EASTGATE/I-90 Land Use and Transportation Project

Planning Commission Meeting
March 10, 2010
Purpose of Meeting

Provide overview of project:

- What we are doing
- Why we are doing it
- Major elements of project
- Principles to guide project
- Project schedule
- Public involvement plan
1. **Principles** that will guide the advisory committee, staff, and commissions in their work.

2. **Scope of work** that will lead to the identification of a preferred long-term land use and transportation vision for the Eastgate/I-90 corridor.

3. **Project map** that is: (i) clear about where land use changes may and may not be considered; and, (ii) includes the entire area that has key transportation relationships with the primary study area.

4. **Public involvement plan** that includes: (i) residents in the project area; (ii) residents along the affected transportation corridors; and, (iii) potential annexation area representatives.
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.
What Are We Doing?

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.
Why Are We Doing It?

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
Predominant Zoning
- OLB – Office/Limited Business
- CB – Community Business
- LI – Light Industrial
Eastgate/I-90 Today
Office Concentrations
Eastgate I-90 Today
Retail Nodes
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.
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
Bellevue College
2008 Ridership: 2,300 (26%)

Eastgate Park & Ride
2008 Ridership: 3,800 (44%)

City Arterial Streets
2008 Ridership: 2,600 (30%)

2. Needed: Coordination with transit partners to build on existing market.
Principles that will guide the advisory committee, staff, and commissions in their work

Overarching Principle: Recognize fiscal constraints in the ability to fund new infrastructure

1. Enhance economic vitality & diversity
2. Retain and enhance neighborhood-oriented services
3. Improve linkages with Bellevue college
4. Better integrate land use and transportation across Eastgate
5  Evolve Eastgate’s transportation infrastructure to high performing, multi-modal system

6  Increase connectivity across the corridor

7  Model environmental sustainability

8  Improve the corridor’s urban design quality and coherence

9  Improve the performance of state facilities in the area
1. Economic and Market Analysis
2. Land Use Alternatives
3. Transportation Analysis
4. Early Consideration of ST-3 improvements
5. Greenhouse Gas and Health Impact Analysis
6. Selection of a Preferred Alternative
7. Integrated GMA Planning and SEPA Review
8. Financing and Implementation Strategies
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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>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. Citizen Advisory Committee
   • Board/Commission members, City-wide interests, stakeholders & owners, technical advisors
   • Appointed by the Mayor and confirmed by Council in April

2. Community Open Houses

3. Stakeholder panels

4. Media

5. Mailings

6. Other measures as appropriate
Outreach Efforts

Newsletter (25,000 Addresses)

IYC Article (February 2010)

Project Webpage/E-Alerts

On-Line Survey (ends 4/30)
Immediate Next Steps

1. Stakeholder Interviews

2. Briefings to Boards and Commissions

3. Public Workshop #1: Public Scoping (Project and SEPA)

4. Newsletter Sent to Study Area Property Owners

5. On-line Survey

6. CAC Appointments