



Eastgate/I-90 Land Use & Transportation Project



Economic Development Forum Summary Report

Prepared by the
Transportation and
Planning & Community
Development Departments,
Summer 2010

(corrected December 2, 2010)

Summary Report

Thank You!

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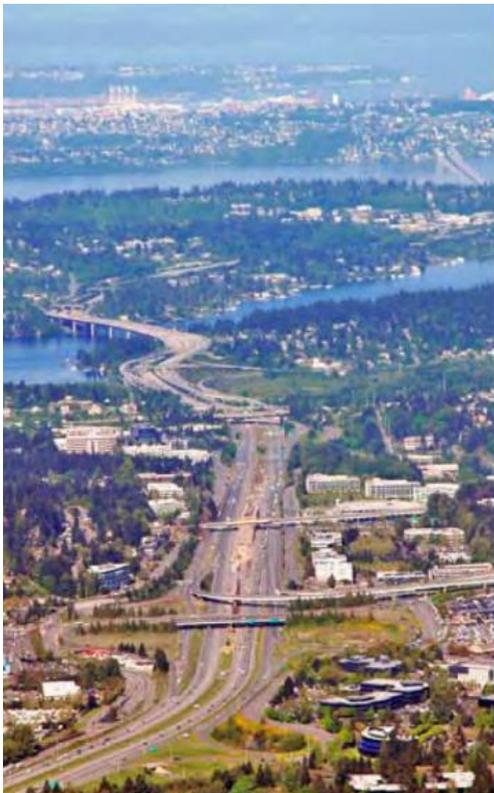


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Eastgate Economic Development Forum

On July 28, from 8:00 AM – 10:00 AM, Bellevue staff held an Eastgate/I-90 Economic Development Forum at the Embassy Suites Hotel at 3225 158th Avenue SE, Bellevue. Approximately 40 business representatives, property owners, developers, and real estate professionals attended the event.

After a brief presentation, participants engaged in a roundtable discussion about four topics: land use, urban design, neighborhood-oriented services and transportation. This report is a brief summary of the salient aspects of the discussion.



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

Join Us!

Please join Bellevue city staff, business owners, property owners, developers, and real estate professionals to help shape the future of the Eastgate/I-90 employment corridor.

Because of your knowledge of the Eastgate/I-90 area, you are uniquely positioned to help us understand the economic opportunities and challenges that confront this important corridor, and how to make sure it remains economically strong and vibrant over the coming decades.

WHAT: Eastgate/I-90 Economic Development Forum
WHEN: Wednesday, July 28, 8:00 AM – 10:00 AM
WHERE: Embassy Suites Hotel, 3225 158th Avenue SE, Bellevue, WA

We look forward to seeing you there!

For more information from City of Bellevue staff contact: Franz Loewenherz, 425-452-4077 or floewenherz@bellevuewa.gov OR Mike Bergstrom, 425-452-6866 or mbergstrom@bellevuewa.gov

Visit our project website: <http://www.bellevuewa.gov/eastgate-corridor.htm>

Invitations to the Forum were sent to hundreds of businesses and property owners.

1. Land Use

What types of opportunities for development are needed or appropriate in the area in the future?

- Panelists spoke of the study area’s strengths (e.g., the easy access to freeways and quick travel times to Downtown Seattle and Bellevue, the availability of reasonably priced housing in adjacent residential neighborhoods, and lower rents relative to Downtown Bellevue) as drivers of development.
- Panelists pointed to the study area’s weaknesses (e.g., the auto-oriented nature, lack of services, low walkability and limited access to transit or alternative modes of transport) as opportunities for improvement.
- Demand for residential units from Bellevue College and for services from the office market and adjacent residential neighborhoods were seen as triggers for future land use change.
- A number of panelists spoke of increasing the density of land use in the corridor with transit-oriented mixed use development (e.g., higher density housing at Bellevue College; mixed use development in the Richards Valley area; higher density residential near Richards Road; and in-fill development near the Eastgate Park & Ride and at the car dealership parking lots).
- A broad spectrum of land use related opportunities were discussed. These included general ideas like expanding services, entertainment and retail destinations in the corridor, improving pedestrian and bike connections, and improving transit service.
- Geographically focused suggestions included redeveloping the Eastgate Plaza site, improving pedestrian connections between the Park and Ride and land uses, and redeveloping Lincoln Executive Center.
- Overall, office and mixed-use residential were seen as viable, appropriate uses. Mixed-use developments with multi-family residential and retail stores and services integrated into centers were seen as a configuration that would work as neighborhood centers.

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- Richards Valley was seen as a potential opportunity but at least one panelist expressed skepticism about the area’s ability to redevelop given its unique light industrial uses and environmental constraints.
- Across the study area, limited availability of land, the difficulty of working with existing uses, the barrier of the freeway, and existing zoning were seen as challenges to large scale change. It was mentioned that the present zoning is “outdated” and allowances need to be made to increase the height limits of buildings in the corridor to make the area more attractive for redevelopment.
- Overall, panelists were optimistic about Eastgate’s long term potential, and reported strong investor interest and rents in the area.

2. Urban Design

What should be done to improve the visual and overall aesthetic quality of the Eastgate Corridor? What urban design improvements would be worthwhile investments? Landscaping? Signage? Building design? Streetscapes? Open space/plazas? Other?

- A number of panelists spoke about the low aesthetic quality of existing buildings in the corridor and the lack of visual cohesion to the rest of Bellevue. A number of panelists observed that people don’t even know that Eastgate is in Bellevue. The study area was referred to as a gateway to the city and region for westbound travelers on I-90 and panelists felt that the existing aesthetic experience needed improvement.
- There was widespread support for greening the study area. Nevertheless, panelists commented on the need for balance and caution when applying landscaping requirements, to make sure visibility, access and signage for businesses and overall urban character is not reduced because of excessive landscape buffering.
- Adding more amenities and retail destinations that could be reached on foot was identified as a pressing need. Improving the pedestrian environment through better public realm design (lighting at night, plazas etc.,) was also seen as an important urban design priority.
- Parking was seen as a key but challenging issue. Panelists were divided when it came to the adequacy of existing parking facilities in the project area. Discussion centered

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on the need for parking to be easy and intuitive without compromising the pedestrian environment, and the search for viable alternatives given the prohibitive cost of structured parking.

3. Neighborhood-Oriented Services

How can we retain and enhance the existing neighborhood-oriented businesses in the area?

- Panelists felt that office workers and adjacent residential neighborhoods would benefit from access to a range of businesses they can walk, bike or drive to but currently there are few neighborhood-oriented services, and only a limited range of businesses.
- Factoria Mall was referred to as being a popular but inadequate, congested retail destination.
- Panelists talked about the challenges to viable retail in the study area, like the physical barrier of the freeway, the high cost of land, the lack of demand after office hours and the evolution of shopper preference away from strip malls toward experience driven lifestyle centers.
- Panelists commented on possible retail formats that could work at various locations in the study area like big box stores on the vacant King County owned parcel on Eastgate Way, services near or integrated with the park and ride, or a combination of car dealerships and retail at the Eastgate interchange.

4. Transportation

Recognizing that there is limited transportation funding, what are the transportation priorities for the area? Where and how should we address transportation needs of the following users: motorists, transit riders, bicyclists, and pedestrians?

- A number of panelists observed that the regional access provided by I-90/I-405 is a great asset. They also regard the auto-oriented nature of the corridor (characterized by car lots) as compromising usage of alternative modes of travel in the corridor. People are more likely to drive their cars in the corridor because of the configuration

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- of and traffic volumes on the arterial street network, the absence of sidewalks and bike facilities, and the absence of buffering elements such as street trees.
- Panelists were in agreement that improvements are needed in the corridor to address the mobility needs of all travelers, not just motor vehicles; indeed, it was suggested that pedestrian and bicycle connections in the corridor should be a first priority. There was a feeling that with the right combination of land use and transportation investments there is potential to increase the non-SOV mode split in the area.
 - Panelists referred to traffic congestion along Factoria Blvd, Eastgate Way, and Coal Creek Parkway as issues for the study area. The following is a sampling of suggested roadway enhancements to improve traffic flows in the corridor: (i) improved freeway access to eastbound I-90 from Factoria; (ii) innovative traffic controls like roundabouts; (iii) more bridge crossings over I-90; (iv) improved traffic signal operations on Factoria Blvd; (v) improved east-west arterial connectivity through a potential route running behind the Eastgate Park & Ride through a number of surface parking lots to 148th Avenue.
 - Many panelists felt that public transportation needs to play an increased role in the way people move around their communities. The following is a sampling of suggested transit improvements: (i) developing a transit service option that loops through Eastgate and Factoria; (ii) more direct transit routing that eliminates the need to transfer; (iii) added capacity at the Eastgate P&R to address growing demand for commuter parking; (iv) an additional Park & Ride on the south side of I-90; (v) and, in the long-term, a light rail extension along the corridor.
 - Panelists have been impressed with the increased number of cyclists riding in the corridor. The following is a sampling of suggested bicycle improvements to build on these trends: (i) a bike share program similar to those found in Montreal and Amsterdam; (ii) ensuring that buildings provide adequate bike parking to accommodate increased usage; (iii) additional bicycle facilities – both on-street lanes and off-street paths; (iv) route designation signs to promote the presence of bikeway facilities to potential and existing cyclists; (v) recognition of the corridor as a component of the Mountains to Sound Greenway Trail.
 - Panelists spoke of the establishment of well-connected pedestrian facilities and amenities as an important component of the Eastgate vision. The following is a

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- sampling of suggested pedestrian improvements: (i) improved sidewalk connections to the Eastgate Park & Ride; (ii) completing the missing sidewalk facilities along Eastgate Way; (iii) creating a pedestrian scramble at SE 38th Street & Factoria Blvd; (iv) adding north-south pedestrian crossing over I-90 at about 132nd Ave; (v) addressing accessibility barriers for people with disabilities around SE 36th Street.
- Panelists found the area difficult to negotiate and thought it would benefit from better directional signage. The following is a sampling of suggested way-finding improvements: (i) to/from the I-90 tunnel to help people who are unfamiliar with the area; (ii) at the I-90 off-ramps to help drivers connect north to Bellevue; (iii) directional signage to help drivers exiting or accessing freeways, to locate businesses.

Appendix A

Roundtable Discussions

The following represent the individual responses provided on the four roundtable discussion topics (land use, urban design, neighborhood-oriented services, and transportation) considered at the event.

Land Use

What types of opportunities for development are needed or appropriate in the area in the future?

Participant – Eastgate is office base. Microsoft currently has about 1,200 employees in Eastgate, with plans for up to 3,000. Current uses are difficult to expand as a result of initial King County development as a strip corridor with I-90 as a barrier. There is a lack of services within easy reach and workers need to get into a car to get to services, even to go out to lunch. Individual campuses must function autonomously. Area lacks cohesion, and is primarily a strip-commercial character.

Participant – Downtown Renton provides a good example of how a city targeted an area characterized by car lots and auto uses and shifted that toward more sustainable uses.

Participant – Lives in Bellevue and comes to Eastgate area to visit restaurants (Little Johns, Indian) or Humane Society. Her impression is that it lacks cohesion.

Participant – Zoning is a big barrier to change. Current zoning precludes certain businesses, the area might see a greater mix of uses but clients don't want to go through a rezone. They'll find another site. Focus Eastgate redevelopment around the Eastgate Park and Ride as it has good transit access.

Participant – Eastgate isn't a corporate center; businesses aren't fixed. If a business in Eastgate can't make a needed expansion because they run into another zoning district or I-90; they'll find other offices. That said, there are unique amenities to Eastgate corridor: easy access to I-90/I-405 freeways; easy access to downtown Seattle or Bellevue; hotels; outside downtown Bellevue location; cost/square foot is 20% less than downtown Bellevue; housing in adjacent neighborhoods including unincorporated King County is more reasonably priced than most in Bellevue.

Participant – Access to downtown is key to Eastgate's office park appeal. Eastgate workers and adjacent homeowners don't see Eastgate as a shopping destination. They have easy access to Factoria; can get to downtown Seattle in 15 minutes. Retail is sensitive and you would have to pay attention to larger market if you were considering adding retail to Eastgate. Unless the market is grown, it would split the Factoria market.

Participant – The older office park, transfer station and other light industrial uses in the west end of the corridor are an opportunity for development; similar to Bel-Red corridor with an eye toward higher density mixed use development. Also shares environmental issues. It might

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include higher density multi-family or commercial uses that require lower cost/square foot such as incubator businesses.

Participant – Does not think that Richards Valley area would redevelop for a long time. It's the oldest industrial park in the city and the businesses near the land fill and moving company aren't going to transition any time soon. Smaller businesses would go out of business, not relocate. There aren't other eastside places to relocate. Residents need these services, like auto repair. There are also environmental constraints, but the streams could be an asset. In the long term it could transition to housing, TOD.

Participant – Suggested need for grocery store north of freeway (e.g. PCC).

Participant – Grocery stores run on very slim margins; in a good year 3%. Grocery must have its own market. A grocery could not come in and share market with the big chains already in area (Albertson's, QFC, Safeway). The Albertson's site needs help – expansion plans into adjacent vacated spaces has been preempted by new businesses filling those spaces. Needed services might not just be retail - area workers and residents might need a gas station now that the Shell has closed.

Participant – From our narrow perspective, we see more mixed use in the character of Thornton Place in Northgate. Residential with a range of uses, especially eateries, draws people in and enlivens the space. Eastgate Plaza would be a likely location for mixed use.

Participant - We think residential may be more desirable on the south side of I-90. The proximity to services in Factoria is a key component

Participant - We think it would work now. There is an existing and growing demand for residential units. Residential development would improve the way it looks; it is generally softer than glassy towers and comes with balconies and multiple shop entries. Unfortunately, there is very limited land available. The existing car dealerships represent a terrific opportunity to assemble the kind of mass necessary to make mix use work. We need 400-500 units and approximately 100,000 sq ft of retail.

Participant - You need amenities, restaurants, small service retail, theaters etc.

Participant - Bellevue College needs high density housing in the future. Affordability is a big deal; it can work if conceived as a component of a larger project. Couple with mix use and team up with Metro. Housing in close proximity to transit so people don't need a car for everything they do. Demand spiking for multi-family. REITS driving the dollars; we should see more construction. We are having discussions with capital funds. Everyone wants to invest in the Seattle/Bellevue area. The same investors favor DC and San Francisco.

Participant – Rents are increasing. There is strong growth.

Participant – REITS will build with cash. They are long-term holders. The bottom line: there is no readily developable land.

Participant - Land use code has 4 per 1,000 parking. T-Mobile added a 5th level to a 4th level parking garage. Bus service is an issue in this area. The car is still used more. They are maxed out at their property. Annex more of unincorporated King County. It is a desirable location because of visibility in the area. Ease of access westbound is difficult. Consider another Park &

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Ride on the south side of I-90. Increase of employees in the area. Newport Corporate center: It's easier to walk to more retail than downtown Bellevue. Discourage surface parking and encourage structured parking.

Participant - From employees we've heard that it is hard to get to work; dangerous to get from Park & Ride to Factoria. Sidewalks would be a huge improvement on Eastgate Way. Once you are at the office, it's fine. It's the access. And they have an Orca Pass and not many employees can use it.

Participant - Need better connections between Factoria and to the north, maybe through business-serving retail.

Participant - Anticipate what types of uses move out of Bel-Red; understand light industrial market, light industrial is valuable but real estate prices require some special action to make it work.

Participant - Value drives transition of land uses, grandfathered uses will be okay in the near-term but market will drive them out as they turn functionally obsolescent; for incubators cost of new development and needed density can be a significant challenge – they will likely go into existing spaces not new development; need to think about where to service and sell cars (return is higher than industrial); multi-family needed especially at affordable levels, maybe upzone some limited amount of single family residential area.

Participant - Don't bother with light industrial (not supported close in); higher density and incubator only for high tech uses but cross connectivity is essential; public-private partnerships for parking would help; maybe replace Albertson's type buildings/complexes with big box anchors up to 125,000 square feet.

Participant - Technology sector here is driven by uses such as T-Mobile (those businesses will grow and more will want to locate here), more demand is possible for office; there are some opportunities for higher density residential near Richards Road area over time; north side of I-90 is cut off from the south side because of connectivity issues – limits the use of amenities on each side of I-90; Eastgate Park & Ride important component but not supported by street connectivity.

Participant - Bellevue College is a true driver in the area as it grows.

Participant - The market is pretty far away from demanding more buildings right now.

Participant – Create more office intensity and phase retail out. Office use has already got the advantage in this location. Other areas in the city offer strong retail access. This area has the opportunity to have a bigger employment base. There are concerns about congestion. Too much density would diminish the flavor of the corridor. It has a unique look and it's a key access point into the heart of the city. The LDS chose this site 30 years ago. We need: (1) to be close to major transportation corridors since many of our members travel long distances to worship here; (2) still, quiet residential surroundings. This Church is built on 24 acres; (3) to be near restaurants and hotels; (4) a low crime rate, and a sense of safe surroundings. Graffiti, car prowls etc. are destructive to the environment/atmosphere we need for our church. Security and beauty are important; and, (4) we see the Park & Ride as a benefit. If there is too much density and traffic we will lose that atmosphere.

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Participant - A strong corporate presence. Keep our guests in this neighborhood. There's not a lot here now, so we lose out. We are an extended stay hotel so grocery stores, recreation, quality dining should be either in walking distance or within a 5 minute drive. Crossroads and Downtown Bellevue are both too far away. The best scenario is one in which people here don't have to leave the area during their stay here.

Participant – Maybe change the land use around the Park & Ride. When I drive, a thing that drives me nuts is not seeing addresses on buildings. This area isn't conducive to walking. For instance, I don't feel safe around all the big parking lots. It's not a place to walk to. For example, offices and restaurants could improve the pedestrian feel and make the area more interesting. How could we consolidate driveways? That would improve street operations.

Participant - Density, design and diversity of use. We could evaluate the corridor place by place and work on a diversity of street design.

Participant – We could create little gathering places where people could congregate during lunch and/or just sit in the sun.

Participant – If you look at it from a larger perspective, the infrastructure for certain uses is already here. We've concentrated on Downtown as being the core for live/work/play. This is an employment center and that's what's working here. There are ways to make that better rather than trying to make it something different. Resources are better spent trying to make it better at being what it is.

Participant – We have legislation on climate change issues. I like to walk at noon. But people have to have somewhere to go – there is “pent up demand” for walking destinations.

Participant - Intrigued by opportunity at Lincoln Exec Center, has sea of parking, current zoning constrains options, sees opportunity for link to college. Has a plan for the site. Start by redeveloping the single story building. Might be option for road connection through back linking to 148th Avenue (currently a stub road just west of 150th Ave). Potential for residential as well.

Participant - “Park and Ride” should really be a “Transit Center”. Not enough attention to pedestrian connections. Pedestrian connection from college is okay. Walk from other areas to park-and-ride is not as good. Intervening parcels between Lincoln site and park-and-ride limit what Beacon can do to improve pedestrian connection. Problem is the economics of destruction (of an existing building). Needs to get to 150 or 220 foot height limit to make the numbers work; current zoning is outdated, does not allow for redevelopment.

Participant - 30 candidates (job seekers) coming to office every day, often on foot from transit center. Not friendly for pedestrians and transit riders. Feels like a lot of void areas. Why isn't there more here? More development would better improve college as well.

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

Participant - May be able to bus into area, but need car to do anything once you get there. That makes it more difficult to lease properties.

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Participant - Need to have enough size and scale to support retail. For example, 250,000 square feet of office will not support a deli; 450,000 square feet will. Access to banking and lunch are important for office tenants/employees.

Participant - This is a missing link in the bike network. Filling it would increase number of people riding. Put trail route on both sides of I-90, like on Mercer Island. Put main route on one side, secondary route on the other. On weekends, people might even park at the Park & Ride, then get on bike.

Participant - Think about where the activity is, need to ensure the Bike/MTS route serves activity centers.

Participant - Need to connect MTS to park-and-ride.

Participant - They are seeing a huge increase in bike riders at their buildings. Considering improvements to bike parking at one building, to better serve a new tenant.

Participant - Potential opportunity to provide public access to MTS users to the top of new, high Lincoln building. Would have good view from mountains to sound.

Participant - Eastgate Way and Richards Road is a good back route to Downtown that many people use as a bypass route. That accounts for some of the high traffic level.

Participant - Scenic highways in other areas of country have set standards for aesthetics on corridors. That helps to keep a place from looking like “anywhere USA”.

Participant – We would like to see the light industrial zoning in this area maintained in order to support necessary infrastructure for serving the City and surrounding community. The division is preparing to make a more than \$75 million investment in this area with the construction of a new transfer station that will have a life expectancy of 40 to 50 years.

Participant – This area provides a transitional buffer between I-90 and residential areas to the north and south. It would be really great to have some mixed use allowances. There is all of this area here that could benefit from mixed use.

Participant – With respect to the Bellevue Airfield Park there is no formal access to the park. The neighbors want all access from 160th. Boeing is okay with that, but when the park is developed there will likely be more people wanting to access it from other locations.

Participant – It is very quiet in the office area. We are in the middle of no-man’s land. There is nothing happening over there. We would like to see other uses such as retail, coffee shops, and restaurants. You cannot go anywhere by walking, you have to drive. The nearest place is Tully’s – but it would take 25 minutes to walk there. I would like to see some services in the area. I think there is the opportunity because there are lots of people in the offices. However access is not obvious.

Participant – Our plan for our new transfer station will be going to County Council in November.

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Participant – There can't be more development if I-90 is not figured out. It is a parking lot. It is really bad getting back on freeway. It is just a huge mess getting on. You can't have anything more (hotels, offices) till the freeway is figured out.

Participant – We don't want people/businesses leaving this area.

Participant – Taking consideration into my colleagues, living in Mill Creek, Issaquah, and the commute can be hard. But, the bank was founded in Eastgate and we want to keep it there.

Participant – The College is pretty much made up entirely of commuters. So, there are lots of people coming in and out of there all day.

Participant – I am surprised how many people ride their bike from Seattle to Factoria.

Participant – Clients in Redmond have to fight their way to get down here. I mean we can come to them. We are going to stay in the area. I think infrastructure first. And land use second. Look at Scottsdale; they have increased restaurants and density. We could use some high-rises that create a vision for land-use. All of this could improve the area. Why wouldn't you want to have more high rises? If you're into density, you'd want to increase that. Right now, we are stuck. These campuses are too low-rise.

Urban Design:

What should be done to improve the visual and overall aesthetic quality of the Eastgate Corridor? What urban design improvements would be worthwhile investments? Landscaping? Signage? Building design? Streetscapes? Open space/plazas? Other?

Participant – Would like to see additional tree planting in the corridor. The 100 mile stretch of I-90 within the Mountains to Sound Greenway is a National Scenic Highway, but not because of this stretch. Trees in the area can be balanced with economic vitality. Better landscaping would invite people out to enjoy the area. A nice environment can promote economic activity and support nearby businesses. The Mountains to Sound Trust is working with WSDOT to improve landscaping on the north side of SE 36 Street. Commented that better directional signage is needed both on and off I-90.

Participant – Typical office/ industrial centers don't typically have many trees. Eastgate is fortunate in that there are some trees.

Participant – The 148th/150th interchange needs landscape improvements, especially south of freeway. Maintenance of the interchange area is inadequate. Additional landscaping would be helpful along the Eastgate corridor. The most needed improvement to urban design is directional signage to help drivers exiting or accessing freeways, to locate businesses, to connect between centers and to adjacent areas. It's never popular to remove surface parking, but redevelopment over time would utilize these surface lots and allow for improved pedestrian and bike connections between uses. Getting rid of surface parking is a key to developing a true multi-modal center.

Participant – The redevelopment of Factoria Mall has stalled, as evidenced by the new Target long-term lease; Factoria is still the retail anchor for the area.

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Participant – There is no front door; instead you see a massive on-ramp. The perspective is not tidy and nothing distinguishes the gateway as anything different.

Participant – No idea how to do it.

Participant – You need a sound and illumination barrier.

Participant – What helps is lighting and small scale signage. The car dealerships, pavement, and office buildings are too sterile; imagine them as residential—what a difference! If the land were available, people would build there. It is ideal.

Participant – Residents would want to be there as everyone wants to be where there work is reasonably close and transportation access is high.

Participant – Accessibility is key; you need a pedestrian environment, more choice (e.g., restaurants) - people don't want to get into a car for every purchase or activity. Take Expedia as an example. Also, people want to be able to bike. Infrastructure supporting this approach benefits landowners because it results in higher occupancies. Bottom-line: mixed use benefits everybody.

Participant – Not a lover of building signage; however, there is a huge demand for building signage. Toyota area redesign? Analyze the buildable land per growth.

Participant – Easy to access from employees once you are at work. Walk through parking garages and you are in Factoria. Quite a few of employees live in the apartments, within walking distance (4-5%). Others come from Tacoma and from the ferries, etc.

Participant – Branding occurs with signage. Handicap access is difficult because of topography. Around SE 36th Street there are issues. 138th Ave SE and crossing to Factoria gets congested with pedestrians and traffic has difficulty making it through. Modify the traffic signal here. Traffic caused by Coal Creek Parkway commuters. To access I-405 you have to head west; to get to I-90, you have to go east to 148th. Area is driven by Somerset and Issaquah. This area is the end of the barbell to get to Mercer Island to Seattle. Microsoft has backed off from going to Seattle because of bus connections and moved to Eastgate. This is the 2nd largest office concentration in Bellevue but, it is the hardest to get to. Population in Factoria is supposed to support the businesses in the area and it didn't work economically. It would be interesting to find out how many live in the area and work in the area. Restaurants are always full.

Participant – Focus more on bottom line, not on design review; overpass design enhancements (salmon) are nice but some other things are overly constraining and waste of money; provide good connections/public design/amenities through incentives rather than mandates; if you are going to allow big box retail you need to make it an attractive area but I don't know if you can dictate how to make it nice.

Participant – South side of I-90 is less attractive so the Mountains to Sound Greenway could be an enhancement; greenways have to be done properly to not create something that is too dense and blocks views of businesses and their needs; this is an urban area and businesses need to have safety, viability, and visibility; don't overdue landscaping requirements.

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Participant – Long term use of asset is driving improvements; owners don't just do what is cheapest any longer; office tenants want to be big enough to deserve signage rights so that they can be seen from I-90; developers see aesthetics as a way to be more visible to their customers; good design can be accomplished by the developer, so focus on supporting redevelopment and provide incentives if needed.

Participant – Can't run the run of ending up like parts of Issaquah or Redmond where you can't tell who the tenants are in a project until you enter it because of too much landscape buffering; retail is based a lot on visibility, access, convenience, and impulse decision making; signage is critical; new development helps keep things fresh and vital (keeps energy going along); parking needs to be easy, intuitive, and free (at least for near future); can additional uses be added to the Eastgate Park & Ride site?; can't limit parking too much because then you really limit the use of the building space (echoed by three others at the table); structured parking is incredibly expensive – going down is expensive and going up is taking up FAR space, the alternative is not to offer less parking.

Participant – Cites that some tenants desire up to 7 parking spaces per 1,000 sq ft; demand is going the other way in these cases.

Participant – Echoes a number of the previous comments; adds that roadway connectivity and access are often more important than landscaping and aesthetics; Sound Transit art creates a visual impact but people need local information as well; entries to office complexes can be focal points as well and create a sense of arrival.

Participant – Public art is great but not first priority; transportation, transit, access, and connectivity are vital.

Participant – With the existing amount of parks, additional locations are not needed; more plazas that are open to public would be great (green, hardscape or combo); having a series of smaller open spaces can be effective.

Participant – Office workers want open space immediately outside not farther away; and cost of this is hard for owners; opportunity to lid parking areas in the future.

Participant – Need to be realistic about use of parks with our weather. Downtown Park is heavily used but more of a destination, not heavily used by office workers.

Participant – If more multifamily residential is desired then parks is valuable amenity, but not as important for office workers.

Participant – I worked for 12 years in Fife. The people there are great. I just hope this corridor doesn't become like Fife with its casinos, billboards and long line of car dealerships. (Nothing against our car dealerships here – they're good neighbors.) There is much more here that is positive. As I come in to work there is a lot of green space. I like the fish on the overpass, too. They're all nice touches that keep it feeling like a nice place with an upper scale look. My wish is that we would keep it maintained. For instance, along the 148th access road there is a lot of brush and garbage. I tried and failed to find out who owns the land and is responsible for keeping it maintained. Finally, last summer I cleaned it up and cleared it out myself and it made a big difference. Keeping things as natural as possible will make a good introduction into the city.

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Participant – Make it a place people enjoy driving into – the more green space there is the better. People come here to the hotel to work and we want to make sure they want to come back.

Participant – What about themed pockets? Street furniture and other elements could be themed to help you realize you're in a particular place. For instance, near T-Mobile it could be telephones – something as simple as that.

Participant – Create cohesion with unifying elements besides signs.

Participant – In our office area in downtown Seattle the signs are helpful because they tell you the area you're headed towards, for example, "this way to the ID district" or the King St. Station.

Participant – I rarely come up here. I have property in Cle Elum, though, and I like the slow change from green to cityscape as you drive west on I-90. You can mentally ease yourself into city life as you come back as the surroundings change from green to green with a few office buildings to the denser development – all the concrete – at Factoria.

Participant – Experience of people passing on I-90 doesn't really meet expectations for Bellevue. No sense of place.

Participant – Need to give a sense of place while passing by.

Participant – Is there a way to promote a sense of unity within the corridor?

Participant – Any "greening" of the corridor will most effectively be oriented to pedestrians. Can't really do it for people passing on I-90.

Participant – Downtown Mercer Island is effective in landscape continuity.

Participant – There is not a lot of feel of life in the area.

Participant – Feels like a place to get through, not a place to stay.

Participant – Not a real identity to the individual buildings; hard to visualize any one of them. Needs to have more of a sense of "unity", with signs, building design, etc.

Participant – Bank of America parcel. Put bank in base of new Lincoln building.

Participant – Car dealerships do not help to create a distinct identity.

Participant – Activities in this area only during the work week. Not much going on in weekends, except for Factoria Mall and the car dealerships.

Participant – My comments are specific to the Richards Valley. The new Factoria Recycling and Transfer Station will blend into the surrounding area by reducing visual pollution with the construction of a fully enclosed transfer building that will look like an office building and with the addition of public art and landscaping.

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Participant – What strikes me about Bellevue is the vegetation – you could capitalize on that yet with businesses – they want visibility.

Participant – The Mountains to Sound Greenway Trail could enhance landscaping in the area.

Participant – It is tough because it is a major transportation facility and looks a little plain. More trees would be good from our standpoint. In terms of bike trails – there are some on either end of the study area – there may be an opportunity to create a link. That would be nice for pedestrians. Also at night it can be pretty scary because there are lots of empty office buildings and not much lighting.

Participant – Shoreline’s beautification of 99 is a good example of how to enhance a major corridor. They have installed planted medians, planting strips and lighting, and people are now walking along 99.

Participant – Perhaps an overlay urban design district could have new development include different elements.

Participant - An overall sentiment from me is that I understand the reasoning. The infrastructure is key, but you need to show what it is going to look like (land-use wise) in the future. We are always looking to improve.

Participant – You simply got to make it convenient for people.

Participant – I mean the area looks like dark windows.

Neighborhood-Oriented Services

How can we retain and enhance the existing neighborhood-oriented businesses in the area?

Participant – Need services for area employees.

Participant – Small retail in this area will only have traffic in the morning; traffic at lunch; and nothing in the afternoon/evening. Small retail can’t make enough during these short pulses of activity to compete successfully with office/commercial uses – the land is just too expensive. Lots of the business parks have small café service that operates until 2 in the afternoon. But retail around P & R can’t survive without afternoon and evening traffic. Only potential businesses: Starbucks, dry cleaners, sandwich shop. The prime location for retail in Eastgate is CB-zoned area where the auto dealership replaced the Safeway/health club. What is needed is room for Albertson’s to enlarge. Albertson’s serves a large market area going south; especially since the Newport Hills Red Apple closed.

Participant - With respect to neighborhood services (e.g., grocery stores), I’d say that the trend is not good. People want to single-stop shop. They are tired of getting back into their cars to drive to another location and fight for parking. Generally the tenant profile in these smaller centers (e.g., Eastgate Plaza) is not good. Today’s customers are looking for variety and sufficient size to ensure a range of products. It’s natural evolution. People want a shopping experience; new lifestyle centers are more dynamic and attractive.

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Deputy Mayor Conrad Lee - Today's shoppers want an experience.

Participant - Customers want to keep travel down by car. Well planned centers with a wealth of pedestrian and amenities and shopping options have more to offer.

Participant - There is so much more available at Factoria.

Participant - Look at the new centers—there is so much more variety of experience. The trend is away from big box centers; they are not as attractive as they once were.

Participant - Office and residential drive local retail.

Participant - Add in transit.

Participant - Parking too.

Participant - You have to invest in your real-estate. Our interest is in locating near jobs and transit.

Participant - Access to transportation; I-90 is the key but there are difficulties: everything is by car and the ability to access Factoria is difficult.

Participant - No sidewalks and no access to food is a problem. Walkability is important.

Participant - Please understand, transit oriented development is happening much faster than we might have thought just a few years ago. The demand is there; people want to live in our cities; it is now.

Participant – Not a huge light rail component because of our local cities being surrounded by water. It makes sense to improve bus service because people come from all over. P & R are a huge plus because they are convenient. Pedestrians --- there were a lot trying to cross and they had to wait this morning. Improve basic facilities and it will improve for businesses.

Participant – Try to get people to carpool. People want to use their own cars. Vanpools help; although, there is a limitation. Add more user-friendly options. It's really hard to take the bus --- no easy way to get into and out of Factoria and the length of time is up to two hours. This would be a "Win- win situation for everybody. Factoria hasn't always competed for office space with downtown Bellevue. Eastgate annexation could help the area. Pedestrian safety needs to be improved because of all of the traffic. Tweaking of the lights? SE 38th and Factoria Blvd intersection: turning it into a scramble? Improve for cyclists. They have four bike cages and a lot ride. Parking is an issue at Albertson's. The new stores: Bartell's; the liquor store are liked by T-Mobile employees; however, people are crossing the street to Factoria Mall for Red Robin, Jamba Juice and Target.

Participant – Big Box business---Is there room? Doesn't think he wants to see big box in the area. Access is difficult and safety is an issue. Expanding the P & R services might make sense. Shops in Newcastle (newer) and wants to avoid Factoria traffic. Residents talk about losing grocery and Hallmark. Hasn't heard what will happen. Need to have businesses that people will frequent. Look at other cities like Kirkland, Redmond Towne Center.

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Participant - The change from Safeway to Toyota was good, I-90 kills grocery in the Eastgate area because it creates a barrier where you need a “360 degree” market for the store.

Participant – Agrees about the need for a 360 degree market for grocery stores, they should probably be located more within neighborhoods than along freeways as no grocery store desires 180 degree exposure; stated that sometimes being able to see available parking is as good as signage for neighborhood retail; thought that the Safeway at Evergreen Plaza really cannibalized the Eastgate Safeway; Albertson’s probably won’t last 10 years; people will travel downhill to shop but not travel uphill and they don’t cross the freeway for grocery shopping; they will cross freeways for big boxes because there are fewer locations; the future of the Albertson’s site should be mixed-use with retail and residential; destination-oriented retailers can draw and support the local retail businesses; Sunset Plaza could use a big-box as an anchor; Factoria Safeway survives because there are so many other reasons to go there.

Participant – Retail amenities as part of an office development are nice but they usually end up as small delis that barely make it; retail needs other reasons than serving office workers.

Participant – People seek out convenience when traveling to retail uses at lunch because of their limited amount of time; when does it make sense for car dealers to use structured (vertical) parking?, it would help preserve the sales tax for the City but take up a lot less space.

Participant – Some car dealers such as BMW don’t keep much inventory on hand (and rely on car ordering), while others such carry larger inventories on site.

Participant – Honda keeps inventory on site, and we have other off-site lots close by for inventory. To enhance and retain our business, you should concentrate on minimizing traffic congestion.

Participant – A great combination would be car dealers and retail at the interstate intersection with enhanced connectivity; would need to make it financially feasible with infrastructure to enable vertical builds for retail and related uses.

Participant - I agree – the more we can do the better. For workers or guests it’s nice to have something in walking distance. The kinds of services most often looked for are shopping, quality dining, dry cleaning, recreation opportunities. Currently there’s golf, but really any kind of entertainment/recreation activity would be helpful. 60% of our hotel’s use is corporate. Social uses are often weddings and sports teams. Downtown and Crossroads are too far. People prefer a shuttle, a very short drive, or a walkable distance.

Participant - Crossroads is an interesting case study. It’s a gathering area for all ages and diversity. They stay all day playing games like the big chess board. It’s amazing. Can we replicate that here?

Participant – How can the city accomplish it? Is it through incentives? Walkable areas help with congestion.

Participant – There is a movement to smaller scale these days though, like farmers markets.

Participant - I come with a bias. I worked for ten years in economic development and the last five as a consultant in Newcastle. An area tends to be competitive because it has something

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different to offer. Which services succeed in an area is driven by demographics and by numbers.

Participant - Do neighborhoods expect to have services along the freeways or away from the freeways? Who are we catering to – offices? Hotels?

Participant – For retail, need to capture student spending near Bellevue College (currently a huge missed opportunity), people passing through the transit center,

Participant – There are choke points, congestion at locations where services are available. Starbucks on 156th, Factoria mall.

Participant – Existing delis are hidden in buildings, not apparent to people on street; they are really focused on office users in buildings, not the public.

Participant – County transfer center site is only apparent location for big box retail.

Participant – Need to provide services closer to park-and-ride.

Participant – Existing services at Eastgate are crowded at lunch.

Participant – A model he has seen in Japan is to locate a park and ride structure with services (dry cleaning, small grocery) in center of highway.

Participant – for new Lincoln: structured parking, with option to later add residential on top. Services would include banking, quick-serve restaurant, and sit-down restaurant.

Participant – Are adding food carts a good option for Eastgate? Maybe at park-and-ride?

Participant: People would still need to drive to the food carts.

Participant – Is there space at the park-and-ride or nearby to provide services? Food cart? Small shops?

Participant – Food could also attract students from college.

Participant – Existing groceries/shopping centers are old, would benefit from remodeling.

Participant – Better to avoid going to Factoria at lunch, because it is so congested.

Participant – Also avoids Factoria.

Participant – You have Boeing with lots of employees and Bellevue College and Park & Ride – you have these poles of attraction that are significant. The question is where the best places to have some convenience stores are and what kinds of businesses should be there - especially around the Park & Ride. It is always very dry around these places, yet there are lots of people. Perhaps a flower store, chocolate store, or dry cleaners.

Participant – Boeing currently has around 2,500 employees in the area, but we may bump up. The Landing in Renton is an example of a mix of uses. The trick is where to put it. Pedestrian access is still an issue as well as the distances people would have to walk.

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Participant – In Europe everything is really close. What can we do just walking or riding a bike? Can we get out of the paradigm of just using the car?

Participant – In Montreal you can pay for a card and then pick up a bicycle from one place and ride it to another and leave it there. It makes a lot of things easier to get to.

Participant – Bellevue College has a cafeteria. Yet no-one around there can get there easily. The college is quite remote and buildings are quite dispersed.

Participant – Our project would serve the adjacent neighborhood. They could have something as far reaching as something like a Forza serving coffee or wine.

Participant – Music Northwest provides free music performances in our two large halls, which can hold 150 and 300 people. It is part of our mission to give opportunities for our musicians to perform. We want to expand that, but there are not a lot of places around there for entertainment at night.

Participant – There is a demand in the area for high-end business stores. The QFC could have fit that role, but the QFC is not very nice. The Bartell is good.

Participant - Consumers in the Northwest tend to go for local stores (companies).

Participant – Trader Joe's would be great to have in here. I think those kinds of stores (Albertsons and Trader Joe's/Whole Foods) feed off each other, (i.e.) could help each other. There also isn't a large gym in the area.

Participant - If you could create convenience that would be great. But, you can only create that if the infrastructure/transportation works for that. People don't want to spend hours to go get their groceries on Saturday. Consumer dollars can be affected because of convenience.

Participant – The audience (outside primary study area) can shop anywhere they want. And we want them to shop in the primary study area.

Transportation

Recognizing that there is limited transportation funding, what are the transportation priorities for the area? Where and how should we address transportation needs of the following users: motorists, transit riders, bicyclists, and pedestrians?

Participant – Identified the area around the Eastgate transit center as having potential for transition, in the longer term, to higher density transit oriented development. Need to improve transit center by providing robust shuttle/circulator service to local uses and creating a multi modal hub. Connections are needed from the transit center to corporate users (T-mobile, Bellevue College, etc) with robust shuttle service/BRT. As we expand light rail in the future we should extend Eastlink to Eastgate Transit Center under ST3 (whenever that comes) as a way of intercepting Seattle and Bellevue bound trips. The Eastgate transit center can improve I-90 function by capturing commuters who might otherwise drive to Mercer Island or South Bellevue Park & Rides. Additional housing around Bellevue College will create additional market.

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Participant – Asked if there are long-term plans to increase the capacity of the park & ride. Development is continuing on the Issaquah plateau; and planned on Snoqualmie Ridge. Eastgate P & R will need to accommodate that increase.

Participant - Proposed connector bus service that loops through Eastgate and Factoria. Microsoft runs a shuttle from their campus to the transit center. However, Metro is losing the most money on fixed route service, with costs/ride as high as \$10 to \$15 dollars. Metro is cutting these services. Maybe service could be provided more affordably with vans.

Participant – It is difficult to implement smaller vehicle service. The existing buses and union drivers are fixed costs.

Participant – Funding to improve pedestrian and bicycle connections in the corridor should be a first priority; it is a relatively low cost with a great benefit. There is more opportunity for east-west connections north of I-90. There is a potential east-west route not on the frontage road, but running behind the transit center, through a number of surface parking lots. Over time, uses along this connection could transition to include structured parking, mixed use with housing. There is also a need for connections north to south, especially serving Bellevue College. The biggest north-south gap in pedestrian circulation is at 132nd across I-90 from Eastgate Way to T-mobile. Distance between the existing pedestrian crossings at Factoria Blvd and the 142nd overpass is too far for walkers. A potential clear span pedestrian overpass at about 132nd may run \$5 to \$7 million – comparable to planned pedestrian crossings of SR 520 in the Overlake area. It would be a key link to redeveloping the Eastgate industrial area.

Participant – Showed where the Mountains to Sound Greenway stopped being very “green” between Loehmann’s Plaza and the residential area just east of the study area. It is the last remaining gap; Issaquah has identified an interim solution along Newport Way which works well for bicyclists; the Preston gap and a gap in Seattle are now being closed. Mountains to Sound Greenway is trying to develop a south of I-90 route, but ideally connections are needed both north and south of the highway because getting across I-90 as a pedestrian or bicyclist is not safe.

Participant – Commented how really odd it is that both frontage roads in Eastgate just end on the east (SE Eastgate Way at 161st and SE 37th St at 156th). The I-90 tunnel provides important north-south access and he uses the tunnel every day; but it isn’t intuitive for drivers or bicyclists not familiar with the area. It’s not well signed. A better connection with an enhanced tunnel is needed here.

Participant – WSDOT is studying shoulder reconstruction and widening on I-90 to provide additional capacity.

Participant – Confirmed with participant from WSDOT (who joined the group at the end) that a WSDOT corridor study will extend Smart Highway improvements to I-90, out to Issaquah. Smart highway improvements are able to warn drivers of slowdowns and collisions, and reduce second collisions.

Participant – Agreed with comments that 148th/150th off ramps were a bad situation; with confusing signage and the merging of 3 lanes. The operation of that intersection resulted in backups on the highway. Hot lanes are also being discussed for the HOV lanes on I-90, which have extra capacity.

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Participant – For west bound I-90 out-of-area drivers, Eastgate is the first urban area they encounter. Smart highway signage could inform drivers of this entry. The I-405 / I-90 interchange is not intuitive; drivers need better signage to connect north to Bellevue or west to Seattle.

Deputy Mayor Conrad Lee (who joined the group at the end) – Commented to Carol that improving the I-405 and I-90 interchange is an opportunity to improve the connection between Factoria and Eastgate.

Participant – Commented to Carol that plantings should be added between the 148th/150th off ramps. Carol said that while DOT was looking at that, it wasn't hopeful. These areas between the off-ramps are used for storm water retention; there are sight-line considerations for any planting; and even if they were able to plant, there wasn't money for maintenance.

Participant – There are obvious north/south choke points across I-90; movement is slow.

Participant – I come from Kirkland but coming on the bus is not a real option since it takes so long.

Participant – I come from BridleTrails down 116th. I have little problem. Bus is not always the solution. Trains (light-rail) pick up a wider demographic profile; there is a prejudice against riding the bus. Trains attract a broader demographic and are more efficient due to large capacity. Multi-family loves light rail; lower parking requirements are a key requirement.

Participant – I come from Snoqualmie; it takes me 25 minutes to drive and two hours on the bus.

Participant – Some clients come from the Maple Valley area by van pool. I-405 is terrible. Need good north-south oriented transit.

Participant – The morning traffic on I-90 westbound is bad.

Participant – Richards Valley is buried by the topography. There is no visibility for multi-family. Demand for connectivity not an issue from multi-family perspective. There is some opportunity for garden apartments but the large parcels required are not available or where available are very constrained by critical areas. You need 8 to 10 acres and a density of about 28 du per acre for garden-style residential to work. The streams are a problem; there is a distinct visibility problem; multi-family needs visibility.

Participant – Talus in Issaquah is a good example.

Participant - The climate for residential is improving. Bellevue is a great location; the ownership loves it and there is a good tenant base. What is lacking is affordability, especially for service workers; got to get them into the City easily. Accessibility to jobs, good transportation (especially transit) is the key.

Participant – Multiple uses are key!

Participant – The land cost is a smaller component of the cost, but still is an issue; especially with affordability in the mix. Except when capitalization rates are low in a boom, the

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developer's margins are thin—generally you're looking at 6.5 percent yields. You make real money when cap rates are low.

Participant – Parking is an issue. Tenants don't want to pay. They want more parking closer to the building and they want free parking. They don't like underground parking.

Participant – Residential should be able to share parking with commercial uses. River Park in Redmond was developed with shared parking in mind. You need to ensure it is well designed.

Participant – Our new tenants don't even like garage badges. They want to know why they have to show their badge on exiting the garage.

Participant – The future is here; we will just have to drive less. All our costs are going up; it's a fact. We will all have to reduce our carbon footprint. The solution is residential closer to work. Our clients (multi-family developers and funders) are excited about homeownership demand. They believe, as I do, that we are transitioning to lower demand for single-family and this can only benefit our clients. It is going to be too expensive for a significant part of the population to live in detached housing. Live/work/play is happening; it is now. We are going in that direction.

Participant – There is a lot of water in the hills around Sunset I-90. West sloping hills are very wet. It affects development potential and operations

Deputy Mayor Conrad Lee – Spoke of connectivity, problems with transit center—it did not address connectivity. Having arrived at the Park & Ride people are stuck. What we need is micro-level mobility. He mentioned a people mover. He spoke of a mover between neighborhoods; north-south mobility, connectivity and looking at the finer grain.

Participant – More bike lanes, better connectivity; we have showers but biking difficult.

Participant – All above ~ accessibility. Biggest problem is the freeway in the middle of it. Joining the north and south connections would help. Maybe, more pedestrian bridges like between Bellevue College to the south. Encourage structured parking and there could be further development potential. Bellevue College for example takes up a lot of land for parking.

Participant – Extended bus service hours for his employees.

Participant – Bus service has decreased on Richards Road and that hasn't helped. It has always been an issue. More park like features in the Factoria area.

Participant – Need an easier way to get on eastbound I-90 from Factoria; more connections needed across I-90 north-south; mass transit needed to better transit connect neighborhoods and Seattle to take more cars off the roads; bike lanes across I-90 are used a lot; very high percentage (90%) of commuter cars in Factoria remain in their parking spots all day; 10 to 20 percent of office works at SRO ride their bikes to work; free public bikes in Amsterdam and other cities seem to work but hills in and around Factoria would be an issue here; light rail would be a huge help in the long-term.

Participant – convenient, safe automobile access to our dealership is everything. Safety is also a concern; innovative traffic controls like roundabouts could be successful in areas around

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I-90. Priorities should be studying ways to increase traffic flow in this region and while doing so, create a safe and inviting environment for alternative modes of transportation in this study area.

Participant – Concentrating land uses is key to providing mobility along with transit service; think about adding higher density housing along the freeway corridor.

Participant – Right now there are far more cars in the corridor than pedestrians.

Participant – Traveling between Downtown Bellevue and Eastgate/Factoria is more difficult than it should be; HOV-only limitations near Eastgate Park & Ride are frustrating; need better access to/from I-90.

Participant – Light rail trains are much more predictable in people's minds terms of their stops and routes versus buses.

Participant – This is the major east/west corridor. But the main north/south junction has only one-lane surface streets leading to and from it. Does that make sense?

Participant – This is a big challenge for WSDOT. All the gas tax we've raised and will collect for the next 30 years is to pay for today's projects. We are trying to figure out how to better manage what we have to make it perform better.

Participant – The access to 405/90 into Factoria is poor.

Participant – As a driver I find it hard to orient myself once I get onto the surface streets in this area. We could use better signage.

Participant – Wayfinding is an issue.

Participant – Ingress and egress from the Park & Ride is very important. The biggest problem is people not wanting to use 2 buses so they drive to a Park & Ride and take the bus the rest of the way. Bikers do the same thing.

Participant – Mercer Island Park & Ride is a good example. People park there to avoid paying for parking in downtown Seattle.

Participant – The bus system is great now. It needs to be even better.

Participant – We need a good sidewalk network to get to the Park & Ride.

Participant – Who uses the Eastgate Park & Ride?

Participant – We did a study of that. Many cars had Bellevue licenses, but it was pretty spread out overall. Could not really tell where people were going. Probably most were going to Seattle.

Participant – Could be Bellevue employees. I can say, though, through my work with TransManage not many at T-Mobile are using the bus.

Participant – Encourage more transit usage. Nice bus shelters and good lighting help.

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Participant – That could also help with visual cohesion, like the NE8th bus shelters.

Participant – Emphasize ingress/egress to the Eastgate Park & Ride and connector service through the neighborhoods north and south as well as the Bellevue College campus.

Participant – People are using the church to make U-turns since they can't go left out of the campus onto 148th.

Participant – The College is growing fast.

Participant – Are they looking at housing on campus?

Participant – People use Eastgate Way as a by-pass to congestion on I-90.

Participant – It can take 20 minutes or more to get from Lincoln to I-90 Westbound at Richards in the PM peak.

Participant – Transfers impede transit use. Need to create more “one-ride” opportunities. The land use needs to be conducive. While a circulator is worth considering a lot of these don't work. Need to serve places with major activity. No matter how congested, it's still faster to use a car.

Participant – Takes a long time to cross 150th on Eastgate Way as a pedestrian.

Participant – Congestion westbound from Issaquah to points west in the morning. Not congested coming from Seattle in morning. It is exciting to think about possibilities for area. If new development comes with abundance of parking, it may generate a lot of congestion.

Participant – People will be concerned about growth in terms of impact on congestion. Already, it can take one hour or more to get home to Seattle at 5pm. Some businesses in her building are growing. Some would prefer to be in Eastgate than in Downtown. Residential may be attractive, as congestion grows and employment is high on Eastside. There is an identity crisis for this area - is it just a business strip?

Participant – How can this say “Bellevue”? Have we thought about a gateway?

Participant – People don't even know that Eastgate is in Bellevue.

Participant – I didn't know where it was until I started working there.

Participant – Keep it cheaper to locate in Eastgate than in Downtown. Where would a vendor to major businesses locate? Maybe on the north side of I-90. But how would they access the business? Would probably need to drive, but it's very congested. Clients in Eastgate like being there. One nice feature is that employee parking is free at their Eastgate office, costs money at their south Lake Union office.

Participant – Goal is to create a sense of green along the corridor. Not a lot of opportunity to block visual access to building. Didn't hear any concern at our group about trees blocking visual access to businesses.

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Participant – For office tenants, trees are okay, as long as they do not block signs. All their buildings are now LEED, so this sensibility influences their perspective on trees.

Participant – Some history of issues regarding trees with retail businesses in this area, especially car dealer having concerns about trees blocking views from road to car dealer lot.

Participant – King County Solid Waste Division is doing its part to reduce traffic impacts. Once the new station is built, the division's trucks will use 30th Street instead of 32nd Street, which will reduce traffic on 32nd. Additionally, the installation of compactors at the new station will reduce our truck traffic by one third.

Your report discusses the possibility of extending 32nd Street, which would not only encroach on the division's property, but would go right through our operations, including the scale house. The division will not grant an easement for extending 32nd Street.

Participant – Traffic wise it is difficult going from Factoria east as you have to go all the way around. It is a problem. Also since we operate between 3:30 and 8:00 getting onto I-90 is difficult.

Participant – Better bus service to the office area where Boeing and Microsoft are located would be great.

Participant – The I-90/405 interchange is crazy. This interchange is very confusing.

Participant – I remember when I moved here I had a hard time to figure it out. You learn by trial and error. It is not obvious if you are new to the area. I had to learn about the tunnel.

Participant - I'm from LA and sometimes this area feels like LA because of the bad traffic issues. You can build up or out, but you need to accommodate for that growth. The question is how you are going to do that.

Participant – For public transportation, there aren't any direct routes. You have to take so many transfers.

Participant – Even getting into Seattle is bad; you have to transfer. You have to drive (to get around, to get to work, etc).

Participant – How did we get to have two groups running buses? They have different fares. Their routes crisscross the same areas.

Participant – We just don't have good public transportation. I think it says something that businesses are leaving.

Participant - Our understanding is that the city would be offering incentives for re-developments. We identify it (the Eastgate Plaza that houses Albertsons) as a great piece of property. Still, we are open to making it better. We don't have a problem with leasing. The whole shopping center is leased, 100%. Our philosophy is that we want to exceed our competition by spending. As a property manager, we have the ability to upgrade and we want to know what we can do in the future to make the property look better? It probably needs to be modernized and maybe look better on the inside. We should let you know, that these are things we want to improve. Upgrading the parking lot is a very simple way to improve the appearance

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and we plan on doing that soon. It (the kind of improvement) is an ongoing conversation we are having.

Participant – You need more overpasses over the freeway.

Participant – There are also too many barriers.

Participant – It's the situation of the off and on ramps. To get on to Eastgate, everybody is slow. It is a congested nightmare.

Participant – When I leave the bank at 5:30, I go under the tunnel. The traffic can be backed up all the way to the entrance to the tunnel. It can take 45 minutes to get through the tunnel and get on I-90

Participant - The horse is transportation. And the cart is retail development. A ton of people would choose to utilize transportation if it was easy. Is there positive feedback from the light-rail?

Participant – How about the area outside the primary study area, how will that change? Is the assumption it will stay residential? So the growth is in the study area.