Draft Alternatives

Project Timeline
Tonight’s Goals

- Gain an understanding of changes and refinements made to alternatives following May 5, 2011 CAC meeting
- Agree on draft alternatives for public input at open house
Changes framed by:

- Market realities
- Transportation capacity
- Existing land uses / redevelopment economics
- Environmental characteristics
- Community vision
Main Conclusions:

Opportunities
- Market demand for up to 1,500,000 sq ft of office, 1,800 housing units, and 200 new hotel rooms
- Richards Valley opportunities for start-up and R&D uses, partnerships with Bellevue College.
- Bellevue College has potential for residential and retail development
- Factoria redevelopment would help keep the corridor strong

Challenges
- Environmental characteristics, land use patterns, limited road capacity.
Eastgate has significant “embedded investment”. Most of the buildings are only 20-30 years old and are still in good condition.
Bellevue’s approach to improving traffic flow and mobility.

**Adding capacity strategically**

Adding new capacity to the transportation system removes choke points, and improves reliability and throughput.

**Operating roadways efficiently**

More efficient traffic signals, information, and transit priority are effective countermeasures in areas where demand exceeds capacity.

**Managing demand & providing choices**

Providing more travel choices and options for people improves the efficiency and effectiveness of the system.

Eastgate/I-90 Land Use & Transportation Project

Transportation Strategies
Question of Building Density and Form

• Outside the Downtown and the recent Bel-Red changes, Bellevue has long had a 0.5 FAR maximum for office

  **FAR Definition:** Measurement of **total building area** divided by **total site area**

  – Exception: F3 District in Factoria (T-Mobil) received higher FARs at time of annexation

• City-wide, this approach has resulted in a well-defined city center, a coherent community character, and the ability to focus transportation investments

• Downtown office densities range from base 0.5-5 FAR and max 3-8 FAR; Bel-Red office densities range from base 0.75 – 1 FAR and max 0.75-4 FAR. **FARs beyond the base must be achieved via the Amenity Incentive System.**

• Discussion of specific building densities (FARs) for Eastgate to come at a future meeting
Density and Building Height

- What are the desired building heights for various parts of Eastgate?
- Same amount of density (FAR) may be expressed as low-rise, mid-rise, or high-rise form.

**Example #1**
4 floors at 20,000 sq ft each = 80,000 total sq ft
80,000 total sq ft / 40,000 sq ft site area = 2.0 FAR

**Example #2**
8 floors at 10,000 sq ft each = 80,000 total sq ft
80,000 total sq ft / 40,000 sq ft site area = 2.0 FAR

**FAR Definition:** Measurement of total building area divided by total site area

Notes:
1) Some building area may be excluded from FAR calculation (structured parking, affordable housing)
2) Areas dedicated for open space or right-of-way may be retained in site area for FAR calculation
Sunset Corporate Campus
- Land Use District: OLB
- Height: 5 stories
- FAR: 0.48 entire site area
- Size: 750,000 square feet

T-Mobile
- Land Use District: F-3
- Height: 75’ (avg.—sloped site)
- FAR: 1.26
- Size: 945,000 square feet

Advanta
- Land Use District: OLB-OS
- Height: 70’
- FAR: 0.5 (based on entire original site area)
- Size: 500,000 square feet

Eastgate/I-90 Land Use & Transportation Project
Other Examples of Office Height

Plaza Center West
1.75 FAR
9 stories

112th @ 12th
2.7 FAR
6 stories
Building Height Considerations

- **Complexities of infill.** Can taller buildings be gracefully fit into an established context?
- **Impacts.** Can taller buildings be sited in a way that minimizes impacts on views, light & glare, shadows, etc?
- **Visual dominance.** How can “prominence” not become “dominance”?
- **Topography.** How does a tall building respond to surrounding topography?
- **Community character.** How do building heights contribute to desired community character? Taller buildings strongly influence people’s perceptions about a place.
- **Urban form and coherence.** Do building heights appear coherent and legible, or random and arbitrary?
- **Relationship to other areas of the city.** How would taller buildings in Eastgate compare and contrast with other areas of Bellevue?
No Action Scenario

- No changes to existing Comprehensive Plan or Land Use Map
- Relatively little future growth
- No significant changes to land use patterns or transportation improvements
Focus on sustainable, walkable, livable, transit-oriented, smart growth vision

Park-and-Ride is transit hub, gateway

Increased residential density, services, pedestrian/bicycle connectivity

Compact mixed-use areas, with transportation connections
Alternative 1

Transit-oriented development:
- Pedestrian & bike connections to transit
- Retail fronts transit
- Amenities included in development
- Green features (e.g., natural

Eastgate/I-90 Land Use & Transportation Project
Alternative 1

Add a variety of high intensity uses integrated with topography & connect to HCT hub

Add medium density residential with sensitivity to ecosystem functions

Integrate park that makes use of views, aids hill climb, & becomes central meeting point

Maintain visual access to BC

Transform drainage pond area into park like setting for public enjoyment

Improve pedestrian connections for students to jobs

Add local services, retail, & residential to create a secondary center serving neighboring offices and residences

Improve links between offices, retail service corridor, park, & neighborhood

Protect existing retail

Connect BC & Lincoln Executive Center across steep slope

Upgrade with boulevard treatment

Add high density residential to create secondary mixed use center

Potential capacity improvements

MAKERS
Eastgate/I-90 Land Use & Transportation Project

Medium density residential
- 2-5 stories
- 20-75 dwelling units/acre
- Pedestrian-oriented
- Green features (e.g., natural drainage)
- Some residential open space

ALTERNATIVE Jobs/Housing Mix

Eastgate/I-90 Land Use & Transportation Project
Alternative 1

- Add a variety of high intensity uses integrated with topography & connect to HCT hub
- Add medium density residential with sensitivity to ecological functions
- Integrate park that makes use of views, aids hill climb, & becomes central meeting point
- Maintain visual access to BC
- Improve pedestrian
- Add local services, retail, & residential to create a secondary center serving neighboring offices and residences
- Improve links between offices, retail service corridor, park, & neighborhood
- Protect existing
- Students to jobs
- Potential capacity improvements

HCT station focus:
- Improve bridge for pedestrians & enhance HCT station connections. Also serves as gateway.
- Add institutional, high density residential, associated commercial, & office to create high activity mixed use center around transit station
- Upgrade with boulevard treatment
- Add high density residential to create secondary mixed use center

Create street grid as base for finer-grained pedestrian & bicycle travel

Trail improvement:
- Human-scale lighting
- Green features (e.g., natural drainage)
Alternative 1

MTS Greenway
- Safe pedestrian & bicycle routes
- Green features (e.g., natural drainage)
Focuses on providing places for additional jobs, with support services and amenities
Builds on assets: Existing office concentrations, regional access, Bellevue College
Creates large integrated campus character
Uses 150th interchange as focal point/visual gateway
Regional Employment Center

Alternative 2

Alternative 2

Local retail and services
- Retail and services front specified streets
- Pedestrian-oriented
- Green features (e.g., natural drainage)

Eastgate/I-90
Land Use & Transportation Project

Development standards emphasize “neo office campus” with integrated open space, landscapes, and pedestrian/bicycle connections.

Gateway treatment per design study. Landscape design supports office campus character.

Gateway
High Capacity Transit hub
Transit hub
Infill parking lots with high intensity office
Develop flyover stop serving offices
Redevelop with hotel or office
Redevelop with office but allow existing auto sales
Gateway

Enhance corridor to at least conceptually link office complexes
Enhance office to mix of uses
Add office to mix of uses
Add retail and services to enliven transit hub & provide amenities for offices
1/4 mi
1/2 mi

Gateway
High Capacity Transit hub
Transit hub
Infill parking lots with high intensity office
Develop flyover stop serving offices
Redevelop with hotel or office
Redevelop with office but allow existing auto sales
Gateway

Enhance transit facilities & operations over time to serve commuters
Add high intensity office with services
Add retail and services to enliven transit hub & provide amenities for offices

Gateway
treatment per design study.
Landscape design
supports office
campus character.

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1/4 mi
1/2 mi

Gateway
treatment per design study.
Landscape design
supports office
campus character.
Alternative 2

High intensity office (neo office campus character)
- 6+ stories
- Pedestrian-oriented
- Green features (e.g., natural drainage)
- Possibly includes retail in ground floors

Note: Development standards emphasize "neo office campus" with integrated open space, landscapes, and pedestrian/bicycle connections.
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MTS Greenway
- Safe pedestrian & bicycle routes
- Green features (e.g., natural drainage)
- Focuses on modest growth/change, transportation functionality, neighborhood services
- Addresses known issues and needs
- Broader mix of uses than existing
- Enhances connections, streetscapes, landscaping
Alternative 3

Medium intensity mixed use
- Generally retail on ground floor, residential above
- 3-6 stories
- >25 dwelling units/acre
- Amenities included in development
- Pedestrian-oriented
- Green features (e.g., natural drainage)

Note: Improve pedestrian connections & streetscapes in accordance with community and City priorities.
Alternative 3

Functional Improvements

- Improve pedestrian connections & streetscapes in accordance with community and City priorities.
- Local retail and services:
  - Retail and services front specified streets
  - Pedestrian-oriented
  - Green features (e.g., natural drainage)

Note: Build on existing vision of Factoria as an urban village.

- Okay to show as retail?
- Maintain & enhance retail & services for nearby offices
- Partner with BC for combined community & college services
- Redevelop with medium intensity mixed use
- Gateway treatment per design study. Perhaps naturalistic landscaping employs ecological functions.
Alternative 3

Functional Improvements

Note: Improve pedestrian connections & streetscapes in accordance with community and City priorities.

Build on existing vision of Factoria as an urban village

Okay to show as retail?

Large format retail
- Fits character of surrounding environment
- Green features (e.g., natural drainage)
- Highly visible and accessible location

Gateway treatment per design study. Perhaps naturalistic landscaping employs ecological functions.

Widen south-bound lane

If needed, add large format retail

Gateway with BC for combined community & college services

Maintain & enhance retail & services for nearby offices

Redevelop with medium intensity mixed use

1/2 mi

1/4 mi

Add mixed use with residential

Improve connections between neighborhoods & transit

Redevelop with office
Alternative 3

Note: Improve pedestrian connections & streetscapes in accordance with community and City priorities.

Street improvement
- Safe pedestrian & bicycle routes
- Green features (e.g., natural drainage)
Alternative 3

**Alternative 3**

**Functional Improvements**

Interchange landscape improvement
- Improves ecological systems (e.g., natural drainage, habitat & water quality functions)

Note: Improve pedestrian connections & streetscapes in accordance with community and City priorities.
Alternative 3

Medium intensity office
- 6+ stories
- Pedestrian-oriented
- Green features (e.g., natural drainage)
- Possibly includes retail in ground floors

Note: Improve pedestrian connections & streetscapes in accordance with community and City priorities.
Alternative 3

MTS Greenway
- Safe pedestrian & bicycle routes
- Green features (e.g., natural drainage)

Eastgate/I-90 Land Use & Transportation Project

Functional Improvements

GROWTH CAPACITIES
Office: 500,000 sq ft
Retail: 200,000 sq ft
Residential: 400 dwelling units
Institutional: 250,000 sq ft
<table>
<thead>
<tr>
<th>Category</th>
<th>Existing Conditions Total</th>
<th>PSRC 2030 Change from Existing</th>
<th>Market Rpt Change from Existing</th>
<th>No Action Change from Existing</th>
<th>Alt 1 Change from Existing</th>
<th>Alt 2 Change from Existing</th>
<th>Alt 3 Change from Existing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office (sq ft)</td>
<td>4,950,618</td>
<td>1,105,231</td>
<td>1,500,000</td>
<td>200,000</td>
<td>1,000,000</td>
<td>2,000,000</td>
<td>500,000</td>
</tr>
<tr>
<td>Retail (sq ft)</td>
<td>655,081</td>
<td>265,732</td>
<td>NA</td>
<td>0</td>
<td>100,000</td>
<td>50,000</td>
<td>200,000</td>
</tr>
<tr>
<td>Housing Units</td>
<td>207</td>
<td>162</td>
<td>1800</td>
<td>0</td>
<td>2,000</td>
<td>0</td>
<td>400</td>
</tr>
<tr>
<td>Institutional (sq ft)</td>
<td>1,115,480</td>
<td>65,556</td>
<td>NA</td>
<td>280,000</td>
<td>280,000</td>
<td>280,000</td>
<td>280,000</td>
</tr>
<tr>
<td>Industrial (sq ft)</td>
<td>1,817,500</td>
<td>85,989</td>
<td>NA</td>
<td>86,000</td>
<td>(167,000)</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Hotel Rooms</td>
<td>655</td>
<td>320</td>
<td>200</td>
<td>0</td>
<td>200</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>
Study Area Office Sq Ft Comparison

Note: Figures shown are for Transportation Analysis Zones (TAZs), which do not directly coincide with study area boundaries.

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Office Square Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>PSRC 2030</td>
<td>1,105,618</td>
</tr>
<tr>
<td>No Action</td>
<td>1,500,000</td>
</tr>
<tr>
<td>Alternative 1</td>
<td>200,000</td>
</tr>
<tr>
<td>Alternative 2</td>
<td>1,000,000</td>
</tr>
<tr>
<td>Alternative 3</td>
<td>2,000,000</td>
</tr>
</tbody>
</table>

Market Report projected a demand ranging from 1.2 to 1.5 million square feet.

(existing office sq ft = 4,950,618)
Study Area Retail Sq Ft Comparison

Note: Figures shown are for Transportation Analysis Zones (TAZs), which do not directly coincide with study area boundaries.

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Retail Square Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>PSRC 2030</td>
<td>265,732</td>
</tr>
<tr>
<td>Market Report*</td>
<td>*</td>
</tr>
<tr>
<td>No Action Alternative</td>
<td>0</td>
</tr>
<tr>
<td>Alternative 1</td>
<td>100,000</td>
</tr>
<tr>
<td>Alternative 2</td>
<td>50,000</td>
</tr>
<tr>
<td>Alternative 3</td>
<td>200,000</td>
</tr>
</tbody>
</table>

* Market Report did not quantify market demand for retail use.

Retail Square Feet (existing retail square feet = 655,081)
Study Area **Housing Units Comparison**

*Note: Figures shown are for Transportation Analysis Zones (TAZs), which do not directly coincide with study area boundaries.*

- **Housing Units**
  - **PSRC 2030:** 162
  - **Market Report:** 1,800
  - **No Action Alternative:** 0
  - **Alternative 1:** 2,000
  - **Alternative 2:** 0
  - **Alternative 3:** 400

(existing housing units = 207)
Study Area Institutional Sq Ft Comparison

Note: Figures shown are for Transportation Analysis Zones (TAZs), which do not directly coincide with study area boundaries.

- PSRC 2030: 65,556 sq ft
- Market Report: *
- No Action Alternative: 280,000 sq ft
- Alternative 1: 280,000 sq ft
- Alternative 2: 280,000 sq ft
- Alternative 3: 280,000 sq ft

(existing Institutional space = 1,115,480 sq ft)

* Market Report did not quantify demand for institutional use

Alternatives Comparison
Study Area Industrial Comparison

Note: Figures shown are for Transportation Analysis Zones (TAZs), which do not directly coincide with study area boundaries.

- Industrial Square Feet:
  - PSRC 2030: 85,989
  - Market Report: 85,989
  - No Action Alternative: 85,989
  - Alternative 1: -167,000
  - Alternative 2: 0
  - Alternative 3: 0

(existing existing industrial space + 1,817,500 sq ft)

* Market Report did not quantify market demand for Industrial use.
Study Area Hotel Room Comparison

Note: Figures shown are for Transportation Analysis Zones (TAZs), which do not directly coincide with study area boundaries.

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Hotel Rooms</th>
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</thead>
<tbody>
<tr>
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<td>320</td>
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<tr>
<td>Market Report</td>
<td>200</td>
</tr>
<tr>
<td>No Action Alternative</td>
<td>0</td>
</tr>
<tr>
<td>Alternative 1</td>
<td>200</td>
</tr>
<tr>
<td>Alternative 2</td>
<td>0</td>
</tr>
<tr>
<td>Alternative 3</td>
<td>0</td>
</tr>
</tbody>
</table>

(existing hotel rooms = 655)
- Multiple alternatives with different components
- Avoid identifying a favored or preferred alternative
- "Hybrid" alternative may be developed later
Flyer

**Eastgate/I-90 Land Use & Transportation Project**

**OPEN HOUSES**

You're Invited

Join us at one of two open houses to take a look at conceptual land use and transportation alternatives for the future of the Eastgate/I-90 Corridor. Talk with project staff and provide feedback.

**Wednesday, June 1, 2011**

Choose the time and location that is convenient for you:

**Robinsonwood House Cabana**
2430 148th Avenue SE
1:00 – 3:00 PM
1:30 - Presentation

**Eastgate Elementary School Cafeteria**
4255 153rd Avenue SE
5:00 – 7:00 PM
5:30 - Presentation

FOR MORE INFORMATION...
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mbergstrom@bellevuewa.gov
Frances Leuenherz 425-452-4077
fleuenherz@bellevuewa.gov

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**Comment Card**

**Eastgate/I-90 Land Use & Transportation Project**

**OPEN HOUSE** Wednesday, June 1, 2011

As part of the Eastgate/I-90 Land Use and Transportation Project, the City of Bellevue developed three land use and transportation alternatives, in addition to a "No Action" alternative.

The City is seeking public input on a range of alternatives to consider for further analysis. No single preferred alternative is being chosen at this time. A later stage of preferred option will be created, which may include elements from each of these alternatives.

Please provide us with your opinions on each of these alternatives:

- "No Action" Alternative:
  - What do you like?
  - What don’t you like?
  - Are we missing anything?

- "Jobs/Housing Mix":
  - What do you like?
  - What don’t you like?
  - Are we missing anything?

- "Regional Employment Center":
  - What do you like?
  - What don’t you like?
  - Are we missing anything?

- "Functional Improvements":
  - What do you like?
  - What don’t you like?
  - Are we missing anything?

Do you have any other feedback you would like to provide?

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**On-Line Questionnaire**

What do you like? ____________________________
What don’t you like? ____________________________
Are we missing anything? ____________________________
June 1: Public open houses

June 16: CAC finalizes draft alternatives for evaluation

July – August: Alternatives evaluation; no CAC meetings

September: Change CAC meeting from Sept 1 to Sept 8?
Project Managers:

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www.bellevuewa.gov/eastgate-corridor.htm