

# Eastgate/I-90 Land Use & Transportation Project

## What is this project?

In October 2010 the Bellevue City Council authorized the Eastgate/I-90 Land Use & Transportation Project to identify a long-term (to year 2030) vision for the area. A Citizen Advisory Council (CAC) identified, developed, and evaluated land use and multi-modal transportation concepts.

The planning process extended from November 2010 to April 2012. It included regular monthly meetings, public open houses, an economic development forum, online surveys, stakeholder interviews, and presentations to interest groups.

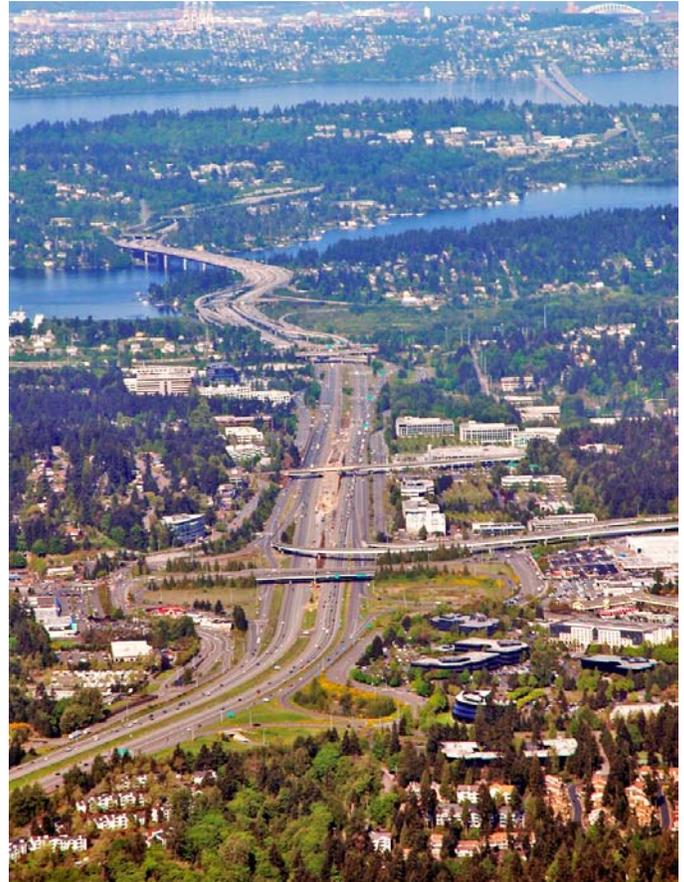
The CAC's work culminated in a "preferred alternative" that enhances the **economic vitality** of the I-90 corridor, provides for **neighborhood retail** services, improves **transportation** infrastructure, traffic flow, and travel options, upgrades the area's **environmental quality** and **visual character**, and supports the institutional mission of **Bellevue College**.

## What's the vision?

### LAND USE

The best opportunity to expand Eastgate's economic role as an employment center, as well as adding retail services and some residences, is **mixed-use transit oriented development (TOD)** around the Eastgate Park & Ride and south of the Bellevue College (BC) campus. This area has the potential to accommodate a substantial portion of the market demand for additional office space, is suitable for mid-rise residential development, leverages transit investment, and minimizes adverse impacts to transportation systems. As such, the greatest building heights and intensity are proposed at this location. This development concept also provides a spectrum of opportunities for BC and creates a high visibility focus for Eastgate with a mix of uses, multi-modal access, and ample amenities.

Elsewhere in the corridor, redevelopment would be encouraged by allowing larger office buildings, though less than at the TOD center. **Increased development potential** would be offered in exchange for public benefits. Current restrictions on support retail and service uses in office districts would be eased to bring these conveniences closer to places of employment,



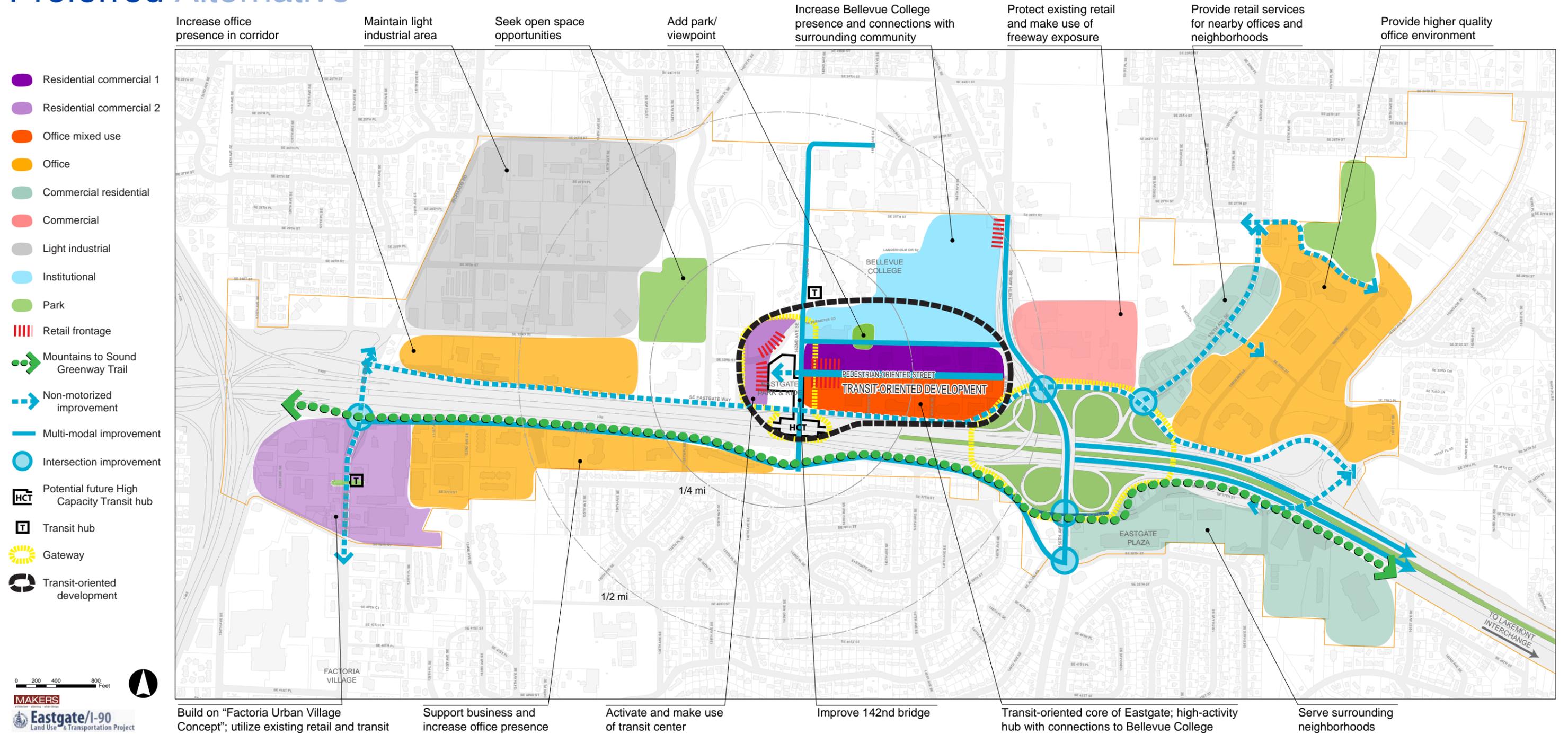
## How much growth can Bellevue expect here?

The preferred alternative is projected to accommodate the following new growth by the year 2030:

- Office – 1,800,000 square feet
- Institutional (Bellevue College) – 350,000 square feet
- Retail – 100,000 square feet
- Industrial – 0 square feet
- Hotel – 300 rooms
- Residential – 800 dwelling units

To make this growth possible, land use regulations and policies must change, especially to encourage redevelopment that contributes to the corridor's economic vitality and desired public amenities. Without these changes, little growth is expected within the next twenty years due to the developed nature of the corridor and the value of existing improvements.

# Preferred Alternative



reducing daytime vehicle trips. Existing **retail centers** (e.g., Sunset Village, Eastgate Plaza, Factoria Village, and 156th Avenue SE) would be retained and enhanced, to continue to serve the employment base and surrounding neighborhoods. Modest residential development would occur, taking advantage of proximity to employment, transportation, and shopping.

## TRANSPORTATION

The land use vision is supported by transportation strategies that serve regional and local travel with an expanded and more efficient interstate system, network of local streets, bus routes,

bicycle facilities, and pedestrian enhancements. This vision arose out of a robust screening process that took into account the ability of Bellevue and its partner agencies to secure funding to implement the projects.

Consistent with the TOD concept, the transportation vision promotes **improvements to the 142nd PI SE bridge** to create a “transit emphasis corridor.” Sidewalks would be widened and canopies added for protection from the weather. The bridge would provide convenient connections to the Mountains-to-Sound Greenway Trail south of I-90, the transit center on the

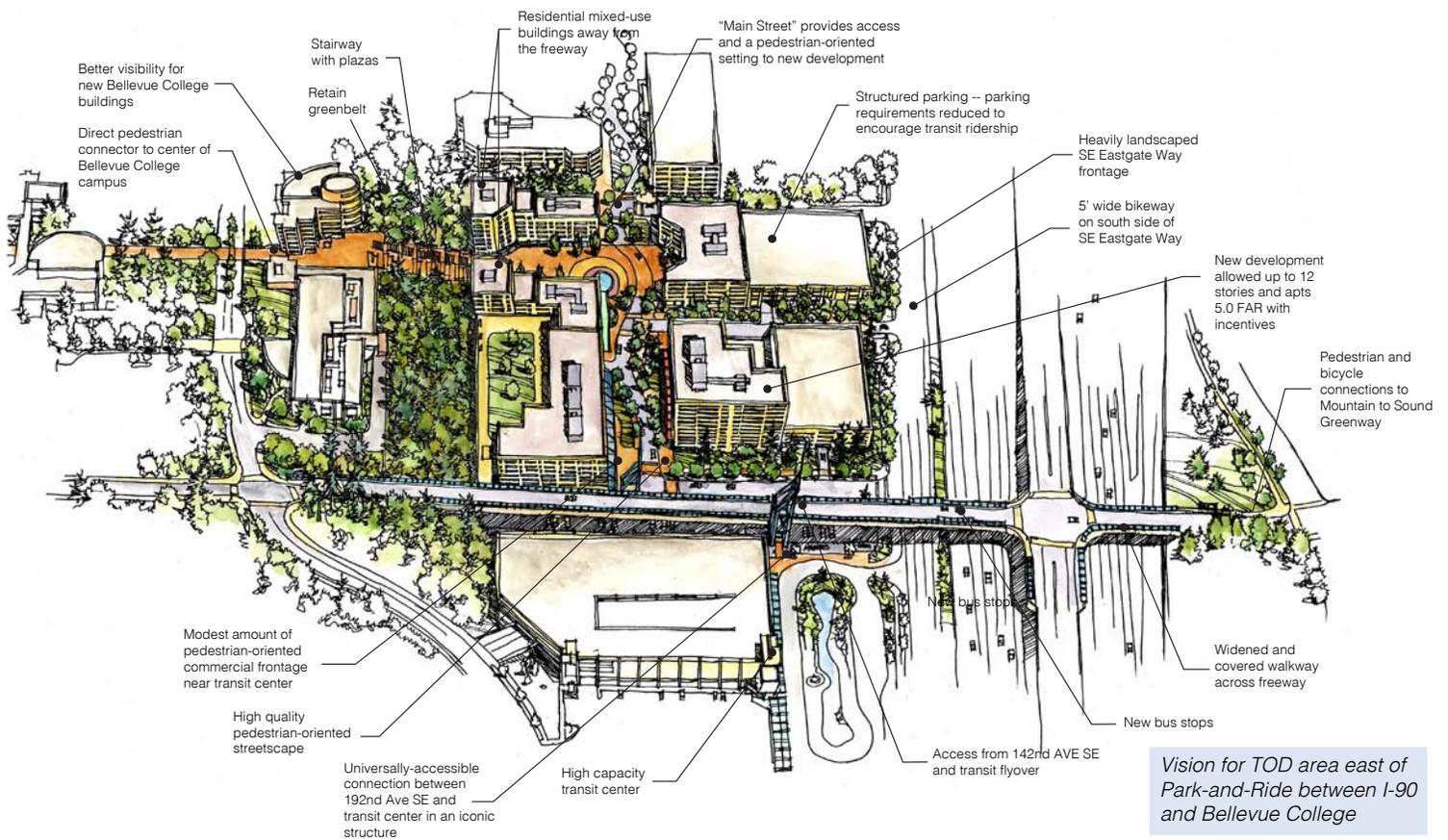
north side of I-90, the future TOD center, and Bellevue College, creating a strong north-south linkage.

Other transportation improvements recommended in the preferred alternative address the following:

- Improvements to existing and future choke points at **critical intersections** and their approaches (could include roundabouts or other traffic control devices);
- Access to and support for new development;
- Safer and more complete **pedestrian and bicycle networks**;

- Completion of the **Mountains-to-Sound Greenway Trail** through Eastgate;
- Upgraded **transit** operations and access to transit stops;
- Improved **visual coherence** and attractiveness of the corridor (e.g., 150th Avenue SE boulevard project); and
- Support of WSDOT in their efforts to increase vehicle capacity on I-90.

Taken together, these measures will ensure that the land use growth envisioned by the preferred alternative will be supported by appropriate infrastructure improvements.



## What could it look and feel like?

Building on Bellevue's "City in a Park" theme, landscaping is emphasized to enhance corridors and frame views, such as naturalistic landscaping in the freeway and interchange ROW and substantial street landscaping on several streets. The new TOD area will likely be a more intense, urban character with a pedestrian-friendly main street and landmark structures visible from I-90 (see image above). Finally, the Mountains to Sound Greenway trail will add a "green" connector through the area.

## How can it happen?

The "vision" is just the starting point for realizing the evolution of the corridor. General implementation strategies include:

- Amend the City's Comprehensive Plan, Land Use Code, Zoning Map, and Transportation Facilities Plan.
- Complete the environmental review.
- Balance increased development potential with public benefit requirements (e.g., open space, outdoor seating, affordable housing, bicycle facilities, etc.).
- Study allowable building heights and floor area ratios in more detail to ensure the quality of future development.
- Direct a substantial portion of the projected office and residential growth to the Transit-Oriented Development center through Land Use Code amendments.
- Partner or continue partnering with other agencies, service providers, and private development (e.g., WSDOT, Metro, Sound Transit, and Bellevue College).



*Recommended improvements to SE 36th St include Mountains-to-Sound Greenway Trail on north side, landscaping to buffer walkers and bicyclists and encourage a human scale, prominent crosswalks, and striped bike route.*

- Invest in projects outlined in the Transportation Strategies Report.
- Create design guidelines and "green" guidelines to ensure high quality and sustainable private development.
- Landscape the interchanges with gateway treatments.

These actions will help ensure that the Eastgate corridor will continue to be a major contributor to Bellevue's economic vitality, provide local services and connections, serve as a prominent and visually pleasing gateway, and remain an attractive place in which to do business and serve the surrounding community.

For more information and full report, visit:  
[www.ci.bellevue.wa.us/eastgate-corridor.htm](http://www.ci.bellevue.wa.us/eastgate-corridor.htm)



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