Bellevue City Council

January 17, 2012
1. Overview
2. Informing the Vision – Outreach & Analysis
3. Land Use Vision & Strategies
4. Transportation Vision & Strategies
5. Traffic Assessment
6. Next Steps
The primary study area encompasses the commercial properties in the Eastgate/I-90 corridor and is the area within which land use changes will be considered. Outside this area no land use changes are anticipated as part of this project. In addition, the primary study area extends eastward along I-90 to and including the Lakemont Blvd Interchange area for transportation analysis only, and also includes the Mountains to Sound Greenway corridor along I-90.

Arrows indicate a broader zone of transportation influence which is included for transportation planning.
1. Recognize fiscal constraints
2. Economic vitality / mobility
3. Neighborhood-oriented services / businesses
4. Linkages with Bellevue College
5. Land use and transportation integration / TOD potential
6. Transportation infrastructure / multi-modal system
7. Connectivity – motorized and non-motorized
8. Environmental sustainability
9. Urban design quality and coherence / MTS Greenway
10. Performance of state facilities (I-90)

Council Principles
Jan 17 Meeting – Preferred alternative & implementation strategies.

**CAC Process**

**Outreach**
- Community Briefings
- Open Houses

**Reporting**
- Regular Briefings to Transportation Commission & Planning Commission
- Regular Briefings to City Council

**Background & Context**
- Nov-Dec 2010
- Jan-Feb 2011
- Mar-Apr 2011
- May-Jun 2011
- Jun-Jul 2011
- Sep-Oct 2011
- Nov-Dec 2011
- 2012

**Issues & Opportunities**
- Land Use, Transportation, Urban Design, Environment

**Identification and Analysis of Alternatives**
- Development of Preferred Alternative

**Final Report**
- Comprehensive Plan and Development Code Amendments
Informing the Vision – Community Outreach
Community Outreach
What do you like?
What don’t you like?
Informing the Vision – Technical Analysis
Light industrial/flex-tech
Transit-Oriented high-activity hub
Bellevue College connections
Auto/retail/office
Retail services
Increased office use

Mixed-use, add residential
Office
Auto/office/retail

Improve 142nd bridge, transit operations
Neighborhood-serving uses
Office/hotel

Transportation improvements (local arterials, I-90, and ped/bike)

Preliminary Preferred Alternative
Land Use Vision
Transit-oriented mixed-use focal point

Economic vitality

Neighborhood-serving retail

Visual character

Bellevue College

Environmental sensitivity

- Mix of uses
- Increased FAR & Height
- Pedestrian amenities
- Walkable environment
- Connection to Bellevue College
- Transit focus & integration

Transit-Oriented Development Features

Establish TOD Center
Terraced plaza connection to Bellevue College

“Main street” with vertical connections to 142nd Pl SE

Establish TOD Center

Green walls facing I-90
Bike lane south side Eastgate Way
Widened sidewalk and cover on bridge
Pedestrian/bicycle connections to MTS Trail

Transit-oriented mixed-use focal point
Economic vitality
Neighborhood-serving retail
Visual character
Bellevue College
Environmental sensitivity
Transit-oriented mixed-use focal point

Economic vitality

Neighborhood-serving retail

Visual character

Bellevue College

Environmental sensitivity

- Range of economic uses – office, retail, industrial
- Captures identified market demand
- Promotes redevelopment

Responds to market needs

Industrial
Retail
Office

Economic Vitality
• Vacant King County-owned parcel – approx 10 acres
• Only vacant site of significance in the study area
• Office envisioned as most appropriate use – 1.0 – 1.5 FAR, 8-12 stories
• Eastgate Plaza serves neighborhoods; appears stable and healthy
• Retail serves employment uses and neighborhoods alike
• Integrate new small-scale retail close to office uses and at Bellevue College

Retail can serve neighborhoods and office uses alike
• Leverages Mountains-to-Sound Greenway theme; incorporates MTS Trail
• Eastgate interchange “gateway” landscaping
• Street greening opportunities
• TOD focus area
• Green buildings

Visual character can be improved through landscaping, urban form, built environment
• Connect with TOD center, strengthen visual presence from I-90
• Anchor 148th NE entrance with retail/institutional uses
• Pursue workforce development partnerships with Richards Valley, office uses
- Enhance natural environmental features in Richards Valley
- Protect Phantom Lake from impacts of new development
- Promote sustainable site and building design (e.g., LEED, Built Green, Energy Smart)
Policies, Regulations, and Standards
- Amendments (Comprehensive Plan, Land Use Code, Zoning Map)
- Design Guidelines
- SEPA Compliance
- Considerations
  - Existing concomitant zoning agreements
  - Timing/sequencing/phasing options

Development Concepts
- Increased FARs and building heights to stimulate redevelopment, generally:
  - 2.0 FAR and 10-12 stories in TOD Center
  - 1.0-1.5 FAR and 8-12 stories on King County site
  - 0.75-1.0 FAR and 4-6 stories on most other office sites
- Increased development potential should yield public benefits
- TOD will have high quality urban design, pedestrian orientation, and strong transportation linkages
Transportation Vision
Multi-Modal Assessment
Transportation

Stress Test

Determine Issues & Constraints

Develop Alternatives

Evaluate Alternatives

Refine Alternatives

Transportation Strategy

ADD CAPACITY STRATEGICALLY

MANAGE DEMAND

OPERATE EFFICIENTLY

Transportation Strategies Report

Eastgate/I-90 Land Use & Transportation Project

CITY OF BELLEVUE
January 2012
Department of Transportation
Department of Planning and Community Development

Transportation Strategy
Arterial

Interstate

Transit

Greenway Trail

Ped/Bike

Transportation Projects
Highest Priority Projects
CAC vision is attuned to limited level of available resources for capital improvements. Big ticket items (e.g. new I-90 crossings) were not included. The CAC’s “highest priority projects” includes a balanced package of improvements ($74M); the lion’s share being WSDOT responsibility. The local arterial improvements are approximately $11M (all but one of these is in the 2009-2020 TFP).
CAC vision addresses existing choke-point intersections with capacity improvements that will accommodate future traffic growth and result in measurable improvements over existing conditions. (eg. 150 Ave SE and EB I-90 Off-Ramp intersection experiences 28% reduction from 2009 conditions).

Wait time for northbound vehicles (cars & buses) on 150 Ave SE will improve.
CAC vision builds on favorable transit LOS in the project area by enhancing speed & reliability of service to areas with greatest "geographic value." The transit oriented development site is supported with a 142nd Place SE transit emphasis corridor to/through Bellevue College campus.
CAC vision enhances the environment for walking and cycling with a continuous, safety oriented system of sidewalks and bikeways that provide convenient access to schools, activity centers, transit routes, parks and other recreation areas, thereby increasing citizens’ mobility choices.

Conceptual illustration of MTSG Trail along SE 36th Street including median plantings.
CAC vision arose out of a screening process that considered the extent to which these transportation projects “position the corridor to attract and leverage investment from other public and private sources and to capture opportunities that might arise from improved future economic conditions.” (Bellevue City Council Principle for Eastgate/I-90 Project).

Bellevue has a history of successfully partnering with these entities on large highway, transit, roadway, and non-motorized projects.
Traffic Assessment
Travel Demand Model

Traffic Data
City of Bellevue
Transportation Department

2010
Transportation Solutions for You

Trip Generation
Based on land use forecast (i.e. 2030)

Land Use Forecast for Horizon Year

Trip Distribution
Where trips go on the street network

Transportation Network Assumptions

Mode Choice
SOV, HOV, Transit, Ped/Bike

Trip Assignment
Trips assigned to specific streets

<table>
<thead>
<tr>
<th>DELAY (SEC)</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>A 0-10</td>
<td>Most vehicles arrive during the green phase and so do not stop.</td>
</tr>
<tr>
<td>B 10-20</td>
<td>More vehicles stop than with a LOS A, but many still do not need to stop.</td>
</tr>
<tr>
<td>C 20-33</td>
<td>The number of vehicles stopping is significant, though many still pass through the intersection without stopping.</td>
</tr>
<tr>
<td>D 33-55</td>
<td>The influence of congestion is noticeable, and most vehicles must stop.</td>
</tr>
<tr>
<td>E 55-80</td>
<td>Most, if not all, vehicles must stop; drivers consider the delay excessive.</td>
</tr>
<tr>
<td>F 80+</td>
<td>Vehicles may wait through multiple cycles to pass through the intersection.</td>
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</tbody>
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Corridor-Wide Residential Population Comparison

Existing (2008)  2,457

2030 No Action Land Use Alternative  2,539

2030 Preliminary Preferred Land Use Alternative  3,299

= 200 Residents

Note: Numbers incorporate all affected TAZs; study area somewhat smaller.
Corridor-Wide Employment Comparison

Existing (2008)  

\[\begin{array}{c}
\text{1,000 Employees} \quad \text{21,331}
\end{array}\]

2030 No Action Land Use Alternative  

\[\begin{array}{c}
\text{1,000 Employees} \quad \text{22,203}
\end{array}\]

2030 Preliminary Preferred Land Use Alternative  

\[\begin{array}{c}
\text{1,000 Employees} \quad \text{27,692}
\end{array}\]

Note: Numbers incorporate all affected TAZs; study area somewhat smaller.
Total Entering Volume in PM Peak Hour (Weekday)

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Volume (Veh)</th>
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</thead>
<tbody>
<tr>
<td>Existing (2009)</td>
<td>95,434</td>
</tr>
<tr>
<td>2030 No Action Land Use on 2009 Network</td>
<td>115,607</td>
</tr>
<tr>
<td>2030 Preferred Land Use Without Improvements</td>
<td>120,374</td>
</tr>
<tr>
<td>2030 Preferred Land Use With Improvements</td>
<td>120,878</td>
</tr>
</tbody>
</table>

Note: Volume data from 44 intersections (approximately half are outside project area).
Average Delay in PM Peak Hour (Weekday)

Existing (2009)  31.0

2030 No Action Land Use on 2009 Network  41.4

2030 Preferred Land Use Without Improvements  46.5

2030 Preferred Land Use With Improvements  41.7

= 5 Seconds/Vehicle

Note: Delay data from 44 intersections (approximately half are outside project area).
1. Regardless of any land use decision, I-90 is going to continue to be a corridor of regional significance and vehicular demand in Eastgate will increase to a level where multimodal improvements are necessary.

2. The CAC’s project list includes targeted capacity improvements that will accommodate future traffic growth and result in measurable improvements over existing conditions at “choke-point” intersections in the corridor.

3. The outcome of this assessment is a land use vision supported by transportation strategies that will promote community livability and reinforce the corridor as an economically vibrant focal point that serves a gateway to the City of Bellevue.
Next Steps
• CAC is poised to complete its work and recommendations

• Council will receive the CAC’s final report this spring and provide initial direction to staff and commissions (Planning and Transportation Commissions)

• Comprehensive Plan Amendments (CPAs) could occur in 2012

• Land Use Code and Zoning Map Amendments would follow CPAs

• Transportation Commission is considering Eastgate transportation projects in conjunction with the 2013-2024 Transportation Facilities Plan process now underway

• Partnerships with other organizations will continue (Bellevue College, Mountains-to-Sound Greenway Trust, WSDOT, Sound Transit, King County)

• “Early wins” – Some aspects have already advanced:
  - Scenic Byways funding received for design of the Mountains-to-Sound Trail
  - Lakemont Interchange improvements are in design and will be completed in 2013
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