

















## Public Space Workshops

City staff hosted public space workshops on March 15 at the Crossroads Community Center and March 22 at Newport Heights Elementary School.

These workshops consisted of different activities, including a voting exercise where participants selected their top priorities for features that could be incorporated into the design of public spaces, a mapping activity where participants identified important destinations within the neighborhood and potential improvements for getting around the neighborhood, and a drawing activity where participants used collage materials to describe their vision for the neighborhood. Participants also had the opportunity to provide feedback on the initial draft policy moves shared at earlier events.



Though both neighborhoods varied in identified assets, opportunities, and challenges, there were similarities in the feedback received:

- A desire for better walking connections, bike lanes, and sidewalks across and alongside busy streets or arterials roads.
- Dedicated arts and cultural facilities and culturally diverse murals and artwork that could offer increased opportunities to celebrate cultural events, history, and celebrate diversity.
- Ease of access and orientation to natural areas and other green spaces.
- Indoor spaces for community gathering were vital to the conversation with both neighborhood participants.

**For a complete summary of the inputs received and takeaways from the Public Space Workshop series, please refer to the Public Space Workshop summary included as an appendix to this report.**



## Community Partner Events

City staff adapted the neighborhood scan and public space workshop materials to reach community members that typically do not attend or are unable to attend traditional meetings, including youth, older adults, and non-English speakers. Existing engagement activities were adapted to being done in small groups with the support of a cultural outreach assistant on staff who facilitated participation in different languages.

### Crossroads

With Kin On, staff facilitated a mapping and dot voting exercise for a primarily older Chinese-speaking audience. Participants were asked to identify existing assets and challenges and prioritize what they would like to see in neighborhood public spaces. Community members identified some challenges that they face in the community. Participants expressed a desire for a better pedestrian experience with more lighting and neighborhood connections, while also communicating safety concerns around the Crossroads Shopping Center.

With Transcend United, staff facilitated a similar mapping and dot voting exercise for a primarily older Chinese-speaking audience. Participants similarly expressed interest in safer streets and crossings. They identified the need for crosswalks on 140th Ave NE, sidewalks in the Rock Creek sub-neighborhood, and better lighting along 164th Ave NE, Northup Way and the area between Chevy Chase and Highland Middle School.

At Silver Glen, residents identified Crossroads Shopping Center as an iconic community gathering place and as a place where they can buy essentials. They identified a need for street and safety improvements throughout the neighborhood area and highlighted safety concerns in the area behind the Central Park Apartments and NE 20th St. Improvements to streets and transportation facilities, such



### Crossroads

#### Outreach activities during this phase included:

- 1 Virtual Project Update Event
- 2 Neighborhood Scan Pop-Up Events
- 1 Public Space Workshop
- 3 Small Group Meetings

#### During this phase the planning team connected with:

- 11 People attending the virtual project update event
- 40 People participating in neighborhood scan pop-up events
- 85 People at public space workshop and small group meetings
- 85 Visitors to our new online engagement hub



as weather protection at bus stops along NE 20th St, and more outdoor seating were also noted by residents indicating a desire for an improved environment for those who rely on public transportation and walking.

## Newport

During Mandarin Story Time at the Newport Way Library, which was primarily attended by families with young children, participants identified a need for more street lighting, especially during winter months. Participants also saw opportunities for traffic calming, mainly near schools and parks, by adding traffic signs, crosswalks and speedbumps.

Community members also had the opportunity to share their input and ask questions at two other group meetings. City staff provided an update on the neighborhood area planning process to the Newport Hills Community Club on March 18 and to the Lake Heights Community Club on April 3.



## Newport

Outreach activities during this phase included:

- 1 Virtual Project Update Event
- 2 Neighborhood Scan Pop-Up Events

- 1 Public Space Workshop
- 3 Small Group Meetings

During this phase the planning team connected with:

- 20 People attending the virtual project update event
- 25 People participating in neighborhood scan pop-up events
- 120 People at public space workshop and small group meetings
- 200 Visitors to our new online engagement hub

# Summary of Outreach and Input (Refine)

The Refine phase of neighborhood area planning began in April and went through June of 2025. Engagement during this phase provided a second opportunity for community review and feedback on completed drafts of neighborhood plan elements. The focus of engagement for this phase is to ensure that (prior) community feedback has been incorporated and addressing any missing elements.

During this phase, City staff hosted several engagement activities to solicit community feedback on the draft policies ahead of the Planning Commission meeting on June 11. Engagement activities included community office hours, online engagement opportunities, and an info session. The virtual and in-person office hours provided community members with an opportunity to provide feedback on the draft policies and ask questions. The hybrid info session was combined for Newport and Crossroads and provided a space for community members to get a high-level overview of full draft plans, and an explanation of how they will move through the legislative process. City staff also consulted various City of Bellevue boards and commissions to take in their feedback on draft policies.

## Community Office Hours

City staff hosted a series of office hours in May, inviting community members to ask questions and provide feedback in an informal setting. On May 7, staff were present at Mini City Hall at Crossroads and the Newport Heights Elementary School for in-person office hours. Staff hosted hybrid office hours at City Hall on May 12, providing community members an opportunity to attend both in person and virtually.

## Online Engagement Opportunities

For a period of over three weeks in May, draft policies were available on our online engagement hub for community review and feedback. In their review, community members were asked to consider that neighborhood area plans are focused on the long-term future, meaning that they must be flexible enough to last and respond to future changes, innovations and community needs.

Community members had the opportunity to leave their feedback online and ask questions. Community input and feedback provided online are included as an appendix to this report.

### Crossroads

Outreach activities during this phase included:

2 Community office hours

1 Info session

4 Public meetings with boards & commissions

During this phase the planning team connected with:

4 People attending office hours

161 Visitors to our online engagement hub

26 Contributions to the online Draft Policy Review guestbook



## Info Session

City staff hosted a joint hybrid event ahead of the Planning Commission's review of the full draft plans for Crossroads and Newport. Community members were invited to join the information session to get a high-level overview of the full draft plans, an explanation of how they will move through the legislative process, and with time for questions.

## Boards and Commissions

Boards and commissions provide detailed study and recommendations to city leaders on important policy members and are important in the City of Bellevue's strong commitment to community member participation in local government. All meetings are open to the public and comments, either written or oral, are always welcome.

During the Refine phase, City staff engaged relevant boards and commissions around specific policy areas where they have expertise. Their inputs are incorporated into the overall neighborhood area plans for Planning Commission. Staff presented the draft policies for the Crossroads and Newport neighborhood area plans to the Parks and Community Services Board on May 21 and the Arts Commission on June 4. Staff considered and incorporated inputs from both the Board and the Commission as part of staff's recommendation on final draft policies that are reviewed with the Planning Commission in June.

The Planning Commission is the body that has the most involvement in the neighborhood area planning process. Staff provided an update to the Planning Commission at their April 9 meeting, following an initial briefing and overview on October 9, 2024. The Planning Commission will ultimately provide a recommendation for Council consideration on the neighborhood area plans for Crossroads and Newport.

## Newport

### Outreach activities during this phase included:

**2** Community office hours

**1** Info session

**4** Public meetings with boards & commissions

### During this phase the planning team connected with:

**6** People attending office hours

**153** Visitors to our online engagement hub

**22** Contributions to the online Draft Policy Review guestbook



# Support for Equitable Engagement

Reporting on demographic information of participants can be challenging. Several activities during these phases were drop-in events, where the format doesn't allow for easy data collection. There was also collaboration with community partners to adapt engagement for groups identified as having significant gaps in participation, as described in more detail on page 6. Across different activities, demographic questions are always optional, and some people decline to share personal details.

## Crossroads

Crossroads is one of Bellevue's most diverse neighborhoods. 59% of residents are from communities of color, 13% are 65 or older, and 70% of residents are renters. Ensuring these voices are part of the neighborhood planning process is a priority for the City. The planning team took a few steps to connect with diverse communities including meeting with Chinese seniors' groups, presenting to residents at Silver Glen, A 55 and older community, and engaging families at the Bellevue Aquatic Center. Bellevue's Cultural Outreach team provided critical support by leading presentations in other languages and promoting engagement opportunities via different channels.

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## Newport

Newport has seen some important changes over the past several years. The Asian population has grown and now makes up 34% of the neighborhood. Newport is also diverse in terms of age; 24% of households have school-aged children and 16% of residents are 65 or older. Newport residents are predominantly homeowners with renters making up 20% of the households.





Newport is home to active community clubs as well as many homeowners' associations. These have been the primary avenue for connecting with community members. The planning team engaged with the Chinese-speaking community at the Newport Way Library Mandarin Storytime. Bellevue's Cultural Outreach team provided critical support for this event and assisted with translation and outreach. The planning team recognizes that there are opportunities to continue to improve outreach to diverse groups within Newport. The city will continue to make intentional efforts to connect with families, older adults, and people from diverse communities.

## How this input will be used

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Feedback provided during the Define phase gave context for the neighborhood area plans and contributed to the development of policies. Draft policies were developed reflective of community feedback, also those gathered through our public space event series, and were shared with the community for subsequent review and input during the Refine phase. During the Refine phase, staff facilitated multiple iterations of community review as draft policy refinement occurred.

Feedback provided during the Define phase also contributed to the development of urban design concept maps for the neighborhood area plans. These concept maps help visualize opportunities for enhancing neighborhood connectivity and gathering spaces, representing a range of possibilities for achieving the neighborhood area vision.

## Appendix A: Neighborhood Scans - Crossroads

Community Gathering Spaces:	Name:
(Crossroads Mall): Add electric vehicle charging station at parking lot	
(Crossroads Community Center): Nice place encourage community gathering	
1) The "Neighborhood Center" at 140th & 8th is laughable. 2 wet and dirty benches outside of the Walgreen's, looking at traffic raising through heavy traffic. No trees blocking the "view" of traffic and an electrical plant. Smell like exhaust from buses and cars. No overhang to protect wet and dirty benches. Nothing to entice as a meeting place. 2) Odle trail trees covered with invasive ivy, blackberries and no trash can near benches at Odle School so tons of trash. We picked up trash. 3) Benches along 140th were wet, covered in dirt, bags of trash on them.	Nancy L
Lack of parks around Newport and Factoria area and there is not much of community gathering around here.	Hayden Y
Playground & Crossroads Park. Dog park @ Crossroads Park! Community pea patch- seems to be well used by senior housing. Small golf course	
156th is busy with cars + pedestrians. The sidewalks work well. Maybe widen to allow 2 people walking side by side (I am walking with a friend or 2 to Crossroads Mall for lunch and then a walk around	

Parks and Plazas:	Name:
19 (Crossroads Park): Add more trash bins, install chairs on the Youth Theater backstage grass area.	
1) The "Neighborhood Center" at 140th & 8th is laughable. 2 wet and dirty benches outside of the Walgreen's, looking at traffic raising through heavy traffic. No trees blocking the "view" of traffic and an electrical plant. Smell like exhaust from buses and cars. No overhang to protect wet and dirty benches. Nothing to entice as a meeting place. 2) Odle trail trees covered with invasive ivy, blackberries and no trash can near benches at Odle School so tons of trash. We picked up trash. 3) Benches along 140th were wet, covered in dirt, bags of trash on them.	Nancy L
There could be more parks around the neighborhood.	Hayden Y
Crossroads Mall, Crossroads Park, El Maestro del Taco seating area	
The mild elevation and shade help to from a busy day to an easy walk, without me having to change in to workout clothes. Love a park next to a mall food court (I don't really think of crossroads as a mall place, I don't shop there except when I needed a gown for a wedding). Good save.	

Streets:	Name:
NE 8th St (between 140th Ave NE and 148th Ave NE): ugly electrical poles make street dangerous. Better to put underground. Between Stevenson ES and 148th Ave NE: add more bright streetlights Add right turn traffic signal from Ne 8th street to 140th Ave NE.	
1) Many times a week there are drag racing cars along NE 8th heading East - sometimes at 9:30pm, sometimes at 2am. 2) Bike lanes on 140th Ave NE are not safe for bikes or e-scooters and other motorized bikes ridden by kids.	Nancy L
Walking along the Forest Dr, there is trash everywhere from littering.	Hayden Y
Small connector (pedestrian street linking Northrup with Crossroads Park is always well utilized by Interlake HS students before and after school.	
are along on sidewalks	

Trails and Natural Areas:	Name:
Wetlands area and trail not maintained, except by neighbors volunteering to cut things back, remove trash. No sidewalk of Main Street, heading West from Sammamish High down to trail to Kelsey Creek Park.	Nancy L
The Coal creek trail could use a little more clean up. There are dead trees everywhere and it prevents new plants from growing. The trail head has a poop bag station for dogs but it is always empty.. Please take care of the trails by planting more trees and get rid of dead trees or branches to make a room for new trees and make it look nicer.	Hayden Y
Busy street along Northrup- my dog hates the cars! ha! -Nice paths in the park -benches in the park are always used - so nice to see so many people using it!	
Don't see much of these, more apartments and businesses. would love to see more of this.	

Neighborhood Art and Identity:	Name:
The orange benches along 140 St. NE are always wet, dirty, lots of trash, and the "art" looks like marijuana leaves. Often graffiti on them. Graffiti on fences between Odle and Main Street.	Nancy L
Graffiti along small pedestrian street looks like it might have been done by Interlake students	
Humm. Hadn't thought much of these. Don't recall seeing much	





Parks and Plazas:	Name:
General comment. South Bellevue needs some TLC. I look at Bridle Trails and other areas in North Bellevue and it feels as [illegible] with a few exceptions. South Bellevue has gotten very little attention since its annexation in mid '90s. Even Woodlawn Parj is designed much more for dogs than people.	Sue B

Streets:	Name:
Newport shores	Yoni
-sidewalks are narrow and disconnected so hard to walk around the neighborhood	
-Sidewalks are honestly pretty narrow. spotted people walking on the road in order to walk besides their partner who was on the sidewalk	
- Some houses have entirely no sidewalks in front of them, had to cross to the other side in order to walk.	
- We had to constantly walk on the road	
Near Ringdal School	
The physical fences around Ringdal School gave off an intimidating vibe, I don't feel comfortable walking around the school.	
Fixing streets and potholes on Lake WA Blvd. Widening sidewalks in Newport Shores.	
Many sidewalks need repair to make easy/safe to use.	
Well-lit and good pavement	
the sidewalks can be narrow and uneven, and corner lots with hedges can limit or eliminate visibility (especially at the SW corner of Lopez and Lummi Key). however, the streets are wide and feel spacious	
Encountered aggressive driver, felt unsafe. 119th near school is busy with cars but has no bike lanes. Essential infra for kids! I like how the bus stop near S-Mart doesn't block the bike lane. Missed opportunity for parking-protected bike lane near the church. Intersection 119th and SE 60th awkward on a bike. Both ways have disappearing bike lanes. Left turn to 119th requires mixing with traffic.	
Streets are clean and well organized without many potholes. The residential areas were clear. Bus stops are also well managed except a few of them were washed out and hard to read.	
No.	
The sidewalks are great. Very neat and clean, thanks to well-managed grass as well as regular cleaning. One improvement, increase width? For safety, a little too close to (son)	

Streets:	Name:
I have several people say there's too much traffic. That's especially true in AM+PM when people are driving to work and children are going to school. Because there are few sidewalks and children have to walk in the street, parents are afraid to let their children walk to school. This is crazy! We need sidewalks and children walking to school. It's good for everyone.	Sue B

Neighborhood Art and Identity:	Name:
I didn't really notice a lot of art in the places	
Seeing public art on the streets would create a more welcoming vibe. as it was hard to identify the character of the neighborhood.	
Add more neighborhood art and sculptures	
Work with the Homeowners association.	
very nice identity and atmosphere	
the signboard at the inside front of the neighborhood, and a map there, and tiki sculpture at the clubhouse.	
Did not notice any art. Shopping center could be a nice walking/biking destination if it wasn't just a run-down parking lot.	
It seems the area is very family friendly and neighbor-friendly malls. Not many places to attract people from other cities though.	
No.	
Very close. Tightly knit. The chunks of marble at the Newport Hills Shopping Center gave a unique, somewhat sophisticated feeling.	
Newport needs more TLC generally. Redevelopment of Shopping Center and schools sites to include more multi family housing would be a plus. Townhomes, condos and apts would help revitalize the area. More trees.	
Trail in Woodlawn Park is too too dark and secluded for women and children to safely walk. Need more street trees everywhere. Need better access to Eastrail.	

Additional Comments?	Name:
Thanks for the fun event! I had a great time discussing the vibe and possible improvements while walking through the neighborhood with my 8th grader. It was both enjoyable and educational.	Yoni
Heavy traffic and speeding cars are a concern in our neighborhood	
At exit from Newport Shores make visibility to north/left greater to improve sighting traffic	
thank you for offering this experience!	
Hope Bellevue Area is more safer	



# PUBLIC SPACE WORKSHOP SUMMARY

## Bellevue Great Neighborhoods Program: Crossroads and Newport

April 2025

### BACKGROUND

The [Great Neighborhoods Program](#)'s primary objective is to develop neighborhood area plans that reflect the community's values and vision for the future of Bellevue's diverse and unique neighborhoods. As an extension of the city's Comprehensive Plan, neighborhood area plans respond to citywide issues like housing, transportation, and open space and parks but are tailored to the challenges and opportunities within the individual neighborhood area. Neighborhood area plans provide further guidance to city staff on where to direct improvements and investments for the look, feel, and programming that reflect the community's vision.

The public space workshops described in this summary were part of Phase 2 (Define), which took place between January and March 2025. Engagement in this phase focused on developing draft plan elements, including a vision statement and key policy moves. Another focus was on urban design, which is the practice of planning and designing the physical environment of a community. Within the scope of neighborhood area plans, urban design can improve the design and function of public spaces, including community gathering spaces, parks, plazas, streets, trails, natural areas, and public art. A previous public space event series hosted by City staff included different ways for providing feedback on public space improvements and led to the current draft urban design guiding principles.



*The five urban design guiding principles as identified by previous engagement efforts.*



## FORMAT

The Crossroads Neighborhood Area Plan Public Space Workshop was held on Saturday, March 15<sup>th</sup> from 10:00 a.m. to 12:30 p.m. at the Crossroads Community Center. About 20 community members participated in the Crossroads workshop. The Newport Neighborhood Area Public Space Workshop was held on Saturday, March 22<sup>nd</sup> from 10:00 a.m. to 12:30 p.m. at Newport Heights Elementary School. Approximately 30 community members participated in the Newport workshop. At each workshop, participants were invited to visit seven different informational and interactive stations set up around the room focused primarily on urban design. Participants had the opportunity to provide feedback on the Draft Vision, Key Policy Moves, and Urban Design Guiding Principles for the neighborhood area. Participants could reflect on their personal experience and weigh in on opportunities for improvement at each of the stations. Cultural outreach assistants attended to provide additional translation and support services for community members navigating the event.



*Participants visiting stations around the Crossroads Community Center at the Crossroads Public Space Workshop.*

## Stations / Activities

### **Station 1: Introduction, Draft Vision and Key Policy Moves (Background)**

The purpose of this station was for participants to gain an understanding of what a neighborhood area plan entails and the overall project process, and to allow the participants to weigh in on the vision statement, which will be the foundation of the policies and future implementation priorities for the neighborhood. Along with boards that explained the process, the station included a board with the draft vision for each neighborhood with key policy moves. These were the results of Phase 1 (Discovery) engagement, which took place between October and December 2024.

**Participants were asked to provide any additional feedback to help refine the vision statements and develop draft policies.**

### **Station 2: Urban Design Principles**

The purpose of this station was to offer an opportunity for community members to contribute feedback on the guiding urban design principles. Principles reflect what the community has identified as places and qualities that are special to the neighborhood and are used to enhance and develop public places throughout the neighborhood that reflect these positive qualities. Similar to Station 1, these draft statements were the result of Phase 1 (Discovery) engagement.

**For each statement, participants were asked to provide their perspective or feedback on a Post-It note.**

### **Station 3: Assets, Opportunities, and Getting Around**

The purpose of this station was to understand the unique spaces in the neighborhood and identify specific locations where people would like to see changes that would make getting around the neighborhood easier. **Participants were asked to place icon stickers on specific locations on the map in response to the provided questions. City staff were present for additional conversation and to answer questions from the participants.**

### **Station 4: Neighborhood Scan**

At this station, community members learned how to conduct a neighborhood scan with the project team. The documents at this station were created specifically for each neighborhood and **ask the participants to walk a route within the neighborhood area. They were then asked questions about their walking experience and destinations. This was an interactive station that brought community members out into the neighborhood during the workshop or during their own time.** A QR code was provided to participants so they could upload their neighborhood scan responses online or they could hand their completed scans to staff.

### **Station 5: Explore the Possibilities**

This station gathered feedback on specific public space design strategies reflecting the draft urban design principles and key policy moves for their neighborhood. There were five general statements and corresponding images for each type of public space. **Community members were asked to place a sticky dot on their top three preferences for each public space type.** This exercise gave the project team an idea on the communities' preferences for what spaces feel like and what different types of public space opportunities can be prioritized through the neighborhood area plan.

### **Station 6: Dream Big!**

This station encouraged community members to **"Dream Big" for what they want to see in their neighborhood by creating collages that represented the future that they envisioned for their neighborhood.** On the table were several images that participants could cut or tape or glue directly to their picture frames. *\*Due to space limitations, this station was only part of the Crossroads workshop.*

### Station 7: Related Initiatives

This station had information on other related City initiatives and general comment cards in case something was not immediately related to the other stations.

## RESULTS

Though both neighborhoods varied in identified assets, opportunities, and challenges, there were many similarities:

- A desire for better walking connections, bike lanes, and sidewalks across and alongside busy streets or arterials roads.
- Dedicated arts and cultural facilities and culturally diverse murals and artwork that could offer increased opportunities to celebrate cultural events, history, and celebrate diversity.
- Ease of access and orientation to natural areas and other green spaces.
- Indoor spaces for community gathering were vital to the conversation with both neighborhood participants.
- Repurposing vacant or underutilized parcels, such as former school sites, during the weekends or altogether, was celebrated in both neighborhoods.



*Participants visiting stations around the Newport Heights Elementary School at the Newport Public Space Workshop.*



# CROSSROADS

## KEY FINDINGS FOR URBAN DESIGN PRINCIPLES AND VISION (STATION 2)

### Aligned Urban Design Principles and Vision

When community members were asked what they liked or felt was missing from the draft Urban Design Principles, none of the participants highlighted anything that was absent from the draft principles. There appeared to be support overall, with particular support around the draft guiding urban design principle for Parks and Plazas. Some additional feedback included:

- More senior activities in Crossroads (Community Gathering Spaces)
- Increase small parks and green areas (Parks and Plazas)
- Walking trail enhancement (Trails and Natural Areas)

## KEY FINDINGS FOR ASSETS, OPPORTUNITIES, AND CONNECTIVITY (STATION 3)

Generally, the participants in this activity focused on the opportunities for improvements, as opposed to identifying what already makes Crossroads special.



### More Outdoor Seating

There was a desire for more furnishing and seating options throughout Crossroads Park and near the bus stop at 148<sup>th</sup> Ave NE and Bel-Red Road.



### Better Walking Connections Across Busy, Arterial Roads

There was a desire for better, safer pedestrian crossings near 148<sup>th</sup> Ave NE and NE 16<sup>th</sup> Street, at the intersection of Bel-Red Road and 148<sup>th</sup> Ave NE, and at Bel-Red Road and 152<sup>nd</sup> Ave NE.



### More Bus Stop Amenities and Access

There was a need expressed for better bus amenities at the transit stop near Bel-Red Road and 152<sup>nd</sup> Ave NE as well as a request for bus stops near all school facilities.



*Community members engaging with the Assets, Opportunities, and Connectivity Station.*



*Some additional feedback regarding opportunities and improvements for the neighborhood included:*

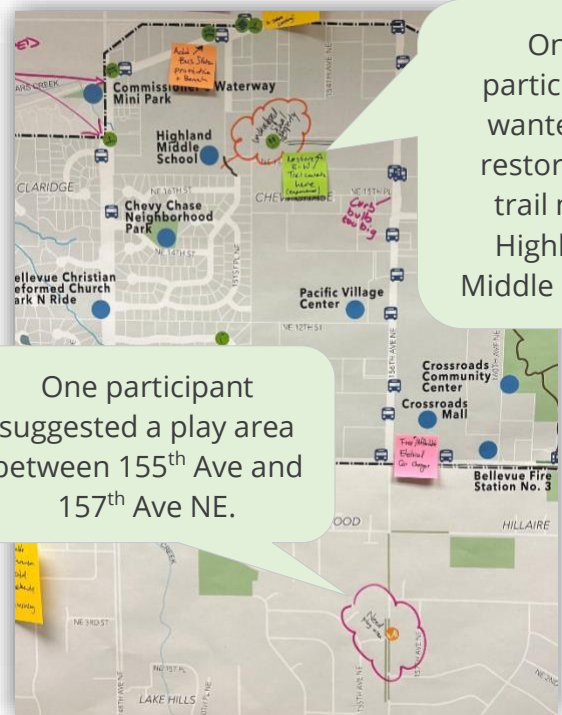
**Green Space and Parks.** A desire for protecting and expanding existing green spaces, neighborhood parks, and park amenities in future land use.

**Repurposing Underutilized School Properties.** Some participants made suggestions about opening the fields at Stevenson Elementary School and Odle Middle School on weekends to create exercise parks or reutilizing the undeveloped school property east of the Highland Middle School.

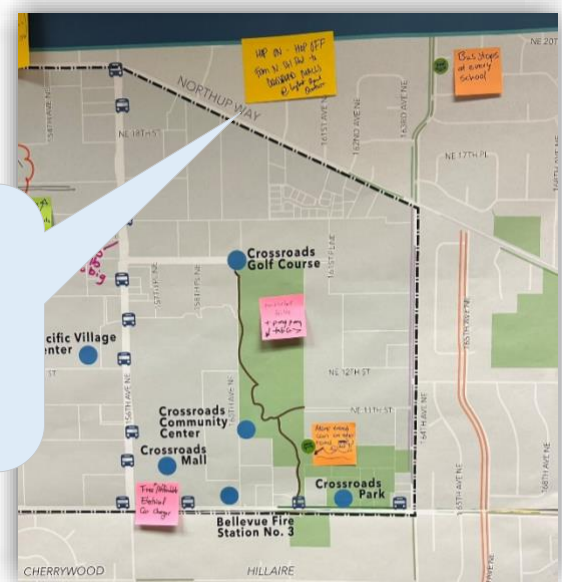
**More Senior Facilities and Activities.** There were multiple participants that stated that Downtown and the Crossroads neighborhood area do not have enough senior facilities or activity centers to meet demand.

**More Innovative Technology.** Some participants suggested connecting with IT companies to use their knowledge to make Bellevue better. Someone suggested free or affordable electric charging stations at the Crossroads Mall.

Someone suggested a connection or shuttle service between the Crossroads Mall, Bel-Red Road and the existing light rail stations.

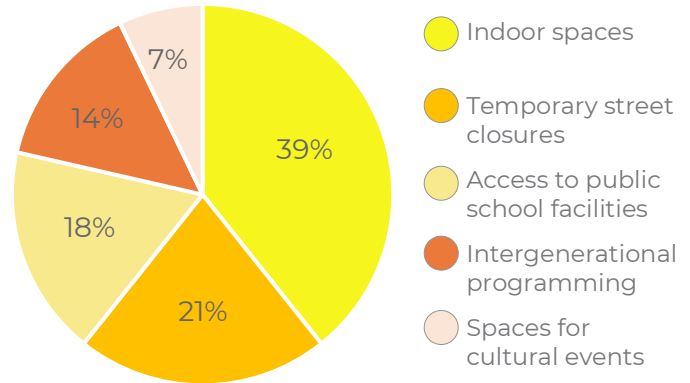
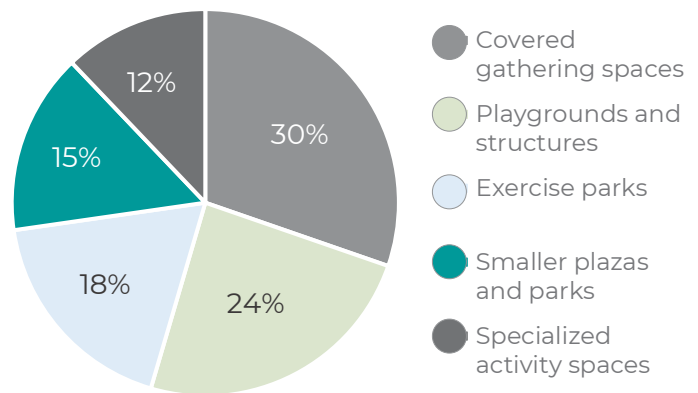


One participant wanted to restore the trail near Highland Middle School

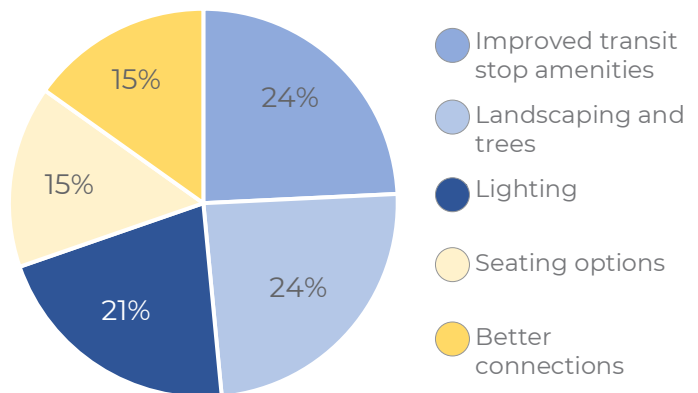


*Feedback from participants regarding neighborhood Assets, Opportunities, and Improvements.*

## KEY FINDINGS FOR URBAN DESIGN POSSIBILITIES (STATION 5)

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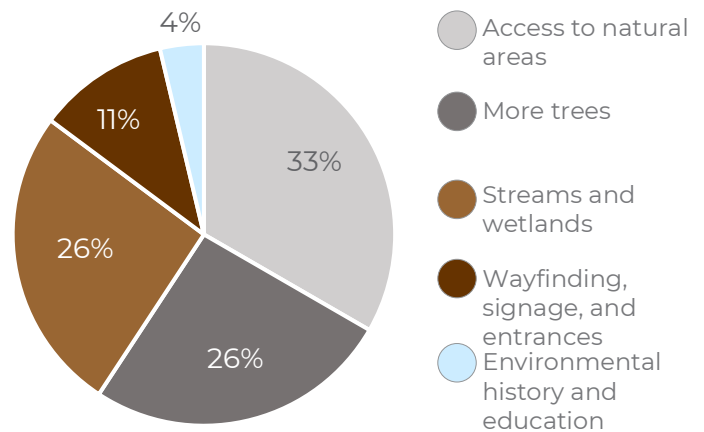
There was not a strong preference for this Urban Design Principle. While there was a slightly higher desire for improved transit stop amenities and sidewalk landscaping/trees (both with 24%), it was by a small margin. More seating options and better connections within and around the neighborhood had 15% of the votes.





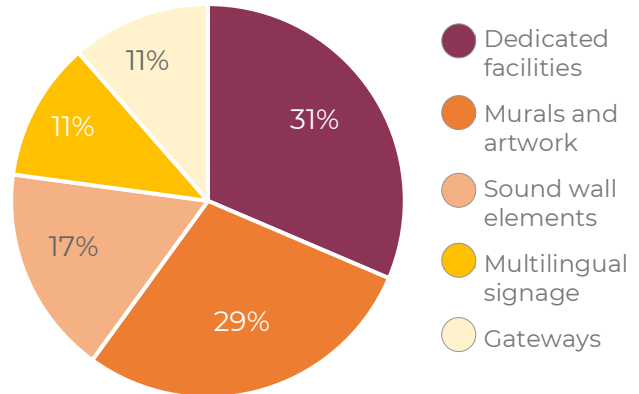
## Increase in Access, Coverage, and Enhancements

The top three preferences spoke to a desire for increased public access to natural areas, more trees, and enhancements to streams and wetland areas. These three preferences accounted for 85% of the votes.



## More Culturally Significant Art

Dedicated arts and culturally specific facilities and culturally diverse murals and artwork accounted for 60% of the votes. Although, there were some preferences for adding artistic elements to the sound walls (17%), multilingual wayfinding and signage (11%), and gateway signs and neighborhood identifiers (11%), they had less participants voting for them.



For more in-depth information and to see the images selected for each of the public space types, please see Appendix A.





# NEWPORT

## KEY FINDINGS FOR URBAN DESIGN PRINCIPLES AND VISION (STATION 2)

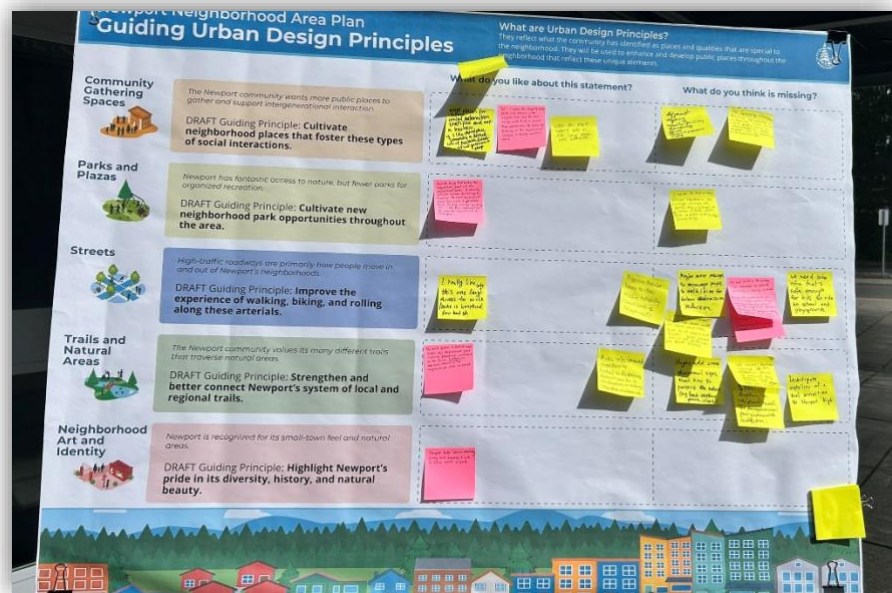
### Enhancing What Works

Many community members had specific comments about what they felt was missing from the draft Urban Design Principles (22 participants provided additional written feedback on sticky notes).

Overall, attendees agreed with the draft guiding urban design principles for Community Gathering Spaces, Parks and Plazas, and Neighborhood Art and Identity (though added

suggestions to where they thought these improvements could be made). Many participants shared opinions about Streets and Trails and Natural Areas. Participants felt that safety and connectivity improvements for pedestrians and cyclists are crucial for streets, including traffic calming and dedicated bike infrastructure. They also shared that trails and natural areas need better maintenance, accessibility, and educational signage, with a focus on safety and their potential expansion. Most of these comments, however, were not necessarily tied to the Urban Design Principles, but rather were pointed towards specifics, for example:

- Need an indoor space due to our cold dark, wet weather (Community Gathering Spaces)
- Narrow the car lanes to slow traffic naturally (Streets)
- Investigate the viability of a trail connection to Newport High (Trails and Natural Areas)



*Community members provided feedback on the Guiding Urban Design Principles.*



## KEY FINDINGS FOR ASSETS, OPPORTUNITIES, AND CONNECTIVITY (STATION 3)

Generally, the participants of this activity focused on the opportunities for improvements, with some pointing out what makes the Newport neighborhood area special.



### Focus on Newport Shopping Center

This was already seen by the community as an asset and place where residents go for gathering and purchasing necessities. Some of the participants focused on enhancing this space as a community hub; with suggestions for bike facilities at bus stops, more indoor gathering spaces (especially for youth), and spaces for community sports and events.



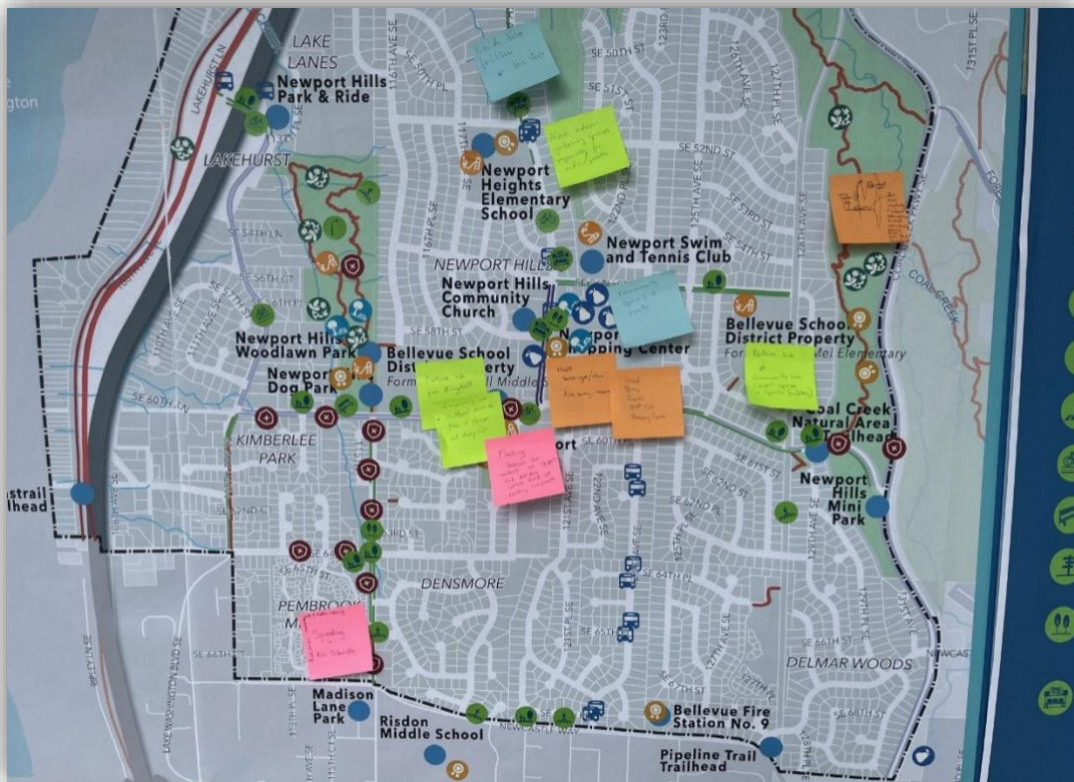
### Safety Along 116<sup>th</sup> Avenue SE

Along SE 60<sup>th</sup> Street, SE 64<sup>th</sup> Street, and 116<sup>th</sup> Avenue SE, there were specific requests for added traffic calming measures and improved sidewalks to promote safe pedestrian environments.



### SE Coal Creek Parkway Improvements

There were several participants who emphasized that SE Coal Creek Parkway as a corridor would benefit from crosswalk improvements, new or improved bike lanes or better connections to the north part of the neighborhood.



*Sticky-notes and icon stickers identified where participants thought the neighborhood's Assets or Opportunities were located.*

*Some additional feedback regarding opportunities and improvements for the neighborhood focused on:*

**Youth Needs.** There's a specific need for indoor youth spaces and activities.

**School Safety.** Ensuring safety around schools during drop-off and pick-up times was a concern; with a suggestion to implement flashing beacons to alert drivers.

**Redeveloping or Utilizing Existing Spaces.** The Newport Shopping Center is seen as a potential focal point for community activities. Residents expressed a need for more than just retail; they envision spaces for gathering, recreation, and events. Also, there were suggestions included for future uses of vacant Bellevue School District property, including cultural events, a library, a food hall, multi-use buildings, and improved safety measures around other schools.

**Coal Creek Natural Area.** Improving access to Coal Creek Natural Area for various modes of transportation was important for enhancing community access to recreational areas. Also, while Coal Creek Natural Area was seen as an asset, there are parts that were identified as unsafe or in need of additional wayfinding and signage to help orient people to the natural area.

**Better Connections.** There were safety concerns along 116<sup>th</sup> Avenue SE, as well as in high-traffic areas, like crossing SE Coal Creek Parkway, along Newcastle Way, over I-405, and along Lake Washington Blvd SE. Suggestions for new or improved sidewalks, crosswalks, or bike lanes appear to be high priorities to make the area safer for people trying to access key amenities or other parts of the neighborhood area.

In addition to sidewalk improvements, folks made suggestions for other opportunities with icon stickers.



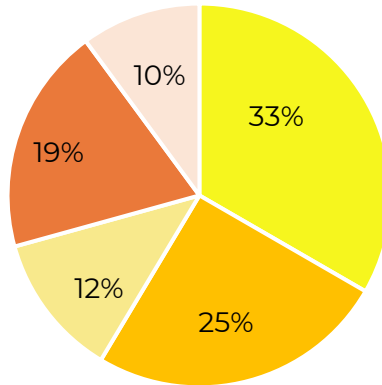
*Feedback from participants regarding neighborhood Assets, Opportunities, and Improvements.*

## KEY FINDINGS FOR URBAN DESIGN POSSIBILITIES (STATIONS 5)



### Redevelopment of Vacant School Sites

A strong preference emerged for indoor gathering spaces; particularly those integrated as redeveloped vacant school sites (33%) and the shopping district (25%). While multi-functional outdoor spaces (19%) and opportunities for multigenerational activities (12%) were also desired, informal seating with movable furniture garnered less interest (10%).

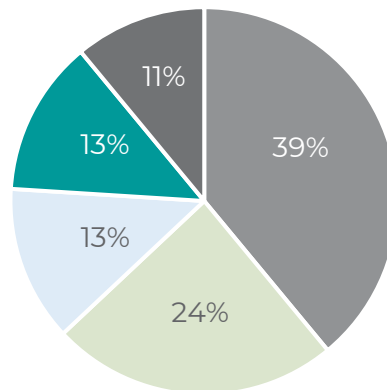


- Repurpose vacant school sites
- Shopping district spaces
- Multigenerational activities
- Multi-functional outdoor spaces
- Informal seating opportunities



### Smaller Neighborhood Parks

Smaller plazas and pocket parks were the most favored option (39%), followed by playgrounds and play structures (24%). Wellness and exercise parks and specialized activity spaces each received 13%, indicating a moderate interest.

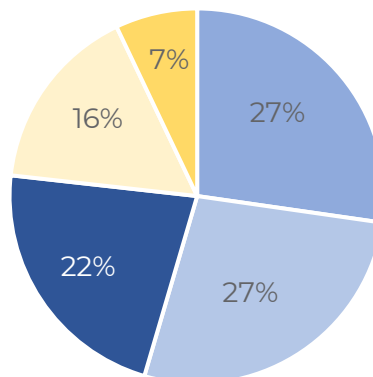


- Smaller plazas and pocket parks
- Playgrounds and other structures
- Specialized activity spaces
- Exercise parks
- Covered gathering spaces



### Better Connections and Transit Amenities

Improved transit stop amenities and better connections to destinations in/around the neighborhood tied as the most desired street improvements (27%). Sidewalk landscaping and street trees were also emphasized (22%).

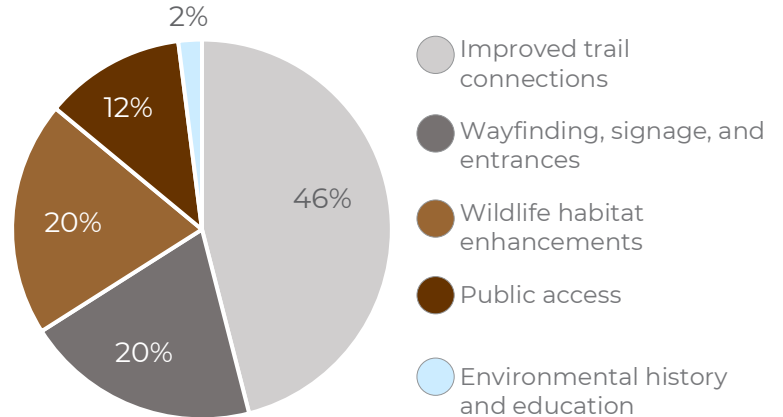


- Better connections
- Improved transit stop amenities
- Landscaping and trees
- Lighting
- Seating options



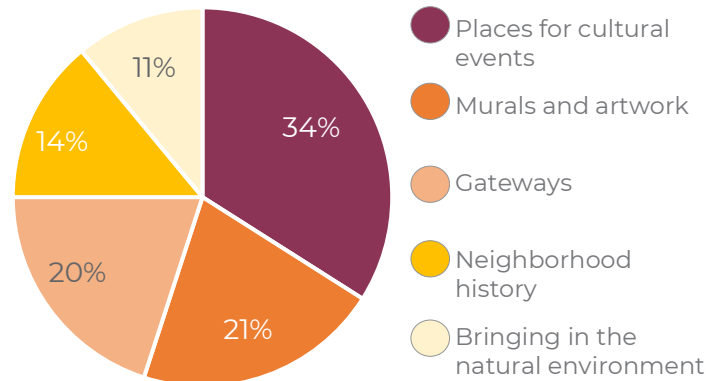
## A Focus on More Ease of Access to Nature and Navigation

Improved connections between trails stood out as the most important element (46%). Enhancements to wildlife habitat and improved wayfinding or signage tied at 20%, indicating a focus on accessibility and natural environment.



## Opportunities to Celebrate Cultural Diversity and Events

Opportunities and places for cultural events were highly valued (34%), followed by culturally diverse murals and artwork (21%). Gateways and signage identifying the neighborhood (20%) and design elements honoring neighborhood history (14%) showed moderate interest.



Some additional feedback regarding opportunities and additional feedback for the neighborhood focused on:

**Highlighting Existing Infrastructure and Sites.** There was support expressed for better connections in and around the neighborhood, bringing life to the sidewalks, and repurposing unused school properties.

**Indoor Spaces.** There were numerous suggestions for indoor gathering spaces, in the form of community centers, that would offer reprieve from inclement weather.

For more in-depth information and to see the images selected for each of the public space types, please see Appendix A.

## **NEXT STEPS**

Community feedback provided at the workshops will inform developing draft policies for both the Crossroads and Newport neighborhood area plans. Concept maps and precedent imagery will be incorporated into the neighborhood area plans to clearly identify and illustrate urban design opportunities. This workshop summary will be part of a separate engagement report covering both Phase 2 (Define) and Phase 3 (Refine) activities prepared by City staff.



# APPENDIX A:

## Bellevue Great Neighborhoods Program: Public Space Workshop Boards

### Station 1 (Crossroads Example)

#### Great Neighborhoods - Crossroads DRAFT Vision Statement & Policy Moves

##### Vision Statement

Crossroads is a complete, urban neighborhood with convenient access to a variety of destinations that fosters diversity and embraces its natural qualities.



##### Neighborhood Identity

- Recognize Crossroads' diversity through placemaking
- Integrate easily understandable wayfinding
- Develop a unique identity of key commercial areas
- Provide aesthetic and landscaping enhancements on arterials
- Establish gateways and enhance key public views



##### Neighborhood Connectivity

- Improve pedestrian and bike safety and comfort on arterial streets.
- Support the creation of a network of pedestrian connections within superblocks.
- Support mid-block pedestrian crossings.
- Improve the appearance of public streets by adding amenities.
- Encourage the joint use of parking facilities.
- Encourage the improvement of transit stops for passengers.



##### Third Places

- Enhance Neighborhood Centers recognizing their multiple roles
- Promote indoor third places on private property for people to connect
- Partner to enhance and strengthen school properties as third places
- Promote social connections through existing and new public spaces like mini parks and plazas



##### Natural Areas and Trails

- Protect natural areas and enhance options for their enjoyment by the community
- Explore ways to expand the tree canopy and improve stormwater management in key areas
- Encourage the joint use of public property to maximize their benefit



**We want to hear from you!** Imagine a future 5 or 10 years from now.

- If these ideas are implemented, what changes would you expect?
- Is there anything that you think is missing?



# PUBLIC SPACE WORKSHOP SUMMARY

## Bellevue Great Neighborhoods Program: Crossroads and Newport

April 2025

### BACKGROUND

The [Great Neighborhoods Program](#)'s primary objective is to develop neighborhood area plans that reflect the community's values and vision for the future of Bellevue's diverse and unique neighborhoods. As an extension of the city's Comprehensive Plan, neighborhood area plans respond to citywide issues like housing, transportation, and open space and parks but are tailored to the challenges and opportunities within the individual neighborhood area. Neighborhood area plans provide further guidance to city staff on where to direct improvements and investments for the look, feel, and programming that reflect the community's vision.

The public space workshops described in this summary were part of Phase 2 (Define), which took place between January and March 2025. Engagement in this phase focused on developing draft plan elements, including a vision statement and key policy moves. Another focus was on urban design, which is the practice of planning and designing the physical environment of a community. Within the scope of neighborhood area plans, urban design can improve the design and function of public spaces, including community gathering spaces, parks, plazas, streets, trails, natural areas, and public art. A previous public space event series hosted by City staff included different ways for providing feedback on public space improvements and led to the current draft urban design guiding principles.



*The five urban design guiding principles as identified by previous engagement efforts.*

## Station 5 (Crossroads Example)

### Explore the Possibilities!

Urban Design Principles provide the foundation for identifying future projects and programs in the neighborhood. What would you like to see in Crossroads?

For each Draft Urban Design Principle, place a sticky dot on the top three things you would like to see happen in Crossroads.

#### Community Gathering Spaces



Crossroads is known for its culturally vibrant Third Places where people gather and attend events.

DRAFT Guiding Principle: **Cultivate these types of experiences so they are more widely available across the neighborhood.**



Indoor spaces for gathering and recreation



Intergenerational programming for all ages and abilities



Community access to public school facilities



Spaces for cultural celebrations and performances



Temporary closures for block parties, festivals, and street vendors

#### Parks and Plazas



While Crossroads Park is a loved asset, the Crossroads community would like more neighborhood-scale parks.

DRAFT Guiding Principle: **Cultivate new neighborhood park opportunities throughout the area.**



Wellness and exercise parks



Covered picnic and gathering spaces



Specialized activity spaces (e.g., dog park, skate park, community garden)



Smaller plazas and pocket parks



Playgrounds and other play structures/areas



## Station 5 (Crossroads Example)

### Explore the Possibilities!

Urban Design Principles provide the foundation for identifying future projects and programs in the neighborhood. What would you like to see in Crossroads?

For each Draft Urban Design Principle, place a sticky dot on the top three things you would like to see happen in Crossroads.

#### Streets



*Crossroads is at a crossroads for many different destinations inside and outside the neighborhood.*

DRAFT Guiding Principle: **Support connecting arterials as inviting places to walk, bike, and roll.**



More seating options



Better connections to destinations in and around the neighborhood



Improved transit stop amenities



Sidewalk landscaping and street trees



Pedestrian and street lighting

#### Trails and Natural Areas



*The Kelsey Creek watershed stitches together many of Crossroads' riparian corridors.*

DRAFT Guiding Principle: **Provide better access and visibility to Crossroads' natural features.**



Expanded tree canopy



Public access to natural areas



Enhancements to streams and wetlands



Opportunities for environmental history and education



Improved wayfinding, signage, and entrances to trailheads



## Station 5 (Crossroads Example)

### Explore the Possibilities!

Urban Design Principles provide the foundation for identifying future projects and programs in the neighborhood. What would you like to see in Crossroads?

For each Draft Urban Design Principle, place a sticky dot on the top three things you would like to see happen in Crossroads.

#### Neighborhood Art and Identity



*Crossroads is recognized for being a diverse and culturally rich neighborhood.*

DRAFT Guiding Principle: **Highlight Crossroads' cultural diversity.**



Culturally diverse murals and artwork



Gateways or signs identifying the neighborhood



Multilingual wayfinding and signage



Dedicated arts and cultural facilities



Artistic elements on sound walls

#### Additional Comments

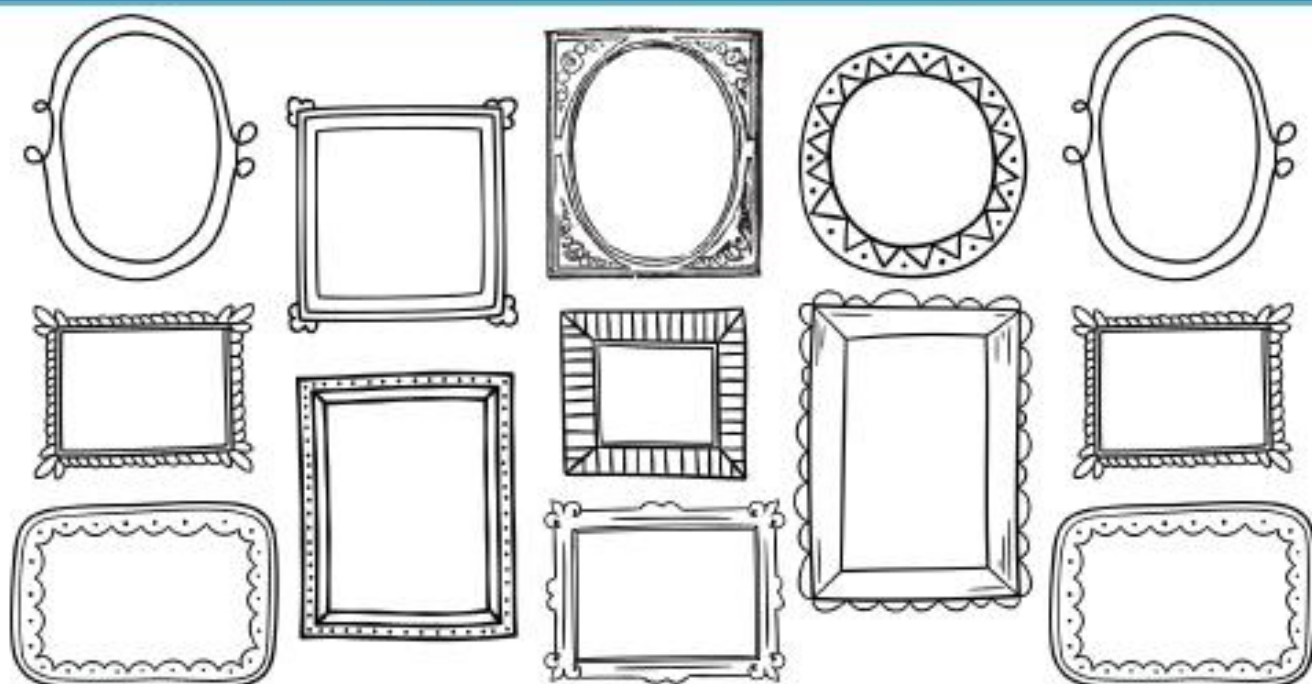
What did you like best?

What do you think is missing?

## Station 6

### Dream BIG!

Each neighborhood has several distinct urban design principles. But, what do you want for your neighborhood? Use the images on the table to create a collage or write in the frames to describe your vision for the neighborhood.



## Station 1 (Newport Example)

# Great Neighborhoods - Newport

## DRAFT Vision Statement & Policy Moves

## Vision Statement

[illegible]

## Neighborhood Identity

- Support the Neighborhood Center as a mixed use hub for shopping and community gathering and a distinct visual and commercial identity.
- Integrate land uses across the district so there is a cohesive feel, support a forested environment, and supporting a safe walking environment.
- Ensure transportation needs are met for new residents.



## Neighborhood Connectivity

- Expand and link trails, walking and biking paths across the neighborhood, including with wayfinding.
- Work with Newcastle and King County to connect with trail systems adjacent to the neighborhood.
- Provide access to Lake Washington and its tributary creeks and streams.



### Third Places

- Support the development of community-serving uses and encourage intergenerational connection.
- Work with the school district to develop third places through the development or redevelopment of their vacant sites
- Encourage documentation of historic resources



## Natural Areas and Trails

- Preserve and enhance the wildlife habitat in Coal Creek Park, Westlawn Park, Mercer Slough and the riparian and green corridors between them.
- Support and enhance the water quality in the streams and creeks in the neighborhood to support fish and animal life.
- Include signage and education and how people can contribute to the vibrancy of the environment.



**We want to hear from you!** Imagine a future 5 or 10 years from now.

- If these ideas are implemented, what changes would you expect?
- Is there anything that you think is missing?

## Station 2 (Newport Example)

### Newport Neighborhood Area Plan Guiding Urban Design Principles

#### What are Urban Design Principles?

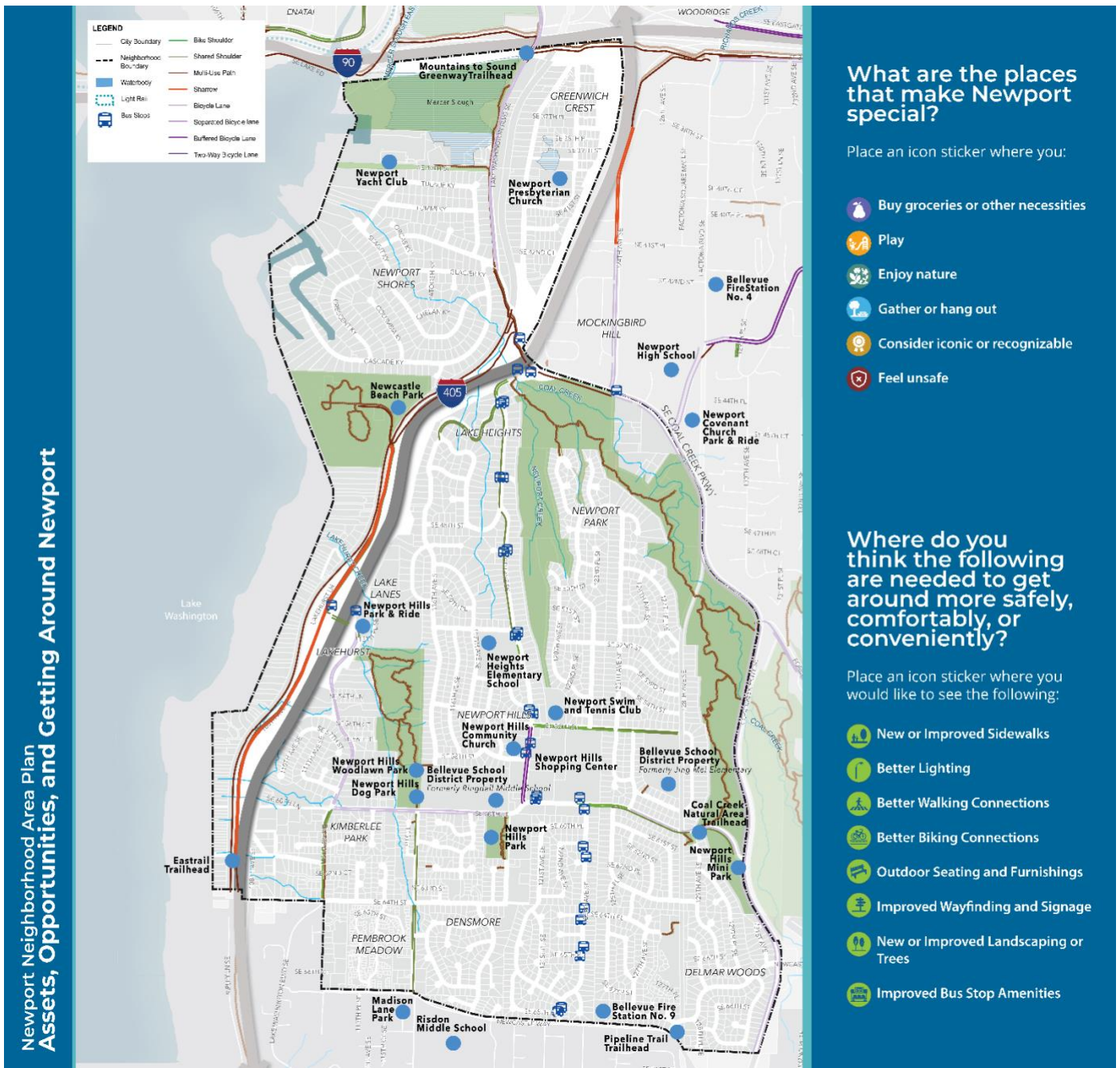
They reflect what the community has identified as places and qualities that are special to the neighborhood. They will be used to enhance and develop public places throughout the neighborhood that reflect these unique elements.



		What do you like about this statement?	What do you think is missing?
<b>Community Gathering Spaces</b> 	<p>The Newport community wants more public places to gather and support intergenerational interaction.</p> <p><b>DRAFT Guiding Principle: Cultivate neighborhood places that foster these types of social interactions.</b></p>		
<b>Parks and Plazas</b> 	<p>Newport has fantastic access to nature, but fewer parks for organized recreation.</p> <p><b>DRAFT Guiding Principle: Cultivate new neighborhood park opportunities throughout the area.</b></p>		
<b>Streets</b> 	<p>High-traffic roadways are primarily how people move in and out of Newport's neighborhoods.</p> <p><b>DRAFT Guiding Principle: Improve the experience of walking, biking, and rolling along these arterials.</b></p>		
<b>Trails and Natural Areas</b> 	<p>The Newport community values its many different trails that traverse natural areas.</p> <p><b>DRAFT Guiding Principle: Strengthen and better connect Newport's system of local and regional trails.</b></p>		
<b>Neighborhood Art and Identity</b> 	<p>Newport is recognized for its small-town feel and natural areas.</p> <p><b>DRAFT Guiding Principle: Highlight Newport's pride in its diversity, history, and natural beauty.</b></p>		



## Station 3 (Newport Example)



## Station 5 (Newport Example)

### Explore the Possibilities!

Urban Design Principles provide the foundation for identifying future projects and programs in the neighborhood. What would you like to see in Newport?

For each Draft Urban Design Principle, place a sticky dot on the top three things you would like to see happen in Newport.

#### Community Gathering Spaces



*The Newport community wants more public places to gather and support intergenerational interaction.*

DRAFT Guiding Principle: **Cultivate neighborhood places that foster these types of social interactions.**



Indoor spaces integrated with the redevelopment of vacant school sites



Indoor spaces integrated into the shopping district



Opportunities and spaces for multigenerational activities



Multi-functional outdoor spaces



Informal seating opportunities with movable tables and chairs

#### Parks and Plazas



*Newport has fantastic access to nature, but fewer parks for organized recreation.*

DRAFT Guiding Principle: **Cultivate new neighborhood park opportunities throughout the area.**



Wellness and exercise parks



Covered picnic and gathering spaces



Specialized activity spaces (e.g., dog park, sports fields, community garden)



Smaller plazas and pocket parks



Playgrounds and other play structures/areas



## Station 5 (Newport Example)

### Explore the Possibilities!

Urban Design Principles provide the foundation for identifying future projects and programs in the neighborhood. What would you like to see in Newport?

For each Draft Urban Design Principle, place a sticky dot on the top three things you would like to see happen in Newport.

#### Streets



Arterials are primarily how people move in and out of Newport's neighborhoods.

DRAFT Guiding Principle: **Improve the experience of walking, biking, and rolling along these arterials.**



More seating options



Better connections to destinations in and around the neighborhood



Improved transit stop amenities



Sidewalk landscaping and street trees



Pedestrian and street lighting

#### Trails and Natural Areas



The Newport community values its many different trails that traverse natural areas.

DRAFT Guiding Principle: **Strengthen and better connect Newport's system of local and regional trails.**



Environmental history and education opportunities



Improved wayfinding, signage, and entrances to trailheads



Improved connections between trails



Public access to creeks and Lake Washington



Wildlife habitat enhancements

## Station 5 (Newport Example)

### Explore the Possibilities!

Urban Design Principles provide the foundation for identifying future projects and programs in the neighborhood. What would you like to see in Newport?

For each Draft Urban Design Principle, place a sticky dot on the top three things you would like to see happen in Newport.

#### Neighborhood Art and Identity



*Newport is recognized for its small-town feel and natural areas.*

DRAFT Guiding Principle: **Highlight Newport's pride in its diversity, history, and natural beauty.**



Culturally diverse murals and artwork



Gateways or signs identifying the neighborhood



Design elements honoring neighborhood history



Opportunities and places for cultural events



Design elements reflecting the natural environment

#### Additional Comments

What did you like best?

What do you think is missing?



## Appendix C: Urban Design Possibilities – Crossroads

For each draft urban design principle, place a sticky dot on the top three things you would like to see happen in Crossroads.

Community Gathering Spaces	Public Space Workshop (3.15.25)	Kin On (3.20.2025)	Crossroads Neighborhood Scan (3.27.25)	Transcend United (4.3.25)	Silver Glen (4.4.25)
Indoor spaces for gathering and recreation	11	11	9	14	8
Intergenerational programming for all ages and abilities	4	4	10	4	9
Community access to public school facilities	5	2	7	7	7
Spaces for cultural celebrations and performances	2	8	3	3	9
Temporary closures for block parties, festivals, and street vendors	6	8	9	3	4

Parks and Plazas	Public Space Workshop (3.15.25)	Kin On (3.20.2025)	Crossroads Neighborhood Scan (3.27.25)	Transcend United (4.3.25)	Silver Glen (4.4.25)
Wellness and exercise parks	6	8	9	14	10
Covered picnic and gathering spaces	10	9	9	7	9
Specialized activity spaces (e.g. dog park, skate park, community garden)	4	3	10	2	6
Smaller plazas and pocket parks	5	7	6	3	9
Playgrounds and other play structures/areas	8	4	5	3	5



Neighborhood Art and Identity	Public Space Workshop (3.15.25)	Kin On (3.20.2025)	Crossroads Neighborhood Scan (3.27.25)	Transcend United (4.3.25)	Silver Glen (4.4.25)
Culturally diverse murals and artwork	10	6	9	5	10
Gateways or signs identifying the neighborhood	4	5	4	4	6
Multilingual wayfinding and signage	4	7	6	15	7
Dedicated arts and cultural facilities	11	3	7	1	7
Artistic elements on sound walls	6	5	8	1	6

## Appendix C: Urban Design Possibilities – Newport

For each draft urban design principle, place a sticky dot on the top three things you would like to see happen in Newport.

Community Gathering Spaces	Public Space Workshop (3.22.25)	Mandarin Story Time (3.27.25)	Newport Neighborhood Scan (3.27.25)
Indoor spaces integrated with the redevelopment of vacant school sites	22	4	1
Indoor spaces integrated into the shopping district	17	0	1
Opportunities and spaces for multigenerational activities	8	3	0
Multi-functional outdoor spaces	13	5	1
Informal seating opportunities with movable tables and chairs	7	1	0
Parks and Plazas	Public Space Workshop (3.22.25)	Mandarin Story Time (3.27.25)	Newport Neighborhood Scan (3.27.25)
Wellness and exercise parks	5	3	1
Covered picnic and gathering spaces	4	5	0
Specialized activity spaces	5	2	2
Smaller plazas and pocket parks	15	0	1
Playgrounds and other play structures/areas	9	3	1
Streets	Public Space Workshop (3.22.25)	Mandarin Story Time (3.27.25)	Newport Neighborhood Scan (3.27.25)
More seating options	4	0	1
Better connections to destinations in/around the neighborhood	15	1	1
Improved transit stop amenities	15	3	0
Sidewalk landscaping and street trees	12	2	1
Pedestrian and street lighting	9	5	3







Contribution	Name:
<p><i>continued</i></p> <p>This could allow our neighborhood to adapt over time while still supporting those who need affordable housing today.</p> <p>I hope we can continue this conversation with openness to the nuances and trade-offs involved.</p>	Agnes Gui
Great work! One refinement I'd like to S-CX-30 is to specifically increase Evergreens relative to deciduous trees.	Nancy Lawler
<p>I support all of the goals in this plan. It's balanced and makes me excited that the Crossroads area is my home.</p> <p>I would ask for specific targeting of policy to maintain and even increase tree canopy both in residential and commercial areas.</p> <p>I would also ask for the establishment of some policy to preserve the smaller starter homes in our neighborhood. I think we need both of these sorts of policies to balance the intense commercial pressure of the Mc Mansion industry.</p> <p>We are an urban forest area. That's rare and precious and something that will greatly increase in value in the future. I would like to see the preservation of that quality emphasized more through both goal setting and explicit policies</p>	Diana
Please drop S-CX-28 (Support efforts to provide electric vehicle charging infrastructure) from plans. Electric cars have range of 300+ miles per charge, cost \$45+K and are luxury items which people can charge at home. It is nice to have, but this is so far down the list of problems - people are losing health and dying on streets, can't afford live in Bellevue, local businesses are closing. Please, focus on those instead of chargers for	lehaleh
All those policies sound really nice and as a resident of Crossroads I would certainly be happy if they were actually implemented. I especially welcome all the mobility and access and environment policies. But I do think that the list of policies should be expanded, for example, electric car chargers are mentioned explicitly but there's nothing about bike and scooter share stations. Even bike racks are not mentioned! Most of the rack near the park and the mall are tiny and often located inconveniently both for people walking on the sidewalk and people trying to run errands or working (we have plenty of food delivery people on bikes). In addition, there should be policies actively discouraging people from speeding through the neighborhood. Almost all Crossroads streets are wide straight arterials and most of those who drive on them, quite carelessly, are simply passing by, yet we here are stuck with noise and pollution, and this cannot be solved There should be explicit policies preventing that.	ftt

Contribution	Name:
Sorry, the last part should read: Almost all Crossroads streets are wide straight arterials and most of those who drive on them, quite carelessly, are simply passing by, yet we here are stuck with noise and pollution, and this cannot be solved with just landscaping. There should be explicit policies preventing that. Remove the lanes and on-street parking and plant trees instead.	ftt
<p>Suggestions:</p> <p>Explicitly prioritize pedestrian-first street design (e.g., wider sidewalks, pedestrian plazas, curb extensions) in high-traffic areas like NE 8th St.</p> <p>Push for higher-frequency bus service (e.g., 10-minute headways) in the area, not just better stops.</p> <p>Explicitly upzone areas near transit (e.g., allow 6+ story buildings with affordable housing mandates).</p> <p>Add nighttime activation policies (e.g., outdoor markets, lighting) to support evening foot traffic.</p> <p>Prioritize ground-floor retail in new developments to avoid dead zones.</p> <p>Improve walking/biking links to Bel-Red, on 8th st, Redmond (e.g., a protected bike highway).</p>	Nicholas
S-CX-25: Support the creation of pedestrian connections within "superblocks" is great!	lehaleha
S-CX-28 is the only item that looks questionable to me. Are chargers that hard to find? I would prefer a focus on safer streets, such as with S-CX-23 to S-CX-25. I believe the most effective way to reduce dangerous traffic and congestion is to modify roads and traffic signals to both enhance road safety and incentivize more active travel modes.	Jasper
<p>I like a lot of these - affordable housing, support for small local businesses, preservation of tree canopy, inclusive signage, improvements to pedestrian access (!!), and support for cultural art. I was surprised to see so much focus on mobility and access, this is something that makes me really excited because I have a hard time getting to the Crossroads mall without getting in my car. Even when I go, I struggle to find parking and I would enjoy having realistic and safe alternatives to get there. For example, it's not safe for me to bike there due to lack of protected bike lanes, but even if it were safe for me to bike there, there are very few places for me to park a bike!</p> <p>I'd like to see what the city wants to specifically propose for S-CX-22.</p>	LT



Contribution	Name:
<p>I'm most excited about S-CX-25, because that will open up so many opportunities to travel short distances without driving. It's maddening to be within walking/bicycling distance to several business/gathering hubs, yet being forced to drive because there are no ways/safe ways to do so.</p> <p>Additionally, I would like to know what the plan is to deal with the reality of drivers treating every street as a freeway. People keep driving fast through Bellevue, regardless of whatever the speed limit says. Can we please get physical infrastructure that will actually force drivers to slow down. It seems absurd that we provide infrastructure to protect 4,000lb metal boxes, but not for people walking and riding bicycles.</p>	Gabriel
<p>It all looks great to me. I think the most important thing is focusing on making crossroads a place to go and interact with the community instead of just a place to do your shopping and then leave. That means making sure people feel comfortable on the street and in public areas and that there are safe and easy ways to get to those places</p>	Gassajor000

## Appendix D: Guestbook Contributions - Newport

Contribution	Name:
Regarding item #S-NP-30, there is a potential typo in the notes section. It mentions "Westlawn Park." I believe the author meant to enter "Woodlawn Park" as that is what is mentioned in the same line of the report.	Marissa S.
<p>THIS FORM IS REALLY HARD TO USE!!! It would be helpful not to have only 4 lines visible when typing.</p> <p>Can this new language "S-NP-5 Preserve existing visual features such as trees and hilltops, public views of water, and open space in new development when feasible." Be combined with the old:</p> <p>S-NH-54 Initial DRAFT Policy Move "Maintain and expand the tree canopy and the forested environment including in the natural areas."</p> <p>To say 'Preserve existing visual features such as trees and hilltops, public views of water, and open space in new development, and maintain and expand the tree canopy and the forested environment in the natural areas.'</p> <p>These two would be better combined, too:</p> <p>"S-NP-6 Strive to minimize loss of trees, especially on slopes and hilltops and mitigate unavoidable tree removal." OLD: S-NH-8 and S-NH-44 Initial DRAFT Policy Move: "Maintain and expand the tree canopy and the forested environment including in the natural areas."</p> <p>'Strive to minimize loss of trees, especially on slopes and hilltops and maintain and expand the tree canopy and the forested environment.'</p> <p>These could be combined to be stronger:</p> <p>"In new developments and public spaces, encourage low impact development techniques, especially in areas with significant impervious surface coverage, to minimize flooding and contamination of Coal Creek."</p> <p>S-NH-27 S-NH-28 S-NH-32</p> <p>'In new developments and public spaces, encourage low impact development techniques, especially in areas with significant impervious surface coverage, to minimize flooding and contamination of Coal Creek and streams in the neighborhood that support fish and animal life.'</p> <p>Thank you.</p>	Ritt

Contribution	Name:
I'm excited about updating the area, however, my concern is for the additional traffic that will be added to our hill. It is already a constant stream of cars at commuter times, and when the elementary school starts and ends.	Patricia
<p>One comment:</p> <p>1) S-NP-19: Traffic calming should not just be enabled when new housing is constructed. It is needed now.</p> <p>Traffic calming is already required due to existing traffic volumes and speeding. For example, on 116th Ave SE between SE 60th and Newcastle Way, even though there are existing speed activated speed limit signs and traffic calming on that part of the road, drivers more often than not exceed the posted 25 mph speed limit, to the point where the red "slow down" warning comes up. Speeding is a problem all over the neighborhood except on the portion of 119th Ave SE between SE 58th and Coal Creek Parkway - this is due to extensive speed calming measures on that portion of the road.</p>	Marissa S.
Thank you for the thoughtful and community-oriented plan. I appreciate the attention to trails, cycling, gathering spaces, and neighborhood identity. While traffic and parking are acknowledged, the current plan doesn't quite go far enough to address long-term congestion. As more housing is added and our retail center grows, we need stronger strategies to manage car traffic and parking. The reality is we are a driving culture, cars will line residential streets near the retail core, limiting visibility and making navigation (car/bike/pedestrian) less safe. Looking 10+ years out, thoughtful investment in traffic flow, parking design, and street safety will be critical to preserving Newport's livability for all ages.	SpinnerDan
<p>I have read the policy, and appreciate the effort that's gone into its development. My thoughts are as follows.</p> <p>Most of us, including my neighbors and myself, are not policy wonks. We live in Bellevue for a number of reasons including safety, good schools, reasonable access to good jobs on the Eastside, and the beauty of living in a park like environment.</p> <p>Having said that south Bellevue needs some attention. We have 2 seemingly abandoned school sites. What's the plan and how long will they be vacant? Residents have a right to know. Two shopping centers that have been under utilized for years and are subject to criminal activity. Another issue is the new Woodlawn Park that has grass that's all torn up and has become a muddy mess.</p> <p>In short...south Bellevue needs some TLC so that it is as well cared for and has as many public amenities as other Bellevue neighborhoods.</p>	Suebaugh

Contribution	Name:
<p>Honor the homeowner's private covenants. The City of Bellevue has the records indicating private covenants. It is wrong for the city to accept an application for splitting a residential lot where they know the covenant against dividing lots exists. This problem became an issue in the Somerset neighborhood approximately 12 years ago. At that time the City of Bellevue agreed to notify applicants at the permit counter that private covenants may exist, and it was up to the applicant to investigate. This does not go far enough. The times have changed and there is very little person to person contact in the permit process now. The notice from the City to the applicant needs to be in writing of several languages. The city has the responsibility to give constructive notice. It is wrong for the city to receive fees where city knows the city is causing discourse in the community. I understand it is up to the homeowner to defend the private covenants, but it would not even be an issue if constructive notice is given by the city when the application for permit is made. As homeowners we are caught off guard because we never anticipate city officials would allow this to happen. For the taxes we pay, this is advocacy we can and should expect. You have it in the records the Wu short plat on 52nd street is not allowed by covenant, and the community is very much opposed.</p> <p>Newport Hills is and elevated plateau of land that is limited for access due to elevations, creeks and soil conditions. Access by vehicle has its limits. Newport Hills cannot be treated the same as most Bellevue Neighborhoods. The streets cannot be just widened for more capacity. The area is mostly built out and remaining open space has tough or wet terrane. It is time to accept sensitivity to reality. Newport Hills can be rebuilt, but the capacity is very limited for added large numbers of people.</p> <p>Regarding the rebuilding, there has been several very large homes built recently in the area. I find this strange on several fronts considering issues of carbon footprint, water runoff, gas, electricity, tree canopy, wind tunneling, fire hazard and traffic. All of these issues are reported to be out of balance with nature. Why is this allowed? Taking resources down to bury in the ground and then cutting more down to replace what was thrown away multiplies the issues. Couple this with the market for a single-family home in this area is greatest under 3000 square feet, it is more affordable, and it fits better in the existing community vibe. It appears these big homes exist for profit and a few buyers that want new with ample funding to purchase, but do the buyers really want them. Many of the buyers do not stay in them very long. I submit the notion, maybe they should not be allowed. A better formula might be the average square footage of the neighboring housing, multiplied by 1.2 to establish a market size for the replacement home. It would fit in the community better and represent a compromise.</p> <p>A good add-on for homes built over 3000 sq. ft. would be a required sidewalk to be added for walkers that will need navigation around the cars sure to be parked in the street.</p>	Frank Klein



Contribution	Name:
<p>I love that you're concerned about keeping the tree canopy and making sure the streams are protected. Biking in and out of Newport Hills is not a priority as the majority drive - the 3 arterials are all steep hills and our population does not bike for the most part - even the younger generation. Signage at entrance to trails is a great idea. Keep any new developments to a low height to blend into this unique area. More grass, less concrete so there's little to no impact on polluted water runoff. Work with BSD to repurpose 1 of their unused schools into a community gathering spot. Encourage a low-impact, non-high-rise redevelopment of the shopping center, which would encourage a variety of small business that could serve the community. Signage as to types of vegetation and animals that live in our area is also a great idea.</p>	<p>Fran</p>
<p>Like many in Newport Hills, I am greatly concerned that the proposed changes to policy can result in very increased density in this community. Some increase might make sense, but it appears that very tall construction (up to 6 or 10 stories) and multiple dwellings on a single property (as many as 4 where now there are one), will change the character of my neighborhood immensely, and not in a good way. At a minimum, access in and out of Newport Hills is very constrained, and already crowded and slow at key times of the day. We may lose the shopping at the center of our area, several restaurants that are much used. Finally, nothing will be required of those who build the new housing. Expensive dwellings will be made, doing nothing to provide the low income housing that we all agree is needed. Builders will maximize their profit, and vague promises will be immediately forgotten.</p>	<p>Steve Ziskind</p>
<p>I'm sure there is no way for COB to predict or prevent the type of situation that is ongoing at the Cambridge Manor/Basel Homes abandoned project.</p> <p>However, the loss of 200+ old growth trees, which were brutally clear cut for the project, and the total lack of any attempt to build affordable housing leaves the COB at with a planning credibility gap, as far as I'm concerned. I'd hate to see Newport Hills turned into a Newcastle Commons the 2nd, with high priced apartments, limited parking, and poorly planned businesses and services for the neighborhood. I won't be here long enough to make a difference, but I urge my neighbors to be aware of these very visible issues, and I urge the COB to try to rein in their relationships with developers. Anyone who drives by the abandoned complex and its mound of dirt where we had old growth trees should be angry (and voted out of their city jobs). Don't let this happen to any other part of Bellevue, people.</p>	<p>MRTruscott</p>
<p>These policies are not strong enough to show the need to stop high density development. The push to upzone shopping center is just one example of how the community is being ignored. We spoke up each time an upzone has been tried, attended all the Comprehensive Plan workshops saying the same thing, and have said so again during HOMA and NAP, but not showing that reflected. Also, I don't think the language to save trees goes far enough. Thank you.</p>	<p>Ritt</p>

Contribution	Name:
<p>While I appreciate our shopping areas could be updated, I object to moving out current small businesses that will not likely survive the process.</p> <p>Suggest further attention and planning are needed regarding the limited roads and current traffic back-up problems we have in and out of Newport Hills before increasing the housing density. Driving and road safety are already problem issues for residents; any increased density projection needs to start with that in mind and coordinate planning between traffic and development departments.</p>	Anne
<p>I appreciate the opportunity to comment on the draft policies for the Newport Neighborhood Area Plan. Newport Hills used to be a great neighborhood. Now it is a grieving neighborhood. Longtime residents are watching our streets transform overnight—mature trees gone, huge houses built too fast, too high, and too close, while developers ignore neighborhood rules and the City looks the other way. At Newport Hills SE 52nd St, I've experienced the worst of this first-hand:</p> <p>All trees were cut down without proper protection.</p> <p>The lot was raised unnaturally, and water now flows directly onto my property. A gas pipe was damaged, endangering my family. The builder used a dissolved LLC, lied about being a homeowner. What's more concerning is that several large trees originally marked for retention were removed after the permit was submitted. It like a bait-and-switch: the plans showed tree retention, but the trees were cut, and no drainage or slope mitigation was added to compensate for their loss.</p> <p>Despite a signed petition and multiple complaints, the City has not addressed or solved the underlying problems. Our CC&amp;Rs clearly state that lots cannot be split. This rule has been recorded in our deeds since the 1960s. Now, the City allows multi-home builds that violate our neighborhood's intent and character. CC&amp;Rs must be respected.</p> <p>Petition: <a href="https://www.change.org/p/protect-bellevue-s-heritage-trees-and-hold-developers-accountable">https://www.change.org/p/protect-bellevue-s-heritage-trees-and-hold-developers-accountable</a>(External link)</p> <p>I am also concerned that the City doesn't have the tools or technology to track expired or dissolved LLCs, or catch repeat violators. You cannot "enforce accountability" without basic systems to verify who is building and whether they are legal. Please invest in tools to flag expired business entities before permits are issued. This 10-year plan sounds nice on paper. But if nothing changes in how the City permits and enforces construction, then it will be useless in practice.</p> <p>Please revise the NAP to include:</p> <p>Real enforcement of CC&amp;Rs where applicable.</p>	FH

Contribution	Name:
<p><i>Continued:</i></p> <p>Substantial fines and stop-work orders when builders ignore approved site or drainage plans, or make illegal elevation changes that push water onto neighboring properties.</p> <p>Investment in tech tools that allow staff to detect dissolved or suspended business entities before granting permits.</p> <p>Stronger accountability for LLCs and developers who break rules or misrepresent themselves.</p> <p>Protection of trees, soil, and slope—not just in policy, but in practice.</p> <p>If you want this plan to protect the future of Newport, make it enforceable, transparent, and based in the reality we are already living.</p>	FH
<p>Dear Great Neighborhoods Planning Team,</p> <p>Thank you for the opportunity to review and comment on the draft policies for the Newport Neighborhood Area Plan. I appreciate the City's efforts to engage the community and plan for the long-term future of our neighborhood.</p> <p>However, I would like to express some serious concerns that must be addressed in order for this plan to be meaningful and successful:</p> <ol style="list-style-type: none"> <li>1. Enforcement and Accountability - The plan outlines many strong ideals, but enforcement remains a critical gap. Current issues—such as unauthorized tree removal, elevation changes that redirect stormwater onto neighboring properties, and disregard for CC&amp;Rs—have caused significant distress in our community. These issues persist despite petitions, documentation, and direct outreach to the City. Without real consequences for violations, these policies will fall short in practice.</li> <li>2. Protection of Neighborhood Character - There is widespread concern about overdevelopment and the impact of upzoning, particularly the introduction of large-scale housing projects that are out of character with existing homes. Residents have consistently voiced opposition to these changes across multiple planning engagements, but that feedback does not appear reflected in the draft.</li> <li>3. Transparency and Permit Oversight - Builders using dissolved LLCs or misrepresenting themselves during permit applications must be addressed. I urge the City to invest in tools that can detect expired or suspended business entities before permits are issued and implement stricter verification protocols.</li> </ol>	S Na He







Contribution	Name:
<p><i>continued</i></p> <p>I re-listened to the staff's introduction of the Newport NAP to Council from last September. Each Neighborhood Area Plan is supposed to address Land Use and Economic Development, among other topics. Why have those topics been removed from the Newport NAP? It would seem that both those areas are important to Newport, especially given the crucial role of our central commercial district. (I also looked back at the current Subarea Plan and wish that the Citizen Participation policies were included in the current draft!)</p> <p>Frankly I feel that the NAP process for Newport is being overwhelmed by the ongoing HOMA and Middle Housing LUCA processes PLUS the possibility that Bellevue Schools will dispose of either or both the Ringdall or Jing Mei properties, likely changing their use forever - and that finalizing our NAP would be better deferred until those changes are made and the terms of our neighborhood's future are clearer.</p>	Ann Brashear
<p>I bought my house in Newport Hills in 1988 with my now ex-wife. We loved the small neighborhood community that wasn't far from work and a lot of options. I finally retired 8 years ago and have continued to enjoy my quiet neighborhood that I worked long and hard for. I don't want that to change.</p> <p>One of the biggest arguments I've heard for this development is "affordable housing". I don't think any part of the Eastside has ever been "affordable". I got into my house because, as a veteran, the GI Bill helped. Have any of the young people who want the luxury of living on the Eastside served their country? I know that's not an argument that will matter.</p> <p>The neighborhood has already started to lose some of its character with the mega-houses now being built in the area. I only see it getting worse for we long-time residents. Already I can't leave the house for a simple trip to Newcastle without encountering narcissistic drivers speeding or failing to yield right of way. Adding more population and vehicles will force me to either move or live in my house as a hermit, relying on home delivery instead of enjoying the area I know and love.</p>	Craig P





