EASTGATE/I-90 Land Use and Transportation Project

City Council Study Session
January 19, 2010
Employment Centers

- SR-520/Bel-Red
- Downtown
- Crossroads Community Commercial Area
- 116th/Bellerfield
- Factoria/Eastgate
- Lake Sammamish
- Lake Washington

[Map showing employment centers]
Primary and Secondary Study Areas
Study Areas and Potential Annexation Areas (PAA)
1. Holistic vs. piecemeal planning
2. Erosion of neighborhood services
3. Transportation “choke points”; achieve system efficiencies
4. Lack of connectivity across corridor
5. Mountains to Sound Greenway
6. Coherent image
7. Bellevue College evolution
8. Opportunity for innovation
Eastgate I-90 Today
Existing Zoning
Eastgate/I-90 Today
Office Concentrations
Eastgate/I-90 Today

Light Industrial Area
1. Geography, freeway conditions, traffic volumes, and lack of continuity.
2. Needed: Strategies to address growth in demand and offer more choices.
1. I-90 daily traffic volumes expected to increase significantly by 2030.

Eastgate/I-90 Today
Regional System

Extends to Lakemont Blvd Interchange
1. A missing link in the MTS 100 mile facility.
2. Needed: Promote identity and urban design image for this area.

Mountains to Sound Greenway

Eastgate/I-90 Today
2. Needed: Coordination with transit partners to build on existing market.
1. Evaluate potential land use changes for the corridor, supported by multi-modal transportation options.

2. Identify a preferred long-term land use and transportation vision for the Eastgate/I-90 corridor.

3. Identify multi-modal transportation improvements for the area.

4. Promote a stronger identity and urban design image for this area; recognize its prominent location on the Mountains to Sound Greenway.

5. Support and plan for Bellevue College’s efforts to become a four-year institution.
Proposed Council Principles

1. Enhance economic vitality & diversity
2. Improve linkages with Bellevue College
3. Better integrate land use and transportation across Eastgate
4. Evolve Eastgate’s transportation infrastructure ot high performing, multi-modal system
5. Increase connectivity across the corridor
6 Recognize fiscal constraints in the ability to fund new infrastructure

7 Retain and enhance neighborhood-oriented services

8 Model environmental sustainability

9 Improve the corridor’s urban design quality and coherence

10 Improve the performance of state facilities in the area
1. Economic and market analysis
2. Land use alternatives
3. Transportation analysis
4. Greenhouse gas analysis and potentially health impact analysis
5. Selection of a preferred alternative
6. Integrated GMA planning and SEPA environmental review
7. Financing and implementation strategies
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<td>Council briefing / direction</td>
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<td>Community involvement process</td>
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<td>Develop and evaluate growth alternatives*</td>
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<td>Evaluate alternatives through SEPA*</td>
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<td>Identify preliminary preferred alternative</td>
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<td>Identify transportation, other amenities</td>
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<td>Finalize preferred alternative</td>
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<td>Final report, present to Council</td>
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<td>Prepare CPAs/LUCAs</td>
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* SEPA process will be integrated with the development/evaluation of alternatives, as encouraged by the Washington State GMA

- • Council interaction
- ♦ CAC involvement
1. Proposed Citizen Advisory Committee
   - Board/Commission members, City-wide interests, stakeholders & owners, technical advisors
   - Would be appointed by the Mayor and confirmed by Council at a future date

2. Community Workshops/Open Houses

3. Stakeholder panels

4. Media

5. Mailings

6. Other measures as appropriate
1. Approve the project scope, initiating CPA for changes resulting from this work

2. Approve the Council principles

3. Approve the public involvement plan