TO: Eastgate/I-90 Citizen Advisory Committee

FROM: Mike Bergstrom, Planning & Community Development
Franz Loewenherz, Transportation Department

SUBJECT: May 5, 2011 CAC Meeting

DATE: April 28, 2011

REMINDER
The May 5 CAC meeting will begin at 4:30 pm instead of the typical 5:30 start time.

AGENDA OVERVIEW
The May 5 CAC meeting will build upon recent CAC meetings at which you have discussed land use issues and opportunities (February), developed evaluation criteria (February, March), engaged in alternatives “building block” work sessions (March), and become familiar with transportation issues, constraints, and opportunities related to the study area (April). The May 5 meeting will take these discussions to the next level – the development of draft alternatives for the Eastgate/I-90 corridor that can be presented to the public for input and that can be more fully evaluated and refined prior to the identification of a preferred alternative by the CAC.

MEETING PURPOSE
As reflected in the attached meeting packet materials, the primary focus of the May 5 CAC meeting is the development of draft alternatives. This is a critical stage in the planning process, as well-crafted alternatives will give the CAC and the general public the opportunity to explore and weigh in on a range of ideas and opportunities for the corridor. They need to provide the public with real choices, and be flexible enough to respond to public input and to the conclusions that will come out of the evaluation process that will occur over the summer months. As such, at this point the CAC needs to focus on developing good draft alternatives, and resist the urge to develop or select the best alternative.

MEETING STRUCTURE
The discussion of draft alternatives will be divided into two Parts, separated by a public comment period and a break. In Part 1 of this discussion (Agenda Item 3), staff will describe a “No Action” scenario (i.e., a view of how the corridor is likely to evolve over time without a new “vision”), a review of CAC comments and suggested development options from your March 3 working session, and a review of the Council principles, CAC-approved Evaluation Criteria, and possible “themes” around which alternatives could be developed. This discussion, combined with public input received at Agenda Item 4, will set the stage for Part 2 – small and large group
work sessions leading to the creation of draft alternatives (Agenda Item 6). A break will be provided between the Public Comment opportunity and the small and large group work sessions.

NEXT STEPS
At the end of the agenda, we will discuss upcoming steps in the process. The timing of these steps will depend, in part, on progress made on May 5. Conceptually, these steps will include:

- CAC agreement on rough draft alternatives (either on May 5 or at a subsequent CAC meeting);
- Public open houses to receive input on rough draft alternatives (May 25);
- CAC agreement on draft alternatives for evaluation - Council principles, Evaluation Criteria, environmental assessment, transportation modeling (June).

Completion of these steps in June would allow the CAC to take a break for the months of July and August while the evaluation of the alternatives occurs. The CAC would reconvene in September to begin working toward a preferred alternative.

We look forward to a productive meeting on May 5.
CITIZEN ADVISORY COMMITTEE

MEETING AGENDA

Thursday, May 5, 2011
4:30 P.M. – Room 1E-108
Bellevue City Hall – 450 110th Avenue NE

NOTE SPECIAL MEETING START TIME

1. Call to order (4:30)

2. Approval of April 7, 2011 minutes * (4:30-4:35)

   a. “No Action” description
   b. Past CAC comments / Development options
   c. Evaluation criteria / Council principles / Possible themes

4. Public comment (5:30–5:45)

5. Break (5:45–6:00)

   a. Small group work session (6:00-6:25)
   b. Large group work session (6:25–7:25)

7. Next steps / Public outreach * (7:25–7:30)

8. Adjourn (7:30)

* related materials included in packet

Visit our website: www.bellevuewa.gov/eastgate-corridor.htm
The meeting was called to order at 5:35 p.m. by Co-chair Hamlin who presided.

A. March 3, 2011

Motion to approve the minutes as submitted was made by Mr. Stokes. Second was by Mr. Elliott. Motion carried.

3. Transportation Issues, Constraints & Opportunities

Transportation Assistant Director Kevin O’Neill provided a brief overview of what the presentation would cover.

Senior transportation planner Franz Loewenherz explained that the workshop in May will be a roll up the sleeves activity. The anticipation is the workshop will take about four hours.

Mr. Loewenherz said every planning initiative begins with a vision. In the case of the Eastgate/I-90 project much of the vision is articulated by the Council principles as well as by the feedback received to date from the CAC. The transportation vision involves implementing the land use vision by taking into account a large variety of factors. The overarching concept is the desire to improve traffic flow and mobility through strategically adding capacity where it makes sense to do so, operating roadways efficiently, and managing demand by providing choices.
A number of evaluative criteria are used to assess the health of the transportation system. Level of service is not the only one used, but it is an important one for assessing traffic operations at signalized intersections. The city is divided into 14 assessment districts called Mobility Management Areas (MMA). The level of service within each MMA is based on a metric of volume to capacity for each signalized intersection and a grade value with “A” connoting the highest drive comfort and little delay, and with “F” connoting a breakdown flow and excessive delays.

The community has expressed concerns about additional development in the Eastgate/I-90 area, primarily because of the impact it could have on the roadway network. While accommodating motorists with additional turn lanes and coordinated signal operations can improve traffic operations these arterial based strategies are by no means the only methods to improve the transportation system. The transit-intensive scenario developed for the Factoria Area Transportation Study showed that it could resolve most intersection congestion problems without additional roadway construction even with the addition of up to 800 new residential units. Other relevant studies include the 1992 East Bellevue Transportation Study and the 2002 Eastgate/I-90 Transportation Study. The concepts from each of those studies will be revisited; some have been implemented in whole, some in part, and some have not yet been implemented but are still on the books.

Mr. Loewenherz said the most pertinent study that relates to the Eastgate/I-90 project is the 2009 preliminary screening analysis. He explained that the analysis was conducted at the onset of the Eastgate/I-90 project to see how the transportation system would hold up to different land use scenarios, including some that were very robust. The process identified a number of potential strategies to consider as a starting point.

During the identification and analysis of alternatives phase of this project staff will be running the land use scenarios the CAC arrives at through a travel demand model that will project the 2030 level of service (LOS) values for the transportation network. Travel demand modeling at its simplest includes four elements: trip generation, distribution, mode choice and assignment. Every year the city conducts detailed traffic counts at intersections and along corridors; that is done to keep the data current with what is happening on the roads. The Eastgate/I-90 project has a 2030 horizon. The forecasted land use scenarios will be incorporated into the travel demand model, which will return information about the operational capacity of the roadway network under those conditions. The assumed transportation network is another variable that feeds into the modeling; it is informed by the Transportation Facilities Plan (TFP) as well as plans the state has for its mainlines.

The 2009 screening analysis was predicated on the 2008 LOS calculations for ten of the most heavily traveled intersections in the project area. Two land use scenarios were utilized: the first included one million square feet of office space above what current exists, even though the current zoning would not allow for achieving that much new office; and the second pushed the limits even further by including an additional 1.8 million square feet.

The modeling work demonstrated that by and large the intersections in the study area operate satisfactorily. One notable exception is the intersection of Factoria Boulevard and SE 36th Street which did not fare well under any of the 2030 land use scenarios. Other constraints showed up on 150th Avenue SE, both to the north and south of I-90.

Mr. Loewenherz explained that the work of the CAC will ultimately inform the Comprehensive Plan. At the conclusion of the study Comprehensive Plan and Land Use
Code amendment processes will be initiated. The recommendation will also inform the subarea transportation plan for the area. The Transportation Commission will then have the task of prioritizing the various proposed improvements relative to the wide range of other improvements needed throughout the city. Like the 1992 and 2002 earlier planning efforts the transportation recommendations in this project have the potential to be included in the City’s TFP and ultimately CIP.

There are three projects in the project area that are in the TFP. TFP-162 and TFP-195 were both identified in the 1992 East Bellevue Transportation Study; portions of TFP-195 have been implemented. TFP-154 came out of the 2002 study.

Commissioner Larrivee asked how well the modeling work done in the past has actualized in terms of what can be seen on the streets. Mr. O’Neill answered that travel demand models are like any other quantitative tool in that their output is only as good as the input. The city has always focused on making the inputs as strong as possible. The land use inputs are significant, and the city has a very detailed zone structure that is specific to the amount of existing square feet for each land use; that baseline is added to in developing forecasts. On the transportation network side, projects and improvements are coded in along with transit routes, transit headways, and elements such as parking costs which are known to drive transit ridership. However, no model can be fully accurate in forecasting the future. The annual intersection and corridor counts are used to calibrate the model.

Mr. Loewenherz said one of the considerations in developing a recommendation for the Eastgate/I-90 study area will be the assumptions for the I-90 mainline, a project that is entirely outside the control of the city. What happens on the freeway will have a profound impact on local arterial operations.

Answering a question asked by Ms. Bruce, Mr. O’Neill explained that for concurrency purposes, the evening peak period covers two hours. The level of service predictions are based on implementation of the various identified system improvements.

Mr. Elliott pointed out that 20 years ago no one was forecasting having 10,000 people living on the plateaus. That growth has substantially changed the traffic flow, both on the freeway and on local streets used as cut-through routes. Mr. Loewenherz agreed and pointed out that the current Puget Sound Regional Council forecasts do not assume the level of development that Issaquah is contemplating in its plans.

Mr. Loewenherz said that when we look to the future, we see that by 2030 the current traffic volumes along the I-90 travel shed are projected to increase significantly with the projected increase in both households and jobs. The addition of auxiliary lane improvements to I-90 that are being contemplated by the Washington State Department of Transportation (WSDOT) would relieve the severity and duration of congestion, as well as the distance over which the congestion occurs. The improvements are not, however included in the city’s baseline 2030 model because the concepts have not yet been adopted. The addition of an additional roundabout at the I-90 westbound off ramp at Lakemont Boulevard would greatly facilitate left turns, both to the interstate in the westbound direction and from the off ramp to areas to the south. That concept along with the addition of a proposed new slip lane is also not assumed in the city’s model for the same reason.

At a minimum, steps need to be taken to make visible how to get from the interstate to other areas, to the north in particular. That point was made clear by the public in early
outreach efforts. The state was listening and has set aside some money to improve wayfinding in the corridor. This effort is presently underway and should be regarded as an early win for this Eastgate/I-90 Land Use and Transportation Project.

Mr. O’Neill said the city typically uses its subarea plan updates to advocate for improvements to state systems. By including in the preferred alternative improvements to I-90 that will have benefits for the corridor, the city will have a foothold for working with WSDOT and the state legislature in advocating for the projects.

Mr. Stanton commented that in addition to big projects aimed at improving the state system, some very simple things could be done that would make things better. The Eastgate area serves as an entry into Bellevue and the region, and simply mowing the interchanges and removing the blackberries would make the gateway more pleasing and welcoming.

With regard to the arterial system, Mr. Loewenherz said a wide range of improvements will be looked at to respond to the Council directive to 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. He said 150th Avenue SE south of I-90 has a fair amount of traffic in the northbound direction in the morning peak and in the southbound direction in the evening peak. Much of the congestion that occurs is directly related to the fact that people living south of I-90 have limited options for accessing Eastgate or the parts of Bellevue north of I-90. During the evening peak 1800 vehicles per hour enter the I-90 on-ramp from SE 37 Street and are metered to keep the mainline flowing. The lack of queue space causes traffic to back up on 150th Avenue SE all the way to SE 38th Street. Improvements were identified in the 1992 East Bellevue Transportation Study, but they were not scoped into the CIP until 2003. Funding limitations triggered the need to scale back on the project, though some very good improvements were made. Widening on the north-side of Eastgate Plaza and the I-90 off ramp was not done; those elements are included in the current TFP-195. The 150th Avenue SE corridor continues to show congestion under the 2030 land use scenarios, though the 2009 Preliminary Screening Analysis concepts have the potential to improve level of service from E and F to C at the 150th Ave SE and SE 37 Street intersection.

Mr. Stanton said it is both interesting and unique that the 150th Avenue SE interchange with I-90 gives drivers multiple alternatives for getting to the same place. Typically, freeways are developed to give drivers only a single option. The design allows drivers to make choices that ultimately impinge on other movements. Mr. Loewenherz agreed. He said the city had discussions with WSDOT which agreed that the cloverleaf designs are a bit antiquated. A different interchange is warranted but well beyond the state’s budget capacity.

Mr. Loewenherz called attention to 150th Ave SE and SE Eastgate Way and noted that in both the morning and evening peak the intersection goes to LOS F in the 2030 modified land use scenario evaluated in the 2009 Preliminary Screening Analysis. The predominant movements are northbound in the morning and southbound in the evening. In 2005 there was a project to widen the southbound lanes to the Bellevue College entrance. Adding a third southbound lane further south is reflected in TFP-154. The 2009 screening analysis proposed reconfiguring the 150th Ave SE and SE Eastgate Way intersection with an additional through lane and a receiving lane along with the additional southbound lane. The intersection is particularly challenging for pedestrians and cyclists so the 2009 analysis proposed enhancing the intersection for these user groups.
One tool not contemplated by any previous planning effort is the concept of managing access. Limiting turning movements from driveways has been shown to improve the safety record as well as the throughput of a corridor. The Sunset Village driveway fronting SE Eastgate Way offers a number of entrance/egress options for drivers, the result of which has been a history of collisions; 12 of the 14 collisions over the past five years have involved drivers attempting to turn eastbound onto Eastgate Way and colliding with a westbound vehicle. Access management has been implemented on Factoria Boulevard which has resulted in a significant reduction in the overall number of collisions. Roundabouts have been effectively used in corridors with boulevard treatments to limit driveway access to right-in/right-out only. Going from I-90 to westbound 148th Avenue SE is dicey. There are two stop lights and two turns. Congestion could be eliminated if there were no stop lights or turning movements, which a roundabout would yield.

Mr. Loewenherz clarified that traffic signals can be made to work very well. Indeed, Bellevue is at the forefront of making use of adaptive traffic signals and was the first in the state to implement the technology. The incorporation of adaptive traffic signals on the Burnside corridor in Gresham, OR has been very successful in reducing travel times. Regardless of whether roundabouts are installed, adaptive traffic signal technology will be incorporated for most of the arterials in the Eastgate area by 2012.

The current TFP identifies an additional left-turn lane at the I-90 off ramp at the 156th Avenue SE gateway intersection. Since we are not constrained by space at this intersection (given WSDOT ROW); an alternative option for this intersection would be to implement a roundabout at this location. With planted medians constructed all the way to 150th Avenue SE and Eastgate Way, turning movements can be restricted.

Bellevue was among the first in the state to implement roundabouts. Around the country the use of roundabouts have successfully reduced corridor travel times and improved safety. Roundabouts do cost more up front given the need to acquire right-of-way, but their long-term costs are lower. The list of benefits includes reduced air pollution and intersections not subject to power outages.

The Eastgate interchange could be redesigned to include five different roundabouts. With planted medians and additional green space, a more welcoming gateway could be created while allowing for much improved traffic flow. A roundabout in Clearwater, Florida, has a multilane configuration and metering on some legs; the facility can accommodate 56,000 vehicles and 6,000 pedestrians per day and has been in successful operation for many years.

Mr. Stanton asked what percentage of southbound traffic on 148th Avenue SE elects to go westbound on I-90, which clearly would be commuter traffic and not local traffic. Mr. Loewenherz said the modeling staff have looked at that. He said it is safe to say that at least half of the travel through the interchange area is interstate related. Mr. Stanton suggested that part of the issue in the area is traffic that comes from somewhere else. One question in need of an answer is whether or not solving the issues outside the boundaries of the study area would directly or indirectly resolve some of the issues within the study area.

Mr. Loewenherz noted that the Council directive relative to the area’s infrastructure includes evolving it into a high-performing multimodal system with increased transit service. The city plays a limited role with regard to how much it can influence transit implementation, but it has very large role to play in terms of making land use decisions...
and assigning priority through signal operations along arterials. There was a 171 percent increase in transit ridership between 2000 and 2005 following the expansion of the Eastgate park and ride, ridership has continued to grow but at a slower pace. The area has not, however, met its modesplit target; the Eastgate area non drive-alone modesplit stands at 27 percent, while the target is 35 percent.

The public has indicated that the park and ride is great for accessing regional service, but there is not enough service within the study area itself. There certainly are constraints standing in the way of achieving more service, not the least of which is the current budget situation. Transit providers are utilizing various criteria in determining how to allocate their resources; land use is one of the attributes that gets a sizeable share of the overall point values. The Eastgate corridor scores well in terms of jobs, but not so well in terms of households.

The college is clearly a major draw area for all-day transit service. Serving the campus is challenging because of the terrain and because of where the park and ride is located. The 2009 screening analysis identified a concept of routing buses from the Park and Ride to/through the campus via Snoqualmie River Road. This more direct bus service would carry with it capital costs (associated with reconstructing the roadway to accommodate the weight of buses), but it could result in annual operating savings of as much a half a million dollars for King County Transit. It would be admittedly difficult to make the changes given the adjacent condominium development, the terrain and the limited number of roadways.

Mr. Loewenherz said the public has voiced the opinion that the city should begin planning right away for Sound Transit III. While the city has its hands full with Sound Transit II, some of those monies are set aside for planning for the next phase. The Eastgate/I-90 study does offer an opportunity to at least get started with thinking about what might occur as light rail comes to and through the corridor. Clearly, in moving toward higher capacity transit solutions, it will be necessary to have a higher density of jobs and housing.

The study will not include an alignment analysis, but it will include some hypothetical station locations and looking at what it would take to get people to and from the facilities. Connectivity is not an easy thing to achieve, but the city’s GIS system can be used to determine generally how well each hypothetical station could be accessed. One issue is the fact that just a thousand feet away from the Eastgate park and ride where there could be a future light rail station is the unincorporated area that has some 550 houses, all of which have poor access to the station.

Mr. Loewenherz noted that the public had indicated a desire to see painted bike lanes on the frontage road. He reported that during the past year through the pavement overlay program bike lanes were added on SE 36th Street to the 142nd Avenue SE bridge crossing by simply adjusting the lane widths slightly. The prevailing opinion, however, is in favor of full separation of cars and bicycles given that the largest percentage of the bike riding public are not hardcore riders. Jurisdictions that have embraced the concept of off-street bike paths, ten feet in width minimum, with two feet of separation on either side, have seen significant increases in the number of people using the facilities. In 2002 the vision for the greenway included locating it on the north side of I-90 and looping through the Bellevue College campus before winding its way to a connection with the I-90 trail. For a number of reasons, the concept was revised for the 2009 ped-bike plan and shown on the south side of I-90. Regardless of where the trail ends up, the city acknowledges that cyclists will need to be accommodated on both sides of the freeway. At high traffic
locations, grade separated crossings should be considered.

The study area also offers a lack of pedestrian facilities. There are instances along the frontage roads where there are no sidewalks at all. Sidewalks exist in other areas but they are inadequate for various reasons. Some improvements are planned and set to be constructed, but more facilities are needed.

Mr. Loewenherz said much has been heard about connectivity being an issue for more than just pedestrians and cyclists. The freeways offer good connectivity, but what is needed is better connections within the Eastgate area and on both sides of the freeway. LEED-ND flows from the concept of making communities more sustainable, and a hallmark of the designation is compact, complete and connected communities. More intersection density makes it easier for the public to get around. The 2009 preliminary screening analysis identified potential improvements that might be realized, though some would be challenging to implement due to terrain, environmental considerations and cost.

Responding to a comment made by Ms. Welti, Mr. Loewenherz commented that putting the Greenway trail on the north side of the freeway will mean dealing with some very real challenges. At the same time, however, the north side is where the greatest land use potential exists. A number of options will be brought forward for consideration, but the alignment needs to be identified so the project can be positioned to go after grant funding to do the design work.

Mr. O’Neill said the CAC will be asked to come up with a vision for the study area. If the group identifies projects that will have great benefit or that are tied to a particular land use concept, it would be fair for the CAC to highlight the projects as being of particular importance in addition to being part of overall package. The vision will be constrained by four elements: what is already on the ground, what the market will allow, environmental constraints, and the transportation system.

Mr. Stanton commented that the neighborhoods should be asked to weigh in on prioritizing projects once they are identified. It takes a long time to develop and implement plans and too often the locals never see the plans realized. With a little extra work, it should be possible to show near-term results resulting from interim steps toward the long-term vision.

Mr. Elliott pointed out that somewhere in the archives of the Transportation Commission there is a document with four pages or so of acronyms used by transportation planners. He said it would be useful for the group to have it in hand. He agreed with Mr. Stanton that once the project list is developed, the city should seek to pick off the low-hanging fruit first as a show of good faith for the property owners in the study area.

Mr. Loewenherz noted that the city has a good track record of making projects happen, and is particularly adept at taking advantage of opportunities as they arise.

Answering a question asked by Commissioner Larrivee, Mr. O’Neill said by and large the city avoids the “build it and they will come” approach in favor of listening to what communities have to say about priorities and system gaps. The SR-520 trail project filled a gap, and the I-90 trail could be classified similarly.

Mr. Ludtka commented that as the downtown becomes more and more built out and congested the increased number of drivers using I-90 coming from areas like Issaquah will want to do their business in Eastgate instead. The Bel-Red corridor will be fed
primarily from SR-520. The flanking elements to the downtown should be Bel-Red and Eastgate.

Ms. Solemsaas said building ped-bike facilities is the sustainable thing to do. As the CAC plans for the future, it should focus on what will make the most sense for the community from a sustainability standpoint.

4. **Public Comment** – None

5. **Adjourn**

Commissioner Hamlin adjourned the meeting at 7:37 p.m.
TO: Eastgate/I-90 Citizen Advisory Committee
FROM: Mike Bergstrom, Planning & Community Development
Franz Loewenherz, Transportation Department
SUBJECT: May 5, 2011 CAC Meeting – Agenda Item No. 3: Development of Draft Alternatives – Part 1
DATE: April 28, 2011

INTRODUCTION
Agenda Item 3 – “Development of Draft Alternatives – Part 1” - will set the stage for the Agenda Item 6 work sessions – “Development of Draft Alternatives – Part 2” work sessions. Agenda Item 3 will review recent work by the CAC leading up to this point, and will provide context and a foundation for the development of draft alternatives. As stated in the agenda packet cover memo, the purpose of this exercise is not to select an alternative, but rather to focus on developing solid draft alternatives that can be presented to the public for feedback and evaluated against the Council principles, CAC-approved Evaluation Criteria, and environmental and other considerations. Selection of a preferred alternative will occur in the fall of this year.

Several materials are enclosed to aid this discussion, including:

Enclosure A: No Action graphic. The discussion of future alternatives should begin with a realistic look at a No Action scenario. Basically, this scenario envisions what the study area would look like within the planning horizon (Year 2030) with no changes to general existing development patterns, zoning, development regulations, or transportation plans. The No Action scenario does not mean that no change whatsoever would occur; it simply means that any changes would occur based on market demands and according to currently-adopted plans and regulations.

Note: It is important that the No Action scenario be realistic, as it will provide a baseline of future conditions against which to assess the draft alternatives. It needn’t be the only possible future scenario, but rather one that reflects a reasonable expectation of what is likely to occur based on existing regulatory frameworks and existing conditions. We will ask the CAC to confirm the No Action scenario on May 5.

The enclosed No Action scenario prepared by staff has the following highlights:
- Net gain in office area would likely be limited to less than 200,000 square feet. This is substantially less than either the 1 million sq. ft. growth projected by the Puget Sound...
Regional Council for this corridor, or the 1.5 million sq. ft. of potential market demand identified by Spinnaker Strategies in its “Development Opportunities in the Eastgate/I-90 Corridor” report dated June 7, 2010.

- Existing land use patterns would remain relatively unchanged. The corridor would continue to be dominated by low-intensity office use, with little support retail or services.
- Richards Valley would continue to be a light industrial area, with variations over time in the types of uses it would attract.
- The future of grocery store viability at Eastgate Plaza would be in question.
- The vacant King County parcel on Eastgate Way could develop with a light industrial use.
- The Trailers Inn RV Park could redevelop with a “heavy retail” use.
- The Mountains-To-Sound Greenway Trail would be developed along the south edge of I-90, consistent with the adopted 2009 Pedestrian-Bicycle Plan.
- Transportation improvements identified in the current Transportation Facilities Plan would be implemented, but no other transportation improvements would occur, including the introduction of auxiliary lanes on I-90 in the east portion of the study area.

Enclosure B: March 3, 2011 CAC workshop notes - text. These notes summarize comments recorded during the working session at the March 3 CAC meeting. Enclosure B provides these comments in text form.

Enclosure C: March 3, 2011 CAC workshop notes – map. Similar to the above, but Enclosure C plots the CAC comments on an aerial map that shows the subdistricts referenced.

Enclosure D: Development options graphic. This graphic extracts basic land use options from the March 3, 2011 CAC workshop notes and displays them for different areas throughout the corridor.

Enclosure E: Council principles. This item is included as a reminder of the principles adopted by Council to guide this project. These principles will be used as one of the tools to evaluate the draft alternatives after they are identified.

Enclosure F: Evaluation criteria. Approved by the CAC in March, these criteria help inform the development of alternatives, and will also be used as one of the tools to evaluate the draft alternatives after they are identified.

**Requested CAC Action:**
- Familiarize yourselves with these enclosures in advance of the May 5 CAC meeting.
- Confirm the “No Action” scenario as a realistic portrayal of how the study area could evolve over the next 20 years if no changes are made to the current City planning and regulatory documents (Comprehensive Plan, Land Use Code, Transportation Facilities Plan).

**POTENTIAL THEMES**
The Development options graphic (Enclosure D) illustrates a variety of possible land uses throughout the study area. These uses, combined with other features (notably transportation and
urban design) can be assembled into different alternatives that emphasize one or more underlying concepts over others or result in thematic statements about what each alternative is trying to achieve. In other words, a theme can be selected at the outset to help form an alternative, or alternatives can be built from which themes emerge. Either approach is legitimate, and in reality the process tends to be iterative, with themes and ideas informing and responding to one another.

In preparation for this meeting, staff and the consultant team brainstormed possible themes that might drive, inform, or emerge from alternatives. The resulting list includes:

- Economic Performance – encourage retail and office
- Regional employment center – builds on existing office base, regional access, Bellevue College, and other assets
- Employment center – let it be what it wants to be
- Activity center - mix of uses, sustainable, walkable, livable, transit-oriented, smart growth vision
- Partnerships for greater efficiency – Bellevue College, Metro, etc.
- Technology – Upgrade Richard’s Valley, building off Bellevue College as an intellectual resource
- Character – Improve the area’s identity
- Localized improvements – Address known issues, functionality, and community needs
- Greenway and watersheds – Upgrade the corridor’s visual and environmental characteristics
- Unique opportunities – What can this area do better than any other in the region?

This list can be modified, added to, or combined to produce either a more comprehensive or a more targeted range of potential themes. At Agenda Item 6, staff and the consultant team will present the beginnings of draft alternatives based on three of these themes: Activity Center, Regional Employment Center, and Localized Improvements. These “pre-alternatives” are intended to be malleable enough that they can draw from concepts suggested by other themes.

**Requested CAC Action:** Review the above themes and determine whether they provide the proper range of concepts around which distinct alternatives might be organized. Realize that these themes can continue to evolve as draft alternatives are developed.

**ENCLOSED**

A. “No Action” graphic
B. March 3, 2011 CAC workshop notes – Text form
C. March 3, 2011 CAC workshop notes – Map form
D. Development options graphic
E. Council principles
F. Evaluation Criteria
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

King Co site develops with light industrial use

Transfer station redevelops

Continued growth of Bellevue College

Auto dealer expansion; displacement of retail/service uses

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

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

TFP-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.

TFP-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.

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

Add 122,800 sq ft office

Older development replaced with similar use mix

Additional 50,000 sq ft office at Kenyon Center

RV Park converts to “heavy retail”
EASTGATE/I-90 CITIZENS ADVISORY COMMITTEE MEETING – MARCH 3, 2011

Sub-District Land Use Alternatives: Meeting Notes

Citizen advisory members broke up into two groups to discuss land uses within each of nine defined sub-districts within the Eastgate/I-90 Planning Area (see Figure 1). They were asked to consider three questions as part of the discussions:

1. What existing uses in the sub-district should be retained, strengthened, and/or expanded upon?
2. What additional uses should be considered? Participants were asked to reference desirable use types in the sub-districts by number from a poster (see Figure 2).
3. What challenges need to be overcome?

Below is a summary of comments taken from the discussions.

District 1

- Should have larger office buildings.
- Great opportunity to make transition to mixed use. Live/work/shop stacked. Limiting traffic.
- Vibrant and mixed to help community to become self-sustaining neighborhood. Shouldn’t just be a drive-to location
- Can and should have residential. Proximity to mall and retail, opportunity for greater density and more residential.
- Appropriate size and character: intense, dense.
- Density→ less surface parking, more structured parking. Connectivity.
- Topography to east (hill), swamp
- Nothing around, no view issues—take advantage of height
- Residential, retail, office mixed
- Create a second park and ride
- Don’t replicate T-mobile here. Avalon downtown is a good example. The Renton example is 5 over 1 construction (60’ tall) and seems massive.
- Conclusion: significant intensification. But cautionary note against too high, monster buildings. Keep attractive, visually and access.
District 2
- Different because narrow. Have to be creative to occupy terrain (Quantum).
- Transition zone between SF residential and highway. If built up, creates a wall. Limited opportunity because of natural configuration.
- Great place for natural corridor. Mountains to Sound greenway. Landscape!
- Create experience for people along trail—this is the natural portion. Other points (Factoria) can have stopping points, such as coffee shops, for the trail.

District 3
- Should be a lesser scale than district 1.
- Existing context: Combination of different uses. Albertsons, church, RV park. Mixed use is here.
- Could be a better mix of uses. Ripe for redevelopment. Property is too valuable for what exists.
- Tired-looking gateway. Albertsons is ugly.
- Doesn’t relate to surrounding residential. Could be a village-type environment.
- Scale transition—lower on south, step up to north. Improve pedestrian and auto connections.
- By single family, development example #12 scale.
- Don’t preclude service-related office. Have retail in same area, and residential sitting on top.
- Nodes, tie into adjacent community, pull people in.
- Open space is important.
- Density should increase as travelling west on 90.
- Farthest east property (church) is a nice spot.
- Traffic is an issue here as well—150th is 2nd most trafficked corridor. But not as much of a constraint here as in 1.

District 4
- Potential for more density than 3.
- Anchors exist already
- A lot of parking lots
- Future Parks and southward, opportunity for more intense development. Mixed use.
- 156th enhancement—not on board.
- Work force here doesn’t have amenities (food), need services here for workers and nearby residents.
- Districts 4 and 5, south of Future Parks should be treated similarly. Northward, transition to residential.
- Relates to Phantom Lake discussion—less impervious areas needed here.
- Ties to park are important
- Residential, retail, office, with underground parking. Enough vertical height and density to afford underground parking.
- Scale: Boeing is lowest (remain as is), grows in rest of 4 and 5 and westward
- 4 should be greater scale than 3
- 3 is a more residential focus than 4
District 5

- Context: Loss of Safeway, resentment from community on lack of neighborhood function (retail), dealerships, restaurants, resentment of bright lighting at dealership at night.
- Mixed use.
- Car dealership is out of place here. “grating”
- Congestion
- Middle East and Europe, car dealerships in storefronts. Can have dealership here, but develop appropriately for context.
- Could have real urban village feel.
- This is the gateway, should set the stage. Should show that Bellevue is a viable entity in WA.
- Pocket parks are important here.
- Topography—land is higher to north. This allows the south to build up without affecting much.
- Commercial oriented mixed use on south, residential oriented mixed use to north.
- Again, grow up from east to west.
- Development example #6 happens along 148th. Recommendations for #13 with greater height on north side. Preference for scale of #17, but mixed look of #13.
- Some conflict over 4 being higher than 3. Most important, raise from east to west along the highway, doesn’t matter between 4 and 3. But scale of 4 and 3 should relate/match across the highway.

District 6

- Bellevue college is zoned R-5 now, but could/should be changed as needed
- BC is buying up homes N of campus – use in more expansive way – what is relationship with college, area?
- Office uses area nearby could have a better relationship with college
- Consider housing that supports college, synergy
- College, no commitments on residential uses, except maybe international students
- College buying up property for residential program?
- Lincoln Executive Center - like images 13 and 16 good, retail and residential, build up, image 14 also (mixed use)
- There are pieces there, potential for synergy, not now
- Need for amenities for workplace/office uses, challenging to keep tenants long term
- zoning challenges – uses, densities, height
- Bridge and connectivity challenges, walking, no weather protection in most places
- Hotels in area, mix of uses – but could make it more interesting.
- Consider use type images 3, 5, 12, 15, 20 smattering of uses in areas 6 and 9

District 7

- Nearly all of the land here is set aside as open space as part of master plans/development agreements. These areas include wetlands and heavily wooded slopes.
• The bare slopes just east of the Sunset complex and north of park and ride appear to be developable, but zoning and/or development agreement would need to be revised in order to develop it. There appeared to be interest in developing that site.

District 8
• Creeks, wetlands, environmental constraints
• Interest in synergy with college – research and development
• What zoning would support R&E? We can make it up.
• How full are these uses? I frequent some, seem full. Area is relatively leased up. Rents far exceed LI zoning – one of the only games in town, demands higher rent than other LI areas, creates limitations as to what you can do under current zoning.
• What about transitional uses? Yes, dance, karate uses are there, because they aren’t allowed in most other zones – not originally intended for area.
• With river, could be beautiful! There’s salmon in stream, but not pretty in present state.
• Only LI place of its size on eastside outside of Renton
• Area could support more density.
• No more circulation will happen here, thus challenges in getting around.
• Problem with zoning here – martial arts, forced into area, not wanted elsewhere – need to be in n’hoods.
• Transfer facility not going anywhere, expanding actually – impacts uses.
• Environmental constraints = $ constraints to redevelopment
• Many LI uses looking for bigger floorplates than exist, move to Bothell, Redmond, Snoq Ridge
• But local proximity is good – for residents.
• IF you upzone, uses will follow, will go to office over time
• Many properties are owned by long time owners – free and clear.
• Stream buffers – make it very difficult – in aggregating redevelopment – parking decks
• Allow it to upzone, but allow LI to stay, but it’s a matter of time
• School on Kamber, soccer field behind chestnut academy
• Local retail – mixed- with office, residential
• Transit station ....(light rail in future? Spur line (BRT service in nearterm?)
• Disagreement about amount of retail – struggle with visibility – exception for retail serving immediate walking area

District 9 - West
• Little or no discussion – very little opportunity.

District 9 - East
• Wants to be higher office or mixed use
• Office, mixed-use
• Consider images 3, 5, 12, 15, 20 smattering of uses in areas 6 and 9
General

- “Large office buildings”—scale is off for development examples 1, 2, and 3. Should be larger.
- We can qualify it as larger in the future
- E.g., CAP initiative in City of Seattle, developments that would have happened downtown moved to suburbia and sprawled, used valuable resources.
- Variability to height, not monolithic, could do better than T-Mobile façade. Scale. Break down mass.
- Need right attractions for businesses to use area.

Figure 1. Sub-Districts within the study area.
Development Examples

- Large office building/complex
- Regional scale retail use
- Local retail
- Multifamily residential
- Mixed use residential over retail
- Mixed use office over retail
- Mixed use residential over office

Figure 2. Development examples.
The following Council Principles are intended to provide consistent direction over the course of this project. An over-arching consideration that cuts across all these Principles is the reality of fiscal constraints that limit the City’s ability to fund major new infrastructure projects. To the extent that new infrastructure is needed to support potential land use changes, costs and ability to fund these improvements must be serious and early considerations.

1. 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.

2. Retain and enhance neighborhood-oriented services and businesses, which are important to nearby residents of Bellevue and the adjacent Eastgate potential annexation area.

3. Improve linkages with Bellevue College, which may include land use and transportation strategies, as well as a variety of partnerships that benefit both the College and the City as a whole.

4. 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.

5. 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.

6. 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.

7. Model environmental sustainability in planning for Eastgate’s future, so that future plans for the area produce measurable environmental benefits.

8. 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.

9. Work to improve the performance of state facilities in the area – I-90 and its access points—which today create major issues for the City’s land use and arterial system.
Alternatives Evaluation Criteria
(Approved by Eastgate/I-90 Citizen Advisory Committee March 3, 2011)

These criteria were developed and approved by the Eastgate/I-90 Citizen Advisory Committee to help with the development and evaluation of land use and transportation alternatives for the Eastgate/I-90 corridor. As such, these criteria will not only help inform and shape alternatives for future consideration, but will also provide a basis and tool for comparing the strengths and weaknesses of alternatives against one another, and ultimately arriving at a final recommendation that best satisfies these criteria.

Market Feasibility
- Promotes private investment; provides meaningful opportunities for development or redevelopment
- Meets market needs; is grounded in economic realities

Economic Development
- Helps maintain Bellevue’s economic diversity; ensures that Eastgate will play an important role in the overall economic mix of the city and the region
- Accommodates a balance of uses that contribute to the corridor’s economic vitality and marketability
- Capitalizes on characteristics and growth opportunities unique to the Eastgate/I-90 corridor
- Provides opportunities for education, work force development, and job creation through partnerships between Bellevue College and area businesses

Compatibility with Adjacent Neighborhoods
- Promotes Eastgate’s role in providing neighborhood services for nearby residential and commercial neighborhoods
- Provides for an appropriate transition between Eastgate and adjacent neighborhoods; respects and preserves the character of those neighborhoods

Environmental Quality/Sustainability
- Produces measurable environmental benefits compared to no action (e.g. reduced GHG emissions)
- Protects or improves sensitive natural features
- Provides opportunities to integrate the natural and built environment
- Improves the environment for public health as compared to no action
• Promotes sustainable design solutions throughout the overall study area (e.g., LEED, Built Green, Energy Smart)

**Corridor Character**
• Creates a sense of arrival or corridor gateway
• Promotes a legible character and sense of place; enhances unity through design, transportation system treatments, or other techniques
• Improves the beauty and aesthetics of the Eastgate area
• Provides an appropriate scale of development

**Parks, Open Space, and Recreation**
• Integrates parks and open space with land use, and capitalizes on the corridor’s location on the Mountains-to-Sound Greenway Trail
• Promotes health, fitness, and life enjoyment through a variety of public and private open spaces, amenities, facilities, and/or passive and active recreation opportunities

**Integration between Transportation and Land Use**
• Land use is well suited to regional and local access and circulation patterns; can be accommodated without degrading mobility in other parts of the City
• Land use reduces Vehicle Miles Travelled and dependency on single-occupant vehicles
• Promotes opportunities for mixed-use, housing, and transit-oriented development to improve the land use/transportation mix
• Planned transportation system supports the planned land uses
• Includes or anticipates multi-modal transportation solutions (transit (including high-capacity transit), pedestrians, bicycles in addition to private vehicles)

**Fiscal Feasibility**
• Can be accomplished with both public and private investments in transportation and other infrastructure
• Positions the corridor to attract and leverage investment from other public and private sources and to capture opportunities that might arise from improved future economic conditions

**Partnerships**
• Provides opportunities for partnerships in implementing desired land use (e.g. with State of Washington, Bellevue College, Mountains to Sound Greenway, private sector, others)
• Provides opportunities for partnerships in transportation solutions (e.g. with WSDOT, Metro, private sector, others)
TO: Eastgate/I-90 Citizen Advisory Committee

FROM: Mike Bergstrom, Planning & Community Development
Franz Loewenherz, Transportation Department

SUBJECT: May 5, 2011 CAC Meeting – Agenda Item No. 6: Development of Draft Alternatives – Part 2

DATE: April 28, 2011

INTRODUCTION
Leading up to this agenda item, the CAC will have:

- Reviewed and affirmed the No Action scenario;
- Reviewed the notes from the March 3 CAC “building blocks” workshop;
- Revisited the Council principles and CAC evaluation criteria; and
- Reviewed a range of themes that could be used to inform, or emerge from, draft alternatives.

This information, together with all of the background information the CAC has studied since November of 2010, will now be put to use in the development of alternatives for the Eastgate/I-90 corridor.

GOAL OF THIS AGENDA ITEM
The goal of Agenda Item 6 is to identify three draft alternatives to present to the public for feedback at open house events in late May. If the CAC desires, an additional CAC meeting can be scheduled in mid-May to complete the draft alternatives prior to the public open houses. In June, after considering input received at the open houses, the CAC will be asked to reduce these alternatives from three to two. The two alternatives, along with the No Action alternative, will then be evaluated for consistency with the Council principles, the CAC-adopted evaluation criteria, environmental considerations (including transportation modeling), and other considerations. These steps are further outlined in Agenda Item 7.

PURPOSE OF DRAFT ALTERNATIVES
A well-conceived set of draft alternatives will allow the CAC and the public to explore a range of ideas about how the Eastgate/I-90 corridor might evolve over the next twenty years. The draft alternatives should reflect realistic options, and should communicate the opportunities, impacts, and tradeoffs inherent in each. They should be flexible enough to allow “mixing and matching” of components from each alternative in order to ultimately develop a preferred alternative.

As such, none of the draft alternatives will represent perfect scenarios. Individual CAC members, as well as individual members of the public, will no doubt like some aspects of each
alternative and dislike others. At this point in the process, the intent is NOT for the CAC to make each alternative perfect (unless they can be done equally so through different approaches) or select the “best one”. Rather, it is to develop alternatives that differ from one another but collectively offer choices for the public to consider. Later this year, the CAC will be asked to revisit the alternatives, consider public input received, weigh the outcomes of the evaluation that staff and the consultant team will undertake over the summer, and develop a preferred alternative and recommendation to the City Council based on the best information available and its own judgment.

It is important to keep in mind that, throughout this planning process, the “No Action” scenario will be considered an alternative against which the opportunities and impacts of “Action” alternatives will be compared and evaluated.

STRUCTURE OF DISCUSSION
Agenda Item 6 will involve both small group and large group discussion. As a starting point for this discussion, staff and the consultant team have prepared the beginnings of three potential alternatives, centered around themes that grew or evolved from the list presented in Agenda Item 3. As part of this exercise, the CAC may choose to stay with these themes, evolve them into something else, or replace them with other themes. However, whatever themes ultimately emerge, the draft alternatives, when taken together, need to provide a range of choices and possibilities.

The themes chosen for this exercise are:

- Activity Center
- Regional Employment Center
- Localized Improvements

Each theme is very roughly depicted and described in Enclosures A through F. Staff and consultants continue to work on these concepts, and will provide more fully developed (but still general and malleable) graphics prior to the meeting.

After a brief introduction by staff, the CAC will break into three groups, and each group will focus on one of the three enclosed concepts, modifying, building on, and improving that particular concept. These discussions will be facilitated by staff and consultants, and will last approximately 20 minutes.

Following the small group work session, the full CAC will reconvene for report-outs by a representative of each small group. The entire CAC will then engage in a discussion of all three alternatives, revising, refining, and defining each as appropriate.

If the CAC feels that these three alternatives do not represent an appropriate range of options, they can be changed in any number of ways, including:

- Substituting a new alternative for one or more of the three;
- Reducing the number of alternatives to two, by combining elements of other alternatives;
- Changing particular aspects of any or all alternatives.
PROPERTY OWNER REQUESTS TO CONSIDER
Staff has received interest by some property owners in or near the study area for changes to the development potential of their sites. The CAC should be cognizant of these interests in your development of alternatives. The CAC is not required to accommodate these changes in your ultimate recommendation, but you should give them due consideration. These requests include:

- **King County/Metro** vacant site, north side of Eastgate Way, between the Humane Society and the Sunset Corporate Campus. This site contains over 14 acres and is undeveloped. It served as the temporary park-and-ride side while the structured Eastgate Park-and-Ride was being constructed. Currently, it is used by Michael’s Toyota to store excess inventory related to its auto sales at Sunset Village.

  This site is presently zoned Light Industrial. King County/Metro would like to see greater development potential, possibly for office, retail, residential, or mixed use.

  The “No Action” scenario presented in Agenda Item 3 anticipates that this site will eventually develop with a light industrial use.

- **Lincoln Executive Center**, a collection of five developed parcels located between Eastgate Way and Bellevue College, east of the Park-and-Ride. The site contains a combination of Office/Limited Business (OLB) and Light Industrial (LI) zoning, and is fully developed under that zoning with buildings ranging from 2 to 4 stories in height. The Center wraps around a Bank of America parcel under a different ownership.

  Representatives for Lincoln Executive Center have expressed interest in greater development potential, including increased floor area ratio, increased building height, and the possible establishment of a Transit-Oriented Development district to reflect and reinforce the property’s relationship to the Park-and-Ride.

  The “No Action” scenario anticipates that the Lincoln Executive Center and adjacent properties will remain unchanged from their current status.

- **Trailers Inn RV Park**, located south of I-90, east of Eastgate Plaza shopping center. In 2010, the owner of this site submitted an application for a Comprehensive Plan Amendment to change the land use designation from General Commercial to another district (unspecified) that would allow office or hotel development. Because this property is located within our study area, the owner agreed to withdraw that application and have his interests considered as part of the Eastgate/I-90 Land Use & Transportation Project.

  Materials presented to staff by the owner indicate that future long-term use of this site as an RV park is unlikely, due to increasing sizes generally of recreational vehicles, operational costs, and site limitations. The owner would like to see a change in development potential that would allow office or hotel use.
The “No Action” scenario anticipates that the RV park will ultimately be replaced by another use consistent with General Commercial zoning, such as a “heavy retail” use (e.g., lumber yard or similar).

- **Champions Center**, located on the north side of Landerholm Circle, adjacent to the main entrance to the Bellevue College campus. The site is located just outside of the Eastgate/I-90 study area, and houses a church, located in the Professional Office (PO) district. The church would like to market its internal coffee shop to the public at large. Under present land use regulations, this is not permitted. Although the church can have a coffee shop, it must be internally-oriented, primarily to serve the users of the primary use (church).

In 2010, Champions Center approached the City with a request for a change to its regulations to permit a publicly-oriented coffee shop within the church. The request was not acted upon, but Champions was informed that the Eastgate/I-90 project was commencing, and representatives have appeared before the CAC to restate their interest in having this use be allowed. They have suggested that such an activity would be consistent with the conclusions of the Spinnaker Strategies June 2010 report regarding the potential for increased retail and service activity around the 148th Ave entrance to Bellevue College.

The “No Action” scenario anticipates that there would be no change to the existing use of this site. It would continue to operate as a church, with any support services oriented to church members.

**REQUESTED CAC ACTION**
- With the assistance of staff and consultants, identify and develop two to three alternatives for presentation to the public at upcoming open houses;
- In the development of alternatives, consider requests by private interests for changes to land use and development opportunities pertaining to their properties;
- Provide direction as appropriate to staff regarding refining the draft alternatives.

**ENCLOSED**
A. Potential Alternative 1 – Activity Center graphic
B. Potential Alternative 1 – Activity Center description
C. Potential Alternative 2 – Regional Employment Center graphic
D. Potential Alternative 2 – Regional Employment Center description
E. Potential Alternative 3 – Localized Improvements graphic
F. Potential Alternative 3 – Localized Improvements description
Alternative 1

Activity Center

Objective
This alternative focuses on a sustainable, walkable, livable, transit-oriented, smart growth vision for the study area. It builds on the existing Park-and-Ride as a transit hub, the proposed Mountains to Sound Greenway (MTS Greenway) as a landscaped corridor offering excellent bicycle access, 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 cyclist connectivity are key to this alternative.

Land Use Concept
Land uses for this alternative are focused in compact, mixed use areas. Connections within and between the nodes 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, Sunset Corporate Campus, Park-and-Ride parking lot, and potentially BC parking lot, includes a mix of residential, institutional, and associated 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 the Park-and-Ride itself on the west and north-west sides. 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. A residential village is developed on the vacant King County site along Eastgate Way.

This land use concept could be broadened to incorporate the following features:

- Substantially upgrade the strip retail services along the 156th Street corridor upgraded so that the small district provides 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 could becomes a minor mixed use node with additional residences over retail and better services for surrounding neighborhoods.
- The Factoria area could build on the existing intense retail center as an amenity for residents. Residents could be added to the mix of uses to support the retail and transit.
- The drainage pond area that serves the Sunset Corporate Campus could be transformed into an amenity for public enjoyment.
- Opportunities for additional residential use could be identified in appropriate locations.
**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. Particularly important are pedestrian connections across the 142nd Avenue bridge and between the transit hub, BC, and other nearby properties.

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 human experience is paramount here to counteract the noise, scale, and air quality of I-90.

The MTS Greenway Trail 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 to access other office and retail areas.

This concept could be expanded on by adding the following features:

- North-south pedestrian improvements on 142nd Avenue Southeast could better link the neighborhoods to the south and north to transit and BC. Opportunities to provide a pedestrian link between SE 36th Street and Southeast 37th Street could be explored, to break down the block size and improve walkability and connectivity for that neighborhood.
- An east-west pedestrian path could connect the County site to the transit hub. Grade changes are a special consideration here and ways to offer a relatively level walk would need to be explored.
- Paths in the office complex east of 156th Avenue Southeast could be completed and/or improved to provide a regular network of options for pedestrians, particularly to access retail and services in the 156th area.

**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 a plentitude of pathways.

New parks and green spaces could be introduced to enhance the qualities of the transit oriented mixed use core.

Connections should incorporate safe walkways, street trees where appropriate, resting points on hill climbs, and pedestrian scaled lighting, furniture, and landscaping.
Alternative 2

Regional Employment Center

Objective
This alternative focuses on providing places for additional jobs, and particularly on accommodating PSRC’s and the Spinnaker report’s growth projections for office space. It builds on the assets of 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 infilled on the east side of 156th where possible. This node connects to the Eastgate Plaza area via an underpass, and offices are developed on the RV park east of the Plaza.

The County site gains office development and works synergistically with Richards Valley land uses.

This concept could be broadened by incorporating the following features:

- Support services could be developed on the western portion of the Park-and-Ride and offices to the north.
- The technology transfer functions of Bellevue College could be expanded to areas currently used for parking.
- Additional services could be added to the 156th Avenue SE corridor to support neighboring office uses.
- Richards Valley could become an important incubator for light industrial, flex-tech, and research and development land uses. This area could be upgraded to better support more intense technology-related land use and accommodates light industrial uses displaced from Bel-Red.
- Likewise, the Factoria area could accommodate additional offices, to make use of the retail and restaurants currently available in Factoria.
**Transportation Concept**

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

A new flyover stop east of the interchange offers direct access to this office complex.

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 tangentially 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 could expand upon this concept include:

- A new east-west road could be introduced to improve connectivity 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 park site could be extended westward to 156th, to facilitate pedestrian, bicycle, and/or automobile movement.
- The **156th corridor** could be enhanced to better support pedestrian and bicycle circulation.

**Character**

The study area becomes a large, integrated campus with the sense that it is a center for innovation. The 150th interchange is treated to integrate with that campus-like character and serves as the focal point or visual “gateway” to the surrounding area.
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Enclosure E – Localized Improvements Alternative

Localized Improvements

- Insert modest, localized development based on market, Bellevue, & community needs
- Focus public investment on needed connections & street improvements

Mountains to Sound Greenway along south side of I-90

'Natural' character gateway

3
Alternative 3

Localized 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.

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 ecological functions.

The Lincoln Executive Center area continues as an office hub but with more intensity. Just to the north, the City and BC partner to provide a community amenity, 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.

Eastgate Plaza maintains its existing range of services, and the RV park redevelops with office uses.

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

Large scale format retail develops on the County site, enticing consumers to stay in Bellevue instead of shopping elsewhere.

Transportation
Connections between the corridor and the neighborhoods are particularly important in this alternative. Trails or improved streetscapes link destinations and neighborhoods in ways identified and prioritized by the community and the City.

North-south streetscape improvements can be used to improve visual quality and better connect residents to local retail, services, and amenities. 148th/150th receives boulevard treatments similar to those done on Factoria Boulevard.

The Mountains to Sound Greenway Trail runs along the south side of I-90, connecting the Factoria and Eastgate Plaza areas, in an alignment consistent with the 2009 Pedestrian-Bicycle Plan.

Additional transportation improvements to consider for this alternative could include:
• A new east-west route could connect the Park-and-Ride, Lincoln Executive Center, and 156th Avenue Southeast corridor. Around 156th and the future park site, pedestrian connections could be improved to enable better circulation between the neighborhood and offices.

• Factoria Boulevard/Richards Road, 142nd Avenue/Place Southeast, and 150th/148th Avenue Southeast could receive upgrades to facilitate pedestrian and bicycle movement and improve aesthetics.

• The underpass to the east of Eastgate Plaza could be improved to better support pedestrian and bicycle travel.

• A roadway that encourages multi-modal movement could be constructed on the east portion of Eastgate Plaza to create a direct connection between the neighborhood to the south and local services.

Character
The corridor contains predominately highway-related development with auto-oriented office complexes and strip and large format retail, while connecting to neighborhoods with amenable paths. Streetscapes, landscaping, and connections invite nearby residents to use the area.
The Eastgate/I-90 Land Use & Transportation Project has reached a point where several steps need to occur quickly. Once draft alternatives are developed to an appropriate level, they will be presented to the public for feedback, then refined into formal alternatives for evaluation. Following an evaluation process, the CAC will be tasked with developing a preferred alternative for recommendation to the City Council.

Following is a tentative schedule for upcoming steps:

- May 5: CAC agreement on draft alternatives for public response
- May 19 (if needed): Additional CAC meeting to reach agreement on draft alternatives for public response
- May 25: Public open houses to receive input on rough draft alternatives;
- June TBD: CAC agreement on draft alternatives for evaluation (June 2 meeting date will likely be pushed out to later in month)
- July & August: No CAC meetings. Staff and consultants will evaluate draft alternatives according to Council principles, Evaluation Criteria, environmental assessment, transportation modeling, etc.
- September 1 (may shift to September 8 due to proximity to Labor Day weekend): CAC would reconvene to begin working toward a preferred alternative.

The above schedule will require flexibility on the part of the CAC through May and June in order to have the draft alternatives developed prior to summer. Adhering to this schedule will allow staff and consultants to undertake the necessary evaluation work during the summer months, while allowing the CAC a break during that same period. Work can then resume in September, with the goal of having the CAC complete its work by year-end.