



DATE: May 11, 2011

TO: Planning Commission

FROM: Michael Bergstrom, Senior Planner, PCD 452-6866

SUBJECT: Update on the Eastgate/I-90 Land Use and Transportation Project

In October, 2010 Council appointed a Citizen Advisory Committee to oversee the preparation of a land use and transportation plan for the Eastgate/I-90 commercial corridor, to guide its future development to the year 2030. The CAC has been meeting monthly since November, 2010, and is now engaged in the development of draft alternatives for that corridor. At your May 11 meeting, staff will provide the Planning Commission with an update on this project.

No action or direction is requested of the Planning Commission at this stage of the project. The purpose of the May 11 presentation is to provide the Commission with a status report on the project. At a later date (anticipated in 2012), the Commission will be asked to review Comprehensive Plan and Land Use Code amendments resulting from the current planning effort.

BACKGROUND

The Eastgate/I-90 corridor is one of Bellevue's five major employment centers, housing approximately 24,000 employees (Attachment A). In February 2010 Council authorized the commencement of the Eastgate/I-90 Land Use & Transportation Project. The purpose of this project is to develop a plan to guide development in the corridor to the year 2030, to ensure the continued vitality of the corridor over the long term. The project is co-managed by the Planning & Community Development and Transportation departments.

Staff began preparing for this project in late 2009, and used much of 2010 to prepare background materials and engage with stakeholders and the broader community through a variety of means, including an online survey, open houses, community association presentations, and one-on-one interviews. By the time the Citizen Advisory Committee was appointed in October, 2010, sufficient background information was available to allow the CAC to quickly come up to speed on the project.

The CAC comprises 15 individuals, including members of City Boards and Commissions (including Planning Commissioner Jay Hamlin), and representatives from the study area and surrounding area. The mission of this group is to advise and make recommendations to the City Council on the project. Following the completion of the CAC's work (anticipated late 2011 – Attachment B), the Planning Commission will help develop and

review any Comprehensive Plan or Land Use Code changes needed to implement the CAC's recommendation. The Transportation Commission will be asked to review any proposed transportation improvements and transportation policies that would be part of any Comprehensive Plan amendment to implement the CAC's recommendations.

RECENT ACTIVITIES

In recent meetings, the CAC has been laying the groundwork for the development of draft alternatives for the study area. These CAC meetings have focused on: Land use issues and opportunities (February); development of evaluation criteria (February, March – Attachment C); “building block” work session to help develop alternatives (March); and transportation issues, constraints, and opportunities related to the study area (April). At its most recent meeting (May 5), the CAC began developing draft alternatives for the corridor that can be presented to the public at open houses (late May).

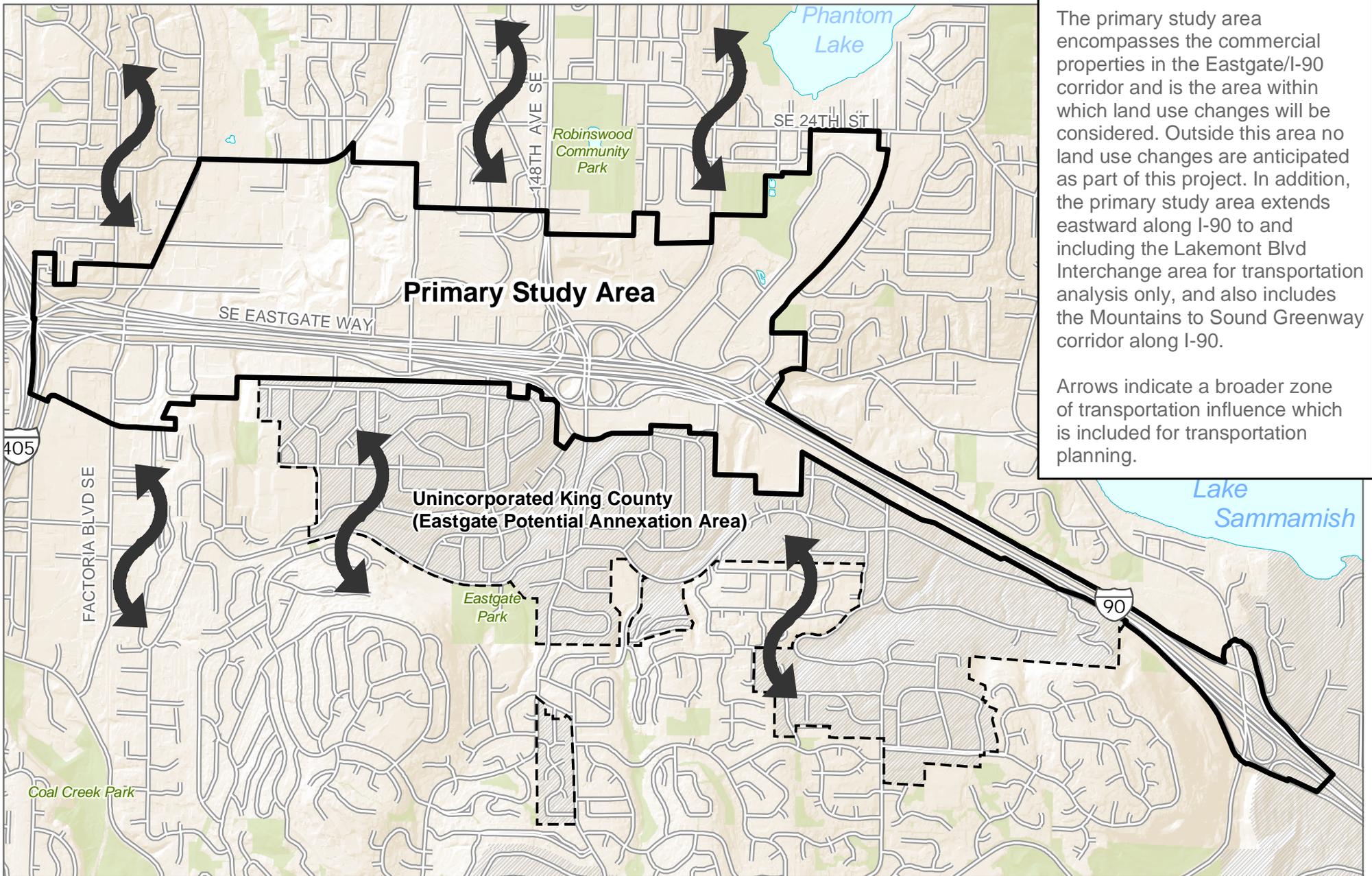
NEXT STEPS

At its June meeting, the CAC will be asked to approve draft alternatives which can be evaluated through transportation modeling and other environmental screening, and assessed in relation to project Principles approved by Council and the evaluation criteria developed by the CAC. This evaluation will take place over the summer. The CAC will take a break over July and August and reconvene in September to begin working toward a preferred alternative. As noted in the project timeline (Attachment B), the CAC's work is expected to be concluded in 2011.

At the conclusion of this planning process, the CAC will recommend a preferred land use vision and a set of transportation strategies that are consistent with and help to implement the land use vision. At the May 11 briefing, staff will update the Planning Commission on the outcome of the May 5 CAC meeting and on the draft set of alternatives the CAC is contemplating to guide the evolution of the Eastgate/I-90 corridor.

ENCLOSED

- A. Study Area Map
- B. Project Timeline
- C. Evaluation Criteria



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.

	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 style="text-align: center;">● — Community Briefings — ●</p> <p style="text-align: right;">Open Houses</p>								
Reporting	<p style="text-align: center;">Regular Briefings to Transportation Commission & Planning Commission</p> <p style="text-align: center;">Regular Briefings to City Council</p>								



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)