Meydenbauer Bay

PARK AND LAND USE PLAN

Adopted by Council
December 13, 2010
Resolution No. 8182

thank you!

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Table of Contents

List of Figures

List of Tables

Executive Summary

A

Figure 1.0-1: Historic Ice House and Whaling Building at Bellevue Marina

CHAPTER 1: EXECUTIVE SUMMARY

The City of Bellevue has long had a vision of connecting the Meydenbauer Bay waterfront to Downtown Park to create a signature park and waterfront destination. In 1953 King County conveyed a small parcel to the City to use for park purposes. With acquisition of a small adjacent parcel soon after, the City improved the existing Beach Park. In 1987 the City's Park, Recreation, and Open Space Plan identified acquisition of the Meydenbauer Bay waterfront as a major focus to provide unequaled waterfront amenities and connect the waterfront to Downtown Park and the downtown. Since the late 1990s, Bellevue has acquired land along Meydenbauer Bay as it became available, to expand Meydenbauer Beach Park and provide an important recreational opportunity for its citizens. The City Council recognized the need to plan for the ultimate goal of achieving a connection of this key waterfront area to the downtown area and enhancing the surrounding area.

In 2007, the City Council appointed the Meydenbauer Bay Park and Land Use Plan Steering Committee (Steering Committee) to serve in an advisory capacity to the Council, Planning Commission and Parks Board. Representing various neighborhoods and citywide interests, the Steering Committee was charged with guiding staff in public outreach and development of draft alternatives for both the park master plan and the neighboring upland area, evaluating those alternatives, and ultimately recommending final land use and

park master plan alternatives and actions to implement the vision. The Steering Committee's work was guided by broad planning principles approved by the Council for the project.

The City initiated its planning process for the Meydenbauer Bay Park and Land Use Plan (the Plan) in early 2007, which resulted in a Preliminary Preferred Land Use Plan (PPLUP) for land uses and development intensity in the upper block and south of Main Street portion of the study area (Sasaki 2008). When the City continued its planning process with a focus on the new waterfront park in May 2008, it also focused on reintegrating the new park and uplands, with greater attention to the edge condition and relationship of these two important components of the Plan.

The Plan illustrates potential building masses, siting, relationships, and concepts for the upland area that provide pedestrian connections between the new waterfront park and upland areas, as well as physical and interactive spaces and amenities that reinforce the pedestrian experience and the connection of the waterfront to nearby upland areas. The Plan envisions the closure of 100th Avenue SE, and coordinated redevelopment of several parcels of land under different ownerships (including one City-owned parcel). The Plan proposes modest policy and regulatory changes to provide some degree of incentive (other than increasing building height or allowing new uses) that could improve the pedestrian environment along the edges of the upper block.

The Plan calls for the development of a memorable waterfront park that will attract people year round with a variety of uses and thoughtfully designed places that respect the setting, express community environmental values, and support a range of active and passive activities. The waterfront and park are planned to be both a respite within the city and a connection between the city and the lake. The park will be a pedestrian place that encourages contemplation, socializing, and recreation; welcoming visitors who arrive by boat, car, bus, and bicycle or on foot. Streetscape improvements are recommended for several nearby streets with an emphasis on improving pedestrian amenities, safety, and connections to surrounding neighborhoods, Downtown Park, Old Bellevue, and downtown Bellevue.

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A *Figure 1.0-2: Whaling Boats Docked in Meydenbauer Bay, Bellevue, ca. 1937 (Image Courtesy Eastside Heritage Center, L85.39.1)*

B *Figure 1.0-3: Passengers Disembarking from Ferry, Bellevue, 1914 (Image Courtesy Eastside Heritage Center, 1995.123.02)*

C *Figure 1.0-4: Bellevue Ferry Dock, Bellevue, ca. 1917 (Image Courtesy Eastside Heritage Center, 2002.125.03)*

D *Figure 1.0-5: Meydenbauer Park in Bellevue in 1936 (Image Courtesy Eastside Heritage Center, L84.13)*

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Introduction

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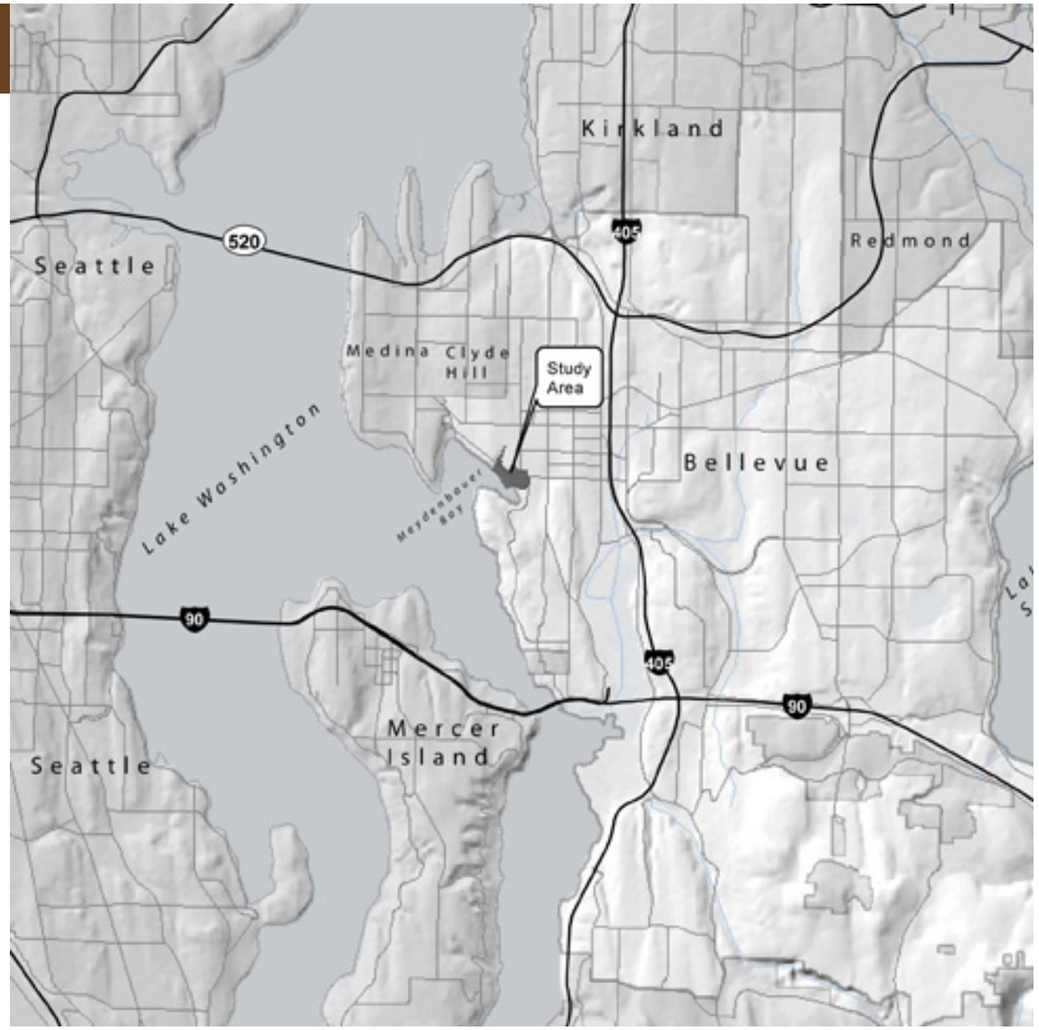


A *Figure 2.1-1: Vicinity Map*

CHAPTER 2: INTRODUCTION

2.1 Plan Organization

The purpose of the Plan is to describe the landscape design and redevelopment framework necessary for implementing the vision expressed by the City of Bellevue. The plan is intended to provide a solid foundation for future park design work, offering guidance on park program, physical form, and aesthetic objectives. The goal of the Plan is to communicate broad level spatial and technical aspects needed to design and build the park and encourage redevelopment of the surrounding properties within the study area. The Plan is organized in a series of chapters that begin with an expression of vision and overall Plan organization, followed by a more in-depth discussion of land use strategies, implementation phasing and funding strategies, design considerations, Implementation Principles, and finally a budget-level estimate of probable cost. The Plan was informed by numerous other studies that are not described or included here, including the concurrently developed Environmental Impact Statement (EIS) and Opportunities and Constraints Analysis (Sasaki 2008).

2.2 Program Goals and Objectives

The Plan is rooted in long-standing policies contained in the City of Bellevue Comprehensive Plan and Parks & Open Space System Plan (initially 1987, and most recently 2008 and 2003, respectively). These policies envision increasing Bellevue's access to the waterfront at Meydenbauer Bay and providing waterfront opportunities for future generations. They promote a visual, physical, and graceful pedestrian connection from downtown to Meydenbauer Bay that terminates in a significant waterfront presence; provides unique recreation, retail, and tourism opportunities; and enhances the role of the park as a major pedestrian destination. The policies suggest that connections can be achieved with expanded streetscape amenities, property acquisition, and/or public amenities created by developer incentives. The policies acknowledge opportunities to facilitate water-based recreational activities, enhance shoreline amenities, and promote Meydenbauer Bay's historical significance in the region's development.

The Plan brings these policies together and further refines the City's proposal to develop a public park on the north shore of Meydenbauer Bay that incorporates the existing Meydenbauer Beach Park and additional City-owned properties along the bay. The Plan also reflects the City's proposal to encourage redevelopment of nearby upland properties to improve the visual and physical connections between downtown and a waterfront park of city-wide importance.

Consistent with these policies, the Plan examines park design and use opportunities as well as surrounding land use and development patterns. City staff summarized objectives of the Plan in a memorandum to the City Council dated February 5, 2007 (Foran and Terry 2007):

- Enhance public access to the Meydenbauer Bay waterfront.
- Help distinguish Bellevue as a waterfront city.
- Identify activities and design elements that capitalize on the area's unique waterfront location.
- Improve the physical and visual connections between downtown and Meydenbauer Bay.
- Provide for redevelopment in the upland area between Old Bellevue and Meydenbauer Beach Park in a manner that reflects the area's waterfront proximity and complements the new park.
- Closely integrate master planning for Meydenbauer Beach Park and planning for the adjacent neighborhood.

2.3 Planning Principles

Appointed by the City Council, the Steering Committee provided guidance on development of the Plan. In an open public process, the Steering Committee addressed the park and surrounding land use including the existing park and marina, public lands acquired for park development, and the use, form, and character of streets and properties adjacent to the envisioned park. Work of the Steering Committee was guided by several broad planning principles approved by the City Council. These twelve principles, on the following page, address the visitor experience and consider uses, activities, access, connections, design, stewardship, economic vitality, history, neighborhood integrity, planning process, and implementation strategies.

While each principle provided guidance as the Plan was developed, the discussions between the community and the Steering Committee often focused on environmental stewardship, accessibility, appropriate uses and activities, a remarkable and memorable shoreline experience, and neighborhood integrity. The planning process and resulting Plan balance the multiple and sometimes competing objectives of resource management, development, enhancement, preservation, and restoration. The Plan is a flexible document, focused on delivering, over time, an attractive, distinct, and environmentally appropriate waterfront park and compatible land uses. The Plan illustrates a compelling and collective vision and illuminates opportunities to achieve many of the community's goals and objectives including:

- Improving waterfront access and recreational activities for the entire community.
- Celebrating history, preserving historic uses, and adapting waterfront buildings for new uses.
- Restoring ecological functions and improving water quality.
- Strengthening the visual, cultural, and physical connections of the City to Lake Washington's Meydenbauer Bay.
- Encouraging best practices for sustainable building and land management.

planning principles

1 Remarkable and Memorable Shoreline Experience

The park will be an extraordinary community-wide public asset. The new park will greatly increase waterfront access, recreational opportunities for all Bellevue residents, and in conjunction with its proximity to the Downtown Park and neighborhood, establish Bellevue as a waterfront city. The surrounding area should complement and take advantage of the unique shoreline location.

2 Spectrum of Activities

The new park should provide visitors with a wide range of activities and experiences, from active recreation such as swimming and sailing to passive enjoyment of intimate, green, natural areas. The park plan should artfully blend traditional park uses with a new urban experience, allowing individuals to enjoy different or multiple experiences with each visit or over time.

3 Complementary Land Uses

Urban design and land uses in the upland area adjacent to the park should be pedestrian-oriented and serve the broader community to make the transition from the upland to the shoreline seamless, enjoyable, inviting, and compelling. They should draw the pedestrian toward the water, convey a sense of excitement, and provide an interactive experience between the waterfront and upland areas.

4 Increased Physical and Visual Access

Corridors that visually open up the waterfront from upland areas and that facilitate pedestrian movement from Downtown Park to the waterfront should be maximized. It is critical that corridors and public spaces overcome real or perceived physical obstacles to reaching the shoreline.

5 Pedestrian Priority

The park and its connections should be places that can be enjoyed by pedestrians without fear of conflicts with automobiles. Where vehicle drives or parking areas are necessary, they should be designed and located to promote a “pedestrian first” message.

6 Economic Vitality

The park and its connections should support the nearby business community, providing an interactive and welcoming environment for downtown employees, residents, and visitors. Land uses and urban design elements should contribute to the economic vitality of the area as a whole.

7 Superior Design

The park should be reinforced, communicated, and celebrated through high quality urban design, landscape architecture, building design, and streetscape treatment, not only within the park itself but also throughout nearby public spaces and park connections. The plan should reflect a high standard of excellence.

8 Environmental Stewardship

The park design should respect and reflect its unique and sensitive waterfront setting. The plan should explore opportunities to incorporate measures that improve the shoreline characteristics and water quality in the bay. Best practices for sustainable building and land management should be incorporated.

9 History

The park design should recognize the heritage of Meydenbauer Bay, from the time of Native Americans, explorers, and early settlers to the industries of whaling, ferrying, and today’s residential and pleasure boat moorage. The plan should assess opportunities to preserve and reuse structures of historical note and incorporate means to animate the Bay’s rich heritage through public art and interpretive programs.

10 Neighborhood Enhancement and Protection

The land use component should be a catalyst for revitalization of older uses while minimizing impacts on neighboring residential areas. Redevelopment of properties in the study area or conversion of apartment buildings to condominiums is expected in the foreseeable future. The land use plan should ensure through rules or incentives that these actions occur in a manner that is both consistent with the area’s land use vision and sensitive to adjacent residential uses.

11 Coordinated Planning Process

The park master plan and the land use plan will impact and influence one another. The planning schedule needs to be flexible and expedient, necessitating close coordination.

12 Commitment to Implement

The Waterfront Plan should include an implementation strategy that leads to the fulfillment of the vision.

Approved by the City Council March 19, 2007

2.4 Planning Process

The City of Bellevue has long had a vision of connecting the Meydenbauer Bay waterfront to Downtown Park to create a signature park and waterfront destination. With the acquisition of its first properties for this purpose in the 1950s, the City improved the existing Meydenbauer Beach Park. In 1987, the City's Park, Recreation, and Open Space Plan identified acquisition of the Meydenbauer Bay waterfront as a major focus to provide unequaled waterfront amenities and connect the waterfront to Downtown Park and the downtown. Since the late 1990s, Bellevue has acquired land along Meydenbauer Bay as it became available, to expand Meydenbauer Beach Park and provide an important recreational opportunity for its citizens. The City Council recognized the need to plan for the ultimate goal of achieving a connection of this key waterfront area to the downtown area and enhancing the surrounding area. To maintain the status quo in the area while allowing the City to conduct the necessary planning efforts to implement this long range vision, the City Council enacted a moratorium in January 2007 that prohibited the City from accepting development permit applications on 13 properties within the study area. The City imposed the moratorium to avoid premature redevelopment in the study area while it refined its vision for the waterfront and its understanding of the possibilities and constraints of enhancing the land uses and livability of the area between Meydenbauer Bay and Downtown Park. The moratorium affected 13 properties totaling approximately 7 acres; it allowed the City's planning work to proceed, while preventing redevelopment that could have otherwise hampered the civic vision and planning effort. The City launched a community involvement process for waterfront planning that resulted in the concepts being evaluated concurrently in an EIS. The moratorium ended in January 2008.

The City initiated its planning process in early 2007, which resulted in a Preliminary Preferred Land Use Plan (PPLUP) for land uses and development intensity in the upper block and south of Main Street portions of the study area (Sasaki 2008). Land use alternatives considered as part of this earlier process assessed the economic feasibility of redevelopment through market-based incentives of upland areas (within the study area), identified as the upper block and the area south of Main Street. The market analysis concluded that considerable additional development capacity would be required on the upper block to provide sufficient economic incentive that would guarantee redevelopment of the property rather than converting it to condominiums (EPS 2008). As a result of this analysis, 100 percent market-based incentives to ensure redevelopment in the upper block were not pursued further.

When the City continued its planning process with a focus on the new waterfront park in May 2008, it also focused on reintegrating the new park and uplands, with greater attention to the edge condition and relationship of these two important components of the Plan. The Steering Committee continued to meet, and two additional public workshops were held to develop and refine the park proposal and alternatives.

In late 2008, the City decided to prepare an EIS and subsequently published a Determination of Significance (DS) on October 9, 2008. An EIS scoping meeting was held on October 29, 2008. After receiving comments on the Draft EIS (issued June 4, 2009), the Steering Committee selected a draft hybrid plan and prepared a set of preliminary recommendations. The Final EIS was issued November 12, 2009.

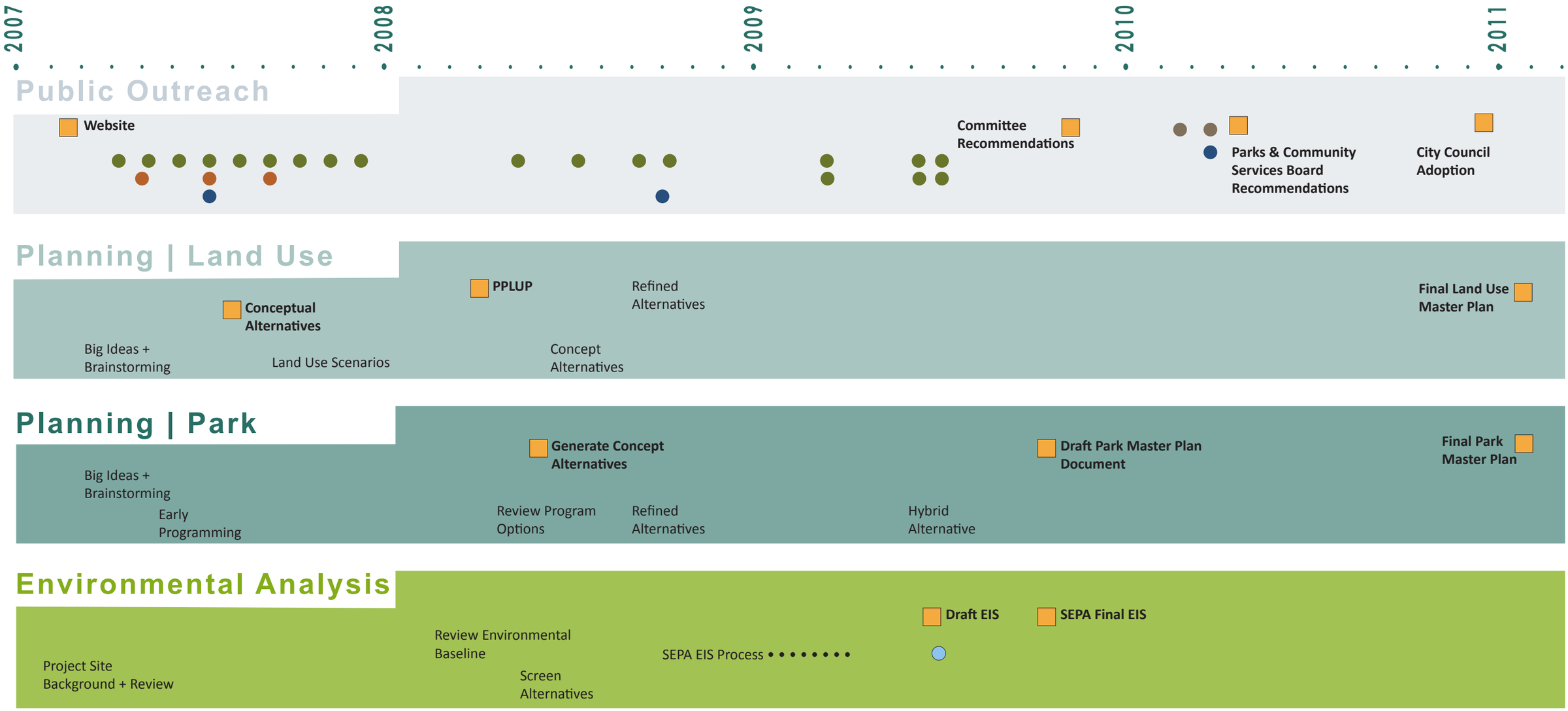
After a series of meetings, public workshops/open houses, public hearings, and lively debate over 2½ years, the Committee, on November 19, 2009, voted 9-0 to recommend approval of the draft Meydenbauer Bay Park and Land Use Master Plan. On February 1, 2010 this recommendation was presented to Council, who then transmitted it to the Parks & Community Services Board for further review and recommendation.

On February 9, 2010 the Steering Committee's recommended Meydenbauer Bay Park and Land Use Master Plan was presented to the Park Board. The presentation included the project vision, planning principles, proposed plan, and Steering Committee role, recommendations, and -decision-making rationale. The Meydenbauer Bay Park and Land Use Plan Draft and Final Environmental Impact Statements (EIS) were provided as companion documents to help inform the Park Board's review. The Park Board conducted a Public Hearing at their March 9 meeting to take comments from the public about the proposed plan. On April 13, 2010 after careful deliberation, the Park Board voted 6-1 to recommend approval of the Meydenbauer Bay Park and Land Use Plan.

The City Council reviewed the recommended draft plan and related materials on June 7, 2010 and December 13, 2010. On December 13, 2010 the Bellevue City Council unanimously and enthusiastically approved Resolution No. 8182 (Appendix A) adopting the Meydenbauer Bay Park and Land Use Plan as recommended by the Steering Committee and the Parks & Community Services Board, and incorporating Implementation Principles.

The City could begin to implement some components of the Meydenbauer Bay Park and Land Use Plan following Master Plan adoption by Council resolution. Implementation of other components (i.e., land use changes in nearby upland areas) will first require the adoption of associated amendments to the Comprehensive Plan, Land Use Code, or other City policy or regulatory documents. The timing of physical development of the new waterfront park or redevelopment of nearby upland properties will depend on a number of factors, including Council approval, final design, permitting, and financing considerations, as well as (in the case of redevelopment of private properties) real estate market conditions.

PLANNING PROCESS DIAGRAM



- STEERING COMMITTEE MEETING
- OPEN HOUSE
- PUBLIC WORKSHOP
- PUBLIC HEARING
- PARKS BOARD REVIEW
- MILESTONE

2.5 Steering Committee Recommendations

The Steering Committee was appointed by the Mayor, and approved by the City Council to serve in an advisory capacity to the Council, the Parks Board, and the Planning Commission. Their work over a two and one half year period consisted of guiding the development of draft alternatives for both the Park Master Plan and the neighboring upland area, evaluating those alternatives, and ultimately selecting final land use and park master plan alternatives and identifying actions to implement the vision. Their work was to culminate with final reports summarizing the recommendations of the committee on both the land use and park master plan project components.

The Steering Committee's recommendations follow in a letter to the Council that records and embodies concepts, concerns, and caveats related to their vision and to specific Plan elements. Their recommendation also summarizes the more challenging issues addressed by the committee and their conclusions on those issues, and acknowledges public concerns regarding several existing conditions in the vicinity of the proposal. Finally, the Steering Committee Recommendations section summarizes the concepts embedded in the Plan. Some of these concepts originate in the Planning Principles, while others evolved throughout the process. Together with the Plan-specific recommendations, the summary of Plan concepts is intended to memorialize the features and nuances of the Plan that were important to the committee.

CITY OF BELLEVUE WASHINGTON

Meydenbauer Bay
PARK AND LAND USE PLAN

November 19, 2009

The Honorable Mayor Grant Degginger
Members of the Bellevue City Council
450 110th Avenue NE
Bellevue, WA 98004

RE: Steering Committee Recommendation – Meydenbauer Bay Park and Land Use Plan

Dear Mayor Degginger and City Council members:

On behalf of the Meydenbauer Bay Steering Committee, consisting of co-chairs Doug Leigh and Iris Tocher, and members Stefanie Beighle, Hal Ferris, Betina Finley, Merle Keeney, Marcelle Lynde, Bob MacMillan, David Schooler, Tom Tanaka, Stu Vander Hoek, and Rich Wagner, we are pleased to transmit to the City Council the committee's recommendation for the Meydenbauer Bay Park and Land Use Plan (Plan). The Council is presented with an extraordinary opportunity to create a unique and memorable experience for future generations of Bellevue residents. We believe the Plan recommended by the committee fulfills the vision embodied in the Bellevue Comprehensive Plan and Parks & Open Space System Plan, and provides a strategy for the delivery of a spectacular public asset that capitalizes on the community's patient and steadfast pursuit of this vision. The committee thanks the Council for the clear and comprehensive guidance provided in our Steering Committee Charge and the project's Planning Principles, which enabled us to develop a Plan that is both visionary and respectful of its unique setting.

The steering committee's recommendation for the proposed Plan, and for specific aspects of the Plan, is presented below. In addition, the committee identifies several concerns for you to consider regarding existing conditions that were raised repeatedly in public comment. While it was not the committee's charge to address these concerns which exist with or without the proposed Plan, the concerns provide context for the Plan. Recognizing and addressing these concerns may help to narrow focus to the Plan itself. The committee discusses these concerns in the "Broader Issues" section that follows the steering committee recommendation.

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Recommendation

A. The steering committee recommends adoption of the Meydenbauer Bay Park and Land Use Plan, as identified and evaluated by the Final EIS as the "preferred alternative", as summarized below, and as presented in the Draft Meydenbauer Bay Park and Land Use Plan dated November, 2009.

The Plan envisions an extraordinary community-wide public asset. The new waterfront park will be a pedestrian place that encourages contemplation, socializing, and recreation; welcoming visitors who arrive by boats, car, bus and bicycle or on foot. People will be attracted year around by the variety of uses and thoughtfully designed places that respect the setting, express the community's environmental values, and support a range of both active and passive activities. Public access to the waterfront will be greatly increased for viewing, swimming, wading, boating, and walking on fixed and floating piers. The Plan provides a variety of opportunities upland of the shoreline as well, including picnicking, informal play, walking, and viewing. Two public gathering spaces are included to ensure that the park enjoys year-round use. The park moves from its most natural at the west end, maintaining and improving the ecology of the ravine in the existing Meydenbauer Beach Park, and culminates in an urban connection in the entry plaza at 100th Ave SE and Main Street.

The Plan improves the ecology of the site. Daylighting a native creek and enhancing the native vegetation will facilitate improved habitat and water quality. Removing and relocating the recreation pier will maximize tranquil enjoyment and interpretive opportunities in the ravine, the most natural zone of the park. Much of the existing shoreline, 800 lineal feet of the park's 1250 foot shoreline, will be softened and restored. Along with shoreline restoration, natural and engineered storm water treatment facilities, and significant reduction in impervious surface will improve water quality. Reduction of over-water coverage by nearly 35%, and use of current standards and best management practices for new over water piers and floats, will improve fish habitat.

The Plan concentrates active recreation such as swimming, play areas, picnicking, and the activity building in the central portion of the new park. The activity building will provide year-round opportunities for recreation and viewing regardless of weather. The marina is adjacent to the central recreation area, but is across 99th Ave NE. Short term parking for marina users and accessible parking stalls are located at the marina. The promenade, which parallels the shoreline, provides a pedestrian connection at the foot of the slope that avoids conflicts with cars.

Through reconfiguration of the piers, the Plan balances the desire to continue long term moorage with the goals of providing public access and restoring the shoreline, as well as with the funding requirement to provide at least 14 slips of transient moorage. The marina maintains opportunities for long term moorage on an expanded Pier 1 and removes Piers 2 and 3. The boating community is broadened with the addition of the transient moorage slips and canoe and kayak rental, launch, and tie up. Additionally, flexible pro-

A *Figure 2.5-1: Example of Park Activities*

B *Figure 2.5-2: Example of Park Activities*

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gramming proposed for the historic Whaling Building on Pier 1 will include maritime, historic, and cultural activities that augment boating activities. Over-water structures connect the marina with the adjacent uses on both sides. On the west, the curved pedestrian pier separates the swim beach from boats and on its east side, accommodates canoe and kayak tie ups. A floating boardwalk connects Pier 1 near the Whaling Building to a pedestrian pier at the foot of the entry plaza where Pier 3 is currently located. The south side of the floating boardwalk provides moorage for transient boaters, and the east side of the pedestrian pier is kept free of boaters in consideration of the Meydenbauer Bay Yacht Club's youth sailing program which operates from their westernmost pier. The area between the promenade and the floating boardwalk will provide an excellent opportunity for contiguous shoreline restoration and shallow water habitat.

At the new park's east end, the Plan calls for an entry plaza that connects the park and Meydenbauer Bay to Wildwood Park, Old Bellevue, Downtown Park, and adjacent neighborhoods. The Plan calls for closing 100th Ave SE/SE Bellevue Place to vehicle traffic and using the steep grade of the right-of-way to develop a series of plazas, walkways, grand stairways, and public spaces with water features and public art. The street level plaza at 100th Ave and Main St provides pedestrians and visitors with wide open views of the Bay, the boats, Pickle and Groat Points, Lake Washington, and Seattle. Below the plaza is space for structured parking. Midway down the slope a gathering space which will invite viewing and visiting during inclement weather. An elevator from the garage will facilitate ADA access to the gathering space, and an elevated pier will stretch from the gathering space to the shoreline, ultimately ending with access to the pedestrian pier and floating boardwalk.

The Plan suggests modest changes to land use in the adjacent upland areas, providing the opportunity for corridors that visually open up the waterfront from Downtown Park and facilitate pedestrian movement to the waterfront, Old Bellevue, and Wildwood Park. The land use concepts pertain to two geographic subareas within the study area, lying upland of the waterfront area. The two subareas are identified as "Upper Block" and "South of Main".

In the Upper Block, redevelopment of aging property incentivized by increasing allowable density is intended to provide improved streetscapes and pedestrian amenities, and recognize existing densities that commonly exceed current zoning allowances. In the area South of Main, coordinated redevelopment of several parcels is intended to result in public spaces and pedestrian connections through the block, helping connect the new waterfront park with Old Bellevue and also with Wildwood Park. It also envisions shared underground parking accessed both from Main Street and 101st Avenue SE.

A *Figure 2.5-3: Example of Restored Shoreline (EDAW AECOM)*

B *Figure 2.5-4: Improved Streetscape along Main Street/Lake Washington Boulevard Connects to New Entry Plaza.*

B. The committee recommends the closure of 100th Avenue SE/SE Bellevue Place to vehicles, to provide a gateway to the new park and connections to Old Bellevue, Downtown Park, Wildwood Park, and adjacent neighborhoods. Recognizing that the EIS transportation analysis and conclusions were based in part on the assumption that it would be completed within the analysis time horizon (year 2020), and that it could have positive effects in terms of relieving traffic congestion on Main Street, the committee also recommends that the NE 2nd Street improvement project (CIP Plan No. PW-R-150) be completed prior to the closure.

The Plan recommends 100th Avenue SE/SE Bellevue Place be closed to vehicle traffic and the right-of-way incorporated into the primary pedestrian access which begins at the entry plaza, and through a series of terraces, walkways, stairways, and public spaces with water features and public art connects the waterfront and the new park to Main Street and Downtown Park. This aspect of the plan has been very controversial among area residents. The committee evaluated options that would keep the road open for general vehicle use, but concluded that the closure greatly benefits the park user's experience and the park's connectivity, and advances the pedestrian priority promoted by Planning Principle No. 5:

"The park and its connections should be places that can be enjoyed by pedestrians without fear of conflicts with automobiles. Where vehicle drives or parking areas are necessary, they should be designed and located to promote a "pedestrian first" message."

Before reaching consensus on this aspect of the plan, the committee insisted on and received detailed transportation analysis. A preliminary analysis of the effects of road closure was provided to the committee by the project consultants in October 2008. That analysis indicated that the road closure would not lead to any unmitigatable adverse impacts. More detailed quantitative analysis was provided in the Environmental Impact Statement which confirmed that no significant adverse impacts would result from road closure. Even so, the committee feels that addressing overall traffic management in the area is important. Specifically, the committee believes that completion of the NE 2nd Street improvement project is vital to accommodate the closure of 100th Ave SE/SE Bellevue Place, as that project will help relieve congestion on Main Street. The committee made sure that the Plan includes options for all properties in the immediate vicinity, particularly the Ten Thousand Meydenbauer Condominium, to have continued adequate access for residents, guests, and services (including emergency services).

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A *Figure 2.5-5: View of 100th Avenue SE*

B *Figure 2.5-6: Simulation of Improved Pedestrian Access to Waterfront along 100th Avenue Corridor*

Figure 2.5-7: Reconfigured Marina - Expanded Pier 1

C. The committee recommends reconfiguration of the marina, removing Piers 2 and 3, and expanding Pier 1 (alternatively Pier 2 could be shortened to remove its connection to the shoreline and connected to Pier 1 as a finger pier).

The committee recognizes that this will reduce long term moorage from 87 slips to a range of 38 to 48 slips, but it will allow a balance of several interests, including:

- Provide at least 14 transient moorage slips required by a funding source obligation (in addition to the 38 to 48 leasable slips);
- Increase the spectrum of Bellevue boaters served by the park, by providing opportunities for transient moorage and people powered vessels such as canoes and kayaks;
- Allow for removal of the hardened shoreline and restoration to improve fish habitat and water quality;
- Improve overwater experiences for non-boaters; and
- New overwater structures to be designed and constructed will be more compatible with the bay and fish populations.

Several concerns were raised by the public with respect to transient moorage. While there was some objection to the provision of any transient moorage, most people understood that provision of at least 14 moorage slips is a requirement of a funding source used to purchase the marina. Also, some public comments suggested locating the transient moorage northwest of Pier 1. However, the transient moorage requirement must be met on the properties which the funds helped purchase, i.e., the Yacht Basin and/or Meydenbauer Marina, now collectively known as the Bellevue Marina at Meydenbauer Bay. Therefore, suggestions to locate the transient moorage northwest of Pier 1 would not meet this requirement. The floating boardwalk provides a logical location for transient moorage, with convenient access to both park facilities and downtown amenities, while providing separation of transient moorage from long-term moorage.

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A *Figure 2.5-8: Example of Public Pedestrian Pier (EDAW AECOM)*

D. The committee recommends multiple and varied opportunities for the public to access the shoreline and provide connectivity within the project area.

Several means of providing public access to and through the park, and to and over the water were evaluated by the EIS and the steering committee. In the Upper Block, redevelopment of aging property incentivized by increasing allowed density is intended to provide improved streetscapes and pedestrian amenities. This can help improve not only the immediate pedestrian environment, but also strengthen the connection from adjacent neighborhoods to the waterfront. A water feature extending from Downtown Park to the waterfront will provide a powerful visual connection and invitation to explore both parks. In the area South of Main, coordinated redevelopment of several parcels is intended to result in public spaces and pedestrian connections through the block, helping connect the new waterfront park with Wildwood Park.

In the new park itself, the committee's recommendation provides a range of opportunities for pedestrian movement. Key public access elements include:

- An elevated viewing platform, extending from the entry plaza at Main St and 100th Ave to the shoreline edge, provides visitors with spectacular views of the bay. It passes over both the Vue Condominium driveway entrance and a new shoreline promenade, at an elevation that ensures proper clearance for emergency service vehicles below. Visitors could use an elevator to descend from the platform to the shoreline. This provides an accessible route that responds to the site's steep topography.
- A public pedestrian pier located at the base of the elevated viewing platform connects with a meandering floating boardwalk that runs roughly parallel to the shoreline, connecting at its western terminus to Pier 1. The floating boardwalk serves several purposes: It provides required moorage for transient boaters, offers the non-boating public an opportunity to get out over the water, expands the "real estate" of this narrow part of the park, and moves some of the pedestrian and boating activity farther from adjacent condominium residents.
- A curved pedestrian pier located west of the marina arcs out toward the lake and provides added opportunity for pedestrians to walkout over the water and enjoy striking views of the bay and the mountains beyond, the Bellevue skyline, and the new park itself. This pier also provides tie-up space for canoes and kayaks, and physically separates the swim beach from boating areas.
- A hand launch path is provided for canoes and kayaks, located between the curved pedestrian pier and Pier 1.
- A shoreline promenade provides a continuous walkway along most of the shoreline. It will be designed to accommodate emergency service vehicles for access to and through the park, and for providing emergency services to adjacent residences.

A

E. The committee recommends that the elevated walkway beginning mid-slope below the entry plaza and terminating in an elevated viewing platform be designed to maximize and enhance views of the water and distant vistas; be of an appropriate scale that is compatible with its surroundings; extend to the shoreline edge and connect to the floating boardwalk; and be as light and transparent as possible.

The committee feels this platform is an important park feature, and one which will contribute to a remarkable and memorable shoreline experience capitalizing on the spectacular view opportunities offered by the bay. The committee recognizes that members of the public have concerns regarding the visual mass of the elevated viewing platform. The success of this feature will depend in part on its final design which will be determined at the project level. It is important that this feature be of a very high quality of design, consistent with Planning Principle 7, Superior Design, which states:

"The park should be reinforced, communicated, and celebrated through high quality urban design, landscape architecture, building design, and streetscape treatment, not only within the park itself but also throughout nearby public spaces and park connections. The plan should reflect a high standard of excellence."

Design elements to consider for this element might include:

- A "step-down" prior to reaching the shoreline edge (while still providing necessary clearance for emergency vehicles and driveway access to the Vue Condominiums);
- A staircase in place of an elevator;
- Relocating the elevator structure northward, further from the shoreline edge.

F. The committee recommends that the expanded Pier 1 maintain as many long-term moorage slips as possible, after providing for pedestrian access to the water, shoreline restoration, and at least 14 transient moorage slips.

The committee recognizes that the floating boardwalk between the pedestrian pier and Pier 1 will be designed and located as necessary to comply with regulations in effect at the time of its construction, including the City's updated Shoreline Master Program. Should those regulations require locating that boardwalk farther away from the shoreline, the design of Pier 1 and its moorage capacity could be affected. Therefore, the committee recommends that, if adjustments to the boardwalk are necessary, they should occur in a manner that maintains as many long term moorage slips as possible, and still provides pedestrian access to and over the water, allows shoreline restoration, and at least 14 transient boat slips as required by funding sources.

B

A *Figure 2.5-9: Elevated Viewing Platform Provides Unobstructed Views of the Bay.*

B *Figure 2.5-10: Bellevue Marina Pier 1*

G. The Committee recommends that Comprehensive Plan and Land Use Code amendments be drafted to implement the modest land use changes included in the Plan and described below.

The purpose of the land use study was to explore market-based land use incentives and zoning standards that would support redevelopment and encourage through-block public corridors for views of, or pedestrian access toward, the water. The committee held six meetings focusing on land use in the upland area to understand how much incentive would be necessary to encourage redevelopment and public corridors and spaces, and to evaluate what level of incentive would be acceptable.

Planning Principle 3, Complementary Land Use, provides that:

"Urban design and land uses in the upland area adjacent to the park should be pedestrian-oriented and serve the broader community to make the transition from the upland to the shoreline seamless, enjoyable, inviting and compelling. They should draw the pedestrian toward the water, convey a sense of excitement, and provide an interactive experience between the waterfront and upland area"

Ultimately, in the Upper Block the Committee reached two critical conclusions. First, due to topography and the location of nearby buildings, opportunities for ground-level views of the bay from NE 1st Street were limited at best. Second, the development intensity necessary to persuade property owners to redevelop properties and create a significant view and pedestrian corridor was so great in the context of the current market that it would result in buildings having much greater bulk and height than those on surrounding properties. The Steering Committee determined that such buildings would be unacceptable in this location and would provide too little public benefit.

Additionally, aging apartment structures in the Upper Block exceed current density limits, reducing the potential for incentives to encourage redevelopment. Recognizing this as well as the committee's resolve to maintain existing height limitations, the recommended plan incorporates incentives not for the purpose of creating through block corridors, but to help improve the edge treatment along public walkways through implementing the following concepts:

- Incentivize redevelopment of existing structures to provide public benefits.
- Incentives should maintain existing height limits and existing allowable uses.
- Redevelopment should achieve improved architecture and pedestrian amenities (consistent sidewalk system, landscaping, surface treatments, benches, signage, public art).
- Incentives to consider include increased density (to approximately 60 dwelling units per acre – control through FAR), modest relaxation of coverage and setback development standards to accommodate the increased density, and reduced parking requirements.

There are three parcels in the subarea South of Main that will likely redevelop in the foreseeable future. The Chevron Station and Meydenbauer Apartments are privately owned, and the east Bayvue Village Apartments parcel is owned by the City of Bellevue. To encourage coordinated redevelopment among all three property owners, the recommended plan incorporates the following concepts:

- Facilitate coordinated redevelopment to provide public benefits.
- Incorporate 100th Avenue SE into the pedestrian connection from Main Street; close road to vehicles but ensure emergency and service vehicle access to adjacent properties.
- Change the character of Meydenbauer Way SE to be more "pedestrian friendly", by emphasizing pedestrians but still providing access for vehicle use, access, and parking.
- Redevelopment should promote shared underground parking with access from Main Street and 101st Avenue SE, provide pedestrian connection to Wildwood Park, and use water as unifying theme and to strengthen connections.
- Incentives to consider include increased density (to approximately 60 dwelling units per acre – control through FAR) on multi-family parcels, southerly expansion of retail uses east of 100th Avenue SE, modify development standards to accommodate the increased density, and parking controls (maximum limits).
- Incentives should maintain existing height limits on all parcels.

Figure 2.5-11: Rental of People Powered Vessels (PPVs)

H. The committee recommends that commercial uses west of 100th Ave SE and within the park be limited to vendors, leased moorage, and rental of people powered vessels (PPVs) such as canoes and kayaks. The committee also recommends the following commercial uses for the Upper Block and the South of Main subareas:

- In both upland areas, continue to allow commercial uses where allowed by existing zoning (i.e., in the DNTN and O districts)
- In the South of Main area, allow limited retail expansion south of the Chevron site (east of 100th Ave SE).

The committee considered various alternatives which evaluated commercial uses within the proposed park boundaries west of 100th Ave SE, including vendor kiosks, café', leased moorage, and rental of people powered vessels (PPVs) such as canoes and kayaks. After considerable discussion, the committee concluded that west of 100th Ave SE, only limited commercial activities are appropriate within the park as similar opportunities are found in close proximity along Main Street. The recommended Plan includes up to six temporary vendors to provide food, non-alcoholic beverages, and/or items for use in the park, but cautions that vendors should use portable rather than fixed carts or kiosks, be located where impacts on neighboring residential properties are minimized, and be restricted to certain hours of operation. The recommended Plan reflects the committee's decision not to include a café. These recommendations are intended to minimize commercial activity within the park to help maintain the tranquility of surrounding residents while still providing water-oriented activities and basic conveniences for park users.

I. The committee recommends that sufficient on-site parking be provided to meet the demands of a typical day's use at the park.

Meeting the parking demand of a typical day's use will help avoid spillover parking in surrounding neighborhoods. The peak parking demand on a typical day is estimated to be 149 stalls, based on a review of the Institute of Transportation Engineers (ITE) Parking Generation manual, the City of Bellevue Land Use Code, and estimates prepared by Perteet, Inc. The recommended plan provides parking for approximately 156 vehicles in a combination of surface parking areas and underground structures, exceeding the peak demand by a small amount. The existing parking lot in the west ravine that now serves the existing Meydenbauer Beach Park would be retained as part of the on-site supply. In addition, 10 short-term parking spaces are included in a vehicle pullout along Lake Washington Boulevard, and 8 short-term and accessible spaces are provided near Pier 1. An additional 8 surface stalls, not included in the on-site 156 stall total, would be located along the west side of 99th Ave NE (in the right-of-way) in close proximity to the swim beach and Pier 1.

The majority of the parking is provided by two underground structures. One is located west of 99th Ave NE, south of Lake Washington Boulevard, and would be integrated with the activity building proposed at that location. Access would be from 99th Ave NE. The other is located west of 100th Ave SE, south of Lake Washington Boulevard, and would be located below the entry plaza. Access to this structure could be provided by both Lake Washington Boulevard from above and Meydenbauer Way SE from below.

Placing much of the parking below grade helps reinforce the pedestrian character of the park, minimize view impacts, and maximize above-grade areas for park purposes. The plan includes construction of a primary pedestrian entry and waterfront connection consisting of plazas, walkways, and stairs that create below grade space that can be captured for parking development southwest of 100th Ave SE and Lake Washington Boulevard.

J. The Committee recommends that buildings and structures in the park be limited to park uses and be designed to take advantage of the project area steep slope to avoid interrupting views, provide accessibility, and maximize available open space for park use.

The committee considered and discussed a variety of buildings or structures for the park, including a 4,000 to 8,000 sf activity building; 3,000 sf environmental education center; 3,000 sf café; enclosed (or enclosable) space on the parcel at the west of 100th Ave SE/south of lake Washington Blvd; retained Whaling building for use as a historic/cultural maritime center; retained ice House for harbormaster residence and support, storage or marina office space; and restrooms in appropriate locations.

- The committee supports an activity building of up to 8,000 sf in size, but recommends that the building footprint be limited to 4,000 sf. The activity building provides opportunities for enjoying programmed and unprogrammed activities during all kinds of weather, has the flexibility to accommodate a variety of activities, and increases viewing opportunities.
- The recommended Plan retains the Whaling Building and Ice House, recognizing the heritage and importance of Meydenbauer Bay in Bellevue's history, and providing opportunities for maritime, cultural and historical activities, public art and interpretive programming. Support for this concept was evidenced by both public comment and non-profit organizations who might offer such activities.
- The Plan calls for removal of the existing restroom building at Meydenbauer Beach Park, and the provision of a new restroom building in convenient proximity to the relocated swim beach, given that the existing restroom would be separated from the park activity area and swim beach by the daylighted stream. Other restrooms would be provided in the activity building, and at the marina.
- The Plan also includes some enclosed or enclosable gathering space in the entry plaza at Main Street and 100th Avenue SE to allow enjoyment of the views during inclement weather.

The committee first favored an environmental education center, in response to Planning Principle No. 8 Environmental Stewardship, but eventually chose to incorporate environmental activities in a multi-purpose activity building and the park features themselves. Contributing to that decision was our conclusion that a single purpose environmental education center in the park would replicate the new Mercer Slough Environmental Education Center. Nor does the Plan include a café, because of the park's proximity to Main Street restaurants and cafes.

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A *Figure 2.5-12: Lewis Creek Visitor Center (Boxwood)*

B *Figure 2.5-13: Whaling Boats Docked in Meydenbauer Bay, Bellevue, ca. 1925 (Image Courtesy Eastside Heritage Center, L 85.39.2)*

K. The Committee recommends that the culverted stream in the existing park's northwest ravine be daylighted from Lake Washington Boulevard to the shoreline.

The committee proposes that only the lower portion (from Lake Washington Boulevard to the shoreline) be daylighted. The EIS evaluated both an alternative that daylighted the entire stream from the park entry to the shoreline, and the alternative that evaluated a partial daylighting, and concluded that little added environmental benefit would be gained by daylighting the upper portion. The committee feels that the limited additional benefit would not justify displacing the existing parking lot in the ravine.

Daylighting the stream will require the removal and relocation of the existing swim beach, swim beach pier, restroom, and play area. These uses are accommodated in the committee's recommended plan, in a more centralized location near other active recreation uses. The removal/relocation of these features and the daylighting of the lower portion of the stream contribute to the park's transition from a more natural character at its northwest end to a more urban character at its southeast end, and present an opportunity to introduce a stormwater feature with potential environmental and/or educational benefits.

Broader Issues

The committee grappled with many challenging issues throughout the course of our work. Some of these issues are specific to the recommended plan or to alternatives that were discussed as part of the process, and were summarized earlier in this Recommendation.

However, several concerns were raised repeatedly throughout the planning process addressing existing issues that extend beyond the scope of the committee's work. While it was not the committee's charge to address these larger concerns, they do provide some context for the Meydenbauer Bay Park and Land Use Plan. These concerns exist with or without the proposed project. The committee offers some actions for the City to consider in response to the concerns listed below. Recognizing and addressing these existing issues may help ease concerns related to the narrower focus of the Meydenbauer Bay Park and Land Use Plan.

A. Traffic. There was a great deal of concern expressed about traffic congestion in and near the Downtown, particularly along Main Street. Turning movements to and from Main Street, especially left-turn movements, are reported as often difficult due to vehicle volumes and queues. Limited sight distance at some intersections compounds the difficulty and increases the chance of accidents. Pedestrian crossings and bicycle travel must compete with vehicles. The committee was urged to address these existing issues and ensure that they will not worsen as a result of the Meydenbauer Bay Park and Land Use Plan. Although the EIS concludes that the plan creates no significant unavoidable adverse traffic impacts, the committee recognizes the concerns raised by the public regarding existing traffic conditions and encourages the City to continue working toward solutions for existing and future area congestion.

B. Parking. Limited parking exists in and near Old Bellevue. This reinforces the importance of the new park providing enough parking to meet its typical demand. It also suggests that opportunities be explored for shared or centralized structured parking to help meet growing Downtown parking demand. An underground parking structure in Downtown Park was often suggested as a location for such a structure. Other public facilities in the area might offer similar opportunities.

C. Water quality. Many comments were received with respect to aquatic vegetation (e.g., milfoil) and sedimentation in Meydenbauer Bay.

1. **Aquatic Vegetation.** The City currently controls aquatic vegetation at the Bellevue Marina, and coordinates the timing and type of treatment to the extent possible with the adjacent Meydenbauer Bay Yacht Club. This is expected to continue when the new park is completed. However, it is possible that a more comprehensive approach involving most or all shoreline property owners on Meydenbauer Bay, including the City, would improve coordination and effectiveness of vegetation removal measures.

2. **Sedimentation.** Concern was heard about sedimentation in the bay, particularly near storm water outfalls and the mouth of Meydenbauer Creek. The EIS concluded that the proposal would not cause long-term sedimentation impacts, but that does not address concerns about the present conditions. The City could work with the shoreline property owners to evaluate this situation and help develop an appropriate course of action.

D. **Bay enforcement.** The committee heard several complaints about undesirable activity in the bay itself and its negative effects in terms of noise, rude or disrespectful behavior, and lack of compliance with the "No Wake" zone. There was a desire voiced for increased patrolling and enforcement of on-water and in-water activities in the bay, as well as requests to extend the No Wake zone out as far as possible toward the mouth of the bay.

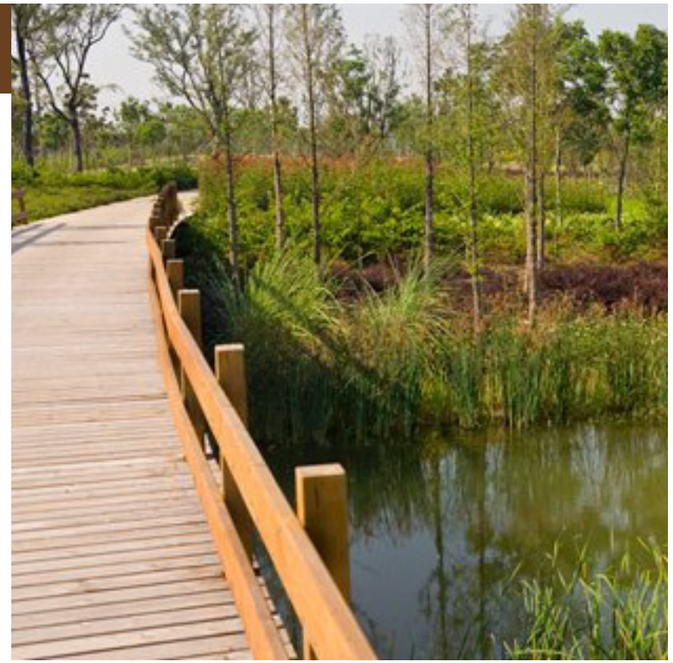


Figure 2.5-14: Example of a Footbridge over Restored Wetlands (EDAW AECOM)

Summary of Recommended Plan Concepts

The recommended Plan incorporates the following concepts that are important to the committee. Some of these Plan concepts originate in and respond directly to the planning principles, others were in response to public comment, and some emerged through committee discussion and review of data, studies, and information requested of city consultants and staff.

- The Plan serves the broad interests of the community at large, and recognizes that the park will be a community-wide asset.
- The Plan is guided by, and is consistent with, the Council-approved Planning Principles.
- The Plan is designed to coordinate with other plans, including the Parks and Open Space System Plan, the Lake-to-Lake Trail, Art Walk, downtown circulator, and Pedestrian & Bicycle Plan.
- The Plan emphasizes environmental stewardship, including stream, wetland and shoreline restoration and enhancement, incorporation of stormwater treatment in project design, minimizing impervious surfaces, and pursuing LEED or similar certification for new structures. Implementing the plan will result in visible ecological benefit.
- The Plan seeks to improve streetscapes throughout the study area, including connections to adjacent neighborhoods, Downtown Park, Wildwood Park, and Old Bellevue, to enhance character, continuity, and wayfinding.
- The Plan ensures appropriate vehicle, pedestrian, and emergency and service access to adjacent residential properties.
- The Plan incentivizes redevelopment of aging structures and coordinated redevelopment to provide public benefits, such as improved streetscapes, public spaces, pedestrian connections, and shared parking.
- The Park transitions from a more natural character (at its northwest end) to a more urban character (at its southeast end).
- The Plan improves the ecology of the site.
- The Plan increases public access to and over the water through careful redevelopment and restoration.
- The park provides a wide variety of user experiences, including on-water, in-water, and near-water recreation, viewing opportunities, and both indoor and outdoor activities.
- The Plan maintains flexibility of on-site programs and structures.
- The Plan fulfills requirements of funding sources used for the purchase of park parcels, including transient moorage quantity and location requirements, impervious surface limitations, and public access to the shoreline.
- The Plan maintains and expands boating opportunities to include a different mix of boat users – long term and transient moorage as well as people powered vessels (PPVs) such as canoes and kayaks.
- The Plan limits commercial uses to the east side of 100th Ave SE, except for temporary or seasonal vendors with moveable or portable carts, PPV rental, and leased moorage.
- The Plan takes advantage of steep topography to minimize the visual impact of structures and provide public views of the water.
- The Plan uses water features to create a strong elemental connection between Downtown Park and Meydenbauer Bay.
- The Plan provides sufficient parking on-site to meet typical park demand.

Conclusion

As the Council is aware, the steering committee developed this Plan over a period of two and one-half years. We held twenty-one public meetings and six public open houses and workshops, attended two public hearings related to the Draft Environmental Impact Statement, and received and considered a significant volume of oral and written comment from the public. Guided by our Steering Committee Charge and Planning Principles, the committee worked through many issues and ultimately identified a preferred alternative. The preferred alternative was evaluated in the Final EIS and serves as the basis for the Draft Meydenbauer Bay Park and Land Use Plan. The result is a Plan that weds a unique and memorable waterfront park for all Bellevue residents with the surrounding neighborhoods through pedestrian improvements and modest land use changes, providing connectivity between Downtown Park, Wildwood Park, Meydenbauer Bay, Old Bellevue and downtown.

It has been a privilege to serve as co-chairs of this committee and to work with our dedicated and knowledgeable committee members. The combination of expertise and perspectives represented on the committee helped ensure a Plan that is responsive to our Charge and the Planning Principles. We look forward to seeing the Plan become reality in the years to come.

Sincerely,

Doug Leigh
Committee Co-Chair

Iris Tocher
Committee Co-Chair

Vision

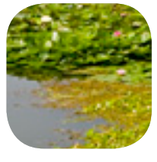
Visual Simulation of Meydenbauer Bay Park's Entry Plaza Looking West from the Intersection of 100th Avenue and Main Street

A

A *Figure 3.0-1: Meydenbauer Bay Park and Land Use Plan*

CHAPTER 3: VISION

Implementation of the Plan will reestablish Bellevue as a waterfront city by strengthening the connections between the City Center, Old Bellevue with its historic main street, and the Lake Washington shoreline. A visit to the waterfront, with its new signature public park, will be memorable. People will be attracted year round by the variety of uses and thoughtfully designed places that respect the setting, express community environmental values, and support a range of both active and passive activities. The waterfront and park are planned to be both a respite within the city and a connection between the city and the lake. The park will be a pedestrian place that encourages contemplation, socializing, and recreation. It will welcome visitors who arrive by boat, car, bus, and bicycle or on foot. When surrounding properties within the project study area are redeveloped in accordance with proposed policy and regulatory changes, they will provide new and inviting pedestrian connections and outdoor spaces that complement park uses. New development within the park and study area will address water quality issues and high-flow impacts from creeks and shoreline development through the promotion of Low-Impact Development (LID) (for example, the use of rain gardens), on-site stormwater detention for new and redeveloped projects, and control of point sources that discharge directly into the lake.



3.1 Connections

Waterfront Connections

The Bellevue Waterfront once supported a ferry, and whaling, fishing, and ship building industry. As the City urbanized and expanded, the City Center shifted north, and the historic water-oriented uses were replaced by residential and recreational boating uses that don't relate to Bellevue's downtown. The Plan proposes to reconnect the lake to the urban center and Old Bellevue and thereby reestablish Bellevue as a waterfront city.

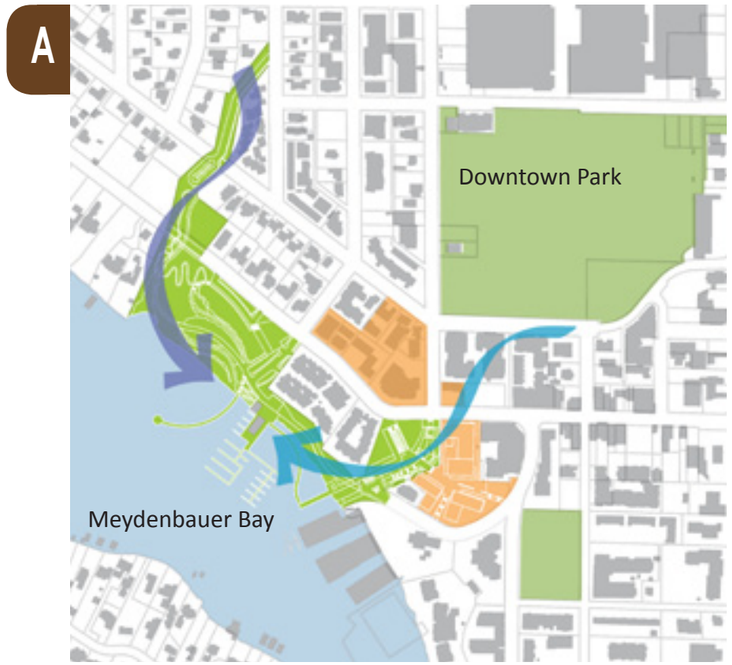
Throughout the planning process, a range of design strategies for strengthening the physical, visual, and land use connections was discussed. Strategies included pulling the more urban character of downtown toward the shoreline, or the character of the shoreline, park, or historic buildings toward the town. There were many discussions about the appropriate form, character, and scale of the public spaces, streets, and structures. Ultimately, the Plan proposes park zones and a variety of connection strategies informed by the context, scale, and character of the immediately surrounding uses.

Neighborhood Connections

The neighborhoods surrounding the proposed park are comprised of traditional medium- to large-lot single-family subdivisions to the west and north, transitioning to more diverse and urban multi-family midrise and mixed-use neighborhoods closer to Main Street. Connections to the west and north/central residential neighborhoods will be enhanced through the improvement of trail and pathway connections. A new green space and community activity building located adjacent to Lake Washington Boulevard will serve as a new gathering space and grand viewing terrace, creating a stronger connection for neighborhoods to the north. Relocation of active uses including the beach and playground will ensure that the west end of the park remains more passive and quiet. Streetscape improvements including landscape pathways and bicycle accommodations along Meydenbauer Way SE will improve connections to Wildwood Park and the Old Bellevue neighborhood. The Plan envisions the redevelopment of the upland parcels to include higher density residential infill west of 100th Avenue NE and mixed-use redevelopment south of Main Street, with a series of interconnecting pathways and public spaces capturing views and providing stronger connections.

Downtown Park & Old Bellevue Connections

The 100th Avenue SE street right-of-way in combination with the publicly owned kite-shaped parcel (the current site of the Bayvue Village Apartments) is planned to provide a dramatic connection from the intersection of Main Street to the waterfront, including a new street-level entry plaza with art and fountains, terraced overlooks, and an elevated pier that extends to the shoreline and provides expansive views of the lake. A covered open-air structure will encourage year-round visitation and house an elevator to access parking below the plaza. The pier rests upon and extends beyond an enclosed building space that could provide storage for canoes or kayaks.



Streetscape improvements for the 100th Avenue NE street right-of-way begin adjacent to Downtown Park and are proposed to include enhanced planting, paving, lighting, and water features. South of Main Street, the Plan proposes to convert the 100th Avenue SE street right-of-way to a pedestrian corridor with a grand staircase punctuated by intermediate terraces with art, lush landscaping, and continuation of the iconic linear water feature.

A *Figure 3.1-1: Early Park Connection Concept Diagram*

Natural Stream
Urban Stream
Park Parcels
Upland Parcels

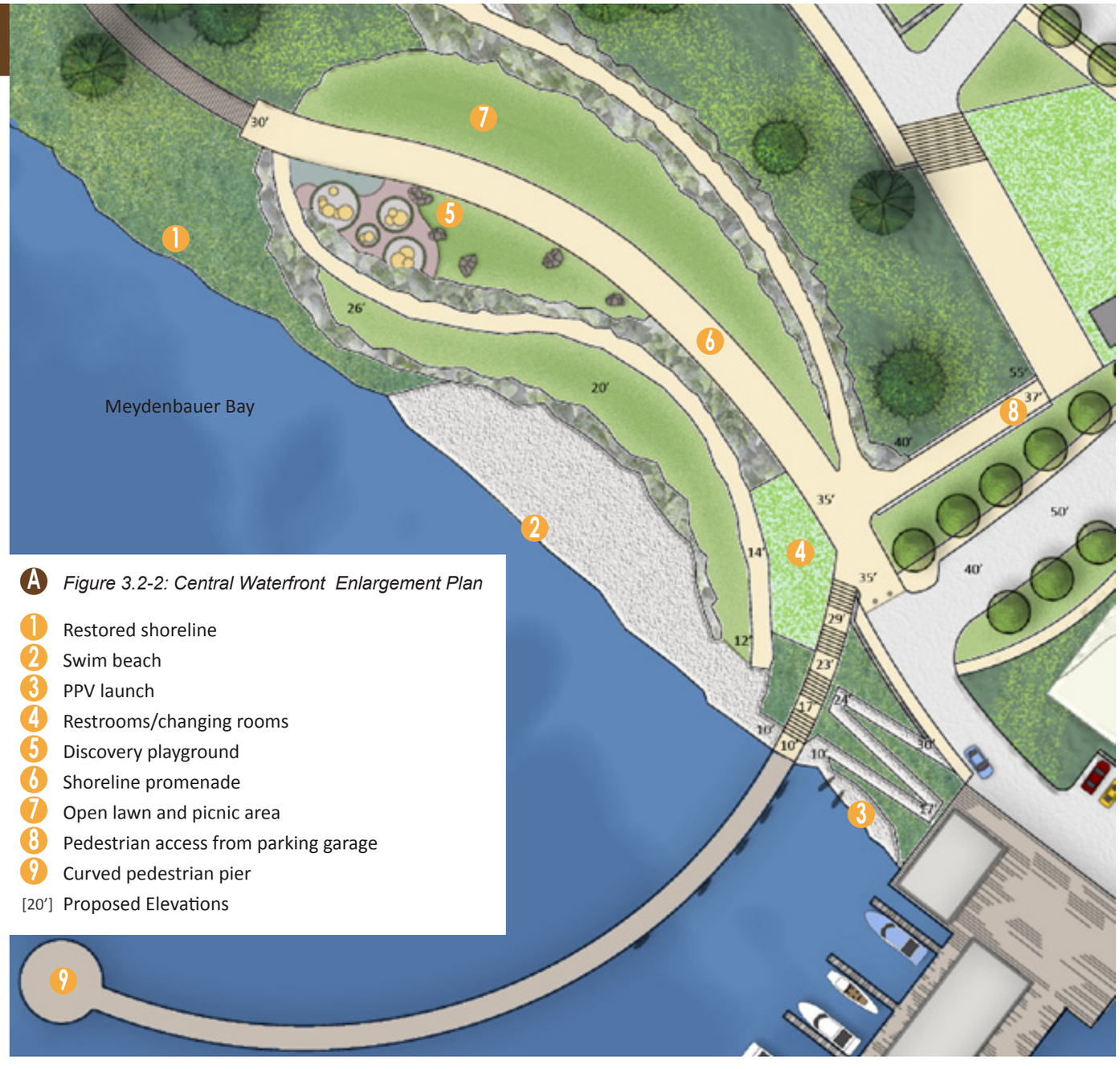
3.2 Public Park Zones

Ravine

The west end of the park, located in a forested ravine setting, is currently developed as an intimate neighborhood park with restrooms, a play area, a public pier, and beach located near the outfall of a storm drain. The Plan proposes to relocate these recreational uses in order to daylight and restore the native stream that currently flows through a drainage pipe with an outfall that discharges directly into the lake near the swim area. Native vegetation will be retained and managed to remove invasive plants and promote the succession of native species. Ecological functions will be restored and stormwater cleansed before it reaches the bay. Existing parking, located upstream, will be retained to support community access. In this zone, the shoreline promenade connects to a slightly elevated bridge from which visitors overlook, but are restricted from entering, the restored creek and landscape. The existing wetland located along the shoreline of Meydenbauer Beach Park will be relocated and modified to a more natural state near the mouth of the daylighted stream.

A *Figure 3.2-1: Ravine Enlargement Plan*

1. Partially daylighted stream with adjacent trails
2. Ravine enhancements (retain and enhance forested areas; remove invasive plants)
3. Retain existing parking (28 spaces) and entry road
4. Footbridge over daylighted stream



A *Figure 3.2-2: Central Waterfront Enlargement Plan*

1 Restored shoreline
2 Swim beach
3 PPV launch
4 Restrooms/changing rooms
5 Discovery playground
6 Shoreline promenade
7 Open lawn and picnic area
8 Pedestrian access from parking garage
9 Curved pedestrian pier
[20'] Proposed Elevations

Central Waterfront

Land in the central waterfront zone has been acquired for park expansion. Homes remain occupied by previous owners or tenants prior to park development. The Plan proposes a new and larger beach, a new restroom and changing facility, a custom designed playground with elements that encourage creative and unstructured play, and a shoreline promenade connecting the ravine to the marina. The distinguishing and memorable feature of this zone is the curved pedestrian pier that provides new connections over the water, moorage for people-propelled vessels (PPVs) such as canoes and kayaks, and definition of the swim area and new views of the lake, shoreline, and beach. The proposed waterfront will balance shoreline and water-dependent uses with ecological concerns. All of the small public and private accessory piers and shoreline armoring within this zone will be removed to promote improved near-shore habitat contiguous with the mouth of the daylighted stream. The shoreline area north of the new beach will be restored to a more natural state with gradual slopes and native vegetation.

Lake

Both land and water contribute to a memorable waterfront park experience. The lake is a point of arrival and host to a range of activities including swimming, water play, and moorage. Meydenbauer Bay is small, and the Plan carefully locates new facilities to provide recreational and visual access, promote safety, protect the shoreline, encourage restoration of fish habitat, and improve water quality. Resource management strategies along the water's edge vary depending on the use. Overwater walks and docks are located and designed to improve access and yet control and limit access points to encourage reestablishment of riparian vegetation and shoreline habitat.

A

1. Expanded Pier 1
2. Removal of Piers 2 and 3
3. Whaling Building and Ice House remain
4. Short-term parking and drop-off area (8 spaces)
5. Floating boardwalk with transient moorage
6. Restored shoreline
7. Shoreline promenade
8. Elevated viewpoint with access to lower boardwalk

[20'] Proposed Elevations

Marina

Meydenbauer Bay has a unique existing and historical waterfront that could provide a number of opportunities for the community to celebrate the rich heritage of the bay. Originally, the shoreline of Meydenbauer Bay was undeveloped. Throughout the early 1910s, and prior to the construction of the I-90 and 520 bridges, transportation between Seattle and Bellevue was by ferry. The Leschi ferry began operating in 1913 and ran through 1950 (HistoryLink.org 2008). Following the opening of the Lake Washington Ship Canal in 1917, the American Pacific Whaling Company wintered their whaling boats at Meydenbauer Bay to keep them out of the salt water (HistoryLink.org 2008). Two original buildings remain at the marina today: the Whaling Building and the Ice House (Eastside Heritage Center 2007). Meydenbauer Bay has been the location of pristine shoreline habitat, public access, ferry transportation, and public and private vessel moorage. To date, the City has worked to maintain a number of these elements in Meydenbauer Bay, and the Plan envisions opportunities to enhance many of them.

The park will continue to provide long-term and transient moorage with fewer ecological impacts. Modifications to the marina will follow the Clean Marina Certification program guidelines. The waterfront and the marina will provide facilities to support canoeing, kayaking, and sailing. The amount of long-term moorage will be reduced and reconfigured to open up views of the bay, reduce shading of the shoreline, and allow for shoreline restoration and habitat improvement. Pier 1 will be expanded to the south to increase capacity of Pier 1 to 38-48 long-term moorage slips. Fourteen designated transient moorage slips will be provided either on Pier 1 or next to the floating boardwalk. The Whaling Building will be preserved and adapted for community use, such as education or interpretive uses.

A sewage pump-out facility will be incorporated on Pier 1. The exact location of the facility, to be determined during detailed design phases, will need to consider adequate water depth and navigable channel width for boat access.

Hillside

The park hillside zone is located adjacent to and above the central waterfront. Currently the site of nine City-owned single-family homes, this zone offers expansive views and the opportunity to develop trail connections and unique sites for sunbathing, picnicking, interpretation, and education. A play area will be integrated into an attractive rock outcrop that serves as an informal classroom and extension of the sunning lawn area, which will be a distinguishing landscape feature. New parkland adjacent to Lake Washington Boulevard provides an opportunity to continue the Olmstead legacy of regional waterfront parkways. The Plan proposes an attractive streetscape with a vehicle pull-off, short-term parking, scenic overlooks, an upland green space, and a new approximately 8,000 sf community activity building with structured parking below. New trails and an elevator associated with the new community activity building will enhance connections and access between the upland terrace and the water. Pedestrians exiting the parking garage will find themselves close to the elevation of the proposed shoreline promenade and public beach. Storage space is envisioned in the lower level of the activity building to support park and marina programs. The proposed activity building and adjacent site development are envisioned to include best practices for sustainable sites and buildings.

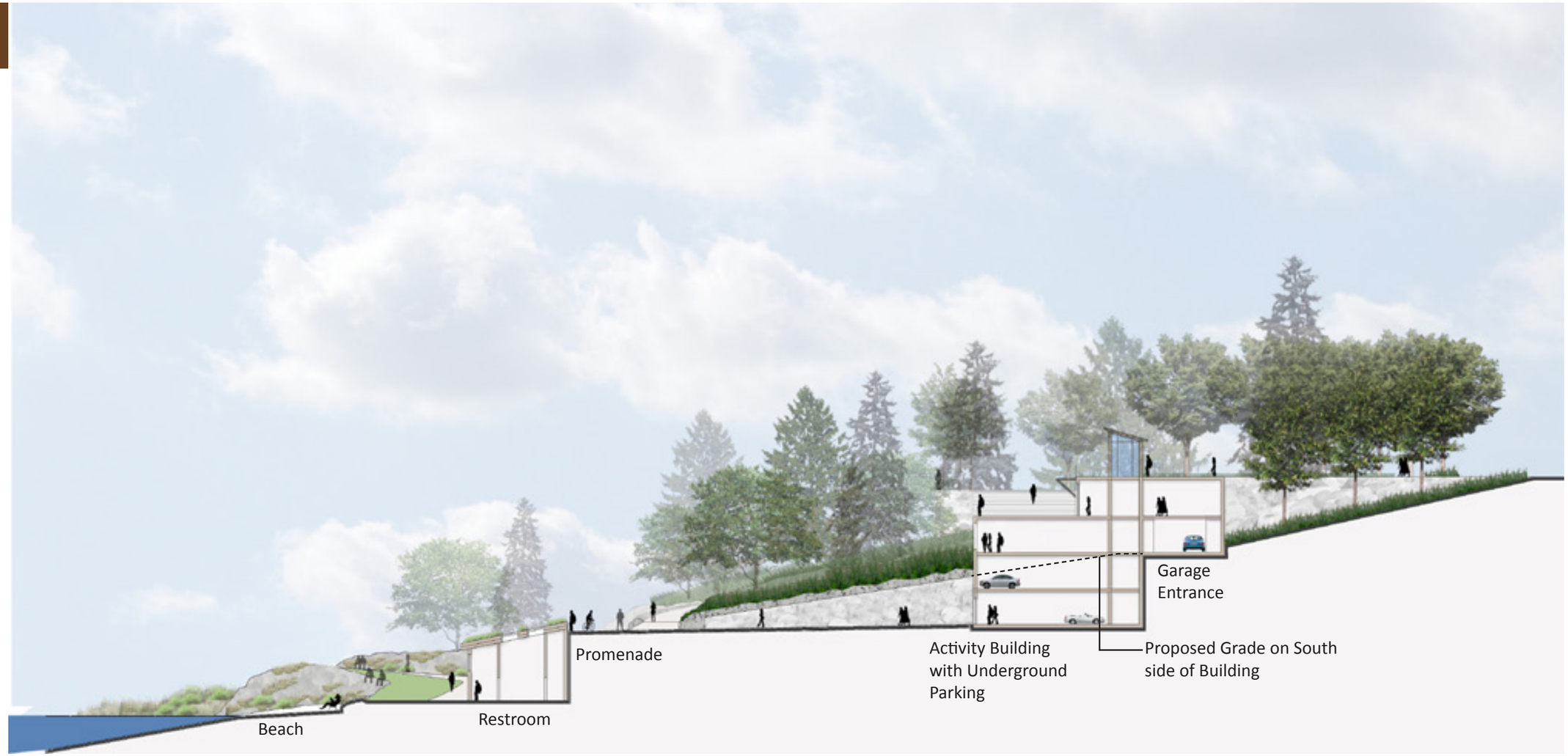
The activity building program uses will relate to the adjacent family-oriented outdoor spaces. Educational activities will cover topics such as boating, swimming, and bay and lake ecology. This space will be used to support a series of organized programs throughout the park, such as summer day-camps, and will provide opportunities to enjoy the park in inclement weather.

A *Figure 3.2-4: Hillside Enlargement Plan*

1 Outdoor classroom
2 Enhanced hillside woodland
3 Grand viewing terrace with vehicle pull-off
4 Activity building with parking below
5 Parallel parking
6 Parking garage vehicular entrance

[20'] Proposed Elevations

A



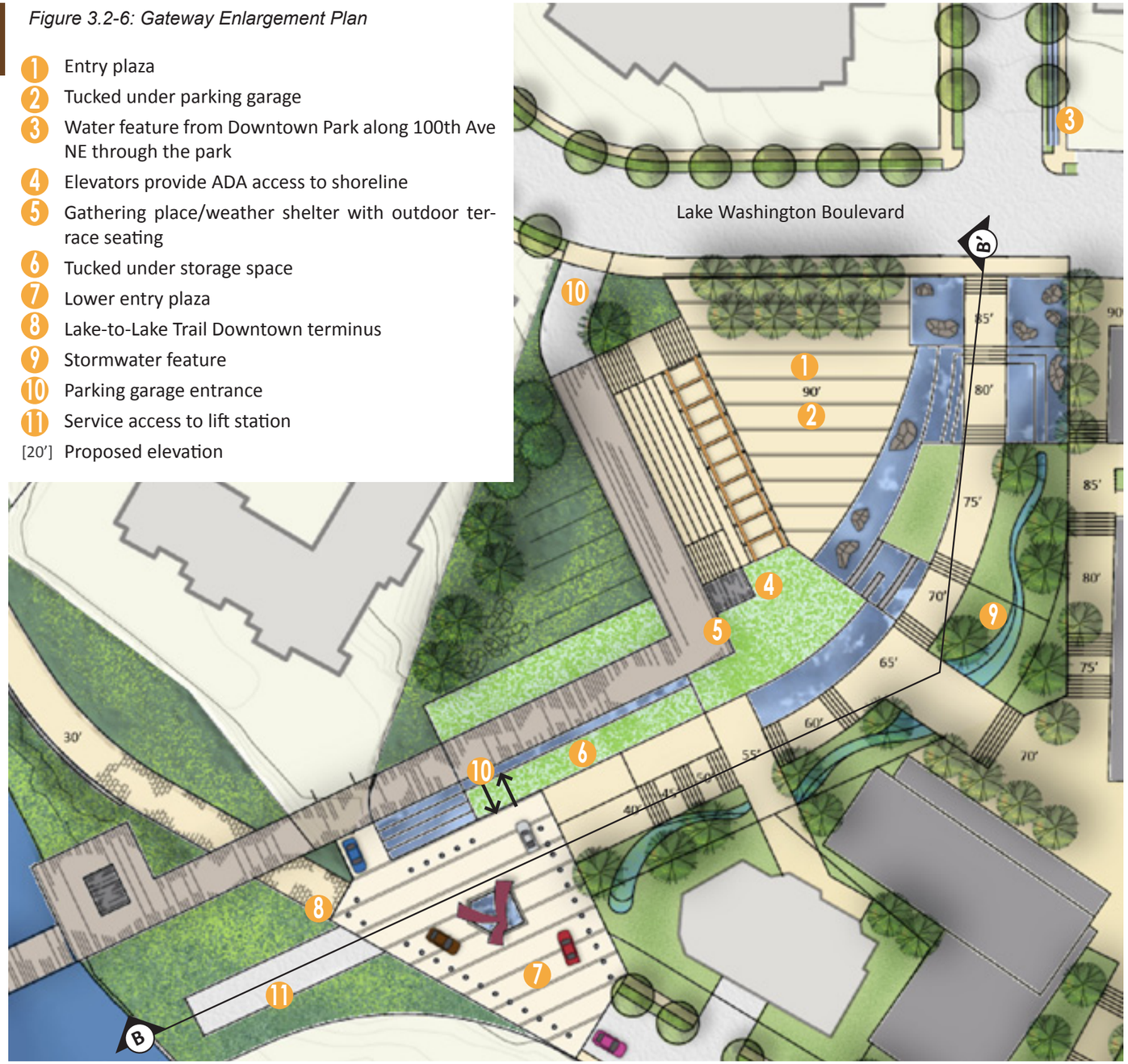
A *Figure 3.2-5: Section/Elevation A-A' Hillside and Central Waterfront Zones*

A

Figure 3.2-6: Gateway Enlargement Plan

1. Entry plaza
2. Tucked under parking garage
3. Water feature from Downtown Park along 100th Ave NE through the park
4. Elevators provide ADA access to shoreline
5. Gathering place/weather shelter with outdoor terrace seating
6. Tucked under storage space
7. Lower entry plaza
8. Lake-to-Lake Trail Downtown terminus
9. Stormwater feature
10. Parking garage entrance
11. Service access to lift station

[20′] Proposed elevation



Gateway

In 2007, the City of Bellevue acquired a kite-shaped parcel of land located at the southwest corner of the intersection of Main Street and 100th Avenue. With this purchase the City gained a tremendous opportunity to develop a dramatic public space and strong connection from the City's waterfront marina to Main Street and Downtown Park; a connection celebrating views, improving accessibility, and introducing engaging uses and activities. Treatment of this kite-shaped, steeply sloping parcel was the most discussed park zone during the master planning process. Several alternative designs were explored and evaluated. Ultimately, the Plan recommends the development of a series of dynamic public spaces with layers of activities and uses. A street level entry plaza with engaging art, landscaping, and water features serves as a gateway to the park as well as a terminus of Old Bellevue's Main Street. Structured parking will be located underground beneath the entry plaza. 100th Avenue SE will be transformed into a pedestrian place with a wide stairway and generous viewing terraces framed by memorable water features and terminating in a lower entry plaza at the water's edge. The lower entry plaza will be designed to be safely shared by people and cars. A new structure tucked into the hillside will provide small boat storage and provide a rooftop public gathering space. This linear park will connect to an elevated pier that extends to the water's edge, providing new views of Lake Washington, Seattle, and the bay. The grade transitions between the street level entry plaza and the shoreline include elevators as well as an exterior route with stairs, terraced seating, and a sheltered overlook.

A

A *Figure 3.2-7: Section/Elevation B-B' Gateway Zone*

A

A *Figure 3.2-8a: Visual Simulation of Meydenbauer Bay Park's Entry Plaza at the Gateway Zone*

B *Figure 3.2-8b: Photo Looking West from the Intersection of 100th Avenue and Main Street*

B

A

A *Figure 3.2-9a: Visual Simulation of Meydenbauer Bay Park's Lower Entry Plaza at the Gateway Zone*

B *Figure 3.2-9b: Photo Looking Northeast from the Western Terminus of Meydenbauer Way SE*

B

3.3 Properties Adjacent to Public Park Lands

Uplands

The Plan addresses two distinct upland areas: the "Upper Block," which is surrounded by NE 1st Street, 100th Avenue NE, Lake Washington Boulevard NE, and 99th Avenue NE; and "South of Main," which lies along 100th Avenue SE/Bellevue Place SE, generally between Main Street and Meydenbauer Way SE. Both areas include medium density multi-family residential. South of Main includes a mix of commercial, retail, and residential uses. Properties in the Upper Block contain two-to five-story apartments, condominiums, and office buildings. These areas have been identified as prime for infill and redevelopment with inherent opportunities to improve the pedestrian environment, views, and pedestrian connections between Main Street and Meydenbauer Bay. The Plan illustrates a conceptual land use plan developed by Sasaki Associates in collaboration with the Steering Committee in 2007.

The Plan recommends redevelopment of portions of the uplands to provide an improved pedestrian environment, a transition between the new waterfront park and the downtown, and other public amenities. Redevelopment will also facilitate more graceful pedestrian connections from Old Bellevue and other nearby neighborhoods to the shoreline. The Plan envisions land use to be largely residential with small-scale commercial and pedestrian-oriented retail south of Main Street to provide neighborhood services and activate the pedestrian connection to the waterfront.

A *Figure 3.3-1: South of Main Enlargement Plan*

1 Parking garage entrance
2 Informal seating
3 Water feature
4 Street level retail
5 Pedestrian plaza
6 Terraced seating
7 Wildwood Park connection
[20'] Proposed elevation

A

A *Figure 3.3-2a: Visual Simulation of Meydenbauer Bay Park from Meydenbauer Bay*

B *Figure 3.3-2b: Photo Looking Northeast from Meydenbauer Bay*

(Note: These photo simulations provide representative views of the alternatives from properties across the bay and are not intended to depict the view from any specific property.)

B

Yacht Club

The Meydenbauer Bay Yacht Club borders the South of Main sub area to the southwest, and the City's marina abuts the Club's marina at the shoreline. This privately owned property includes facilities and operates programs that are compatible with and complement the Plan vision, such as the Youth Sailing program. No changes are proposed.

Neighborhoods

Preservation of the existing residential neighborhood character of areas located along both sides of Lake Washington Boulevard, east of the existing Meydenbauer Beach Park, and west of 101st Avenue NE is a priority. Connections between these neighborhoods, Wildwood Park, and the new waterfront park will be enhanced through the improvement of streetscapes, pathways, and upland green spaces.

A *Figure 3.3-3: Youth Sailing Programs*

B *Figure 3.3-4: Meydenbauer Bay Yacht Club*

Circulation and Public Access

A

A *Figure 4.0-1: Park Connections (Sasaki 2008)*

CHAPTER 4: CIRCULATION AND PUBLIC ACCESS

The waterfront park will be a pedestrian place that encourages contemplation, socializing, and recreation. It will welcome visitors who arrive by boat, car, bus, and bicycle or on foot.

Park and street design should encourage people to travel to the park on foot, bicycle, and buses. Transit stops should be covered, comfortable, and safe to encourage year-round use. Accommodations for visitors arriving in vehicles will be designed to be unobtrusive, accessible, and as convenient as possible without interfering with the character, function, or enjoyment of the park. Vehicle accommodations will include emergency access, on-street parking, underground structured parking, drop-off and loading zones, and accessible designated spaces to accommodate park use by all. Streets shared by vehicles and people will be designed to include pedestrian amenities. Vehicle turn-arounds and corridors for emergency vehicles will be designed as pedestrian places that accommodate vehicles. The detailed design of the street and facilities will be informed by ecological design principles incorporating low impact drainage, permeable pavements to encourage infiltration, and drainage practices that cleanse water prior to discharge into the bay.

A

B

4.1 Vehicular Circulation

Emergency Access

Travel time for emergency vehicles, especially from the nearest fire station, is an important design consideration for emergency access. New park and private development within the study area is designed to maintain timely and unobstructed access to surrounding properties.

Emergency vehicle access will be provided along the shoreline promenade between 99th Avenue NE and Meydenbauer Way SE to service the marina and the Vue Condominium site. To discourage non-emergency vehicular use in this area, opticon-operated bollards, which can be controlled by the Fire and Public Safety Departments, will be installed at the junction of Meydenbauer Way SE and the shoreline promenade as well as south of the short-term marina parking lot. Emergency access to the ravine will continue to be provided by 98th Place NE, which has a turn-around at the street terminus. Access to other parts of the study area will continue to be provided by 99th Avenue NE, Meydenbauer Way SE, Main Street, and Lake Washington Boulevard NE. To improve access to properties along Meydenbauer Way SE, overhead utilities along the south edge of the Meydenbauer Apartments site will be under-grounded to allow ladder truck clearance and separation from electrical lines. Emergency access to the west side of Ten Thousand Meydenbauer Condominiums will be enabled by opticon-operated bollards allowing emergency vehicles to drive on the pedestrian walkway while discouraging non-emergency access.

A *Figure 4.1-1: Vehicular Circulation Diagram*

- Public Vehicular Access
- Emergency Access
- Park Parcels
- Upland Parcels
- Driveways and Garage Access Points
- Emergency Vehicle Access Point

B *Figure 4.1-2: Parking Diagram*

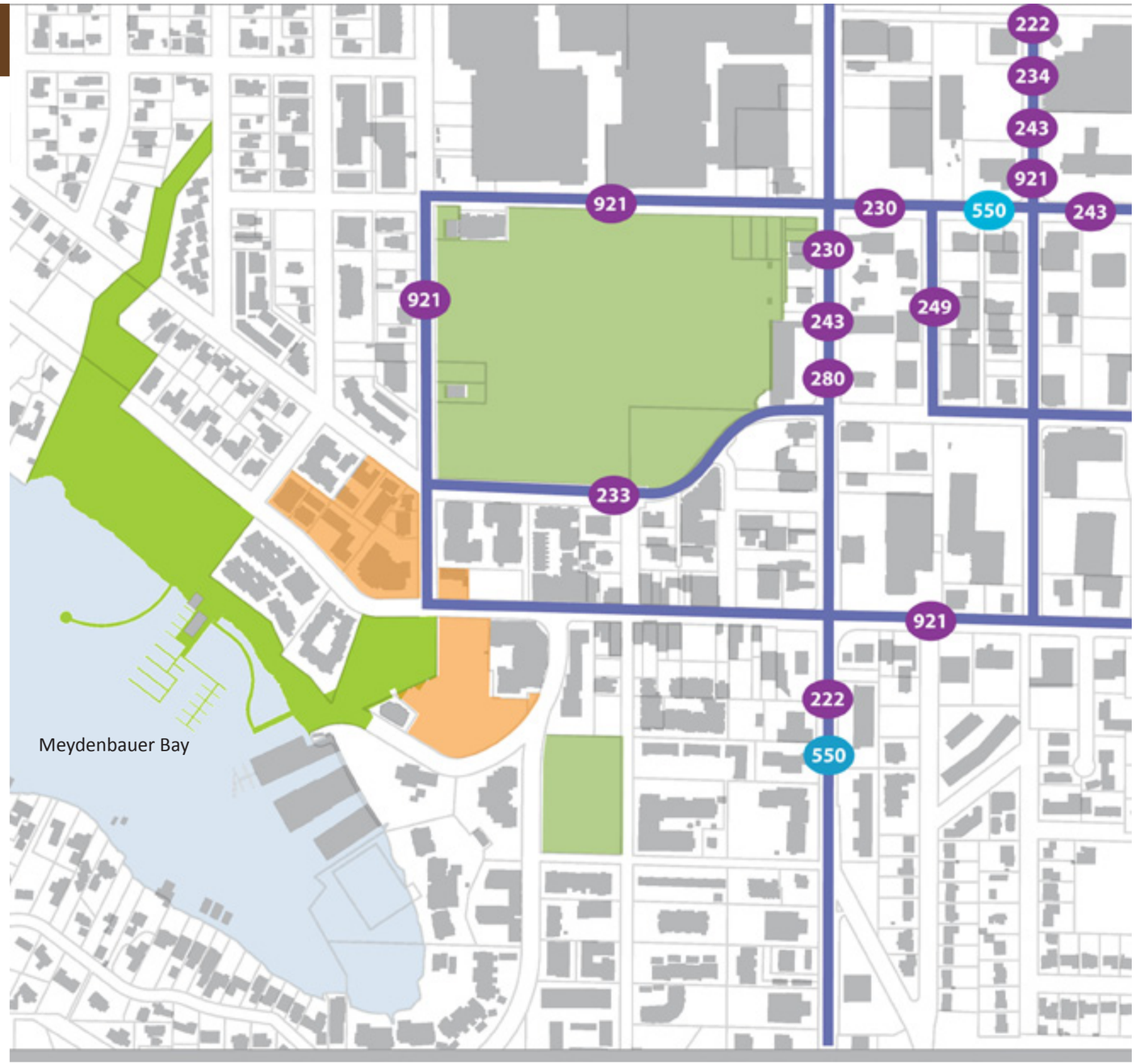
- Parking Areas
- Park Parcels

Parking

The Plan calls for enough parking to meet or exceed the amount needed to serve the park on a typical day. A total of approximately 156 public parking spaces will be provided inside the park. The park's on-site parking facilities will include a 10-space surface lot at the short-term pull-off of Lake Washington Boulevard, a 70-stall below-grade parking garage as part of the community activity building accessed from the west side of 99th Avenue NE, a 40-stall below-grade public parking garage accessed from Lake Washington Boulevard and Meydenbauer Way SE, and eight short-term parking spaces at the marina. The existing 28-stall parking lot at the south terminus of 98th Place NE would remain.

Outside of the park, there would be some changes to public on-street parking. Nine public on-street parking spaces on the east side of Bellevue Place/100th Avenue SE would be removed because the street would be closed to vehicles. In addition, nine existing on-street parking spaces along the east side of 99th Avenue NE, south of Lake Washington Boulevard, would be relocated to the west side of 99th Avenue NE. If special events are proposed that would exceed the on-site parking supply, a parking management plan could be developed to minimize parking overflow on neighborhood streets. Such a plan could use remote or satellite parking lots and transit shuttles.

A



Transit Service

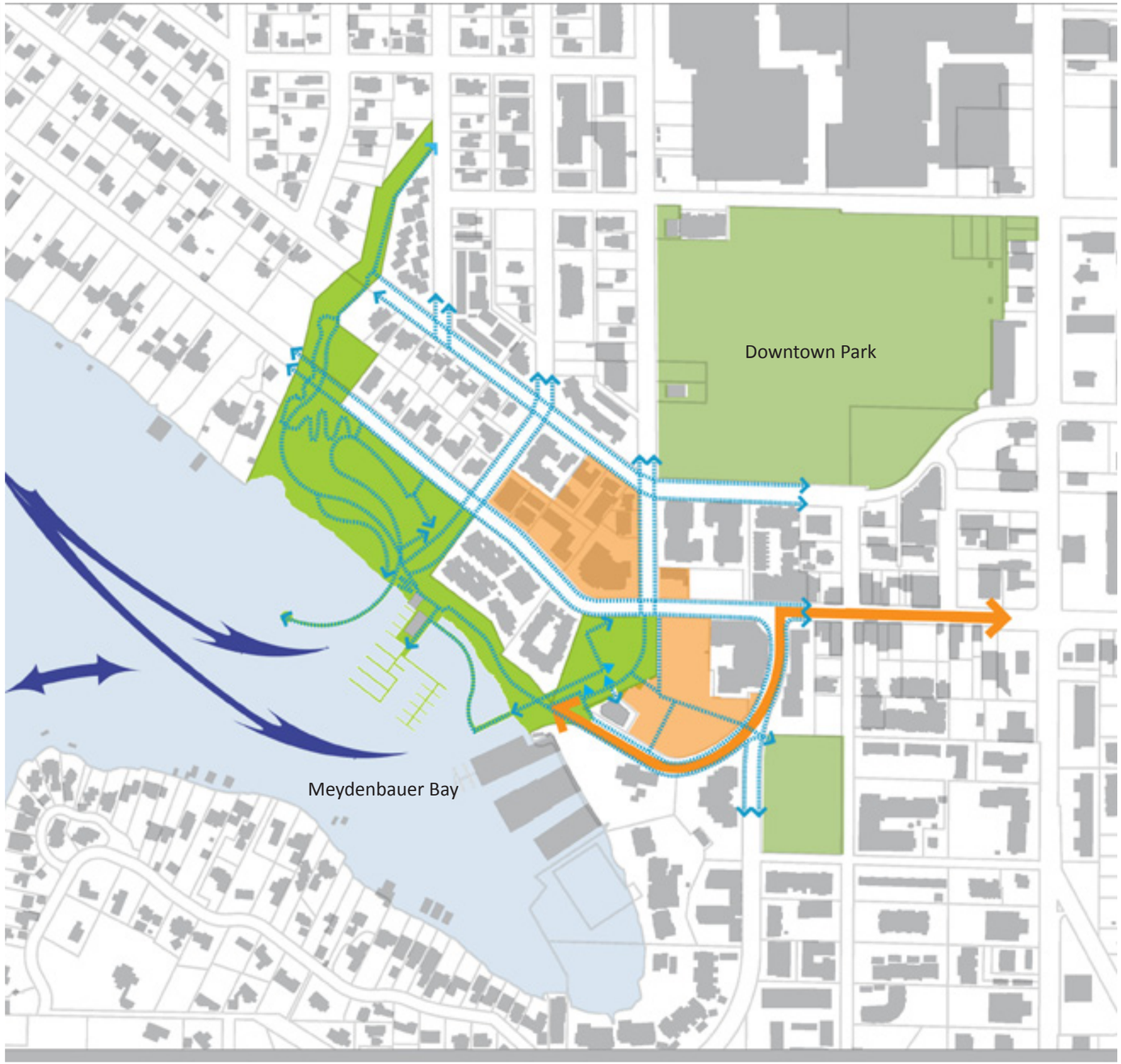
Future park access is envisioned to be supported by a more robust transit service providing a viable alternative to driving, with stops located within a ¼ mile of the park. Public transportation service within the study area and larger vicinity is currently provided by King County Metro Transit and Sound Transit. Both providers operate most of their service through the Bellevue Transit Center (BTC), located about 1 mile from the study area.

The City is in the process of implementing a downtown circulator that would operate on 10-minute headways, with connections to major activity centers and the BTC. The circulator is anticipated to begin service in September 2010 under a partnership between the City and King County Metro Transit. The nearest planned stop (Bellevue Way at Main Street) is approximately ¼ mile from the study area.

A *Figure 4.1-3: Local Area Bus Routes*

Bus Route
921 Bus Route Numbers
Park Parcels
Upland Parcels

A



4.2 Pedestrian and Bicycle Circulation

A hierarchy of pedestrian pathways is proposed, with the shoreline promenade providing a continuous accessible pedestrian and emergency pathway from the daylighted stream to Meydenbauer Way SE. The lower entry plaza near the intersection of 100th Avenue SE and Meydenbauer Way SE offers visitors a choice of traveling north toward Main Street along the proposed grand staircase, or west toward the marina either along the shoreline promenade or on the floating boardwalk, or east along Meydenbauer Way SE. For ease of accessibility, travelers may ride an elevator to the elevated boardwalk and overlook and travel north to the entry plaza at the intersection of 100th Avenue and Main Street. The continuity of primary pathways will be reinforced through continuity of paving materials. The detailing of areas shared by vehicles and pedestrians will be designed with the pedestrian as a priority.

The availability of a sidewalk, paved shoulder, or other hard-surfaced pathway that provides barrier-free pedestrian access to public facilities is a critical element of transportation mobility. Pedestrian facilities currently exist on most of the roadways within the study area. These include sidewalks on one or both sides of the street and signalized crosswalks at intersections. Many of the existing narrow sidewalks located directly adjacent to traffic lanes will be redesigned to provide a safe and more comfortable passage.

A *Figure 4.2-1: Non-motorized Circulation*

Lake-to-Lake Trail
Pedestrian Circulation
In-water Circulation
Park Parcels
Upland Parcels

Within the new park, trails connect the parking area to the beach. In addition, trails and stairways connect the park to sidewalks on the north and south sides of both Lake Washington Boulevard NE and NE 1st Street. The new Meydenbauer Bay Park will also provide connections to the Lake-to-Lake Trail, Bellevue's primary east-west non-motorized trail connection linking Lake Sammamish with Lake Washington. The park will be an important destination point along this route that connects parks, schools, neighborhoods, and urban areas.

The City completed its 2009 Pedestrian and Bicycle Transportation Plan in February 2009 (City of Bellevue 2009). The projects, policies, and maps have been adopted into the City's Comprehensive Plan. The transportation plan identifies a pedestrian system throughout the city.

No existing bicycle lanes currently provide access to the study area. There are bike lanes on the Lake Washington Boulevard NE Bridge over Meydenbauer Beach Park. Bicyclists may share the road with vehicles on all roadways within the transportation study network.

The 2009 Pedestrian and Bicycle Transportation Plan identifies a bicycle system throughout the city. Several streets within the study area (Lake Washington Boulevard/Main Street, 100th Avenue NE, 100th Avenue SE/SE Bellevue Place, 101st Avenue SE, and NE 1st Street east of 100th Avenue NE) are part of the bicycle network, and the plan recommends bicycle-related improvements along some of these streets. The Plan recommends that the shoreline promenade be designed to accommodate both pedestrian and bicycle traffic.

4.3 Personal Watercraft

Safe and convenient access for personal watercraft users is a high priority. Reconfiguration of the marina and separation of in-water park activities are intended to lessen the conflicts between swimmers, boaters, and people powered vessels (PPV). A new PPV launch, located between Pier 1 and the curved pedestrian pier, provides users an opportunity to launch directly from the shoreline. The new PPV launch is located near the underground parking at the activity building as well as the loading zone near the historic Ice House to provide additional convenience for PPV users. Launching off the floating boardwalk, the new pedestrian pier near the lower entry plaza, or Pier 1 is discouraged because of potential conflicts with pedestrian traffic and larger boats.

A *Figure 4.2-2: Bicycle Circulation*

Primary Bicycle Circulation Routes
Park Parcels
Upland Parcels

B *Figure 4.2-3: Personal Watercraft*

Land Use Strategies


NO
WASH

A

A *Figure 5.0-1: Study Area Zoning Diagram*

CHAPTER 5: LAND USE STRATEGIES

The project study area occupies a transition zone between downtown Bellevue and surrounding residential neighborhoods. Downtown Park is located north of the study area. Bellevue's original downtown, Old Bellevue, is located to the east. Main Street has maintained a traditional pedestrian-oriented character, with smaller buildings located close to the street. The mid- and high-rise commercial and residential core of downtown is located to the northeast of the study area. Redevelopment over the last decade has dramatically changed the scale and character of downtown.

As property values have increased, there has been economic incentive to increase lot coverage and building volume. In the lakeside neighborhoods close to the study area, redevelopment of existing single-family houses has generally trended toward larger homes. Within and adjacent to the study area, increased land values have meant that multi-family redevelopment has targeted an increasingly affluent market. These newer structures also reflect a more urban character and scale, compared to the older mid-rise, more suburban scale of the existing multi-family residences. Generally, they represent greater intensity in terms of height and lot coverage. Adjacent single-family neighborhoods have also experienced some transformation, with many older residences being replaced by larger, more elaborate residences.

Land use in the study area and the surrounding area reflects a trend toward more intensive, urban development patterns, with smaller areas of associated open space.

5.1 Land Use Incentives

The Plan proposes that Comprehensive Plan policies and Land Use Code regulations be revised to designate a new overlay district or similar land use mechanism that will accommodate desired redevelopment of portions of the study area (Upper Block and South of Main). Through the use of development incentives, redevelopment of properties that now support aging improvements will help improve the edge treatment along public walkways through improved buildings, landscaping, and pedestrian amenities, and other public benefits.

In the Upper Block (north of Lake Washington Boulevard, west of 100th Avenue NE), development incentives would not necessarily guarantee redevelopment, but could result in some public amenities where a property owner chooses to redevelop, thereby improving the pedestrian environment. These amenities could be in the form of improved building architecture, consistent sidewalk system, landscaping, surface treatments within walkways and at crossings, street furniture, signage, public art, or other features.

In the Upper Block, development incentives to consider include:

- Increased density; control density through Floor Area Ratio (FAR) rather than dwelling units per acre (for planning purposes, a density of approximately 60 units per acre is assumed)
- Increased lot coverage/building coverage allowance
- Reduced setback requirements
- Reduced parking requirements

Development incentives should:

- Maintain existing height limitations
- Maintain existing allowable uses

In the South of Main area (generally between Main Street and Meydenbauer Way SE, and between 100th Ave SE and 101st Avenue SE), the Plan envisions coordinated redevelopment of several properties under different ownerships – the Chevron Station site at Main Street and 100th Avenue SE, the Bayvue Village Apartments parcel directly south of the Chevron site, and the Meydenbauer Apartments site on the north side of Meydenbauer Way SE. Coordinated redevelopment has the potential to provide a number of public benefits, such as shared underground parking, multiple pedestrian routes through the block, public plazas and viewpoints, and activation of public spaces by adjacent uses.

Redevelopment would be stimulated primarily by increased residential density, expansion of retail opportunities, shared development of parking, and a coordinated site plan that produces a strong relationship between the public and private realm and capitalizes on the unique physical setting.

The South of Main concept builds upon the relationship of that block to the entry plazas in the 100th Avenue SE right-of-way, and incorporates the following concepts:

- Facilitate coordinated redevelopment of the Chevron and Meydenbauer Apartments sites with the participation of the City-owned Bayvue Village Apartments site (east of 100th Avenue SE) in a manner that provides public benefits.
- Incorporate 100th Avenue SE/SE Bellevue Place into the primary pedestrian connection from Main Street; close this road to vehicles but ensure that emergency and other service vehicle access needs are addressed and provided for.
- Allow southerly expansion of retail uses east of 100th Ave SE onto the east Bayvue Village Apartments site to help activate the pedestrian connection to the waterfront.
- Increase density on the east Bayvue Village and Meydenbauer Apartment sites; control density through Floor Area Ratio rather than dwelling units per acre (for planning purposes, a density of approximately 60 units per acre is assumed).
- Increase lot coverage/building coverage allowance
- Reduce setback requirements.
- Consider a minimum/maximum approach to parking
- Promote shared underground parking.
- Provide pedestrian connections through the block to Wildwood Park.
- Change character of Meydenbauer Way SE to be more “pedestrian-friendly”
- Use water as a unifying theme through the area and to strengthen the connection to Downtown Park

Development incentives should:

- Maintain existing height limits on all parcels

The details of these incentives and the regulatory mechanism implementing them will be defined through the Comprehensive Plan and Land Use Code Amendment process.

A

A *Figure 5.1-1: Existing Bellevue Building Heights (Sasaki 2008)*

Park Parcels
0’ - 15’
15’ - 30’
30’ - 45’
45’ - 60’
60’ +

6

Design Considerations


Lk Wa Bd
Main St
Brant
PHOTOGRAPHERS

A

A *Figure 6.1-1: Surrounding Context*

CHAPTER 6: DESIGN CONSIDERATIONS

6.1 Neighborhood Urban Design

Architecture & Urban Form

The Plan recommends developing incentives to encourage reinvestment in infill and redevelopment in the upland areas, by allowing density increases within the existing height restrictions. The Plan recommends regulating the recommended increase in density through FAR versus dwelling units per acre (du/a). Use of FAR to regulate density will encourage more diversity of housing sizes, styles, and price points. As the neighborhood becomes more pedestrian oriented, reduction of required parking requirements may be a reasonable incentive to promote better urban design and encourage private investment in public open spaces and corridors and pedestrian amenities. Building and site design should provide ground-level transparency, pedestrian porosity, and attractive building-ground relationships. In the Old Bellevue neighborhood, South of Main, coordinated redevelopment is encouraged and needed to achieve the vision.

A

A *Figure 6.1-2: Example of Active Streets (EDAW AECOM)*

Height and Setbacks

The neighborhood has expressed opposition to any increases in height or the introduction of commercial uses west of 100th Avenue. To encourage redevelopment and infill, the Plan therefore recommends retaining current height restrictions but modifying setbacks and lot coverage allowances to accommodate the increased density envisioned. City codes and policies should encourage infill of surface parking lots and placement of parking underground. Where surface parking remains, it should be located internally and buildings should be oriented to streets. The Plan recommends flexible setbacks, increased density controlled through FAR, increased lot coverage, and reduction of parking requirements in exchange for public amenities. Public amenities are defined as street furniture, public art along public streets, streetscape enhancements, plazas, terraces and viewpoints, water features, access easements, shared parking, and facilities that encourage enjoyment of the waterfront in poor weather such as a covered overlook.

Orientation and Entries

New buildings should have public entrances facing public streets with surface parking minimized. The new buildings should be sited to encourage pedestrian connections between properties. Ideally, multiple property owners will collaborate on an overall development master plan, addressing implementation, phasing, and funding. A coordinated development and infill strategy will result in improved visual and physical connections between properties and the waterfront. At the west end of Meydenbauer Way SE, an attractive new lower entry plaza shared by vehicles and pedestrians with accommodations for short-term parking, drop off, and pick up functions is proposed.

6.2 Public Streets

The Plan recommends enhancements to key intersections and streets leading to and abutting the public park. The proposed improvements are supported by Comprehensive Plan goals and objectives as well as the guiding principles of the Plan. Streets should be designed with pedestrian accessibility, enjoyment, and accommodations as a priority. The Plan proposes a number of routes and parking accommodations that are accessible.

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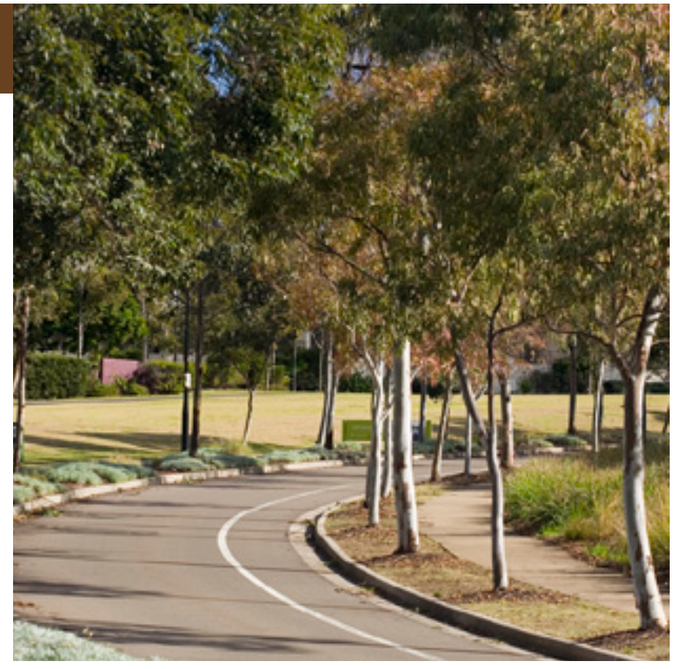


Main Street

Extending the character of Main Street in Old Bellevue west to the intersection of Main Street and 100th Avenue is recommended, as envisioned by the existing Comprehensive Plan and Land Use Code. The infill of this block with a vibrant mix of uses will attract pedestrians to the new entry plaza proposed at the southwest corner of the street intersection. The street intersection design at this location should be detailed and scaled to the pedestrian, perhaps extending materials of the entry plaza and streetscape into the street. The conversion of the City-owned parcel west of 100th Avenue SE from apartments to plaza and park opens up scenic views of the bay from Main Street and invites people to enter the park. A covered overlook and a weather-protected gathering space on the lower terrace frame views and encourage year-round visitation by providing shelter.

100th Avenue

North of Main Street, the 100th Avenue NE streetscape will be enhanced to provide a stronger connection from Downtown Park to the new entry plaza. The final design will introduce more landscaping, a linear water feature, and furnishings to enhance the experience for pedestrians traveling from Downtown Park to the waterfront. South of Main Street, 100th Avenue SE will be closed to cars and transformed into a pedestrian place, with a grand staircase descending to the water. It will be designed to include a linear water feature, lush plantings, and intermittent terraces and landings with great views, art, and seating.

Meydenbauer Way SE

Meydenbauer Way SE connects the Yacht Club, new park, City marina, and Wildwood Park. It is one of the terminii of the Lake-to-Lake Trail and should therefore be designed to be shared by vehicles, bicycles, and pedestrians.

A *Figure 6.2-1: Main Street, Bellevue, WA*

B *Figure 6.2-2: Victoria Park Bioswale (Landcom)*

C *Figure 6.2-3: Example of Neighborhood Street with Multi-modal Access*

A

6.3 Park Landform, Land Cover, and Shoreline

The ecology and three-dimensional aspects of the site were carefully considered. The Plan recognizes that fairly extensive earthwork and ecological restoration will be required to restore ecological function, improve access, and enhance recreational opportunities.

Grading

The Plan proposes to do the required grading and landscaping needed to resculpt the already disturbed land to create useful spaces and an attractive urban park and to improve environmental quality. In its present condition, the site includes steep slopes, terrain that has been previously modified to create building sites, recreational amenities and roads, engineered drainages and shoreline stabilizations, and shoreline modifications made to accommodate docks, piers, and drainage. Grade separations, rockwork, and retaining walls are incorporated into the grading design to provide subtle barriers to, and protection of, restored slopes, drainages, and shorelines.

A *Figure 6.3-1: Meydenbauer Bay Park Proposed Grading Plan*

Park Parcels
Existing Contours (2’ Interval)
Proposed Contours (2’ Interval)

Planting

The existing land cover includes a variety of landscape treatments and styles and extensive paved surfaces constructed of impervious concrete and asphalt. The Plan proposes a softer treatment to reduce paved surfaces and introduce more environmentally appropriate paving materials. Paving and plant materials will be selected to support the proposed use and to provide elements of continuity across the site as well as elements of distinction in various zones or use areas. The current vegetation includes native trees, ornamental landscaping, and forested areas whose succession is compromised by invasive species. While this diversity will be retained, it will be enhanced by the removal of invasive species and introduction of largely native and adapted species. Near the north end, stands of native trees will be protected and managed to encourage succession. The creek will be daylighted and vegetative erosion control measures implemented using native species. The hillside landscape will be graded and planted to appear more natural. Significant trees will be retained when possible. Stylized rock outcroppings will be introduced to create usable areas and minimize hillside grading. The plantings and landscape character will transition from natural, native, and informal at the north end and shoreline to more formal, structured, and ornamental on the more intensively used areas of the site to the south and east.

Shoreline

Bellevue's shorelines are valuable recreational and aesthetic resources. Bellevue's city limits include 14 miles of shoreline along Lakes Washington and Sammamish. However, total shoreline in public ownership is only 10%, or slightly over 1.4 miles.

Meydenbauer Bay Park contains the largest contiguous publicly owned shoreline close to downtown. The Plan proposes a careful balance between public access and protection of this valuable natural resource. The Plan addresses the shoreline, controlling and limiting access points, encouraging restoration, and creating attractive, subtle barriers to protect restored areas.

A *Figure 6.3-2: Restored Shoreline Sketch*

6.4 New Public Gathering and Activity Places

Entry Plaza

A new urban entry plaza near the intersection of Main Street and 100th Avenue is proposed as a gateway to the park, an anchor to the west end of Main Street and Old Bellevue, and a new gathering space.

Viewpoints and View Sequences

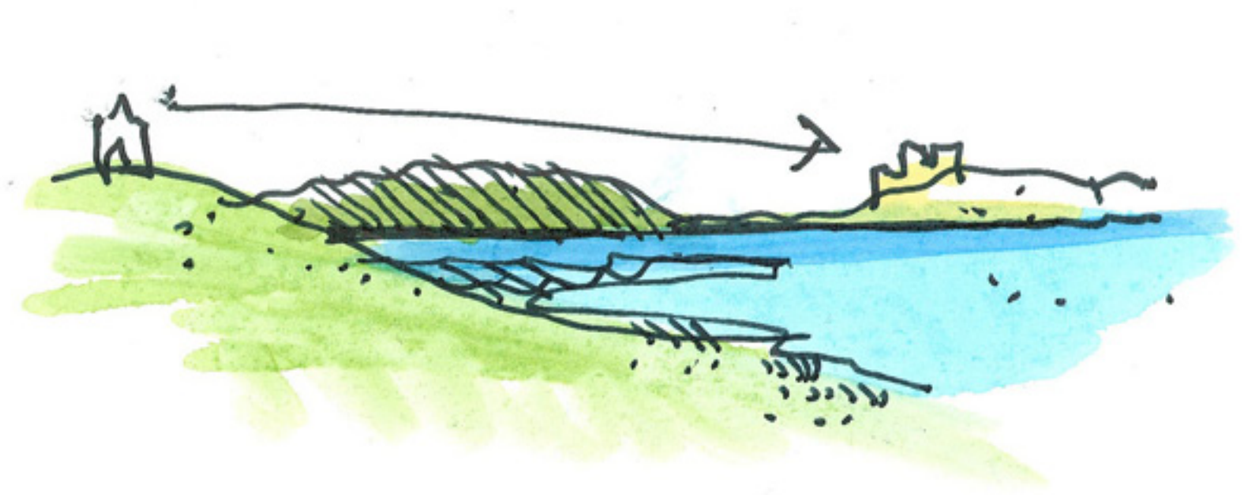
A variety of new viewpoints and view sequences have been thoughtfully incorporated throughout the Plan.

Key views include:

- Views from the City to the lake from the new entry plaza and the grand viewing terrace near Lake Washington Boulevard.
- Elevated views of the lake from the pier near Meydenbauer Way SE.
- Views from the intersection of 99th Avenue and Lake Washington Boulevard are grand and celebrated in the design of a new community activity building.
- Views resulting from the reconfiguration of the marina and removal of moorage covers. These changes open up views and opportunities to observe water and water-related activities.
- Activity terraces on the hillside step down toward the beach, providing viewpoints from sun bathing areas, the discovery playground and rock outcrops introduced to accommodate grade transitions.
- New and dramatic views of the park from Lake Washington are revealed through the introduction of public piers – the curved pedestrian pier embracing the swimming area, the curved boardwalk connecting the public pier to the moorage, and the expanded and modified public moorage located near the Whaling Building.

The three remarkable and memorable view sequences proposed are described below.

- Both pedestrian routes into the park from the intersection of 100th Avenue NE and Main Street —the grand stairway and the elevated pier —offer new and dynamic view sequences, engaging travelers and pulling them toward the shoreline.
- The shoreline promenade that runs the length of the park parallel to the shoreline exposes visitors to a range of activities and views. The character of the park along this primary pathway changes east to west, from urban to natural.
- Entering the park from the north side off of 98th Avenue NE, visitors travel through the ravine surrounded by forests and tracing the path of water and wildlife. Eventually, the forest opens and travelers find themselves on an elevated footbridge with views of the restored creek and shoreline below and views of Lake Washington to the south.



A

Play Area

The discovery play area is an opportunity to artfully incorporate traditional play activities of swinging, sliding, balancing, and discovering into an engaging creative play experience. The Plan recommends collaboration among artists, educators, and the community and park designers to design and construct a unique playground. The Plan envisions incorporating this into the stylized rock outcrop, terraces, and the beach.

B

Beach

The existing beach will be enlarged and relocated to a more central location where swimmers are less exposed to stormwater runoff entering the bay. Swimming lanes are envisioned to be placed just off the shoreline during summer months. The larger sand area will be located in proximity to a lawn sunning area, the discovery play area, and a stylized rock outcrop with terraces that encourage sitting, play, and sunning.

C

Piers and Overwater Boardwalks

Piers and overwater boardwalks will be architecturally appealing and designed to minimize environmental impacts. Materials should be selected for safety, durability, and maximum light penetration, avoiding toxic substances and minimizing underwater disturbance.

A *Figure 6.4-1: Morton Arboretum Play Area*

B *Figure 6.4-2: Existing Beach at Meydenbauer Beach Park*

C *Figure 6.4-3: Example of Overwater Boardwalks*

7

Design Details

A

Ⓐ *Figure 7.1-1: Park Paving Material Options:*
- *Concrete Pavers*
- *Mixed Granite Pavers*
- *Loosely Compacted Decomposed Granite*

CHAPTER 7: DESIGN DETAILS

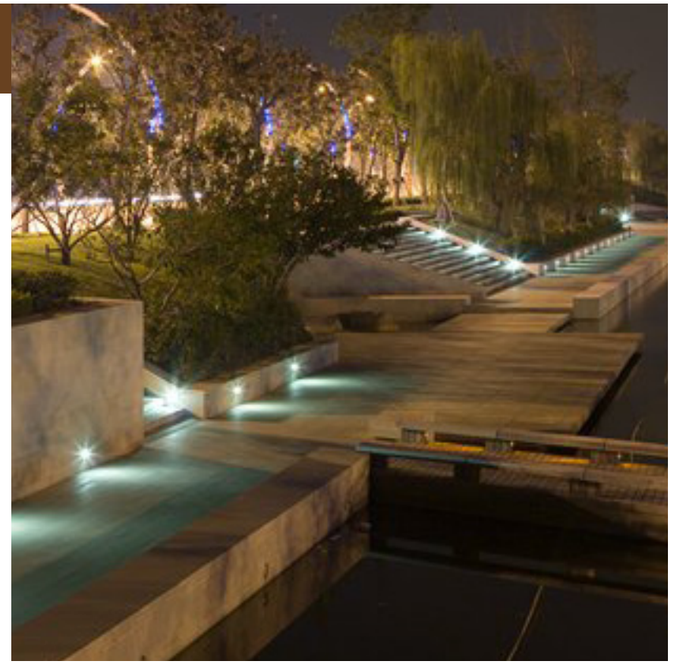
Specific design details were not addressed in the planning process; however, general considerations and opportunities for design of park features were discussed. The following paragraphs provide guidance for further design development.

7.1 Landscape

Pavements

Paving materials will be selected considering aesthetics, design intent, function, form, and sustainable attributes. Soft and permeable materials will reduce runoff; durable grated materials used for overwater structures will allow light to penetrate and encourage habitat protection and restoration; modular materials are easily repaired and recycled; and locally manufactured materials will reduce environmental impacts associated with transport. Pathway materials will be selected to reinforce park character and wayfinding. Changes in materials can convey hierarchy or distinction. Continuity of materials along the shoreline promenade will unify the design and enhance the prominence of this significant park feature.

A



B

C

Lighting

Lighting will be designed considering energy use, aesthetics, and safety. Unobtrusive and pedestrian-scaled energy-efficient fixtures will be used to enhance enjoyment of the space year round. Care will be taken to achieve appropriate illumination levels and avoid glare. Distinctive lighting will be used as accents or art in more urban areas and corridors of the site.

Furnishings

Furnishings should be selected or custom designed to reinforce the design intent. Furnishing will complement the style of the architecture.

Signage and Wayfinding

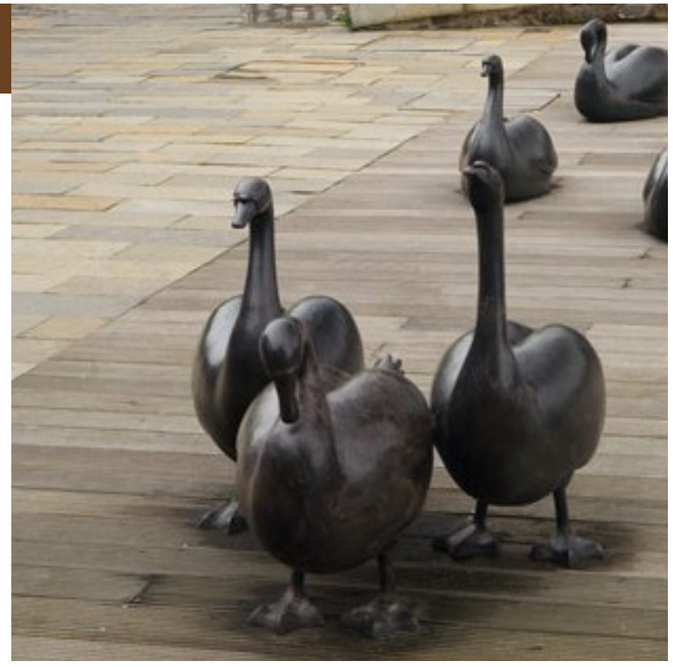
Wayfinding can be accomplished with signage as well as good design including continuity and selection of materials, and orientation through views, axis, and other organizing elements. The intent is to use good design, clear circulation patterns, and a hierarchy of spaces to orient visitors. Where signage is required, it will be designed to be clean, simple, understated, and in character with the overall park design.

A *Figure 7.1-2: Example of Low Level Signature Lighting (EDAW AECOM)*

B *Figure 7.1-3: Example of Custom Designed Wood Bench (EDAW AECOM)*

C *Figure 7.1-4: Example of Interpretation and Education Signage (EDAW AECOM)*

A



B

Art

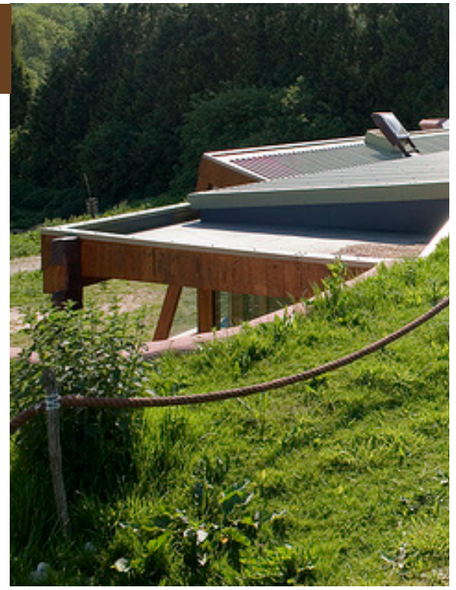
Art is an opportunity to express the culture of a community: who we are, have been, and are in the process of becoming. The Plan suggests locations for signature art pieces and encourages the introduction of art and quality craftmanship in pavement, walls, architecture, play areas, furniture, and other site details.

Water Features

Two water features are proposed along the 100th Avenue corridor, strengthening the connection from Downtown Park to the shoreline. This more architectural feature begins at the entry plaza, falls along the structure, and continues to the lower entry plaza. This feature should be designed as sustainably as possible using recycled water and perhaps providing a building or urban cooling function. A second landscape water feature is proposed on the east side 100th Avenue NE extending from Downtown Park to Meydenbauer Way SE. This low impact landscape feature captures and cleanses stormwater and irrigates new planting, while serving as a strong visual wayfinding element connecting Downtown Park to the waterfront.

A *Figure 7.1-5: Example of Public Art Integration (EDAW AECOM)*

B *Figure 7.1-6: Example of Interactive Water Feature (EDAW AECOM)*



7.2 Park Architecture

New Buildings

New buildings that are proposed include restrooms, an activity building, boat storage, and open shelters. The architecture in the park will be understated, well integrated into the landscape, and in most cases tucked into the hillside. The style is envisioned as contemporary northwest: transparent and energy efficient, with extensive use of glass and timber. Buildings will have generous overhangs for shelter and shade. The architecture of the buildings and site structures should be complementary. The Plan envisions new architecture of human scale with the contemporary use of historic materials to express a connection to the historic waterfront town and optimism about the City's more urban future.

A *Figure 7.2-1: Example of Building and Site Integration (Miller Hull)*

B *Figure 7.2-2: Example of Northwest Style Architecture (Miller Hull)*

C *Figure 7.2-3: Example of Generous Overhangs for Shelter and Shade (Boxwood)*

D *Figure 7.2-4: Example of Building Tucked into Hillside (Smith Roberts Associates)*

E *Figure 7.2-5: Example of Building Tucked into Hillside*

A

B

Historic Buildings

The historic Whaling Building and Ice House will be retained and adapted for reuse as historic, interpretive, educational, or community uses. Although new buildings will be compatible in scale, they will not attempt to replicate the historic style. As a result, the Whaling Building complex will be distinct and memorable.

Bridges, Piers, Overlooks, and Shelters

The Plan proposes bridges, piers, overlooks, and shelters. These structures in combination with their architecture will establish park character. While additional detailed design studies are required, the Plan envisions that all of these elements will be simple, transparent, and contemporary in style, referencing the urban context and integrating into the landscape. Use of natural, more traditional materials (wood and stone) in combination with more contemporary materials (steel and glass) will connect the past with the future and landscape with architecture.

A *Figure 7.2-6: Historic Whaling Building at Bellevue Marina*

B *Figure 7.2-7: Example of Park Overlook Structure (EDAW AECOM)*

Funding Sources and Strategies


STAFF

A *Figure 8.0-1: Daylighted Stream Section*

CHAPTER 8: FUNDING SOURCES AND STRATEGIES

The Plan proposes a broad range of community enhancements and as a result will be eligible for a wide range of funding sources. Because the Plan includes enhancements to active, passive, land and water based recreation; restoration of shoreline, water quality, habitat and landscape; multimodal access and safety improvements; historic preservation; and public art, the funding strategy should consider historic and traditional local sources of funding as well as Federal and State sources. The specific mix of funds that will be used to implement the Meydenbauer Bay Park and Land Use Plan will depend on timing, phasing and fund availability. Additional research and design development will focus and support funding and grant applications.

Local Funding Sources

City Capital Investment Plan (CIP)

Planning and implementation of any capital project is dependent on its being part of the City's CIP. The City CIP is a 7-year public investment plan that is evaluated and updated every two years by the City Council as part of the budget process. Project prioritization criteria consider Plan consistency, City Council priorities, maintenance and operation impacts, citizen input, public benefit, funding availability,

A *Figure 8.0-2: Recommended Streetscape Improvements*

affordability, neighborhood impact, site suitability, location, economic impact, and urgency. Transportation, parks, and the City's public art program are funded through the CIP.

The CIP is funded by a combination of taxes and supplemented by grants and donations targeted to specific projects, development mitigation fees, and developer contributions for specific improvements within a certain geographic area. (Taxes include a portion of the local sales tax, Real Estate Excise Tax [REET], and Business and Occupation Tax [B&O].) The CIP typically funds all project costs, including planning, design, construction, maintenance, and borrowing costs. Per City financial policy, funding sources for ongoing maintenance and operations (M&O) must also be determined prior to carrying out the capital projects. Thoughtful design and selection of durable materials can reduce long-term maintenance costs.

REET consists of funds derived from one-half percent of the selling price of real property within the City of Bellevue. Cities planning under the State's Growth Management Act must use these funds for capital projects as described by State law. The first 0.25% of local REET must be used to fund capital facility expenditures that have been identified in the City's Comprehensive Plan. The second 0.25% of local REET revenues must also be used to fund capital facilities, with the added stipulation that they cannot be used for the acquisition of land for parks. REET revenues are cyclical in nature, mimicking underlying real estate market trends. Historically, the City has included 50% of annual REET funds for park projects in the CIP. The distribution of CIP funds in any given year is at the City Council's discretion.

Voter Initiatives

The City Council has the option of asking voters to increase property taxes to fund park projects. As an example, a Parks & Natural Areas levy lid lift was authorized by the voters in the November 2008 election to provide capital funding to specific projects over the next 20 years. This levy lid lift generates capital funds of $3.4 million/year and increased the 2009 property tax levy rate by $0.11 per $1,000 of assessed value. Although Meydenbauer Bay Park was not included in the 2008 levy lid lift, this project could be considered by the community in the future.

Voter-approved bonds require a 60% voter approval, and levy lid lifts require 50%.The Council also has the authority to issue non voter-approved bonds, but repayment of these bonds must be financed from existing City revenues, since no additional taxes can be implemented to support related debt service payments. The Council used this mechanism for the 1983 purchase of Downtown Park property. In that case, the Council allocated 0.2% of the local option sales tax for the repayment of the councilmanic bonds. The Council issued councilmanic Limited Term General Obligation (LTGO) bonds for a portion of the marina purchase in 1998, relying on marina revenues for repayment.

County, State, and Federal Funding Sources

Heritage Capital Projects Fund (HCPF)

HCPF is a Washington State grant program that assists projects that preserve and interpret heritage in Washington. Nonprofits and government entities are eligible to apply. Given the rich heritage of the American Pacific Whaling Fleet Buildings and Meydenbauer Bay, HCPF funds could be sought for restoration and interpretive work at the marina.

4-Culture

King County's Cultural Services agency, 4-Culture, provides grants to local arts agencies such as Bellevue's Public Art Program, artists, and arts organizations. 4-Culture grant program also supports historic preservation agencies and projects.

Urban Forestry Grants

Several funding grant programs provide money for urban forestry projects. One is funded by the U.S. Small Business Administration and provides grants to purchase and plant trees. This program sometimes funds urban street tree planting programs.

Federal Transportation Act SAFETEA -LU
Safe, Accountable, Flexible, Efficient transportation Equity Act: a Legacy for Users. This federal transportation act was enacted August 10, 2005, as Public Law 109-59. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009. Washington has received considerable revenue for community enhancement, safety, bicycle, and trail related projects. It is unclear whether this authorization will be extended, and if so for how long and at what funding level.

National Tree Trust
National Tree Trust provides trees through two programs: America's Treeways and Community Tree Planting. These programs require that trees be planted by volunteers on public lands. Additionally, the America's Treeways program requires 100 seedlings minimum to be planted along public highways.

Federal and State Grants Managed by Washington State RCO
The Washington State Recreation and Conservation Office (RCO) manages a number of State-funded grants related to parks and open space that are funded through Federal Land and Conservation Funds. Some of the programs include: Boating Facilities Program for the acquisition and development of boating related projects and Washington Wildlife and Recreation Program (WWRP). RCO also administers programs that grant funds for park development, and they have a history of supporting projects on properties acquired with their funds. For the acquisition of parcels to assemble the project site, RCO granted to date a little over $2.2 million.

Funds are periodically made available through the Aquatic Lands Enhancement Account (ALEA) grant program administered by RCO for the restoration or improvement of aquatic lands for public purposes, and for providing and improving public access to aquatic lands and associated waters. The Plan includes significant shoreline restoration and improvement, stream daylighting, and wetland enhancement.

Washington State Community Trade and Economic Development
Washington State Community Trade and Economic Development (CTED) Grants provided funding for development of other Bellevue parks, such as Crossroads, Mercer Slough Environmental Education Center, and Robinswood fields.

Washington State Arts Commission Grant
This is a state funding program that requires a 50% match. Grants are available for project support, program support, and arts education.

National Endowment for the Arts
This is a national funding program that also requires a 50% match. Grants are available for a wide variety of projects.

Water Quality and Restoration Funding
An increasing number of State and Federal funding sources are available for resource conservation, restoration of habitat, and improvement of water quality. These include Salmon Recovery Funding Board, NOAA Coastal Estuaries Land Conservation Program, USFWS Coastal Program, USFWS National Coastal Wetlands, Conservation Grants and EPA Innovative Wet Weather Program, and programs associated with the Reinvestment and Recovery Act.

Other Strategies

Incentive Zoning
The Plan includes as an incentive, the opportunity to increase density on upland parcels in exchange for significant right-of-way enhancements such as street furniture, landscaping, and enhanced sidewalks. Often redevelopment projects are equired to provide some frontage improvements.

Public-Private Partnerships
Public-private partnerships are typically defined as cooperative ventures between the public and private sectors (e.g., corporations, non-profit organizations, citizen groups, etc.). The South of Main (SOM) plaza connections and public amenities rely on coordinated redevelopment of the SOM area through a public/private partnership.

For park and recreation departments, public-private partnerships may include corporate sponsorships, staffing, and/or facility management, among others. Sharing of costs, fund-raising, responsibility, and authority is becoming an increasingly common model. Agreements with the Bellevue Botanical Garden Society (Wilburton), the Eastside Heritage Center (Winters House and Paxton House), the Bellevue Boys and Girls Clubs (Ground Zero Teen Center and the South Bellevue Community Center), the Bellevue School District (sportsfields and Tyee Gym), the Bellevue Baseball Softball Athletic Association (adult sports management), and the partnership with the Pacific Science Center (Mercer Slough Environmental Education Center) indicate the broad range of possibilities in establishing mutually beneficial partnerships. These partnerships can provide a broader variety of community recreation and programming services at a lower cost to each of the partners and to the community.

Non-Governmental Sources

Private Grants and Foundations
Private grants and foundations provide money for a wide range of projects.

Tax Deductable Donations
Donations to municipalities may provide tax deductions equivalent to 501(c)3 corporations. Over $500,000 in private donations was received for acquisition of the Meydenbauer Bay Park properties. The project vision is exciting and may be attractive to corporate and private donors.

9

Implementation

A *Figure 9.1-1: Restored Shoreline Edge Section*

CHAPTER 9: IMPLEMENTATION

9.1 Implementation Principles

In keeping with Bellevue's heritage of visionary actions, the plan is bold and audacious. Indeed, the Council's first planning principle is to create a "Remarkable and Memorable Shoreline Experience". Given that charge, the complexity of the issues, and the diverse and sometimes competing interests, the Steering Committee did an extraordinary job delivering a plan that meets the expectations set by the Community Vision yet reflects a sincere effort to balance competing interests and address neighborhood concerns. Both the Steering Committee and Park Board acknowledged that there are points of contention that are not resolved to everyone's satisfaction. The Steering Committee and Park Board understood that, at this early planning stage, it's not realistic or maybe even advisable to specify precise solutions for every concern. The park will be developed in multiple phases over many years, possibly decades, and therefore needs to be flexible. Subsequent to the Steering Committee and Park Board Recommendation, the following Implementation Principles were developed to guide the implementation of the Meydenbauer Bay Park and Land Use Plan over many years and multiple phases.

Principle No. 1: Recognize that 100th Avenue will have a pedestrian orientation, and will serve as a gateway to the new park. 100th Avenue SE shall remain open to traffic unless all of the following conditions are met:

a. The City completes enhancements to the NE 2nd Street corridor or other alternative project(s) that produce similar transportation benefits.
b. A determination has been made that fire and life safety for the area will not be compromised.
c. Full access to Ten Thousand Meydenbauer Condominimum is maintained, including vehicle access to the "front lobby door" and emergency access.
d. Coordinated redevelopment of the three upland parcels from Ten Thousand Meydenbauer Condominium allows for multiple means of vehicle access to those parcels.
e. A traffic study of the Southwest sector of downtown is completed to evaluate the impact of closing 100th Avenue SE under 2030 traffic conditions, to inform a decision on the extent to which traffic movements on 100th Avenue can be limited.
f. The Council takes action to close 100th Avenue SE to vehicle traffic.
g. 100th Avenue SE shall be developed in such a way as to highlight the historical nature of the road for park visitors.

Principle No. 2: The park shall be developed in phases, as approved by Council and as funding is available.

Principle No. 3: An activity building is part of the park plan but a number of concerns with the proposed size and potential uses need further consideration. Consideration should be given to designing and sizing the building, and determining the amount of parking for the building and appropriate rules such that the impacts of the building will not unreasonably interfere with other park uses or neighborhood quality of life, especially regarding noise. Public uses of the Whaling Building should also be considered.

Principle No. 4: Staff and consultants should evaluate during the project-level design phase additional options for developing an approach to the overlook that reflects the sensitive transition from Main Street to a more "green park" that is respectful to both view corridors and privacy of the surrounding properties.

Principle No. 5: During the project-level design phase, staff and consultants should evaluate additional options for the design of the marina, curved pier, and associated parking that retain more leased moorage slips than currently envisioned in the plan while still providing for public access to the water, shoreline restoration, at least 14 transient moorage slips, boating safety, and protection of youth sailing, while ensuring financial viability.

Principle No. 6: The City will re-engage with the neighborhood and greater community at each phase of any proposed build-out.

A

9.2 Plan Level Costs, Phasing and Implementation Strategies

The Meydenbauer Bay Park and Land Use Plan is a long-term vision and physical framework that will guide change over several years. It will be implemented as a series of capital improvement projects, with multiple funding sources, possibly including development partnerships. Portions may be implemented as part of private development projects through developer agreements. The master plan anticipates redevelopment of parklands, nearby neighborhoods, streets, and the marina. Understanding that these enhancements will occur incrementally, in response to community priorities and availability of funds, the overall conceptual cost estimate is presented as a series of logically phased projects organized to correspond to the park zones described in this document. Within each zone, further phasing is possible. Alternatively, depending on funding availability and other considerations, two or more zones could be combined into a development phase. While the budget summaries are arranged geographically from west to east for easy reference, actual phasing will be determined by the availability of funds, funding requirements, and community priorities.

B

Budget Summary

Description	Budget
Marina Zone	$7,411,540
Central Waterfront Zone	$3,558,589
Hillside Zone	$9,318,408
Ravine Zone	$2,114,866
Gateway Zone	$12,097,099
Streetscapes	$9,214,704
Total	**$43,715,206**

A *Figure 9.2-1: Project Phasing Diagram*

B *Table 9.2-1: Budget Summary Table*

To present a realistic estimate of probable costs, a number of assumptions were made regarding materials, levels of finish, quantities, phasing, existing infrastructure, and subsurface conditions. These assumptions were made without the benefit of building or site design development, testing, or preliminary engineering. The estimate is intended to be used for budgeting. It should be reviewed periodically to confirm that it remains responsive to current public works standards, development regulations and design guidelines. A general set of design principles summarized below provided guidance.

- The Plan assumes enduring and attractive finishes with some artistic and distinctive elements.
- Finishes will be high quality and durable.
- Environmental stewardship will guide choices of sustainable materials, technology, and construction practices.
- Impervious surfaces will be minimized, with universal access design principles embraced.
- Overwater structures will include grates to allow light transmission and to avoid use of wood treated with chemicals potentially hazardous to fish.
- Exposed surfaces will be finished, with natural materials such as stone or wood preferred over concrete.
- Detailing will be simple yet elegant.
- Illumination will be low level and unobtrusive, designed to reduce glare, encourage appreciation of views and night skies, but with adequate illumination to provide a safe environment.
- New architecture will be contemporary, referencing the context and environment, embodying the northwest spirit, and incorporating state-of-the-art green building practices.
- Water-sensitive urban design principles will be embraced; capturing, celebrating and recycling rainwater and grey water as permitted by City codes.
- Demolition processes will embrace reuse and recycling.
- Stormwater management and landscape design will reduce and minimize nutrients and pollutants entering the lake and incorporate collection systems to maximize reuse of stormwater.
- Adjacent public rights-of-way, streetscapes, key intersections as well as plazas and corridors shared by pedestrians and vehicles will be designed and developed as pedestrian places.

Project Budget Summary by Park Zone

The following tables provide a brief description of work to be done in each park zone as well as a summary of costs for each zone.

A Ravine Zone

Description	Budget
Ravine Enhancement, Selective Clearing, Native Landscaping, Trails, Paths, & Footbridge	$450,500
Abandon Storm Drain Lines and Outfall, Daylight Stream and Replant w/ Natives	$547,000
Existing Parking & Entry Road	$27,640
Signage & Graphics Budget	$20,000
Shoreline Restoration & Estuary	$332,600
Subtotal	**$1,377,740**
Sales Tax @ 9.5%	$130,885
Contingency @ 15%	$226,294
A & E @ 15%	$260,238
Permits, Testing, Inspections, and Project Management @ 6%	$119,709
Total Ravine Zone	**$2,114,866**

B Central Waterfront Zone

Description	Budget
Arced Pedestrian Pier, 12’ Width, Grated & Lighted	$649,900
Restroom/Changing Room	$656,800
Beach, Constructed	$86,000
PPV Launch Walk/Area	$96,100
Discovery Playground	$429,600
Shoreline Restoration, 170 lf, 5100 sf	$109,600
Shoreline Promenade/Emergency Access, 20' Wide	$256,000
Subtotal	**$2,284,000**
Public Art Budget	$34,260
Sales Tax @ 9.5%	$220,235
Contingency @ 15%	$380,774
A & E @ 15%	$437,890
Permits, Testing, Inspections, and Project Management @ 6%	$201,430
Total Central Waterfront Zone	**$3,558,589**

A Marina Zone

Description	Budget
Removal of Piers 2 & 3 - Timber Demolition	$60,000
Expanded Pier 1, 6' Typ. Width, Complete	$1,800,000
Sanitary Sewer Collection & Holding Upgrades	$50,000
Shoreline Promenade/Emergency Access	$259,570
Floating Boardwalk & Transient Moorage (420 lf x 15' Width)	$693,000
Public Pier, Composite Decking	$308,000
Whaling Building Renovation/Reconstruction	$475,200
Ice House Renovation/Reconstruction	$260,480
Gathering Space Adjacent to Whaling Building & Ice House	$240,000
Short-Term Parking & Dropoff	$119,480
Restore Shoreline	$491,200
Subtotal	**$4,756,930**
Public Art Budget	$71,354
Sales Tax @ 9.5%	$458,687
Contingency @ 15%	$793,046
A & E @ 15%	$912,002
Permits, Testing, Inspections, and Project Management @ 6%	$419,521
Total Marina Zone	**$7,411,540**

B Hillside Zone

Description	Budget
Park Entry Improvements (99th Ave NE, South of Lake Washingtong Blvd)	$168,270
Stormwater Collection	$230,840
Enhanced Hillside Woodland	$336,880
Outdoor Classroom	$76,500
Site and Building Demolition, Excavation, and Stone Retaining Walls	$337,200
Grand Viewing Terrace w/ Plaza & Vehicle Pull-off	$503,380
Activity Building and Underground Parking	$3,875,740
Open Lawn & Picnic Area - Simple	$452,000
Subtotal	**$5,980,810**
Public Art Budget	$89,712
Sales Tax @ 9.5%	$576,700
Contingency @ 15%	$997,083
A & E @ 15%	$1,146,646
Permits, Testing, Inspections, and Project Management @ 6%	$527,457
Total Hillside Zone	**$9,318,408**

A *Table 9.2-4: Marina Zone Budget Summary*

B *Table 9.2-5: Hillside Zone Budget Summary*

A Gateway Zone

Description	Budget
Parking Garage & Elevator (Two Levels Underground)	$1,121,000
Elevator on Elevated Pier	$200,000
Gathering Place/Weather Shelter	$4,337,550
Site Work	$1,098,200
Pedestrian Plaza @ Meydenbauer Way SE	$343,000
Non Motorized Boat Ramp, Simple	$34,800
Shoreline Restoration	$88,800
Public Pier - Boardwalk, Elevated Pier	$540,900
Subtotal	**$7,764,250**
Public Art Budget	$116,464
Sales Tax @ 9.5%	$748,668
Contingency @ 15%	$1,294,407
A & E @ 15%	$1,488,568
Permits, Testing, Inspections, and Project Management @ 6%	$684,741
Total Gateway Zone	**$12,097,099**

B Streetscapes

Description	Budget
Lake Washington Boulevard (2 sides)	$1,380,000
99th Ave NE (2 sides)	$900,000
Meydenbauer Way SE, Streetscape to Wildwood Park & 101st Ave NE (1 Side)	$1,560,000
Main Street Kite Parcel Frontage Only	$552,000
Main Street Intersection Improvements	$427,700
100th Ave NE to Downtown Park (2 Sides)	$864,000
100th Ave NE Water Elements/Raingarden, 5 elements	$230,550
Subtotal	**$5,914,250**
Public Art Budget	$88,714
Sales Tax @ 9.5%	$570,282
Contingency @ 15%	$985,987
A & E @ 15%	$1,133,885
Permits, Testing, Inspections, and Project Management @ 6%	$52,159
Total Streetscapes	**$8,745,276**

A *Table 9.2-6: Gateway Zone Budget Summary*

B *Table 9.2-7: Streetscapes Budget Summary*

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Appendices

APPENDIX A: RESOLUTION NO. 8182

2424-RES
12/9/2010

ORIGINAL

CITY OF BELLEVUE, WASHINGTON

RESOLUTION NO. 8182

A RESOLUTION adopting the Meydenbauer Bay Park and Land Use Plan as recommended by the Steering Committee and Parks & Community Services Board, and incorporating Implementation Principles.

WHEREAS, the City has established a goal of increasing public access to Lake Washington and Lake Sammamish waterfronts; and

WHEREAS, the Meydenbauer Bay Park and Land Use Plan contributes to achieving that goal and embodies a City vision that has been reaffirmed in adopted plans for over twenty years; and

WHEREAS, due to this vision's transformative potential and its goal of creating an extraordinary community-wide public asset, Council appointed a Citizen Steering Committee in March 2007 to help accomplish the vision; and

WHEREAS, on November 19, 2009, after an extensive public outreach process over a two-and-one-half year period, the Citizen Steering Committee unanimously voted to recommend approval of the draft Meydenbauer Bay Park and Land Use Master Plan; and

WHEREAS, on February 9, 2010, the Steering Committee's recommended Meydenbauer Bay Park and Land Use Master Plan was presented to the Parks and Community Services Board (Park Board); and

WHEREAS, on April 13, 2010, following a public hearing and receipt of public comments, the Parks and Community Services Board voted 6-1 to recommend approval of the Meydenbauer Bay Park and Land Use Plan; and

WHEREAS, the City Council reviewed the Meydenbauer Bay Park and Land Use Master Plan at the June 7, 2010 study session; and

WHEREAS, as a result of Council discussion staff developed a set of Implementation Principles to help guide the implementation of certain design and operational details that are appropriately addressed at future design and permitting phases; now, therefore

THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES RESOLVE AS FOLLOWS:

Section 1. The Meydenbauer Bay Park and Land Use Plan, as recommended by the Steering Committee and Parks & Community Services Board, and incorporating the Implementation Principles, is hereby adopted; a copy of said

2424-RES
12/9/2010

ORIGINAL

Meydenbauer Bay Park and Land Use Plan and Implementation Principles has been given Clerk's Receiving No. 46985.

Passed by the City Council this 13th day of December, 2010, and signed in authentication of its passage this 13th day of December, 2010.

(SEAL)

Don Davidson, DDS
Mayor

Attest:

Myrna L. Basich, City Clerk