Parks & Community Services Board Meeting

May 11, 2010
Project Overview
Employment Centers

- SR-520/Bel-Red
- Crossroads Community Commercial Area
- 116th/Bellefield
- Factoria/Eastgate
- Downtown

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

<table>
<thead>
<tr>
<th></th>
<th>2010</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th>2011</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1st Qtr</td>
<td>2nd Qtr</td>
<td>3rd Qtr</td>
<td>4th Qtr</td>
<td>1st Qtr</td>
<td>2nd Qtr</td>
<td>3rd Qtr</td>
<td>4th Qtr</td>
<td></td>
</tr>
<tr>
<td>Council briefing / direction</td>
<td>●</td>
<td></td>
<td></td>
<td>●</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community involvement process</td>
<td>♦</td>
<td>♦</td>
<td>♦</td>
<td>♦</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Develop and evaluate growth alternatives*</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Evaluate alternatives through SEPA*</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Identify preliminary preferred alternative</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Identify transportation, other amenities</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Finalize preferred alternative</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final report, present to Council</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>●</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Prepare CPAs/LUCAs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Council action on CPAs/LUCAs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>●</td>
</tr>
</tbody>
</table>

* SEPA process will be integrated with the development/evaluation of alternatives, as encouraged by the Washington State GMA

- ● Council interaction
- ♦ CAC involvement
1. Identify a preferred long-term land use and transportation vision for the Eastgate/I-90 corridor, to enhance economic vitality and provide for neighborhood-oriented retail uses.

2. Identify multi-modal transportation improvements for the area; prioritize low cost/high impact improvements.

3. Promote a stronger identity and urban design image for this area; recognize its prominent location on the Mountains to Sound Greenway.

4. Support and plan for Bellevue College’s efforts to become a four-year institution.
1. Holistic vs. piecemeal planning
2. Erosion of neighborhood services
3. Transportation “choke points”; achieve system efficiencies
4. Lack of connectivity across corridor
5. Mountains to Sound Greenway
6. Coherent image
7. Bellevue College evolution
8. Opportunity for innovation

Why are we doing it?
1. **Principles** that will guide the advisory committee, staff, and commissions in their work.

2. **Scope of work** that will lead to the identification of a preferred long-term land use and transportation vision for the Eastgate/I-90 corridor.

3. **Project map** that is: (i) clear about where land use changes may and may not be considered; and, (ii) includes the entire area that has key transportation relationships with the primary study area.

4. **Public involvement plan** that includes: (i) residents in the project area; (ii) residents along the affected transportation corridors; and, (iii) potential annexation area representatives.
Overarching Principle: Recognize fiscal constraints in the ability to fund new infrastructure

1. Enhance economic vitality & diversity
2. Retain and enhance neighborhood-oriented services
3. Improve linkages with Bellevue college
4. Better integrate land use and transportation across Eastgate
5. Evolve Eastgate’s transportation infrastructure to high performing, multi-modal system
6. Increase connectivity across the corridor
7. Model environmental sustainability
8. Improve the corridor’s urban design quality and coherence
9. Improve the performance of state facilities in the area

Council Principles
The primary study area encompasses the commercial properties in the Eastgate/I-90 corridor and is the area within which land use changes will be considered. Outside this area no land use changes are anticipated as part of this project. In addition, the primary study area extends eastward along I-90 to and including the Lakemont Blvd Interchange area for transportation analysis only, and also includes the Mountains to Sound Greenway corridor along I-90.

Arrows indicate a broader zone of transportation influence which is included for transportation planning.
Land Use Considerations
Area Overview
Existing Zoning
Office Concentrations

Gross Square Feet

5,439,334

Office Concentrations
Light Industrial Area

Gross Square Feet

Eastgate/I-90 Land Use & Transportation Project
Retail Nodes

Gross Square Feet

898,305

Eastgate/I-90 Land Use & Transportation Project
Bellevue College
LDS Temple
Future Park
Park N Ride

Gross Square Feet
967,732

Other Notable Uses
Environmental Features
Existing Parks, Open Spaces & Recreation
Transportation Considerations
Temporal Speed Profile, Westbound I-90, AM Peak Period, No Action 2005, 2015, and 2030

Temporal Speed Profile, Eastbound I-90, PM Peak Period, No Action 2005, 2015, and 2030
Bellevue College
2008 Ridership: 2,300 (26%)

City Arterial Streets
2008 Ridership: 2,600 (30%)

Eastgate Park & Ride
2008 Ridership: 3,800 (44%)

Transit Ridership
Bicycle Facilities

Eastgate/I-90
Land Use & Transportation Project

Mountains to Sound Greenway

- Bicycle Lane
- Bicycle Route
- Off-Street Path
Public Opinions
1. Citizen Advisory Committee
   - Board/Commission members,
     City-wide interests,
     stakeholders & owners,
     technical advisors
   - Appointed by the Mayor and confirmed by Council in April

2. Community Open Houses

3. Stakeholder panels

4. Media

5. Mailings

6. Other measures as appropriate
Freeway access
1. “Convenient access to Seattle, the mountains, SeaTac, and downtown Bellevue.”
2. “Close to everything -- 20 min. to Seattle -- 20 min to the airport. That is if it is not rush hour.”

Shopping Choices
1. “Factoria’s shopping and theater opportunities. While my car is being serviced at Toyota I can walk my dog at the Boeing Airfield open space or have a latte at Starbucks or Tully’s.”
2. “Easy access to neighborhood shopping and dining. Also, business centers providing jobs nearby.”

Nice Neighborhoods
1. “I like the combination of being 'away' from the big city and yet have easy access to the big city.”
2. “My neighborhood seems quiet, and far away, but in fact is so close to everything.”
Traffic congestion
1. “Even though we like the freeway access, we don't like the noise spillover from the freeway.”
2. “Heavy traffic on residential streets, car environment, and that there is not a more walkable, center business and retail core.”

Shopping Choices
1. “I don't shop at the stores in Eastgate as often as I would like because current vendors are dated and don't sell things family needs.”
2. “With as much employment in the area, there should be a better look at what is really needed in the area so that people don't have to drive during lunch, as an example.”

Transportation Alternatives
1. “Would like to walk and bike and use the bus to get places, but cars are the only practical choice right now.”
2. “Not enough transit service in the surrounding neighborhoods (the Park & Ride is great, but good luck getting over there).”

What do you like least about the Eastgate/I-90 Area?
Supportive of Growth

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

Opposed to Growth

1. “I'm concerned that there will be more growth of business that will put further stress on local/residential streets.”
2. “I'm not in favor of more intensive development such as the Microsoft buildings. Consideration should be given to overall traffic flow, keeping in mind this is both an interchange area and a residential area.”
3. “Don't change zoning. Don't want a bunch of skyscrapers or large commercial buildings that will increase traffic, overwhelm this neighborhood setting.”
Stakeholder Interviews
Project Managers:

Michael Bergstrom  
Planning & Community Development Department  
mbergstrom@bellevuewa.gov  
425-452-6866

Franz Loewenherz  
Transportation Department  
floewenherz@bellevuewa.gov  
425-452-4077