No Action
Corridor-wide transportation improvements:
1) No WSDOT I-90 corridor capacity improvements;
2) MTSO trail constructed on south side of I-90;
3) Limited sidewalk and bicycle facility improvements; and,
4) Limited transit service improvements.

TPF-154: Widen by extending third southbound land on 148th Avenue SE from westbound I-90 on-ramp to south of Eastgate Way at I-90 westbound off ramp.

TPF-162: Widen I-90 westbound off-ramp to provide two dedicated left turn lanes and shared through/right lane with channelized right turn.

TPF-195: Widen I-90 off-ramp 300‘ west of 150th Avenue SE and add through lane. Widen SE 37th Street approx 500‘ to east of 150th Avenue SE to allow for bypass lane on right side of the street. Channelized right turn.

No quantitative change to Eastgate Plaza (but future of grocery stores uncertain).

King Co site develops with light industrial use.

Transfer station redevelops.

Add 128,000 sq. ft. Institutional (per BC Master Plan).

Auto dealer expansion; displacement of retail/service uses.

RV Park converts to "Administrative Office" Ac. 51,400 sq. ft. office (est.)

Add 122,600 sq. ft. Office (est.)

Older development replaced with similar use mix.

Physically, very little change “Opportunistic” uses increase in short-term; Industrial uses increase/return in long-term; Possible increase in R&D/high-tech uses.

No Action Scenario.
Eastgate/I-90
Land Use & Transportation Project

No Action Alternative

Description and Purpose
A “No Action” alternative, or scenario, is intended to depict a reasonable projection of how the study area would continue to develop over the next 20 years if no changes to the Comprehensive Plan or Zoning Map were made. It is used to help assess the difference in change that would result from any of the “Action” alternatives being developed for the Eastgate/I-90 Land Use & Transportation Project.

“No Action” does not mean no changes would occur in the I-90 corridor. It just means that any changes that occur happen in accordance with existing land use and transportation regulations and adopted policies. Therefore, the No Action scenario assumes some amount of growth in the study area over the next 20 years, though of a more limited nature than would occur under any of the “Action” alternatives.

Land Use Concept
Under the No Action scenario, existing land use patterns would remain largely as they exist today. However, some changes are expected, including:

- An additional estimated 200,000 square feet of office would be developed, mostly in two locations on the south side of I-90: In the north Factoria area on the west end of the corridor by the movie theatre, and on the site now occupied by the Trailers Inn RV Park on the east end.
- In the Richards Valley industrial area, the King County Transfer Station would be rebuilt, and the vacant King County parcel along Eastgate Way would develop with a light industrial use.
- At Bellevue College, additional buildings would be built on the campus consistent with the College’s Master Plan, adding 280,000 square feet of space.
- The auto retailers at Sunset Village can be expected to expand over time, displacing some existing retail/service uses.
- Eastgate Plaza would remain in its current configuration, but the long-term viability of grocery store use at this location is uncertain.
- A new city park would be built on the old Bellevue Airfield, in the northeast portion of the study area.
- While older structures might be replaced with new ones in various locations, the overall changes in the types of uses or net gain in square footage for any particular use is expected to be minimal.
Transportation Concept
The No Action scenario assumes that transportation improvements reflected in currently-adopted plan would be completed over time. These include:

- The **Mountains-To-Sound Greenway Trail** would be constructed on the south side of I-90, consistent with the City of Bellevue 2009 Pedestrian-Bicycle Plan.
- No capacity improvements to I-90.
- A portion of **southbound 148th Ave SE** (on the north side of I-90) would be widened.
- At 156th Ave SE, the **westbound I-90 off-ramp** would be widened to provide two dedicated left-turn lanes and shared through/right lane.
- On the south side of I-90, the **I-90 off-ramp** would be widened 300’ west of 150th Ave SE to add a through lane. **SE 37th St** would be widened approximately 500’ to the east of 150th Ave SE to allow a bypass lane on the right side of the street.
- Limited **sidewalk and bicycle** facility improvements and limited **transit service** improvements would occur at various locations in the study area.

Character
The existing character of the Eastgate/I-90 corridor would not change appreciably under No Action. Much of the development in the corridor has occurred recently enough (since 1980) that it is unlikely to undergo significant change in the foreseeable future. The I-90 freeway would continue to be visually prominent.

Projected Growth Under This Alternative
The table below shows the types and amounts of new development that could be expected within the study area by the year 2030 under the No Action Alternative, in addition to that which currently exists. Information for Alternatives 1, 2, and 3 is also provided for comparative purposes:

<table>
<thead>
<tr>
<th>Land Use Type:</th>
<th>No Action</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office (Sq Ft)</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>0</td>
<td>100,000</td>
<td>50,000</td>
<td>200,000</td>
</tr>
<tr>
<td>Industrial (Sq Ft)</td>
<td>86,000</td>
<td>-167,999</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Institutional (Sq Ft):</td>
<td>280,000</td>
<td>350,000</td>
<td>420,000</td>
<td>280,000</td>
</tr>
<tr>
<td>Residential (Housing Units):</td>
<td>0</td>
<td>2,000</td>
<td>0</td>
<td>400</td>
</tr>
<tr>
<td>Hotel (Rooms):</td>
<td>0</td>
<td>200</td>
<td>300</td>
<td>100</td>
</tr>
</tbody>
</table>
Alternative 1
Alternative 1

Jobs/Housing Mix

Objective
This alternative encourages the integration of land uses that are supportive of transportation options, such as bicycling, walking, and taking the bus. It builds on the existing Park-and-Ride as a transit hub, the proposed Mountains to Sound Greenway (MTS Greenway) as a landscaped bicycling corridor, and the Bellevue College (BC) as impetus for a high activity center. Increasing residential density, providing services for local residents and office workers, and improving pedestrian and bicycling access are key to this alternative.

Land Use Concept
Land uses for this alternative are focused in compact, mixed-use areas that provide inviting places for people to live, work, and play. Connections within and between areas of activity are addressed in the Transportation section.

The Park-and-Ride, Lincoln Executive Center, and, perhaps, BC area becomes a hotspot of activity. Development on the Lincoln Executive Center, the Sunset Corporate Campus, the Eastgate Park-and-Ride, and potentially BC parking lot, includes a mix of residential, institutional, and commercial (e.g., coffee shops, book stores, convenience stores, restaurants, etc.) uses. Retail faces a new east-west “main street” on the east side of the Park-and-Ride, as well as retail at the Park-and-Ride. New multistory development and a park stitch the lower properties and BC together, aid with the hill climb, offer a stopping point for the MTS Greenway, and make use of views from the higher elevation. To support the walkable, transit-oriented nature of this alternative, additional residences and amenities are added within a half mile of the transit center. The vacant King County site along Eastgate Way would support a high intensity mix of uses such as office, residential, and some services or retail.

This land use concept also incorporates the following features:

- Substantial upgrades to the strip mall retail services along the 156th Street corridor to provide improved services to the neighboring offices and local community. Land uses could include a mix of retail, local services, and possibly residential.
- The Eastgate Plaza area becomes a minor mixed-use node with additional residences over retail and better services for surrounding neighborhoods.
- The **Factoria area** builds on the existing retail center as an amenity for residents. Residences are added to the mix of uses to support the retail and transit.
- The drainage pond area that serves the **Sunset Corporate Campus** is transformed into a park-like setting.
- Opportunities for **additional residential use** could be identified in appropriate locations, including a portion of Richards Valley.
- Retail uses in the **Sunset Village** area would be protected.

**Transportation Concept**

Increasing connectivity in the Lincoln Executive Center, Park-and-Ride, and BC area is a focus of this alternative. A new east-west main street could weave through the Lincoln Executive Center to provide multi-modal access between the transit hub and 148th Avenue Southeast away from I-90, and to form the basis for an auto, pedestrian, and bicycle grid structure. Enhancing the pedestrian/bicycle connections across the 142nd Avenue bridge and between the transit hub, BC, and other nearby properties is important in this alternative.

The Park-and-Ride and flyover transit stop infrastructure is improved to accommodate a wide, covered, pedestrian bridge over I-90 and high quality shelters on the flyover. Enhancing the transit riders’ experience is paramount here to counteract the noise, scale, and air quality of I-90.

The MTS Greenway runs along the south side of I-90 west of 142nd Avenue, traverses the 142nd Avenue bridge, and then eastward on the north side of the highway. This alignment maximizes the benefits of the bridge crossing and provides opportunities for bicyclists to access other office and retail areas. Potential capacity improvements are implemented on I-90 to address mainline congestion during the morning and evening commute between Front Street in Issaquah and Eastgate in Bellevue. These interstate improvements are expected to mitigate the I-90 spillover traffic that causes congestion on the surrounding arterial street network at the 150th interchange.

This concept also incorporates the following features:

- **North-south pedestrian improvements on 142nd Avenue Southeast** provide a better connection from the neighborhoods to the south and north to transit and BC. Opportunities to provide a pedestrian link between SE 36th Street and SE 37th Street could be explored, to shorten the walking distance for neighborhood residents. Reinforce the image of Bellevue as a “city in a park” north-south along the 148/150 Avenue SE corridor, improving the experience for all users and establishing a sense of identity for the surrounding community. The development of a “boulevard” treatment along this corridor could include the addition of street trees, median plantings, special lighting, separated and wider sidewalks, crosswalks, seating, special signs, landscaping, decorative paving patterns, and public art.
- **A primary concern of this alternative is improving pedestrian and bicycle access and safety across large signalized intersections.** A variety of engineering strategies will be considered to facilitate pedestrian and cyclist movements through the corridor.
An east-west pedestrian path connects the County site to the transit hub. Grade changes exist here and ways to offer a relatively level walk would need to be explored.

Paths in the office complex east of 156th Avenue Southeast are completed and/or improved to provide better access to retail and services in the 156th area.

Reinforce Bellevue College as an all-day transit service area with enhanced bus service connections to and through the campus.

**Character**
The transit hub becomes the gateway for the community, so its aesthetics are valuable to creating lasting impressions. Redevelopment should fit with the BC and office complex character, while creating human scale architectural features and multiple pathways.

New parks and green spaces could be introduced.

The pedestrian connections should incorporate safe walkways, street trees, resting points on hill climbs, pathway lighting, park benches, and landscaping.

**Projected Growth under this Alternative**
The table below shows the types and amounts of new development that could be expected within the study area by the year 2030 under the Alternative 1, in addition to that which currently exists.
Information for the No Action Alternative and Alternatives 2 and 3 is also provided for comparative purposes:

<table>
<thead>
<tr>
<th>Land Use Type</th>
<th>No Action</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office (Sq Ft)</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>0</td>
<td>100,000</td>
<td>50,000</td>
<td>200,000</td>
</tr>
<tr>
<td>Industrial (Sq Ft)</td>
<td>86,000</td>
<td>-167,999</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Institutional (Sq Ft)</td>
<td>280,000</td>
<td>350,000</td>
<td>420,000</td>
<td>280,000</td>
</tr>
<tr>
<td>Residential (Housing Units)</td>
<td>0</td>
<td>2,000</td>
<td>0</td>
<td>400</td>
</tr>
<tr>
<td>Hotel (Rooms)</td>
<td>0</td>
<td>200</td>
<td>300</td>
<td>100</td>
</tr>
</tbody>
</table>
Alternative 2
Upgrade for more intense industrial/technology use while enhancing stream/wetland corridors.

Expand BC technology transfer function with institutional & research-oriented development.

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

Enhance commercial services to provide amenities for office complexes.

Infill parking lots with high intensity office.

Note: Development standards emphasize ‘neo office campus’ with integrated open space, landscapes, and pedestrian/bicycle connections.

Medium intensity mixed use:
- Generally retail on ground floor, residential above
- 3+ stories
- >5 dwelling units/acre
- Pedestrian-oriented
- Green features (e.g., natural drainage)

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

MTSG improvement:
- Safe pedestrian & bicycle routes
- Green features (e.g., natural drainage)
Alternative 2
Regional Employment Center

Objective
This alternative focuses on having enough office space for more jobs. It provides places for additional jobs by accommodating office space consistent with regional growth projections and the market demand analysis completed in support of this project. It builds on the existing concentration of offices, the excellent regional access, the Bellevue College (BC), and a light industrial zone. It supplies secondary office opportunities to downtown and Bel-Red and differentiates itself by allowing light industrial uses proximate to offices. To remain competitive, services and amenities for office workers are essential to this scheme. As a center for innovation, partnerships are built between BC and neighboring research and development firms.

Land Use Concept
Land use for this alternative is centered on the provision of office space. Existing office areas are intensified and office uses are added to some areas. The 150th Avenue Southeast interchange becomes a landscaped gateway opening onto office activity centers at the Lincoln Executive Center to the northwest and around the 156th Avenue Southeast corridor to the northeast.

The Lincoln Executive Center properties take on additional offices and services.

Offices are added on the east side of 156th. This area connects to the Eastgate Plaza area via an underpass. Eastgate Plaza redevelops as a mixed-use center with retail and residential uses, and office or hotel use is developed on the RV park east of the Plaza.

The King County site and parcels to the west gain office development and work synergistically with Richards Valley land uses.

This concept also incorporates the following features:

- Retail uses and services are developed on the western portion of the Park-and-Ride and offices to the north.
- The technology transfer functions of Bellevue College are expanded to areas currently used for parking.
• Additional services are added to the 156th Avenue SE corridor to support neighboring office uses.
• Richards Valley becomes the location for light industrial, flex-tech, and research and development land uses.
• Likewise, the Factoria area accommodates additional offices, to make use of the retail and restaurants currently available.
• Office use would be introduced at Sunset Village, but would still accommodate auto retail activity.
• Office use throughout the study area would encourage or allow retail and service uses and amenities.

**Transportation Concept**
Enhancing connections between activity centers, especially north of I-90, is key in this alternative, along with linking offices to services.

Potential capacity improvements are implemented on I-90 to address mainline congestion during the morning and evening commute between Front Street in Issaquah and Eastgate in Bellevue. These interstate improvements will protect the area from I-90 spillover traffic that causes congestion on the surrounding arterial street network at the 150th interchange.

The Mountains to Sound Greenway Trail passes over I-90 from Factoria and follows the north side of I-90 eastward. This connects offices at Factoria; offices at the County site (and from there to Richards Valley); services, transit, and offices at the Park-and-Ride and Lincoln Executive Center (and in so doing to BC); and services and offices around the 156th corridor.

Features that expand upon this concept include:

• A new freeway flyover stop on I-90 east of the 150th interchange offers direct access to the Eastgate Office Park complex.
• A new east-west road is introduced through the Lincoln Executive Center and to the Park-and-Ride.
• To improve connectivity between the existing office complex area east of 156th and services on 156th, Southeast 33rd Street and/or the east-west street south of the landfill site is extended westward to 156th, to facilitate pedestrian, bicycle, and/or automobile movement.
• The 156th corridor is enhanced with streetscape improvements to better support pedestrian and bicycle circulation.
• Reinforce Bellevue College as an all-day transit hub with enhanced bus service connections to and through the campus.

**Character**
The area becomes a large, integrated campus with the sense that it is a center for innovation. The 150th interchange is landscaped to integrate with that campus-like character and serves as the focal point or visual “gateway” to the surrounding area.
### Projected Growth Under This Alternative

The table below shows the types and amounts of new development that could be expected within the study area by the year 2030 under Alternative 2, in addition to that which currently exists. Information for the No Action Alternative and Alternatives 1 and 3 is also provided for comparative purposes:

<table>
<thead>
<tr>
<th>Land Use Type:</th>
<th>No Action</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office (Sq Ft)</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>0</td>
<td>100,000</td>
<td>50,000</td>
<td>200,000</td>
</tr>
<tr>
<td>Industrial (Sq Ft)</td>
<td>86,000</td>
<td>-167,999</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Institutional (Sq Ft)</td>
<td>280,000</td>
<td>350,000</td>
<td>420,000</td>
<td>280,000</td>
</tr>
<tr>
<td>Residential (Housing Units):</td>
<td>0</td>
<td>2,000</td>
<td>0</td>
<td>400</td>
</tr>
<tr>
<td>Hotel (Rooms):</td>
<td>0</td>
<td>200</td>
<td>300</td>
<td>100</td>
</tr>
</tbody>
</table>
Alternative 3
Alternative 3

Functional Improvements

Objective
This alternative focuses on modest growth and change, transportation functionality, and neighborhood services. The role of the corridor remains the same as today, but improvements address known issues and overall needs of Bellevue. Retail and service uses that support nearby offices and the surrounding community would be strengthened and enhanced, additional office potential would be created, and new residential opportunities would be provided. Connections and streetscapes that link activity areas, neighborhoods, services, and transit would be improved.

Land Use
Land use remains similar to what currently exists, but more intense or additional uses are inserted. The 150th interchange welcomes commuters and residents to the area with landscaping approved through a design study and most likely also performing environmental functions.

The Lincoln Executive Center area continues as an office hub but with more intensity and a broader mix of uses. Just to the north, the City and BC partner to provide a community setting, such as a recreation center, community-oriented college services, or other facility.

The 156th Avenue Southeast corridor receives additional retail and services for the neighboring offices.

Large format retail is a potential use at either Sunset Village or Eastgate Plaza, or they remain the same as they are today.

The RV park east of Eastgate Plaza redevelops with office or hotel use.

To the west, the Factoria area builds on the existing vision for Factoria by accommodating residences in a mixed-use environment.

Office use develops on the King County site on SE Eastgate Way.

Transportation
Trails or improved streetscapes link destinations and neighborhoods, which is the goal of this alternative. Together, the city and the community identify and prioritize these improvements.
North-south streetscape treatments can be used to improve visual quality and better connect residents to local retail, services, and amenities. 148\(^{th}\)/150\(^{th}\) receives “boulevard” treatments similar to those done on Factoria Boulevard. The development of a “boulevard” treatment along this corridor could include: street trees, median plantings, special lighting, separated and wider sidewalks, crosswalks, seating, special signs, landscaping, decorative paving patterns, and public art. The Mountains to Sound Greenway Trail runs along the south side of I-90, connecting the Factoria and Eastgate Plaza areas, before crossing to the north side via the SE 35\(^{th}\) Place tunnel.

Additional transportation improvements incorporated into this alternative include:

- Potential capacity improvements are implemented on I-90 to address mainline congestion during the morning and evening commute between Front Street in Issaquah and Eastgate in Bellevue. These interstate improvements would protect the area from I-90 spillover traffic that causes congestion on the surrounding arterial street network at the 150\(^{th}\) interchange.
- A new east-west pedestrian route connects the Park-and-Ride, Lincoln Executive Center, and 156\(^{th}\) Avenue Southeast corridor. Around 156\(^{th}\) and the future park site, pedestrian connections are improved between the neighborhood and offices.
- Factoria Boulevard/Richards Road, 142\(^{nd}\) Avenue/Place Southeast, and 150\(^{th}\)/148\(^{th}\) Avenue Southeast receive pedestrian and bicycle upgrades.
- The underpass to the east of Eastgate Plaza is improved to better support pedestrian and bicycle travel. A roadway is added on the east portion of Eastgate Plaza to create a direct connection between the neighborhood to the south and local services.
- Reinforce Bellevue College as an all-day transit service area with enhanced bus service connections to and through the campus.

**Character**

The corridor contains predominately highway-related development with auto-oriented office complexes and strip and large format retail, while connecting to neighborhoods with multi-use paths. Connections, landscaping, and streetscapes invite nearby residents to use the area. The 150\(^{th}\)/I-90 interchange receives a gateway treatment using naturalistic landscaping that employs ecological functions.

**By the Numbers**

Alternative 3 could be expected to accommodate the following types and amounts of new development within the study area:

**Projected Growth Under This Alternative**

The table below shows the types and amounts of new development that could be expected within the study area by the year 2030 under Alternative 3, in addition to that which currently exists. Information for the No Action Alternative and Alternatives 1 and 2 is also provided for comparative purposes:
<table>
<thead>
<tr>
<th>Land Use Type</th>
<th>No Action</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office (Sq Ft)</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>0</td>
<td>100,000</td>
<td>50,000</td>
<td>200,000</td>
</tr>
<tr>
<td>Industrial (Sq Ft)</td>
<td>86,000</td>
<td>-167,999</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Institutional (Sq Ft)</td>
<td>280,000</td>
<td>350,000</td>
<td>420,000</td>
<td>280,000</td>
</tr>
<tr>
<td>Residential (Housing Units)</td>
<td>0</td>
<td>2,000</td>
<td>0</td>
<td>400</td>
</tr>
<tr>
<td>Hotel (Rooms)</td>
<td>0</td>
<td>200</td>
<td>300</td>
<td>100</td>
</tr>
</tbody>
</table>