



DATE: November 9, 2011

TO: Chair Turner and Members of the Planning Commission

FROM: Paul Inghram, AICP, Comprehensive Planning Manager, PCD 452-4070
pinghram@bellevuewa.gov
Michael Bergstrom, AICP, Senior Planner, PCD 452-6866
mbergstrom@bellevuewa.gov

SUBJECT: November 16, 2011 Planning Commission Update on the Eastgate/I-90 Land Use and Transportation Project

The planning process for the Eastgate/I-90 Land Use and Transportation Project is nearing completion. The Eastgate/I-90 Citizen Advisory Committee will soon finalize its “preferred alternative” and recommendation to Council. Tonight staff will brief the Planning Commission on the emerging preferred alternative, describe where the project is headed, and identify future Planning Commission involvement with the project.

The CAC has been meeting since November 2010 on the development of a long-range land use and transportation plan for the Eastgate/I-90 corridor. This plan is intended to guide development in the corridor over the next 20 year period (Attachment A – Project Timeline, and Attachment B – Study Area Map).

No action by the Planning Commission is requested at this time. However, if commissioners have input they would like to forward to the CAC before they finalize the preferred alternative and recommendation to Council, this is an opportunity to do so (Attachment C – Preliminary Preferred Alternative).

RECENT PROGRESS

The last project update to the Planning Commission was in May, 2011. At that time, the CAC was developing a “No Action” scenario that illustrated projected land use growth in the corridor if no changes to development policies and regulations were adopted, and three “Action” alternatives (Attachment D – No Action and draft Action alternatives). The Action alternatives explored a range of land use choices and transportation options, with each alternative focused on a different theme or emphasis. Alternative 1 emphasized a Jobs/Housing mix, Alternative 2 built on the corridor’s history as a Regional Employment Center, and Alternative 3 focused on Functional Improvements. Each draft alternative included projections of growth in the study area by land use type (e.g., office, retail, residential) to the year 2030.

The CAC finalized the draft alternatives at a second May meeting, and then recessed until September. During the recess, the draft alternatives were shared with the public at two open

houses on June 1 and through an online questionnaire. In addition, staff and the consultant team prepared an evaluation of the different alternatives and their components against the Project Principles approved by Council at the project start (Attachment E) and the Evaluation Criteria developed by the CAC (Attachment F). This culminated in a report that was presented to the CAC in the fall, and helped inform the development of a preferred alternative.

In recent meetings, the CAC has focused on developing the preferred alternative. At their last meeting (November 3), the CAC gave staff and consultants direction for further refinement of the alternative. Completion of the preferred alternative is expected at the next CAC meeting (January 5, 2012), which will then be embodied in a final report for transmittal to Council in winter 2012.

THE PRELIMINARY PREFERRED ALTERNATIVE

The preliminary preferred alternative draws elements from each of the draft “Action” alternatives. Like Alternative 1, it adds residential use to the corridor (though a lesser amount). Like Alternative 2, it builds on the corridor’s strength as an employment center and adds office space. Like Alternative 3, it seeks to address known existing and future transportation issues, and also to strengthen neighborhood-serving retail and services.

As with all of the draft alternatives, the preliminary preferred alternative envisions more redevelopment than new development on vacant parcels, simply because few vacant parcels exist within the study area. It concentrates most redevelopment in a transit-oriented core that integrates the Eastgate park-and-ride/transit center, properties extending east of the transit center, and Bellevue College. This core area would become a focal point and gateway for the Eastgate area, providing a vibrant mixed-use pedestrian-oriented hub that includes office, housing, college, and associated commercial services (e.g., coffee shops, book stores, convenience stores, restaurants, etc).

Other land use concepts reflected in this alternative include:

- Richards Valley retains its light industrial emphasis, while allowing or encouraging flex-tech or research and development uses. Stream and vegetation corridors are enhanced as redevelopment occurs.
- Opportunities for office development is created along Eastgate Way, on and around a vacant 14-acre site owned by King County (west of Sunset Corporate Campus).
- South of I-90, the north Factoria area builds on the existing retail and office center and adds the opportunity for residential uses.
- Opportunities for additional office development are created in a number of locations, including east of the T-Mobile complex to 156th Ave SE, east of Eastgate Plaza, and north of I-90 in the I-90 Office Park. In the Sunset Village area, office use is envisioned as a “back-up” scenario in the event that the existing auto dealerships vacate or reduce their physical footprints at some time in the future.
- Retail uses are protected or increased in several locations, not only where retail presently exists, but also through added flexibility to include support retail and services within office developments.

- Eastgate Plaza continues to serve the retail needs of both nearby office workers and adjacent neighborhoods. Neighborhood-supportive services would be encouraged here.
- Opportunities for redevelopment are encouraged and accommodated through increases to allowable building heights and floor area ratios (FAR), which vary by location.

The preliminary preferred alternative also includes some important transportation concepts, including:

- Completing a two-mile “missing link” in the Mountains to Sound Greenway Trail, which is a non-motorized transportation and recreation facility extending from Central Washington to the Seattle waterfront.
- The city will continue to support WSDOT corridor improvements to the I-90 mainline between 150th Ave SE and Lakemont Boulevard, to help relieve peak-hour congestion on city arterials near freeway ramps.
- Existing and future intersection “chokepoints” have been identified and will be targeted to improve safety, reduce congestion, and provide community gateway and identity opportunities.
- A wider/covered pedestrian walkway across the 142nd Avenue bridge will integrate designs of frontage roads along the I-90 corridor, improve transit operations, and provide connections to non-motorized paths, Bellevue College, and the transit-oriented core.
- Particularly in the eastern portion of the study area, pedestrian paths will be completed or improved to provide better access between retail/service uses and office nodes.
- Streetscapes will be improved to include boulevard treatments, interchange landscaping, and median plantings where possible, to improve the visual environment and overall character of the corridor.

Additional information about the preliminary preferred alternative is provided in Attachment C.

From a growth-projection standpoint, this is how the preliminary preferred alternative compares to the No Action and the three draft Action alternatives, by land use type:

	Existing	No Action (change from existing)	Alt 1 (change from existing)	Alt 2 (change from existing)	Alt 3 (change from existing)	Prelim Pref Alt (change from existing)
Office (SF)	4,950,618	200,000	1,000,000	2,000,000	500,000	1,800,000
Retail (SF)	655,081	0	100,000	50,000	200,000	100,000
Housing (Units)	207	0	2,000	0	400	800
Institutional (SF)	1,115,480	280,000	350,000	420,000	280,000	350,000
Industrial (SF)	1,817,500	86,000	(167,000)	0	0	0
Hotel (Rooms)	655	0	200	300	100	300

NEXT STEPS

The next few months will see the completion of the planning process and the transmittal of a final report and recommendation from the CAC to Council. Following those steps, the implementation phase will begin, which will include revisions to the Comprehensive Plan, Land Use Code, Transportation Facility Plan, and possibly other policy and regulatory documents. The sequence of these steps is envisioned as follows:

- Now: Refine alternative per CAC direction
- Now: Prepare additional environmental analysis; perform traffic modeling on the preliminary preferred alternative
- January 5, 2012: Finalize the preferred alternative & implementation strategies (CAC)
- February 2, 2012: Finalize report & recommendation to Council (CAC)
- February/March, 2012: Transmit final report & recommendation to Council
- Spring, 2012: Begin CPA/LUCA revisions (work through Planning Commission)
- Spring, 2012: Begin Transportation Facility Plan revisions (work through Transportation Commission)

ATTACHMENTS

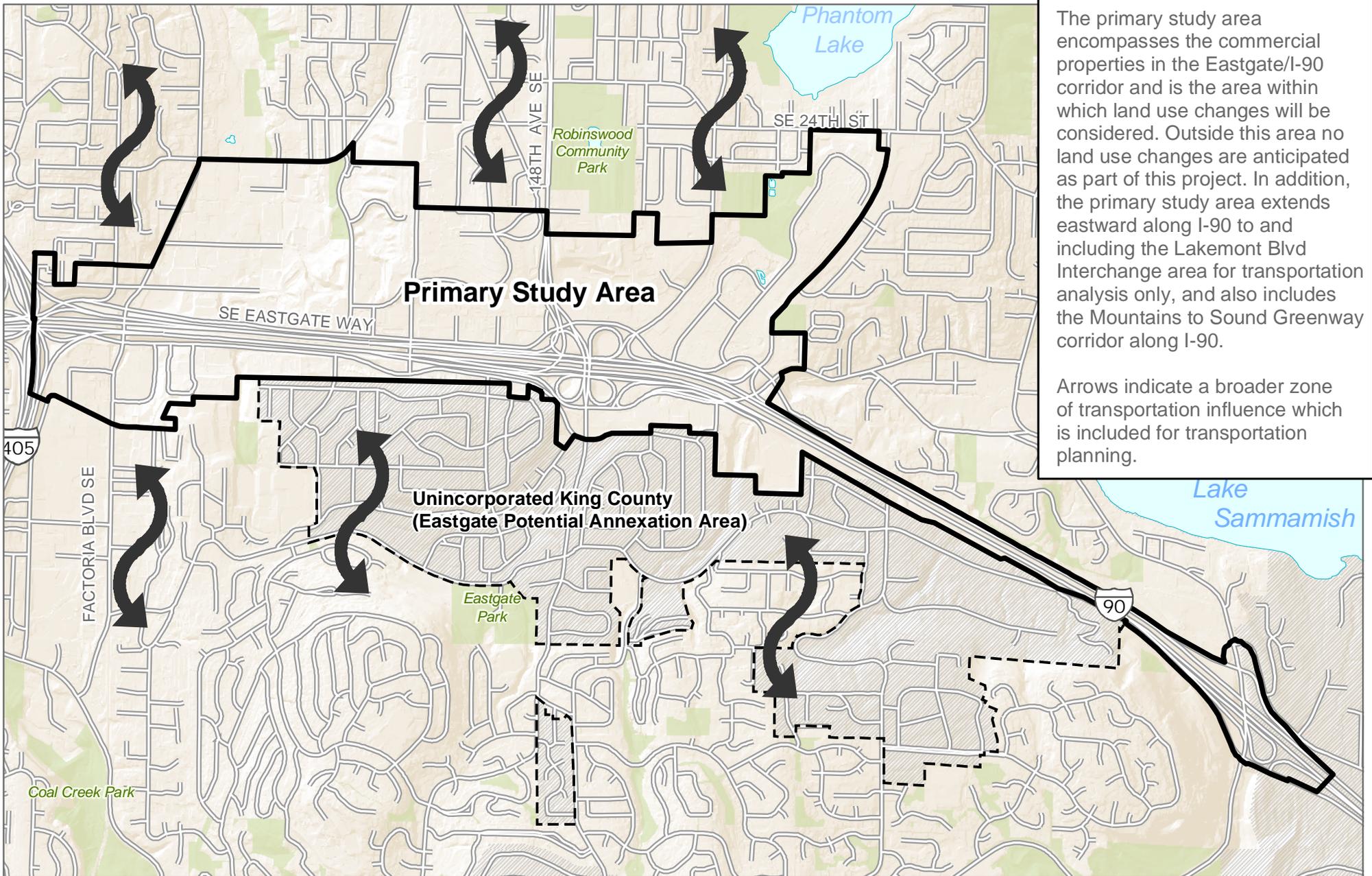
- A. Project Timeline
- B. Study Area Map
- C. Preliminary Preferred Alternative
- D. No Action and draft Action alternatives
- E. Council Project Principles
- F. CAC Evaluation Criteria

Attachment A

Nov 3 – Refine Preliminary Preferred Alternative

	Nov-Dec 2010	Jan-Feb 2011	Mar-Apr 2011	May-Jun 2011	Jul-Aug 2011	Sep-Oct 2011	Nov-Dec 2011	2012
CAC	Background & Context	Issues & Opportunities Land Use, Transportation, Urban Design, Environment		Identification and Analysis of Alternatives		Development of Preferred Alternative	Final Report	Comprehensive Plan and Development Code Amendments
Outreach	<p>Community Briefings</p> <p>Open Houses</p>							
Reporting	<p>Regular Briefings to Transportation Commission & Planning Commission</p> <p>Regular Briefings to City Council</p>							





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.

City of Bellevue

= 2,000 feet

Eastgate/I-90 Land Use and Transportation Project Map

Approved by the Bellevue City Council on February 1, 2010

The information on this map is a geographic representation derived from the City of Bellevue Geographic Information System. The City of Bellevue does not guarantee that the information on this map is accurate or complete. This map is provided on an "as is" basis and disclaims all warranties, express or implied, including but not limited to warranties of merchantability, fitness for a particular purpose and non-infringement. Any commercial use or sale of this map or portions thereof is prohibited without express written authorization by the City of Bellevue. The City of Bellevue is not responsible for any damages arising from the use of information on this map. Use of this map is at user's risk. Users should verify the information before making project commitments.



Eastgate/I-90

Land Use & Transportation Project

Discussion Draft

Preliminary Preferred Alternative

Objective

The preferred alternative is intended to:

- **Enhance economic competitiveness** by providing opportunities for additional high quality office and industrial infill development that builds upon existing assets in the corridor.
- **Improve corridor sustainability** by adding residential uses, enhancing environmental quality, adding tree canopy to the corridor, and increasing multi-modal transportation access.
- **Offer residents and employees opportunities for shopping and recreation** by transforming the Park-and-Ride into a multiuse facility with a mix of commercial, residential, institutional, and retail uses.
- **Enhance the livability of local residential neighborhoods** by adding commercial and community oriented services, proactively mitigating potential impacts, and increasing local connectivity and access to other parts of the subarea.
- **Improve transportation and mobility** by working with WSDOT to implement I-90 improvements, coordinating with transit agency partners and Bellevue College to reconfigure transit access for greater efficiency, positioning the corridor for high capacity transit improvements with supportive development at the Park-and-Ride, strategically upgrading specific roadways and intersections, and greatly enhancing pedestrian and bicycle access and connectivity throughout the subarea.
- **Support Bellevue College's institutional mission, presence within the city, and continued development** by improving access (especially transit and non-motorized vehicle connections) and encouraging supportive land uses nearby.
- **Improve the area's environmental quality, appearance, and regional identity** by enhancing natural systems and stream corridors, mandating high quality design, improving public lands and rights-of-way, and constructing the Mountains to Sound Greenway Trail.

Land Use Concept

Transit and Retail Center

Together, the Park-and-Ride, the Lincoln Executive Center site, surrounding parcels, and Bellevue College campus create a viable opportunity for a mixed use, pedestrian oriented activity center. Future development provides a high density mix of housing, office, institutional, and associated commercial

Attachment C

Preliminary Preferred Alternative

services (e.g., coffee shops, book stores, convenience stores, restaurants, etc.) to form Eastgate's central focal point and gateway . A new east-west "main street" creates an active ground floor retail and community gathering space between the Lincoln Executive Center buildings and the Park-and-Ride.

North of the main street, new high density residential buildings with ground floor retail provide the additional residents to support transit and retail, provide vertical access between the lower properties and Bellevue College, and may serve as student housing. A terraced hillside park also stitches the mixed use development to the campus above, aids with the hill climb, makes use of views from the higher elevation, and provides a public gathering and resting space for the hub.

South of the main street, high density office development adds office workers to support transit and retail, makes use of visibility from I-90, and buffers residential buildings to the north from I-90 noise and pollution.

West and northwest of the Park-and-Ride features similar but lower density land uses.

West of Center

West of the center, Richards Valley remains an important light industrial site for Bellevue. Flex-tech and research and development uses are allowed at a higher intensity to more efficiently use the land. With redevelopment, stream and vegetation corridors are enhanced. Just north of I-90 along Eastgate Way, high intensity office uses are allowed, providing more opportunities to support transit and forge connections between Bellevue College and technology-oriented businesses in Richards Valley. The drainage pond area that serves the Sunset Corporate Campus is transformed into an amenity for public enjoyment.

South of I-90, the Factoria area follows the general direction of the recent Factoria Subarea Plan and builds on the existing retail center as an amenity for residents and office workers. Residences are encouraged near Factoria Boulevard, and additional commercial uses are encouraged near I-90.

East of Center

East of the central focus at the transit center, land uses generally follow existing patterns emphasizing office development, regional auto dealerships and retail businesses serving the surrounding neighborhoods.

North of the Eastgate interchange, auto sales remain while office with ground floor retail is allowed. Retail uses, especially restaurants, are encouraged to serve the surrounding neighborhood. Similarly, the 156th Avenue corridor serves the eastward office park and nearby residents, and new development with residential or office over ground floor retail is allowed. New development enhances connections between 156th and the office park.

In the existing office park, infilling parking lots with additional office space is encouraged to intensify the land use. Retail is allowed at the ground floor to serve the office workers. However, before development occurs, Phantom Lake water quality and traffic concerns must be addressed.

Attachment C

Preliminary Preferred Alternative

The Eastgate Plaza area serves the surrounding neighborhood with a mix of retail, residential, and neighborhood service (e.g., library, clinic, and grocery) uses. Simultaneous multiple uses in new development is incentivized, and the grocery is encouraged to remain. Properties east of Eastgate Plaza could continue a similar mix of uses, or be developed with office or hotel use. Future development is sensitive to the neighboring single family residences, particularly regarding building height.

Transportation Concept

Existing traffic conditions and the anticipated increase in traffic volumes indicate that future interstate, roadway, transit, and bicycle/pedestrian improvements are important to adequately provide improved mobility in the area and serve new development. These strategies to maintain vehicular capacity and speed are paired with place-making improvements that enhance livability and community character.

The City strongly endorses the WA State Department of Transportation (WSDOT) corridor improvements to I-90 that have been identified in WSDOT's own I-90 study. Construction of eastbound and westbound auxiliary lanes by WSDOT on I-90 between 150th Avenue SE and Lakemont Boulevard would have significant benefits for mainline operations and would help minimize or eliminate the resulting queuing and congestion on City streets that lead to key on-ramps within the corridor.

Intersection improvements have been identified at existing choke-point locations adjacent to the Eastgate interchange to address peak hour traffic volumes that affect mobility in the corridor. A variety of approaches are contemplated to construct a more effective interface between the State's I-90 ramps and overpasses and the City's interconnecting streets. Use of widened arterials and/or roundabouts with boulevard treatments could enhance traffic safety and provide community gateway and identity opportunities.

An array of transportation improvements focus on connecting the fairly disparate districts in Eastgate. Along the north side of I-90, Eastgate Way serves as a major pedestrian and bicycle link, and SE 36th Street/Mountains to Sound Greenway Trail serves this function to the south. The Eastgate link in the Mountains to Sound Greenway Trail represents a unique opportunity to fill one of only five short missing links in this cross-state facility that will link Bellevue residents and people throughout the region to major population centers.

A wider/covered pedestrian walkway across the 142nd Avenue bridge will integrate designs of the frontage roads along the I-90 freeway corridor as contributors to the Mountains to Sound greenway concept. This enhanced bridge structure connects the two east-west non-motorized paths, provides a comfortable route for transit users as they enter and exit the direct access ramps, and offers a way for residents to the north and south to walk or bike to the central hub. North of the 142nd Ave SE bridge, transit circulation improvements will be made to enhance bus service connections to and through the campus and reinforce Bellevue College as an all-day transit service area. Together these improvements highlight 142nd Avenue as the "transit emphasis corridor" in the project area.

Connections and streetscapes that link office park complexes to retail, services, and transit will be improved. In the Lincoln Executive Center, Park-and-Ride, and Bellevue College area, an east-west main

Attachment C

Preliminary Preferred Alternative

street is formalized for multi-modal users and forms the basis for an auto, pedestrian, and bicycle grid structure. Paths in the office complex east of 156th Avenue Southeast are completed and/or improved to provide enhanced connectivity for pedestrians and cyclists, particularly to access retail and services in the 156th area.

Character

The transit hub becomes the most active, visible and pedestrian oriented community, so a high quality urban character is necessary to create a positive identity for the Eastgate subarea. The pedestrian connection provided by the 142nd Ave bridge is noticeable from I-90, sculpturally marking the entry to Eastgate. High density redevelopment in the retail and transit center includes ample human scale architectural features, green spaces, and pathways. Ground floor retail is concentrated in strategic locations to create around-the-clock activity and a stimulating walking environment. New or improved parks and green spaces offer a variety of public gathering spots, places for rest, recreational activities, and urban and natural characters.

A secondary gateway, the Eastgate interchange, is enhanced with natural landscaping, particularly trees to add visual height to the gateway, to improve the automobile entry to Eastgate, and strengthen the “city in a park” feeling. Likewise, the boulevard treatment on 148th Avenue SE/150th Avenue SE extends the green entry into the neighborhood.

New development west and east of the center is at a lower density, although buildings facing I-90 may be large to make use of visibility from the freeway.

Connections throughout Eastgate incorporate safe walkways, street trees where appropriate, resting points on hill climbs, and pedestrian-scaled lighting, furniture, and landscaping. As a major east-west connector in south central Bellevue and a connection point for the Mountains to Sound Greenway Trail, SE 36th Street presents an opportunity to highlight Bellevue’s green character. East-west streetscape treatments are used to reinforce the image of Bellevue as a “city in a park” and better connect residents to local retail, services, and amenities.

Increase office presence in corridor

- Change from light industrial to office
- Allow offices with ground floor service uses
- Provide visibility from I-90
- Enhance stream corridors and vegetated areas

Maintain light industrial area

- Mix flex-tech uses with existing light industrial uses
- Enhance stream corridors and vegetated areas

Seek open space opportunities

- Drainage pond presents opportunity for parklike setting

Add park/viewpoint

- Make use of views
- Aid hill climb
- Provide central meeting point

Increase Bellevue College presence and connections with surrounding community

- Allow institutional, retail, and residential
- 148th entrance could be anchored by institutional mixed use

Protect existing retail and make use of freeway exposure

- Allow office, retail, and service uses
- Protect existing retail
- Allow auto sales
- Office uses should include ground-floor retail, especially restaurants

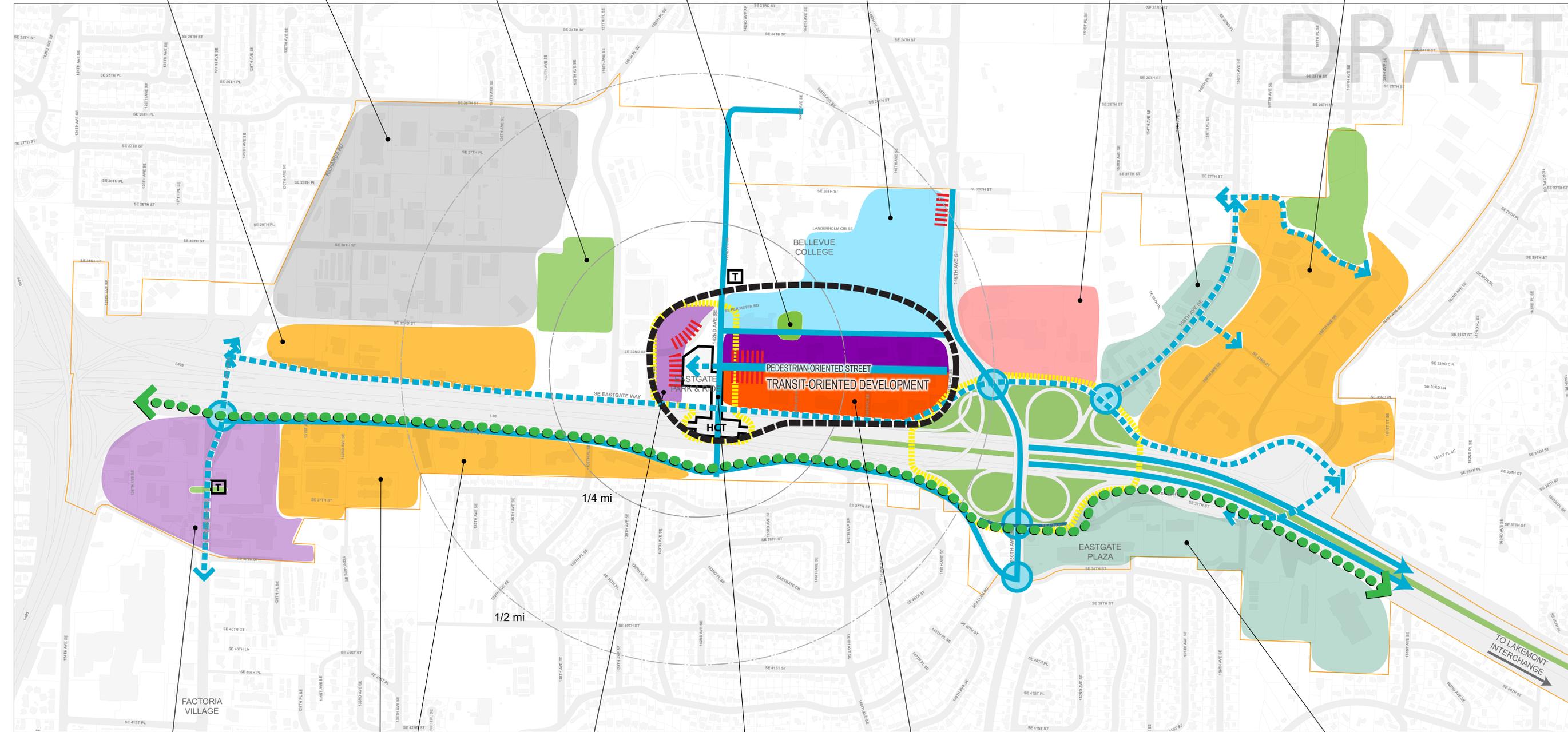
Provide retail services for nearby offices and neighborhoods

- Allow retail with upper floor residential or office
- Improve pedestrian connections to nearby office uses

Provide higher quality office environment

- Allow additional office development
- Allow retail and service uses on ground floor
- Ensure new development addresses Phantom Lake water quality/quantity concerns and other concerns of nearby neighborhoods

- Residential commercial 1
- Residential commercial 2
- Office mixed use
- Office
- Commercial residential
- Commercial
- Light industrial
- Institutional
- Park
- Retail frontage
- Mountains to Sound Greenway Trail
- Non-motorized improvement
- Multi-modal improvement
- Intersection improvement
- Potential future High Capacity Transit hub
- Transit hub
- Gateway
- Transit-oriented development



Build on "Factoria Urban Village Concept"; utilize existing retail and transit

- Allow retail, hotel, office, residential
- Emphasize transit focus with enhance pedestrian environment along Factoria Blvd
- Include amenities with new development

Support business

- Continue to allow auto sales
- Allow increased office development
- Allow retail, residential

Increase office presence in corridor

- Allow increased office development
- Allow retail and service uses on ground floor

Activate and make use of transit center

- Encourage multiple uses (office, retail, and residential)
- Emphasize transit focus with ground floor retail fronting Park & Ride

Improve 142nd bridge

- Improve bridge for pedestrians and current transit operations to/through Bellevue College
- Serve as gateway element

Transit-oriented core of Eastgate; high-activity hub with connections to Bellevue College

- Allow higher density to form Eastgate's central focal point
- Incorporate mixed uses (retail, residential, office, institutional) to create high activity hub
- Emphasize transit focus with enhanced pedestrian connectivity
- Provide terraced hill-side park for public gathering space
- Connect Bellevue College to southerly properties across steep slope
- Orient buildings to street grid
- Provide vertical access between 142nd bridge and ground level
- Encourage residential with ground floor retail on northern portion

Serve surrounding neighborhoods

- Emphasize neighborhood services (e.g., library, clinic, grocery)
- Allow retail, residential uses
- Allow office, hotel in east portion
- Limit building heights to be sensitive to single family neighborhood



Eastgate/I-90

Land Use & Transportation Project

No Action Alternative

Description and Purpose

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

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

Land Use Concept

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

- An additional estimated 200,000 square feet of office would be developed, mostly in two locations on the south side of I-90: In the **north Factoria** area on the west end of the corridor by the movie theatre, and on the site now occupied by the **Trailers Inn RV Park** on the east end.
- In the **Richards Valley** industrial area, the King County Transfer Station would be rebuilt, and the vacant King County parcel along Eastgate Way would develop with a light industrial use.
- At **Bellevue College**, additional buildings would be built on the campus consistent with the College’s Master Plan, adding 280,000 square feet of space.
- The auto retailers at **Sunset Village** can be expected to expand over time, displacing some existing retail/service uses.
- **Eastgate Plaza** would remain in its current configuration, but the long-term viability of grocery store use at this location is uncertain.
- A new city park would be built on the old **Bellevue Airfield**, in the northeast portion of the study area.
- While **older structures** might be replaced with new ones in various locations, the overall changes in the types of uses or net gain in square footage for any particular use is expected to be minimal.

Attachment D

No Action Alternative

Transportation Concept

The No Action scenario assumes that transportation improvements reflected in currently-adopted plan would be completed over time. These include:

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

Character

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

Projected Growth Under This Alternative

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

Land Use Type:	No Action	Alternative 1	Alternative 2	Alternative 3
Office (Sq Ft)	200,000	1,000,000	2,000,000	500,000
Retail (Sq Ft)	0	100,000	50,000	200,000
Industrial (Sq Ft)	86,000	-167,999	0	0
Institutional (Sq Ft):	280,000	350,000	420,000	280,000
Residential (Housing Units):	0	2,000	0	400
Hotel (Rooms):	0	200	300	100

20-Year Growth Projections

Office:	200,000 sq ft
Retail:	0 sq ft
Industrial:	86,000 sq ft
Institutional:	280,000 sq ft
Residential:	0 dwelling units
Hotel:	0 hotel rooms

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

Transfer station
 redevelops

Add 280,000 sq. ft.
 Institutional
 (per BC Master Plan)

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

King Co site develops with
 light industrial use

Auto dealer
 expansion;
 displacement of
 retail/service uses

Park
 development

Add 122,800 sq. ft.
 office (est.)

Older development replaced
 with similar use mix

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.

RV Park converts to
 “Administrative Office”
 Add 51,400 sq. ft. office (est.)

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

- 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.

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.

No Action Scenario



Eastgate/I-90

Land Use & Transportation Project

Alternative 1

Jobs/Housing Mix

Objective

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

Land Use Concept

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

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

This land use concept also incorporates the following features:

- Substantial upgrades to the strip mall retail services along the **156th Street corridor** to provide improved services to the neighboring offices and local community. Land uses could include a mix of retail, local services, and possibly residential.
- The **Eastgate Plaza area** becomes a minor mixed-use node with additional residences over retail and better services for surrounding neighborhoods.

Attachment D

Draft Alternative 1

- The **Factoria area** builds on the existing retail center as an amenity for residents. Residences are added to the mix of uses to support the retail and transit.
- The drainage pond area that serves the **Sunset Corporate Campus** is transformed into a park-like setting.
- Opportunities for **additional residential use** could be identified in appropriate locations, including a portion of Richards Valley.
- Retail uses in the **Sunset Village** area would be protected.

Transportation Concept

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

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

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

This concept also incorporates the following features:

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

Attachment D

Draft Alternative 1

- An east-west pedestrian path connects the County site to the transit hub. Grade changes exist here and ways to offer a relatively level walk would need to be explored.
- Paths in the office complex east of 156th Avenue Southeast are completed and/or improved to provide better access to retail and services in the 156th area.
- Reinforce Bellevue College as an all-day transit service area with enhanced bus service connections to and through the campus.

Character

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

New parks and green spaces could be introduced.

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

Projected Growth under this Alternative

The table below shows the types and amounts of new development that could be expected within the study area by the year 2030 under the Alternative 1, in addition to that which currently exists.

Information for the No Action Alternative and Alternatives 2 and 3 is also provided for comparative purposes:

Land Use Type:	No Action	Alternative 1	Alternative 2	Alternative 3
Office (Sq Ft)	200,000	1,000,000	2,000,000	500,000
Retail (Sq Ft)	0	100,000	50,000	200,000
Industrial (Sq Ft)	86,000	-167,999	0	0
Institutional (Sq Ft):	280,000	350,000	420,000	280,000
Residential (Housing Units):	0	2,000	0	400
Hotel (Rooms):	0	200	300	100

Medium density residential

- 2-5 stories
- 20-75 dwelling units/acre
- Pedestrian-oriented
- Green features (e.g., natural drainage)
- Some residential open space



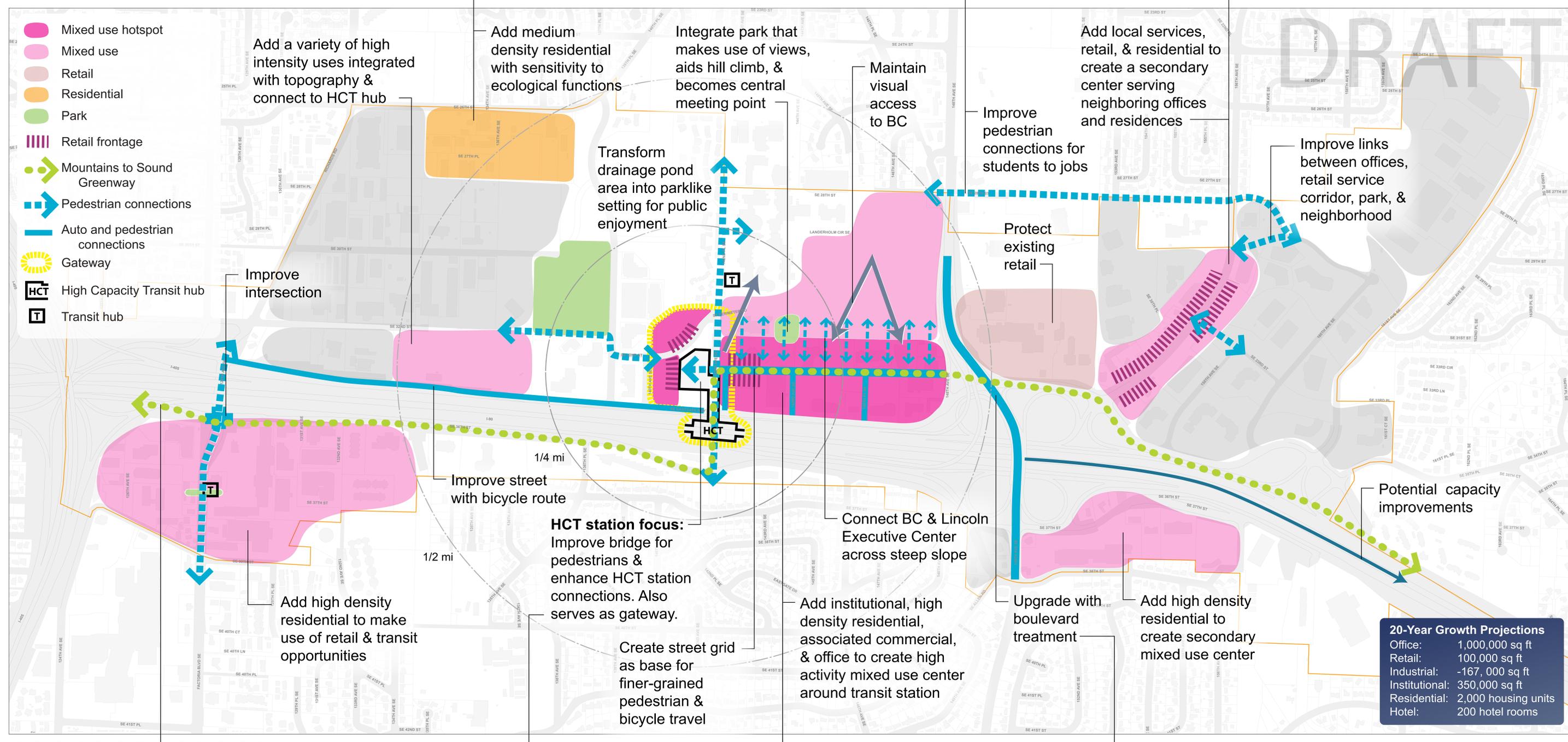
Trail improvement

- Human-scale lighting
- Green features (e.g., natural drainage)



Medium intensity mixed use

- Generally retail on ground floor, residential above
- 3-5 stories
- >25 dwelling units/acre
- Amenities included in development
- Pedestrian-oriented
- Green features (e.g., natural drainage)



20-Year Growth Projections

Office:	1,000,000 sq ft
Retail:	100,000 sq ft
Industrial:	-167,000 sq ft
Institutional:	350,000 sq ft
Residential:	2,000 housing units
Hotel:	200 hotel rooms

MTSG improvement

- Safe pedestrian & bicycle routes
- Green features (e.g., natural drainage)



Transit-oriented development

- Pedestrian & bike connections to transit
- Retail fronts transit
- Amenities included in development
- Green features (e.g., natural drainage)



High intensity mixed use

- Generally retail on ground floor, residential above
- 6+ stories
- >50 dwelling units/acre
- Retail fronts on specified streets
- Amenities included in development
- Pedestrian-oriented
- Green features (e.g., natural drainage)



Street improvement

- Boulevard-like
- Safe pedestrian & bicycle routes
- Green features (e.g., natural drainage)





Eastgate/I-90

Land Use & Transportation Project

Alternative 2

Regional Employment Center

Objective

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

Land Use Concept

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

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

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

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

This concept also incorporates the following features:

- Retail uses and services are developed on the western portion of the **Park-and-Ride and offices to the north**.
- The technology transfer functions of **Bellevue College** are expanded to areas currently used for parking.

Attachment D

Draft Alternative 2

- Additional services are added to the **156th Avenue SE corridor** to support neighboring office uses.
- **Richards Valley** becomes the location for light industrial, flex-tech, and research and development land uses.
- Likewise, the **Factoria area** accommodates additional offices, to make use of the retail and restaurants currently available.
- Office use would be introduced at **Sunset Village**, but would still accommodate auto retail activity.
- Office use throughout the study area would encourage or allow **retail and service uses and amenities**.

Transportation Concept

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

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

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

Features that expand upon this concept include:

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

Attachment D

Draft Alternative 2

Character

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

Projected Growth Under This Alternative

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

Land Use Type:	No Action	Alternative 1	Alternative 2	Alternative 3
Office (Sq Ft)	200,000	1,000,000	2,000,000	500,000
Retail (Sq Ft)	0	100,000	50,000	200,000
Industrial (Sq Ft)	86,000	-167,999	0	0
Institutional (Sq Ft):	280,000	350,000	420,000	280,000
Residential (Housing Units):	0	2,000	0	400
Hotel (Rooms):	0	200	300	100

Light industrial, flex-tech

- Substantially more intense and effective site use
- Green features (e.g., natural drainage and creek restoration)



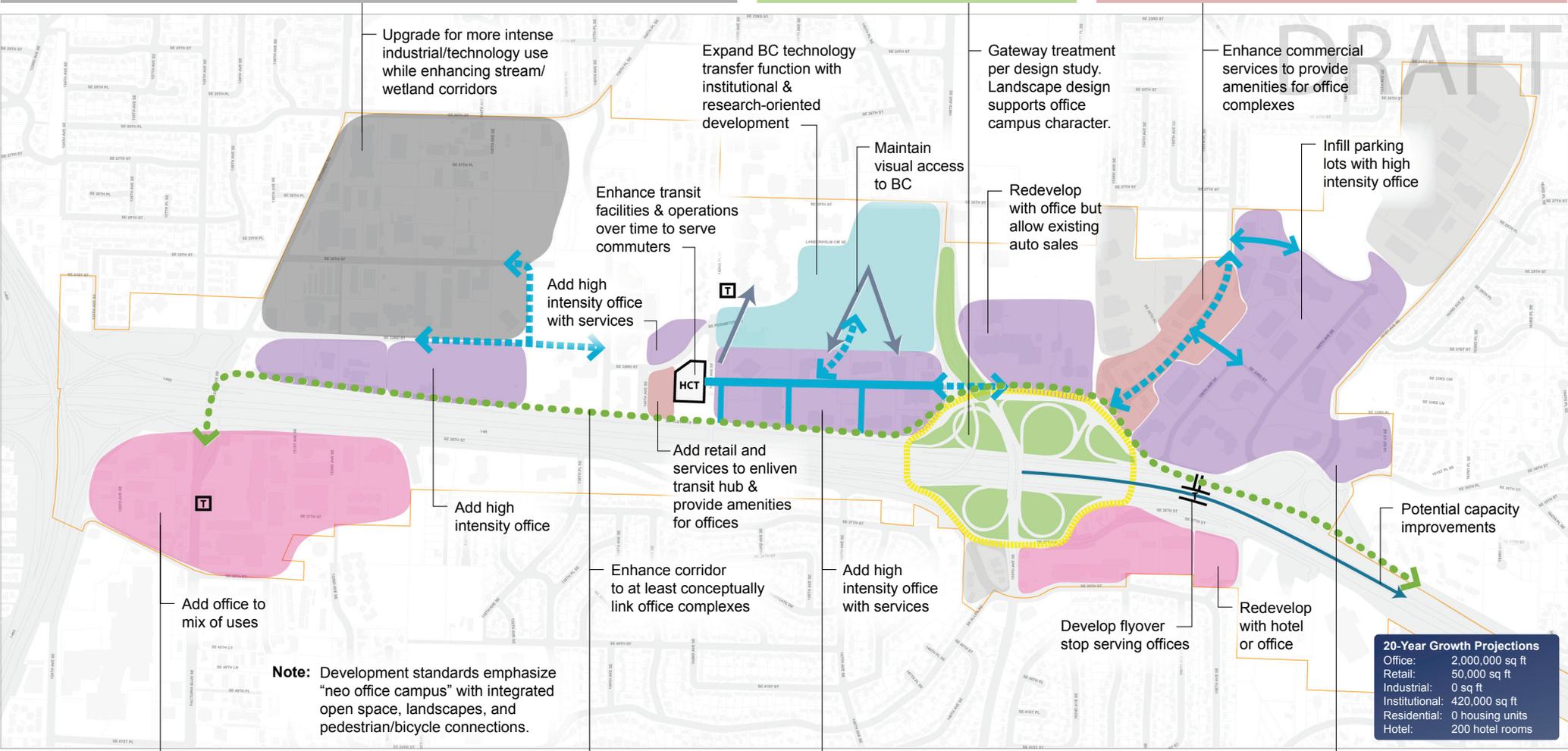
Interchange landscape improvement

- Reinforces campus character
- Green features (e.g., natural drainage)



Local retail and services

- Retail and services front specified streets
- Pedestrian-oriented
- Green features (e.g., natural drainage)



20-Year Growth Projections	
Office:	2,000,000 sq ft
Retail:	50,000 sq ft
Industrial:	0 sq ft
Institutional:	420,000 sq ft
Residential:	0 housing units
Hotel:	200 hotel rooms

Medium intensity mixed use

- Generally retail on ground floor, residential or office above
- 3-6 stories
- >25 dwelling units/acre
- Pedestrian-oriented
- Green features (e.g., natural drainage)



MTSG improvement

- Safe pedestrian & bicycle routes
- Green features (e.g., natural drainage)



High intensity office (neo office campus character)

- 6+ stories
- Pedestrian-oriented
- Green features (e.g., natural drainage)
- Possibly includes retail in ground floors





Eastgate/I-90

Land Use & Transportation Project

Alternative 3

Functional Improvements

Objective

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

Land Use

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

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

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

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

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

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

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

Transportation

Trails or improved streetscapes link destinations and neighborhoods, which is the goal of this alternative. Together, the city and the community identify and prioritize these improvements.

Attachment D

Draft Alternative 3

North-south streetscape treatments 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 development of a “boulevard” treatment along this corridor could include: street trees, median plantings, special lighting, separated and wider sidewalks, crosswalks, seating, special signs, landscaping, decorative paving patterns, and public art. The Mountains to Sound Greenway Trail runs along the south side of I-90, connecting the Factoria and Eastgate Plaza areas, before crossing to the north side via the SE 35th Place tunnel.

Additional transportation improvements incorporated into this alternative include:

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

Character

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

Projected Growth Under This Alternative

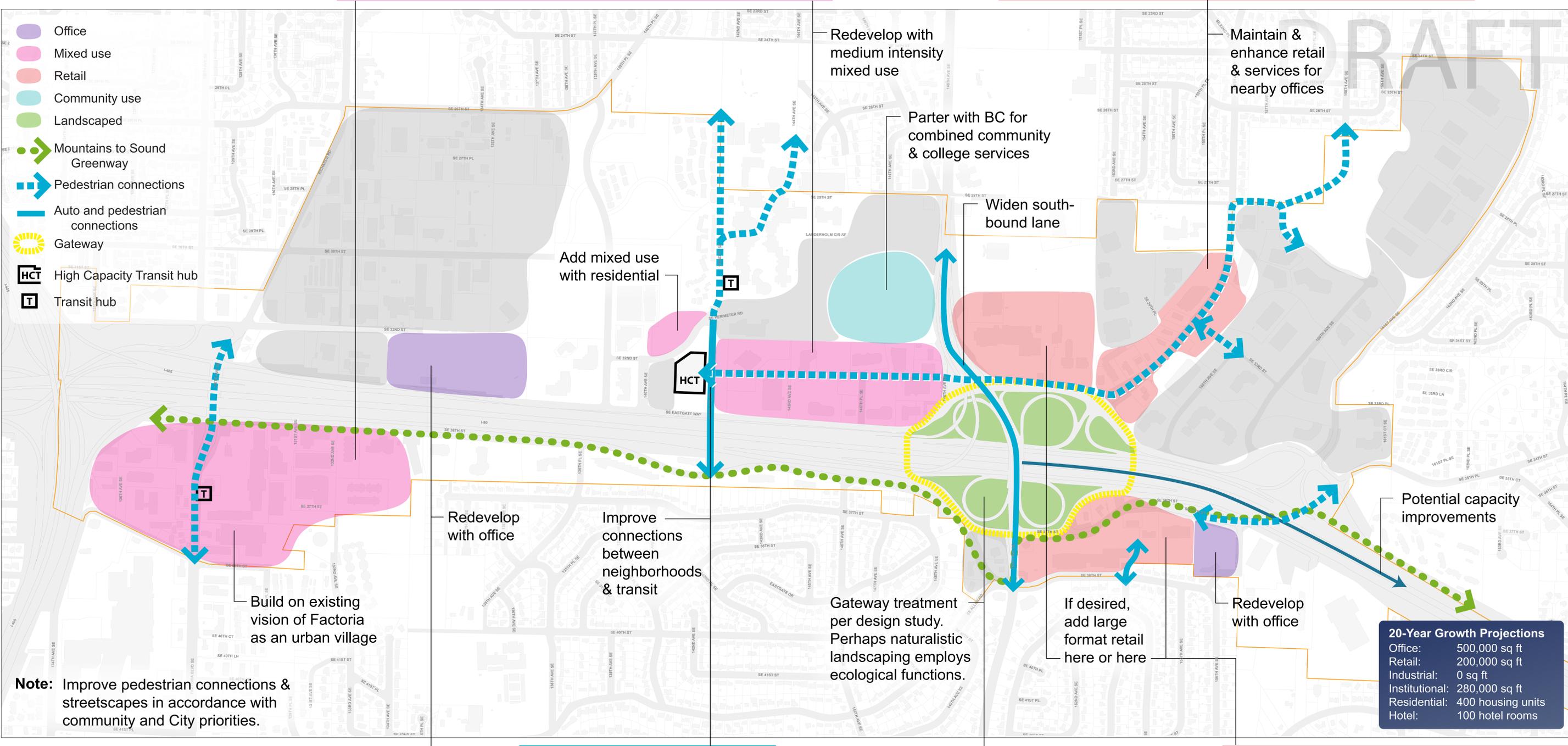
The table below shows the types and amounts of new development that could be expected within the study area by the year 2030 under Alternative 3, in addition to that which currently exists. Information for the No Action Alternative and Alternatives 1 and 2 is also provided for comparative purposes:

Land Use Type:	No Action	Alternative 1	Alternative 2	Alternative 3
Office (Sq Ft)	200,000	1,000,000	2,000,000	500,000
Retail (Sq Ft)	0	100,000	50,000	200,000
Industrial (Sq Ft)	86,000	-167,999	0	0
Institutional (Sq Ft):	280,000	350,000	420,000	280,000
Residential (Housing Units):	0	2,000	0	400
Hotel (Rooms):	0	200	300	100

- Medium intensity mixed use
- Generally retail on ground floor, residential above
 - 3-6 stories
 - >25 dwelling units/acre
 - Amenities included in development
 - Pedestrian-oriented
 - Green features (e.g., natural drainage)



- Local retail and services
- Retail and services front specified streets
 - Pedestrian-oriented
 - Green features (e.g., natural drainage)



Note: Improve pedestrian connections & streetscapes in accordance with community and City priorities.

20-Year Growth Projections	
Office:	500,000 sq ft
Retail:	200,000 sq ft
Industrial:	0 sq ft
Institutional:	280,000 sq ft
Residential:	400 housing units
Hotel:	100 hotel rooms

Medium intensity office

- 6+ stories
- Pedestrian-oriented
- Green features (e.g., natural drainage)
- Possibly includes retail in ground floors



Street improvement

- Safe pedestrian & bicycle routes
- Green features (e.g., natural drainage)



Interchange landscape improvement

- Improves ecological systems (e.g., natural drainage, habitat & water quality functions)



Large format retail

- Fits character of surrounding environment
- Green features (e.g., natural drainage)
- Highly visible and accessible location



Attachment E

Council Project Principles



Eastgate/I-90

Land Use & Transportation Project

Eastgate/I-90 Land Use and Transportation Project Council Principles

Approved by the Bellevue City Council on February 1, 2010.

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.



Eastgate/I-90
Land Use & Transportation Project

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)