Citizen Advisory Committee Meeting

December 2, 2010
Nov 2010:  *Introductions, mission, process, project overview*

Dec 2010:  *Project context*

Jan 2011:  *Orientation tour / land use conditions & opportunities*
Existing Conditions Inventory

Preliminary Transportation Analysis

Development Opportunities

Outreach Summary Reports

Council Principles

Project Context

Future Work

CAC Insights?

Presentation Structure
EASTGATE I-90 LAND USE & TRANSPORTATION PROJECT

Existing Conditions Inventory

Topics:

• Study Area
• Land Use
• Environment
• Redevelopment Potential
• Urban Design
• Economics
• Parks & Recreation
• Infrastructure
• Transportation
• Opportunities

CITY OF BELLEVUE
SUMMER 2010

Department of Planning and Community Development
Department of Transportation

Background Reports
What the analysis addressed:

- What additional uses, and of what magnitude, are feasible (from a transportation standpoint)

- Evaluate preliminary alternatives and eliminate those that are not feasible to carry forward

- Scenarios reviewed include:
  - 2008 (Existing) land uses
  - 2030 Base Alternative (projections under current zoning)
  - 2030 Modified Alternative (additional office, institutional, multifamily, and hotel units)
Four basic questions:

• What is the potential for more employment uses; how does this area complete with other employment centers?

• How can retail uses be retained and strengthened to continue to serve adjacent neighborhoods and the business corridor?

• How much more residential space might be developed here?

• What is the potential for transit-oriented development, especially at the park-and-ride?
• What do you do in the Eastgate/I-90 area (live, work, shop, etc)?

• What do you like most?

• What do you like least?

• What neighborhood qualities or uses are needed most?

• What transportation issues are you most concerned with?

• What other comments, concerns, or suggestions do you have?
• What opportunities for development are appropriate in the future?

• What should be done to improve the aesthetic quality? What urban design improvements would be worthwhile?

• How can we retain and enhance the neighborhood-oriented businesses?

• What are the transportation priorities? Where and how should we address needs of the following users: motorists, transit riders, bicyclists, and pedestrians?
Agency/Institution Involvement
Community Involvement

Sky Mountain Homeowner’s Association

On-line questionnaire

Eastgate Elementary Event

Robinswood House Event

Open house flyer sent to 25,000 households.
What is Eastgate/I-90?
Eastgate/I-90 Subareas
The Corridor Yesterday
The Corridor Today
What Do You Like?

Freeway Access  Nice Neighborhoods
Parking And Ride  Access To Everything
Privacy  Access To Seattle
Trail System  School System

What’s Not So Good?

Traffic

Sidewalks

Limited Transit Service  Shopping Choices
Grocery  Freeway Access
Dining Options  148th Ave

The Corridor Today
Topics to Cover

1) Economic Development & Neighborhood Services
2) Multi-Modal System & Street Connectivity
3) Urban Design
4) Smart Growth & Sustainability

Note: State Facilities, Bellevue College, and Fiscal Constraints not addressed.
“Enhance the Eastgate corridor’s economic vitality without degrading mobility in other parts of the City, and ensure that it continues to contribute to the diversity of the City’s economic mix.”

For Future CAC Consideration:

- What type of land use changes should be promoted and where?

- What can be done to retain/attract new businesses to the area?

- What infrastructure improvements are needed and how should they be timed and coordinated with future development?

- How can growth in Eastgate remain compatible with and support surrounding land uses?
“Access to banking and lunch are important for office tenants/employees.”

“Zoning is a big barrier to change.”

“It would be really great to have some mixed use allowances.”

“There is potential to increase the non-SOV mode split in this area with the right type of development.”

“(Eastgate is) ideally located to become the next hub of commerce for Bellevue.”

“This area needs to be re-zoned to allow for higher density business that will provide more jobs.”

“We don’t need hotel corridors or more office space.”

“Do not need more development contributing to more cars.”
Eastgate/I-90
Land Use & Transportation Project

Existing Zoning
Retail Nodes

Gross Square Feet

898,305

Eastgate/I-90
Land Use & Transportation Project

Retail Nodes
Other Notable Uses
566,842 square feet were occupied within the last year.
Source: Washington Partners
Four basic questions:

- What is the potential for more employment uses; how does this area complete with other employment centers?
- How can retail uses be retained and strengthened to continue to serve adjacent neighborhoods and the business corridor?
- How much more residential space might be developed here?
- What is the potential for transit-oriented development, especially at the park-and-ride?
Source: Spinnaker Strategies, Development Opportunities in the Eastgate/I-90 Corridor
- One of the region’s primary business centers
- Proximity to the freeway system
- Convenient access to urban services, educational resources, natural recreational amenities
- Market demand for growth
- Potential for office, retail, residential, start-up & R&D uses, hotel

Source: Spinnaker Strategies, Development Opportunities in the Eastgate/I-90 Corridor
Office Opportunities

Source: Spinnaker Strategies, Development Opportunities in the Eastgate/I-90 Corridor
Source: Spinnaker Strategies, Development Opportunities in the Eastgate/I-90 Corridor
Source: Spinnaker Strategies, Development Opportunities in the Eastgate/I-90 Corridor
Retail Opportunities

Source: Spinnaker Strategies, Development Opportunities in the Eastgate/I-90 Corridor

Eastgate/I-90 Land Use & Transportation Project
Retail Opportunities
Demand by Year 2030

- 1.5 million sq ft of office
- 200 new hotel rooms
- 1,800 residential units

Additional Conclusions

- Factoria Mall – Important to corridor
- Neighborhood Shopping – Grocery store opportunities limited
- Richards Valley – Incubator/R&D companies, mixed-uses
- Bellevue College – Potential for residential & retail
- To stay competitive, corridor needs more services and amenities
Challenges

- Competition with other Eastside markets
- Embedded/recent investment
- Streams, wetlands, slopes
- Limited road capacity/connectivity
- Institutional holdings

Opportunities & Tools

- Flexible zoning
- Local & Business Improvement Districts
- Density bonuses and transfers
- Public anchors and subsidized infrastructure
“Retain and enhance neighborhood-oriented services and businesses, which are important to nearby residents of Bellevue and the adjacent Eastgate potential annexation area.”

For Future CAC Consideration:

- Where and how should additional neighborhood-oriented services be provided?

- How can the continued viability of existing neighborhood-oriented services over the long-term be assured?

- What character will make these uses successful and a good fit for the Eastgate area?
“Existing groceries/shopping centers are old, would benefit from remodeling.”

“The kinds of services most often looked for are shopping, quality dining, dry cleaning, recreation opportunities.”

“People want a shopping experience; new lifestyle centers are more dynamic and attractive.”

“Walkability is important.”

“Would like to see more village type shopping centers, not strip malls.”

“Need to connect retail area to neighborhoods.”

“Factoria or Eastgate needs a Trader Joe’s, Whole Foods, or PCC.”

“(It needs) interesting retail and strong transit support to the neighborhoods to make it really easy not to drive everywhere.”
The Benefits of Place

**Nurture & Defines Community Identity**
- Greater community organization
- Sense of pride and volunteerism
- Perpetuation of integrity and values
- "Mutual coercion, mutually agreed upon"
- Less need for municipal control
- Self-managing

**Builds & Supports the Local Economy**
- Small-scale entrepreneurship
- More quality goods available
- Higher real estate values
- Local ownership, local value
- More desirable jobs
- Increased currency velocity
- Greater tax revenue
- Less need for municipal services

**Fosters Frequent & Meaningful Contact**
- Improves sociability
- More cultural exposure, interaction
- Exchanges and preserves information, wisdom, values
- Supports barter system
- Reduces race and class barriers
- Feeling of interconnection

**Draws a Diverse Population**
- More women, elderly, children
- Greater ethnic/cultural pluralism
- Encourages a range of activities and uses
- New service, retail, customer niches
- Variation and character in built environment
- Encourages community creativity

**Creates Improved Accessibility**
- More walkable
- Safe for pedestrians
- Compatible with public transit
- Reduces need for cars and parking
- More efficient use of time and money
- Greater connections between uses

**Promotes Sense of Comfort**
- Visually pleasing
- Generally stimulating
- Sense of belonging
- Greater security
- Better environmental quality
- Feeling of freedom

Source: Project for Public Spaces

© 2005

Eastgate/I-90 Land Use & Transportation Project
Market Report Observations and Conclusions:

• Need exists north of I-90 for people to shop, eat, and gather

• Retail potential east of Michael’s Toyota

• Entrance to Bellevue College at 148th could support 10,000 – 15,000 sf retail, if anchored by a library, sports facility, etc

• Bellevue is overserved by supermarkets

• Mixed-use, TOD, or other development models could reinforce the economic performance of Eastgate Plaza

• Best opportunities for retail development are at Factoria Mall

• Big box retail in Richards Valley could generate tax revenue, but would create little synergy with other uses
Retail Opportunities

Source: Spinnaker Strategies, Development Opportunities in the Eastgate/I-90 Corridor
POLICY ED-28. Facilitate the redevelopment and re-invigoration of older neighborhood shopping centers that are experiencing decline. Work with stakeholders to transform such centers into high quality and dynamic retail/mixed use commercial areas that also provide a gathering place and sense of community for the neighborhood.

Revitalizing Old Shopping Centers

1. Intensify development
2. Fill in parking lots
3. Build structured parking
4. Support pedestrian activity
Future Work

- Further evaluate office development location opportunities
- Engage employers on ideas to keep the corridor competitive and vibrant
- Review development codes and zoning maps to identify barriers to growth
- Identify geographic subareas for more detailed study (e.g., Richards Valley, Eastgate Plaza, other); evaluate transition examples elsewhere
- Evaluate relationships of study area to surrounding residential areas
- Inform land use scenarios taking into account environmental considerations
- Perform economic testing of emerging land use alternatives
Economic Development & Neighborhood Services: Discussion of Issues & Opportunities
“Continue to evolve Eastgate’s transportation infrastructure to a high performing, multi-modal system, including coordinating with service providers on increased transit service to the area.”

For Future CAC Consideration:

- How should the City and other transportation providers respond to anticipated growth in travel in the Eastgate I-90 area in a way that offers the public choices about how they travel within, to, and through this corridor?

- How should the City of Bellevue coordinate with Metro and Sound Transit to create a seamless, fully integrated, and user friendly network of transit services?

- Where and how should the City of Bellevue address the transportation needs of bicyclists and pedestrians?
“Park-and-ride should really be a “Transit Center”.

“It makes sense to improve bus service because people come from all over.”

“Try to get people to carpool.”

“Funding to improve pedestrian and bicycle connections in the corridor should be a first priority.”

“For public transportation, there aren’t any direct routes.”

“Start planning now for possible Sound Transit 3.”

“Bus transportation is limited in that there are no east-west routes.”

“(T)he Eastgate Park & Ride has the best commute into Seattle from anywhere on the Eastside.”

“Would like to walk and bike and use the bus to get places, but cars are the only practical choice right now.”
More Pavement

More Roads

System Management

ITS

More Use

Move Cars

VERTICAL APPROACH

Source: Glatting Jackson

Grin & Bear It

By Fred Wagner

“We’re gonna need roads... lots of ’em!”

Traditional Approach

Eastgate/I-90 Land Use & Transportation Project
VERTICAL APPROACH

More Lanes
More Roads
System Management
ITS

More Pavement
More Use
Move People, Not Cars
Improve Quality of Travel
Move Less People, Fewer Miles
Manage, Not “Solve”

Walk
Transit
Bike

Access, Not Mobility
Driver-Eye View
Business Friendly
Traffic Calming
Streets as Centerpiece

Land Use
Road Network
Pricing
Telecommuting
Sizing of Destinations
In-Town Living

Lane Limits
Change Standards

LATERAL APPROACH

Move Cars

Source: Glatting Jackson

New Approach

Eastgate/I-90
Land Use & Transportation Project
- Bring place and thoroughfare design together
- Balance
  - Safety
  - Mobility
  - Community objectives
  - Environment
- Multimodal
- Involve public, stakeholders
- Interdisciplinary teams
- Flexibility in design
- Incorporate aesthetics
Preliminary Analysis

2030 Original (Base) Land Use Alternative - PM Peak Hour Level of Service (Synchro Model)
Preliminary Recommended Projects

Preliminary Analysis
### Range of Solutions for Mainline Congestion

**Increase Efficiency (On-Route)**
- Signal Coordination
- Manage Access
- Change Intersection (See Intersection Congestion)
- Time Based Changes (Reversible Lanes, Off-Peak On-Street Parking, etc.)
- Corridor-wide ITS
- One Way/Two Way Corridor Conversion

**Increase Capacity (On-Route)**
- Add Lanes
- Reconfigure

**Use Alternative Routes (Off-Route)**
- Build New Route
- Re-Direct Traffic to Existing Routes
- Augment Existing Network

**Use Alternative Modes**
- Bicycling
- Walking
- Transit Use

**Evaluate Level of Service Standards**

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### Range of Solutions for Intersection Safety

**Modify Intersection Control**
- 2-Way Stop
- 4-Way Stop
- Signal
- Roundabout
- Grade Separation

**Evaluate Intersection Control Measure**
- Vertical Curve
- Horizontal Curve
- Relocate Landscaping

**Signal Timing**
- Extend Yellow Phase
- Extend All Red
- Modify Cycle Length
- Consider Activated vs. Pre-timed
- Protected Instead of Permissive Left Turn

**Increase Enforcement**
- Relocate Signage
- Move Stop Bar Location
- Camera
- Police

**Modify Geometry**
- Relocate Signal Mast Arms
- Add Turn Lanes
- Modify Alignment
- Increase/Decrease Curb Radius
- Evaluate Proximity of Curb Cuts to Signal
- Restrict/Modify Turning Movements
- Review Bicycle Stripping

**PeDESTrian/ADA Elements**
- Ramps
- Pedestrian Crossing Signals
- Pedestrian Refuge
- Review Location of Bus Stops
- Review Markings

**Improve Road Surface**

**Provide or Upgrade Illumination**

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### Range of Solutions for Intersection Congestion

**Reconfigure (At Location)**
- Change Lane Configuration
- Grade Separate
- Roundabout

**Develop Network (At a Different Location)**

**Evaluate LOS Standards (Around Location)**

**Implement Measures (Around Location)**

**Change Operations (At Location)**
- Reconfigure Signal
- Restrict Turns

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**Roadway Concepts**
Ped-Bike Facility Concepts

Source: Alta Planning & Design
Additional engineering and design is needed identifying multi-modal enhancements that do not compromise safety or flow.
“Increase connectivity across the Eastgate corridor, addressing the area’s numerous barriers such as its limited street and non-motorized (both pedestrian and bicycle) network, and stand-alone developments.”

For Future CAC Consideration:

- Where are the constraints and opportunities to realize improved street connectivity in the corridor?
- Where are the constraints and opportunities to realize improved pedestrian and bicycle connectivity in the corridor?
- What transportation strategies might be used to ease congestion today and sustain added capacity into the future?

The entrance to S.E. 30th Street from Richards Road.
“Maybe more pedestrian bridges like between Bellevue College to the south.”

“More connections needed across I-90 north-south.”

“As a driver I find it hard to orient myself once I get onto the surface streets in this area.”

“There are too many barriers.”

“From employees we’ve heard that it is hard to get to work.”

“What we need is better intra-Eastgate connectivity, and better flow between Eastgate and area north of I-90 and west of 405 – the more bridges, the better.”

“There needs to be a better way for bicyclists to cross Factoria Blvd to/from the eastern end of the I-90 trail.”

“Many of the roads don’t have sidewalks.”

“Need connections to surrounding communities.”
▪ Relatively few continuous public streets run through the study area, and it lacks a fully connected street and sidewalk system.

▪ Existing pedestrian facilities are mostly along high-volume, high-speed roads, reducing their appeal as good streets for walking.

▪ The absence of a regular, grid-based street network limits access to alternatives and offers few choices for direct routes.
“People living south of I-90 have very limited options for accessing Eastgate or parts of Bellevue north of I-90. We all end up on 150th Ave and compete with cross traffic and people entering or exiting I-90.”

- Resident Comment
1.2 miles vs. 450 feet

East-West Connectivity
A new Street Grid East of Richards Road will help disperse traffic to other streets to the south and east.

A new east-west connection to 156th Ave SE would provide additional access and help to disperse trips away from SE Eastgate Way.

A new north-south non-motorized facility could connect to the future office area north of Richards Road and the Mountains to Sound Greenway and other uses south of I-90.
Evaluate feasibility of Preliminary Screening Analysis connectivity improvements.

Private road at eastern terminus of SE 30th Street

King County waste transfer station at eastern terminus of SE 32nd Street
Assess baseline connectivity and run “what-if” scenarios on potential improvements (quantifying relative impact of changes) in the project area.
Explore potentially desirable high capacity transit station locations in advance of the Sound Transit ST-3 study.

Staff is not expecting work on ST-3 to proceed during the tenure of this project, and it is currently unclear whether it is reasonable to assume that light rail extensions along this corridor could be implemented by 2030, which is the timeframe for this project. However, it is to the City’s advantage to consider the impacts and benefits of potential high capacity transit (HCT) corridors as part of this planning effort. To support some preliminary discussions with the City of Issaquah, Sound Transit, and other agencies, Bellevue staff will generate Route Directness Index (RDI) scores for various HCT station locations in the area.
Multi-Modal System & Street Connectivity: Discussion of Issues & Opportunities

CAC Insights?
“Improve the Eastgate Corridor’s urban design quality and coherence, recognizing the area as a major City gateway and prominent location on the Mountain to Sound Greenway.”

For Future CAC Consideration:

- How might the northern and southern halves of the I-90 corridor be better integrated and highlighted as a prominent location on the Mountain to Sound Greenway?

- What types of design character will best promote businesses in the corridor and reinforce the image of Bellevue as a “city in a park”?

- What should be done to improve the visual and overall aesthetic quality of the Eastgate corridor?
“The perspective is not tidy and nothing distinguishes the gateway as anything different.”

“Feels like a place to get through, not a place to stay.”

“The Mountains to Sound Greenway Trail could enhance landscaping in the area.”

“(The City of) Shoreline’s beautification of (Highway) 99 is a good example of how to enhance a major corridor.”

“Eastgate is fortunate in that there are some trees.”

“Help connect our City to the MTS Greenway with a bicycle/walking trail along I-90 that is safe, beautiful, and Bellevue can be proud of.”

“Make architecture tasteful and pleasing to the eye.”

“Implement (the) project with a design that enhances the appearance of the transportation system.”

“No character and run down.”
Urban Design Topics

- Trail facilities
- Boulevard concepts
- Interstate plantings
- Building aesthetics
Policy UD-53: Integrate designs of frontage roads along the I-90 freeway corridor as contributors to the Mountains to Sound Greenway concept. Give particular attention to multi-use trails, large scale landscaping and pedestrian amenities.
Mountains to Sound Greenway Heritage Study Map

The Mountains to Sound Greenway encompasses over 1.4 million acres of connected open space lands and vibrant urban areas surrounding I-90 between Puget Sound and Central Washington. The Greenway conserves a shared heritage of working farms and forests, parks and abundant educational and recreational opportunities.

This map shows the area to be studied during the Heritage Study process. The Study Area is bounded by major watersheds, framed by the urban areas of Seattle and Ellensburg and woven together by the interstate highway and an extensive network of trails that link the public to the Greenway landscape.

The information included on this map has been compiled from various sources and is subject to change without notice. While not guaranteed, every attempt has been made to present the information accurately and completely. April 2010, HEARTLAND

The Greenway
THE I-90 GREENWAY REGIONAL TRAIL SYSTEM

IT’S TIME TO FILL THE GAPS

1 SEATTLE GAP
5 miles - From Seattle waterfront to Beacon Hill. Seattle DOT and WSDOT have designed a sidewalks trail south of SODO, over I-5, to Beacon Hill. Partially funded.
Action: Current planning and funding for Phase I, which is in progress, at I-5 at South Holgate Street and includes a new trail through Jose Rizal Park, which will connect to the west end of the I-90 Trail, with a future Phase 2 to be constructed.

2 EASTGATE GAP
1.5 miles - From east of I-90 at Eastgate to their proposed trail in insulin.
Action: Work with the City of Bellevue to work on design to complete a transit link on the south side of I-90 from Eastgate to Lakemont.

3 ISSAQAH GAP
1 mile - From I-90 trail at W. Lake Sammamish Pkwy. to E. Lake Sammamish Pkwy. There has been construction on the I-90 corridor on the E. Lake Sammamish Pkwy.
Newport Way has a new bike lane along the road, between Lake Street and SR500.
Action: Major gaps exist along I-90 at exit 15.
The City of Issaquah has funding for a solution to allow safe crossing over I-90. A future vision is to develop a new bike lane, off-road trail along Newport.

4 HIGH POINT GAP
1.25 miles - From High Point trail and north of I-90 at Exit 20 to the west of Puyallup, where paved County trail begins.
Action: The State Legislature has allocated $1.8 million for construction. WSDOT has started construction on closing this gap between East Fork Issaquah Creek and I-90, with construction expected to be completed in 2023.

5 SNOQUALMIE GAP
2 miles - From east of I-90 in Snoqualmie Valley to the west of I-90. New work has been completed on the Snoqualmie Valley Trail as part of the city's transportation plan.
Action: Major gaps exist along I-90 at exit 15.
The City of Snoqualmie and other partners are exploring solutions to the gap between the bridge over the Snoqualmie River.

6 CLE ELUM MISSING LINK
1 mile - From I-90 at Cle Elum to the west of I-90 in Cle Elum.
Action: The State Legislature has allocated $1.4 million for construction. WSDOT has started construction on closing this gap between East Fork Issaquah Creek and I-90, with construction expected to be completed in 2023.

Most of the regional trail system along Interstate 90 within the Mountains to Sound Greenway is in place. The vision is that a walker or biker could travel on safe, enjoyable, non-motorized trails, beginning at the Seattle waterfront and crossing east to the John Wayne Pioneer Trail across the state.

Missing links in the great regional system total less than 10 miles; they exist because they are tough gaps to fill. These descriptions below show how to complete trail connections that will serve both commuters and recreational users and be a magnificent legacy for the future.
Project # O-137-N: A paved multiuse trail of 10 feet or greater paved width is proposed beginning at the current end of the trail at Factoria Blvd and running eastward along the north side of SE 36th St to the curve near the southwest quadrant’s ramps of the 148th-150th Ave SE interchange, then following a new independent alignment to the 150th Avenue SE/SE 37th St intersection at 150th Ave SE. Eastward from 150th Ave SE the trail would follow SE 37th St (which here serves as an I-90 frontage road) to the Sunset Pedestrian Bridge where cyclists will cross to the north side of I-90 and make use of the Sunset Trail to WLSP. Construction of the recommended MTSG I-90 trail links such as the segment along SE 36th St should not eliminate existing on-street bicycle facilities; the latter should be maintained, and improved where improvement is needed, such as in the vicinity of the 148th-150th Ave interchange as SE 36th St curves to become SE 37th St. Additional coordination between City of Bellevue, WSDOT, King County, and Greenway Trust required to study this route. Identified as priority bike corridor EW-4.
A completed portion of the Mountains to Sound Trail, running parallel to SE 34th Street.

Photovisualization showing the off-street path proposed for the north side of SE 36th Street as part of the Mountains to Sound Greenway Project.

Photovisualization showing the off-street path proposed for the north side of SE 36th Street as part of the Mountains to Sound Greenway Project.

Photovisualization showing the off-street path proposed for the north side of I-90 Frontage Road/SE 37th Street as part of the Mountains to Sound Greenway Project.

Switchbacks on the north side of I-90 approaching West Lake Sammamish Parkway on the Mountain to Sound Greenway.
Develop trail design concepts for realizing the Greenway Trail that are sensitive to adjacent property interests for visibility.

Illustrative Example:
The Children of the Sun Trail (see image) is a component of the US 395 - North Spokane Corridor project that recently received TIGER funding. It is an example of integrating a trail facility along an interstate. In this case, they build a retaining wall to implement the trail.
The Comprehensive Plan identifies 148th/150th Ave SE and Factoria Blvd/Richards Road as “boulevards” that should:

- Reinforce the image of Bellevue as a “city in a park.” Utilize features such as gateways, street trees, median plantings, special lighting, separated and wider sidewalks, crosswalks, seating, special signs, landscaping, decorative paving patterns, and public art. (UD-42)

- Encourage special streetscape design for designated intersections that create entry points into the city. (UD-44)

- Establish attractive gateways at all key entry points into the city and into smaller districts and communities within the city. (UD-45)

- Ensure that all development abutting the freeway corridors includes special design features which provide an attractive entrance to the city and presents the city in an attractive manner. (UD-52)
150th Avenue SE is identified in City of Bellevue’s boulevard map and policies (Urban Design section of the Comp Plan).

Approaching SE 37th Street

Approaching SE Eastgate Way
Auto-Oriented Corridor

Built around cars, not people
Mix uses built closer to the sidewalk
Streets safer for all users
Compact development
More transportation options
Develop boulevard design concepts that both respond to and help define the Eastgate/I-90 corridor.

Interurban Trail Bicycle and Pedestrian Bridge over SR-99.

Photos: CH2M Hill
**POLICY S-EG-18.** Encourage a gateway within the I-90 interchange to accentuate Eastgate as an entry into Bellevue.

*Discussion: The I-90 interchange at Eastgate is a major link between the northern and southern halves of the Subarea and is an access point for the freeway. A gateway should link both halves and include improved landscaping with seasonal color, pedestrian connections, lighting, district identification signs, and public artwork.*

**POLICY S-EG-25.** Use landscaping to complement building and site design.

*Discussion: Eastgate has a variety of land uses with large areas of office development. Site design should use street lighting and landscaping to accentuate walks and roads, soften paved areas, and screen development from adjacent residential uses. Large color spots of flowers should be used to accentuate areas visible from streets. When possible plantings of trees and shrubs should be large enough to complement the scale of the building.*
Vegetation has many functions and adds significant value to our environment. These functions include:

- Traffic calming
- Stress reduction
- Buffer or shade for pedestrian or park and ride facilities
- Stream bank stabilization
- Wetland mitigation
- Water quality improvement
- Water retention and smoother flows
- Air pollution mitigation
- Noise abatement
- Wildlife habitat
- Enclose, screen, expose, or blend
- Visual quality, quality of life
- Corridor continuity

Source: WSDOT Roadside Manual
Plantings can be used to mitigate roadsides and interchange areas, as well as highlight important gateways and zones throughout the corridor.
Engage businesses along the I-90 frontage roads in a discussion around planting concepts that preserve view corridors.

Mill Creek (WA) Approach to SR-527 Frontage:

2. A 35-foot roadway buffer shall be provided along SR 96 and Seattle Hill Road consistent with the Streetscape Element of the Comprehensive Plan.

4. Landscaping materials shall allow view corridors from the public right of way to buildings and focal points while screening parking areas.
Develop interstate planting concepts that both respond to and help define the Eastgate/I-90 corridor.
In terms of urban form, the various buildings individually exhibit typical patterns of suburban development such as freestanding buildings or self-referenced building ensembles set back at large distances (typically 100-200’) from the public street, internal access roads and driveways, and large expanses of surface parking. Collectively, large setbacks from the street and between buildings have resulted in isolated islands of use and activity, reducing the ability of these buildings to interact with each other to define the street or form urban public spaces.
Auto-Oriented Retail

Source: Urban Advantage
Source: Urban Advantage
Context Sensitive Design
Explore options for whether and how to improve building aesthetics in the corridor.

Different options for different settings

- Major Urban Center
- Center City
- Urban Neighborhood
- Urban Center
- Suburban Main Street
- Commuter Town Center

Future Work
Urban Design: Discussion of Issues & Opportunities

CAC Insights?
“Model environmental sustainability in planning for Eastgate’s future, so that future plans for the area produce measurable environmental benefits.”

For Future CAC Consideration:

- What land use and transportation strategies should be pursued to produce measurable greenhouse gas (GHG) emission reductions in the project area?

- What are the opportunities to improve existing environmental conditions?

- What changes will make the Eastgate area develop a more environmentally sustainable future?
“Would like to see additional tree planting in the corridor.”

“There are also environmental constraints (in Richards Valley), but the streams could be an asset”.

“I am surprised how many people ride their bike from Seattle to Factoria.”

“People don’t want to get into a car for every purchase or activity.”

“It is always important to keep the environment healthy...have green spaces and reduce runoff problems.”

“Protect Phantom Lake.”

“Keep the area green. Seems like trees get cut down at an alarming rate.”

“Environmental restoration would be good.”

“Please plant trees.”
“Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.”

*Brundtland Report, Our Common Future (1987)*
"Promote a sustainable urban environment by weighing environmental concerns in all decision-making processes."

– City of Bellevue Comprehensive Plan

Goal to reduce GHG emissions by 7% below 1990 levels by 2012.

- Mayors’ Climate Protection Agreement (Res. 7517), 2007

Bellevue’s ESI Strategies:

- Reduce municipal & community emissions by Mayors’ target
- Support infrastructure for non-single-occupancy-vehicle mobility options
- No net tree canopy loss
- Control storm water naturally
Transportation, electricity use, and residential/commercial/industrial (RCI) fossil fuel combustion are the State’s principal GHG emissions sources.

A comparison of Washington and U.S. emissions shows that in Washington a much larger fraction of the GHG emissions are due to transportation activities. The large amount of hydro-electric generation in the State leads to lower contribution of the electric sector to total emissions, compared with the national average.
State Greenhouse Gas Emission Limits

- By 2020: Reduce to 1990 emissions level
- By 2035: 25% below 1990 emissions level
- By 2050: 50% below 1990 emissions level
Walking, Bicycling, & Transit are the most sustainable forms of transportation.

Limitations – Most effective with compact, mixed-use, transit-oriented land-use.
Urban areas have lots of impervious surface, much of which is pavement.

½ of all polluted waters in Washington State are polluted by storm-water runoff.

- Washington State Department of Ecology
Evaluate opportunities to reduce VMT and GHG emissions through land use strategies.

VMT and GHG reductions possible by 2050:
- 6 to 9% from more compact land use
- 24% from more compact land use plus increased transit, etc
- 47% if coupled with “strong economy-wide pricing measures”
Evaluate opportunities to reduce VMT and GHG emissions through transportation strategies.

**Vehicle/System Operations to Reduce GHG**

Potential for 10-20% LDV GHG reduction by:
- Managing speed (35-55 MPH is optimal)
- Speed limits/enforcement (could reduce fuel use 2-4%)
- Eliminating bottlenecks
- “Active” traffic management to smooth traffic flow
- Improving signal timing (could reduce 1.315 MMT CO₂/yr)
- Roundabouts (multiple benefits)
- Reducing car and truck idling
- Work zone management to smooth flow
- Encouraging eco-driving
Evaluate the cost effectiveness of tree plantings in highway ROW for carbon sequestration and storm-water management savings.

Tree canopy in the project area is 25.8% of the total acreage and represents an air pollution removal value of $56K/year and $279K/year in storm-water management savings.
Project will use the “Integrated SEPA/GMA” process, which:

- Combines environmental evaluation under the State Environmental Policy Act with planning under the Growth Management Act
- Ensures early identification of environmental issues and implications; and
- Leads to actions that are informed by environmental considerations.
“Better integrate land use and transportation across Eastgate, which may include consideration of transit-oriented development in portions of the area. Changes in land use should be informed by transportation opportunities and impacts. For example, the large Eastgate park and ride facility may create an opportunity for a transit overlay district, with well integrated land use and transportation performance.”

For Future CAC Consideration:

- Given the land use/transportation constraints in the corridor, what is the smartest way for this area to grow in the future? How should land use planning best accommodate these development opportunities?

- Are there good opportunities for Transit Oriented Development (TOD) in the Eastgate area; and what might TOD look like in the corridor?
“Transit-oriented development is happening much faster than we might have thought just a few years ago.”

“Focus Eastgate redevelopment around the Eastgate Park and Ride as it has good transit service.”

“Consider another park-and-ride on the south side of I-90”.

“...everyone wants to be where their work is reasonably close and transportation access is high.”

“How is it that these companies can build like crazy and it is the City that gets stuck with the bill to fix the traffic that they create?”

“The office parks on 160th Ave need alternate routes.”

“The transit options are really bad if you live and work on the Eastside anywhere other than Microsoft.”

“More employment and residential uses created within a short walk from the (Eastgate Park and Ride).
Why so much traffic?
5 D’s of the Built Environment

- Density
- Design
- Diversity
- Distance (to transit)
- Destination Connectivity

Travel Demand

- Trip Generation
- Trip Length
- Mode of Travel

Built Environments & Travel
“Very limited shopping/dining options. Need to drive for lunch when working in Sunset office buildings.” - Response to On-Line Questionnaire
1. Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas
2. Strengthen and Direct Development Towards Existing Communities
3. Take Advantage of Compact Building Design
4. Mix Land Uses
5. Create Range of Housing Opportunities and Choices
6. Provide a Variety of Transportation Choices
7. Create Walkable Neighborhoods
8. Foster Distinctive, Attractive Communities with a Strong Sense of Place
9. Encourage Community and Stakeholder Collaboration
10. Make Development Decisions Predictable, Fair and Cost Effective
**Supportive of Development**

1. “Allow further commercial development in the Eastgate area in order to bring employment opportunities and in turn the development of a more dynamic retail area.”
2. “Increase building heights and create a more urban friendly environment.”
3. “This area needs nice big businesses along 36th for higher density business that will provide more jobs.”

**Concerned About Development Impacts**

1. “I'm concerned that there will be more growth of business that will put further stress on local/residential streets.”
2. “I'm not in favor of more intensive development such as the Microsoft buildings. Consideration should be given to overall traffic flow, keeping in mind this is both an interchange area and a residential area.”
3. “Don't change zoning. Don't want a bunch of skyscrapers or large commercial buildings that will increase traffic, overwhelm this neighborhood setting.”
Explore redevelopment potential adjacent to Eastgate Park & Ride, Bellevue College, and potential future HCT station locations.
Sustainability & Smart Growth: Discussion of Issues & Opportunities
Saturday

Jan 15 or Jan 22?

9:30 – 12:00?

Unincorporated King County
(Eastgate Potential Annexation Area)

Bus Tour
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