



MEMORANDUM

TO: Transportation Commission

FROM: Franz Loewenherz, Senior Transportation Planner, 425-452-4077

SUBJECT: Eastgate/I-90 Land Use and Transportation Project Status Report

DATE: May 12, 2011

This is an information item; no action is required at this time.

At its May 12 meeting, Bellevue staff will provide the Transportation Commission with a better appreciation of how the [Eastgate/I-90 Land Use and Transportation Project](#) (a long-range 2030 vision) is an important step in the City's multi-phased approach to delivering transportation improvements in the corridor. The project is being guided by a Citizen Advisory Committee (CAC) made up of members of City Boards and Commissions (including Commissioner Francois Larrivee), and representatives from the study area and surrounding community. The mission of this group is to advise and make recommendations to the City Council on the project. At the completion of the CAC's work, 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 also likely be asked to review the list of proposed transportation improvements and transportation policies that would be part of any Comprehensive Plan amendment to implement the CAC's recommendations.

Bellevue staff will provide the Transportation Commission with a status report on recent CAC meeting discussions at which they have: discussed land use issues and opportunities (February); developed evaluation criteria (February, March); engaged in alternatives "building block" work sessions (March); become familiar with transportation issues, constraints, and opportunities related to the study area (April); and, started developing draft alternatives for the Eastgate/I-90 corridor that can be presented to the public for input (May). At its June meeting, the CAC will be asked to approve draft alternatives which can be evaluated through transportation modeling and other environmental screening. 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 (see Attachment A), the project is expected to be concluded in 2011.

At the conclusion of this planning process, the CAC will recommend a set of transportation strategies that are consistent with and help to implement the land use vision and that add new capacity to choke point locations, improve roadway operations, and manage demand by providing the public with more travel choices. At this upcoming May 12 briefing, staff will make sure the Transportation Commission is: apprised of some of the transportation strategies that are being vetted through this process; informed on the criteria that will help in the evaluation of the land use and transportation alternatives (see Attachment B); and, made aware of the draft set of alternatives the CAC is contemplating about how the Eastgate/I-90 corridor might evolve over the next twenty years.

ENCLOSED

- A. Project Timeline
- B. Evaluation Criteria

Attachment A Project Timeline

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

Attachment B Evaluation Criteria

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)