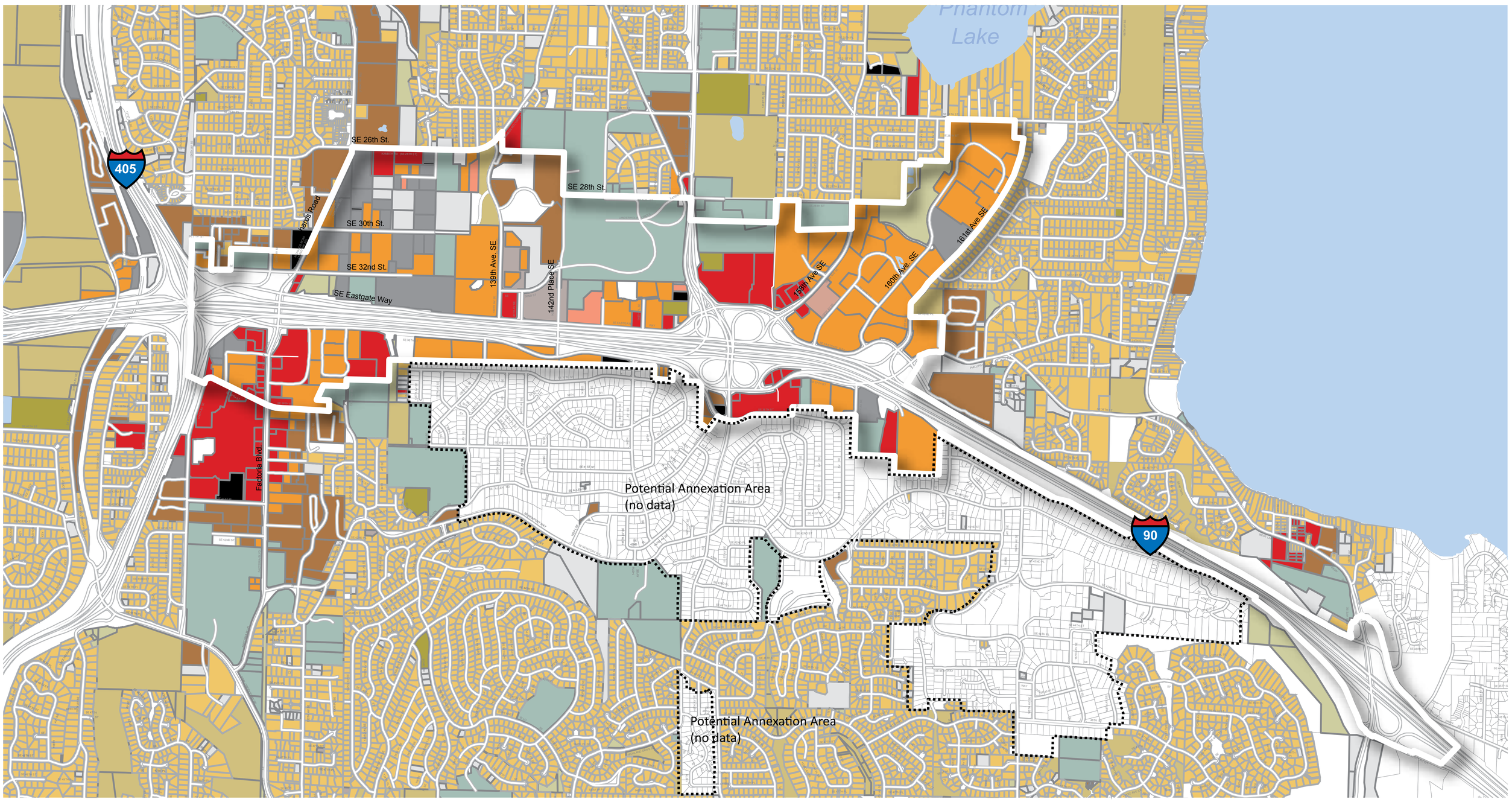


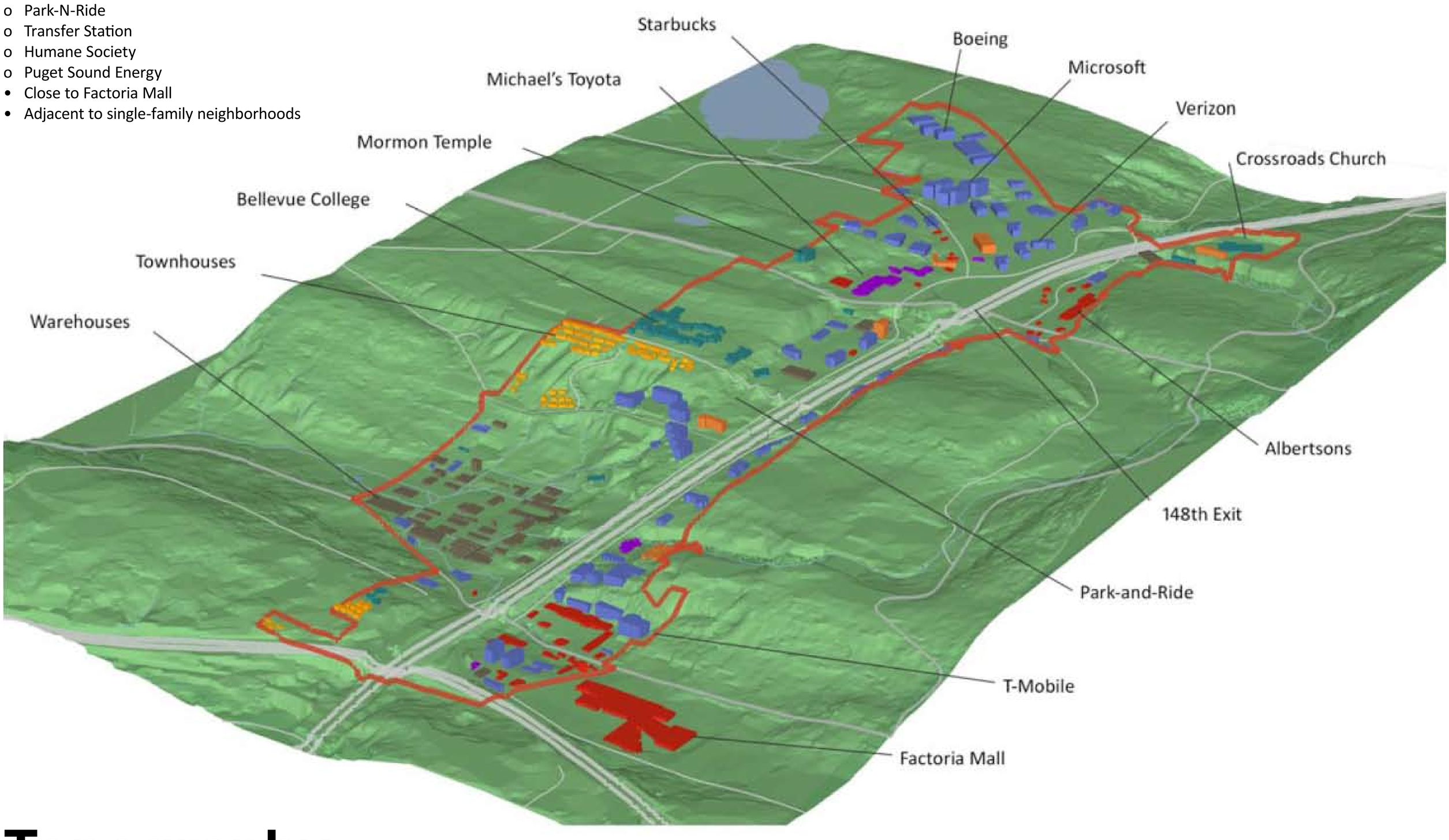
Land Use

- Commercial
- Office
- Institutional/Government
- Hotel/Motel
- Industrial
- Multi-Family
- Single Family
- Mixed Use
- Open Use
- Park
- Recreation
- Parking
- Vacant
- Miscellaneous

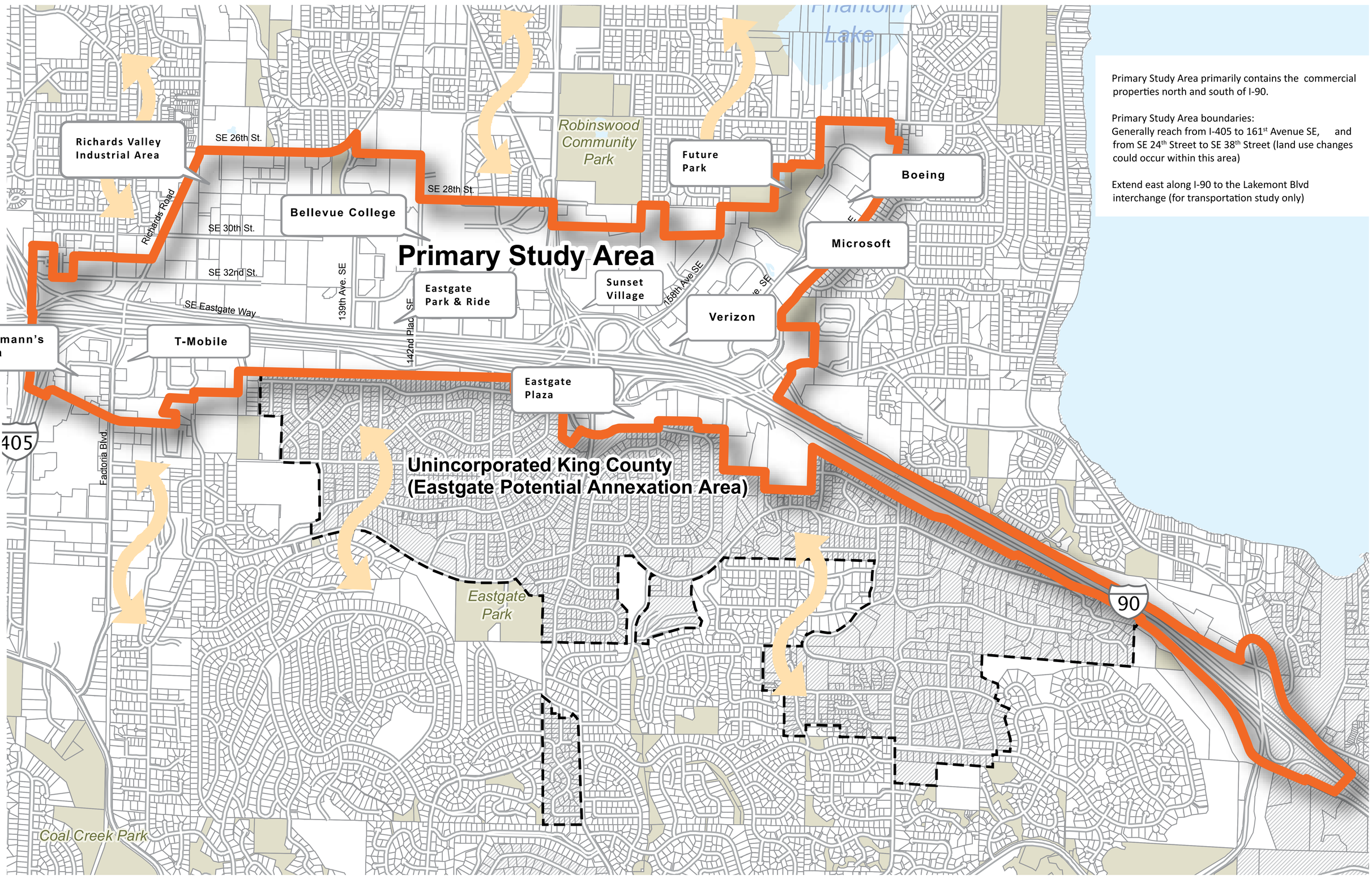
Existing Land Use

Land uses are generally consistent with zoning.

- Many newer office buildings (1980-present)
- Older industrial area (Richards Valley)
- Retail nodes (Eastgate Plaza, Loehman's Plaza, Sunset Village)
- Several governmental/institutional uses
  - o Bellevue College
  - o LDS temple
  - o Park-N-Ride
  - o Transfer Station
  - o Humane Society
  - o Puget Sound Energy
- Close to Factoria Mall
- Adjacent to single-family neighborhoods



Topography



Primary Study Area

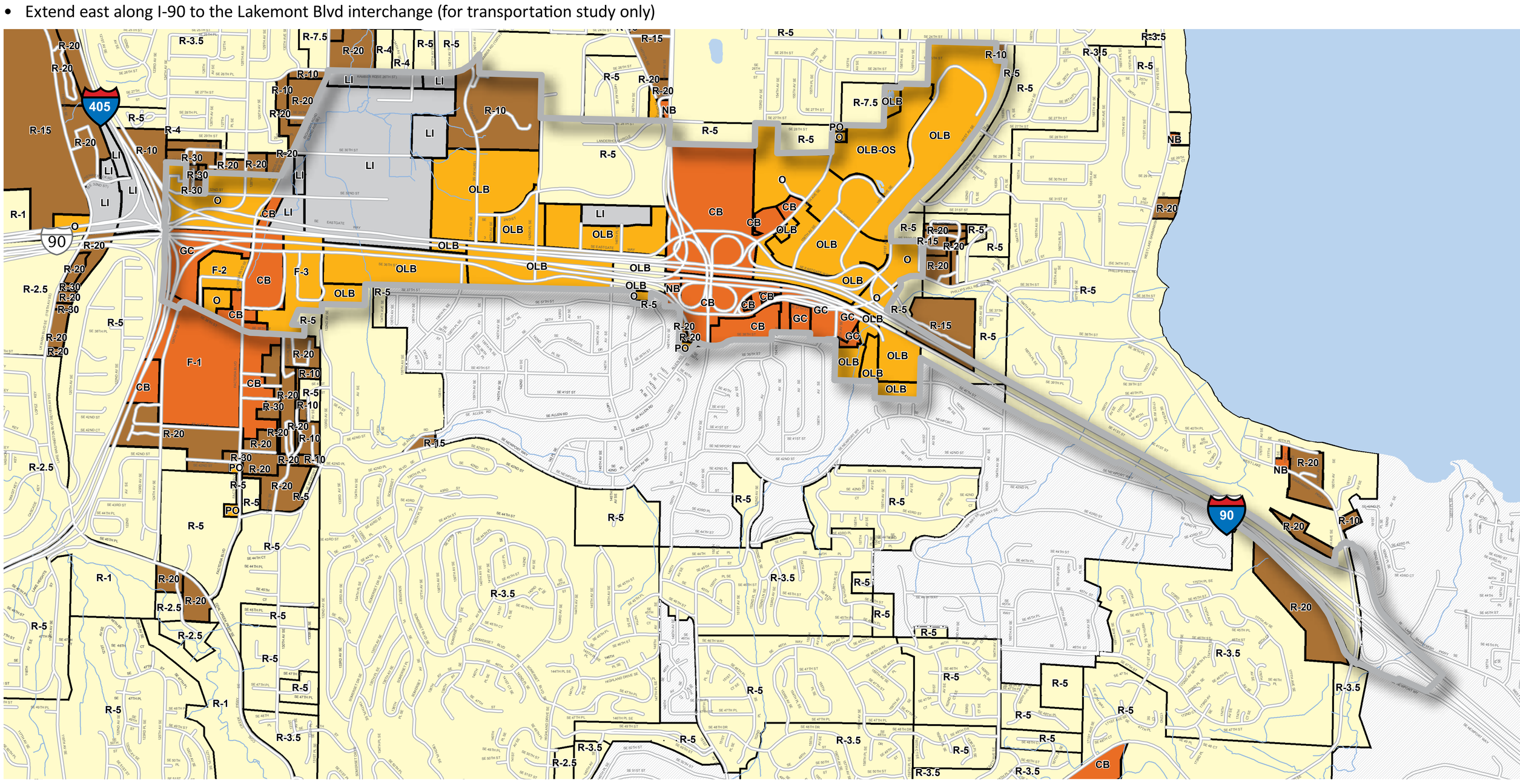
Primary Study Area primarily contains the commercial properties north and south of I-90.

Primary Study Area boundaries:

- Generally reach from I-405 to 161st Avenue SE, and from SE 24th Street to SE 38th Street (land use changes could occur within this area)
- Extend east along I-90 to the Lakemont Blvd interchange (for transportation study only)

Primary Study Area

Transportation Influence Zone

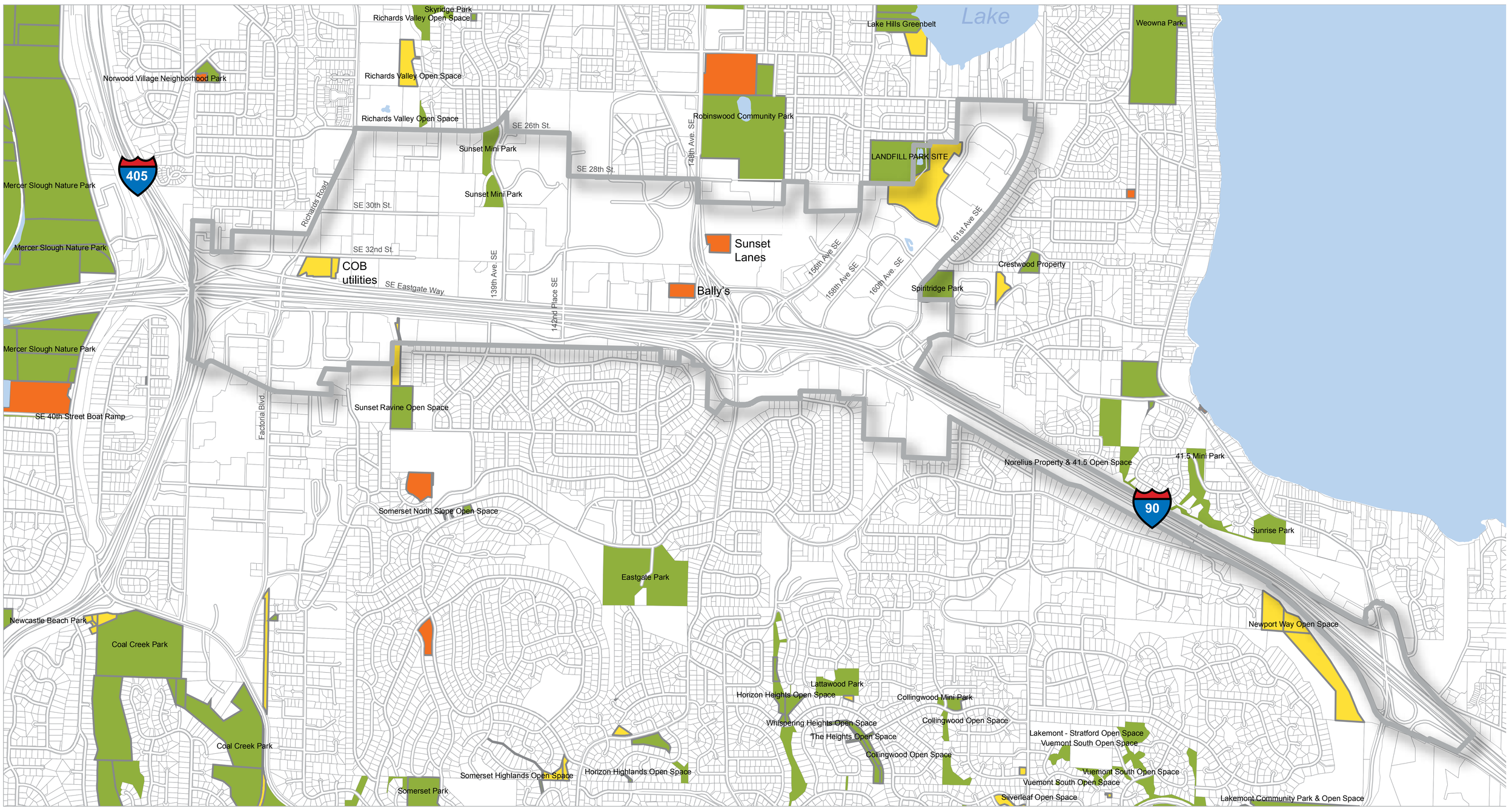


Existing Zoning

Predominant Zoning: OLB (Office and Limited Business), CB (Community Business), LI (Light Industrial)

- OLB-OS = Office and Limited Business – Open Space
- OLB = Office and Limited Business
- O = Office
- PO = Professional Office
- LI = Light Industrial
- GC = General Commercial
- CB = Community Business
- NB – Neighborhood business
- F-2 & F-3 = Factoria
- R-10 & R-20 = Multifamily Residential
- R-5 = Single-Family Residential

0 500 1,000 2,000 3,000 4,000 Feet

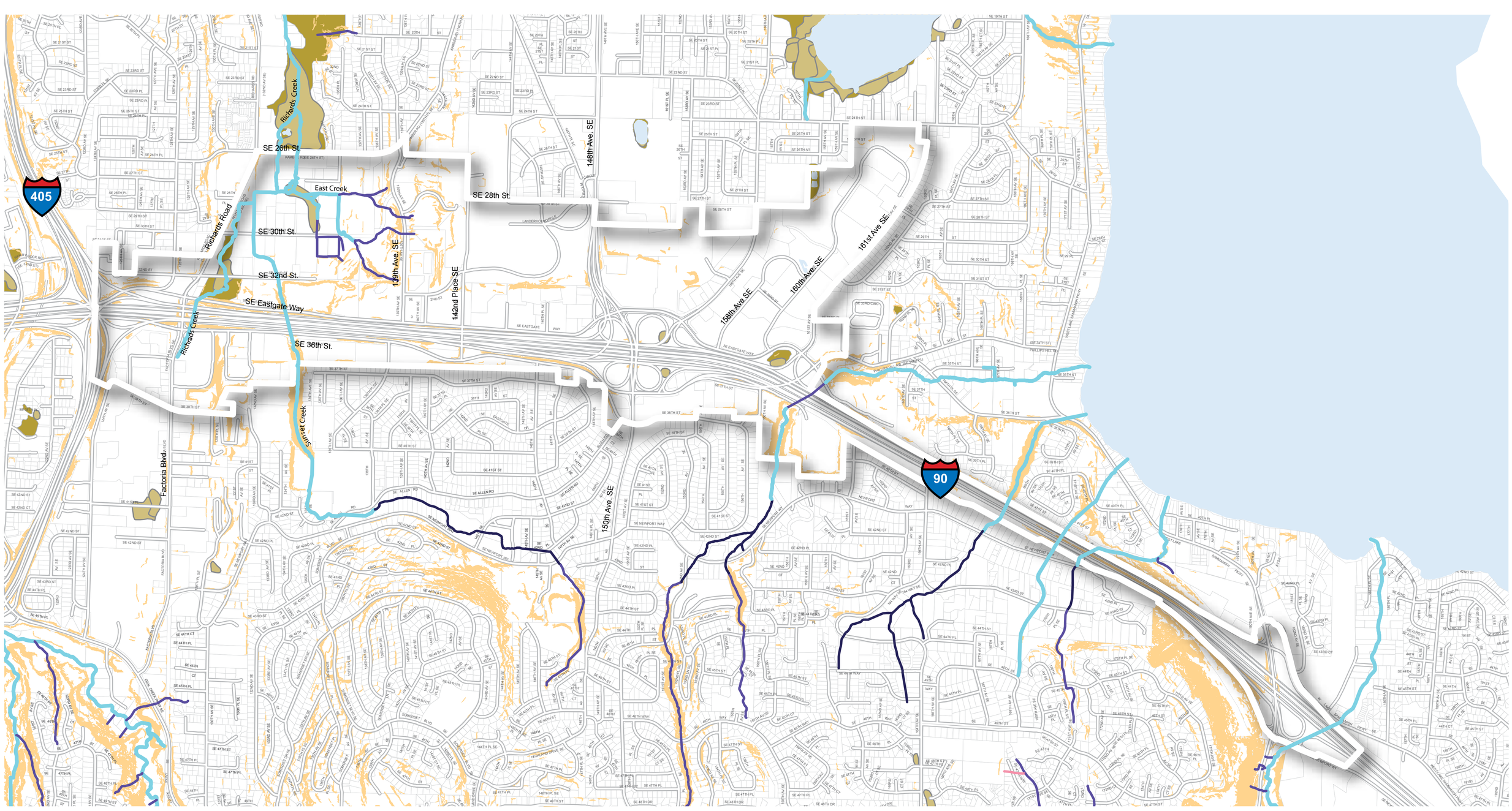


Existing Parks, Open Spaces & Recreation

Parks, Open Spaces & Recreation

- Open Use
- Park
- Recreation

0 500 1,000 2,000 3,000 4,000 Feet



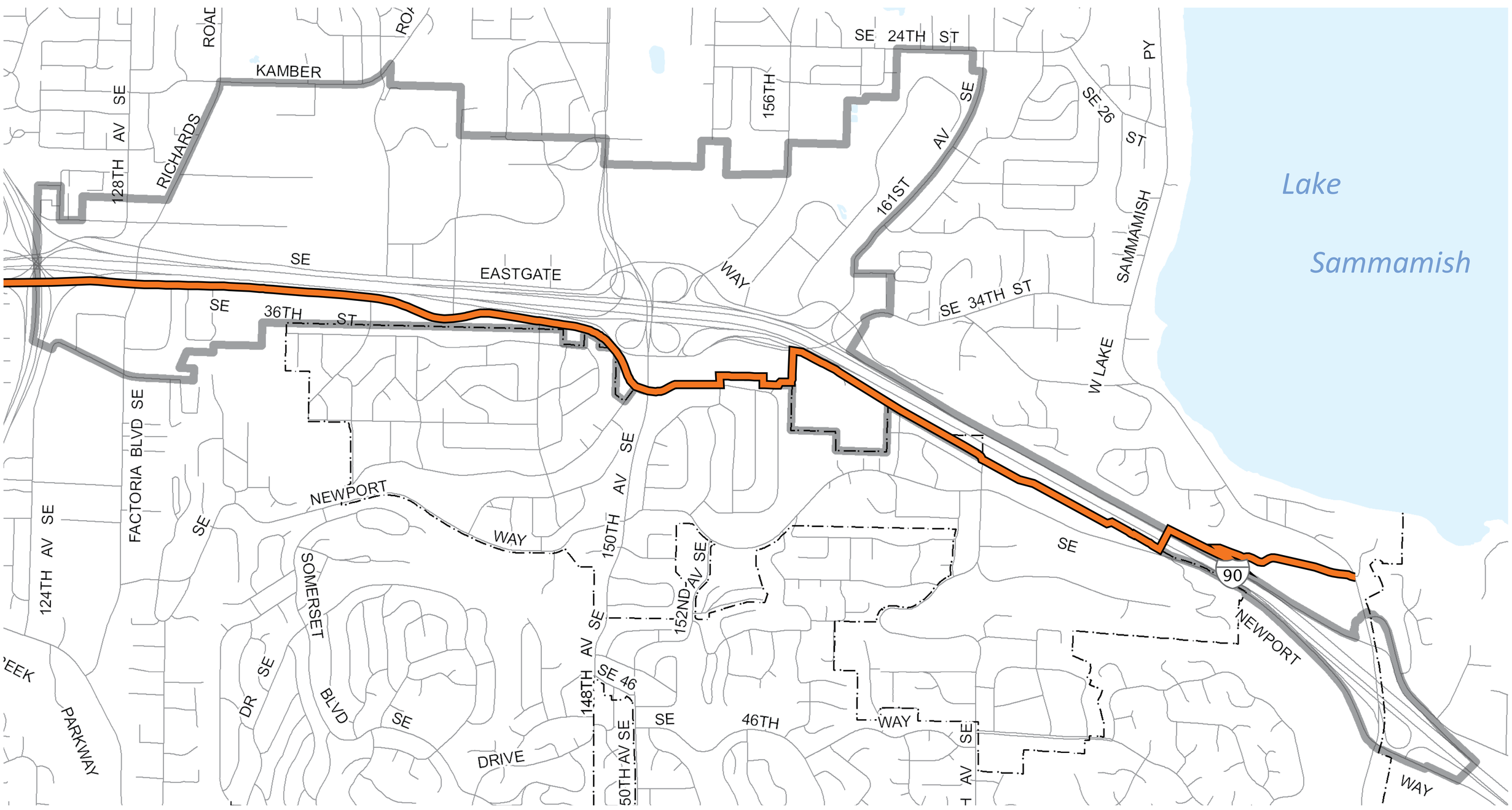
Environmental Features

0 500 1,000 2,000 3,000 4,000 Feet

- Fish Bearing Stream
- Likely Fish Bearing Stream
- Non-Fish Bearing Stream
- Likely Non-Fish Bearing Stream
- Not Typed Stream
- Slopes Over 40% and >= 1,000 Sq Ft
- Wetlands in Bellevue - Source:NWI
- Wetlands - Source:Sensitive Areas Notebook

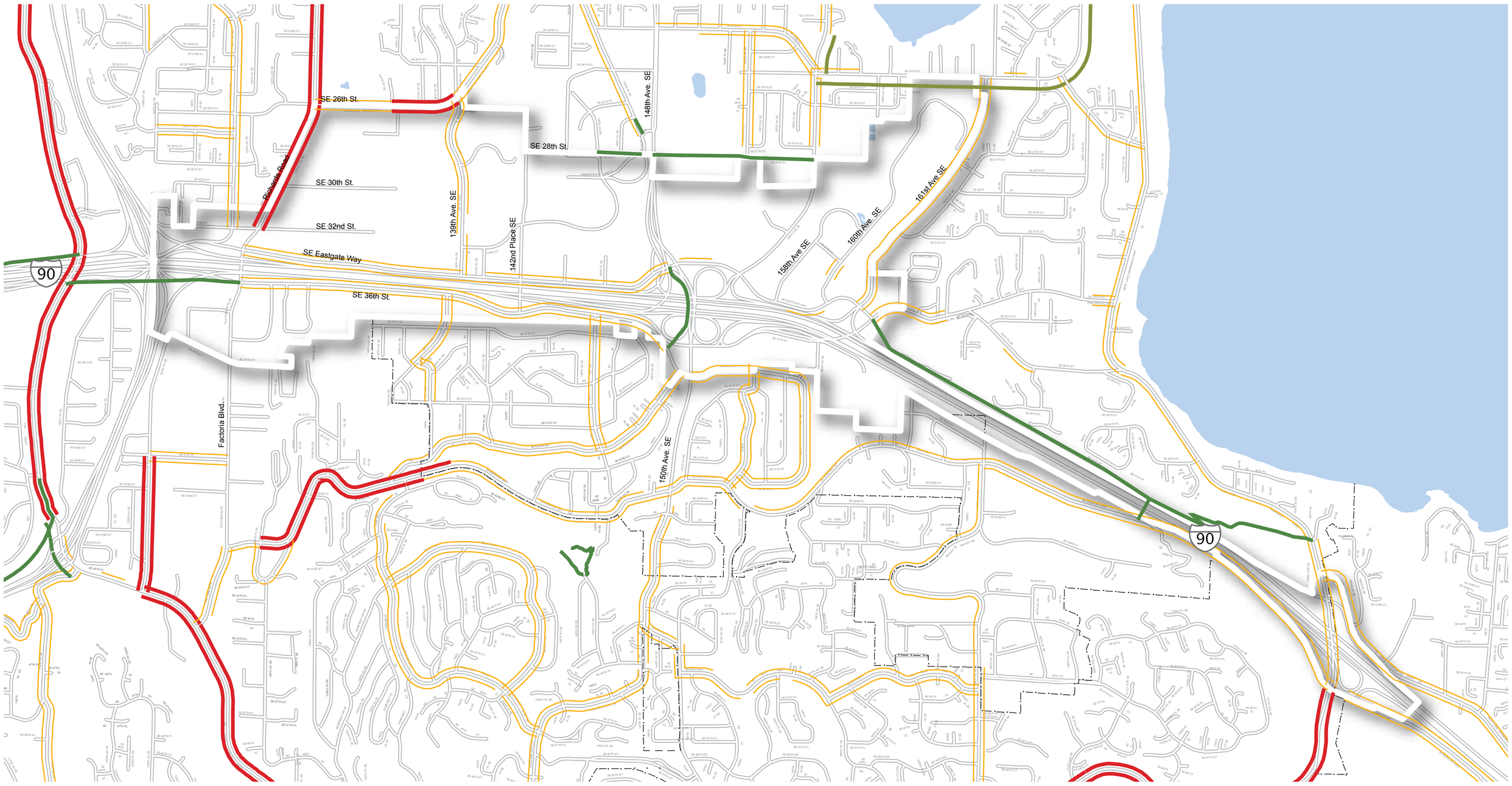
Street Connectivity

The absence of a regular, grid-based street network contributes to out-of-direction travel and added congestion in the corridor. Traffic operations at the following locations in the study area are compromised by a "one-way in and one-way out" design: (i) Businesses located north of SE 36th Street between Richards Road and 139th Avenue SE primarily use Richards Road to access I-90 or other areas. (ii) SE 30th Street and SE 32nd Street currently dead-end, and businesses along these two roads must gain all access from Richards Road. (iii) Businesses located east of 156th Avenue SE, north of Eastgate Way have limited access points, primarily 158th Avenue SE or 160th Avenue SE.

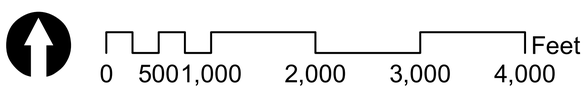


Mountains to Sound Greenway

There are a number of barriers for pedestrians and cyclists in the corridor; the most notable of these is along the Mountains to Sound Greenway which stretches along 100 miles of I-90 in Washington State from the waterfront in Seattle to Central Washington. Unfortunately, the MTSG through the Eastgate area is inadequate as a regional facility; the Greenway ends abruptly at Factoria Blvd and the next multi-use trail begins 1.9 miles east at the Sunset Trail. Even experienced users are dissatisfied with the traffic exposure, the busy and wide intersections they must negotiate, and the steep terrain.

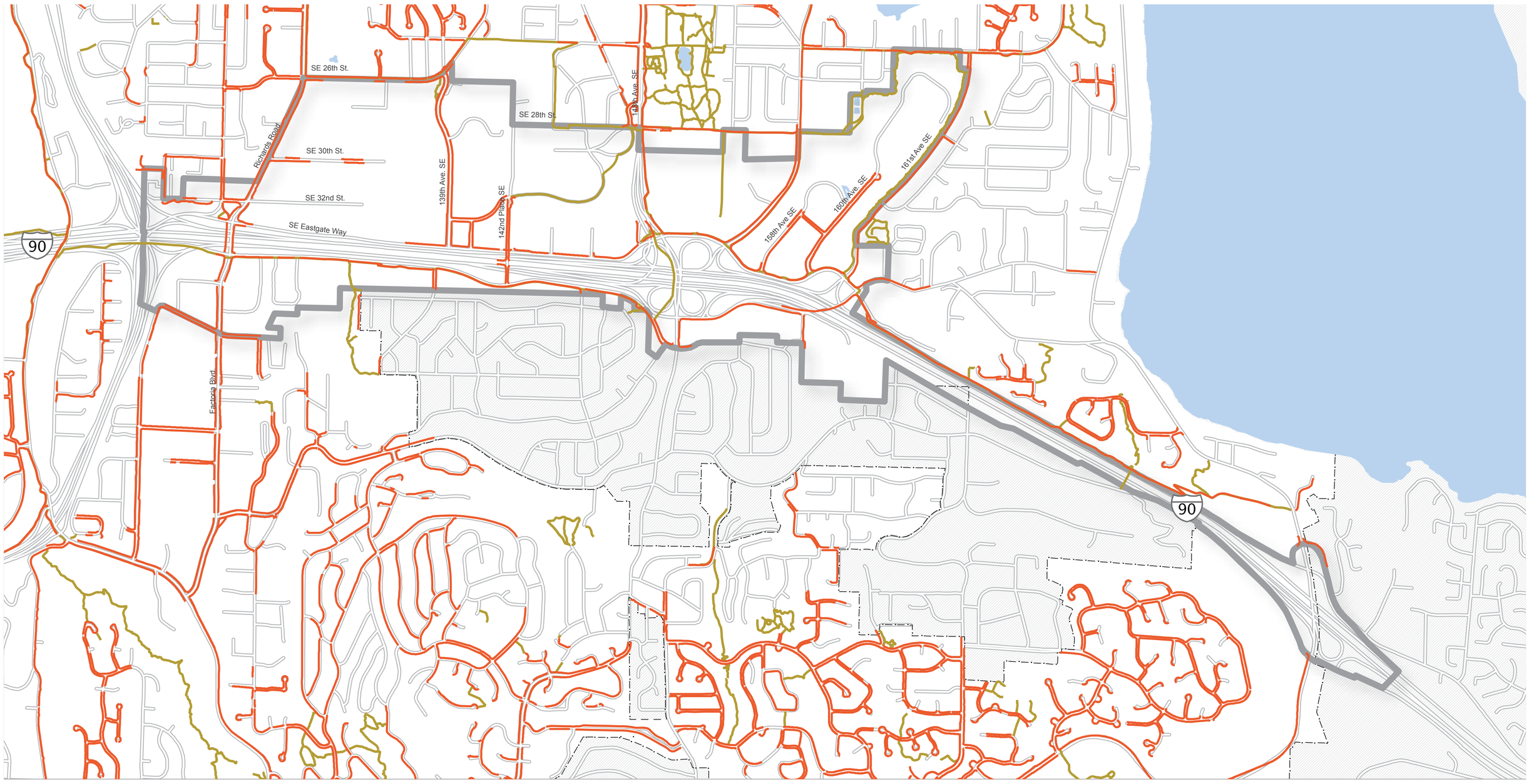


Bicycle Network

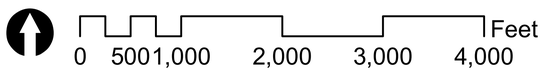


Bike Network
- Bicycle Lane
- Bicycle Route
- Off-Street Path

On February 17, 2009 the Bellevue City Council approved as part of its annual Comprehensive Plan amendment major changes for Bellevue's network of pedestrian and bicycle paths. At present, there are .1 miles of existing bike lane facilities in the primary study area. Bellevue's Pedestrian and Bicycle Plan proposes an additional 3.1 miles of bike lane facilities in the primary study area. Additionally, cyclists have expressed concern over access and safety across Factoria Boulevard at SE 36 Street. A current issue for bicyclists traveling westbound on SE 36 Street is that they have difficulty maneuvering to the I-90 trail on the west side of Factoria Boulevard. Intersection crossing issues for pedestrians and cyclists are also experienced at Eastgate Way / 150th Avenue SE.

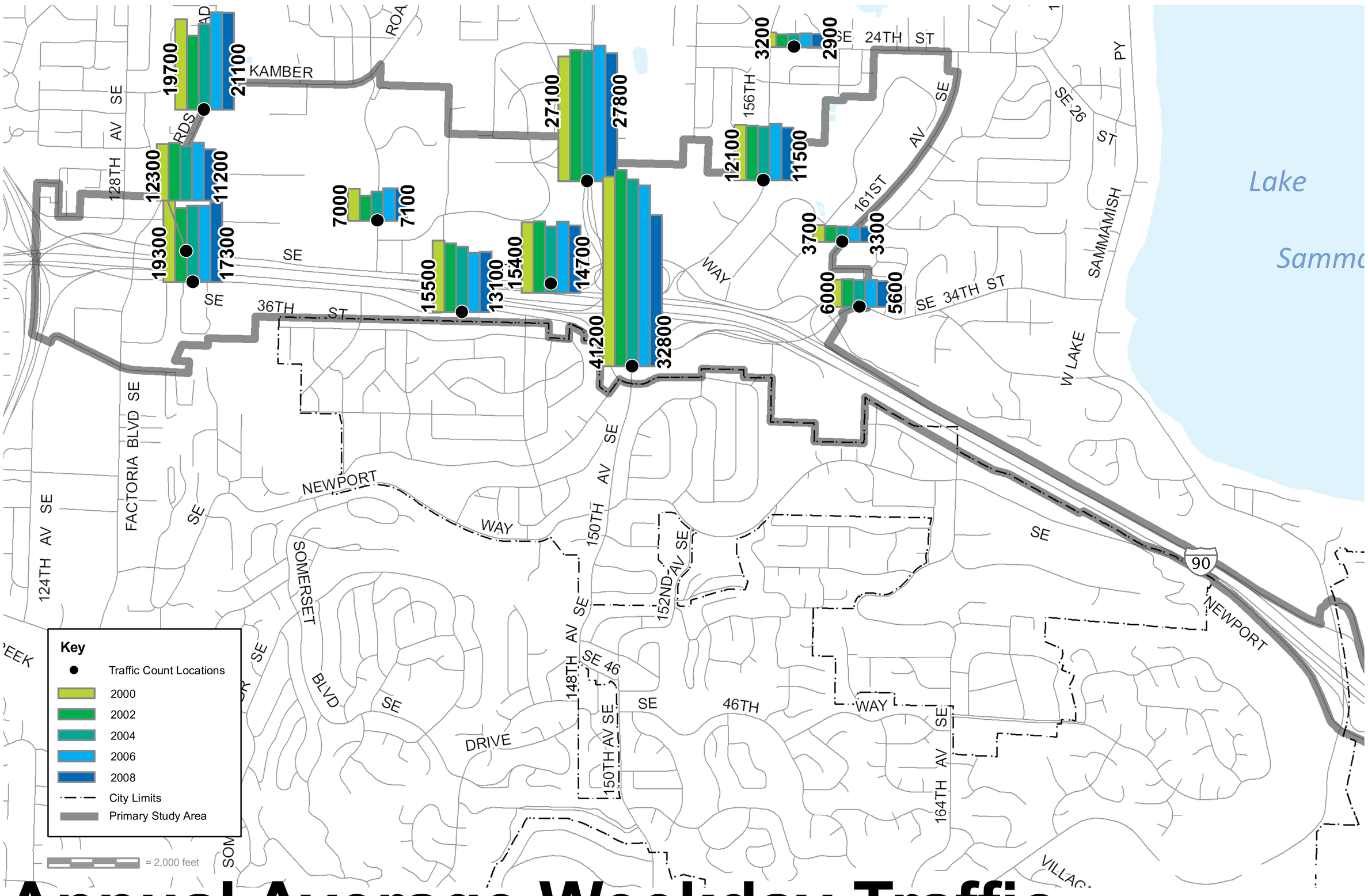


Sidewalks & Trails



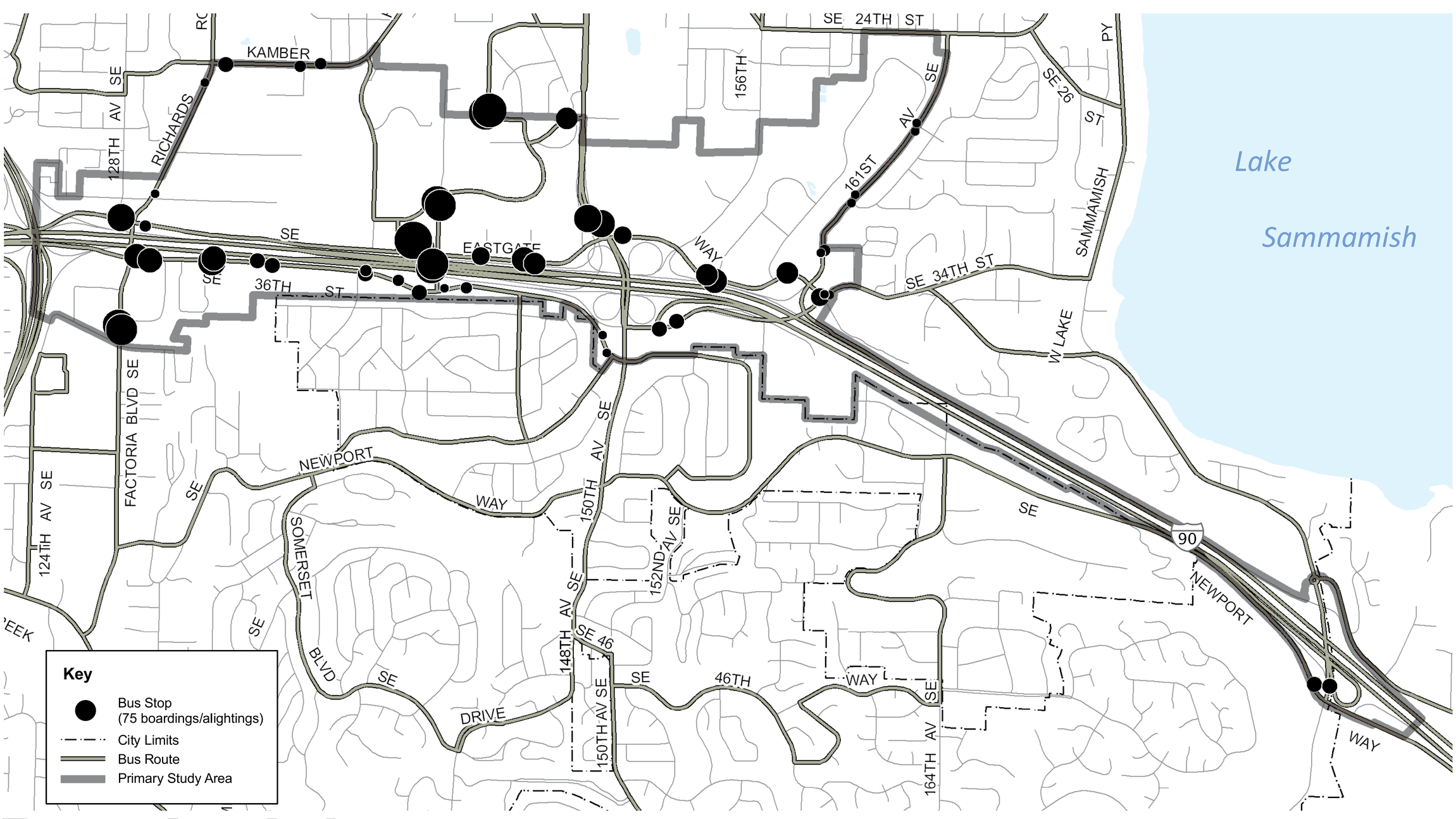
- Sidewalks
- Trails

On February 17, 2009 the Bellevue City Council approved as part of its annual Comprehensive Plan amendment major changes for Bellevue's network of pedestrian and bicycle paths. At present, there are 11.5 miles of existing sidewalk facilities in the primary study area and 3 miles in the secondary study area. Bellevue's Pedestrian and Bicycle Plan proposes an additional 1.6 miles of sidewalk facilities in the primary study area.



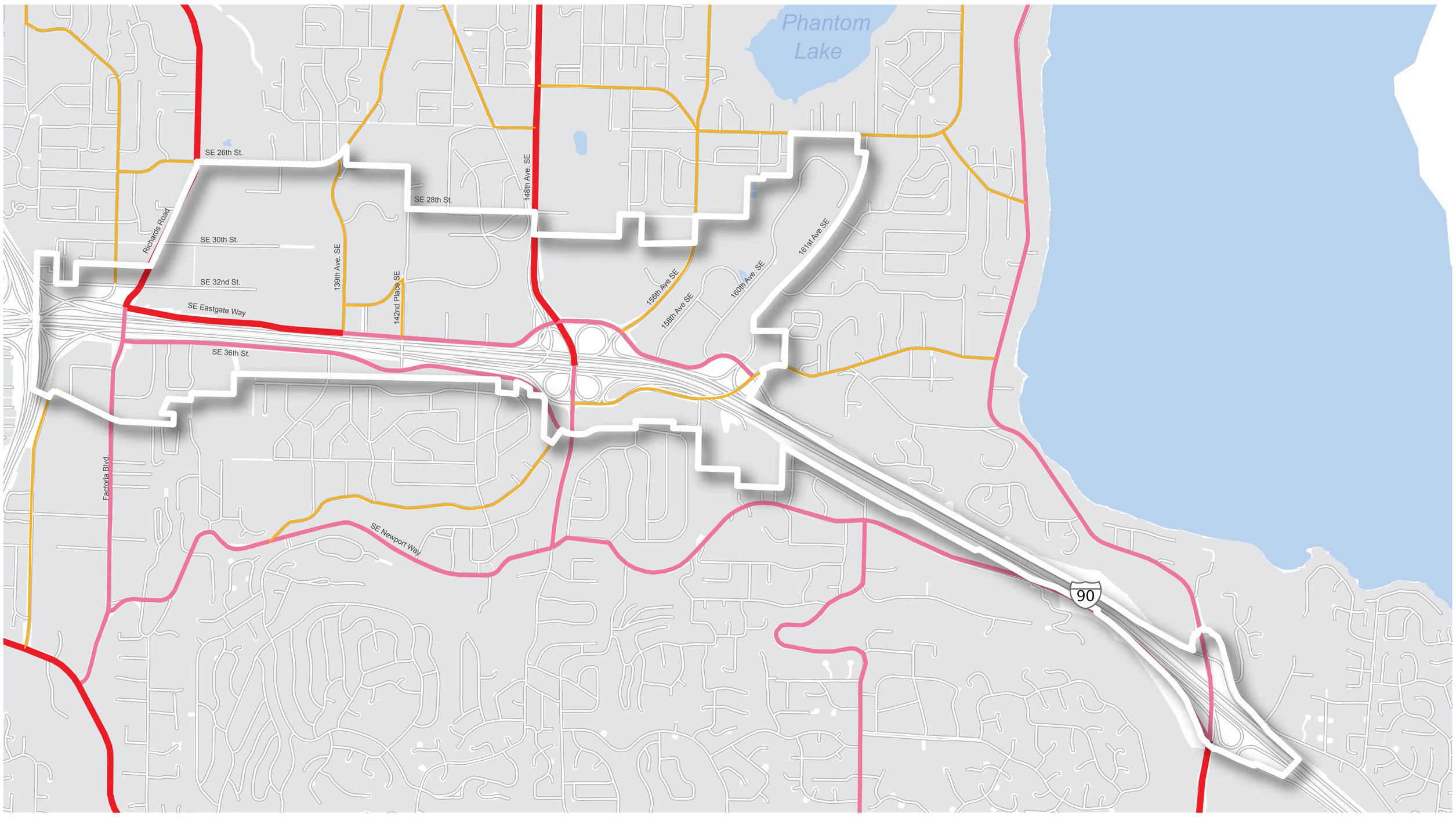
Annual Average Weekday Traffic

From 2000 to 2008, Annual Average Weekday Traffic (AAWT) at the 11 locations monitored in the study area decreased from 192,300 to 180,000, a 6 percent reduction. The annual count fluctuations during this time-period remain within this range. While AAWT levels have dropped, many people in the corridor express concern over congestion levels in the corridor.



Bus Activity

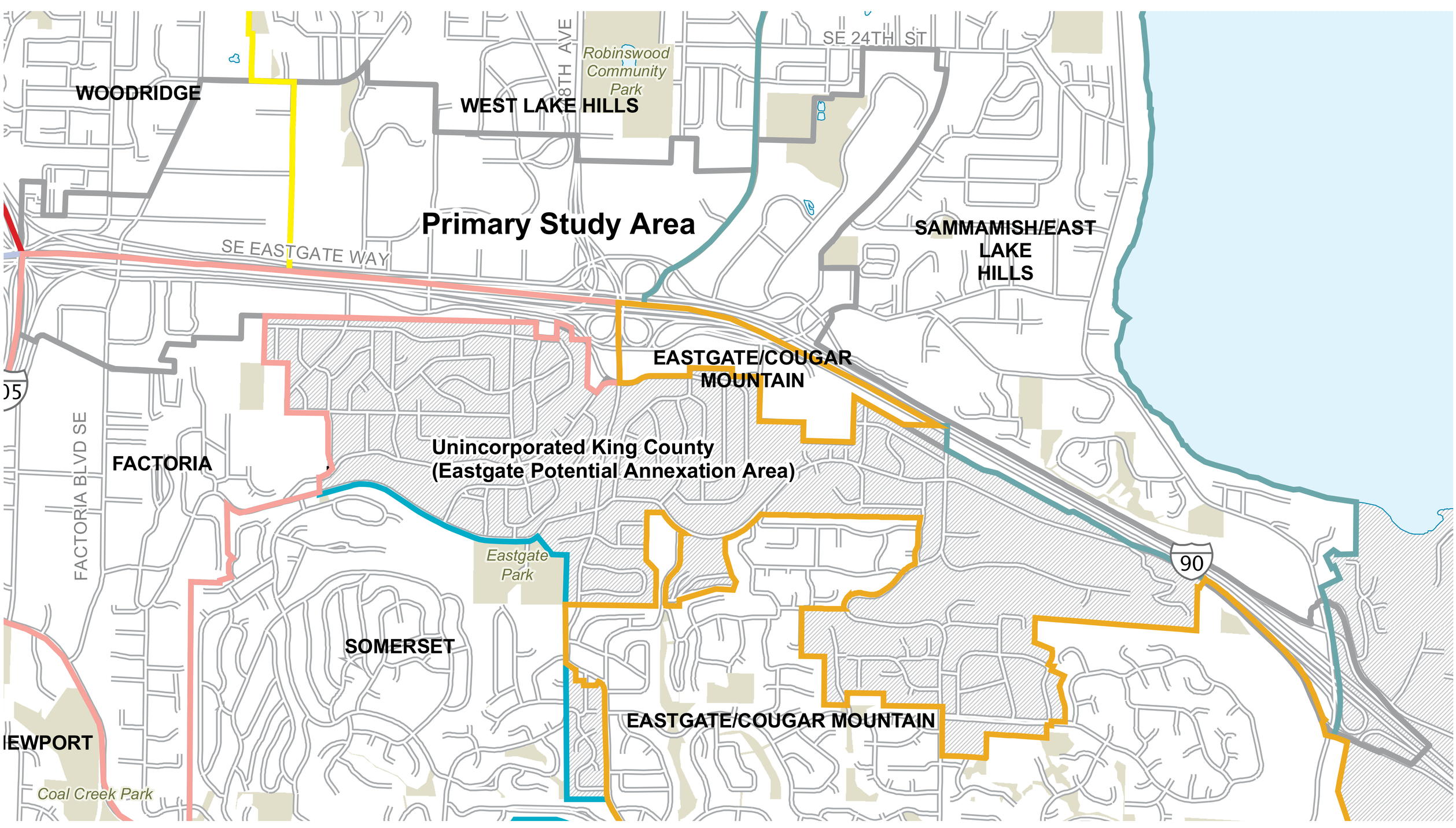
Proximity to an expanding college, increasing employment, and a major transit facility have generated significant gains in transit ridership in the corridor. Average weekday transit ridership is up 263% from 2,400 in 2000 to 8,700 in 2008. Not surprisingly, the bulk of ridership activity (44%) occurs at the 5 story Eastgate P&R facility. While ridership has grown quickly, it is still very difficult to operate efficient and direct transit services to the array of destinations in the Eastgate area due to the freeway and the limited street network.



Arterial Classification

Arterial Classification
- Major
- Minor
- Collector

Arterial functional classification is the division of a road system into a number of categories or groups according to the "function" each road serves or is intended to serve. The main functions for any road are 1) to provide mobility, or the movement of traffic and, 2) to provide access to adjacent land uses. The degree to which the road serves movement of traffic or access to adjacent land uses is the basis for its functional classification. There are three types of arterial roadways: (i) Principal Arterials provide direct routes for long-distance travel within the region, and connect freeway interchanges to major concentrations of commercial activity. (ii) Minor Arterials connect principal arterials to major commercial and residential areas. (iii) Collector Arterial are two or three-lane streets which carry little through traffic, but collect and distribute traffic within a neighborhood and provide the connection to minor or principal arterials.



Sorrounding Neighborhoods

Healthy, vibrant neighborhoods are the City of Bellevue's greatest asset.