

Eastgate Neighborhood Area Plan CPA

Comprehensive Plan Amendments for Volume 2 associated with Eastgate Neighborhood Area Plan CPA

EASTGATE SUBAREA PLAN

Amend **Eastgate Subarea Plan** to delete the policies and discussion in its entirety as follows:

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POLICY S-EG-1. Focus Eastgate growth into a mixed use center adjacent to the Eastgate Transit Center with greater height and intensity than the surrounding area.

POLICY S-EG-2. Establish a pedestrian-oriented street that provides a community plaza and allows for connections between Bellevue College, the Eastgate Park and Ride, and the office, retail, and residential development in the transit-oriented development center.

POLICY S-EG-3. Encourage office and retail land uses that take advantage of freeway access, transit service, and non-motorized transportation alternatives without adversely impacting residential neighborhoods.

Discussion: Intense office development can generate adverse traffic impacts and block residential views. Site design also can impact residential quality. To support this policy, office and retail development should be well designed so that it is compatible with surrounding neighborhoods and be oriented around a multi-modal transportation system that reduces vehicular congestion and traffic impacts.

POLICY S-EG-4. Encourage the integration of restaurants and other commercial uses that serve local workers into and adjacent to office development to enhance the mix of uses within walking distance of employment areas.

Discussion: The reason for encouraging restaurants and other commercial services within office developments is to reduce vehicular traffic between the office parks and retail areas. Retail areas are intended to serve primarily local needs.

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POLICY S-EG-15. Collaborate with the Washington State Department of Transportation to relieve congestion created by vehicles entering and exiting Interstate 90.

POLICY-S-EG-16. Develop the Mountains to Sound Greenway trail through the subarea to provide pleasant, safe, non-motorized facilities that provide local and regional connections.

Discussion: the Mountains to Sound Greenway trail connects the Puget Sound with central Washington along 100 miles of I-90. Within Bellevue, there is a 3 mile gap through the Eastgate area from Factoria to Bellevue city limits. Closing this gap will provide a transportation and recreation resource that will benefit Eastgate residents, visitors, and businesses.

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Discussion: 142nd Place SE should be established as a frequent transit network corridor that reinforces the Transit Oriented Development Area, enhances bus service connections to Bellevue College, and is designed to serve as a gateway feature for the area. In addition, it may be possible to serve more parts of the Subarea, and to serve the Subarea more efficiently, by working with partner agencies and organizations.

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POLICY S-EG-19. Reinforce the area's location on the Mountains to Sound Greenway, accentuate Eastgate as a major entry into Bellevue, and emphasize the emerging urban character of the Eastgate I-90 corridor through the application of land use regulations, public amenity incentives, and design guidelines.

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POLICY S-EG-21. Consider design review for commercial, office, and mixed use development that promotes pedestrian-friendly design, ensures quality and a sense of permanence, promotes environmental sustainability and creates a distinct identity.

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POLICY S-EG-24. Support the overall sustainability and green identity of the I-90 corridor consistent with the Mountains to Sound Greenway by including visibly recognizable natural features in public and private development. Examples include, but are not limited to green walls, façade treatments, green roofs, retained native vegetation, and abundant natural landscaping.

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POLICY S-EG-27. Encourage the State Department of Transportation to provide

landscaping that clarifies access patterns and improves the appearance of their properties.

POLICY S-EG-28. Create community character in commercial, office, and mixed use development through the use of standards and incentives that support public art, street lighting, landscaping, distinctive building design, and pedestrian-oriented site design.

POLICY S-EG-29. Encourage the development of a dynamic public realm by integrating publicly accessible plazas, open spaces, and other gathering spaces within private development in commercial, office, and mixed use areas.

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POLICY S-EG-33. Coordinate with Bellevue College, the State of Washington, the Mountains to Sound Greenway Trust, county and regional agencies, the private sector, and others to implement the desired land use and transportation changes in this subarea plan.

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Planning District 1

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Planning District 2

POLICY S-EG-38. Retain sufficient vegetation on the eastern side of the Sunset property to visually buffer Bellevue Community College.

POLICY S-EG-39. Screen industrial development from residences to the north of Kamber Road from light industrial development with a landscaped buffer.

POLICY S-EG-40. Protect the surrounding neighborhoods from future development in the I-90 Business Park by observing transition area requirements from residential uses as well as maintaining landscape buffers.

Discussion: Encourage retention of significant open space in the I-90 Business Park in conjunction with utilization of the remaining Development potential. Apply the OLB-OS designation in support of this policy. [Amended Ord. 5392]

POLICY S-EG-41. Rezone master planned areas in District 2 to be consistent with the underlying Land Use designation and implement the Eastgate Land Use and Transportation project vision when existing concomitant agreements affecting the site

are renegotiated or repealed and upon approval of a new Master Development Plan.

Discussion: Large master planned projects in Eastgate are subject to Master Plan/ Design Review requirements and conditions associated with concomitant zoning agreements that may prevent implementation of zoning consistent with the Eastgate Land Use and Transportation Project vision. Portions of the Sunset Corporate campus, subject to concomitant agreement 14463 and the area generally associated with the I-90 Corporate Campus, subject to concomitant agreements 6015, 11390, and 33217 should only be rezoned when the existing concomitant agreements are renegotiated or repealed.

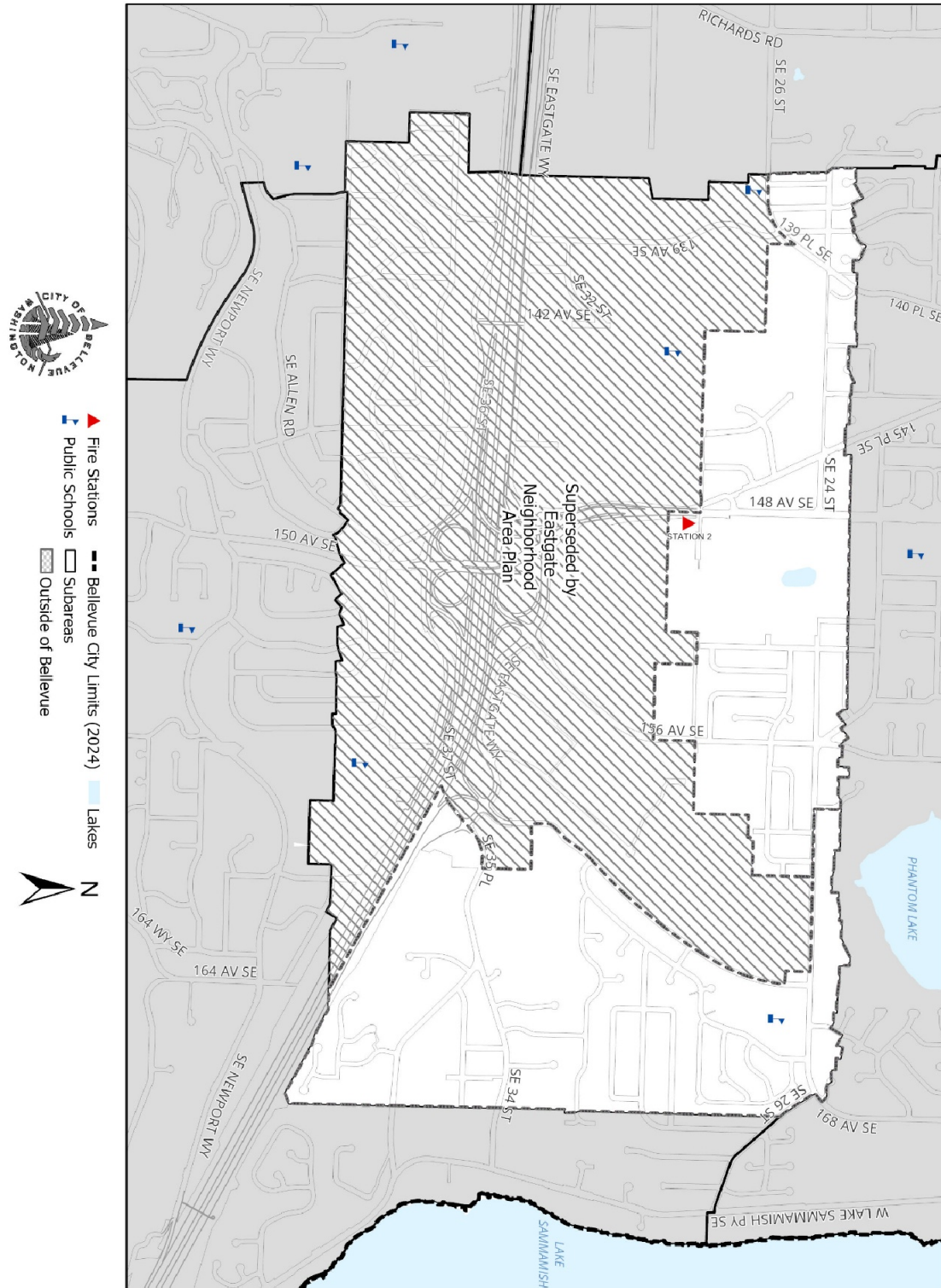
POLICY S-EG-42. Encourage a mixed use area between Bellevue College and I-90 into a walkable, transit-oriented center at the level of intensity needed to create a vibrant mix of offices, residences, and locally-serving shops and restaurants that are urban in character.

POLICY S-EG-43. Retain neighborhood-serving commercial uses through flexible zoning that allows a rich combination of neighborhood retail and services.

POLICY S-EG-44. Consider the use of a land use incentive system in office and mixed use areas that incentivizes provision of infrastructure and amenities that offer public benefits through the potential for additional floor area ratio (FAR) and height.

EASTGATE SUBREA PLAN MAP AND FIGURE

Update **S-EG.1 Eastgate Planning Districts** to show areas superseded by the Eastgate Neighborhood Area Plan.



NEWCASTLE SUBAREA PLAN

Amend **Newcastle Subarea Plan** to delete the policies and discussion in its entirety as follows:

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POLICY S-NC-12. Permit multifamily development at densities ranging from 12 to 30 units per acre in designated areas along I-90 and Coal Creek Parkway if roadway improvements are made consistent with the Newcastle Facilities Study.

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RICHARDS VALLEY SUBAREA PLAN MAP AND FIGURE

Delete **Richards Valley Land Use Plan** in its entirety.