



Eastgate/I-90

Land Use & Transportation Project



Draft
Alternatives
Survey
Summary
Report

Prepared by the
Transportation and
Planning & Community
Development Departments,
June 2011

Table of Contents

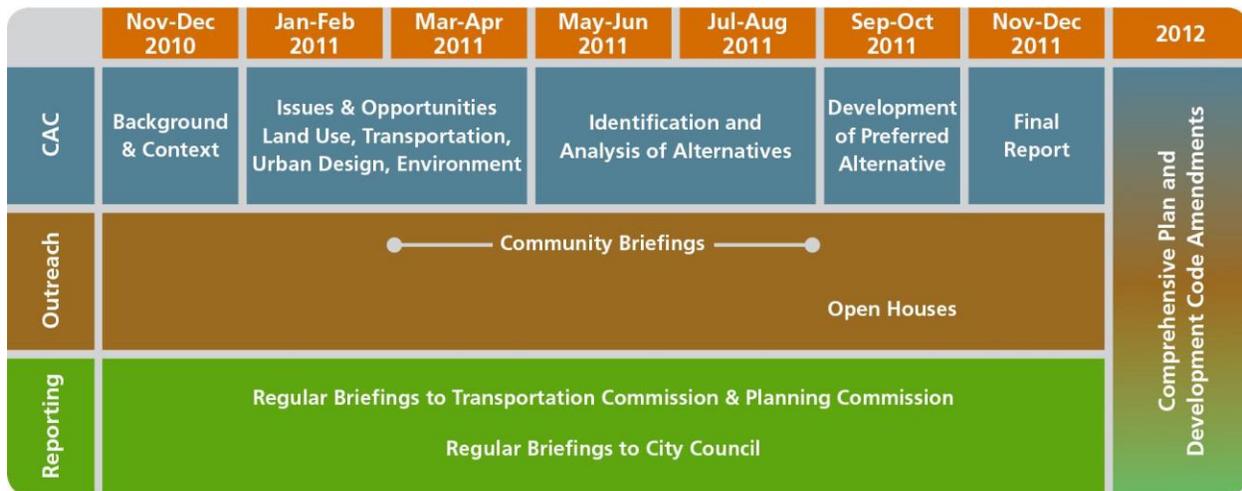
| | |
|--|----|
| Introduction | 2 |
| Background | 2 |
| Open House Public Input | 3 |
| Public Comments Received..... | 5 |
| Online Questionnaire Responses | 7 |
| No Action Alternative..... | 8 |
| <i>What do you like?</i> | 9 |
| <i>What don't you like?</i> | 10 |
| <i>Are we missing anything?</i> | 12 |
| Alternative 1 – “Jobs/Housing Mix” | 13 |
| <i>What do you like?</i> | 14 |
| <i>What don't you like?</i> | 16 |
| <i>Are we missing anything?</i> | 18 |
| Alternative 2 – “Regional Employment Center” | 20 |
| <i>What do you like?</i> | 21 |
| <i>What don't you like?</i> | 22 |
| <i>Are we missing anything?</i> | 24 |
| Alternative 3 – “Functional Improvements” | 25 |
| <i>What do you like?</i> | 26 |
| <i>What don't you like?</i> | 27 |
| <i>Are we missing anything?</i> | 28 |
| Additional Feedback | 29 |
| <i>Do you have any other feedback you would like to provide?</i> | 30 |
| Appendix A. Draft Alternatives | 32 |

Introduction

At its May 19 meeting, the Eastgate/I-90 Citizen Advisory Committee (CAC) arrived at early draft alternatives. These alternatives were presented to the public for feedback. The alternatives were shared at two open houses on June 1, and they were made available for further public comment in an online questionnaire accessible from June 2 through June 14.

This report summarizes the public feedback received from the open houses and online questionnaire. The report will be presented to the CAC at its June 16 meeting, at which time the CAC will decide whether to initiate the next step of the project—a more detailed analysis of the alternatives (see project timeline below). In this second phase, staff will evaluate the draft alternatives against the CAC evaluation criteria, Council principles, and environmental considerations. This evaluation will occur over the summer, while the CAC is in recess.

Eastgate/I-90 Project Timeline



Background

As part of the Eastgate/I-90 Land Use and Transportation Project, the City of Bellevue developed three ‘action’ land use and transportation alternatives in addition to one ‘no action’ alternative. These alternatives are summarized below (for detailed descriptions see Appendix A).

- No Action Alternative**—This alternative 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

simply 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.

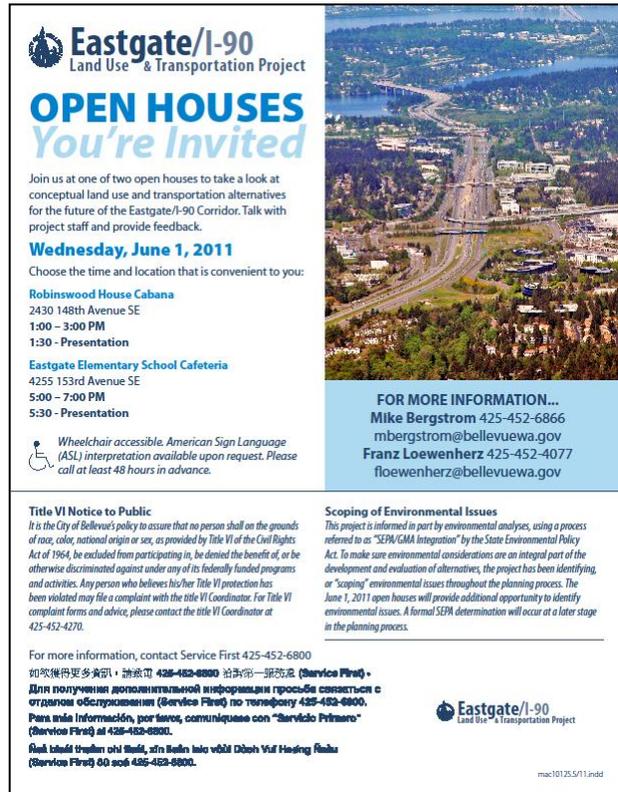
- **Alternative 1 (Jobs/Housing Mix)**—This alternative encourages the integration of land uses that are supportive of transportation options, such as bicycling, walking, and riding the bus. It builds on the existing Park-and-Ride as a transit hub, the proposed Mountains to Sound Greenway (MTS Greenway) as a landscaped bicycling corridor, and Bellevue College (BC) as an 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.
- **Alternative 2 (Regional Employment Center)**—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.
- **Alternative 3 (Functional Improvements)** - 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.

This report addresses the responses to these alternatives obtained from the public at both the open houses and from the online questionnaire. The public input received will be helpful during the alternatives evaluation phase we are about to enter, and later as the CAC develops a preferred alternative. It will help identify issues that are of concern to the public, as well as help us determine what types of uses, development intensities, urban character, and transportation improvements might be acceptable to the community at large.

It should be noted that the community outreach comments reflected in this document are reported verbatim as received from the public at both of the Open House venues and through the on-line questionnaire. In a number of instances, public comments shared on a particular alternative are likely relevant across multiple alternatives (e.g., a general statement in favor of the Mountains to Sound Greenway Trail extension attributed to a particular alternative should be regarded as a favorable perspective on this facility enhancement across multiple alternatives).

Open House Public Input

Two open house events were held on June 1, the first from 1:00 to 3:00p in the Robinswood House Cabana and the second from 5:00 to 7:00p at the Eastgate Elementary School. Though the open houses were lightly attended, the draft alternatives presented were generally well-received. Attendees seemed pleased that attention is being given to improve the corridor. Written comments were collected on post-it notes and on pre-printed comment forms. No clear preference for any one alternative emerged (in fact, participants were asked to not “vote” for a preference), but it is clear that there are existing issues that the public wants to see addressed. Comments received at the open houses are provided on the following pages.



Eastgate/I-90
Land Use & Transportation Project

OPEN HOUSES

You're Invited

Join us at one of two open houses to take a look at conceptual land use and transportation alternatives for the future of the Eastgate/I-90 Corridor. Talk with project staff and provide feedback.

Wednesday, June 1, 2011

Choose the time and location that is convenient to you:

Robinswood House Cabana
2430 148th Avenue SE
1:00 – 3:00 PM
1:30 - Presentation

Eastgate Elementary School Cafeteria
4255 153rd Avenue SE
5:00 – 7:00 PM
5:30 - Presentation

 Wheelchair accessible. American Sign Language (ASL) interpretation available upon request. Please call at least 48 hours in advance.

FOR MORE INFORMATION...
Mike Bergstrom 425-452-6866
mbergstrom@bellevuewa.gov
Franz Loewenherz 425-452-4077
floewenherz@bellevuewa.gov

Title VI Notice to Public
It is the City of Bellevue's policy to assure that no person shall on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participating in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated may file a complaint with the title VI Coordinator. For Title VI complaint forms and advice, please contact the title VI Coordinator at 425-452-4270.

Scoping of Environmental Issues
This project is informed in part by environmental analyses, using a process referred to as "SEPA/GMA Integration" by the State Environmental Policy Act. To make sure environmental considerations are an integral part of the development and evaluation of alternatives, the project has been identifying, or "scoping" environmental issues throughout the planning process. The June 1, 2011 open houses will provide additional opportunity to identify environmental issues. A formal SEPA determination will occur at a later stage in the planning process.

For more information, contact Service First 425-452-6800
如需獲得更多资讯，請撥打 425-452-6800 洽詢第一服務中心 (Service First)。
Для получения дополнительной информации просим связаться с отделом обслуживания (Service First) по телефону 425-452-6800.
Para más información, por favor, comuníquese con "Servicio Primero" (Service First) al 425-452-6800.
Untuk lebih lanjut info, sila hubungi info pusat Dikoh Vaf Hasing First (Service First) di 425-452-6800.



mac10125.5/11.indd

Eastgate/I-90 Open House Flyer



Residents participating at the June 1 Open Houses



Public Comments Received

No Action

Likes:

- It doesn't affect the environment
- Simplicity
- Action "must" occur!

Don't likes:

- Problems would sustain
- Noise

Are we missing anything?

- Nope
- Keep the area cleaner!!!

Alternative 1 – "Jobs/Housing Mix"

Likes:

- The dorms are a good idea for students
- New walkway
- Connected to Bellevue College
- Increasing the tax base

Don't likes:

- Nothing
- Too big!!! More noise
- Keep parks
- Minimum industrial square footage

Are we missing anything?

- Nope

Other:

- Keep park "simple"
- Consider sound walls (along I-90)?
- Remedy present "choke points":
 - Add left turn lane at 156th
 - Eastgate access to I-90/east (by Pizza Hut)

Alternative 2 – "Regional Employment Center"

Likes:

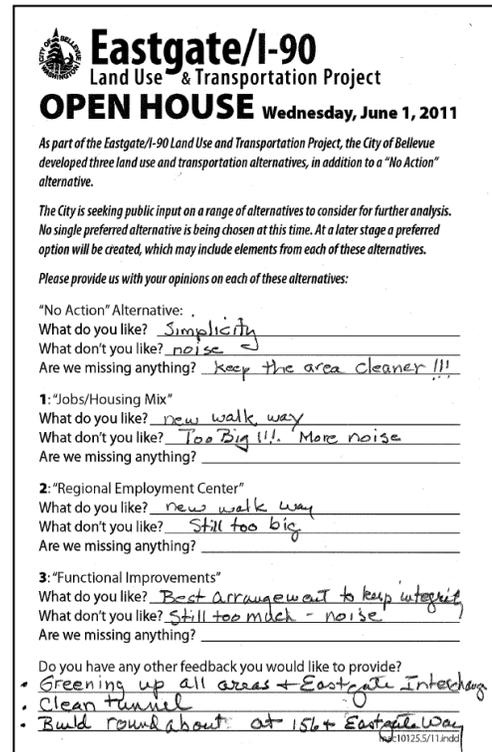
- It creates many jobs which we need
- New walkway
- Increase of office square footage

Don't likes:

- Takes a lot of space
- Still too big
- No expansion of housing units

Are we missing anything?

- Nope



Eastgate/I-90
Land Use & Transportation Project

OPEN HOUSE Wednesday, June 1, 2011

As part of the Eastgate/I-90 Land Use and Transportation Project, the City of Bellevue developed three land use and transportation alternatives, in addition to a "No Action" alternative.

The City is seeking public input on a range of alternatives to consider for further analysis. No single preferred alternative is being chosen at this time. At a later stage a preferred option will be created, which may include elements from each of these alternatives.

Please provide us with your opinions on each of these alternatives:

"No Action" Alternative:
 What do you like? Simplicity
 What don't you like? noise
 Are we missing anything? keep the area cleaner!!!

1: "Jobs/Housing Mix"
 What do you like? new walk way
 What don't you like? Too Big!!! More noise
 Are we missing anything? _____

2: "Regional Employment Center"
 What do you like? new walk way
 What don't you like? Still too big
 Are we missing anything? _____

3: "Functional Improvements"
 What do you like? Best Arrangement to keep integrity
 What don't you like? Still too much - noise
 Are we missing anything? _____

Do you have any other feedback you would like to provide?
 • Greening up all areas + Eastgate Interchange
 • Clean Tunnel
 • Build roundabout at 156 + Eastgate Way

10/25/11.ink

A completed Open House comment form

Other:

- Suggest you add to these information boxes:
 - Approximate # of cars projected
- Keep park “simple”
- Feasibility of I-90 improvements?
- Consider sound walls (along I-90)?
- 156th – (Plans to):
 - widen road?
 - propose more lanes?
- No egress onto 161st from Boeing complex please



Alternative 3 – “Functional Improvements”

Likes:

- The roundabout concept
- It doesn’t destroy too much environment
- Best arrangement to keep integrity
- Mix of office and housing
- Increase in retail

Don’t likes:

- Builders wouldn’t develop
- Still too much – noise
- Keep the parks
- No expansion of industrial space

Are we missing anything?

- Nope

Other:

- Keep park “simple”
- Consider sound walls (along I-90)?
- Until I-90 congestion and noise is reduced by guaranteed funding only the Functional Improvements should be done



General comments:

- Good job with all the planning
- Greening up all areas & Eastgate interchange
- Clean tunnel
- Build roundabout at 156th & Eastgate Way
- Remedy present traffic “choke points”, including: Left turn lane at 156th and Eastgate access to I-90/East (by Pizza Hut)

Online Questionnaire Responses

On June 2nd, the day following the open houses, the draft alternatives and an online questionnaire were posted on the project website to provide an arena for additional public review and comment. This questionnaire remained available through June 14th.

Alternative Assessment

Page 3 of 6

Alternative 1 - "Jobs/Housing Mix"

Medium density residential

- 2-3 stories
- 20-75 dwelling units/lot
- Green buildings (e.g., natural drainage, green roofs, open space)

Trail improvement

- Low-voltage lighting
- Green features (e.g., natural drainage)

Medium intensity mixed use

- General retail
- Industrial access
- 2-3 stories
- 25-50 dwelling units/lot
- Green buildings (e.g., natural drainage)
- Professional-oriented
- Green features (e.g., natural drainage)

MISC improvement

- 20% pedestrian & bicycle routes
- Green features (e.g., natural drainage)

Transit-oriented development

- Professional & office connections to transit
- Transit-oriented
- Amenity included in development
- Green features (e.g., natural drainage)

High intensity mixed use

- General retail on ground floor
- Mid-rise residential above
- 2-3 stories
- High density professional & office
- Placed front on specified streets
- Amenity included in development
- Green features (e.g., natural drainage)

Street improvement

- 2-3 stories
- 25% pedestrian & bicycle routes
- Green buildings (e.g., natural drainage)

20-Year Growth Projections

| | |
|-------------|---------------------|
| Office | 1,000,000 sq ft |
| Retail | 100,000 sq ft |
| Industrial | 100,000 sq ft |
| Residential | 2,000 housing units |
| Open | 200,000 sq ft |

ALTERNATIVE 1
Jobs/Housing Mix 1

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 (M/S 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.

[Click here for more information](#)

4. What do you like?

5. What don't you like?

6. Are we missing anything?

The online questionnaire form, providing space for the public to leave comments

No Action Alternative

As depicted in these images, respondents identified the proposed road and park improvements, Mountains to Sound Greenway Trail, and maintenance of the status quo as desirable aspects of the “no action” alternative. Expansion of local automobile dealerships, a loss of neighborhood services, and the limited nature of improvements to pedestrian, bicycle, transit, and roadway facilities were factors that respondents disliked. When asked if anything was missed in the plan, respondents reiterated that the No Action Alternative was lacking in road improvements and added that more growth was needed in the Eastgate/I-90 area.

What do you like?



What do you dislike?



Are we missing anything?



Created using <http://wordle.net/> from the full text of the responses to the on-line questionnaire.
 Words are scaled in size based on their frequency of occurrence in the text.

No Action

What do you like?

1. I-90 improvements
2. Maintains the status quo
3. The bike trail extension
4. Additional office space near Factoria—road improvements
5. Greenway trail!
6. I like that fact that a least modest I-90 onramp and 148th overpass improvements are being offered to existing residents who are finding current traffic levels to be extremely damaging to their quality of life and extremely dangerous.
7. TFP-154
8. I like MTSG trail improvements and sidewalk and bicycle improvements. I like TFP-162; this should help ease traffic to BC and Microsoft. I also like the park development.
9. It all seems carry on the same!
10. MTSG trail seems to be low cost
11. TFP 195
12. MTSG trail on South Side is ok.
13. Nothing in this model
14. Widening SE 37th St East of 150th, as this is routinely a source of congestion with traffic backed up into the left turn lane to the onramp to Eastbound I-90.
15. TFP-195 is really needed, so I like that.
16. No big intrusive changes. The ramp changes would help traffic getting off freeway. Changing rv park to more business use seems to make sense.
17. The lack of density
18. I like the park development
19. Lowest increase in traffic generation. Allows existing development expectations to remain. Some street capacity improvements.
20. Park development
21. Small improvements to traffic flow by adding turn lanes.
22. Potential MTSG trail on the south side of I-90 is a plus. Increase in H-tech and/or R&D is also a positive.
23. Improved turn lanes.
24. I like TFP-195- widening I-90 off ramp since that area causes congestion at the intersection of 150th. Often when getting off the freeway, I have to wait for light changes to get across the intersection because the on-ramp to I-90 East is so backed up and cars can't get by who are NOT heading E on the I-90.
25. Transfer station redevelopment, retain light industrial businesses in Richards Road corridor, tfp-195, TFP 154, park development at old airfield
26. I go along with all of the proposal except what is noted below.
27. Much less intense development compared to the 'Action' alternatives.
28. Nothing good here except the park development
29. TFP projects 154, 162 & 195; Also continued expansion of Bellevue College, and Airfield park development. Convenience of Eastgate P&R, KC Transfer Station and open space of the office campus development.
30. Nothing

No Action

What don't you like?

1. It is a part of Bellevue that is not pedestrian friendly. It is spooky because of that.
2. No improvements to Eastgate Plaza, expansion of auto dealer, and removing retail space
3. Doesn't address some of the traffic congestion issues. Does little to improve the look of the Eastgate retail area
4. Lack of additional capacity, 200,000sf of office today seems like a lot because the market is not there, however within the next 20 years we need to consider growth. There is nothing helping resolve the major problem of service to the users in the area (lacks retail, restaurants, housing etc)
5. This represents Status quo. We can do better.
6. Expansion of auto dealership displacing other businesses
7. It seems unplanned—letting any use develop as it happens—no control
8. I don't like the fact that there are only modest I-90 onramp and 148th overpass improvements are being offered to existing residents who are finding current traffic levels to be extremely damaging to their quality of life and extremely dangerous.
9. Auto dealer expansion
10. Auto dealer expansion/displacement of retail. King county site develops light industrial, just N of I-90. The concept of only Limited improvement in Transit Service and only limited bicycle and sidewalk improvements.
11. Lack of public transport and high rise development.
12. No planning
13. Expansion of auto dealers
14. Expansion of Auto Dealership. This area has a wonderful Southern exposure, which accounts in part for the popularity of the Tulley's currently located there. This location is a neighborhood gem! The mid-priced restaurants are packed at lunch with workers from nearby buildings. This is a great area for a revitalized restaurant/coffee shop/small office, and maybe upper level apartments.
15. Completely lacks overall vision and community connections that most neighborhoods of Bellevue enjoy.
16. Little to no improvement to transit, bicycle, or pedestrian facilities. No improvement to connections between the pockets that make up the area.
17. Uncertain future of grocery store at Eastgate Plaza. Is it this specific store (Albertsons), or any grocery store? We shop here sometimes because it is so convenient.
18. I don't like the auto dealer expansion. I'd much rather the retail expand and the auto dealer go somewhere else.
19. No real addition for places I would use like retail expansion or more / better restaurants. Having the grocery go away would be a big loss for the area. No interesting place to go to that has combination of retail with restaurants etc.
20. The new road that crosses over I-90 from BCC is too narrow! It should have a turn lane in the middle. Who designed it? It is a serious bottleneck.
21. I do not like the auto dealer expansion/displacement of retail services. I would like to see more retail development (we cannot afford to lose the last grocery store in the Eastgate area).
22. Limits economic potential of area.
23. Expanding auto dealer. It needs something else
24. Little or nothing done to allow pedestrian and bicycle access.
25. Transit center access difficult except by automobile. Limited or no improvements to alternative transportation.

26. Just about everything. I do not like the lack of pedestrian and bicycle access. I do not like the lack of connections between neighborhoods. I do not like the lack of planned use.
27. Auto-dealer expansion. There is already has a strip of auto dealers on 116th avenue, and it appears under-utilized (though I suppose Michael's would disagree). Building up another auto-mile right next to a college seems short-sighted to me.
28. Keep the grocery store otherwise people have to travel to Factoria to get groceries. That will only increase congestion along the road just south of I-90 (Honda dealership) which is already jammed, especially for the evening commute. I don't think you need more office space (122,800 sq ft) there are plenty of offices now.
29. Car dealer expansion, King County site light industrial use, RV park conversion to admin offices
30. 1. Lil' Jons Restaurant is a local institution like the Pancake Corral on Bellevue Way. Expansion of the auto dealerships to the demise of Lil' Jons would not be popular. Also Tully's is another popular gathering spot which has a larger seating area than the smaller Starbucks on 156th. Both Lil' Jons and Tully's are our social gathering spots for those in Somerset/Eastgate and Robinswood neighborhoods.2. Replacing the RV park with more office space? I think the RV park provides a necessary service and don't see the point of forcing them out, they appear to be an underserved segment of the community. This is the ONLY one in the Bellevue area. We already have lots of office space.....3. Michael's Toyota eliminated the Safeway store that was once in the Sunset business area. Eliminating the Albertson's in the Eastgate business area will force grocery shoppers to Factoria's Safeway and QFC, not many people in Somerset/Eastgate or Robinswood like to deal with the traffic in already over-crowded Factoria. Eliminating Albertson's would definitely be a problem.
31. It looks good!!
32. Loss of grocery store increases local traffic.Expanded auto dealer increases runoff, light pollution, energy waste, hydrocarbon emissions from hundreds of idle cars.Increased difficulty for bicycle alternative commuters.
33. Auto dealer displacement of retail service uses between Michael's Toyota and Chaplain's. Light industrial area east of Richards Road is underutilized. Limited transit service improvements.
34. Do not like this alternative at all.
35. There is no real improvement for traffic, widening lanes just doesn't do it.

No Action

Are we missing anything?

1. Better access from Factoria to I-90 eastbound. More friendly space to gather.
2. None
3. We are missing opportunity for future growth within this area of our community
4. The existing I-90 onramp and 148th overpass conditions are unacceptable to current residents and need to be fixed before you even begin to think about adding more density, especially in the context of rush-hour traffic.
5. If the present Factoria Mall area was redeveloped in line with Singapore, Hong Kong, Vancouver BC, you could house an additional 70,000 people.
6. Estimate of cost to taxpayers
7. Yes, eliminate the jog to using 150th when using the frontage road (TFP 195) the old Denney's/ Korean BBQ should go.
8. This model offers no vision of community or neighborhoods.
9. Probably :)
10. For the most part, I like it as it is.
11. Not that I can think of now
12. The proposed I-90 improvements should be supported, regardless of which alternative is chosen. These are necessary regional capacity improvements that would benefit all of Bellevue, as well as the rest of the State.
13. Lack of improved access limits retail support and livability of whole area.
14. Clearly, the cheapest alternative is the worst!
15. I use the ramp in TFP-195 every day. I doubt widening it will improve anything unless changes are made in the westbound from SE Eastgate Way onto 148th/150th avenue southbound. It is pretty common for the two left turn pockets to fill up and block the west-bound through lane.
16. Can you put an I-90 eastbound ramp down by Factoria so that traffic doesn't get so congested around 150th?
17. Lack of local shopping and service areas in 148th SE and I-90 interchange area.
18. How about more direct access to Factoria from I90 W/B and I405 N/B and S/B instead of forcing traffic through I90/150th Ave SE? Now that would be an improvement!
19. Traffic-impact analysis for 140th Ave. NE and 148th Ave. NE from SR520 to I-90.
20. This scenario is even more hostile to bicycle and pedestrian traffic. Provisions for improved bus service south of I-90 are still absent. There is no mitigation of local traffic, just accommodation for people who won't use alternate commuting strategies and mass transit.
21. Yes, you need real traffic improvement as the top priority. You need to exit I-90 westbound traffic directly to 148th as an absolute minimum.

Alternative 1 – “Jobs/Housing Mix”

Respondents identified a variety of aspects to this plan that were relatively equally well-liked, including improvements to pedestrian and bicycle facilities, the implementation of mixed use development including housing and neighborhood services, and the creation of a sense of place. These sentiments were not uniformly shared, however, as the most commonly disliked themes also include an excess of housing and density, as well as a concern about impacts to local traffic. ‘Missing’ elements identified include lacking road and connectivity improvements.

What do you like?



What do you dislike?



Are we missing anything?



Created using <http://wordle.net/> from the full text of the responses to the on-line questionnaire.
 Words are scaled in size based on their frequency of occurrence in the text.

Alternative 1 – “Jobs/Housing Mix”

What do you like?

1. I like mixed-use medium density retail/ residential. I don't personally know what the need is for housing in Bellevue. My guess is that students at B.C. could benefit from local housing. I like neighborhoods. I like boulevards and making the area more pedestrian friendly. I like green space and Eastgate Park. Where is Eastgate Park on this map? I like the expansion if Bellevue College. It brings young people into the area.
2. Mixed use; more pedestrian and bike routes; look of mixed use areas; improved housing options for BC
3. Increased use of the park and ride as a transit center. Increased residential density.
4. Improves the neighborhood feel of the area
5. The introduction of mixed use within the land use area, providing more service opportunities. Like the general visual images
6. Leverages existing Transit center hub. Mixed use concept at Lincoln Exec center and connection to Bellevue College makes sense.
7. High density residential near Factoria. Protects existing retail in Eastgate Plaza
8. Looks new, refreshed. Love the park.
9. I like the bike trail.
10. Integrating housing with retail, etc. Might help cut traffic. MTSG being routed through the transit hub. Green features and more trails. Retail at transit center. The entire street improvement scheme (bike/ped/green, etc). Really, pretty much most of the proposal.
11. Increase in population density.
12. I love the vibrant feel of the buildings and multi-tiered effect of this mixed use concept.
13. Access to transportation from both north and south of I-90
14. Improved intersection at Richards Road and the frontage road
15. I like the overall look of this, and its stated goal of supporting transportation options. This is my overall preferred option. I also like: 1) the integration of the MTSG and the mixed use hotspots, 2) the boulevard-like street improvements and ped-safety improvements, and 3) placement of Gateway.
16. Excellent - this model builds on the strengths of the neighborhoods, offering attractive, affordable housing, multiple venues for employment and neighborhood services, plus solid improvements for pedestrians and transit. Great work!
17. Greatest improvement to transit, bicycle, and pedestrian facilities. Highest likelihood of dramatic increase in commerce and business. Largest improvement in housing density. Fully exploits the area's potential for becoming a lively place to live, work, and shop.
18. Not much
19. Emphasis on bicycling and pedestrian connections.
20. Better hotspot use assuming its retail and restaurants I would want to visit.
21. Very little.
22. I like the protecting existing retail. I like HCT and improving links between existing offices and retail services.
23. Includes I-90 improvements. Aggressive, with significant redevelopment potential. Improves Bellevue's housing supply.
24. Of all the alternatives ... I like this one the best. Seems to optimize Bellevue College integration with residential/office activities.
25. Anything that would improve the Eastgate shopping center. Improving 148th from ped safety and green features. It's not much fun to walk around now.
26. I love the idea of adding trails so people can get around without driving. Having added housing is a good idea in this plan. The street improvements proposed would be great.

27. Pedestrian and cycle routes from BC to Eastgate look very good. BLVD upgrade from north to south along 148th is good. Focus on high density residential along with livability with focus on transit and alternate transportation is the best option given energy costs and increasing population density.
28. This is a great plan. I love the new pedestrian & bicycle access down Eastgate. This is great. I like the connections between neighborhoods. I like the mixed use, which creates wonderful neighborhoods that hold housing values well. I love the green features. I love the better connections to the transit center. I love the pedestrian access from Transit center to Richards Road. MTSG trail is fantastic. This plan has vision, practicality, and intelligent values.
29. Protecting the existing retail near the existing auto dealer. It's a plus for the college.
30. I like the boulevard treatment we need safer streets and sidewalks.
31. Increase in local services.
32. Protecting existing retail area adjoining Michael's Toyota. High density residential along Eastgate Way by transit center and on 156th Ave SE.
33. Nothing about this option is attractive.
34. Nothing
35. Adding residential use to the T-Mobile campus area, improving the drainage pond by Sunset Office campus, creating a finer street grid with redevelopment east of the P&R, improving linkages from retail on 156th to neighborhood, and adding residential component to redevelopment of Albertson's center. Also - improved N-S transit routing direct from freeway and P&R through Bellevue College! Excellent.
36. Not much, still not real traffic improvements

Alternative 1 – “Jobs/Housing Mix”

What don't you like?

1. High density housing
2. The new Eastgate (airport field) Park is not on this plan
3. Want to make sure we do not preclude flexibility should we need to change the mix of uses
4. MTSG alignment is awkward with Z connection across freeway. Better to put this entirely on North side of I-90. Proposed housing on King county site west of Sunset Corporate Campus is wrong use. The site is bordered by power lines to East and transfer station to North. This is a better site for office.
5. High density residential at present spot of Albertsons.
6. Increased traffic due to increase population
7. I don't like anything else in this plan. I especially don't like the additional density. The existing I-90 onramp and 148th overpass conditions already being offered to existing residents are finding current traffic levels to be extremely damaging to their quality of life and extremely dangerous.
8. No plan to 'green' the existing retail area around Michael's Toyota
9. Low high rise!
10. Seems expensive
11. Would like to see same street improvements south of I-90.
12. All of this high density residential development would significantly increase traffic on SE 34th St. heading to West Lake Sammamish Parkway. This area already desperately needs sidewalks for pedestrian safety, and the speed limit needs to be reduced from 30 to 25 and ENFORCED. Speed humps would also be helpful along SE 34th St with the current number of drivers who speed through this residential neighborhood endangering our children.
13. Too much high density housing that will adversely affect traffic and overall quality of life in the area. It's not currently a very high density area.
14. Mixed use, high density is very undesirable. Leave that kind of crap to Seattle. Bellevue needs to strive to maintain it's low density character. Some of these pictures are from the mixed use density disaster that has developed in Renton. Please don't emulate that. It is very unappealing.
15. I am not convinced that Factoria can handle the high density residential, the roads are already jam packed down there.
16. Expensive! Not completely in tune with market demand for types of real estate. Way too much emphasis on small percentage of trip demand. Would significantly increase congestion in Eastgate.
17. I worry that Factoria couldn't handle the increase in residential.
18. Possible traffic impacts to an area that already suffers during commute hours.
19. Loss of the retail and grocery stores to high density living may be a negative, but acceptable.
20. I hope the pedestrian access from transit center continues straight through to Richards Road and doesn't stop somewhere in between. This is vital for increased safety and security. I'm worried Eastgate does not have enough safety for walkers and cyclists along such a busy street; there must be a crash barrier between walkers and cars.
21. I don't like the increased residential. There is already so much congestion with traffic that if you add high density residential housing that will increase the traffic and congestion. Plus along SE 34th st the sidewalk is very limited. There isn't even a real shoulder along SE 34th St down to West Lake Sammamish. That is a heavy traffic street with a bus line and school bus route. Our children are waiting for the bus on streets with no sidewalks. Now you are talking about adding more residential housing that will increase traffic. cars already speed down SE 34th street. You need to add speed bumps or more patrolling. I don't even feel safe walking down to get my mail from the mail box because cars speed up and down that street all the time.

22. High density residential near freeway along SE Eastgate Way and SE 36th. These types of developments tend to deteriorate over time, lessen neighborhood attractiveness and add to high traffic and pedestrian congestion
23. High density residential in Factoria, Eastgate shopping, and on BC campus. BC campus should be preserved for future educational use and expansion of the campus now that it is a 4 year college.
24. Far too much development remote from downtown; not needed.
25. We don't need any more housing in the area. The commercial parking areas are already overcrowded.
26. I am concerned about the transportation impact of the proposed amount of development in this alternative, and whether it can reasonably be served without creating gridlock in this gateway corridor (esp. 1 million SF of office). There is no visual access to Bellevue College now from the freeway corridor. It would be desirable to create it.
27. No direct access to northbound 148th from I-90 westbound.

Alternative 1 – “Jobs/Housing Mix”

Are we missing anything?

1. We currently don't have convenient bus service south of I-90. I believe it is a chicken and egg situation. Because there is no transportation handy... people use cars. Because people use cars... there is no demonstration for the need for public transportation.
2. No
3. Worried about traffic on the I-90 frontage roads already a problem which would get worse with more development
4. Increased density and height potential, flexibility for greater growth with incentives
5. The traffic conditions for existing residents are already untenable, and you are only proposing to make the situation worse.
6. How does one access the park at the old drainage pond?
7. Increase building height with a minimum ceiling height of say 9 feet. Extra public transport.
8. Hillclimb stairs. Pedestrian throughways.
9. Explanation of how you're going to attract private companies to buy in. Access to this zone from surrounding areas. How car traffic from surrounding areas will be handled—unrealistic to think that car traffic will be reduced; there is too much existing residential use in surrounding areas. Cost to taxpayers.
10. Are you taking into account the Eastgate Annexation in your planning? Where's grocery store for those South of I-90?
11. Improved north-south neighborhood connections for pedestrians, bikes, and circulator transit. Please reserve space/right of way for possible future light rail corridor between South Bellevue, Eastgate, Issaquah, Sammamish Plateau.
12. Would prefer to see more street grid created.
13. Speed humps would also be helpful along SE 34th St. with the current number of drivers who speed through this residential neighborhood endangering our children. Adding high density residential buildings and more office space will only raise the risk to our children and pedestrians since there is no sidewalk.
14. The distances are too great for pedestrians. The focus should be on the ability for cars to pass through the area.
15. Off/on ramps from I-90 to Factoria.
16. More parks!! I'm not sure...
17. Would this turn the existing housing around these improvements into college frats as we see in the U district?
18. Yes. Please ensure pedestrian access to Richards Road is not only via Eastgate.
19. Instead of adding more residential housing, please add sidewalks and control speeding, better yet, lower the speed limit down SE 34th St. There is a lot of Microsoft/Redmond traffic that goes through there to link up to W Lake Sammamish. It is not safe for pedestrians, bikers, and our children.
20. I think you are forgetting that a lot of people who live in the area north and south of I-90 depend on the supermarket/Albertsons (be nice if there were more than one supermarket, drug store, small businesses in the area. The emphasis for improvement should be on improving the quality of these, increasing restaurant business by developing a more centralized or outdoor mall area of different eateries and shops with parking around it. Something like Kent Commons would make this area an attractive place for residents, along with the many people passing through the area, to want to spend some time (and money) at.
21. Direct access to Factoria from I90 and I405 from all directions and improvements to the I90/150th & 156th Ave SE listed in the NO ACTION plan.

22. Same as 'No Action' alternative.
23. Not sure I follow the negative s.f. in the Industrial category; how can it go from 86,000 in No Action to - 168,000? Also, not sure about environmental consequences of adding med density residential in low lying area along Kelsey Creek and the Lake Hills Connector.
24. Unless you fix the traffic flow from I-90 to 148th making it a direct access, don't waste your (my) tax dollars.

Alternative 2 – “Regional Employment Center”

The emphasis on office development was considered by many to be a strength of this alternative, as were the plan’s mixed use nature, neighborhood services, and transit improvements. As with housing in Alternative 1, there is clearly a lack of agreement amongst respondents about the amount of office development, as an excess of offices is simultaneously the least-liked feature of the plan. Concern about impacts to traffic and nearby neighborhoods are among the other features that respondents did not like. This alternative notably had the greatest diversity of things ‘missing’ according to respondents, including infrastructure improvements for all modes and a split opinion between too much and too little density, among a host of others.

What do you like?



What do you dislike?



Are we missing anything?



Created using <http://wordle.net/> from the full text of the responses to the on-line questionnaire.
Words are scaled in size based on their frequency of occurrence in the text.

Alternative 2 – “Regional Employment Center”

What do you like?

1. I like expansion of B.C.. I like the prospect of a hotel. Increased tax revenue to the city.
2. Mixed use of retail and residential
3. I like a combination of high residential density and increased office spaces.
4. Like the mixed use areas
5. More appropriate scale of uses and growth, like the mix proposed as this creates jobs.
6. Better pedestrian access
7. I like the bike trail. I like the retail.
8. Added transit hub at Factoria Blvd, BC and the flyover stop east of 156thMTSG improvement, gateway design at cloverleaf.
9. This seems a better concept.
10. Neo-office campus.
11. 1) Services near transit hub. 2) I like the medium intensity mixed use in general. 3) Encouraging partnership between college and nearby businesses.
12. Emphasis on sustainable employment opportunities. Good overpass improvements near 156th.
13. I like this alternative. It makes things better than they are now but seems to be a happy medium between doing nothing and doing something more drastic as in Option 3.
14. Added retail and services for offices may be of some use to residents.
15. Adding some addition office space makes sense with the transit center and good traffic corridor already.
16. This area is much more suited to employment than to residential use. Please keep it that way.
17. The flyover stop serving offices. Interchange landscape improvements.
18. Supports I-90 capacity improvements. Most closely aligns with expected market demand. Adds retail near transit (I proposed this in 1988). Adds more Permitted Uses, creating more flexibility for types of businesses to locate here.
19. Neo office campus look.
20. Anything new might be nice. Increased greenway. It would be great to have the option to work so close to home!
21. Adding more jobs to this area is a great use of this location. Easy access east or west of the area.
22. MTSG improvement is excellent. Medium intensity mixed use areas on the west side by Eastgate are a good idea.
23. I like the (very few) pedestrian improvements.
24. I like the idea of landscape improvement, the area is becoming infested with too many office buildings. I also like the idea of local retail. The area needs some retail shops.
25. Nothing much.
26. Adds more office and less residences. Medium density mixed use takes some of the pressure off of the area. It is impractical to believe that all of the people who live in these buildings will also be working there, that never works so don't crowd more people into an area already congested. Maintains BC campus for future expansion.
27. Nothing about this is attractive or desirable.
28. This would be my second choice
29. Mixed use at T-Mobile, services by P&R, finer street grid east of P&R, improvements in light industrial area that is underutilized.
30. Better mix than no change and alternative 1

Alternative 2 – “Regional Employment Center”

What don't you like?

1. Green space at I-90 cloverleaf is unusable. Where is Eastgate Park? Don't like so much high intensity office buildings. Is there a need for so much office space in this area? There is no housing in this plan.
2. Too industrial. Not enough use of retail and residential
3. Too commercial, need significant surface street improvements to handle the increase traffic associated with height intensity office space. Not very appealing to the local residents
4. Lack of housing to balance the added jobs
5. Infill parking lots with high density office at Present Auto dealership location. High density at present Albertsons location
6. Increased traffic at rush hours
7. The existing traffic conditions are already untenable to existing residents who are finding current traffic levels to be extremely damaging to their quality of life and extremely dangerous and yet you want to increase rush-hour traffic even more. This doesn't work.
8. I don't understand how developing/increasing light industrial in Richards Valley is compatible with enhancing stream/wetland corridors. I don't want the wetlands to be compromised. Enhancing Transit facilities over time . With rising gas costs and higher costs of living, many of us won't be able to afford to drive (or own cars). Transit needs to happen in step with redevelopment.
9. Emphasis on employment; unrealistic to think that businesses will relocate here
10. High intensity office space north of I-90. Limit should be 3-4 stories. Current height should be the limit.
11. 1) High intensity office so close to MTSG will likely discourage trail use. 2) Would greatly prefer medium intensity mixed use near car dealership. 3) Gateway placement is impersonal and without connection to the MTSG.
12. Potential undermining of neighborhoods and sense of community. Lacks overall neighborhood vision and community connections that most neighborhoods of Bellevue enjoy.
13. Over-emphasis on employment / office space seems doomed to create traffic problems, even with capacity improvements to I-90.
14. There is no mention of traffic revisions to accommodate increased traffic from the high intensity offices. As with option 1, adding high intensity offices would increase traffic on SE 34th St., which is residential and has no sidewalks. You really need to look at extending the sidewalk all the way to West Lake Sammamish Pkwy, and either having the police department consistently ENFORCE the existing speed limit, or installing speed humps to protect our children.
15. Too much office space and no interesting hotspot areas that would make me want to visit the area.
16. Mixed use. Dense housing. Transit and bicycle focus. Bellevue needs to disregard the regional growth plans. It doesn't make any sense. Bellevue should encourage the continuance of private property developing organically and not be a planned area by bureaucrats.
17. Redevelop with hotel or office of Eastgate plaza. There is not enough retail in this area as it is. Infilling parking lots with office space. I current work in this area and there is not enough parking for the offices that are there today (Specifically the BOEING buildings do not have enough parking).
18. Increased congestion. Limited new housing supply potential
19. Wow - a lot of businesses... Doesn't seem to consider the existing residents, only new business & workers. I don't like the Verizon Wireless employees that speed and tailgate to/from work each day so I can only imagine the consideration of more employees. I don't think I want it becoming a business area.
20. Focus on increased office space. It seems likely that office space in Bellevue and Seattle will be in excess of demand for at least another 10 years.

21. Jobs are great but people need to get there safely and securely. This plan does not have enough pedestrian & bicycle access to neighborhoods. This plan relies heavily on auto transportation, which is expensive, and creates hazards to walkers, cyclists, families and our air and water. Covering our land with parking lots does not improve our competitiveness. Creating walkable, livable, mixed use neighborhoods maintains our property values, our quality of life and our future.
22. I think the area is too congested for increased office space and a hotel. There is already a hotel near by and the traffic will only get worse. The on ramp for E I-90 is around there and people from Factoria have to use that on-ramp to head east. By adding more offices or a hotel, that will only make the traffic worse. The area isn't safe for pedestrians and adding more traffic is only going to increase the danger in that area.
23. This idea will be like driving a stake through the heart of the south-end neighborhoods. Businesses that families and people living in this area depend on for food and personal use seem like they will all be turned into fronts for offices. I mean, I don't think we can live on bagel and coffee outlets.
24. If Eastgate shopping area is now made into Medium intensity mixed use, make sure a grocery store is included in the mix similar to the new Safeway store in downtown Bellevue near NE2nd/Bellevue Way.
25. All aspects of the proposal.
26. Not sure 2 million SF of office can be served by transportation system
27. Expanding services to 156th area. You must not promote additional development there encouraging additional traffic on 156th as that road goes through residential areas and that road is built on PEAT, which cannot support a heavier traffic load. Expanding (infill parking lots)toward 161st is not a good idea as it leads directly to residential housing which will be compromised with additional development.

Alternative 2 – “Regional Employment Center”

Are we missing anything?

1. This does not appear to make this are people friendly. I like neighborhoods. This seems cold.
2. Not enough bike and pedestrian routes
3. Eastgate park is not on this.
4. Increased density and height potential, flexibility for greater growth with incentives should the need arise
5. Parks
6. The existing traffic conditions are already untenable to existing residents who are finding current traffic levels to be extremely damaging to their quality of life and extremely dangerous and yet you want to increase rush-hour traffic even more. This doesn't work.
7. What plans for reducing freeway noise at the MTSG? Hwy noise is a real deterrent for me. Perhaps dense plantings to shield the paths? Will there be enhanced/improved transit service to the areas with added offices, etc? What happens to the Humane Society shelter?
8. Explanation of how you're going to attract private companies to buy in. Access to this zone from surrounding areas. How car traffic from surrounding areas will be handled—unrealistic to think that car traffic will be reduced; there is too much existing residential use in surrounding areas.
9. Taller buildings should be south of I-90 and downhill and in Factoria
10. Where's a Grocery store for people South of I-90? Would like to see street enhancements south of I-90. (See previous comments on annexation effort)
11. Please reserve space/right of way for possible future light rail corridor between South Bellevue, Eastgate, Issaquah, Sammamish Plateau.
12. There is no mention of traffic revisions to accommodate increased traffic from the high intensity offices.
13. It should add a bit of residential so people working in the new offices and industry don't need to have a long commute.
14. There seems to be a bias toward adopting misguided regional ideas of sustainability. This is a huge mistake.
15. Retail development in the Eastgate corridor.
16. Certain projects (e.g. the Bellevue Airfield Park) should be consistently shown on all alternatives.
17. Even more green? Push the limits!!
18. May turn I-405 into a KOA camp ground for people commuting from north or south of this area.
19. Yes. More safe alternative transportation options. Gas is \$4 a gallon and everyone wants to spend less time sitting in traffic. The cities that succeed will be those that allow us to live, work and play within walking distance.
20. With all of these proposals this area, especially around SE 34th streets is NOT safe for pedestrians. Before adding more traffic and people to the area, make the exiting streets safe by adding sidewalks and slowing down the speed limit in residential areas. There are bus lines and school bus routes on many of these streets and it isn't safe for our children. Please don't add bring more congestion to the area.
21. A lot.
22. Maybe a hotel site to be included in with the offices.
23. Same as the 'No Action' alternative.
24. Create visual access to Bellevue College and linkages to the surrounding land uses. Need to improve the N-S transit routing from P&R through Bellevue College!
25. How about eliminating auto dealers and deep area as retail/office and residential? It's still not clear that you have made a direct access from westbound I-90 to northbound 148th

Alternative 3 – “Functional Improvements”

What do you like?

1. I like urban village concept for Factoria. I like improved transit to neighborhoods. Like Bellevue college combined college/ community services. Mixed use residential development. Street/ boulevard improvements.
2. Building on Factoria as an urban village. It needs updating.
3. Adds mixed use without going over the top with high intensity office space.
4. Pedestrian connections, sort of a safe approach... suggest pushing envelope further. Like the office by the transfer station
5. Focus on pedestrian access. Mixed use
6. I like the bike trail. I like the (minor) road improvements.
7. Partnering with BC for mixed use. Offices along the N side of 90, W of 140th. Factoria urban village with transit hub. Adding to MTSG (just not where shown) Redevelopment of area E of Eastgate TC. Maintain and enhance retail services for Offices on 156th.
8. Again, better land use
9. Medium usage; both residential and office use
10. I like the idea of improving connections and streetscapes that link neighborhoods, services, and transit.
11. Has helpful improvements
12. Adds retail and services relevant to the area residents without adding too much office space and traffic load.
13. Improving Streets for safe pedestrian and bicycle use, and landscape improvement.
14. Seems like a good mix. Not sure the BC changes make sense.
15. Local Retail and services.
16. Just about everything.
17. Balanced plan, with not too much increase in traffic. Better road capacity improvements. Includes some housing supply. Fits scale of area best.
18. Factoria as an urban village.
19. I like this proposal the best. It allows the area to keep the charm that makes it great to live here, adds some great services and improvements. Really like the addition of transit hub and trails. All ideas are winners with those improvements.
20. MTSG improvements are a positive. Increased neighborhood to transit access is good. Widening 148th across is also needed. Factoria as urban village seems like a positive choice.
21. MTSG trail is great.
22. I like the street improvements and small retail shops (North of I-90)
23. This plan makes the most sense and provides for support businesses for people who live in this area.
24. Okay with plan except as noted below. Like to see BC expanded to compete with UW, WWU and WSU.
25. Nothing about this alternative is attractive or desirable.
26. Function is what needs to be improved. This area is already over populated. Local commercial parking is not sufficient enough to support shopping already.
27. Implement FATS, mixed use east of P&R with new E-W street connection. The Land Use change looks less intense than Alts 1 and 2, and might be the most feasible to serve without adding significant congestion to the area.
28. Probably the best of all alternatives. Street improvements and green features desirable.

Alternative 3 – “Functional Improvements”

What don't you like?

1. Need to improve frontage roads along I-90
2. Not enough mass being added in this scheme. Creating flexibility for more growth in the future
3. Don't want large retail at present Albertson's site
4. You are increasing density and congestion, especially during rush hour, to an existing road system that already doesn't work for residents, particularly I-90 onramps and 148th overpass.
5. I don't see the Eastgate area (S of 90) supporting large format retail (whatever that is)The route of MTSG, S of 90.
6. Access to area from residential areas south of I-90
7. Six stories to high north of I-90 at this spot
8. Large format retail. This is all easily available in both Factoria and Issaquah, and requires getting in your car anyway. Gateway placement is impersonal and lacks connection to the MTSG. I'd like to see businesses that can attract neighborhood walkers and bikers, as well as drivers from the larger area.
9. Lacks overall vision and community connections that most neighborhoods of Bellevue enjoy.
10. This plan seems like a half measure - and I worry it will wither away to nothing as it is carried from plan to implementation.
11. There is no mention of making improvement in the adjacent areas that will undoubtedly experience increased traffic as a result of introducing large format retail, and increased office space.
12. It seems too close to the No Action plan. This one doesn't really have vision.
13. BC should be enhanced to be a more complete 4 year college with some amount of student housing and better sports facilities
14. Sharing roads with bicycles. Mixed use, high density. Lack of adequate roads for cars.
15. Can't think of anything.
16. Lacks retail near Park & Ride Garage. RV park should have retail uses allowed. Could incorporate more road capacity improvements.
17. This alternative is basically the status quo.
18. No parks! i want the Eastgate shopping plaza to be better, but not with big stores like target...
19. Large retail seems a poor choice because of potential traffic congestion.
20. Just about everything. There is NO access to Factoria area for walkers or cyclists. There are no connections between neighborhoods. There is no retail/residential mix that creates vibrant neighborhoods that hold property values. There is no improved access to major points such as transit center, BC, supermarkets, etc. This is not Functional ; it is the worst plan of all.
21. I don't like the idea of a Target. There is already one in Factoria that will only increase congestion in an area that handle the current congestion. Unless you can find another on-ramp to I-90 E where the Factoria traffic doesn't have to come through 150th, you shouldn't add high residential, office or a large shopping complex. The existing streets need to be safer with the addition of sidewalks as SE 34th St doesn't even have a full sidewalk or real shoulder.
22. Don't need a big box retail store here. Rather, something like the Kent Commons complex would be a great addition and attraction.
23. No large format retail stores, please. Save that for Factoria.Save the RV park, ONLY one in Bellevue area.
24. All aspects of the proposal.
25. Not sure if 400 units is the right residential number, seems 500-1000 might be feasible.
26. I still don't see any direct access from westbound I-90 to northbound 148th.

Alternative 3 – “Functional Improvements”

Are we missing anything?

1. Access to I-90 eastbound from Factoria. Connecting Factoria to BC by pedestrian and bike trails
2. Eastgate Park
3. Flexibility to react to future needs, increased height and density with incentives should the need arise
4. Parks
5. The existing I-90 onramp and 148th overpass conditions are unacceptable to current residents and need to be fixed before you even begin to think about adding more density, especially in the context of rush-hour traffic.
6. What happens to the Humane Society shelter? No parks or added greenspace. No bikeways. Need separate bike and pedestrian paths for safety.
7. Explanation of how you're going to attract private companies to buy in. Access to this zone from surrounding area. Show car traffic from surrounding areas will be handled—unrealistic to think that car traffic will be reduced; there is too much existing residential use in surrounding areas. Cost to taxpayers.
8. How about that medium intensity mixed use?
9. Reserve space/right of way for possible future light rail corridor between South Bellevue, Eastgate, Issaquah, Sammamish Plateau.
10. Again, SE 34th St is in dire need of sidewalks, and either a lower speed limit with ENFORCEMENT or speed humps, as it is residential and our kids are in danger from all the speeders right now. Increasing residential or commercial development at the top of the hill will only make it worse without these needed changes.
11. There are many corridors in this area that require expansion for car capacity. This doesn't seem to be addressed at all.
12. Where is the new park?
13. More green
14. The only thing missing from all these plans
15. How does Factoria continuing to develop as urban village impact the problems with traffic congestion?
16. Yes. The lack of access to Factoria/Richards Road for cyclists and walkers is the worst design flaw.
17. There is a definite lack of supermarkets in this area of Bellevue.
18. Direct access to Factoria from I90/I405 from all directions. Integrate hotel with office complex. Road improvements shown in NO Action plan for 150th/156th Ave SE.
19. Same as the 'No Action' alternative.
20. There should be an alternative that has more residential with smaller added retail and office.
21. Unless I'm missing something, you still haven't addressed the direct access to 148th from westbound I-90. The direct access to 148th from I-90 is the key to significantly reducing traffic impacts to the entire area. The next priority should be to eliminate the auto sales and return the area to retail.

Additional Feedback

Respondents were given the opportunity to provide any additional feedback that they desired at the end of the questionnaire. Many of the same themes addressed in the course of commenting on the various alternatives emerged—a need for more neighborhood services, transportation infrastructure and connectivity investment, and a need to consider the future impacts of light rail. The most common response, however, was appreciation to the City of Bellevue for providing an opportunity for public input in the project. We likewise thank all of the respondents to our questionnaire for their participation and valuable comments!

Do you have any other feedback you would like to provide?



Created using <http://wordle.net/> from the full text of the responses to the on-line questionnaire.
 Words are scaled in size based on their frequency of occurrence in the text.

Additional Feedback

Do you have any other feedback you would like to provide?

1. Although it has taken some time to understand what the differences area between the plans. I appreciate being able to look at the plans and to think about the future of this area. So thank you.
2. Makes no sense to have mountains to sound on the south side of I90 east of 150th Ave SE, since a path exists on north side.
3. I feel that the real solution lies somewhere between the options 1 and 2. suggest you look at pushing the envelope. Big issues is going to be traffic mitigation. How big can you really make this? If you increase the allowable density and height you will increase the land value to affect change. Remember you need to create incentives to allow change like to support structured parking and more open space.
4. Difficult to see maps—type to small—hard to comment when you can't see what you are commenting on.
5. City of Bellevue is, in all these examples, primarily trying to maximize profits to real estate developers on the backs of the existing residents, who are already dealing with a road system that is dysfunctional and inadequate, and yet you propose to just keep making the situation worse. Fix the existing problems first, before you even think about increasing density in the area, particularly for proposals that impact rush hour traffic!
6. Please try to keep options for public transit open and encourage ST and Metro to reverse their short-sighted reduction and elimination of routes and trips. We need MORE transit, not less and it needs to be more efficient.
7. Thank you for your consideration and allowing feedback. :-)
8. The underpass for the off ramp from I-90 east to Factoria Blvd should be rebuilt to handle three lanes and bike and trail traffic. One lane does not work.
9. Thanks for seeking feedback from the neighboring community!
10. Great work on the options & compliments to your team!
11. Improvements that enhance BC make sense to me. I'd like to see multiuse hotspot development providing a mix of some higher density housing, retail, office space and restaurants / bars that provide a place I'd want to visit. Keeping existing or similar grocery and existing fast food and restaurants are good. Not sure if it's in this study's purview but the amount of runoff and pollution from Eastgate put into Phantom Lake and Lake Sammamish is not sustainable and is intolerable.
12. Bellevue should resign from ICLEI and focus on private property development and not planned development.
13. I live and work in the Eastgate corridor. There is barely enough retail as it stand today, please do not decrease the retail. I would like to see the auto dealerships move out (how often does one need to buy a car?) and this area used for other uses.
14. There are good (and not so good) components of each alternative. I hope Bellevue will blend the best together. The alternatives contain significant capital improvements. These should be matched up with the City's ability to fund them. The most cost-effective (rather than politically correct) transportation improvements for congestion relief should be the top priority. This will lead to more feasible redevelopment, sooner.
15. I recommend to go slowly on alternative plans for Eastgate until there is a decision on where the Light Rail Transit station will be. I am certain there will be Light Rail Transit in the median of I-90 at least to Issaquah with stops at Eastgate, West Lake Sammamish Parkway and Issaquah.
16. I'm not sure I had much to offer, but I prefer the plan that would protect the neighborhoods best and make Eastgate more of a neighborhood than a work center. Good luck with your decision.
17. The only improvement not addressed is getting through Factoria as a pedestrian or on a bicycle. Crossing the street is even with lights is risky because drivers are so impatient. A bicycle is even worse. All of the

improvements proposed are wonderful innovative ideas that make Bellevue such a great place to live. The ped/bike improvements proposed are all winners. Now, if we could just drive a little better here. Thank you for sending the survey.

18. Any focus on improving pedestrian, transit and bicycle travel is critical to keep the area livable. Increases in population increases in energy cost require that communities make improvements in transportation options.
19. Thank you for doing such a great job soliciting feedback.
20. My main concern is that before you add more traffic via hotels, shopping, offices, or residential, you need to correct the current problems of traffic congestion, speeding in residential areas, and making the current streets safe for pedestrians (like adding sidewalks.) Traffic down SE 34th street is do bad that I don't feel safe walking to the edge of my own driveway because cars speed through there and the road curves. You have children waiting for the school bus and people waiting for public buses on the street since there are sidewalks for most of the street and the shoulders are too narrow if they exist at all.
21. Too much emphasis on this area being a regional transportation hub, which takes space and generates a lot of automobile traffic. Need to emphasize and keep in mind that this is actually a neighborhood where people live and need services to support their daily lives.
22. There is no need for the kind of intense development contemplated by the 3 'Action' alternatives. Let the gradual development of the area take place in response to normal market-driven forces.
23. Thanks for making this information so accessible.
24. Once again, fix the direct access to northbound 148th from I-90. Having traffic exit I-90 to 156th making left turns to get to 148th is just stupid.

Appendix A. Draft Alternatives

No Action

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

King Co site develops with
 light industrial use

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.

Auto dealer
 expansion;
 displacement of
 retail/service uses

Park
 development

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 |

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.)

- 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 quantitative change
 to Eastgate Plaza (but
 future of grocery
 stores uncertain)



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.

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 |

Alternative 1

Medium density residential

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



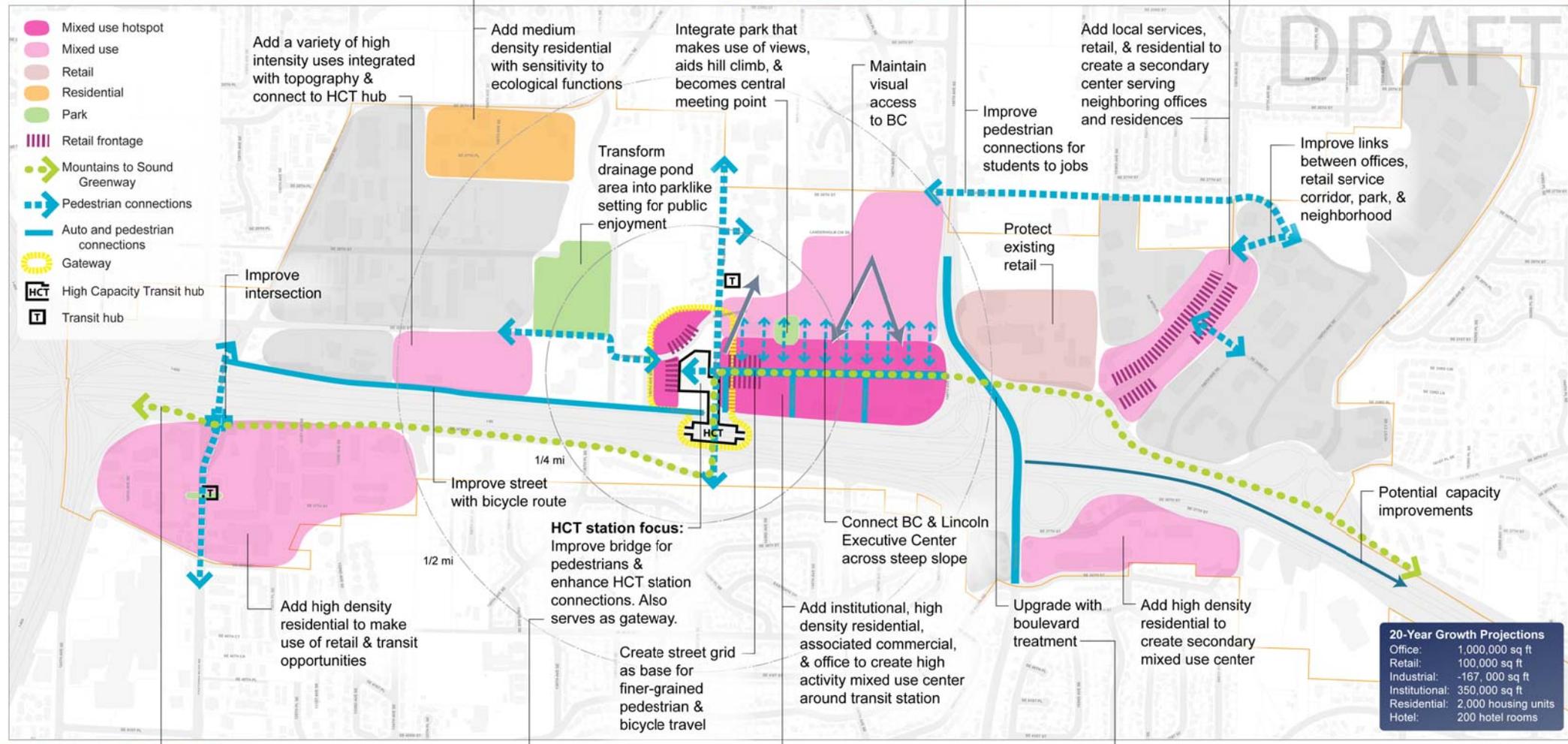
Trail improvement

- 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 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.

- 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.

- 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 |

Alternative 2

Light industrial, flex-tech

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



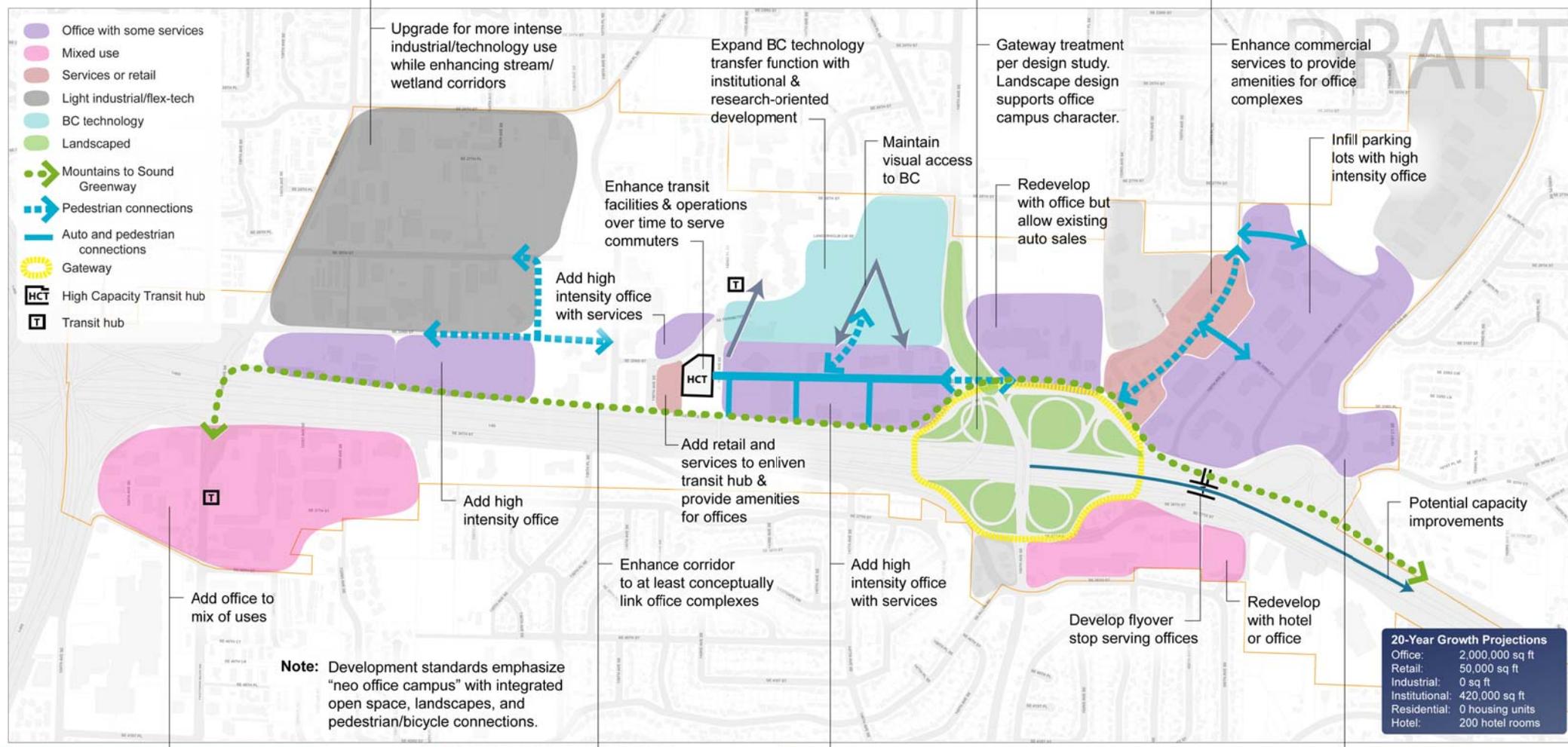
Interchange landscape improvement

- 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)



Medium intensity mixed use

- Generally retail on ground floor, residential or office above
- 3-5 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 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.

- 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.

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:

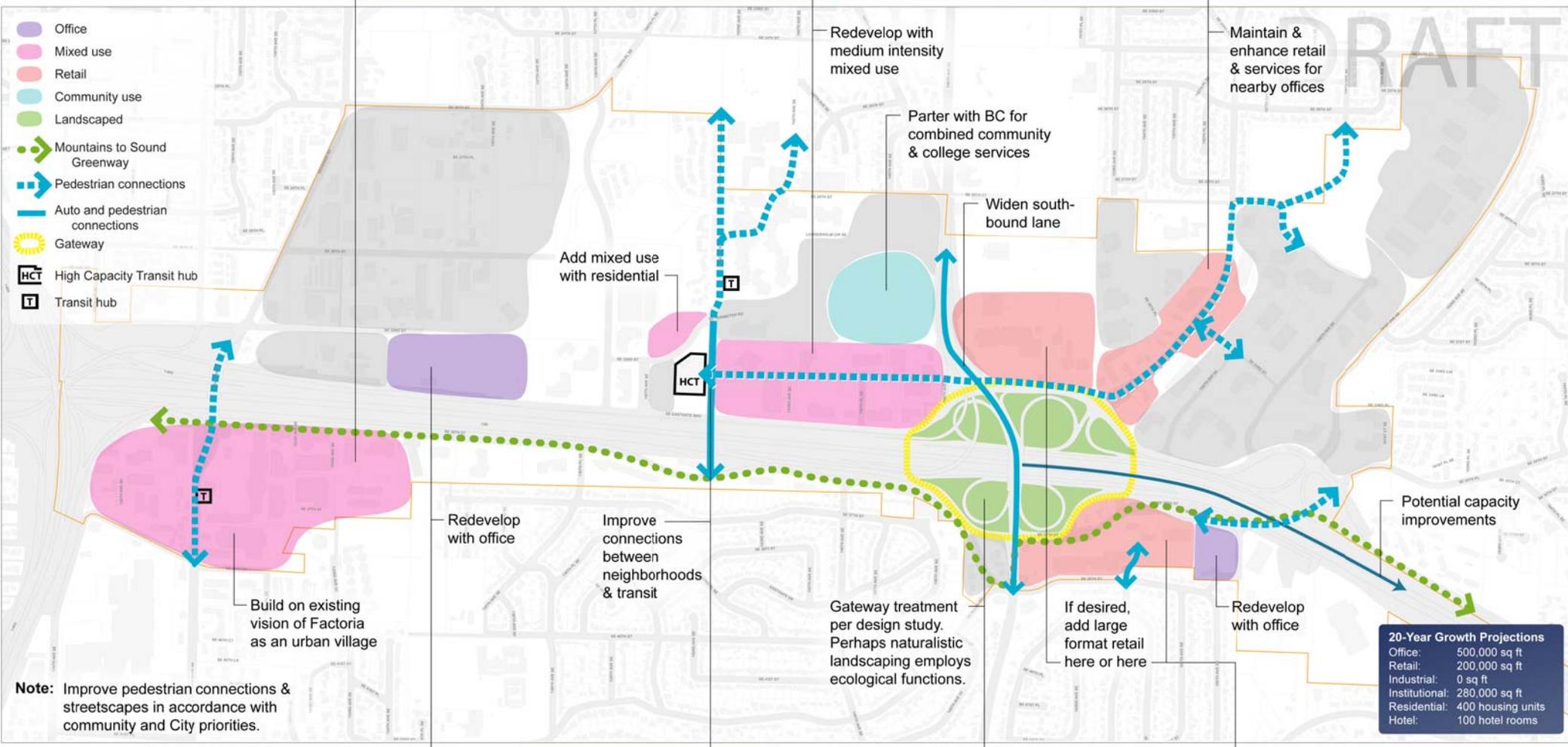
| Land Use Type: | No Action | Alternative 1 | Alternative 2 | Alternative 3 |
|------------------------------|------------------|----------------------|----------------------|----------------------|
| Office (Sq Ft) | 200,000 | 1,000,000 | 2,000,000 | 500,000 |
| Retail (Sq Ft) | 0 | 100,000 | 50,000 | 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 |

Alternative 3

- 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.

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





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.

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.

By the Numbers

Alternative 3 could be expected to accommodate the following types and amounts of new development within the study 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 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 |