Address the entire spectrum of housing needs, including the need for housing affordable to very low, low, and moderate income households, through the city's affordable housing programs.
- HO-22.** Work cooperatively with King County, A Regional Coalition for Housing (ARCH), and other Eastside jurisdictions to assess the need for, and to create, affordable housing.
- HO-23.** Encourage the development of affordable housing through incentives and other tools consistent with state-enabling legislation.
- HO-24.** Develop and implement an effective strategy to ensure affordable housing opportunities are available in Downtown and throughout the city at a range of affordability levels. Monitor quantity, types, and affordability of housing achieved for potential unintended consequences and to determine if the need is being met.





- HO-25.** Provide funding to support housing need, especially for low and very low income households. Assess housing fund guidelines on a regular basis to ensure they are consistent with changing community needs and priorities.
- HO-26.** Provide incentives and work in partnership with not-for-profit and for-profit developers and agencies to build permanent low- and moderate-income housing.
- HO-27.** Encourage preservation, maintenance and improvements to existing affordable housing.
- HO-28.** Explore all available federal, state, and local programs and private options for financing affordable housing.
- HO-29.** Explore financial incentives to encourage affordable housing, such as partial exemptions from city permit fees, the state property tax exemption program and other state enabled programs.
- HO-30.** Ensure that all affordable housing created in the city with public funds or by regulation remains affordable for the longest possible term.
- HO-31.** Participate in relocation assistance to low-income households whose housing may be displaced by condemnation or city-initiated code enforcement.
- HO-32.** Evaluate surplus city land for use for affordable housing.

***Special Needs Housing***

- HO-33.** Recognize that adult family homes and other state regulated special needs housing provide stable, neighborhood housing options for elderly and disabled residents. Work to address needs for services, emergency response and other potential accommodation.
- HO-34.** Provide reasonable accommodation for housing for people with special needs in all areas, and avoid concentrations of such housing, while protecting residential neighborhoods from adverse impacts.
- HO-35.** Support regional efforts to prevent homelessness, and make homelessness rare, brief, and one time when it occurs. Provide a range of affordable housing options and support efforts to move homeless persons and families to long-term financial independence.
- HO-36.** Collaborate with other jurisdictions and social service organizations to assure availability of emergency shelters and day centers that address homelessness.
- HO-37.** Support and plan for assisted housing using federal or state aid and private resources.



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## POLICY CONNECTIONS

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The Housing Element addresses the provision of housing in Bellevue, with special emphasis on ensuring housing affordability and maintaining a supply of housing for people with special needs. Coordinating housing needs with other community resources and public facilities is the subject of other policies in the Comprehensive Plan.

The **Land Use** Element includes policies that support the development of many types of housing to ensure that people who live and work in Bellevue have housing choices.

The **Human Services** Element addresses the provision of housing and services to populations with special needs, including the homeless.

## IMPLEMENTATION

Bellevue implements the Comprehensive Plan through numerous actions, including day-to-day operations, capital investments, strategic partnerships, and review of new development projects. The following list shows some of the relevant plans that implement the Housing Element.

Implementation Program	Type
<b>Housing Strategy Plan</b> A prioritized list of work program items to address the city's need for affordable housing, including for those at very low, low, and moderate income levels.	<b>Functional Plan:</b> Work will commence in 2015 or 2016 and will be updated periodically.
<b>Land Use Code Work Program</b> Includes a number of initiatives to update or draft new development regulations, including those that support affordable housing.	<b>Land Use Code:</b> updates conducted annually.
<b>ARCH (A Regional Coalition for Housing)</b> Bellevue helps to fund ARCH which works to preserve and increase affordable housing on the Eastside.	<b>Partnership:</b> on-going.
<b>Committee to End Homelessness Strategic Plan</b> To further the strategic plan work with local agencies and jurisdictions.	<b>Partnership:</b> on-going.

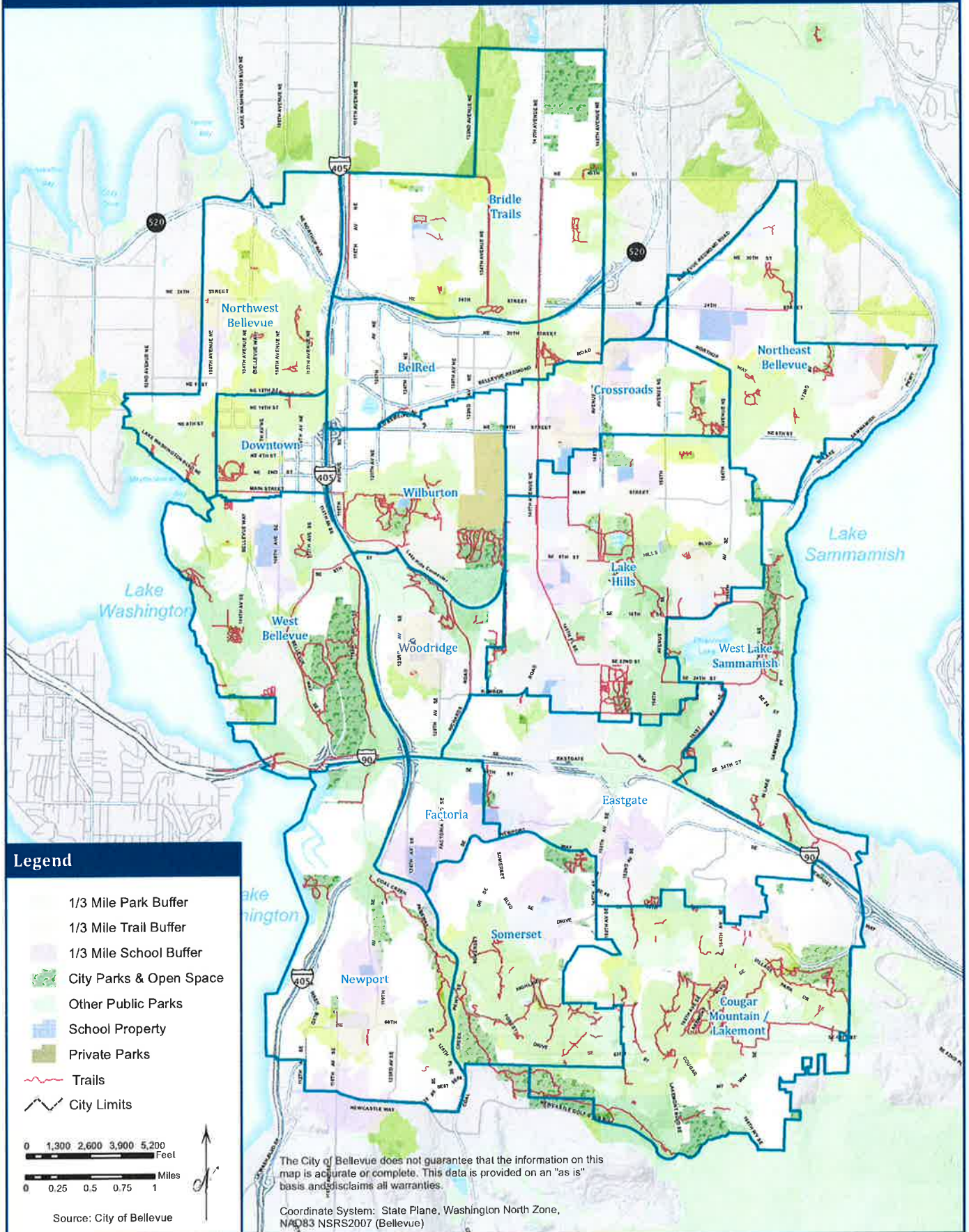
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# Walkable Access

1/3 Mile Buffers

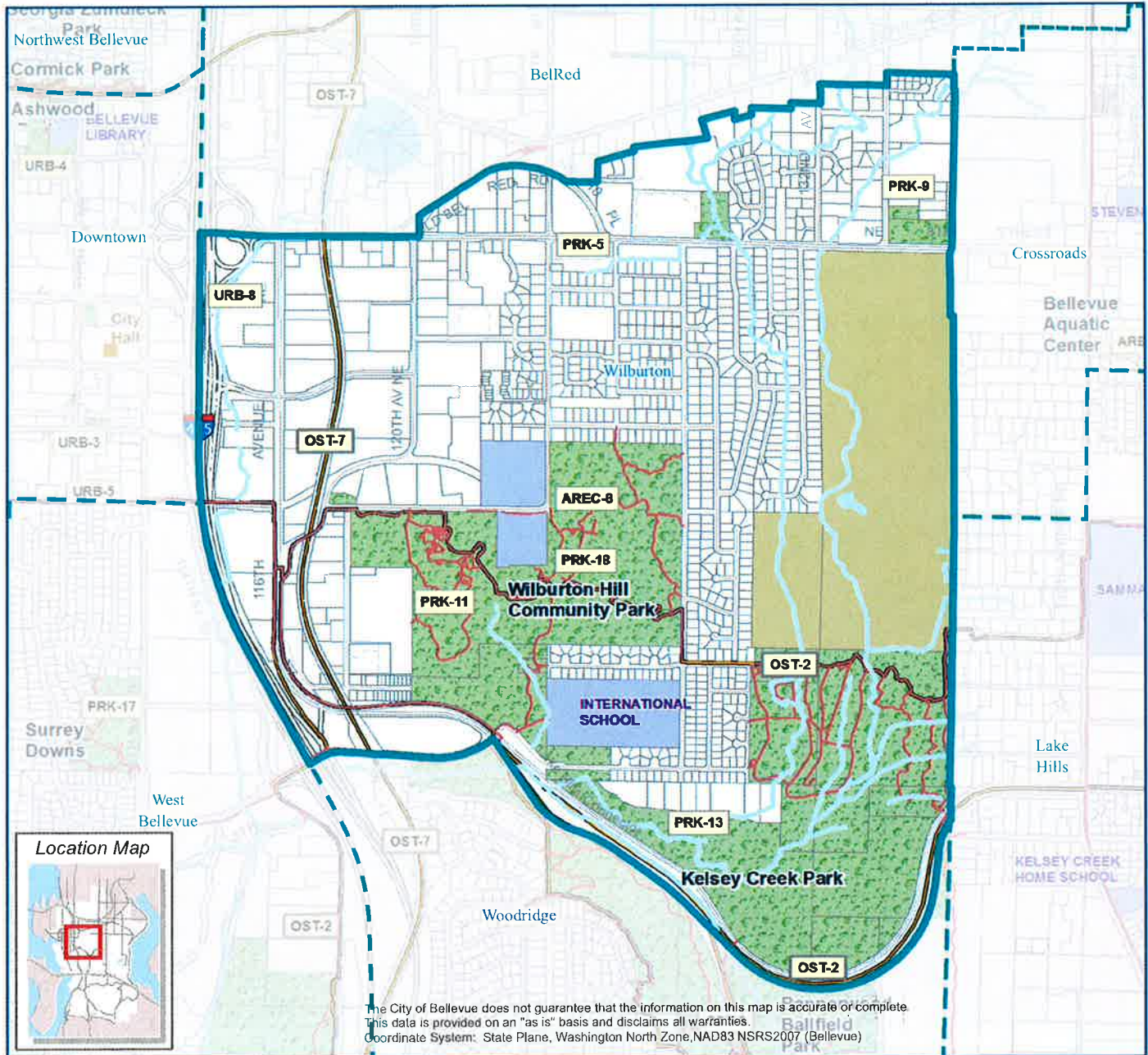
City of  
Bellevue  
GIS SERVICES







# Wilburton Neighborhood Area



## Current Statistics

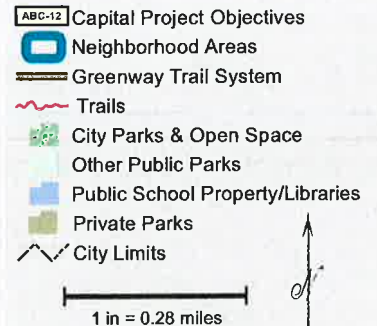
Neighborhood Area Size	1,110 Ac
Households for 2015	1,914
Projected Households for 2035	1,940
Public Parks & Open Space	282 Ac
Public Schools/Libraries	35 Ac
Trails	9.2 Mi

## Households within 1/3 mile walking distance to the entrance of:

A Park or Trail	43%
Public School Grounds only	0%

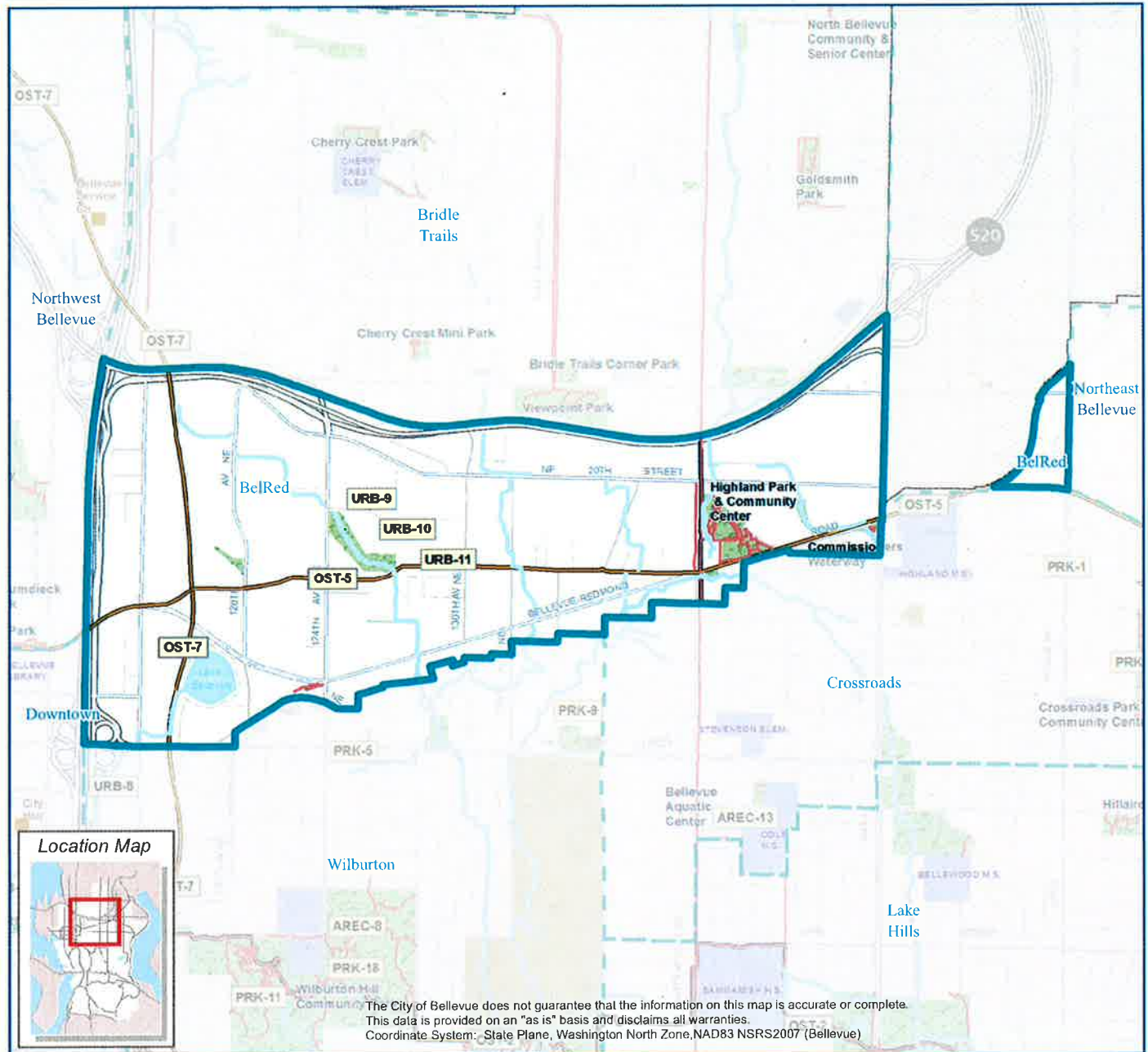
## Capital Project Objectives

- OST-2: Lake to Lake Greenway Trails: Multi-use Connections
- OST-7: Eastside Rail Corridor Greenway Trails: Multi-use Connections
- PRK-5: Add Neighborhood Park: Wilburton
- PRK-9: Improve Undeveloped Sites: Wilburton
- PRK-11: Continue Phased Development: Bellevue Botanical Garden
- PRK-13: Continue Phased Development: Kelsey Creek Park
- PRK-18: Continue Phased Development: Wilburton Hill Park
- AREC-8: Sportfields: Ballfield at Wilburton Hill Park
- URB-8: Grand Connection from Meydenbauer Bay to ERC





# BelRed Neighborhood Area



## Current Statistics

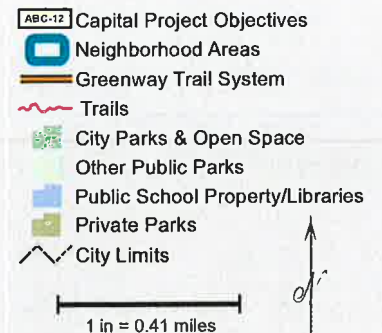
Neighborhood Area Size	964 Ac
Households for 2015	493
Projected Households for 2035	6,090
Public Parks & Open Space	31 Ac
Public Schools/Libraries	0 Ac
Trails	2.1 Mi

## Households within 1/3 mile walking distance to the entrance of:

A Park or Trail	8%
Public School Grounds only	56%

## Capital Project Objectives

- OST-5: Bel-Red Greenway Trails: Multi-use Connections
- OST-7: Eastside Rail Corridor Greenway Trails: Multi-use Connections
- URB-9: Bel-Red: Open space and Off-Street Trail Development
- URB-10: Bel-Red: Multi-purpose Trail Development
- URB-11: Bel-Red: Park System Acquisition and Development



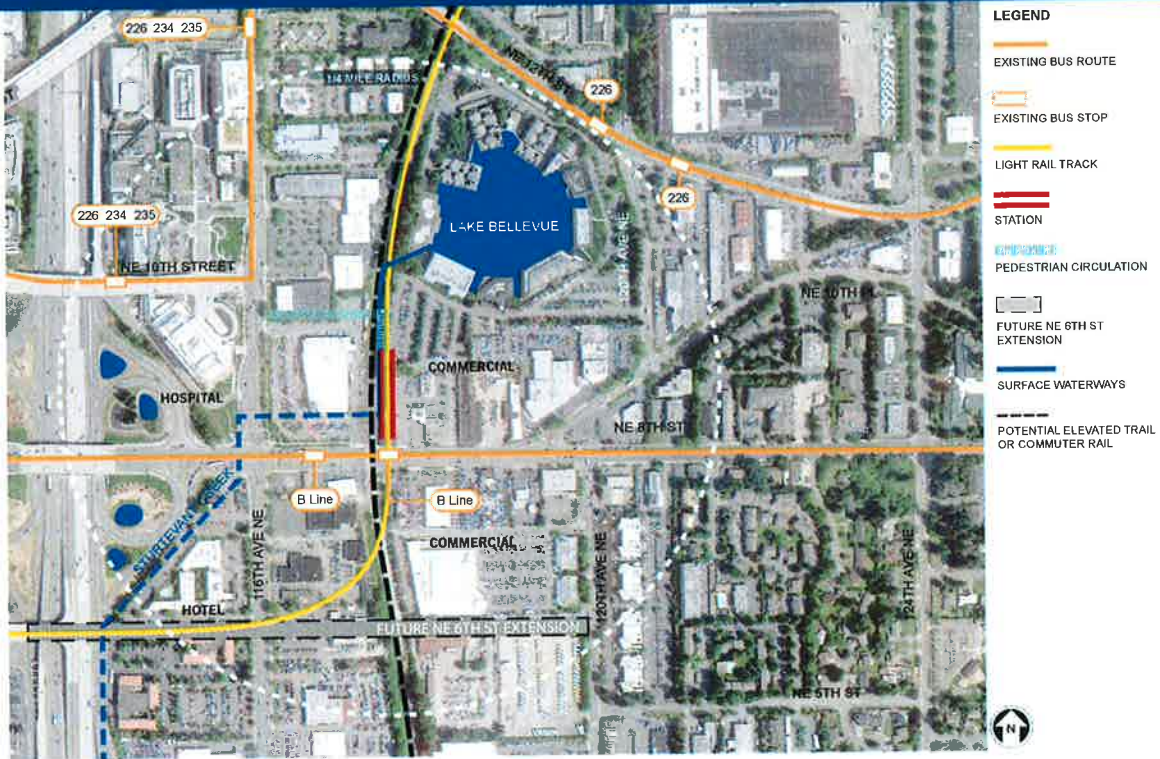
Source: City of Bellevue, King County, US Census





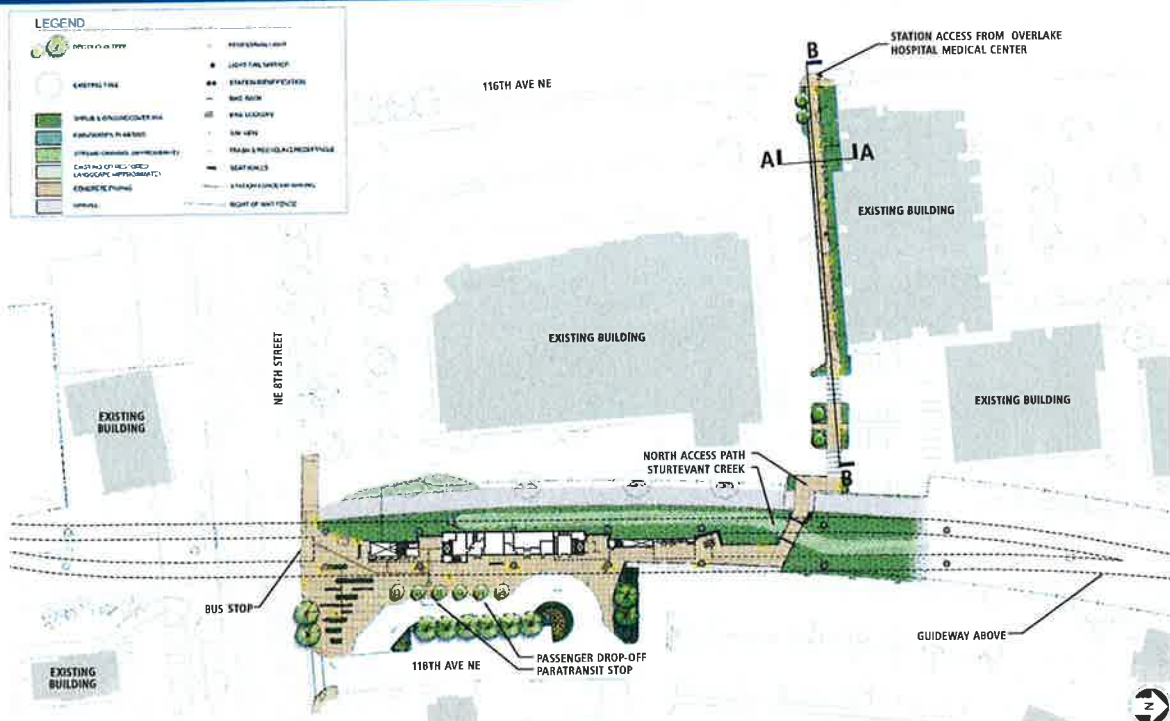
# HOSPITAL STATION

## EAST LINK EXTENSION



## NEIGHBORHOOD CONTEXT PLAN

## SITE PLAN





# HOSPITAL STATION

EAST LINK EXTENSION



STATION VIEW LOOKING NORTHWEST

NORTH ENTRANCE





# HOSPITAL STATION

EAST LINK EXTENSION

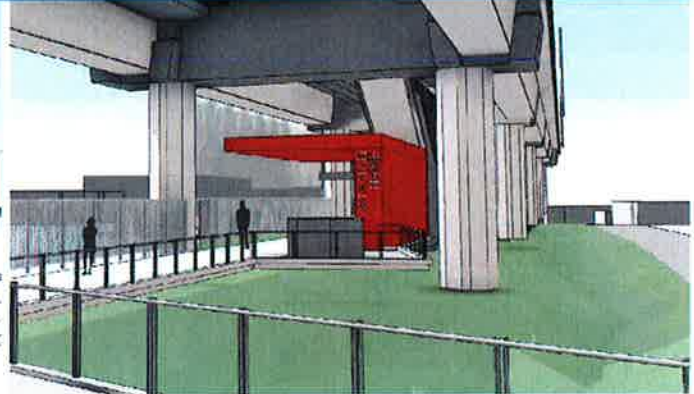


PLATFORM VIEW LOOKING SOUTH

APPROACH TO NORTH ENTRANCE



APPROACHING STATION FROM NORTH ACCESS PATH AT EDGE OF WHOLE FOODS PARKING LOT



APPROACHING STATION FROM NORTH ACCESS PATH ON BRIDGE CROSSING STRUTEVANT CREEK



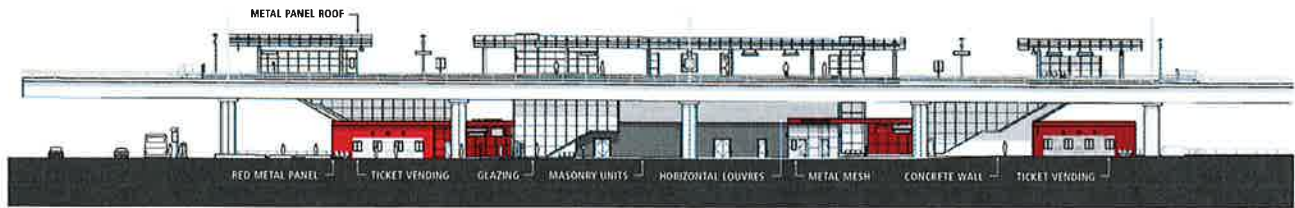
APPROACHING STATION FROM NORTH ACCESS PATH AT TICKET VENDING MACHINES



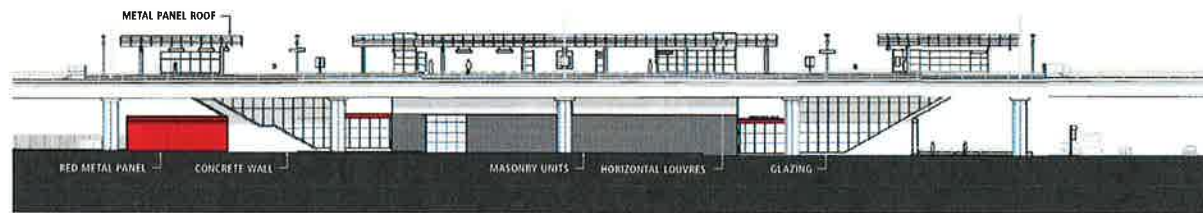
APPROACHING STATION FROM NORTH ACCESS PATH ENTERING NORTH STATION ENTRANCE

# HOSPITAL STATION

## EAST LINK EXTENSION



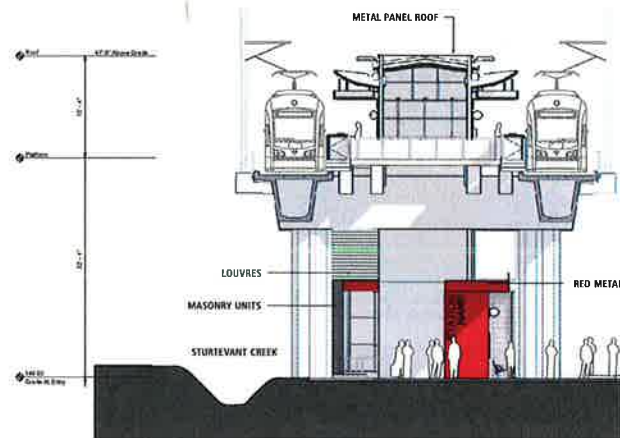
EAST ELEVATION



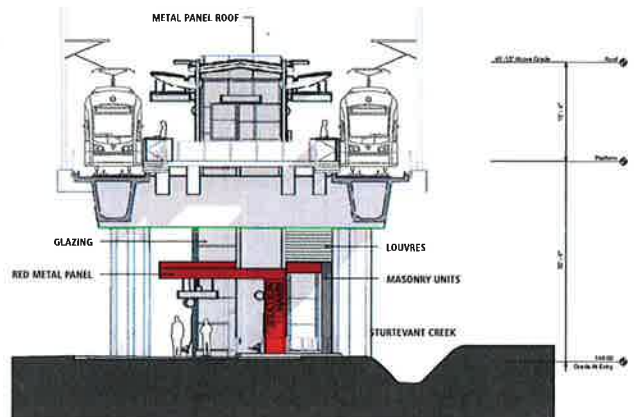
WEST ELEVATION

### EAST & WEST ELEVATIONS

### NORTH & SOUTH ELEVATIONS



SOUTH ELEVATION

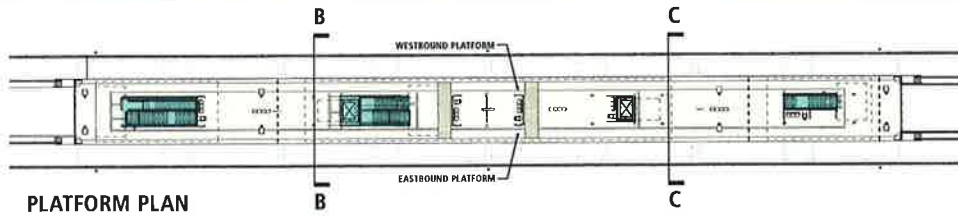


NORTH ELEVATION

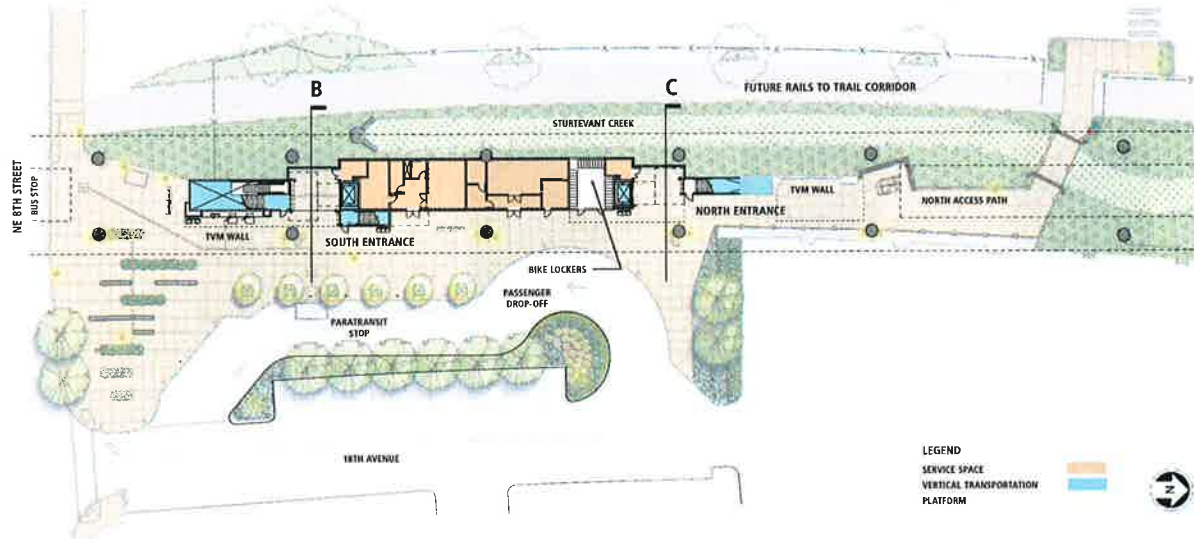


# HOSPITAL STATION

## EAST LINK EXTENSION



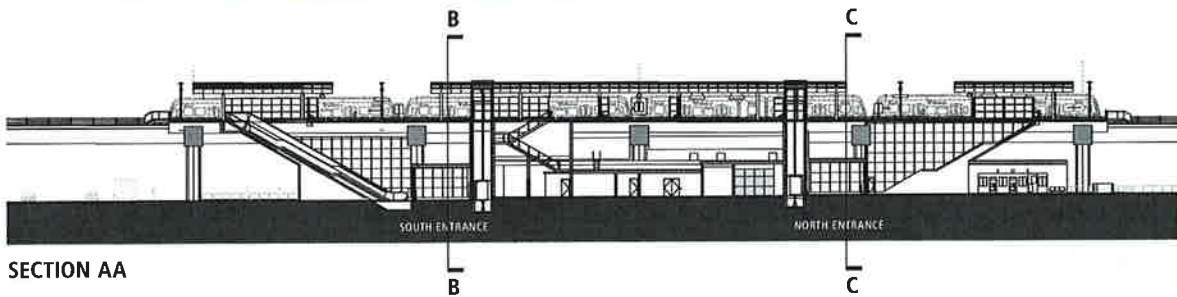
PLATFORM PLAN



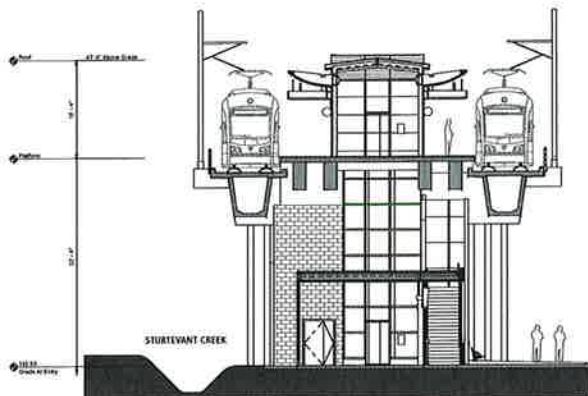
GRADE LEVEL PLAN

### GRADE LEVEL AND PLATFORM PLANS

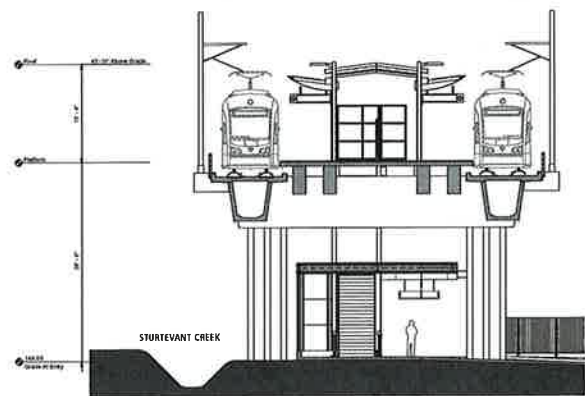
### CROSS SECTIONS



SECTION AA



SECTION BB - SOUTH ENTRANCE



SECTION CC - NORTH ENTRANCE

# HOSPITAL STATION PLANTING AND HARDSCAPE

## EAST LINK EXTENSION

### TREES



**Ginkgo Tree**  
*Ginkgo biloba*  
Tree proposed for Hospital Station street frontage and parking island, providing fall color.



**Virena Dogwood**  
*Cornus florida* 'nuttallii Virena'  
Tree proposed for eastern entrance to the Hospital Station along the vehicular drop-off zone.



### SHRUBS & GROUNDCOVERS



**Western Sword Fern**  
*Polystichum munitum*  
Fern proposed as an accent plant within planting area proposed for sloped planting behind southwestern retaining wall.



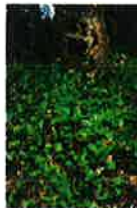
**Stella de Oro Daylily**  
*Hemerocallis 'Stella de Oro'*  
Flowering perennial proposed as accent for the Hospital Station parking island.



**Kalmia Dogwood**  
*Cornus amomum 'Kalmia'*  
Deciduous shrub proposed for drainage areas.



**Knapweed**  
*Arctostaphylos uva-ursi*  
Evergreen groundcover proposed throughout the Hospital Station eastern planting areas.



**Salal**  
*Gaultheria shallon*  
Evergreen shrub proposed within planting area proposed for sloped planting behind southwestern retaining wall.



**Evergreen Huckleberry**  
*Vaccinium ovatum*  
Evergreen shrub proposed within planting area proposed for sloped planting behind southwestern retaining wall.

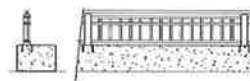


**Digger Leaf Bush**  
*Samolus mollis*  
Bush proposed for drainage areas.

### GUARDRAILS & RAILINGS



**Fabricated Metal Guards on Wall** to match Station accessories  
Guard with galvanized railing positioned on top of low wall to prevent and buffer pedestrians from parking lot adjacent to trail.



### WALL SCREENING



**Virginia Creeper**  
*Parthenocissus quinquefolia*  
Climbing and vigorous deciduous vine apt to grow over and up walls.



**Mesh Wall Screen**  
Coated metal mesh panels support climbing vines desirable to cover walls.



**Cabled Wall Screen**  
Cabled assembly in patterns determined by user, used to support climbing vines desirable to cover walls.

## EAST LINK EXTENSION





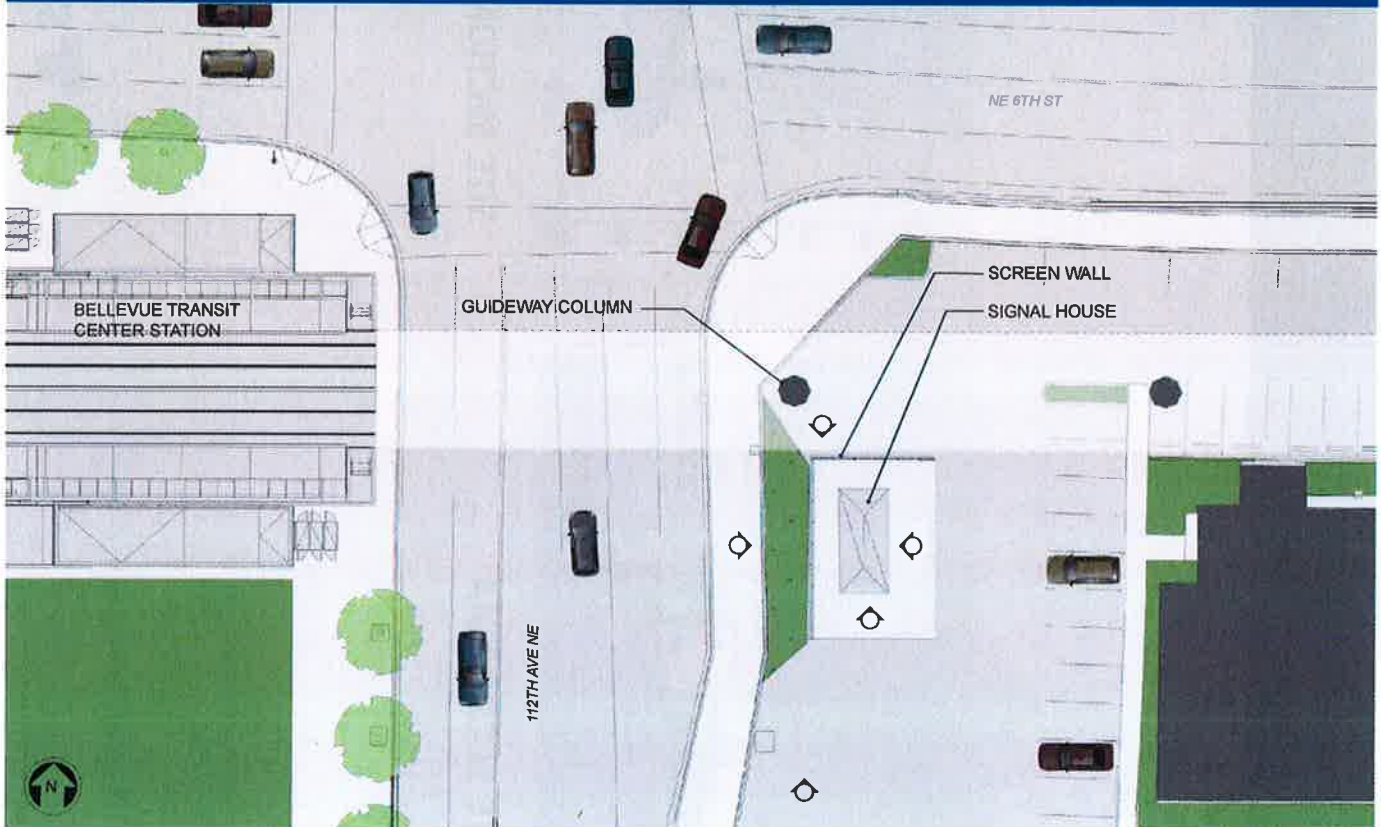
# 112TH & 6TH SIGNAL HOUSE

EAST LINK EXTENSION



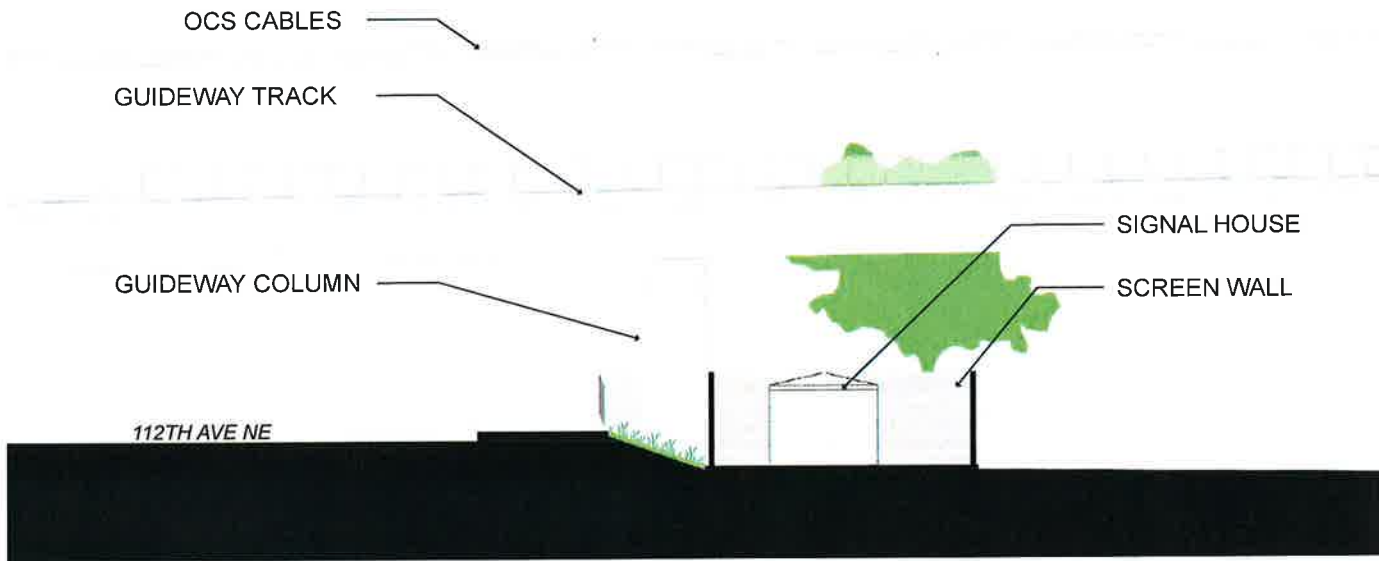
VIEW FROM NE 6TH ST

## SITE PLAN



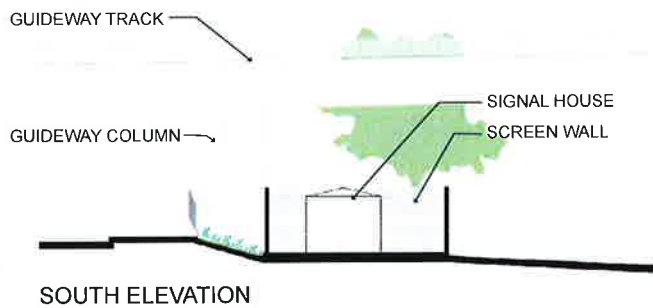
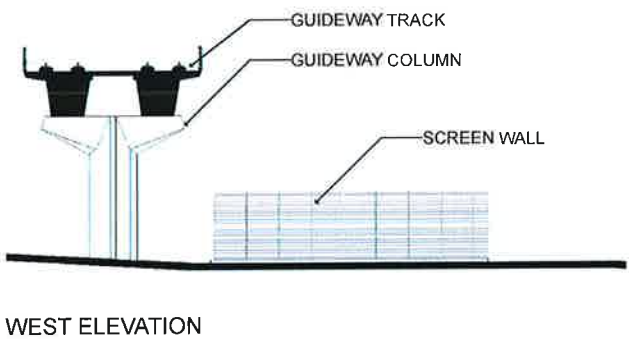
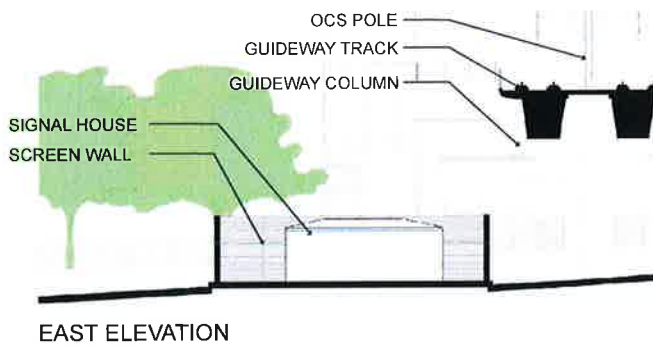
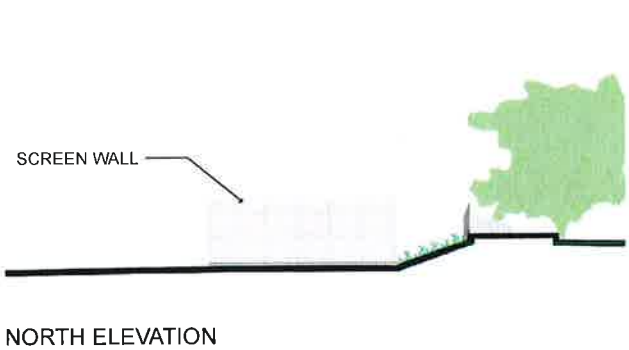
# 112TH & 6TH SIGNAL HOUSE

EAST LINK EXTENSION



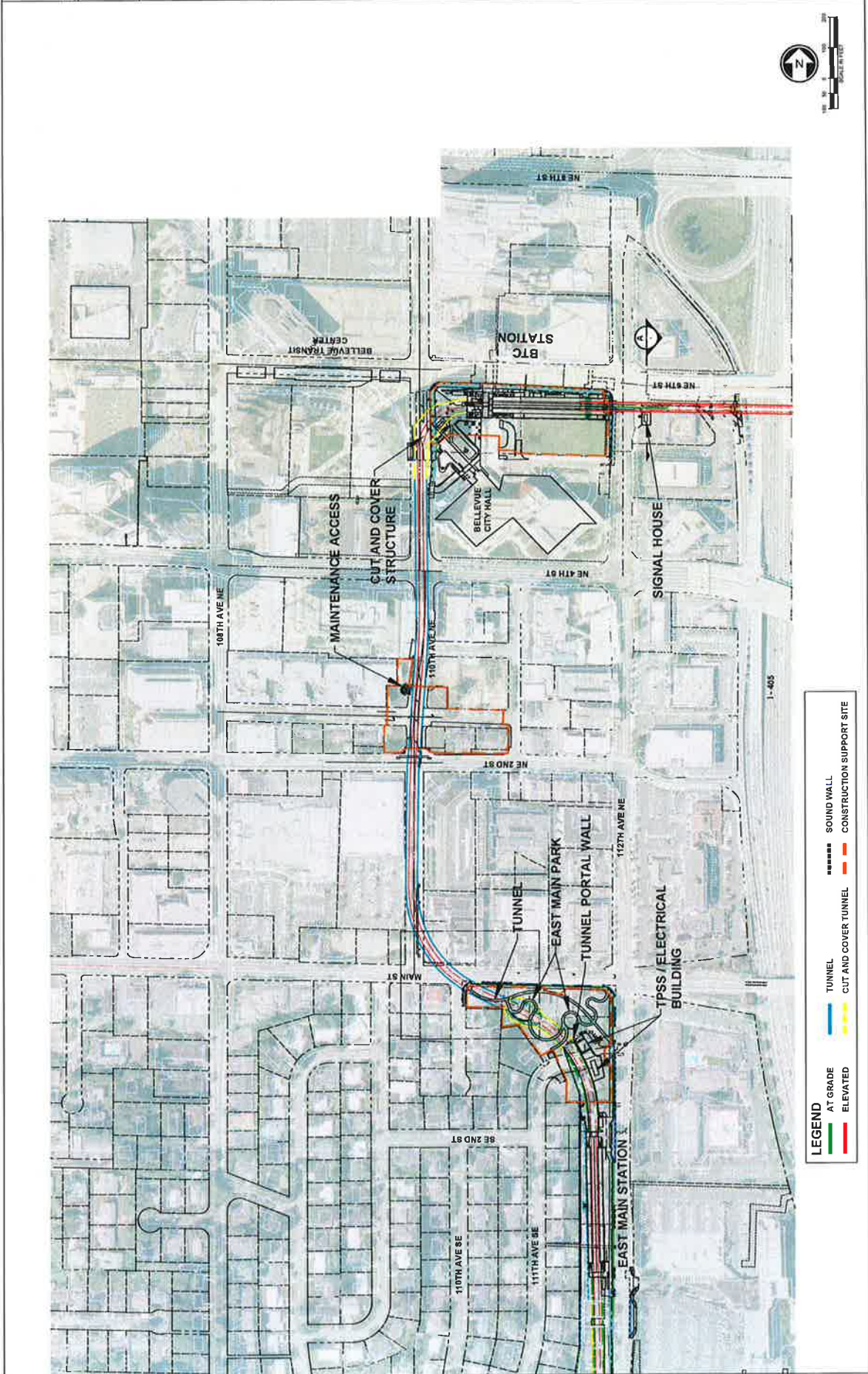
## NORTH SOUTH SECTION

## ELEVATIONS









LEGEND

TUNNEL

AT GRADE

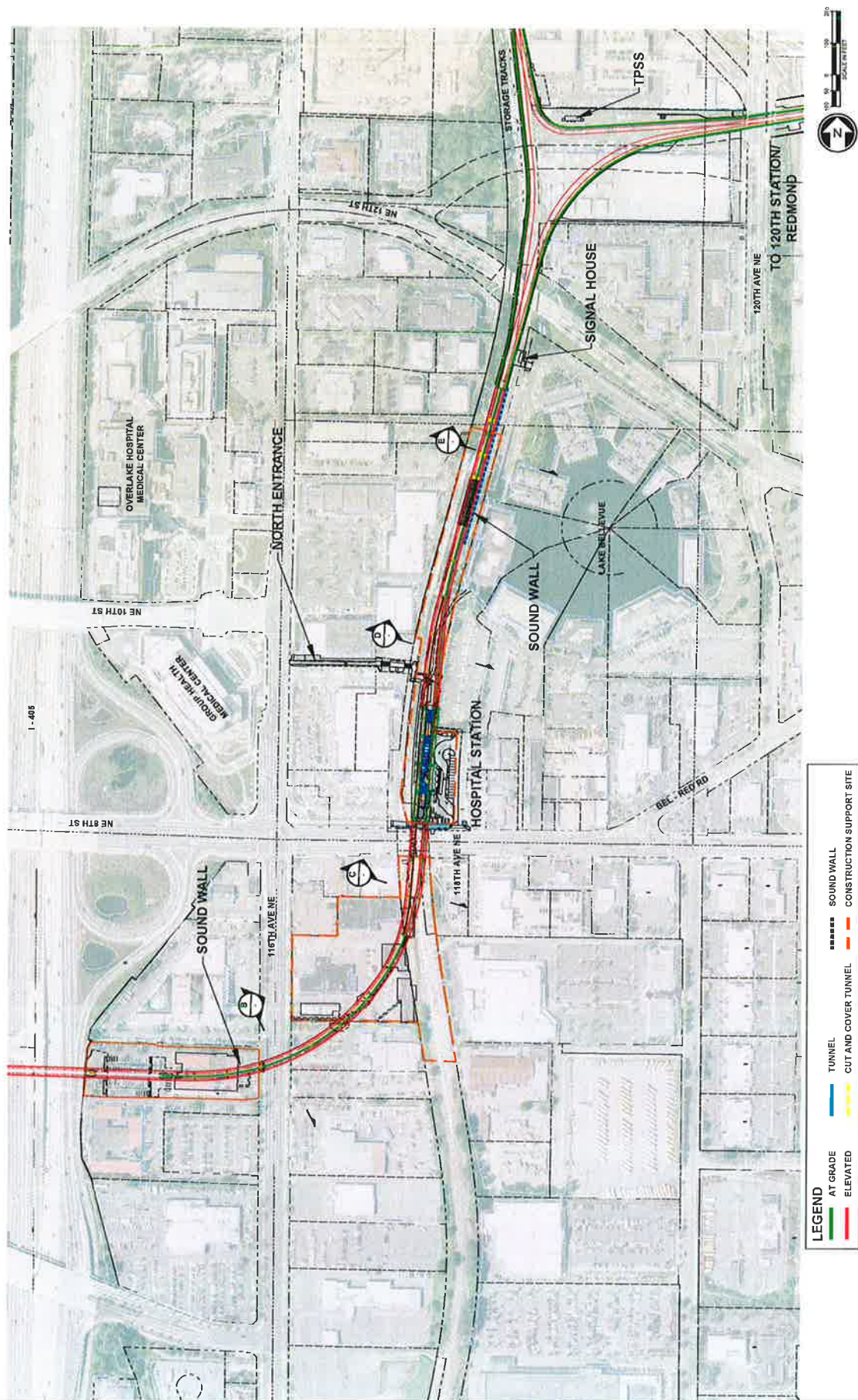
ELEVATED

SOUND WALL

CUT AND COVER TUNNEL

CONSTRUCTION SUPPORT SITE









## East Link Extension

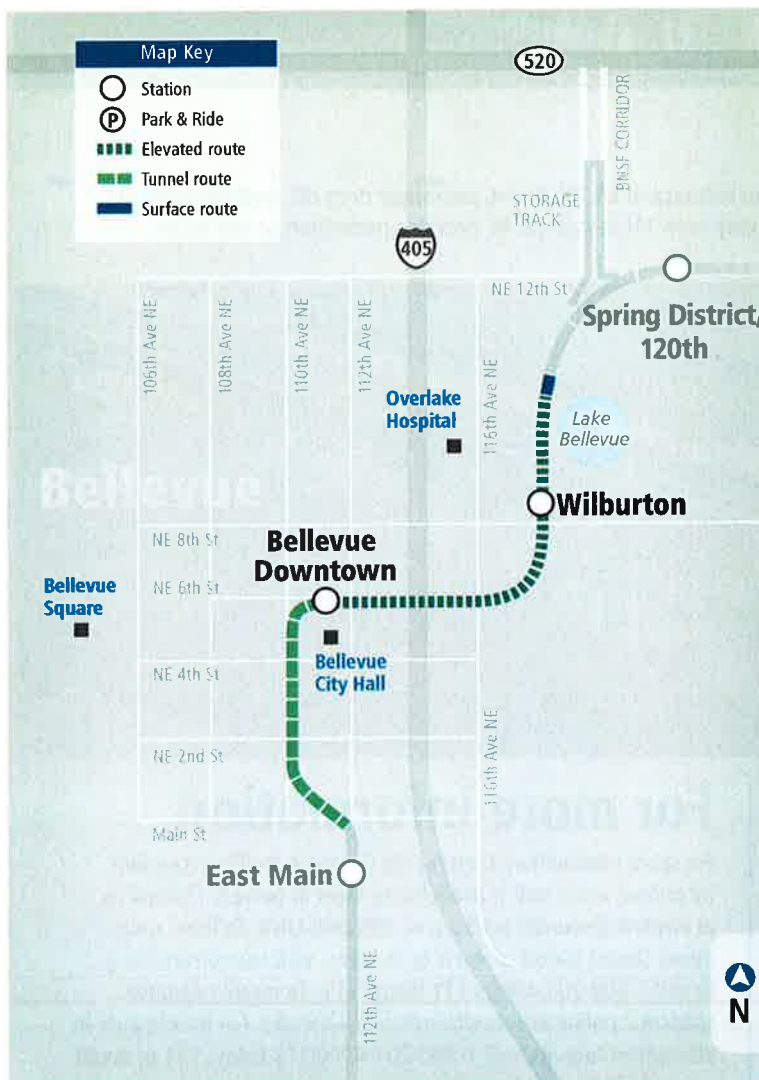


# Bellevue Downtown Station Fact Sheet

June 2015

## Overview

Light rail travels in a tunnel through downtown Bellevue under 110th Avenue NE, turning east at NE 6th Street to a surface station at NE 6th Street. The route transitions to an elevated profile south of NE 6th Street to cross I-405 and 116th Avenue NE. It turns north along the former BNSF Railway corridor to cross NE 8th Street and reaches the elevated Wilburton Station with entrances on the north side of NE 8th Street, and then continues at-grade to 120th Avenue NE.



## Benefits

- Provides access to high quality, frequent transit service that operates 20 hours per day
- Approximately 7,000 daily boardings would occur in this segment (2030)
- Light rail in this area would serve the dense central business district of downtown Bellevue, providing access to employment, education, recreation, and the growing medical district and Wilburton area

## Travel times (from Bellevue Downtown)

- International District/Chinatown = 20 minutes
- University of Washington = 30 minutes
- SeaTac Airport = 55 minutes (with transfer at International District Station)
- Redmond Technology Center = 10 minutes

# Bellevue Downtown Station

A surface station at NE 6th Street serves Downtown Bellevue with close proximity to the existing transit center.



# Wilburton Station

Elevated station located just north of NE 8th Street with an entrance at NE 8th Street, passenger drop-off, pedestrian access, and paratransit and bus connections. A new surface walkway from 116th Avenue NE provides pedestrian access to the station's north entrance.



To speak with Sound Transit about the proposed Link light rail mass transit project in East King County call 1-800-823-9230 during regular business hours.

Para hablar con Sound Transit acerca del propuesto proyecto de transporte público de Link Light Rail en el este de King County, llame al 1-800-823-9230 durante horas normales de oficina.

要向 Sound Transit 瞭解或討論擬在 East King County 進行的 Link light rail 公共交通項目，請在正常的工作時間致電 1-800-823-9230。

Upang makipag-usap sa Sound Transit ukol sa iminungkahing Link light rail na proyektong sasakyang pangmasa sa Silangang King County tawagan ang 1-800-823-9230 habang sa karaniwang mga oras ng pangangalakal.

Если вы хотите высказать сотрудникам Sound Transit свои соображения по поводу предлагаемого проекта линии общественного транспорта Link light rail в восточной части King County, звоните по телефону 1-800-823-9230 в обычные рабочие часы.

Muốn nói chuyện với Sound Transit về đề án chuyên chở công cộng đường hỏa xa nhẹ Link tại Phía Đông Quận King, hãy gọi số 1-800-823-9230 trong giờ làm việc thường lệ.

درمورد مسیر پیشنهاد شده برای پروژه ترانزیت سبک راه اهنی در کینگ شرقی با شماره 1-800-823-9230 در ساعات کاری تماس بگیرید برای گفتگو با سوند ترانزیت.

## For more information

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## East Link Extension



# East Main Station Fact Sheet

SE 4th Street to Main Street, including East Main Station

June 2015

## Overview

East Link Extension approaches the East Main Station on the west side of 112th Avenue SE under a new 112th Avenue SE overpass near SE 15th Street. Light rail heads north to an at-grade East Main Station located south of the intersection of 112th Avenue SE and Main Street. East Link continues on the west side of 112th Avenue SE at-grade north to Main Street where it enters the tunnel portal to Downtown Bellevue.

## Benefits

- Provides access to high quality, frequent transit service that operates 20 hours per day
- Approximately 2,500 daily boardings (2030)
- Increases travel options for surrounding residents and employees, consistent with City of Bellevue transportation goals

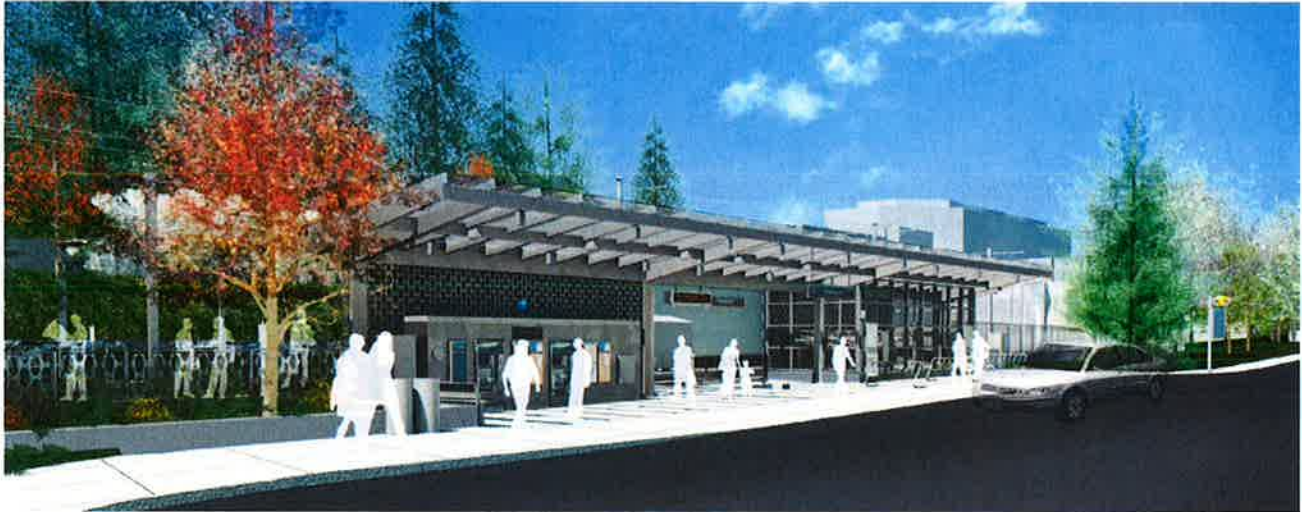
## Travel times (from East Main Station)

- International District/Chinatown = 16 minutes
- University of Washington = 27 minutes
- SeaTac Airport = 52 minutes (with transfer at International District Station)
- Redmond Technology Center = 14 minutes



## East Main Station

Located south of the intersection at 112th Avenue SE and Main Street, this at-grade station provides increased transit access to surrounding residences, neighborhoods and businesses, as well as passenger drop-off areas.



To speak with Sound Transit about the proposed Link light rail mass transit project in East King County call 1-800-823-9230 during regular business hours.

Para hablar con Sound Transit acerca del propuesto proyecto de transporte público de Link Light Rail en el este de King County, llame al 1-800-823-9230 durante horas normales de oficina.

要向 Sound Transit 瞭解或討論擬在 East King County 進行的 Link light rail 公共交通項目，請在正常的工作時間致電 1-800-823-9230。

Upang makipag-usap sa Sound Transit ukol sa iminungkahing Link light rail na proyektong sasakyang pangmasa sa Silangang King County tawagan ang 1-800-823-9230 habang sa karaniwang mga oras ng pangangalakal.

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## East Link Extension



### Bel-Red/130th Station Fact Sheet

June 2015

## Overview

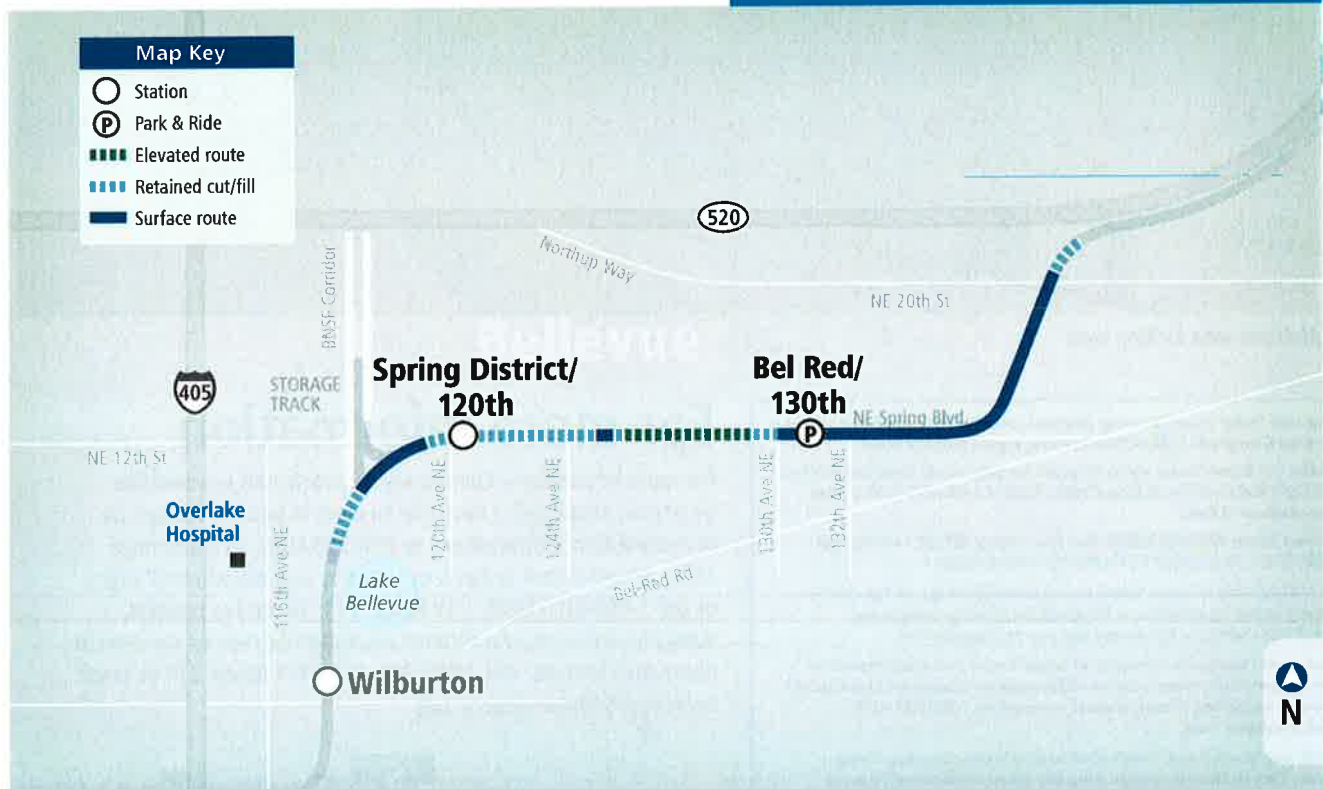
East Link Extension will serve the Bel-Red corridor in a combination of elevated, at-grade and retained cut alignments located north of Bel-Red Road. Departing from the 120th station, light rail continues east under 124th Avenue NE in a retained cut alignment before transitioning to an elevated guideway over the West Tributary of Kelsey Creek. Approaching 130th Avenue NE, light rail descends to an at-grade station between 130th and 132nd avenues NE along NE Spring Boulevard (formerly NE 16th Street). Departing the station, the route continues at-grade in the median of NE Spring Boulevard, turns north at 136th Place NE and crosses NE 20th Street before transitioning to an elevated structure and continuing along SR 520 to Overlake in Redmond.

## Benefits

- Provides access to high quality, frequent transit service that operates 20 hours per day
- Supports the City of Bellevue's land use plans for the Bel-Red corridor; including future development of the 120th and Bel-Red/130th Station areas as transit-oriented urban communities
- Accommodates future growth and planned transportation improvements
- Provides secure bike storage and new park-and-ride access for riders accessing light rail in Bel-Red

### Travel times (from Bel-Red/130th Station)

- International District/Chinatown = 26 minutes
- University of Washington = 36 minutes
- Bellevue Transit Center = 6 minutes
- Sea-Tac Airport = 61 minutes (with transfer at International District Station)





## Bel-Red/130th Station

Located between 130th and 132nd avenues NE, this at-grade station supports future growth in the corridor and will be situated adjacent to a future City of Bellevue transit oriented development project that will include bicycle parking and a minimum of 300 park-and-ride stalls.



Platform view looking east



Platform view looking west

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A photograph of two young women with dark hair, smiling and posing with their hands near their faces. The image is the background for the report cover, with a teal border on the right side.

# The Changing Face of Bellevue

Latest Information on Bellevue's Demographics January 2017



*Department of Planning &  
Community Development*

# Diversity

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

Bellevue City Council Vision

# Outline

Population and Job Growth

Cultural Diversity

Age Diversity

Diversity in Abilities

Economic Diversity

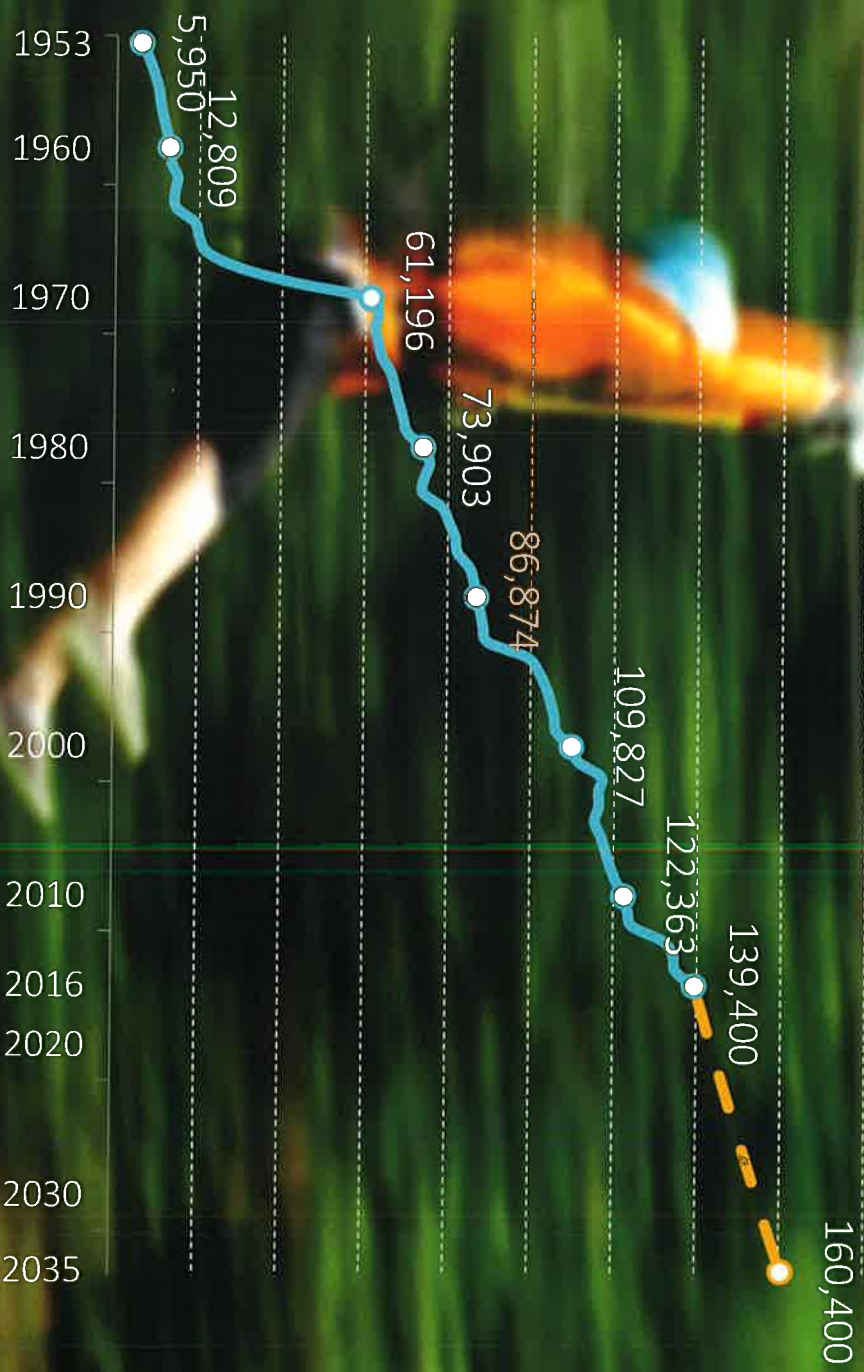
Household Diversity



# Drivers of population growth:

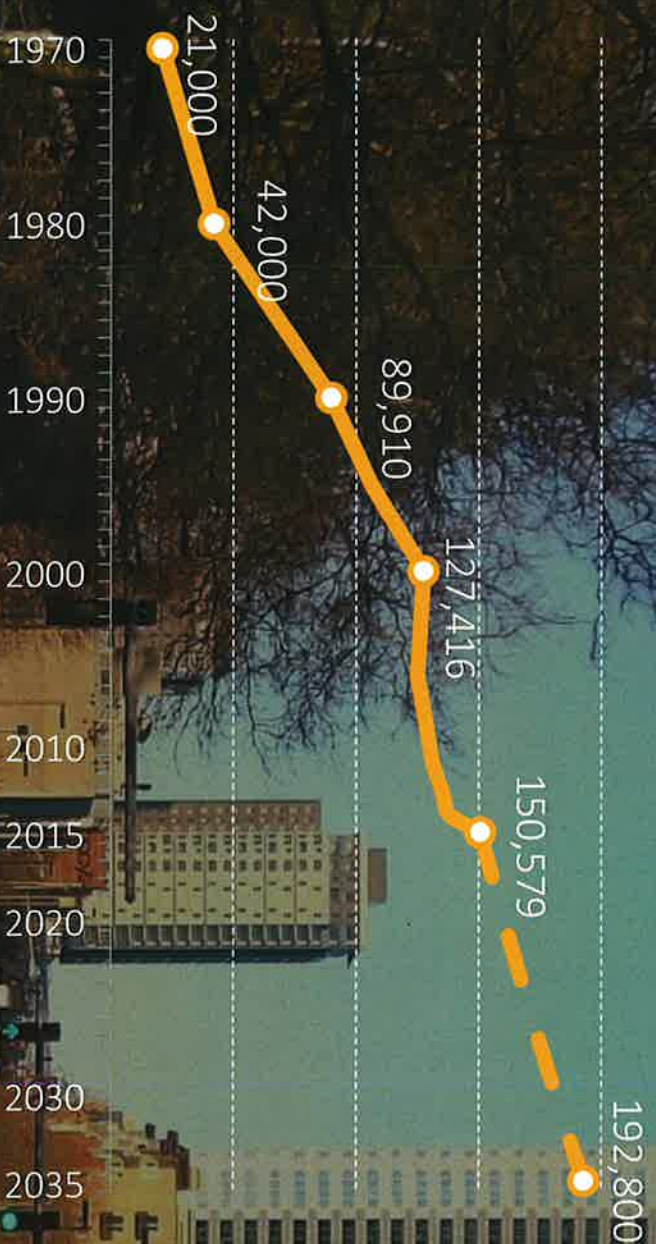
- Convenient access to:
  - Jobs
  - Good schools
  - Goods and services
  - Parks, nature and open space
  - Affordable housing
  - Strong and safe communities

## Bellevue Population 1953-2016 and 2035 forecast





## Job estimates to 2015 and projections to 2035

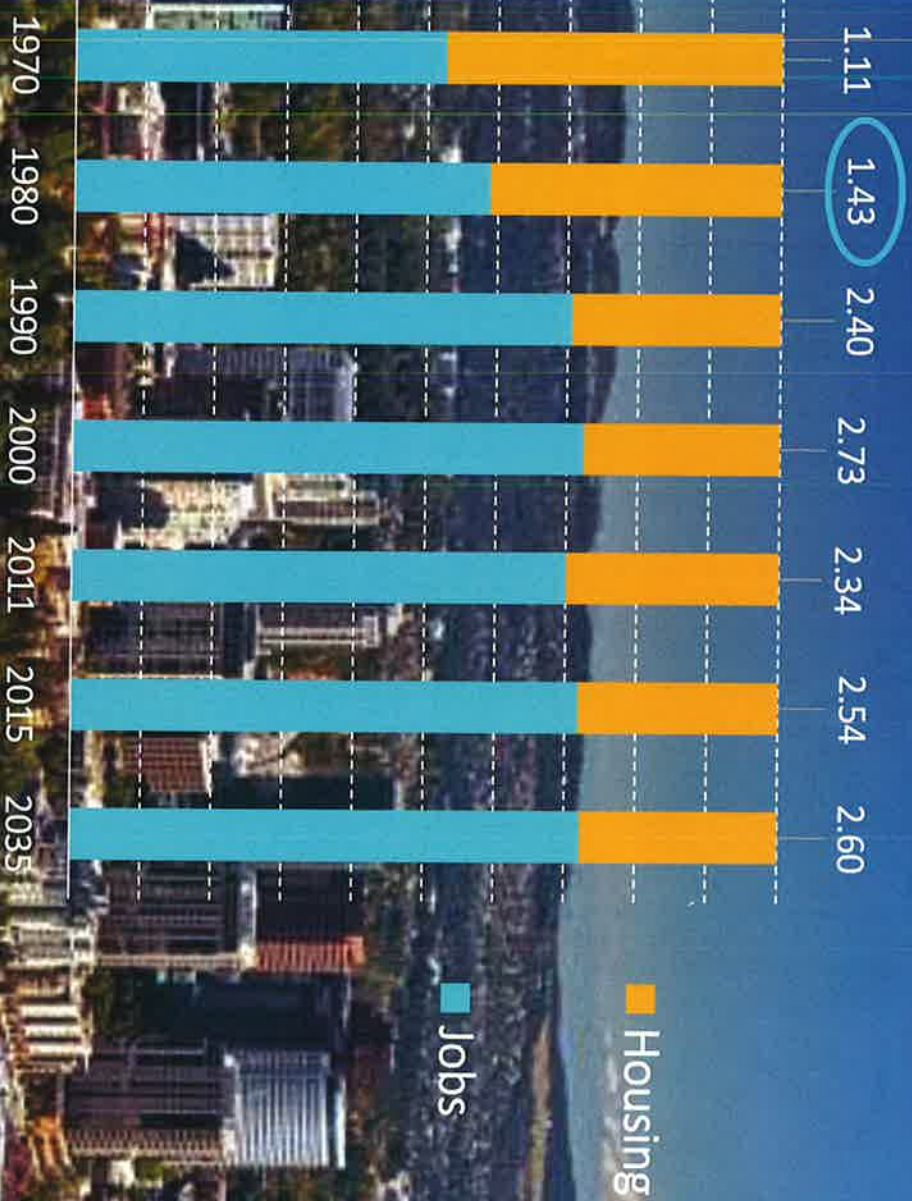


## Job Growth

Job growth continues to outpace population growth in Bellevue. The number of jobs in Bellevue grew at an average annual growth rate of 1.8% from 1995 to 2015.

2015





## Job to Housing Ratio Trends

About 1.3 to 1.4 jobs are generated per household. It was 1980 when Bellevue last had a “balanced” jobs to housing ratio. Higher ratios indicate greater demand for housing, which lead to higher housing values.

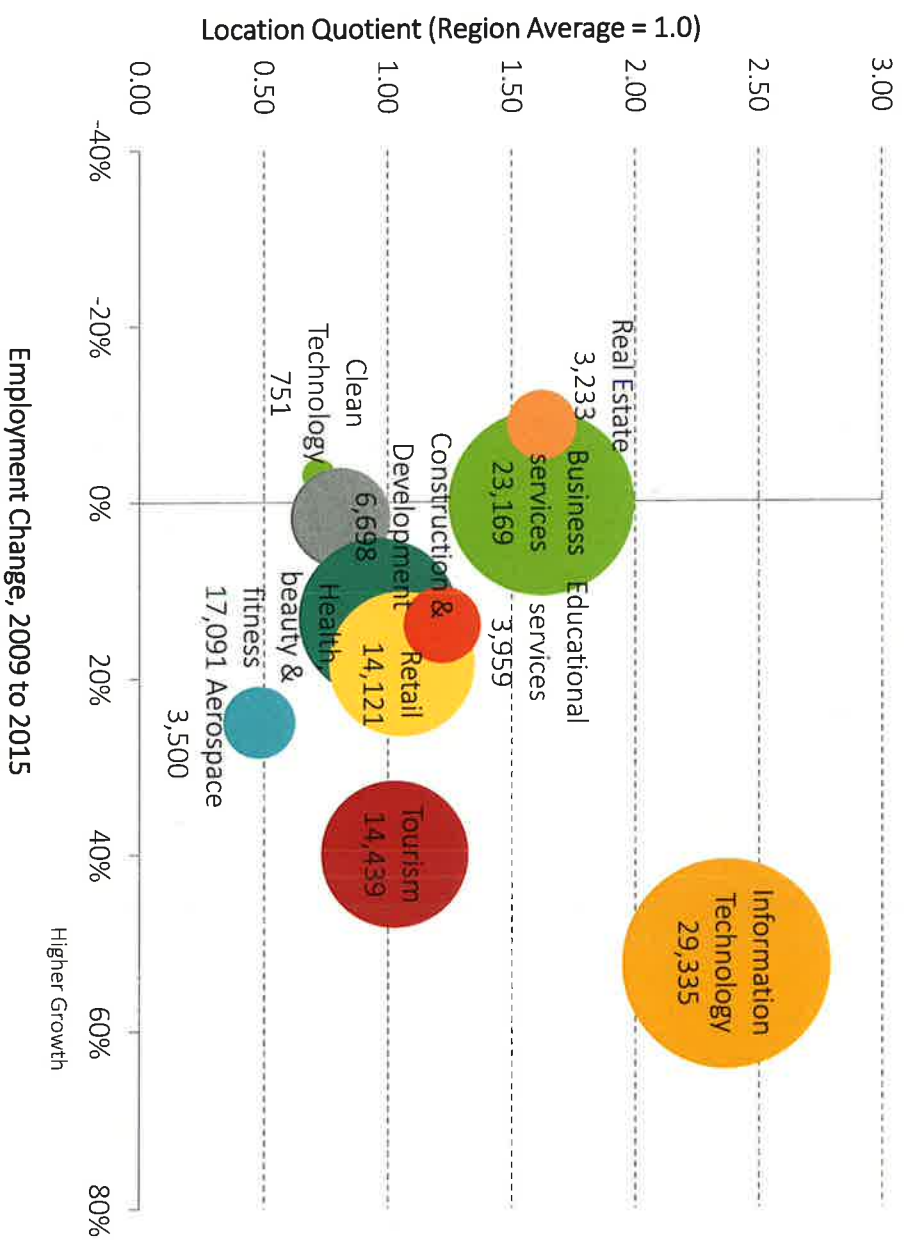
# Job Cluster Growth and Concentration

Information technology is Bellevue's largest job cluster. It witnessed the largest growth in the number of jobs between 2009 and 2015, making Bellevue a regional hub for IT.

Business services also comprises a large number of jobs in Bellevue, but job growth since 2009 has been small.

Health, beauty and fitness, retail and tourism are all large clusters that witnessed job growth over the last six years. Almost all other clusters witnessed growth except for real estate and clean technology.

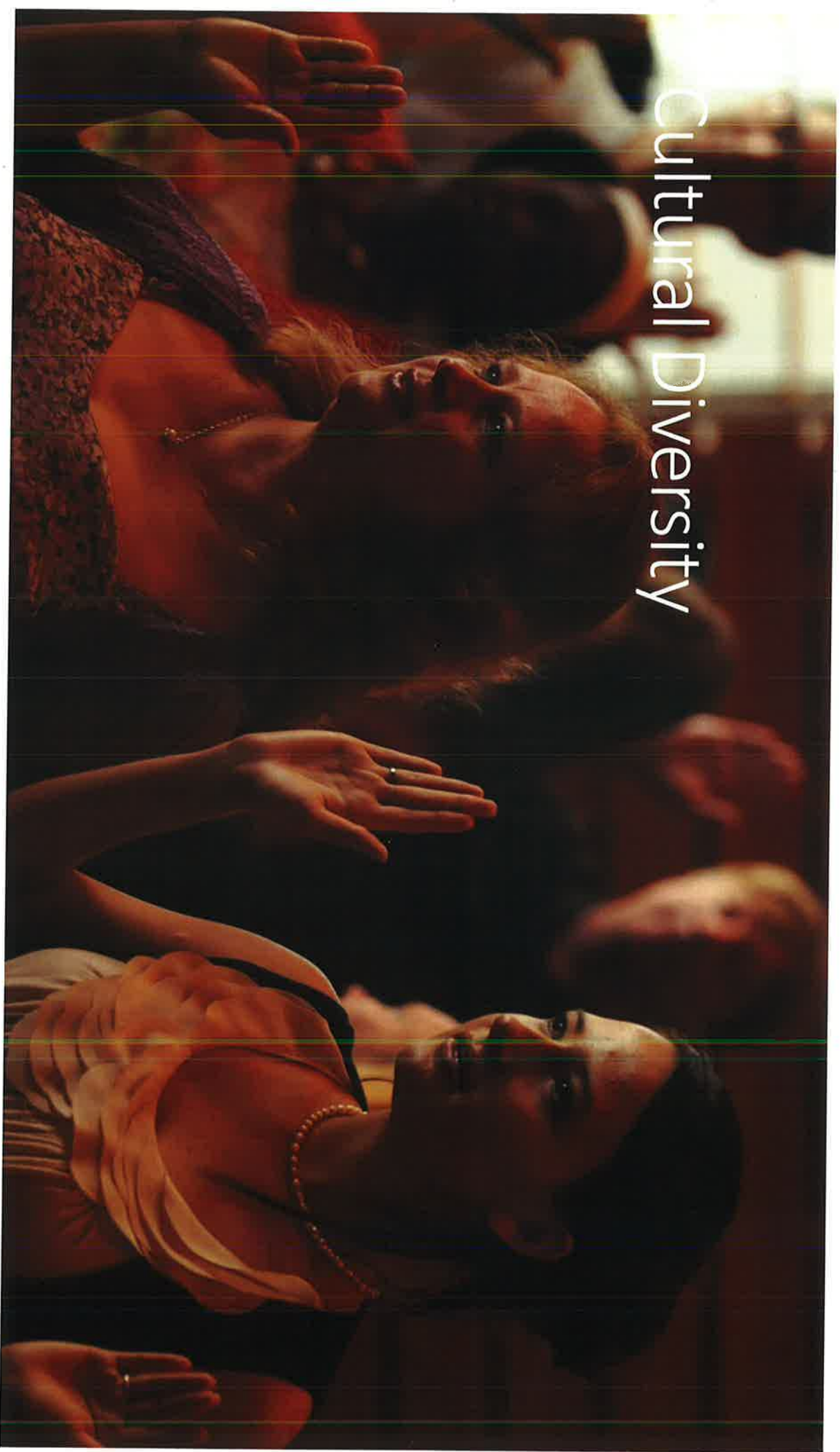
Bellevue Major Industry Clusters by Size,  
Employment Change and Concentration



Source: Puget Sound Regional Council, 2016; City of Bellevue, 2016.



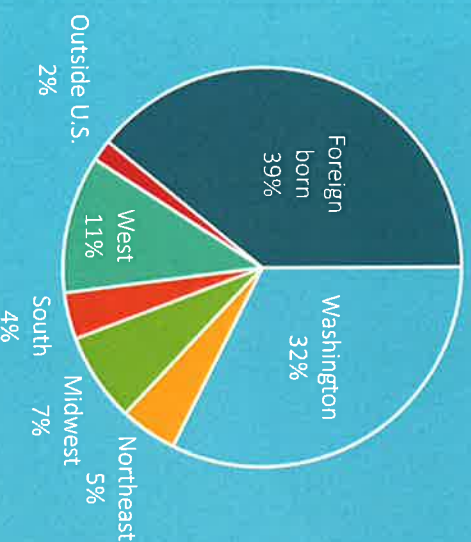
# Cultural Diversity



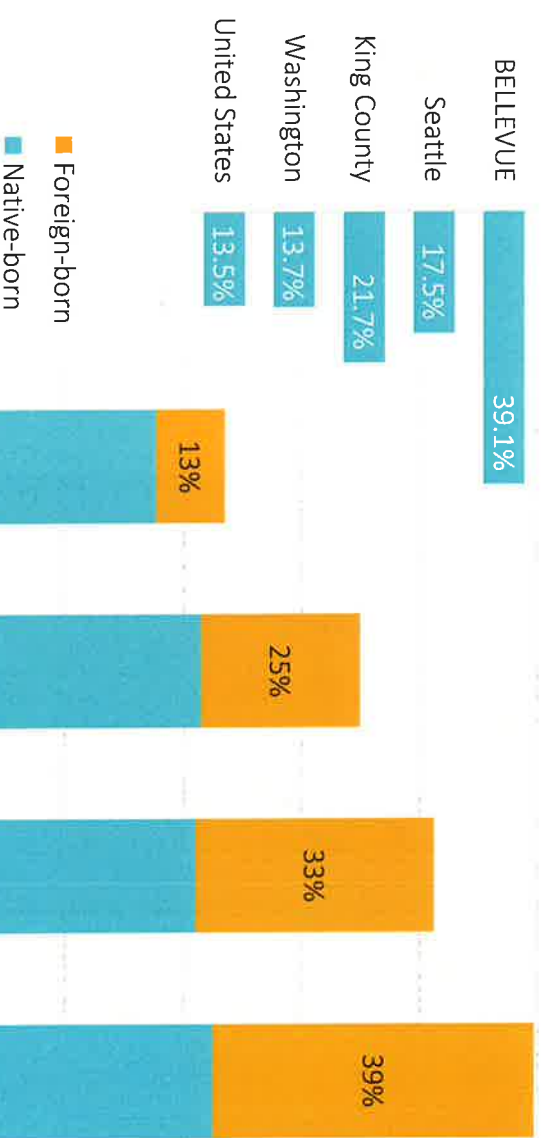


# Where are people from?

Since 2000, Bellevue's foreign born population has comprised about 93 percent of Bellevue's population growth.

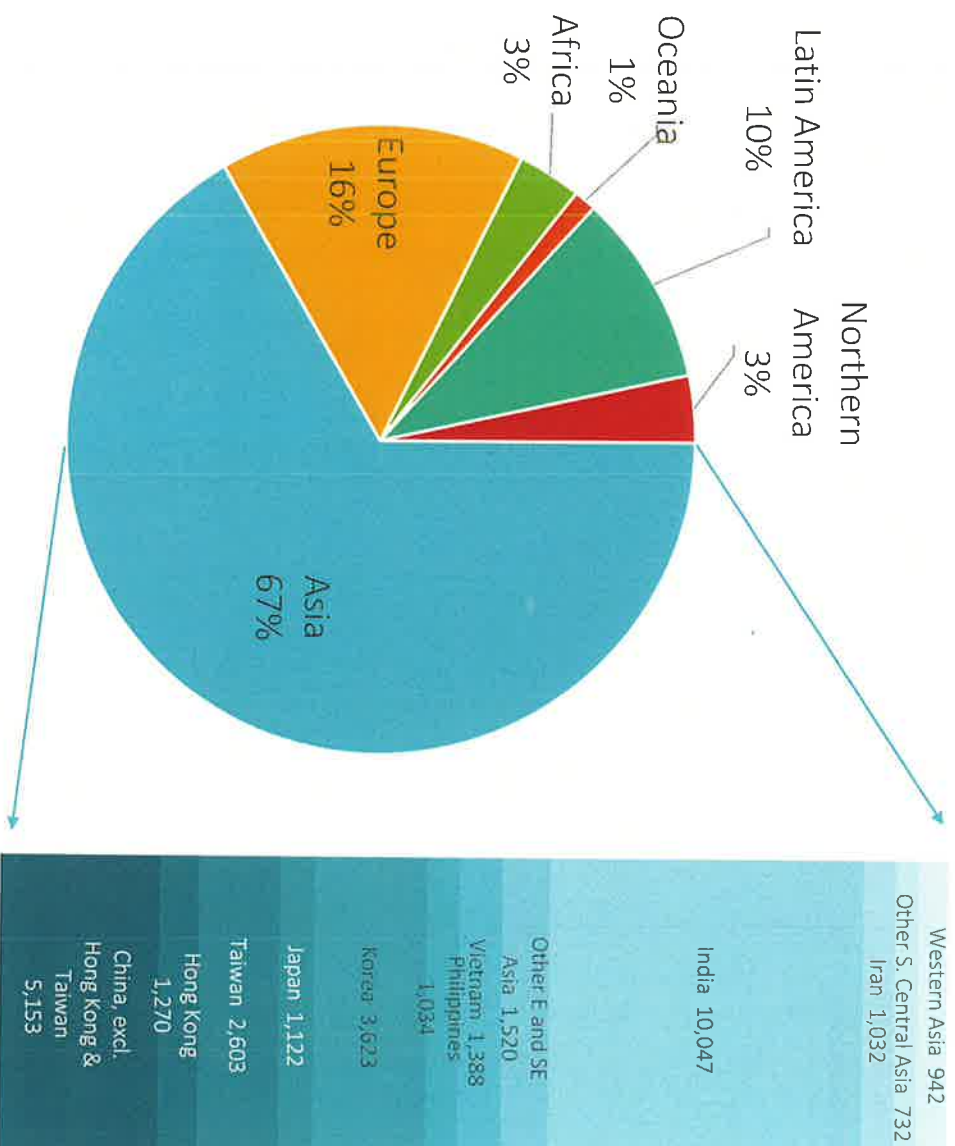


## Percent foreign born, 2015



	1990	2000	2010	2015
Foreign-born	11,554	26,908	40,380	54,505
Native-born	75,320	82,919	81,983	84,895

Source: U. S. Census Bureau, 1990 Census, 2000 Census, 2010 Census and 2015 American Community Survey



Source: U. S. Census Bureau, 2010-2014 American Community Survey

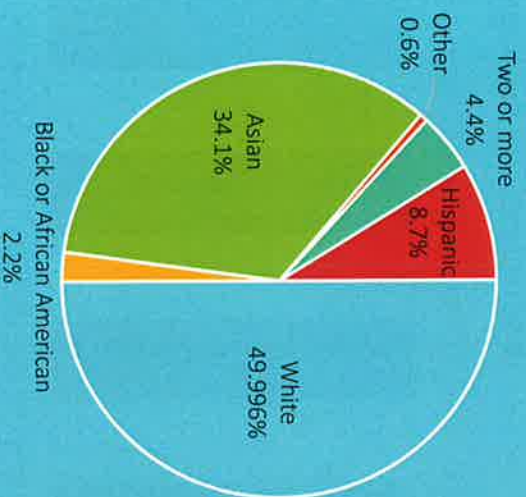
## Where were Bellevue's foreign born population born?

Over two-thirds of Bellevue's foreign born population were born in Asia, followed by 16 percent from Europe, and 10 percent from Latin America.

India and China were the Asian countries from which most of Bellevue's foreign born population were born.

# Cultural Diversity: Past trends

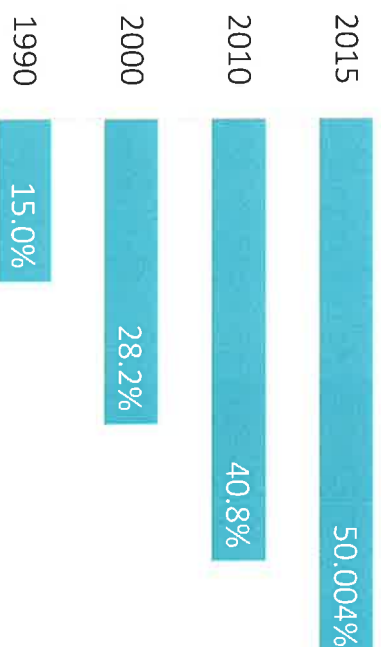
For the first time in 2015, non-Hispanic whites no longer represented the majority of people in Bellevue. Instead, a plurality of races/ethnicities existed.



## Race Distribution Trends in Bellevue: 1970 to 2015



## Pct. Minority Trends in Bellevue: 1990 to 2015



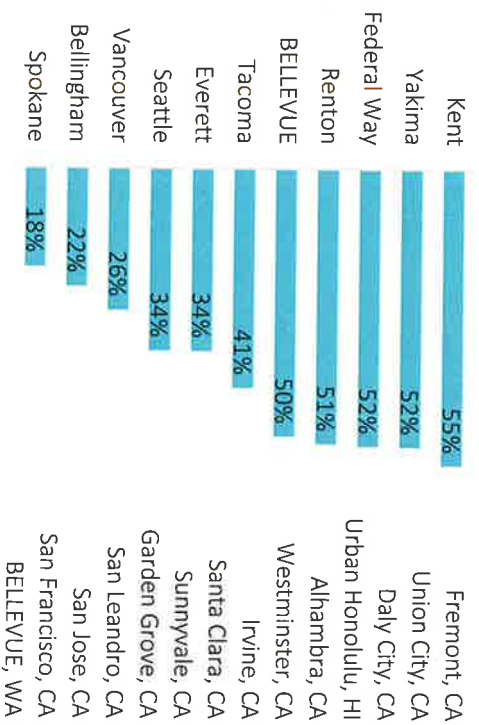
Note: Race categories shown above include people of Hispanic or Latino origin. Hispanic or Latino populations are not shown separately in this chart as they are in the pie chart to the left.



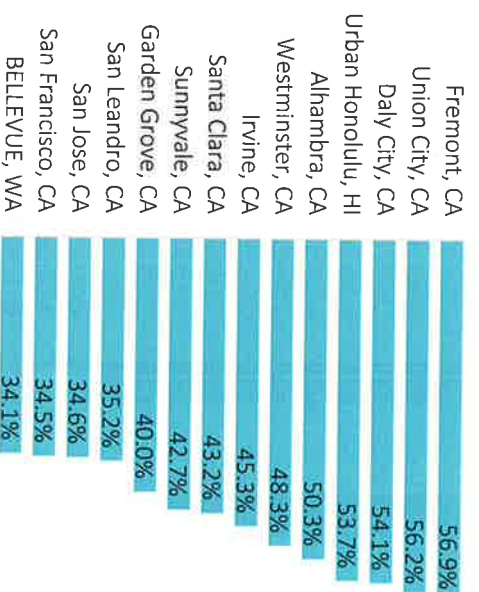
## Race Distribution Comparisons, 2015



### % Minority Comparisons in 2015 for Washington large cities



### % Asian Comparisons in 2015 for U.S. large cities



Source: U. S. Census Bureau, 2015 American Community Survey

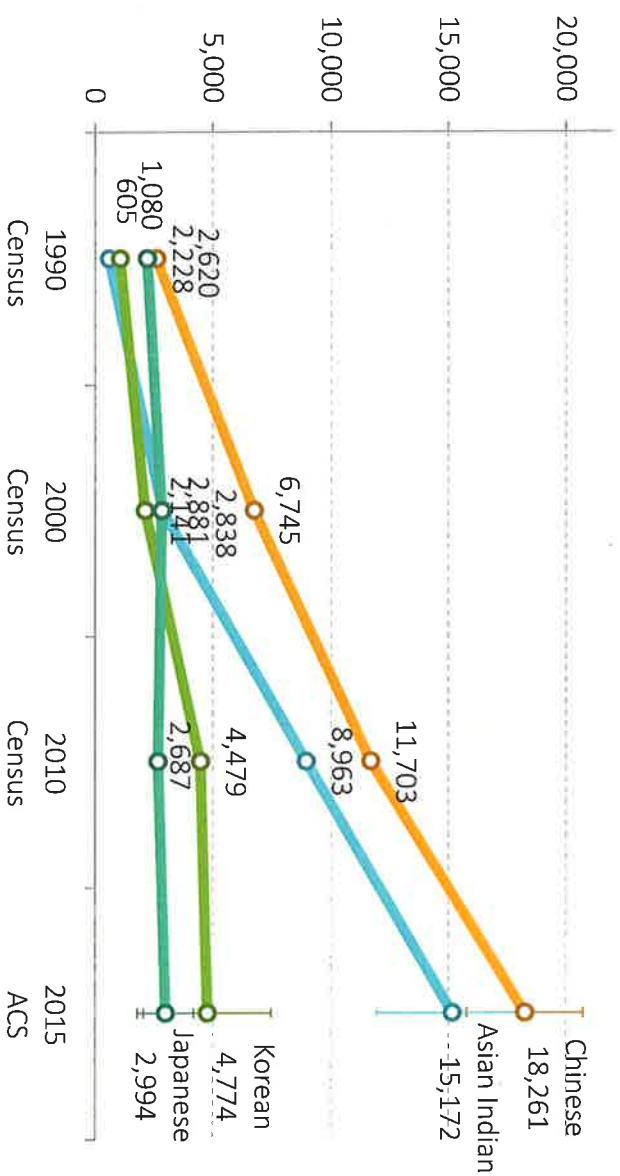
## Cultural Diversity: Place Comparisons

Compared to the United States, Washington State, King County and Seattle, Bellevue is more racially/ethnically diverse. However, Bellevue ranks 5<sup>th</sup> out of 11 of the state's largest cities for having the highest percent minority. Our neighbors to the south all have higher percentages of minorities.

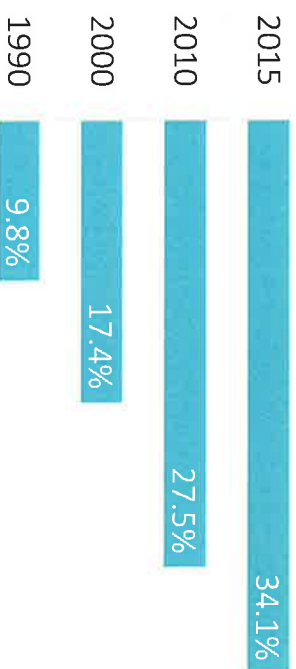
What is notable about Bellevue is its high percentage of Asian residents. Bellevue ranks 14<sup>th</sup> out of 319 large cities in the nation for having one of the highest percentages of Asian residents.



## Growth in Bellevue's Largest Asian Populations 1990 to 2015



### Percent Asian Trends in Bellevue: 1990 to 2015



Source: U. S. Census Bureau, 1990 Census, 2000 Census, 2010 Census and 2015 American Community Survey

## Cultural Diversity: Asian population growth trends

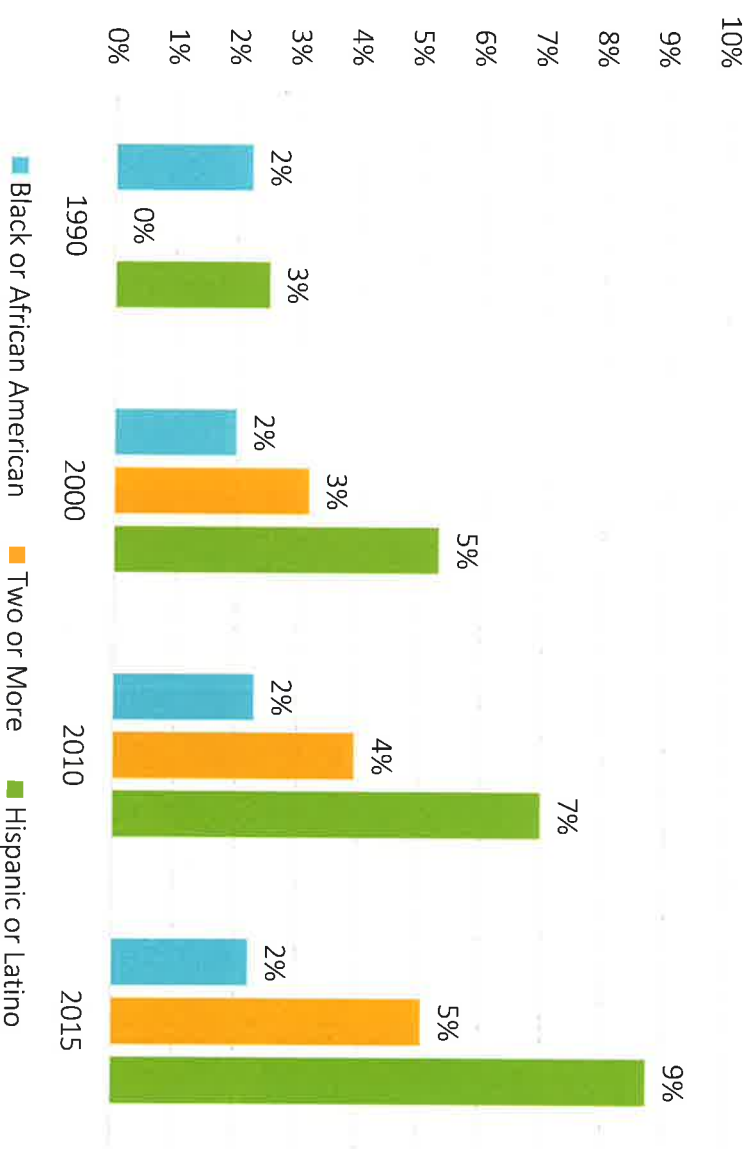
Growth in Bellevue's Asian population has climbed significantly in the past 25 years, climbing from about 8,500 in 1990 to 47,700 in 2015, an increase of 459 percent.

Bellevue's Chinese and Asian Indian populations have grown the fastest, whereas Bellevue's Korean and Japanese populations have stayed relatively the same.

## Cultural Diversity: Black/African American, Hispanic and population of two or more races growth trends

The proportions of Hispanics and people of two or more races have dramatically in Bellevue increased since 1990, while the proportion of Blacks and African Americans has remained relatively the same.

**Trends in the Percentage of Black or African Americans, Hispanics and People of Two or More Races in Bellevue: 1990 to 2015**

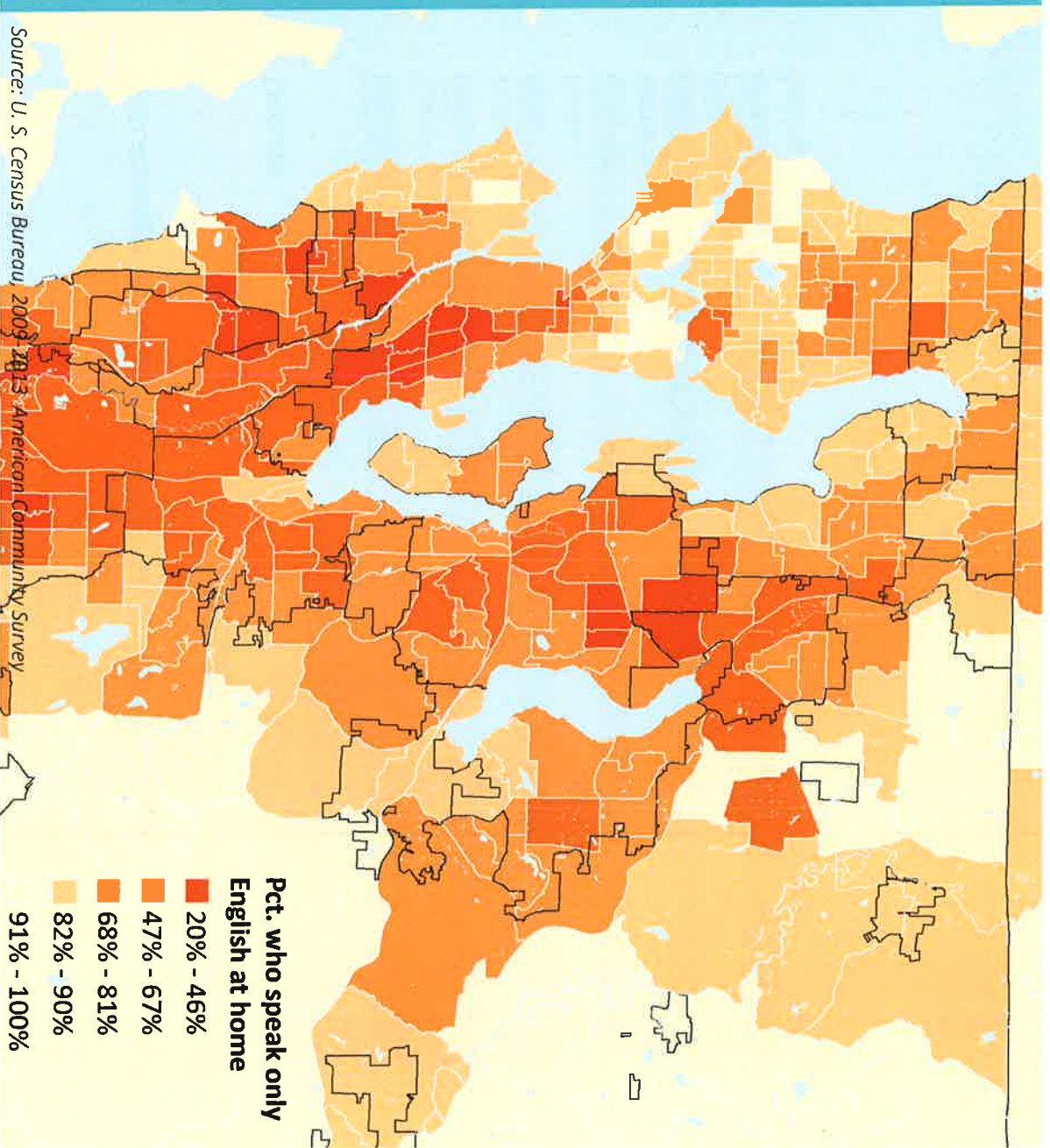
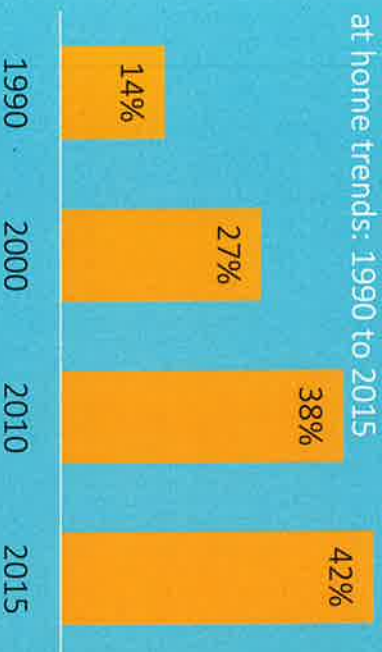


Source: U.S. Census Bureau, 1990, 2000, 2010 Census, 2015 American Community Survey

# Languages

About 42 percent of Bellevue's population in 2015 spoke a language other than English at home.

Percent of population 5 and over speaking a language other than English at home trends: 1990 to 2015





# Languages spoken

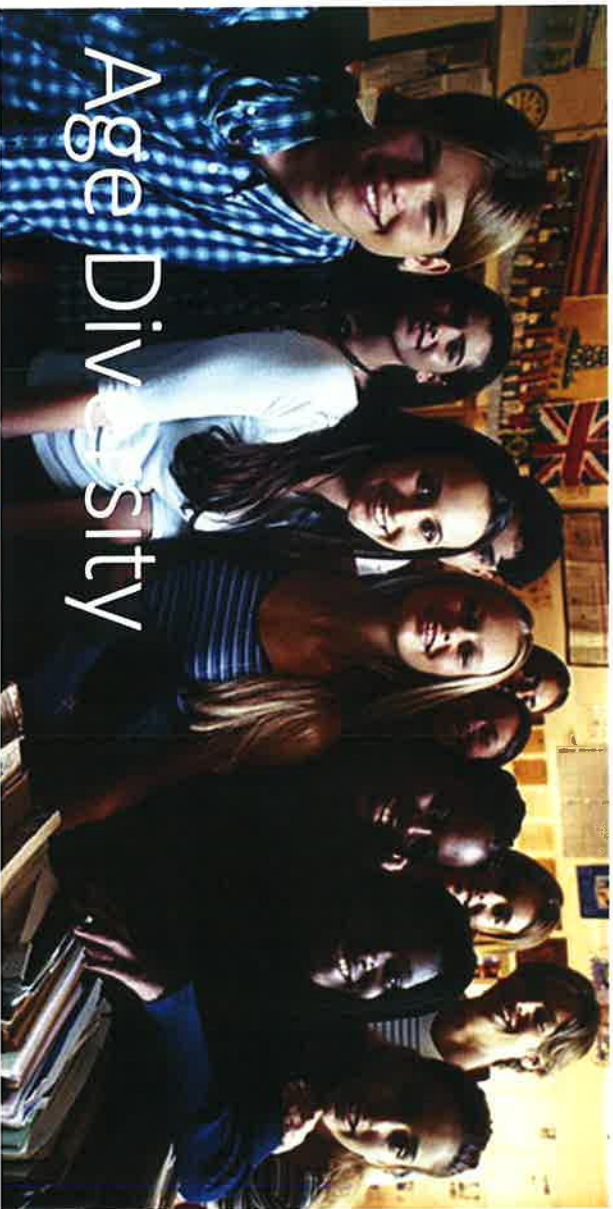
Bellevue School District reported having 100 different languages spoken by children in enrolled during the 2015-2016 school year.

## Top Languages Spoken at Home Other than English in Bellevue

Language	Bellevue Citywide		Speak English less than "very well"	
	Estimate	Percent of Pop 5 and Over	Estimate	Percent speaking specific lang.
Chinese	11,356	9%	5,349	47%
Spanish or Spanish Creole	6,522	5%	2,952	45%
Other Asian languages	4,538	4%	1,213	27%
Korean	4,335	3%	2,090	48%
Hindi	3,373	3%	690	20%
Russian	2,738	2%	1,211	44%
Japanese	1,618	1%	795	49%
Vietnamese	1,482	1%	821	55%
French (incl. Patois, Cajun)	1,408	1%	122	9%
Other Indic languages	1,404	1%	540	38%
Persian	1,023	1%	456	45%
Tagalog	955	1%	323	34%

Source: U. S. Census Bureau, 2010-2014 American Community Survey





# Age Diversity



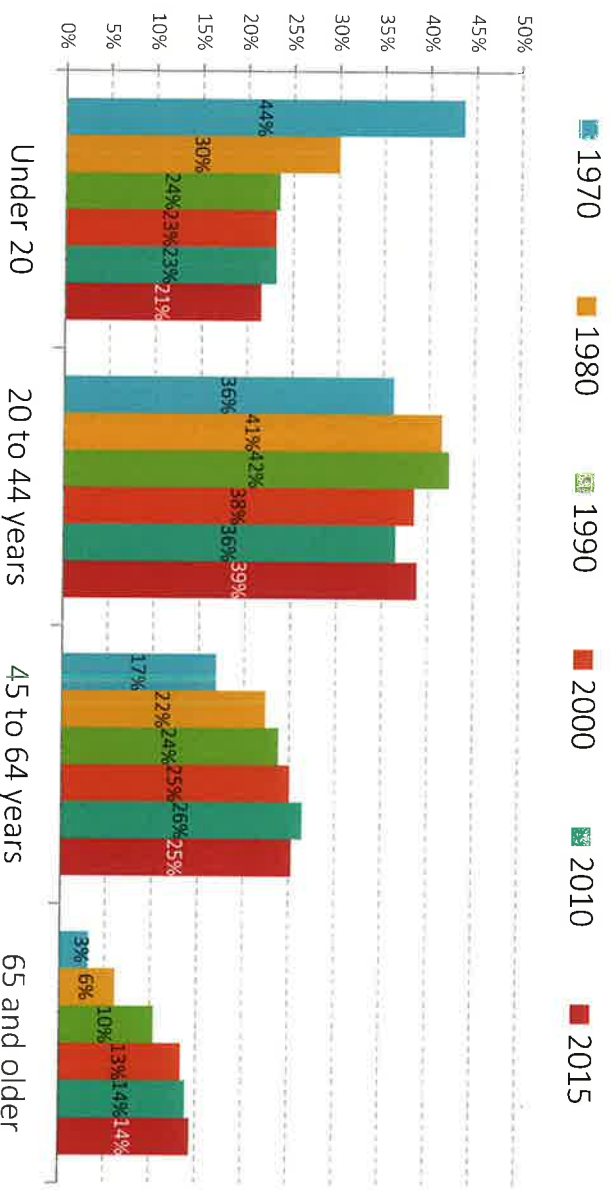
# Age Diversity: Past trends

The population under 20 years of age witnessed dramatic declines from 1970 to 1990, but then held fairly constant from 1990 to 2010 until it dropped slightly in 2015.

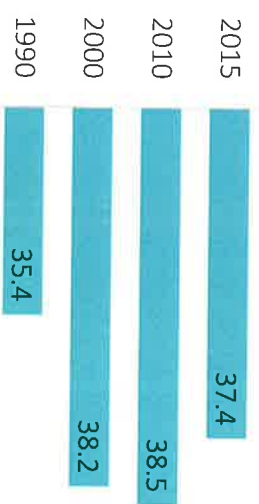
In contrast, older adults 65 years and over witnessed dramatic increases from 1970 to 2000 and have since continued to increase, but more slowly.

Workforce age populations, 20 to 44 year olds and 45 to 64 year olds, witnessed increases early on, becoming the predominant age cohorts, but have experienced some fluctuations recently.

## Age Distribution Trends in Bellevue: 1970 to 2015



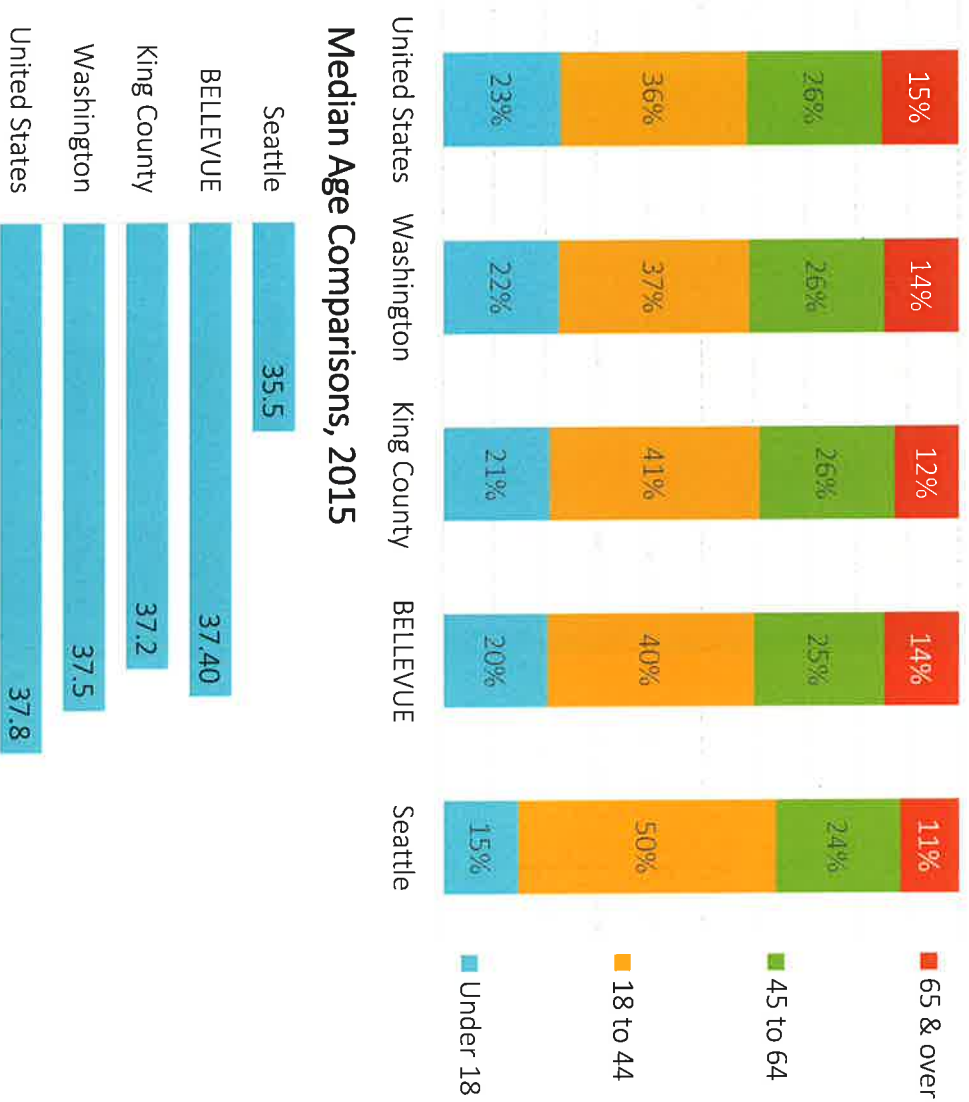
## Median Age Trends in Bellevue: 1990 to 2015



Source: U. S. Census Bureau, 1990 Census, 2000 Census, 2010 Census and 2015 American Community Survey



## Age Distribution Comparisons, 2015



Source: U. S. Census Bureau, 2015 American Community Survey

## Age Diversity: Place Comparisons

Belleuve currently has roughly the same age distribution as Washington State and the nation.

In the future as Belleuve urbanizes, will it maintain similarities with the state and nation or become more similar to Seattle, with smaller proportions of children and older adults?

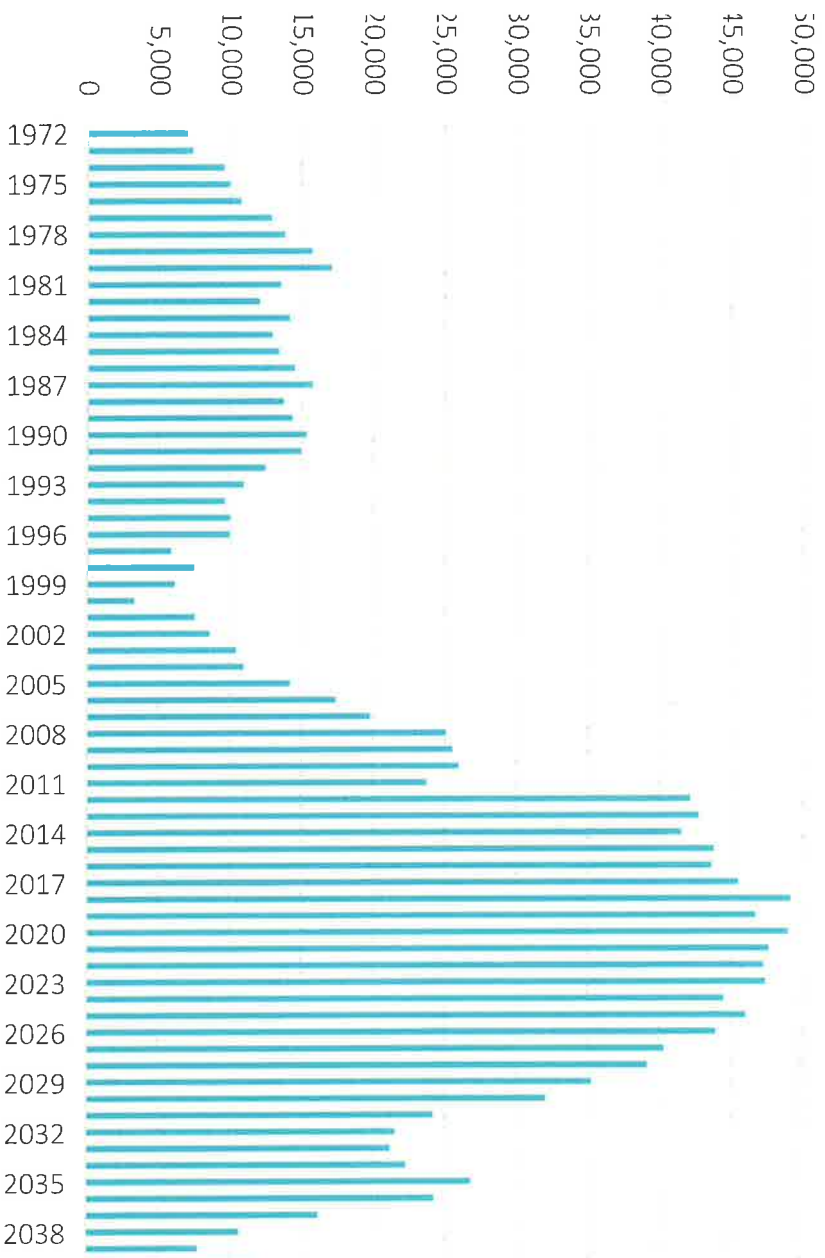
## Age Diversity: National projections

In **2050**, the population aged 65 and over is projected to be almost **double** of what it was in **2012**, and by **2030**, more than **20 percent** of U.S. residents are projected to be aged 65 and over compared to **13 percent** in 2010 and **9.8 percent** in 1970.

**Baby boomers** are largely responsible for this increase as they **began turning 65 in 2011**. By 2030, all of the baby boomers will have moved into the ranks of the older population.



## Annual Change in Populations 65 and over



Sources: Washington State Office of Financial Management, 2014 State Forecast

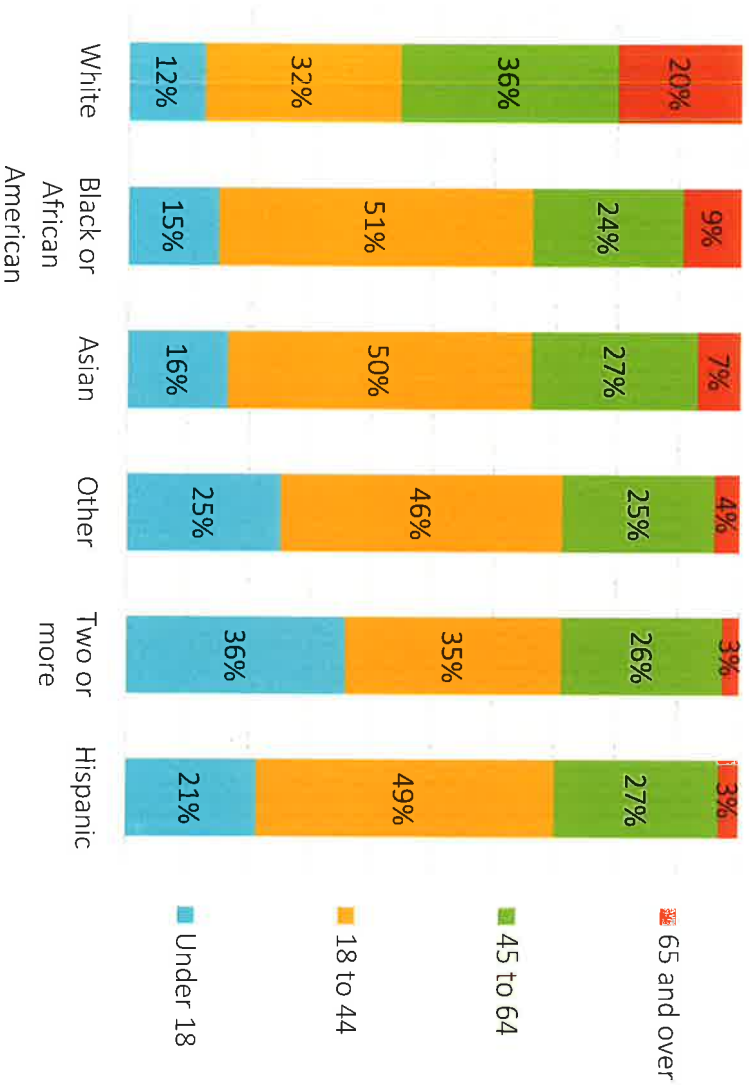
## Age Diversity: Proportion of Older Adults Increasing

By 2040, the elderly population in Washington State is forecast to reach 1,867,400, representing 21 percent of the state's total population.

The sharp spike in 65-and-older population growth in 2011 corresponds to a similarly sharp spike in births 65 years ago in 1946, exactly one year after American servicemen returned home from World War II. These children of 1946 turned 65 in 2011, leading the baby boomer generation into retirement.

The Next America – Pew Research  
– [Population Pyramid](#)

## Race/ethnicity by age in Bellevue, 2010-2014



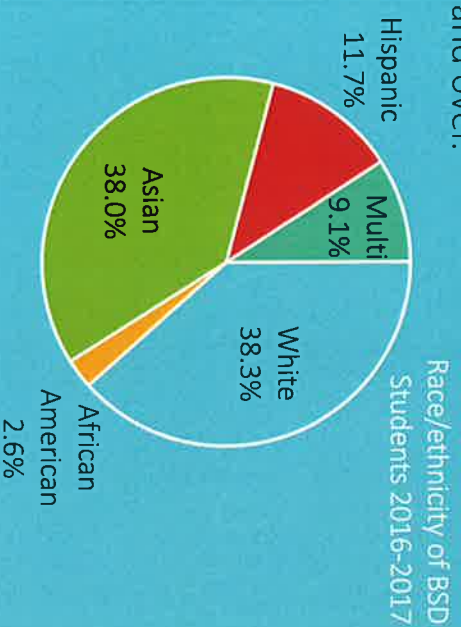
Source: U. S. Census Bureau, 2010-2014 American Community Survey

## Race by age

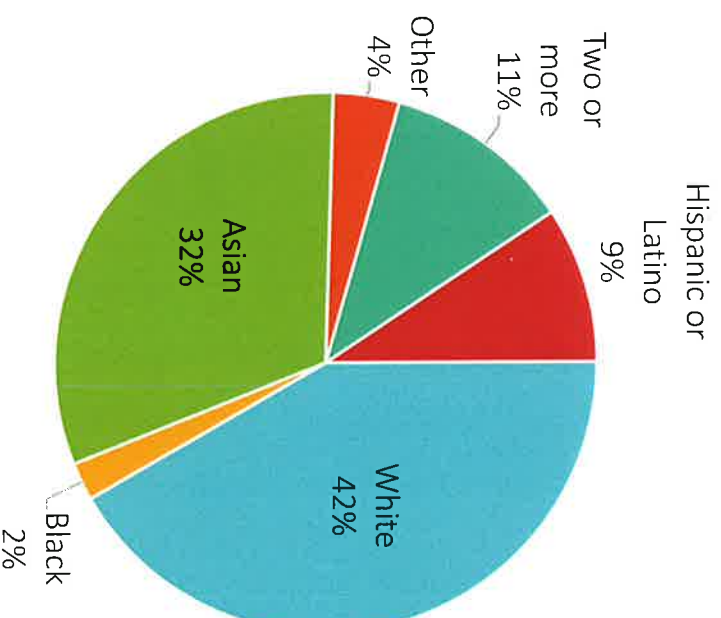
Every racial/ethnic group has some children and some older adults. However, certain groups have a greater diversity of ages within them. For example, about 20 percent of whites are older adults versus three percent of Hispanics, and about 36 percent of people of two or more races are under the age of 18 compared to 12 percent of whites.

# Cultural Diversity: Race & age comparisons

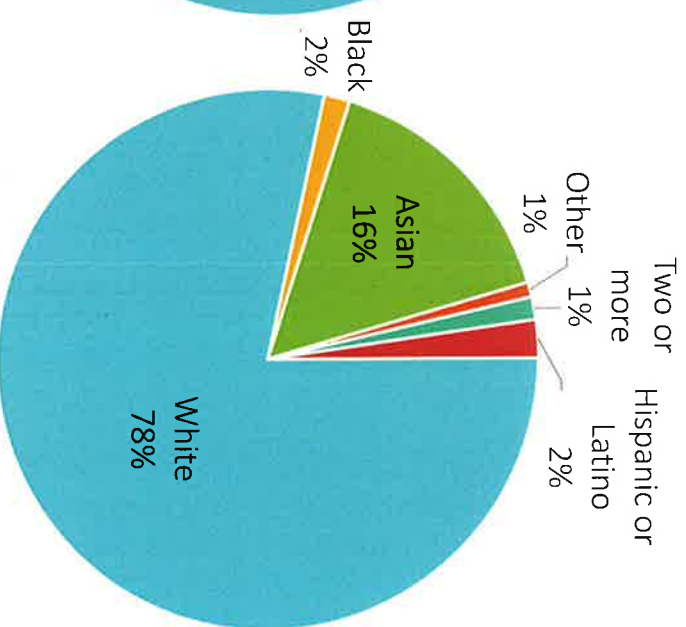
In 2015, minorities were already the majority for Bellevue youth. In comparison, minorities comprised less than 20 percent of Bellevue's older adult population, 65 years and over.



Race/ethnicity of Bellevue's  
Population Under 18 years,  
2015



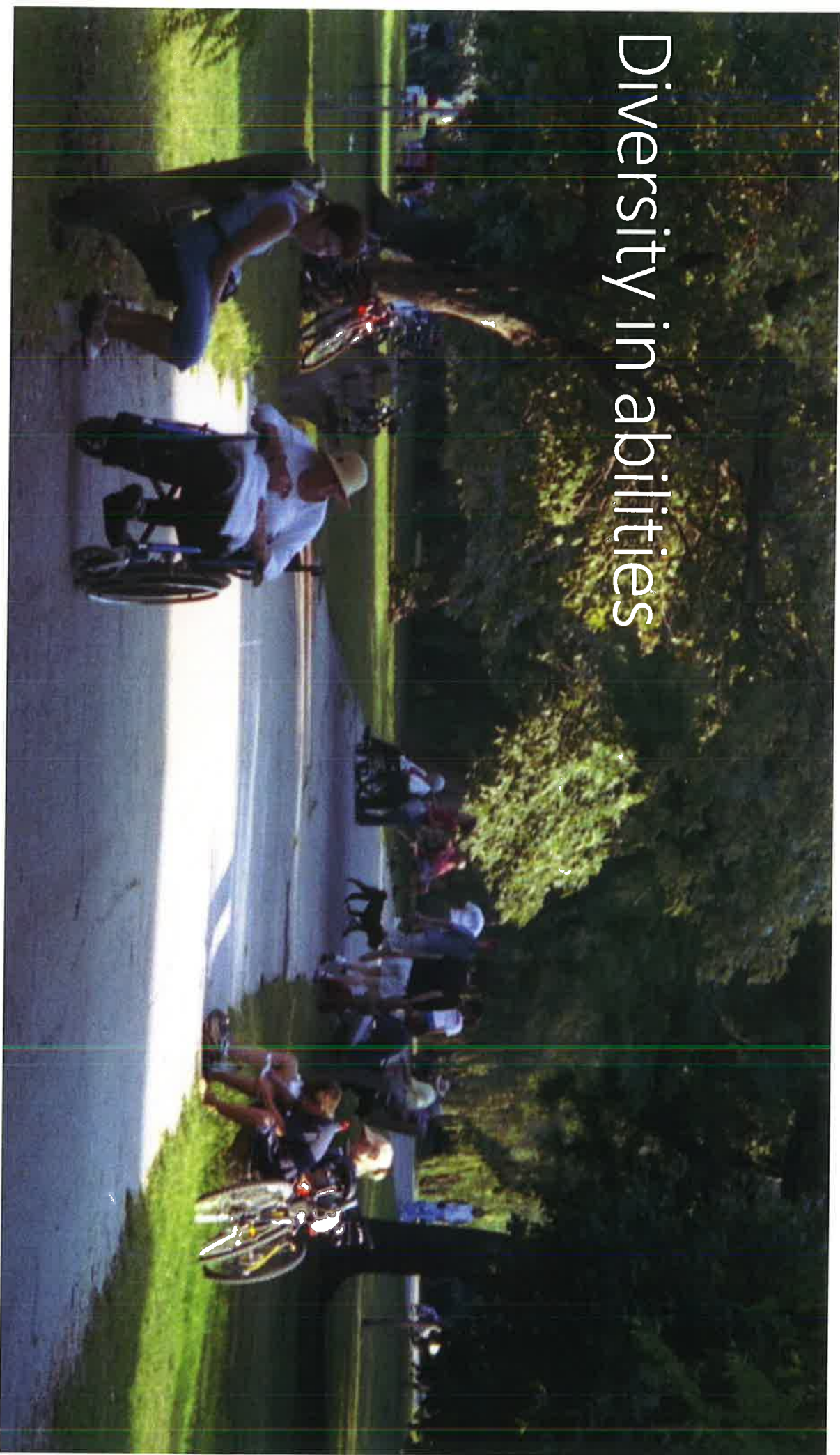
Race/ethnicity of Bellevue's  
Population 65 years plus,  
2015



Source: U.S. Census Bureau, 2010 Census



# Diversity in abilities

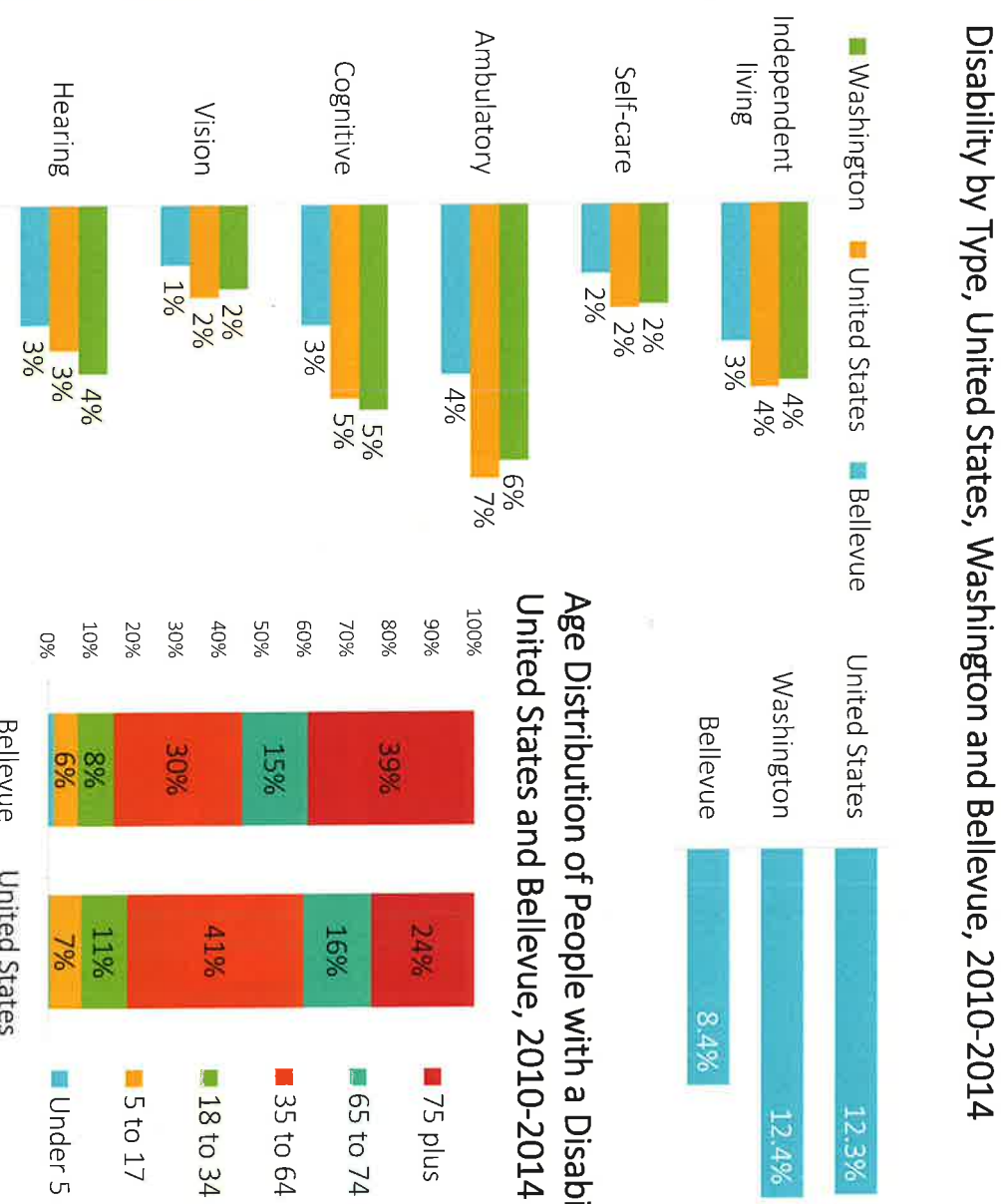




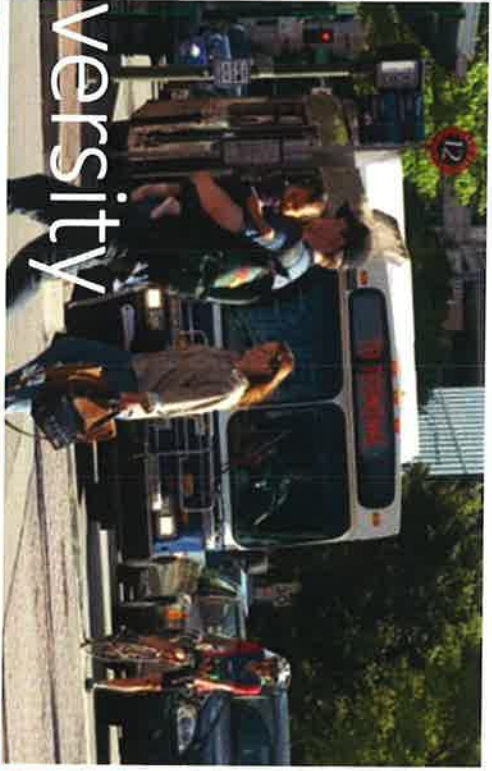
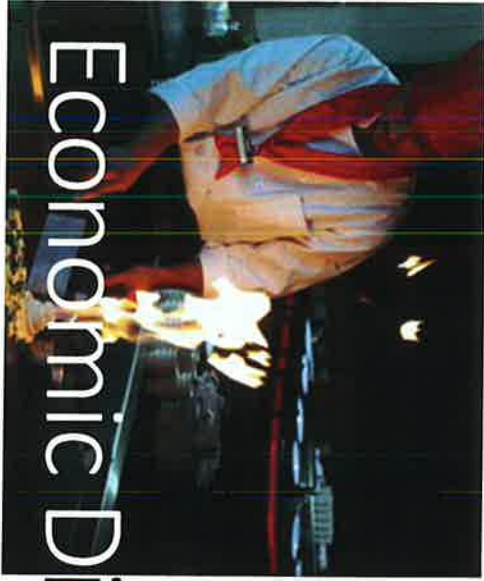
# Disability: Comparisons

Bellevue has lower shares of its population with a disability for all disability types compared to Washington State and the United States.

Bellevue also has smaller shares of people under 65 with disabilities compared to the nation and a higher share of people 75 and over with a disability.



Source: U. S. Census Bureau, 2010-2014 American Community Survey

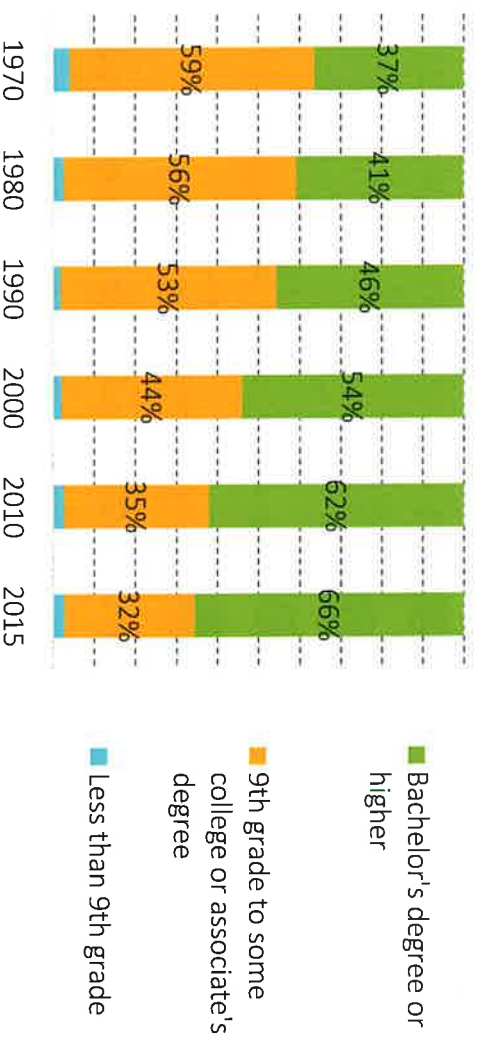




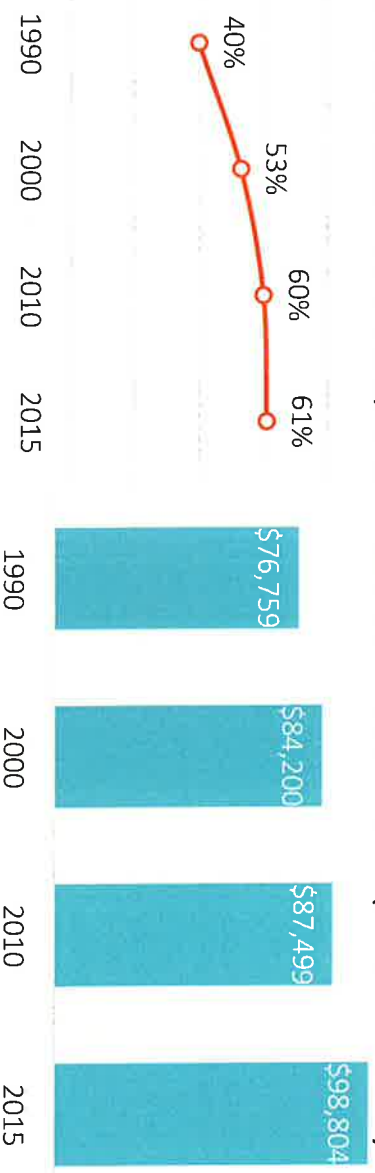
# Economic Diversity: Past trends

As the percentage of Bellevue's population 25 and older with bachelor's degrees or higher has increased over the decades, so has the percentage of people employed in management, business, science and arts occupations as well as Bellevue's median household income.

Educational Attainment Trends in Bellevue: 1970 to 2015



Percent employed in management, business, science, and arts occupations  
Median Household Income Trends in Bellevue: 1990 to 2015 (in 2015 dollars)



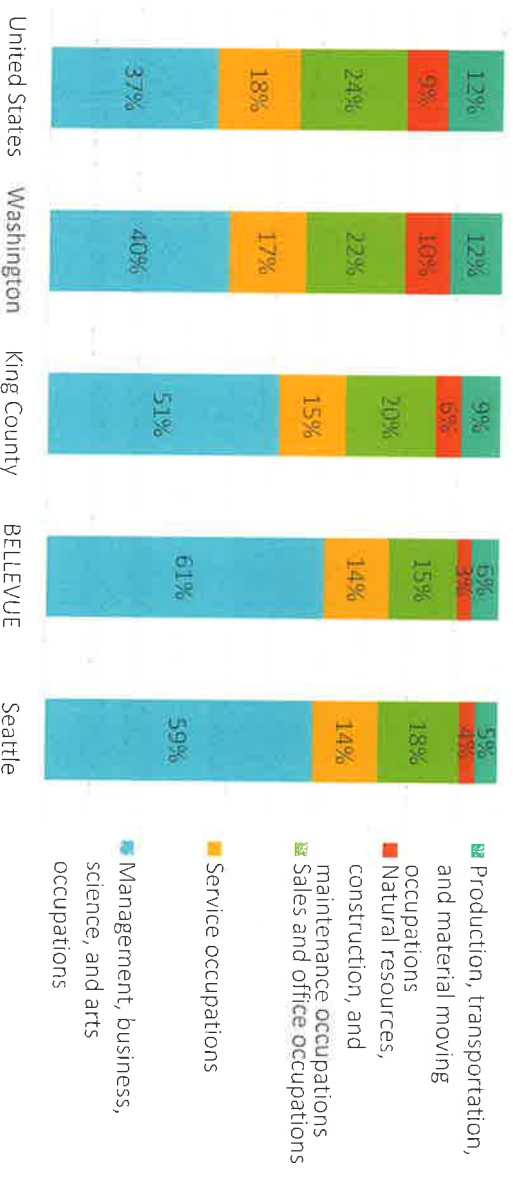
Source: U. S. Census Bureau, 1990 Census, 2000 Census, 2010 Census and 2015 American Community Survey

# Economic Diversity: Occupation Comparisons

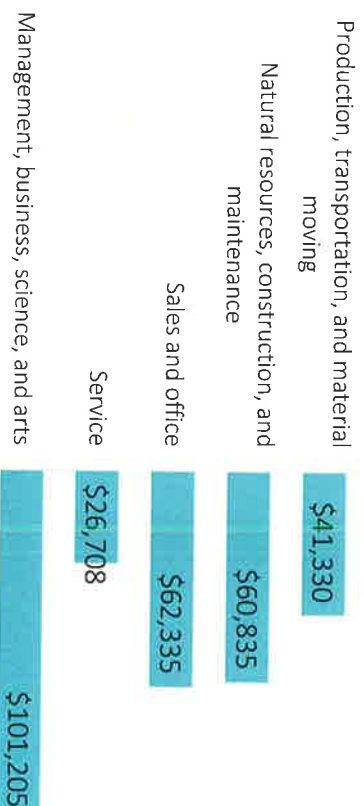
Bellevue is more like Seattle than the State or nation in having a higher percentage of residents who are employed in management, business, science and arts occupations.

These occupations also have the highest median earnings.

Resident Occupation Distribution Comparisons, 2015



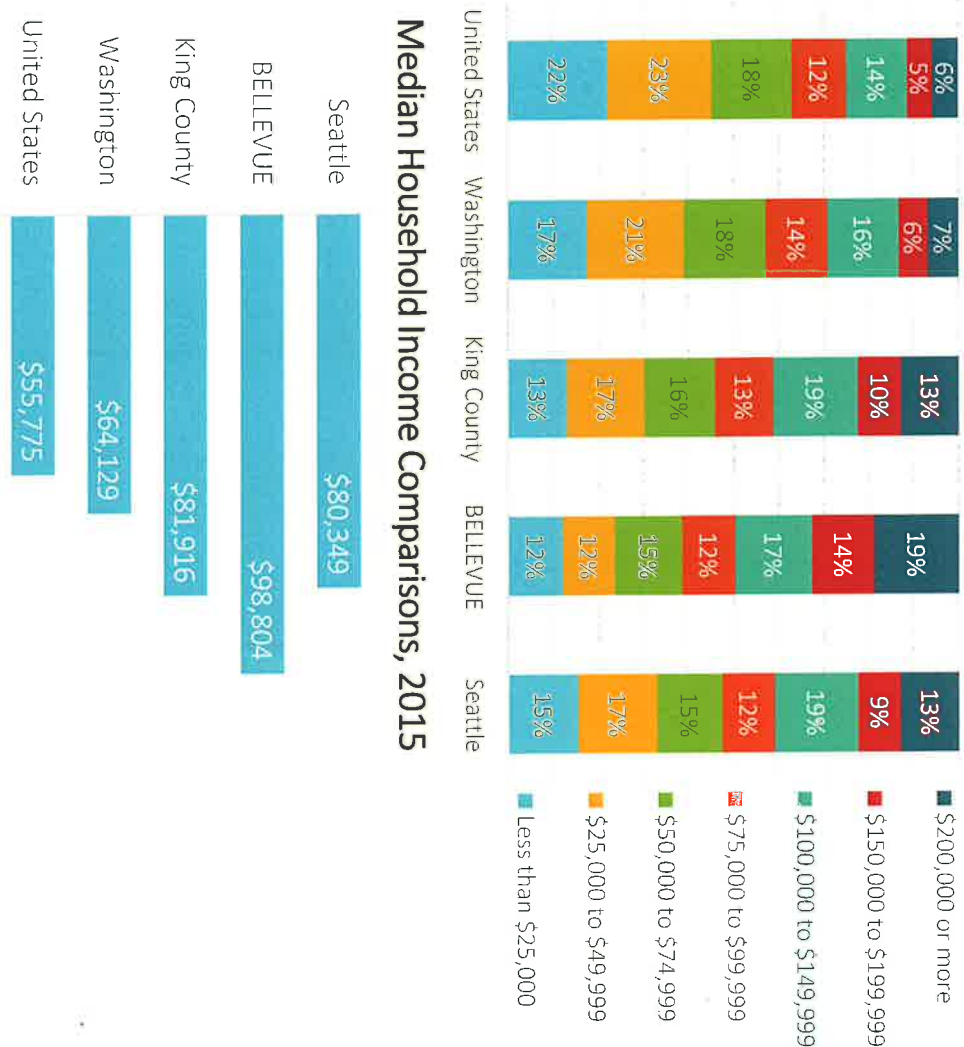
Median Earnings of Bellevue Residents by Occupation, 2015



Source: U. S. Census Bureau, 2015 American Community Survey



# Household Income Distribution Comparisons, 2015

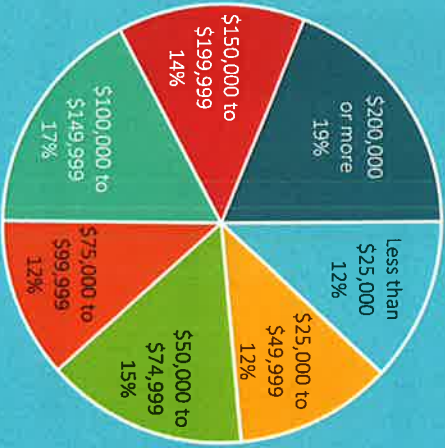


Median Household Income Comparisons, 2015

Source: U. S. Census Bureau, 2015 American Community Survey

# Economic Diversity: Household Income Comparisons

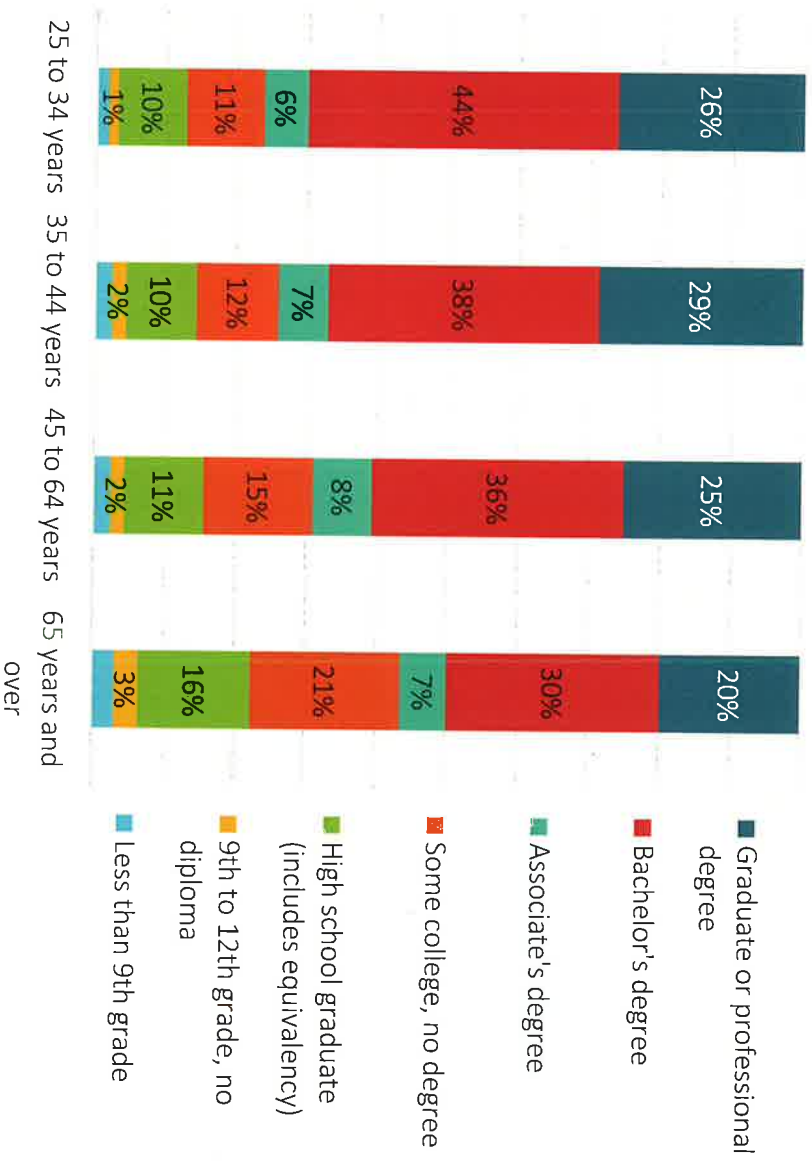
About half of Bellevue's households have incomes of \$100k or above and half have income less than \$100k.



# Educational Attainment and Age

While every age cohort has individuals with different educational attainment levels, Bellevue's young adult residents ages 25 to 34 have the highest percentage of people with a bachelor's degree 44 percent, while Bellevue's older adults the highest percentage of people without a high school diploma.

Educational Attainment distributions by Age in Bellevue, 2010-2014

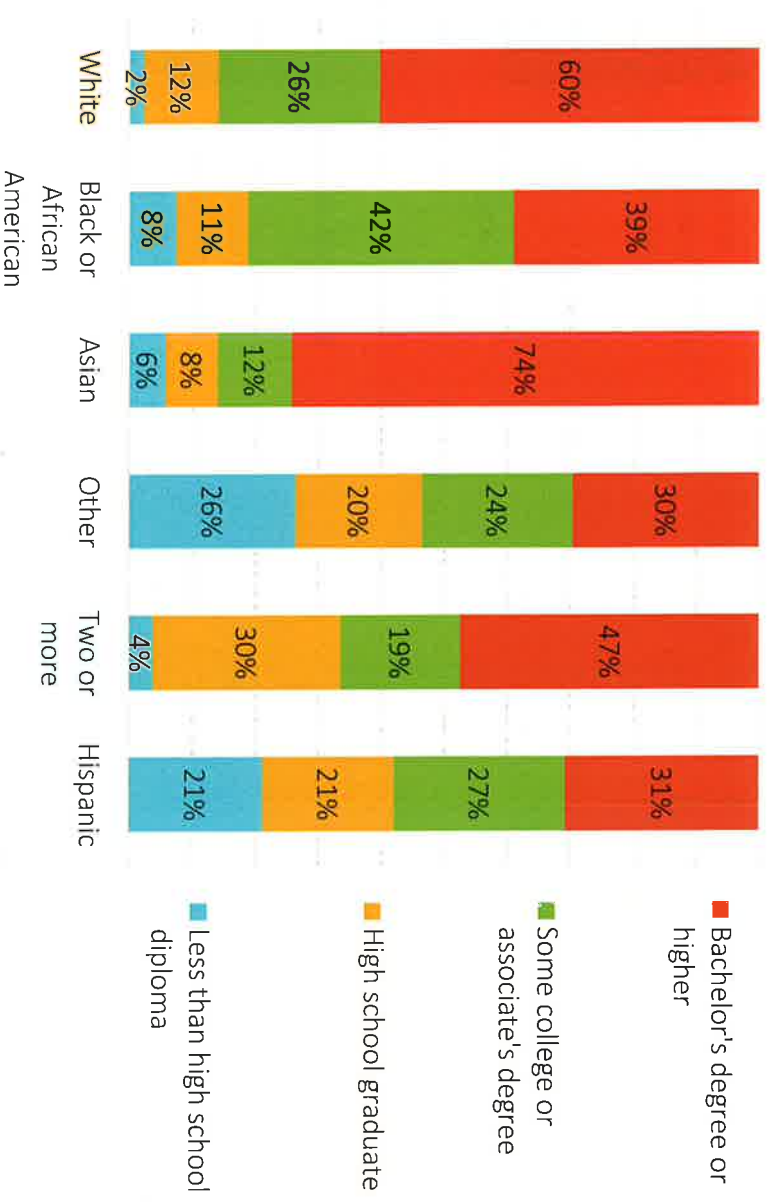


Source: U. S. Census Bureau, 2010-2014 American Community Survey

# Educational Attainment and Race/ethnicity

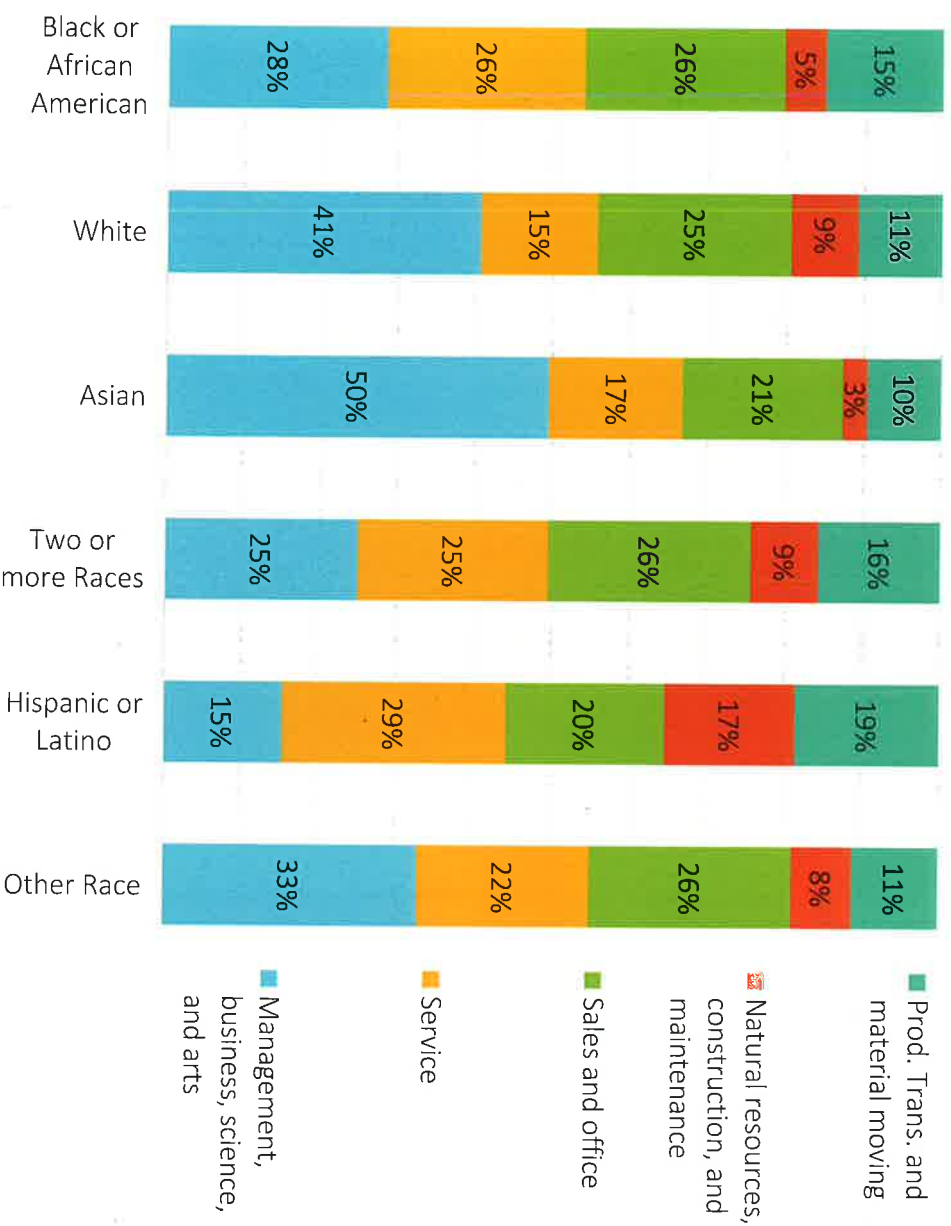
While every racial group has individuals with different educational attainment levels, distributions differ. Bellevue's Asian residents have the highest percentage of people with a bachelor's degree or higher at 74 percent, while people of some other race have the highest percentage of people without a high school diploma.

Educational Attainment distributions by Race in Bellevue, 2010-2014



Source: U. S. Census Bureau, 2010-2014 American Community Survey

## Occupation distributions by Race in United States, 2015



Source: U. S. Census Bureau, 2015 American Community Survey

## Occupation and Race/ethnicity

While every race and ethnicity has some people working in the different major occupation categories, the distributions of people working in each differ. For instance, 50 percent of Asians in the United States work in management, business, science and arts occupations whereas 15 percent of Hispanic or Latino residents work in those occupations.



# Median earnings and Race/ethnicity

Median earnings for nearly all race/ethnicities are higher in Bellevue than they are in the U.S., Washington State, and King County, except for people of two or more races.

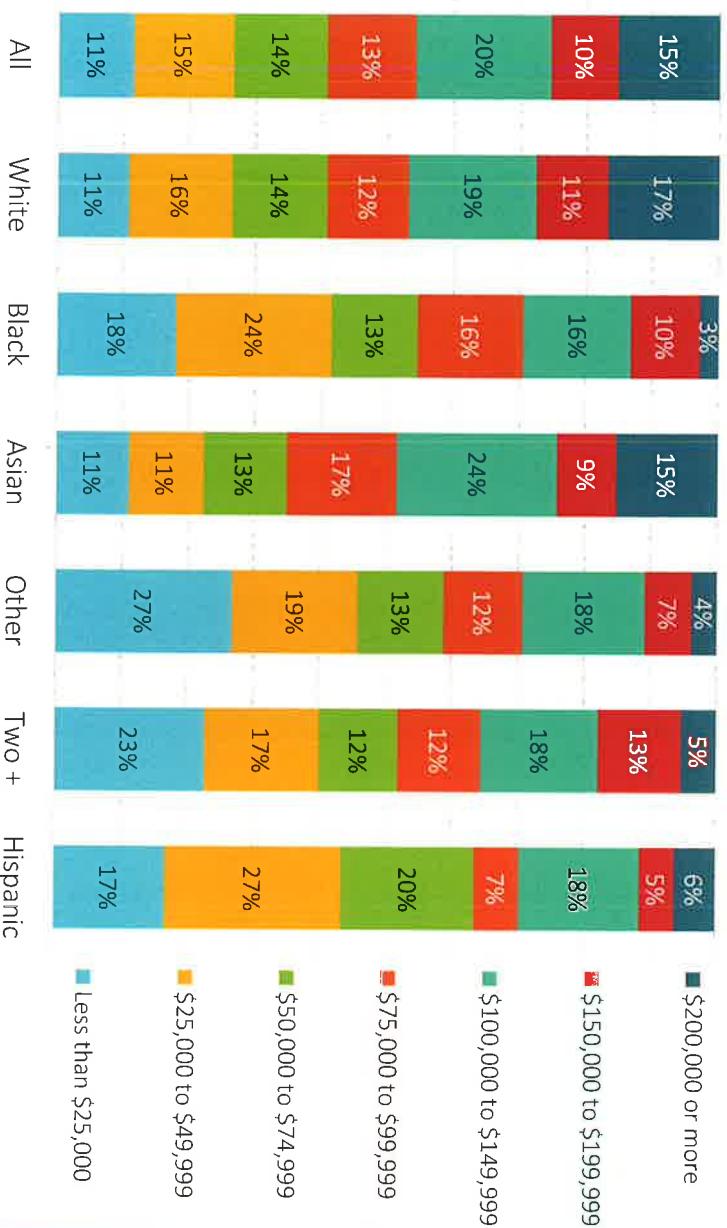
Yet, median earnings differ markedly between people of different race/ethnicities, with Asian's having the highest median earnings and people of two or more races having the lowest.

Median Earnings by Race/Ethnicity, 2010-2014



Source: U. S. Census Bureau, 2010-2014 American Community Survey

## Household income distributions by Race/ethnicity in Bellevue, 2010-2014



Source: U.S. Census Bureau, 2010-2014 American Community Survey

## Household Income by Race/ethnicity

All race and ethnic groups in Bellevue have households within each income category. However, household income distributions differ by race/ethnicity.

With white households comprising two thirds of Bellevue's households, their distribution follows Bellevue's overall household income distribution most closely.

White and Asian households have the highest shares of households with incomes over \$100K at 47 and 48 percent respectively, and the lowest shares with incomes under \$50K at 26 and 22 percent. In contrast, less than a third of Black, Hispanic, and Other race households have incomes over \$100K and over 40 percent under \$50K.

## Household income distributions by Age in Bellevue, 2010-2014



*Note: Household income is not controlled for by household size. Household size varies especially by age. Therefore some of the differences between age cohorts may be a partially attributed to different household sizes and thereby the number of people working within the household.*

Source: U. S. Census Bureau, 2010-2014 American Community Survey

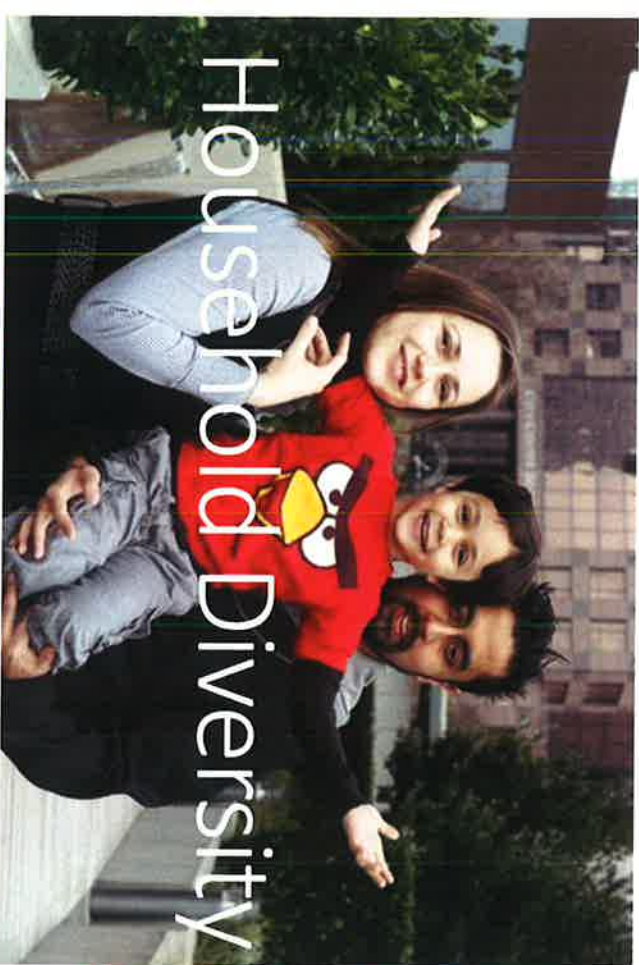
## Household Income by Age

All age cohorts in Bellevue have households within each income category. However, household income distributions differ by age.

The young and older workforce groups have the highest shares of households with incomes over \$100K at 48 and 55 percent respectively, and the lowest shares with incomes under \$50K at 20 and 21 percent.

In contrast, less than a quarter of households with householders under 25 and less than a 28 percent of households with householders 65 and over have incomes over \$100K. More than half of households with householders under 25 have incomes under \$50K and about 45 percent of households with householders 65 and over have incomes under \$50K.



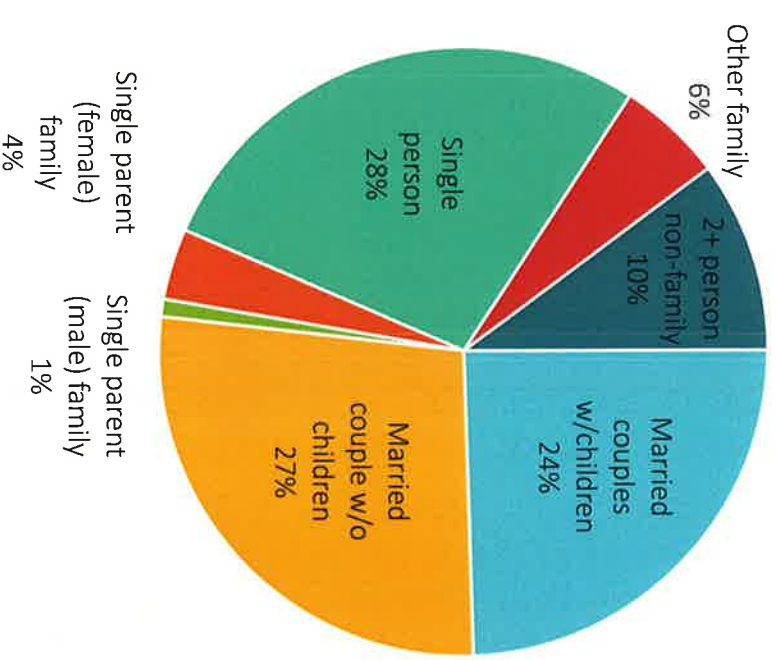




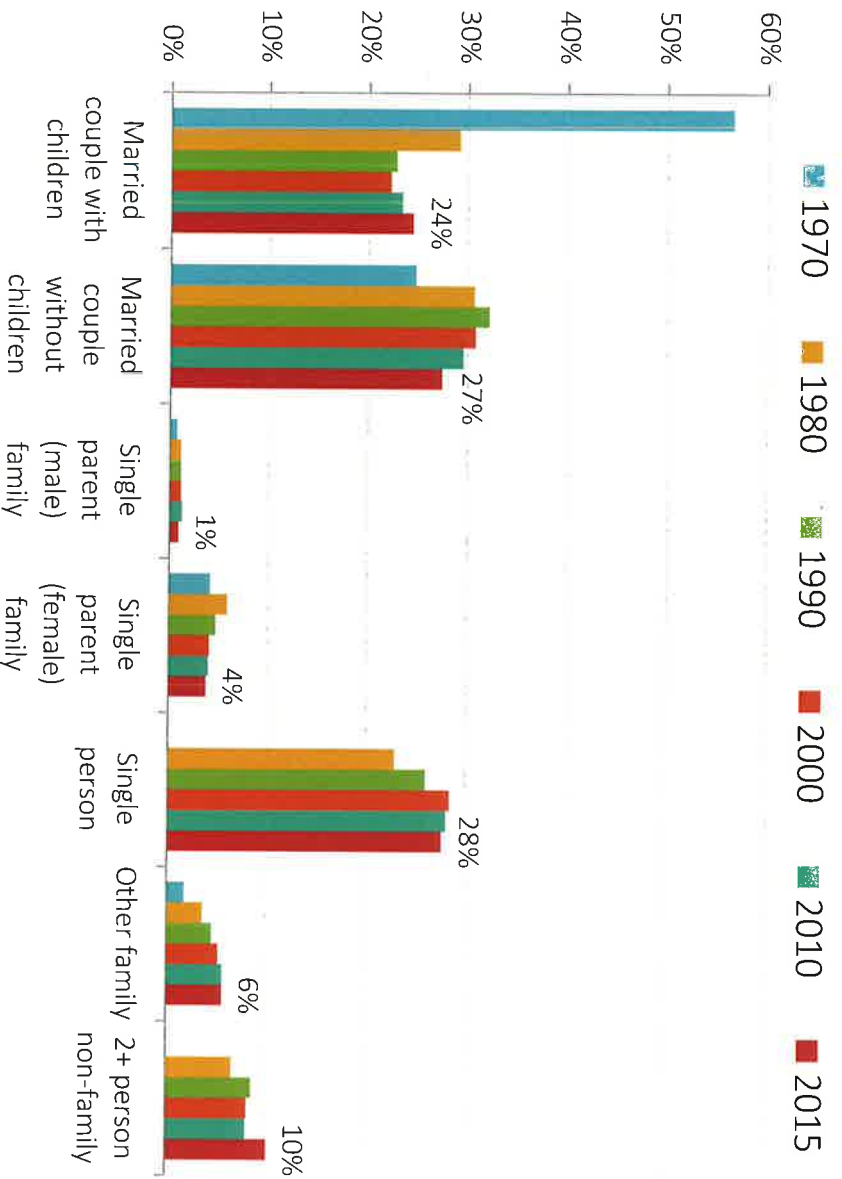
# Household Size and Type Distributions

Single person households comprised the largest portion of Bellevue's households in 2015 followed by couples without children and then couples with children at 24 percent. Average household size was about 2.43 persons per household in 2015, up from 2.41 in 2010.

Household Type Distribution in Bellevue, 2015



## Bellevue Household Type Distribution 1970 - 2015



## Household Trends

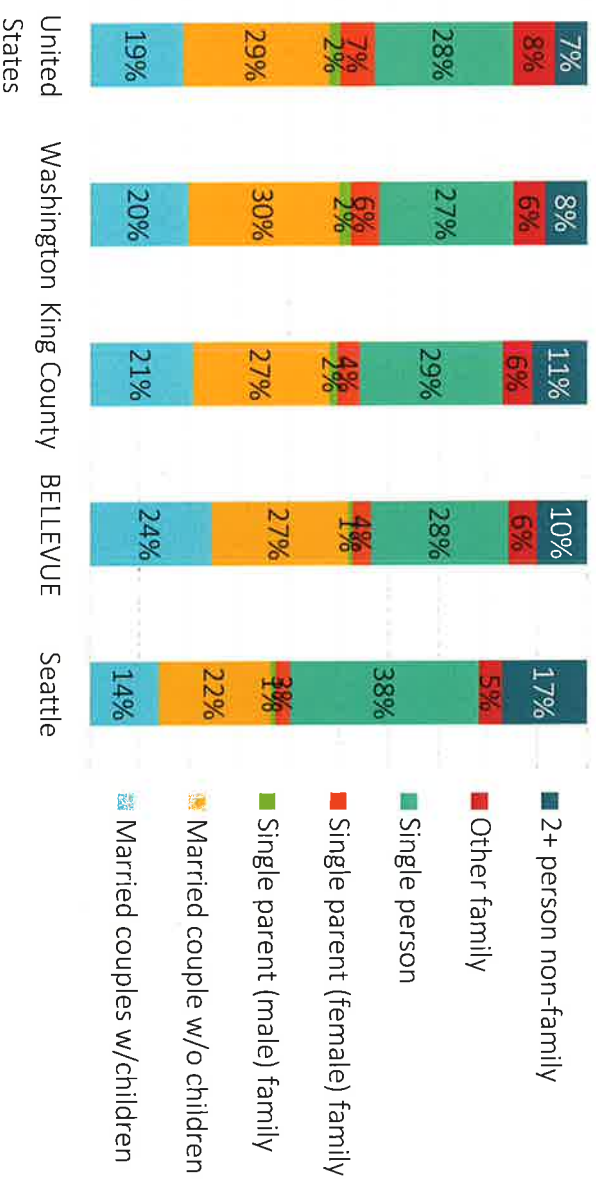
Single person households and married couples without children comprised the largest portions of Bellevue's households in 2015 at 28 and 27 percent. However, shares have been declining since 2000 while with children has been on the rebound comprising 24 percent of Bellevue's households in 2015. Two+ person families also witnessed an increase reaching ten percent in 2015.

Average household size was about 2.43 persons per household in 2015, up from 2.41 in 2010.

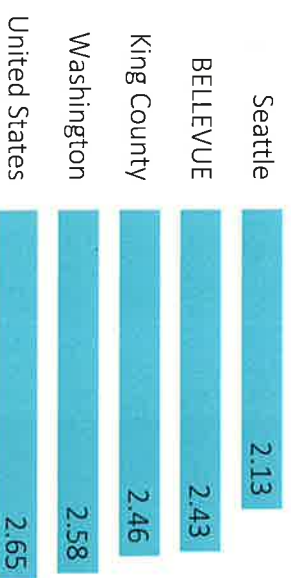
# Household Type and Size Comparisons

Bellevue has a higher proportion of married couples with children than the nation, state, county or city of Seattle and slightly lower percentages of single parent families.

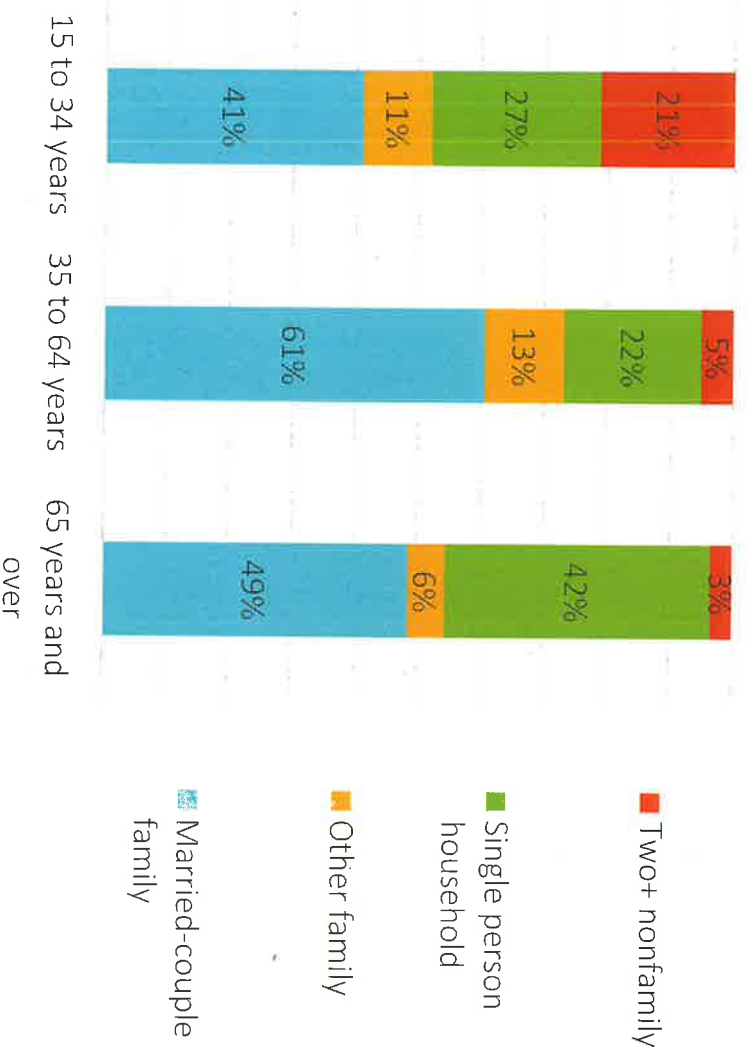
Household Type Distribution Comparisons, 2015



Average Household Size Comparisons, 2015



## Household Type by Age of Householder, 2011 - 2015



## Household Type by Age

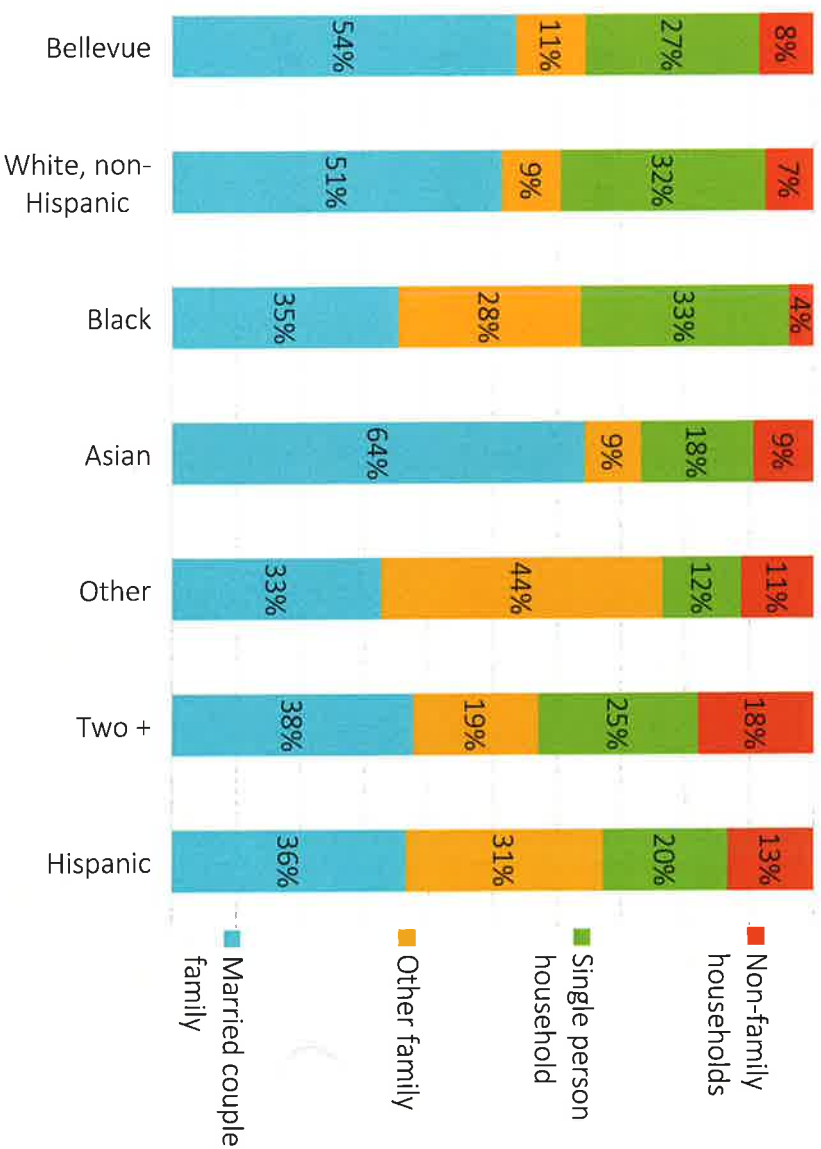
Older adults had the highest proportion of single person households at 42 percent, while young adults had the highest proportion of two plus non-family households at 21 percent.



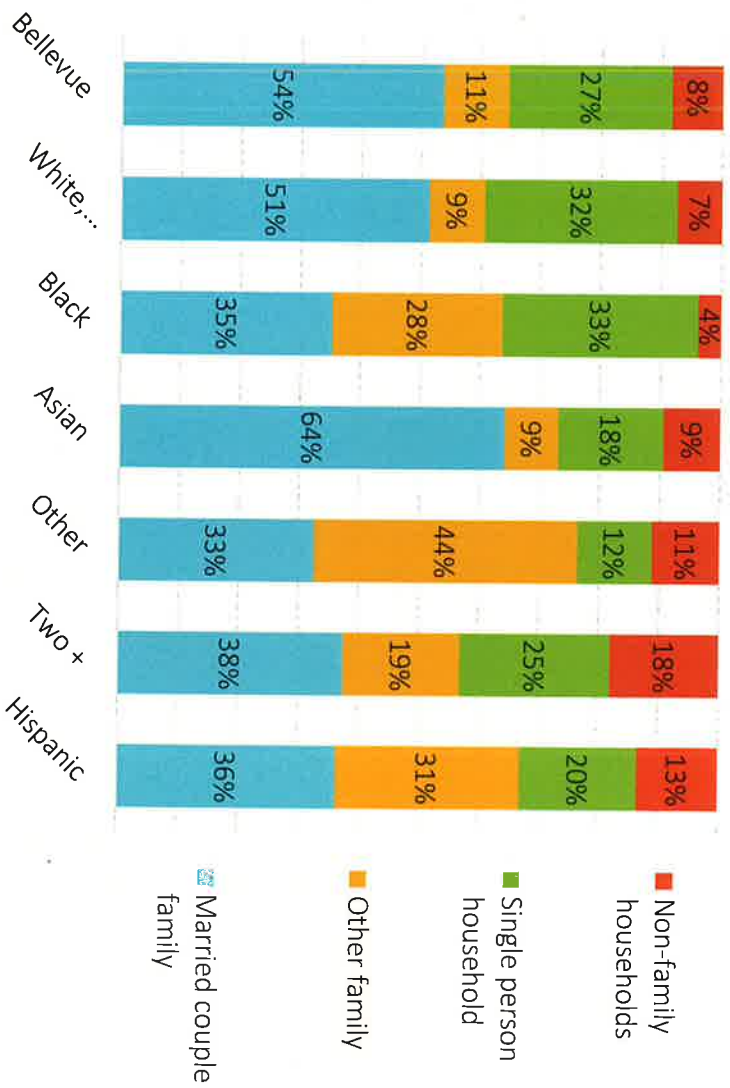
# Household Type by Race/ Ethnicity

Asian households have the largest proportion of married couple families compared to other racial/ethnic groups at 64 percent, and a smaller proportion of single person households. Black or African American and White, non-Hispanic households have the largest proportion of single person households at 33 and 32 percent.

Household Type by Race, 2011 - 2015



# Household Type and Size Projections



# How has Bellevue's population changed over the decades?

Demographic Characteristic	1990 Census	2000 Census	2010 Census/ ACS*	2015 ACS
Median age	35.4	38.2	38.5	37.4
Percent of population age 65 or older	10%	13%	14%	14%
Percent of a minority race or ethnicity	15%	28%	41%	50%
Percent Asian	10%	17%	28%	34%
Percent population foreign born*	13%	25%	33%	39%
Percent of population (age 5+) that speak a language other than English at home*	14%	27%	38%	42%
Percent of adults (age 25+) with a Bachelor's degree or higher*	46%	54%	59%	66%
Percent of employed in management, business, science, and arts occupations*	40%	53%	60%	61%
Household median income (in 2015 inflation adjusted dollars)*	\$76,759	\$84,200	\$87,499	\$98,804
Percent of individuals with incomes below poverty*	6%	6%	7%	7%
Percent of families with incomes below poverty*	3%	4%	6%	5%

*Note: Not all American Community Survey estimates are directly comparable to decennial census figures.*

- Council Vision
- Cultural Conversations
- Diversity Advantage Plan
- Diversity Team, Diversity Liaisons, ADA Core
- Organizational Assessment
- Talent Hiring Initiative
- Cultural Competency Training – 25%
- ADA Self Evaluation and Transition Plan
- Language Line Translation Services Open
- Hearing Loop Systems Installed
- Bellevue Diversity Advantage Network

## City Responsiveness

The City has begun many programs and efforts to respond to Bellevue's growing diversity, and is on the way to implementing many more.



## For more information:

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[grousseau@bellevuewa.gov](mailto:grousseau@bellevuewa.gov)

## U.S. Census Bureau

<https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>

### Data Tools:

- OpenData Bellevue: <https://data.bellevuewa.gov/>
- City of Bellevue Map Gallery: <http://www.bellevuewa.gov/maps.htm>
- Census Reporter: <http://censusreporter.org/>
- Social Explorer: <http://www.socialexplorer.com/6f4cdab7a0/explore>
- Census Explorer: <http://www.census.gov/censusexplorer/>
- American FactFinder: <http://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>
- AFF Advanced Search: <http://factfinder.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t>

### Other resources:

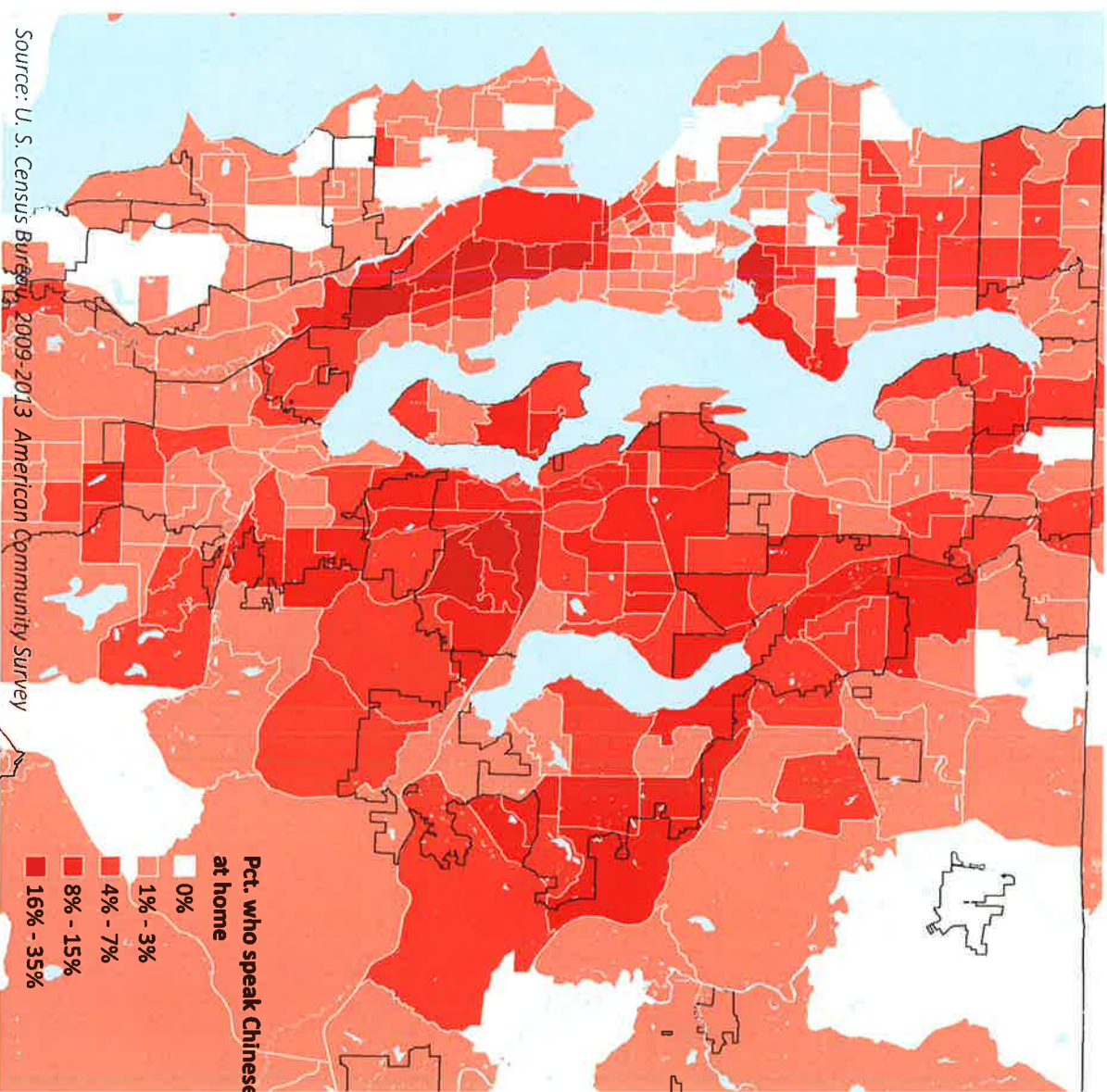
- U.S. Census Bureau's American Community Survey: <https://www.census.gov/programs-surveys/acs/>
- ACS Handbooks: A Compass for Understanding and Using American Community Survey Data  
<http://www.census.gov/programs-surveys/acs/guidance/handbooks.html>
- American Community Survey Data Users Group: <http://www.acsdatausers.org/>
- Minnesota Population Center Integrated Public Use Microdata Series: <https://www.ipums.org/>
- National Historical Geographic Information System: <https://nhgis.org/>

### Contact:

Gwen Rousseau, ALCP City of Bellevue [grousseau@bellevuewa.gov](mailto:grousseau@bellevuewa.gov) 425.452.2743

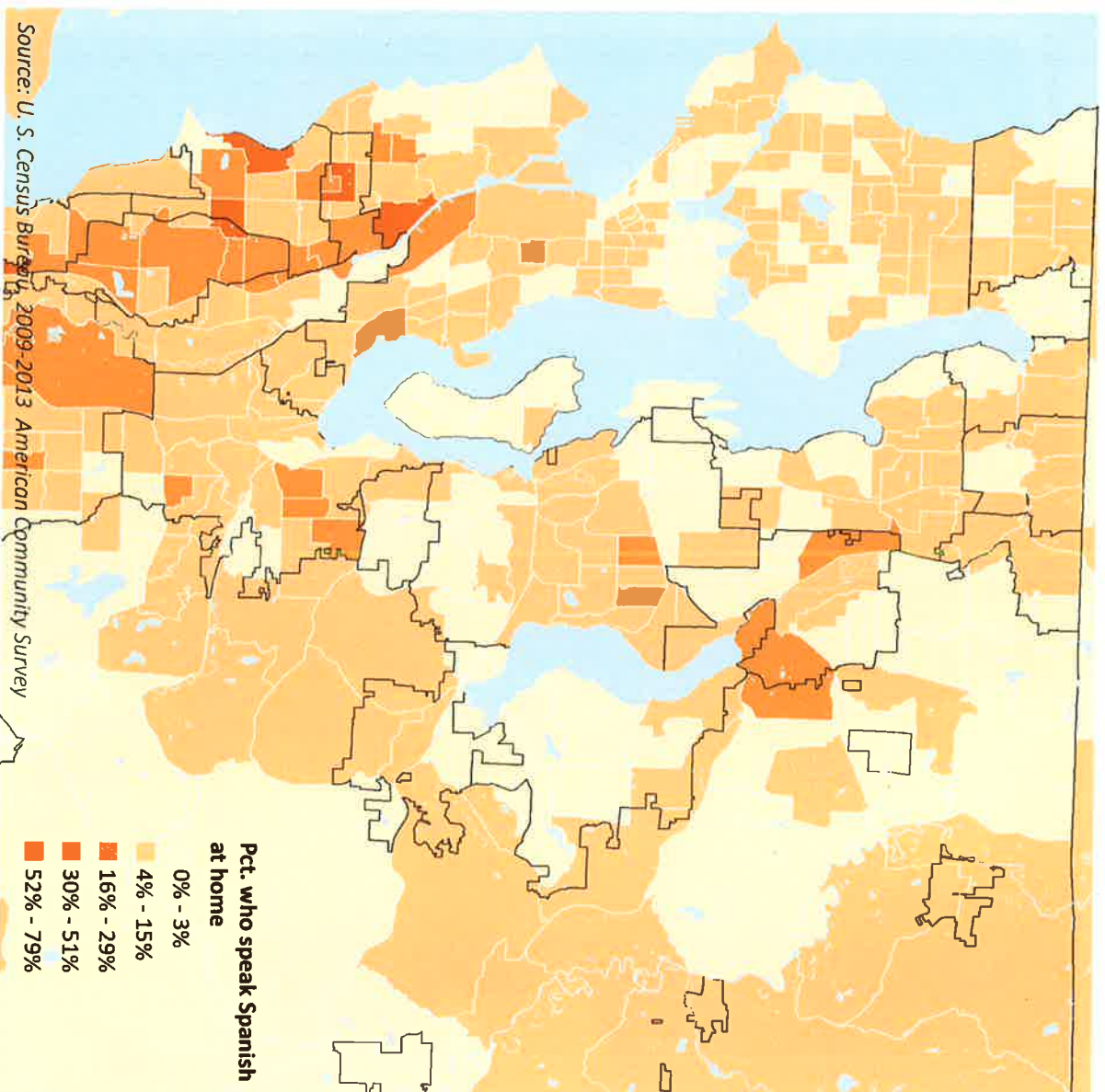
# Chinese

About **9 percent** of Bellevue's population spoke Chinese at home in 2015.



# Spanish

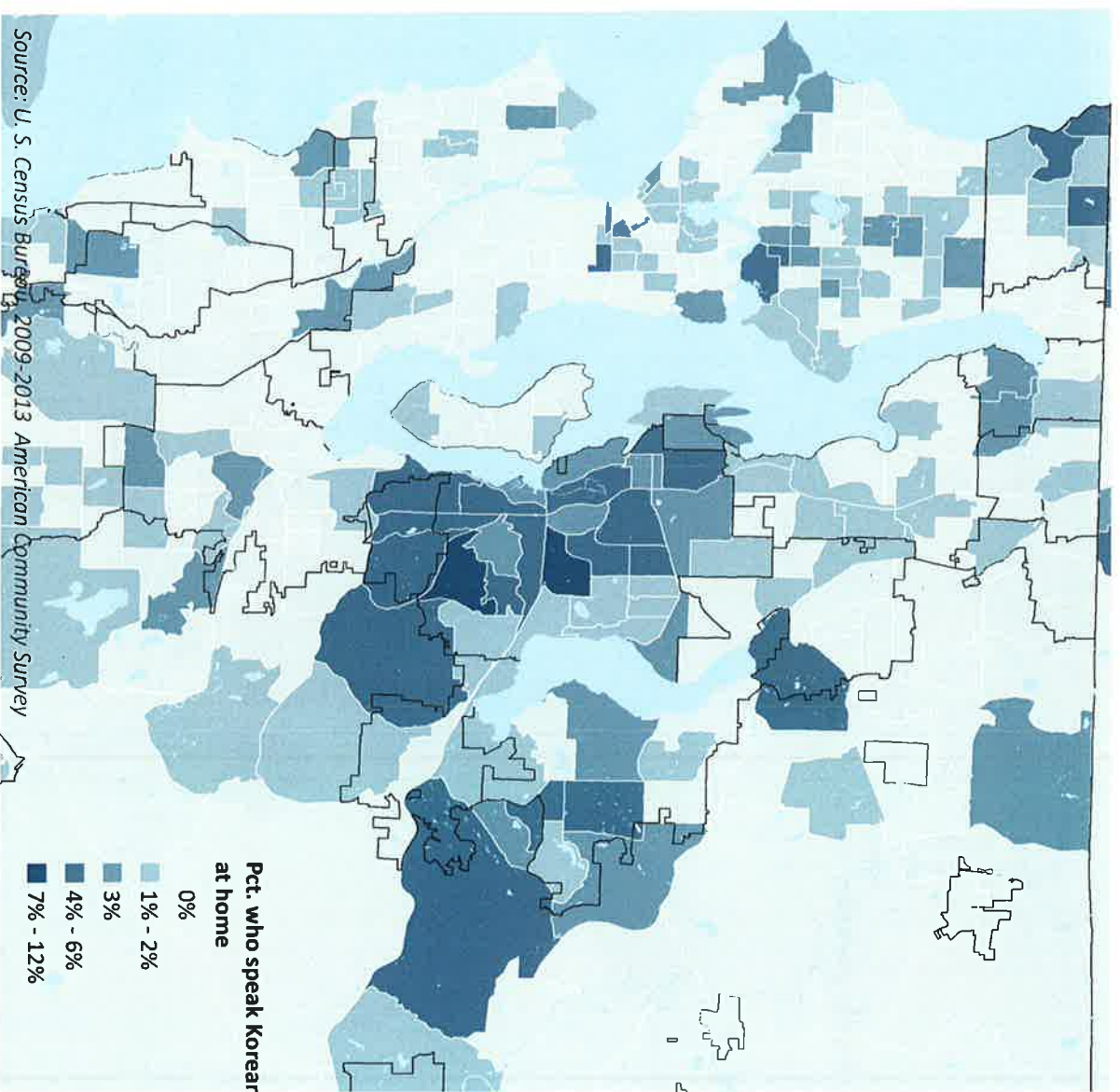
About 5 percent of Bellevue's population spoke Spanish at home in 2015.





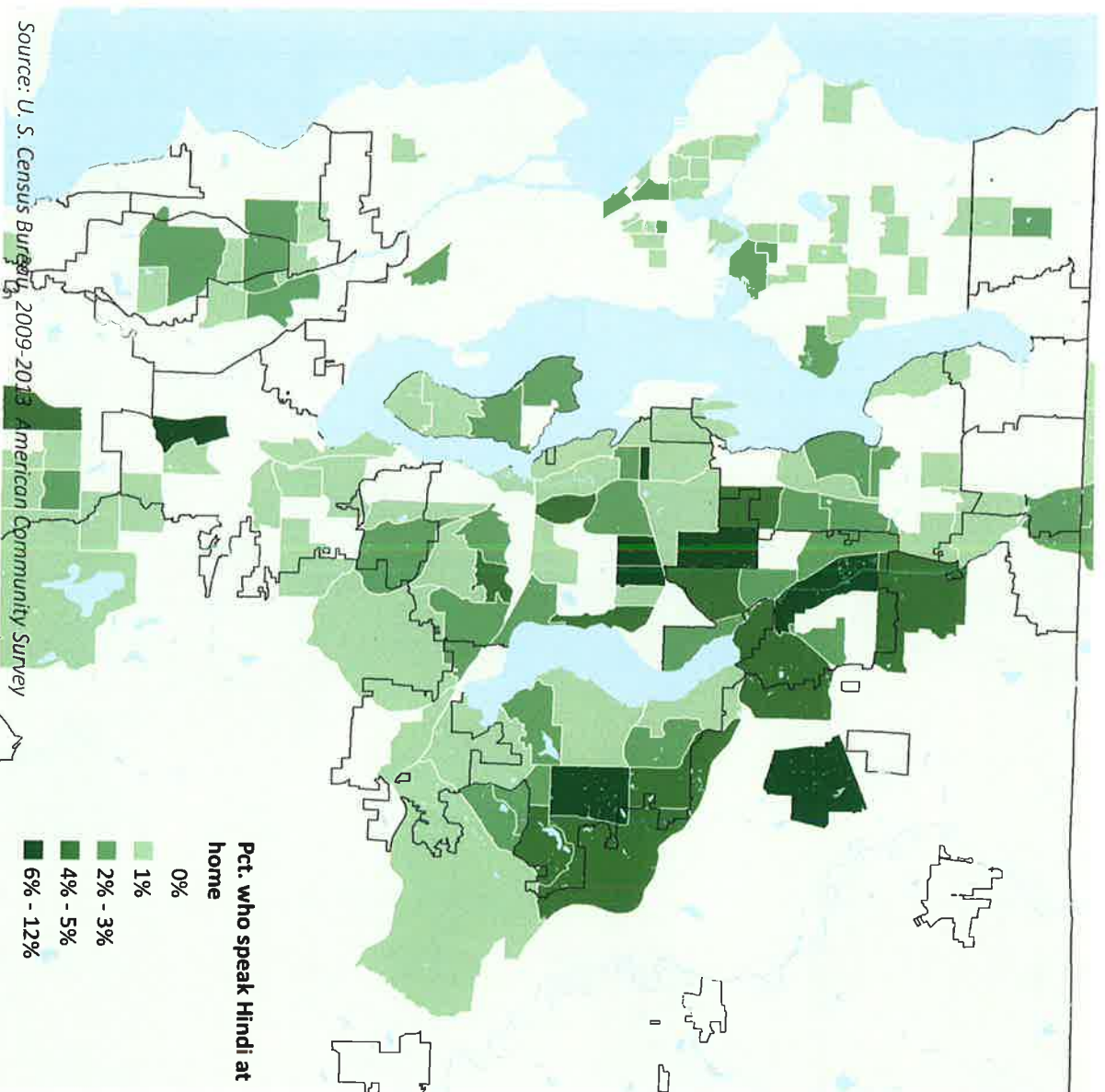
# Korean

About **3 percent** of Bellevue's population spoke Korean at home in 2015.



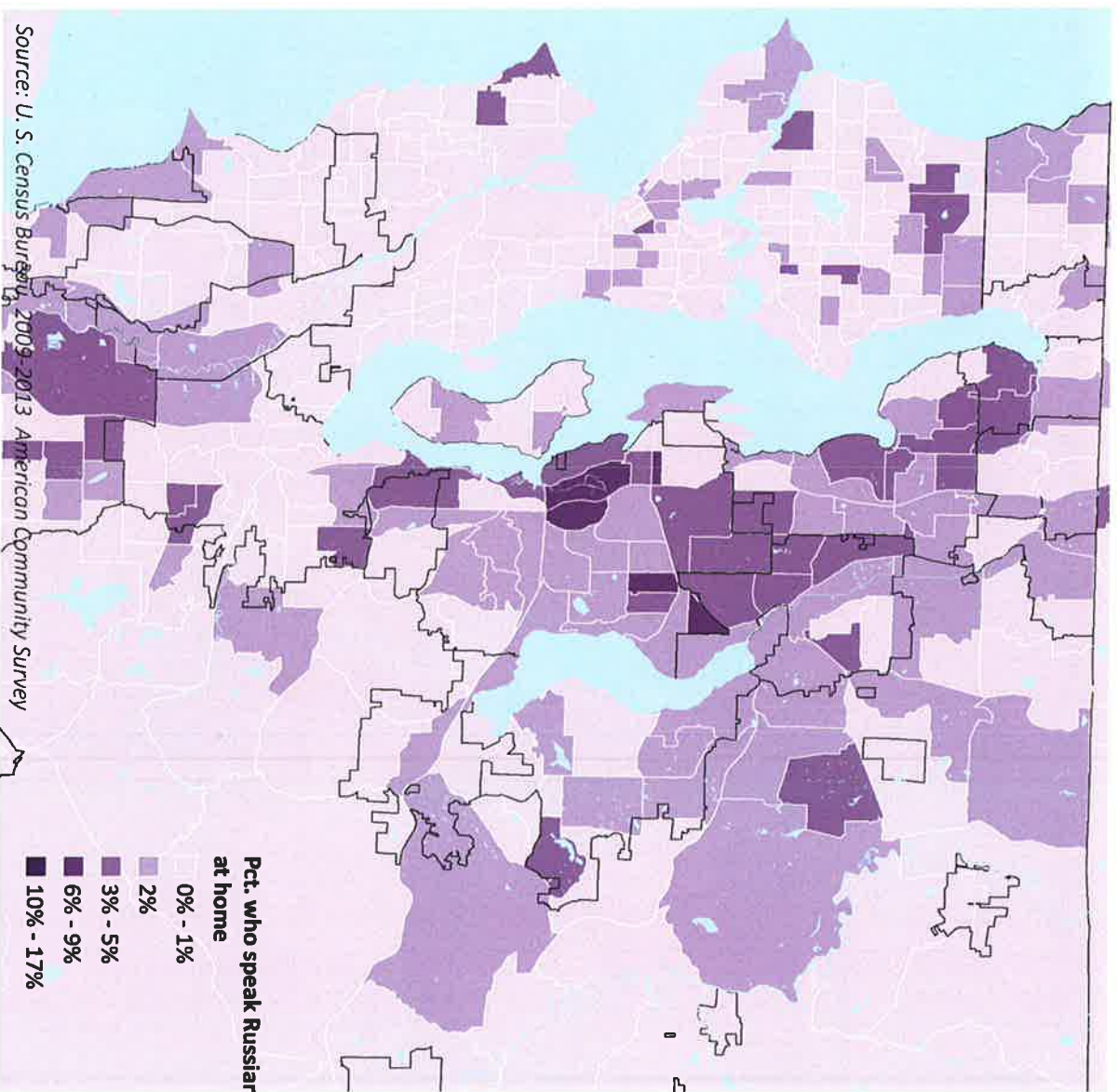
# Hindi

About **3 percent** of Bellevue's population spoke Hindi at home in 2015.



# Russian

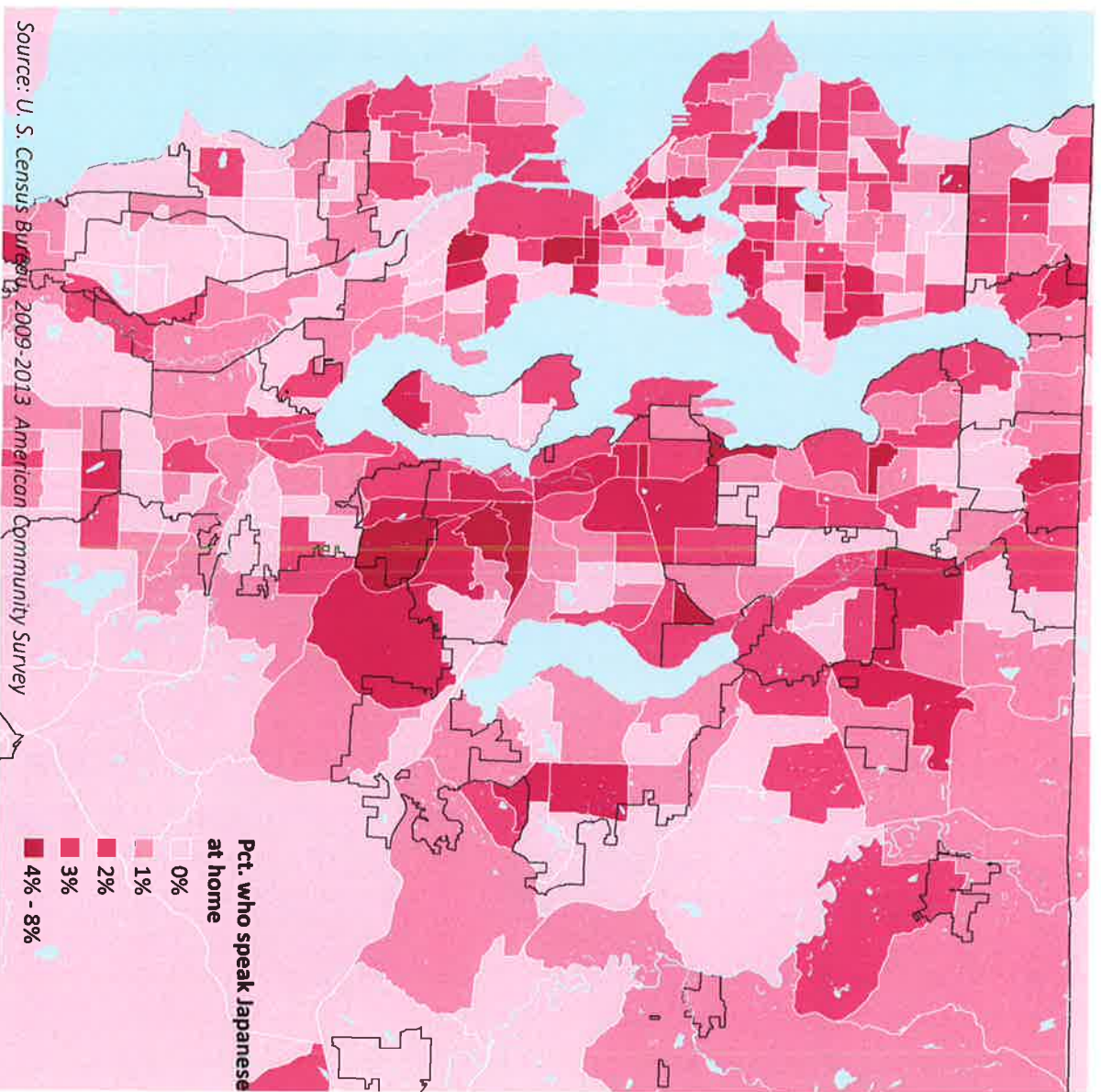
About 2 percent of Bellevue's population spoke Russian at home in 2015.





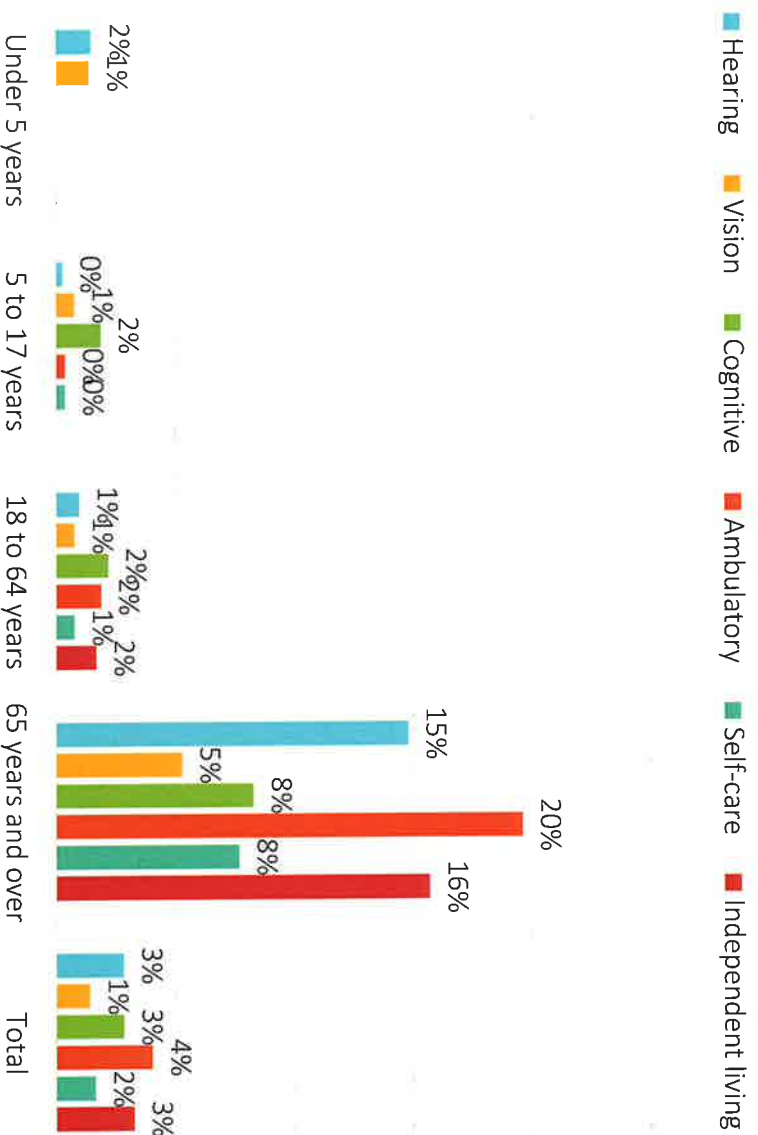
# Japanese

About one percent of Bellevue's population spoke Japanese at home in 2015.





## Disability type by Age in Bellevue, 2010-2014



Source: U. S. Census Bureau, 2010-2014 American Community Survey

## Disability type by age

Older adults have the largest share of people with one or more disabilities with about one third of older adults having one or more disabilities compared to five percent of people ages 18 to 64 and three percent of children.

Note that cognitive, ambulatory, self-care and independent living disabilities are not counted for children under 5 years of age, also independent living is not counted for children ages five to 17.

