

Appendix E
Title VI of the Civil Rights Act of 1964

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Title VI Assurance

It is the City of Bellevue's policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with the City of Bellevue. For Title VI complaint forms and procedures, please contact the Title VI Coordinator for the City of Bellevue Transportation Department at 425-452-4270.

Study Area Demographic Profile

The Bel-Red Corridor study area is primarily characterized by light industrial and retail uses with limited residential concentrations. Chapter 8 estimates the total residential population within the study boundary to be 290. However, several established neighborhoods with higher population densities are located adjacent to the study area and could be affected by changes to Bel-Red Corridor land uses, transportation solutions, and environmental conditions.

To better understand the demographics of the broader Bel-Red Corridor study area, data from the 2000 U.S. Census was evaluated to identify potential communities of concern in relation to Title VI of the Civil Rights Act of 1964, Executive Order 12898 (Environmental Justice), and Executive Order 13166 (Limited English Proficiency). Four block groups cover the study area from Interstate 405 (I-405) to 148th Avenue NE and State Route (SR) 520 to Bel-Red Road, as well as adjacent portions of residential neighborhoods, and represent 1,991 households with a total population of 4,947. (Note that block groups east of the study area were not included in this analysis.) The greater Bel-Red Corridor study area reflects the diversity of Bellevue as a whole:

- 21.5 percent of the population represent racial and ethnic minority groups
- 4.2 percent of the households are linguistically isolated (meaning the residents have no or limited English proficiency)
- 6.1 percent of the residents live at or below the poverty level
- 11.7 percent of the residents are at least 65 years old

In addition, the area is home to a concentration of individuals with one or more forms of disability. That concentration represents at least 10 percent of the population. Figure E-1 provides a snapshot demographic profile by block group.

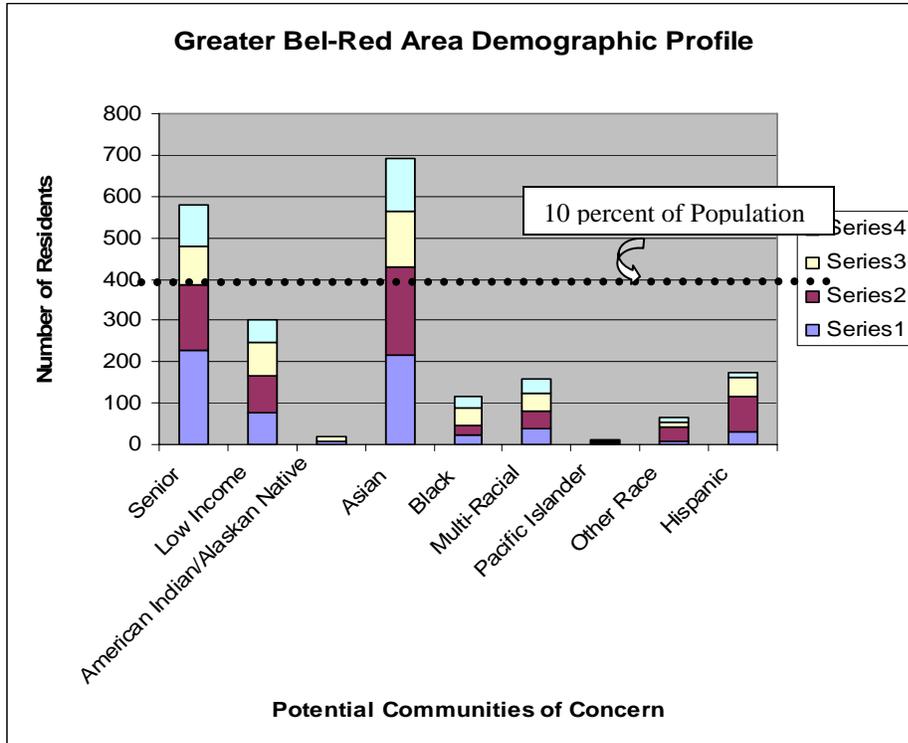


FIGURE E-1
Greater Bel-Red Area Demographic Profile

Note: Each “series” represents one block group. Typically, when a demographic element exceeds 10 percent of the total population, consideration of the group’s particular information, housing, and transportation needs is warranted.

Consideration and Mitigation of Impacts

The alternatives developed through this study present options to improve the quality of life of all residents in the Bel-Red Corridor study area, including increasing green space, access to transit service, and pedestrian and bicycle facilities. In addition, City policies requiring affordable housing to be dispersed rather than concentrated should ensure that current residents have options to stay in the Bel-Red Corridor study area after development. This draft environmental impact statement (EIS) identifies several potentially negative impacts, which include the following:

- Noise levels higher than City standards. As projects are developed and implemented, City staff will monitor the use of noise mitigation measures to ensure that all residents receive access to comparable solutions.
- Significant loss of employment in the light industrial sector. As this shift occurs, City staff will work to provide businesses, especially the minority-owned, women-owned, and otherwise disadvantaged business enterprises, with relocation assistance to preserve jobs.
- Displacement of industrial square footage and residences. In addition to relocation assistance, the City will log all offers to compensate owners for the loss of property needed to accommodate new land use and transportation projects and ensure that comparable properties receive comparable offers.