

## EASTGATE NEIGHBORHOOD AREA PLAN DRAFT

### The Vision

**Eastgate is a convenient, safe, and welcoming neighborhood where its diverse residents, businesses, and student population can thrive and build connections with one another. Its tree-lined and well-maintained residential areas are the heart of the neighborhood, and people from all stages of life are seen walking, biking, and taking transit to experience the area's natural beauty, outdoor recreation, and retail and entertainment offerings. Mixed-use areas on both sides of Interstate 90, as well as Bellevue College, anchor the neighborhood as vibrant hubs for living, working, gathering, learning, and fostering community.**

The future of Eastgate is built around stitching together its socially tight-knit, walkable, and well-established residential areas with abundant recreation, retail, and regional transit within the neighborhood area to create a more complete and connected community. Eastgate's different sub-neighborhoods are separated by the Interstate 90 freeway and arterials. In each of these sub-neighborhoods are important and unique community gems that make Eastgate a desirable place to live, work, play, and learn. These treasures include top-rated schools, libraries, human and health services, locally owned shops and restaurants, densely wooded parks, and nature trails.

Eastgate is connected by streets, trails, and public spaces that contribute to the green and welcoming image of the neighborhood, incorporating landscaping, art, and pedestrian amenities that invite community members to walk, bike, and take transit in and around the neighborhood area. Residential areas are anchored by parks and gathering spaces where people can easily meet and connect with one another.

The Eastgate community has safe and convenient access to a wide range of services, shopping, recreational, and entertainment options in nearby commercial and mixed-use areas. Over time, auto-oriented commercial and office areas are envisioned as walkable mixed-use neighborhoods with abundant access to retail, entertainment, and recreation options. The Eastgate Transit-Oriented Development (TOD), recognized as one of South Bellevue's major economic centers and regional transportation hubs for high-capacity transit, acts as an entry point for those biking, driving, and taking transit into the area. From here, residents and visitors can access year-round recreational and cultural experiences within Eastgate or in nearby wilderness areas further south and east.

The policies in this plan support Eastgate's continued evolution and growth to achieve its vision and help strengthen the different community assets that make Eastgate distinct from other neighborhood areas.

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### **Relationship to Volume 1 of the Comprehensive Plan**

The Eastgate neighborhood area plan contains policy direction consistent with the citywide policies in Volume 1 but with details specific to the Eastgate context. Some of the features that give Eastgate its unique character are the diversity of its community and its role as a key urban center of countywide importance. The Eastgate Mixed Use Center is planned for additional residential and commercial growth with walkable access to retail, services and transit.

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## **Community Context**

The Eastgate neighborhood area is a major employment and residential center for Bellevue and the surrounding region. Eastgate is bounded by Factoria and Woodridge to the west, Lake Hills to the north, West Lake Sammamish to the east, and Somerset and Cougar Mountain/Lakemont to the south. Eastgate is bisected east-west by Interstate 90.

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### **Neighborhood Area Planning**

Planning for the 16 neighborhood areas in Bellevue is directed by three policies in the Neighborhoods element (NH-17, NH-18, NH-19) of Volume 1.

- NH-17. Use the neighborhood area planning process to implement citywide policies adopted within the comprehensive plan.
  - NH-18. Periodically update neighborhood area plans consistent with the planning boundaries shown in Map N-1. For any given site, the 2014 subarea plan policies remain in effect until and unless they have been superseded by new planning area boundaries and policies.
  - NH-19. Use the neighborhood area planning process to equitably engage local communities to define neighborhood area specific values and policies.
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## **History and Continued Evolution**

Prior to European arrival in the 1800s, the lands that now comprise Eastgate were part of the traditional territory of Coast Salish peoples. The area was heavily forested, characterized by dense vegetation, wetlands, and small creeks. Following World War II, Eastgate transitioned from a rural community to a residential suburb. Early developers planned new residential tracts and established the first shopping center at Sunset Village in the late 1940s and early 1950s, setting the foundation for a self-contained suburban neighborhood. The construction of Interstate 90 in the mid-20th century permanently

reshaped Eastgate’s landscape and development pattern. This infrastructure not only connected Eastgate to Bellevue and Seattle but also catalyzed economic activity along the corridor. By the 1960s and 1970s, the area north of Interstate 90 had begun to attract major regional institutions and employers. Around the same period, the valley along 160th Avenue, previously an airfield, was transformed into a center for office development. Between 1980 and 2000, Eastgate evolved into one of Bellevue’s primary business districts. While the pace of office construction has slowed in recent years due to limited vacant land and broader economic factors, Eastgate remains a vital employment center within the City. Today, tree-lined streets and hillside residential areas south of Interstate 90 contrast with Eastgate’s concentration of offices and institutions north of Interstate 90. It stands as a distinct community within the city; a neighborhood of mostly single-family homes integrated into the fabric of a major commercial center.

Over the past several decades, Eastgate has become increasingly culturally diverse, characterized by a growing Asian population and a high share of foreign-born residents. In 2000, over half of residents identified as non-Hispanic white. In recent years, the majority identify as Asian and Latino, making Eastgate a majority-minority neighborhood, much like Bellevue as a whole.

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**Community Profile**

Population	7,611
Households	2,665
Neighborhood Area Geographic Size (acres)	1,761
Countywide Center Geographic Size (acres)	173
Countywide Growth Center Jobs *	4,003
Homeowner Status	
Own	84%
Rent	16%
Age & Disability	
Under 18	23%
18-34	20%
35-44	15%
45-64	28%
Over 65	14%
Persons with a disability	8%
Race & Language	
White	42%
Asian	39%
Hispanic/Latine	9%
Black	1%

All Other	9%
Speaks a language other than English	45%
Commuting	
Drive alone to work	57%
Carpool, transit, bike, walk, other to work	43%
No car in household	5%

Source: 2020 Census Data for Census Blocks & Tracts in Bellevue, 2020-2024 American Community Survey (ACS) 5-Year Estimates for Census Tracts in Bellevue, 2020-2024 ACS 5-Year Estimates for Bellevue Overall, & Jan 1, 2026 King County Assessor Data.

\* Source: US Census Bureau. 2023 LEHD (Longitudinal Employer-Household Dynamics) Origin-Destination Employment Statistics (LODES)

## Neighborhood Conditions and Built Form

Eastgate has evolved as a neighborhood area characterized by a diverse mix of land uses and a strong economic presence. The neighborhood area is physically defined by Interstate 90 which divides Eastgate into two distinct areas. North of Interstate 90, the neighborhood consists of a mix of light industrial uses, multifamily housing, mid-sized office buildings, regional transit facilities, and Bellevue College. The Eastgate Housing Campus, comprised of three individual developments open in 2023, provides shelter, housing, and services for more than 1,500 community members of varied incomes. South of Interstate 90, the area consists of predominantly single-family residential sub-neighborhoods such as Eastgate, Horizon Heights, and Cougar Hills, with smaller parks, community facilities, and locally serving retail integrated throughout the area. The 2012 annexation of Eastgate included all of the neighborhood area within City of Bellevue limits.

The Interstate 90 corridor serves as a primary economic spine for both the neighborhood area and the City, supporting a concentration of retail, restaurants, offices, hotels, automotive services, and recreational businesses. This corridor functions as a business hub for major corporations, technology industries, and community shopping areas, with much of Eastgate’s commercial activity oriented along this corridor. As a major freeway connecting Bellevue and Seattle to cities in Eastern Washington, Interstate 90 is not only a major transportation corridor, but also a source of vehicular traffic, noise, and air quality impacts, especially for communities that live and work nearby.

Community facilities such as the Newport Way Library, Tyee Middle School, Bellevue College, and the Eastgate Park-and-Ride, serve residents from Eastgate and nearby neighborhood areas. With convenient access to jobs, education, retail, community services,

and transit connections, Eastgate continues to function as a place to live, work, play, and learn within the broader Bellevue community.

Eastgate's diversity of land uses and proximity to regional connections reflects the types of multimodal connections in the neighborhood area. Eastgate's arterials are integral to circulation patterns within and through the neighborhood and include Richards Road, 148<sup>th</sup> Avenue SE, SE Eastgate Way, and SE 36<sup>th</sup> Street. While a pedestrian and bicycle network exists throughout the neighborhood area, many residential areas lack sidewalks. Several regional and local bus routes connect the Eastgate neighborhood area, with the Eastgate Park-and-Ride serving as an important transit hub for residents and commuters.

The partially constructed Mountains to Sound Greenway Trail passes through Eastgate along the I-90 corridor, forming a regional trail network that connects the Seattle waterfront to Ellensburg in Central Washington. Bellevue's portion of the trail is currently completed west of 142<sup>nd</sup> Place SE in the Eastgate neighborhood area. As this network continues to develop, it will improve active transportation connectivity and recreational access for the community.

## **Neighborhood Challenges and Opportunities**

Some of the top values that Eastgate community members see as integral to the neighborhood's future are safety, natural beauty, diversity, and economic opportunity. People point to older trees, nearby parks, proximity to both city amenities and wilderness, and friendly neighbors as defining community assets. The neighborhood area plan provides a planning framework for maintaining these values as Eastgate evolves.

### *Creating a Safe and Welcoming Community*

Eastgate has several residential areas with aging or missing infrastructure, which impacts the community's experience of public safety and civic pride when walking, biking, and taking transit around the neighborhood. People mentioned lighting and weather protection as opportunities to make streets and public spaces inviting to use throughout the day and all year round. High quality pedestrian amenities, well-maintained landscaping, active public spaces, and a complete sidewalk and bicycle network also contribute to a safe, vibrant, and welcoming neighborhood experience.

### *Revitalizing Eastgate's Commercial Areas*

Eastgate is an important regional office district and employment center, benefiting from excellent visibility from Interstate 90 and proximity to Bellevue College. Several major corporate campuses are in Eastgate and contribute significantly to the neighborhood's employment base. However, its older office areas have seen relatively high vacancy rates over the past few years and are in peripheral locations that are not easily accessible by

walking, biking, and transit. Evolving office trends toward amenity-rich, adaptable, and collaborative environments present an opportunity to envision Eastgate’s commercial areas as new mixed-use neighborhoods with abundant access to housing, retail, restaurants, and entertainment options.

### *Growing a Regional Transportation Hub*

The Eastgate Transit-Oriented Development (TOD) is a regional transportation hub that will be served by high-capacity transit and enlivened through mixed-use development. However, community members noted the challenges of getting to the TOD’s Park-and-Ride when crossing Interstate 90 at 142<sup>nd</sup> Place SE and 150<sup>th</sup> Avenue SE or traveling along Eastgate Way SE. Reductions in local transit service south of Interstate 90 have also limited mobility options, stressing the importance of first- and last- mile connections. Connecting the neighborhood area to the Eastgate TOD will support the development and transportation investments envisioned for this area.

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#### **Eastgate Transit-Oriented Development**

In 2012, the Eastgate/I-90 Land Use & Transportation Project established a long-term vision for TOD around the Eastgate Park-and-Ride and south of the Bellevue College campus where substantial housing and job growth along the Interstate 90 corridor was expected to occur. An update to the Eastgate subarea plan in 2015 provided the framework for land use code amendments that implemented a new Eastgate TOD district focused on mixed use, multimodal access, ample amenities, and connections to Bellevue College. The Eastgate neighborhood area plan continues to reinforce the vision of the Eastgate TOD and support implementation through future development and infrastructure improvements.

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### *Fostering Connections to the Natural World*

Eastgate is located near many outdoor recreational spots, from creek-lined trails within the neighborhood to regional hiking trails just a short drive away, including in Cougar Mountain, Squak Mountain, and Tiger Mountain. Verdant mountains and mature trees are in view as people walk around their neighborhood. However, steep topography, missing sidewalks, and lack of signage make it difficult for many community members to easily access the natural world around them. Improved connections and signage between trails and parks, as well as enhancements to tree canopy, can help reinforce the neighborhood’s green identity and strengthen access to outdoor recreation.

## Urban Design Framework

The following urban design framework visualizes opportunities and supports policies for improving public spaces within Eastgate, building from what the community identified as opportunities and challenges for accessing and using these spaces today.

Rather than a detailed set of actions and projects, this framework guides project identification and development opportunities when implementing neighborhood area plan policies. They are also a tool to support collaboration among city departments and community partners.

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### Urban Design and Public Spaces

Urban design is the practice of planning and designing the physical environment of a community. Within a neighborhood area plan, urban design can improve the design and function of public spaces, including community gathering spaces, parks, plazas, streets, trails, natural areas and public art. Rather than focusing on the design of a specific place, urban design considers how experiencing different public spaces throughout a neighborhood provides for enhanced gathering and social interactions, a more attractive pedestrian environment, improved neighborhood connectivity, and a clear neighborhood identity.

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### *Enhancing Neighborhood Connectivity*

Eastgate's transportation network serves local trips inside and outside the neighborhood area, as well as access to Interstate 90. Identified connectivity challenges in Eastgate include destinations being divided by these arterials as well as the Interstate 90 corridor, large block sizes, few opportunities to cross arterials, and lack of safe and convenient access to the Eastgate Park-and-Ride by walking, biking, and taking transit.

Enhancing neighborhood connectivity in Eastgate entails potential improvements that are supported by neighborhood area plan policies and illustrated in Figure S-EG-1.



- **Enhanced Active Transportation Connections:** Active transportation connections include streets and trails that provide an improved walking and biking experience to neighborhood destinations and gathering spaces, such as parks, shopping areas, schools, and regional transit connections. Eastgate's arterials benefit from safety improvements and wayfinding to better connect pedestrians and cyclists to adjacent neighborhood areas, the Eastgate Park-and-Ride, and shopping centers. Additionally, local street enhancements can support safe and comfortable active transportation access to nearby schools, trails, parks, and community facilities.
- **Through-Block Connections:** Through-block connections improve pedestrian circulation by breaking down larger blocks and development sites. Through-block

connections could be developed as part of future public and private development and integrate opportunities for gathering and events. As an alternative to walking along high-volume arterials, large lot commercial areas in the Eastgate TOD and around Bellevue Airfield Park and Eastgate Plaza could integrate internal connections that enhance pedestrian comfort, permeability, and access to surrounding parks and trails.





- Improved Pedestrian Crossings:** Intersection crosswalks and midblock crossings provide designated areas for pedestrians to cross high-volume arterials to get to their destination. Improvements at these crossings can help increase pedestrian visibility and safety from oncoming traffic and serve as a traffic calming measure. SE Newport Way is cited as having few midblock crossing opportunities, and crossing improvements would help to connect pedestrians to schools, trails, bus stops, and other destinations on both sides of the arterial. There are also opportunities to improve intersection safety on arterials such as 148<sup>th</sup> Avenue SE, 150<sup>th</sup> Avenue SE, and SE Eastgate Way.
- Streetscape Enhancements:** While arterials function primarily to carry high volumes of vehicular traffic, they are also valuable public spaces for the community. Enhancing arterials with landscaping, lighting, furnishings, and other pedestrian-oriented features make more attractive, safe, and comfortable corridors. Priority corridors include 148<sup>th</sup> Avenue SE, 150<sup>th</sup> Avenue SE, 156<sup>th</sup> Avenue SE, and SE Newport Way, which are part of the Urban Boulevard Network (Map UD-1) and reinforce Bellevue’s image as a “City in a Park”. SE Eastgate Way was also identified as a priority corridor for improved lighting, landscaping, and transit amenities to improve public safety and comfort for people living, working, shopping, and accessing services along the corridor.

## URBAN DESIGN FRAMEWORK CONCEPT - ENHANCING NEIGHBORHOOD CONNECTIVITY





### Key Features

 Neighborhood Area Boundary	 Freeway	 Proposed Station	 Existing Park and Open Space
	 Arterial	 Stream	 Regional Trail

### Existing Community Assets

 Bicycle Facility
 Trail
 Pedestrian Crossing
 Public School

### Urban Design Opportunities

 Enhanced Active Transportation Connection	 Enhanced Pedestrian Crossing
 Through-Block Connection	 Planned Regional Trail Segment
 Streetscape Enhancement	



## *Enhancing Neighborhood Gathering Spaces*

Eastgate has some recognizable gathering spaces today that are considered “third places”, including Newport Way Library and the Eastgate Plaza shopping center. There are other locations where there is a strong desire for opportunities to gather and build community, such as Bellevue College, Bellevue Airfield Park, and the Eastgate Housing Campus.

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### **Third Places**

Third places are places that people go to when they are neither home nor at work that are seen as spaces to provide connection and build community.

They can occur informally in any public or privately-owned place as long as it is known to the community as a safe and welcoming space.

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Enhancing neighborhood gathering spaces in Eastgate entails potential improvements that are supported by neighborhood area plan policies and illustrated in Figure S-EG-2.








- **Third Places with Community Partners:** Publicly- and privately-owned gathering spaces include schools, shopping centers, community centers, and other shared communal areas, where people gather and socialize. For these spaces to better meet the needs of the community, the City can partner with community groups, business owners, and property owners to develop new programs and events. Sunset Village, Eastgate Plaza, Bellevue College, and the Eastgate Housing Campus are community hubs where people would like to see comfortable, inviting spots to gather. People also express wanting to see free and/or low-cost event space, such as Newport Way Library and South Bellevue Community Center, throughout the neighborhood area.
- **Potential Park Opportunities:** New neighborhood-scale parks increase community access to open space and recreation, especially in areas that are not well-served today. There are different tools that the City can pursue to expand access, including development opportunities, land acquisitions, public easements, and public-private partnerships. Residential areas south of Interstate 90 are underserved in access to neighborhood-scale parks for recreation. Eastgate Commons, at the corner of 147<sup>th</sup> Avenue SE and SE 39<sup>th</sup> Street, is an example of a neighborhood park that would benefit other residential areas throughout the Eastgate neighborhood area.
- **Environmental Enhancements:** Vasa Creek, Squibbs Creek, Richards Creek, and Sunset Creek are all notable streams in Eastgate that contribute to the green identity of the neighborhood. Improvements to these natural features can enhance their aesthetic qualities and ecological functions, provide urban wildlife habitat connectivity, mitigate persistent flooding, and boost ecological awareness. There are also opportunities to integrate nature trails next to streams to make a recreational

amenity as well as an ecological one. Squibbs Creek, for example, has a trail that allows nearby residents to experience the Horizon Heights Greenbelt.


- Thresholds:** Thresholds are markers to indicate to people they are arriving into the neighborhood area or a special destination within it, such as a business district, park, or other civic/cultural space. These markers can reflect the unique identity of those who live, work, and play there and can take many different forms: a distinct landmark, a natural feature, signage, or public art. Several parks in and around the neighborhood area, such as Bellevue Airfield Park, Robinswood Park, Eastgate Park, and Lattawood Park, sit between Eastgate and the adjacent Somerset, Lake Hills, West Lake Sammamish, and Cougar Mountain/Lakemont neighborhood areas. The Eastgate TOD and Interstate 90 corridor are also key entry points into the neighborhood for those arriving by car and transit. 142<sup>nd</sup> Place SE and Landerholm Circle SE are major thresholds into the Bellevue College campus.

## URBAN DESIGN FRAMEWORK CONCEPT - ENHANCING NEIGHBORHOOD GATHERING SPACES


### Key Features

 Neighborhood Area Boundary	 Freeway	 Proposed Station	 Existing Park and Open Space
	 Arterial	 Stream	 Regional Trail

### Existing Community Assets

 Trail
 Public School

### Urban Design Opportunities

 Third Place with Community Partner	
 Threshold	
 Potential Park Opportunity	 Planned Regional Trail Segment
 Environmental Enhancement	



## Neighborhood Policy Summary

The Eastgate neighborhood area plan policies are organized into the following subsections:

### *Neighborhood Identity*

Neighborhood identity evolves over time as residents and businesses change, reflecting the history of the area and incorporating the cultures and needs of new residents and businesses. Eastgate is known for its diverse community, excellent access to outdoor recreation, proximity to wilderness, mature trees, and convenient location along the Interstate 90 corridor and Mountains to Sound Greenway. These neighborhood-specific elements can be expressed within the design of public spaces, community facilities, placemaking, and public art.

### *Mixed Use Centers & Neighborhood Centers*

Mixed Use Centers and Neighborhood Centers are often the heart of the neighborhood as places where people can easily access transit, housing, shopping, places to gather, and services. Bellevue's growth strategy, as outlined in the Comprehensive Plan's Land Use element, directs most of the city's growth to its Mixed Use Centers and supports the health and vitality of residential areas by planning for current and future Neighborhood Centers. The cultural and retail offerings in these centers can make them a unique draw for both the neighborhood area and larger city. Investments in high-capacity transit service will strengthen the area around the Eastgate Park-and-Ride as a regional transit hub and transit-oriented development district.

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#### **Mixed Use Center in Eastgate**

Eastgate is one of six areas in Bellevue designated as a Mixed Use Center, which are centers of economic and social activity anchored by major transportation hubs. At the heart of Mixed Use Centers are Countywide Centers (see Map LU-3 in the Land Use element) designated by King County. Countywide Centers serve important roles as places for concentrating jobs, housing, shopping and recreational opportunities. These are often smaller downtown, high-capacity transit station areas or neighborhood centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment. Roughly the northwest quadrant of the Eastgate neighborhood area is designated as a Countywide Center and includes the Eastgate Housing Campus, the Eastgate TOD, the Eastgate Park-and-Ride, and portions of Bellevue College.

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#### **Neighborhood Center in Eastgate**

Neighborhood Centers are commercial and mixed-use developments located in areas that are otherwise primarily residential. These centers provide goods and services to nearby residents and serve as important focal points and

gathering spaces for the community. The Neighborhood Center (see Map LU-2 in the Land Use element) in Eastgate is centered around the Eastgate Plaza shopping center south of Interstate 90.

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### *Community Gathering Spaces*

Gathering spaces strengthen social connections by providing opportunities for recreation, celebration, pursuing hobbies, and meeting friends. They range from outdoor public spaces like parks and trails to indoor communal spaces like community centers, schools, libraries, and places of worship. Newport Way Library, Bellevue College, and Tyee Middle School are recognized as important public places to gather within the neighborhood area. Additional opportunities to develop and expand community gathering spaces are possible through collaboration with different community partners.

### *Mobility and Access*

The transportation network in Eastgate serves many different travel modes. The most common way for people to access destinations is by car, although there is a desire for safely getting around the neighborhood by walking, biking, and transit. Steep hills and lack of sidewalks are a barrier today for many of Eastgate's residential areas. Neighborhood mobility and access can be improved through better sidewalks, crossings, bike lanes, and active transportation and transit connections to nearby destinations.

### *Environment*

Bellevue prides itself as being a "City in a Park". Streams, greenbelts, hiking trails, and other natural areas within Eastgate are all integral to the green identity of the neighborhood and are easily accessible from where people live, work, play, and learn. Incorporating nature-oriented elements into projects as new development occurs presents opportunities to foster community resilience, human connection to wildlife, and habitat health.

## **Goals & Policies**

Neighborhood area policies below are enumerated with an "N" to differentiate them from existing subarea plan policies. Policy numbers will be finalized at a later date.

## **Neighborhood Identity**

**Goal:** To enhance Eastgate's distinct qualities as a convenient, green, and welcoming neighborhood.

- S-EG-N1.** Facilitate the development of cultural and sports facilities in Eastgate's mixed-use areas to support year-round activities.

- S-EG-N2.** Include landscaping and natural features in public and private development to enhance scenic qualities along the Mountains to Sound Greenway trail and Interstate 90 corridor.
- S-EG-N3.** Minimize loss of trees and increase tree canopy in areas that do not meet City canopy goals, prioritizing streetscapes, publicly owned properties, and environmentally sensitive areas.
- S-EG-N4.** Support and expand beautification initiatives to steward and maintain trails, streetscapes, natural areas, and other public spaces.
- S-EG-N5.** Use art and other creative elements at thresholds into Eastgate that create a sense of arrival from freeways, the Mountains to Sound Greenway trail, and major arterials in the neighborhood area.
- S-EG-N6.** Highlight neighborhood history and cultural diversity in the development of public spaces, community facilities, and public art.
- S-EG-N7.** Design public spaces with high-quality amenities and landscaping to create an inviting and safe user environment.
- S-EG-N8.** Increase affordable housing opportunities through maintenance and rehabilitation of existing housing stock and creation of new affordable housing.

## **Mixed Use Centers and Neighborhood Centers**

**Goal:** To support the development of mixed-use areas in Eastgate to accommodate future growth of housing and jobs, economic diversity, and high-capacity transit.

### **General**

- S-EG-N9.** Work to site and expand City-owned capital facilities to meet increased housing and job growth and demand for public services in the area.
- S-EG-N10.** Encourage the inclusion of small footprint affordable commercial space within mixed-use buildings, prioritizing these opportunities near Bellevue College, in existing office areas, and in the Neighborhood Center.
- S-EG-N11.** Support business district development in Eastgate to strengthen economic vitality and connections across business owners and operators.

- S-EG-N12.** Strengthen public-private partnerships to attract employers, small businesses, and creative uses within business districts.
- S-EG-N13.** Work with developers to mitigate small business displacement during and after redevelopment through relocation assistance, phasing, and retention strategies.
- S-EG-N14.** Coordinate with agencies and major institutions, including WSDOT, Mountains to Sound Greenway Trust, Sound Transit, and Bellevue College, on land use and transportation planning.

### **Mixed Use Centers**

- S-EG-N15.** Establish and sustain the designation of the Eastgate Countywide Center (see Map LU-3) to support a mix of jobs, housing, shopping, mobility options and recreational opportunities.
- S-EG-N16.** Support the development of the Eastgate Transit Oriented Development centered around the Eastgate Park-and-Ride as a compact, walkable, mixed-use district that is a hub for social and economic activity and transit connections.
- S-EG-N17.** Support the needs of those who live, work, and access services within the Eastgate Housing Campus through neighborhood amenities and public space improvements.
- S-EG-N18.** Coordinate with transit service providers on future high-capacity transit projects to support station siting, alignment, access, and development opportunities.

### **Neighborhood Centers**

- S-EG-N19.** Identify and establish new Neighborhood Centers north of Interstate 90 that can become focal points for the community with neighborhood services, gathering spaces, and multiple transportation options.
- S-EG-N20.** Support the development of a neighborhood-serving commercial district (see Map LU-2) at Eastgate Plaza as a walkable mixed-use area with pedestrian and bicycle connections to nearby residential areas.

### **Community Gathering Places**

**Goal:** To provide for a variety of indoor and outdoor gathering spaces to serve a growing and diverse neighborhood.

- S-EG-N21.** Partner with community organizations, faith-based properties, and private partners to expand opportunities for affordable gathering places, especially within underutilized first-floor spaces.
- S-EG-N22.** Coordinate with Bellevue School District on the joint use of recreational facilities for public use.
- S-EG-N23.** Collaborate with Bellevue College to strengthen the campus as a cultural hub through community partnerships and amenities that enhance the student and employee experience.
- S-EG-N24.** Encourage the development and expansion of outdoor public spaces, including adjacent to Bellevue Airfield Park and within the Eastgate Transit Oriented Development, to accommodate cultural events, markets, and other public amenities.
- S-EG-N25.** Provide a network of active transportation connections that link nearby community parks, including Bellevue Airfield Park, Robinswood Park, Eastgate Park, with other parks, schools, and destinations that serve the neighborhood area.
- S-EG-N26.** Work to acquire property or secure easements on private property to provide additional entry points into and connections between local trails and parks.
- S-EG-N27.** Acquire parcels suitable for neighborhood parks that are integrated into the parks and open space network and accessible by active transportation.
- S-EG-N28.** Support the development of Bellevue Airfield Park as a community park reflective of neighborhood identity and citywide programming needs.
- S-EG-N29.** Support the development of a planned regional aquatic facility that is connected to its surroundings and serves a full range of recreation, health, and wellness needs.

## **Mobility and Access**

**Goal:** To improve local and regional mobility options so that the community has safe and convenient access to destinations inside and outside the neighborhood area.

- S-EG-N30.** Coordinate with WSDOT on projects along and near Interstate 90 to relieve congestion and minimize traffic impacts during construction.

- S-EG-N31.** Implement traffic calming on local streets to address traffic speed and volumes, using Vision Zero and Complete Streets design principles.
- S-EG-N32.** Support future phases to complete the Mountains to Sound Greenway trail through Eastgate between 142nd Place SE and Lakemont Boulevard SE.
- S-EG-N33.** Provide safe and abundant access to the Mountains to Sound Greenway trail.
- S-EG-N34.** Work to obtain active transportation connections within larger blocks and development sites.
- S-EG-N35.** Design and implement wayfinding within the neighborhood with directions to transit and active transportation facilities, including at thresholds into the neighborhood area.
- S-EG-N36.** Support the expansion and enhancement of the active transportation network on local streets, with an emphasis on safety, completeness, and connectivity.
- S-EG-N37.** Improve opportunities for pedestrians to safely cross arterials at signalized intersections and at designated mid-block locations, consistent with the Mobility Implementation Plan.
- S-EG-N38.** Improve bicycle network facilities, including facilities connecting to frequent transit, Neighborhood Centers, and Mixed Use Centers, consistent with the Mobility Implementation Plan.
- S-EG-N39.** Support the enhancement and accessibility of local bus facilities and service to destinations that serve the neighborhood area.
- S-EG-N40.** Coordinate with transit providers to establish frequent transit connections to regional transit facilities, including the Eastgate Park-and-Ride and the South Bellevue light rail station.

## **Environment**

**Goal:** To enhance Eastgate’s natural and built environment to support habitat health and community resilience for future generations.

- S-EG-N41.** Support stream improvements to promote water quality, wildlife, and riparian plantings, consistent with the Watershed Management Plan.
- S-EG-N42.** Explore opportunities to integrate nature trails and viewing areas into stream corridors and greenbelts.

- S-EG-N43.** Increase environmental education opportunities to highlight and protect local streams and wildlife.
- S-EG-N44.** Collaborate on climate-resilient public space and building design that minimizes energy and resource use and is adaptable to extreme weather conditions.
- S-EG-N45.** Coordinate with WSDOT to minimize the impacts of air pollutants and noise on sensitive uses along Interstate 90.
- S-EG-N46.** Support efforts to provide for and expand access to public electric vehicle charging in mixed use areas and multifamily residential developments.