

section of this subarea plan and in the most current adopted Pedestrian/Bicycle Transportation Plan.

POLICY S-NH-8. Protect significant trees and environmentally-sensitive areas (steep slopes, riparian corridors, and wetlands) in accordance with the provisions of the Land Use Code.

POLICY S-NH-9. Require new subdivisions in the area known as the West Ravine to provide public easements and to construct the nonmotorized transportation facilities as identified in this subarea plan and in the most current adopted Pedestrian/Bicycle Transportation Plan.

Housing

Housing in the Newport Hills Subarea is generally of high quality and is well maintained. This holds true across the range of housing types, ages, and locations.

The 1950s through 1970s saw rapid housing development in Newport Hills. As these structures age, general maintenance is of increasing importance to ensure their continued safety and attractiveness. A periodic housing quality survey would indicate the need for maintenance or restoration in older neighborhoods. Bellevue periodically conducts a citywide housing conditions survey (last survey in 1995). This survey monitors the health of the housing stock, serving as an early warning system for repair and rehabilitation needs. While repairs are generally the owner's responsibility, the Housing Rehabilitation Program provides financial assistance to low-income residents for housing repairs.

Of the 2,866 housing units (1993) in the Newport Hills Subarea, 78 percent (2,234) are the single-family detached type and 22 percent (632) are attached, either townhomes, apartments, or condominiums. There are limited opportunities for new housing development in the Subarea: on acreage in the southern portion, and in a mixed-use setting in the Newport Hills commercial district.

The City of Bellevue has regulatory incentives for development to include housing in Neighborhood Business (NB) and Neighborhood Mixed Use (NMU) districts, in mixed-use projects. Mixed-use development combines housing, retail, and professional office uses in a single structure or building complex. Bellevue design guidelines assure that mixed-use projects will be inviting places to live and shop and will enhance the appearance of the Newport Hills commercial district.

POLICIES

POLICY S-NH-10. Support development proposals that include housing opportunities in all Neighborhood Business (NB) and Neighborhood Mixed Use (NMU)-zoned land in the Newport Hills commercial district.

POLICY S-NH-11. Conduct periodic surveys of housing conditions in Newport Hills to identify maintenance needs and to anticipate future commitments of City resources.

Transportation

Newport Hills Subarea neighborhoods need a safe and adequate system for nonmotorized transportation. The neighborhoods, schools, parks, and commercial district are not connected with sidewalks. Continuous trail or sidewalk links are needed between regional transit facilities and the local activity areas. The pipeline trail on the east side of Newport Hills is a major nonmotorized corridor that accommodates many types of users, including pedestrians, bicyclists, and occasionally, equestrians. In the Subarea, much of the off-street trail system will require easements across private property.

Bicycle lanes or shared-road bicycle facilities on arterials are needed to enhance safety and to encourage use. Bicycle lanes are especially needed on Lake Washington Boulevard to provide a safe connection to the Newport Hills Metro Park-and-Ride, and complete a link in the Lake Washington Loop bicycle system. Other arterials on which bicycle facilities would benefit the community are 119th Avenue S.E., S.E. 56th Street, and S.E. 60th Street. The Neighborhood Enhancement Program (NEP) is a means to implement many nonmotorized transportation projects.

Eastside Catholic High School was built originally as a junior high school, and lacks the sufficient parking capacity of a high school. Students then park on the adjacent public streets. The streets are not designed to accommodate on-street parking, so there is some interference with traffic and pedestrians during school sessions and other events such as special activities after school. Additional on-site parking should not be considered the only solution because of environmental and urban design policies established elsewhere in this subarea plan and because limited land supply in the Subarea should be appropriately used.

The school, the City, and Metro (the regional transit provider) should work together to discover creative solutions to increase pedestrian safety, decrease parking demand, and provide alternatives for transportation.

POLICY S-NH-18. Recommend to Metro that local Newport Hills Subarea transit service connects conveniently with the regional transit hubs, including the Newport Hills Park-and-Ride and the I-405 Coal Creek transit transfer station.

POLICY S-NH-19. Encourage Metro to improve pedestrian safety and comfort at transit stops by installing paved waiting areas, shelters, and improved street crossings where appropriate, especially along 119th Avenue S.E., S.E. 60th Street, and the I-405 Coal Creek transit transfer station.

POLICY S-NH-20. Address cut-through traffic, speeding, and other traffic control problems through the City of Bellevue's Neighborhood Traffic Control Program.

POLICY S-NH-21. Encourage the cooperation of Eastside Catholic High School, the Bellevue School District, and the City of Bellevue to create safe on- and off-street parking on S.E. 60th Street between 118th Avenue S.E. and 120th Avenue S.E.

POLICY S-NH-22. Provide adequate parking and pedestrian facilities at the street frontages of the Newport Hills Community Park.

POLICY S-NH-23. Encourage Eastside Catholic to implement traffic demand management techniques for transportation to and from the school.

POLICY S-NH-24. Support the efforts of other jurisdictions, including King County, to develop the portions of the regional nonmotorized system that connect to the Newport Hills Subarea, especially Lake Washington Boulevard, S.E. 69th Street, and the Coal Creek County Park.

Economics

The economic vitality of the Newport Hills commercial district is a unique and important aspect for the character of the Newport Hills Subarea. The continued viability of this district — the reason to come to it — depends on the relationship between it and the Newport Hills community.

The Neighborhood Business (NB), Neighborhood Mixed Use (NMU) and Professional Office (PO) zoning that has been established for the commercial district emphasizes support of existing uses and opportunities for mixes of new uses. Local businesses, the community, and the City of Bellevue should creatively integrate these new and existing uses to enhance the area's economic viability.

A first step in this integration may be a market study which characterizes the served population and which identifies underserved uses. The community should seek opportunities to accomplish this study, perhaps through higher education institutions.