



MEMORANDUM

DATE: September 11, 2008

TO: Meydenbauer Bay Steering Committee

FROM: Mike Bergstrom, Planning & Community Development
Robin Cole, Parks & Community Services

SUBJECT: September 18, 2008 Steering Committee Meeting – **Agenda Item #3**

The primary focus of the September 18 Steering Committee meeting is the review and discussion of refined park master plan alternatives. Under Agenda Item #3, EDAW will present the park master plan alternatives. This will be followed by a discussion with the Steering Committee of the pros and cons of the alternatives (Agenda Item #4), and then by a similar discussion with the public audience (Agenda item #5). This will allow the Committee to hear from the public prior to providing direction for further refinement of the alternatives and traffic analysis assumptions (Agenda Item #6). Copies of the refined alternatives are attached. Additional support materials will be presented at your September 18 meeting.

The refined alternatives were prepared following the July 30, 2008 public workshop and July 31, 2008 Steering Committee meeting. A summary of the July 30 workshop is posted on the City's project website, and can be viewed at http://www.bellevuewa.gov/pdf/Parks/meydenbauer_workshop_summary_7-30-08.pdf. While the summary includes a photo of the large wall-mounted sheet that summarizes comments made during the "large group" discussion, it does not reflect comments provided at the "small group" tables. Therefore, a memo summarizing all of the comments, from both the large group and small group discussions, has been prepared and is attached.

The City's project website offers the opportunity for the public to comment on plan alternatives. To date (through September 8), we have received 23 online comment forms. These comments have been consolidated and are attached for your information. Please realize that these comments are in response to the July 2008 alternatives, and not the September 2008 alternatives that are the subject of your September 18 meeting.

The Parks Board also recently reviewed and commented on the July 2008 alternatives. Those comments are attached.

Further refinement of alternatives, and greater integration with the preliminary preferred land use plan, will follow your September 18 meeting. This will necessitate consideration of several policy issues, chief among them (in no particular order):

- Moorage: Total capacity, transient and long-term moorage capacity; moorage/public access trade-offs; extent of existing pier retention/removal/reconfiguration; parking/loading & unloading.
- Parking: Should parking be provided for “maximum attendance”, should it be minimized, or somewhere in between? Is underground or surface parking preferred? Should it be distributed throughout the site, or consolidated into a central location? Should some or all of the parking for the park be provided with the South of Main redevelopment? Do the proposed parking quantities (ranges) and locations relate well to the uses represented in the alternatives?
- Structures: What type of structures are appropriate, and what is an appropriate size and scale? Is there a preference for above-ground or below-grade/built into hillside structures? What are appropriate uses for structures (water-oriented uses, parking, storage, restrooms, community gatherings, commercial/vendor, environmental education, flexible/unprogrammed space, other)?
- 100th Ave SE/SE Bellevue Place: The future of this road is recognized as a major issue for the nearby community. The potential closure of this road to vehicle traffic is envisioned by the Preliminary Preferred Land Use Plan (PPLUP). While the Steering Committee has consensus in support of the PPLUP, the Committee requested additional traffic information prior to reaching a final position on this plan element.

The traffic analysis is intended to be completed prior to the October 30 Steering Committee meeting. Therefore, the park plan alternatives to be reviewed at your September 18 meeting continue to reflect a closure of the road, consistent with the PPLUP, and the September 18 discussion will focus on park elements and not on issues related to 100th SE/SE Bellevue Pl.

Based on input received at the September 18 meeting, the alternatives will be further refined into one or two alternatives for review at the October public workshop and steering committee meeting, showing both “road open” and “road closed” options. Traffic analysis will be conducted on both options, and the results of that analysis plus graphic materials will be provided to help understand the options.

Further direction on these and other important issues will help the project move toward a preferred alternative. We look forward to a productive discussion on September 18.

Attachments:

Refined park alternatives
 July 30, 2008 Public workshop comment summary
 Consolidated online comments
 Parks Board comments – September 9, 2008

ALTERNATIVE I: EDUCATIONAL EMPHASIS

Site Subsections

- R Ravine Corridor
- U Upper Terrace
- S Shoreline
- K Kite Parcel

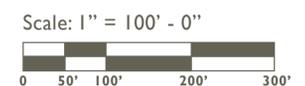


Park Program Elements

- 01 Fully day-lighted stream with interpretive/education nodes along adjacent pedestrian path
- 02 Ravine enhancements (Contiguous canopy forested areas to be retained and enhanced; invasive plants removed)
- 03 Relocated Wetland (Incorporation of wetlands with the stream/shoreline delta to form a contiguous surface water structure)
- 04 Water detention features (bioswales)
- 05 Upper viewing terrace (+/- 10 short-term parking spaces)
- 06 Surface parking lot (15 to 25 spaces)
- 07 Playground (for school-aged children)
- 08 Grass picnic area with shade structure
- 09 Youth Environmental Education Center: restrooms, gathering space, outdoor education green, and terraced gardens
- 10 Waterfront pathway with pedestrian and emergency vehicle access
- 11 Restrooms (with green roof and interpretive/educational signage)
- 12 Short-term marina parking (10 to 15 spaces) and dropoff area
- 13 Removal of Piers 2 and 3
- 14 Public dock with viewing platform and up to 14 transient moorage slips
- 15 Integrated ADA accessible terraced walkway with stormwater feature
- 16 Whaling Building: Historical/Cultural Maritime Center
- 17 Enhanced hillside woodland (Removal of invasive species, preservation of significant trees, and planting of native forbs, shrubs and trees)
- 18 Artificial swim beach with people propelled vessel launch
- 19 Softened shoreline (improved nearshore habitat and addition of native riparian vegetation, including overhanging plants and woody debris)
- 20 Trail connects Lake-to-Lake Trail system

Marina Program

	Existing	Alternative I
Pier Removal	NA	Removes Piers 2 & 3
Permanent Long-term Moorage	87 slips	18 to 28 slips
Not in Service/Transient	25 slips	Up to 14 slips South side of floating pier
People Propelled Vessels (PPV)	No facilities	Up to 15 PPV slips South side of floating pier and at beach
Boat Storage	No facilities	Limited potential on land



ALTERNATIVE 2: SHORELINE EMPHASIS

Site Subsections

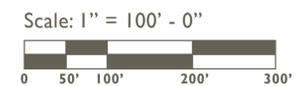
- R Ravine Corridor
- U Upper Terrace
- S Shoreline
- K Kite Parcel



Park Program Elements

- 01 Partially day-lighted stream
- 02 Retain existing paths, roads and parking in ravine
- 03 Ravine enhancements (Contiguous canopy forested areas to be retained and enhanced; invasive plants removed)
- 04 Park viewing terrace and patio with gallery/exhibition space and parking below (80 to 120 spaces)
- 05 Playground (for school-aged children)
- 06 Grass picnic area shaded by trees
- 07 Shoreline boardwalk with pedestrian and emergency vehicle access
- 08 Small seasonal vendor kiosks and restrooms
- 09 Short-term marina parking (4 to 8 spaces) and dropoff area
- 10 Removal of Piers 2 and 3, additional moorage on Pier 1
- 11 Shoreline elevated viewing platform (with elevator) to public dock
- 12 Public dock with people propelled vessel launch and up to 14 transient moorage slips
- 13 Main Street plaza / Bay view steps
- 14 Atrium Cafe
- 15 Tucked under canoe and kayak storage/rental, artist studios
- 16 Tucked under parking structure (80 to 125 spaces)
- 17 Whaling Building: Historical/Cultural Maritime Center
- 18 Enhanced hillside woodland (Removal of invasive species, preservation of significant trees, and planting of native forbs, shrubs and trees)
- 19 Artificial swim beach
- 20 Softened shoreline (improved nearshore habitat and addition of native riparian vegetation, including overhanging plants and woody debris)
- 21 Trail connects Lake-to-Lake Trail system

Marina Program	Existing	Alternative 2
Pier Removal	NA	Removes Piers 2 & 3 Pier 1 expanded
Permanent Long-term Moorage	87 slips	25 to 33 slips
Not in Service/Transient	25 slips	Up to 14 slips North side of public pier
People Propelled Vessels (PPV)	No facilities	Up to 12 PPV slips South side of public pier
Boat Storage	No facilities	In storage/rental space at end of Meydenbauer Way



ALTERNATIVE 3: CIVIC EMPHASIS

Site Subsections

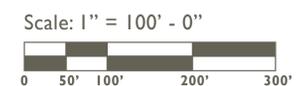
- R Ravine Corridor
- U Upper Terrace
- S Shoreline
- K Kite Parcel



Park Program Elements

- 01 Ravine enhancement (Contiguous canopy forested areas to be retained and enhanced; invasive plants removed)
- 02 Retain existing restroom, paths, roads and parking in ravine
- 03 Grand viewing plaza and terraces with ADA path to shoreline promenade
- 04 Parking area (15 to 25 on-street spaces along 99th)
- 05 Playground (for school-aged children)
- 06 Grass picnic area with shade structure
- 07 Swim Theater
- 08 Floating boardwalk with people propelled vessel launch
- 09 Retreat center with restrooms
- 10 Shoreline promenade with pedestrian and emergency vehicle access
- 11 Short-term marina parking (+/- 5 spaces) and dropoff area
- 12 Removal of Pier 3
- 13 Public viewing pier with up to 14 transient moorage slips
- 14 Main Street civic plaza with cascading water wall
- 15 Public art piece
- 16 Tucked under canoe and kayak storage/rental, artist studios
- 17 Whaling Building: Historical/Cultural Maritime Center
- 18 Enhanced hillside woodland (Removal of invasive species, preservation of significant trees, and planting of native forbs, shrubs and trees)
- 19 Artificial swim beach
- 20 Enhanced shoreline (improved nearshore habitat and addition of native riparian vegetation, including overhanging plants and woody debris)
- 21 Trail connects Lake-to-Lake Trail system

Marina Program	Existing	Alternative 3
Pier Removal	NA	Removes Pier 3 Roof off of Pier 2
Permanent Long-term Moorage	87 slips	37 to 58 slips
Not in Service/Transient	25 slips	Up to 14 slips North side of public pier
People Propelled Vessels (PPV)	No facilities	Up to 25 PPV slips Floating boardwalk & South side of public pier
Boat Storage	No facilities	In storage/rental space at end of Meydenbauer Way



EDAW Inc

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Memo

Date: September 9, 2008
To: Robin Cole, Mike Bergstrom
From: Marilee Stander, EDAW Inc.
Subject: July 30, 2008 – Meydenbauer Bay Park and Land Use Plan Public Workshop
Meeting Notes

Overview

On July 30, 2008, the City of Bellevue hosted a public workshop to discuss three preliminary draft alternatives generated for the Meydenbauer Bay Park and Land Use Plan by EDAW. The workshop was divided into three sub-sessions including:

- 1) Alternatives Presentation by EDAW, Inc.
- 2) Small Table Discussions (2 tables for each alternative)
- 3) Large Group Discussion

During the small table discussions, two representatives from the EDAW team were present at each table to answer questions and record comments. The public was asked to spend about 15 minutes with each of the alternatives. After the small table discussions, EDAW facilitated a large group discussion focused on how the alternatives met or failed to meet the project planning principles. The following is a transcription of the notes taken during the small table discussions and the large group discussion.

Small Table DiscussionsUrban Edges Alternative– Table 1 and 2 Notes

- Punching out over the water is not environmental
- Like the idea of the winding walkway
- How will the city maintain and keep the boardwalk secure
- A floating walkway is not necessary
- Is the floating walkway really going to work
- The Bay is too narrow
- Don't want dredging, but do want the bay
- Too much hard surface in this alternative
- Hard surface = noise
- Parking garage in park = increase noise/pollution and negative impact
- Should have parking
- Should not have parking

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- Suggest placing new parking in Downtown Park
- If you build the parking, the cars will come
- This should be a walking park
- Consider traffic and congestion
- We need to use public transportation – plan a transit stop!
- The design must provide access to the Vue Condos
- Keep 100th open
- Keep 100th closed
- Explore an option where 100th is still open
- There is enough room for a one-way loop on 100th – both park and street
- We shouldn't have a community center
- Make it a smaller beach
- Be sure to provide screening of entry, condos
- Don't like this plan at all:
 - Especially platforms and access

Environment & Education Alternative – Table 1 and 2 Notes

- This is the best alternative
- Like this plan
- Like combo of urban edge and this alt
- Like Ed. Center – rowing?
- Youth education – structures
- Where will you have ADA parking?
- Consider multi-use parking for events
- Underground parking preferred
- Less parking
- Green roofs
- Minimize hardscape
- Intersection at Astoria (Main St.) – exhaust, etc.
- Keep 100th open
- Potential one way on 100th
- Fire truck access
- Can we screen condos?
- Consider condo residents
- Don't want views blocked
- Beach – want it/some don't
- Shoreline – like it
- Clyde Hill Beach
- Main St. too narrow for traffic
- City doesn't own property for South of Main Plan
- Safety – not too dense of vegetation
- Cost of plan implementation
- Like day-lighting

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Shoreline Destination – Table 1 and 2 Notes

- Active to passive E to W
- Like separation of passive + active
- Add water feature
- No retail
- No food
- No structures
- Keep building heights low
- Too much structure
- Don't like noise
- Multi-use events – public
- Like public pier
- Like swimming beach
- Like smaller beach
- Like surface stream
- Like larger beach
- Concern – traffic
- Don't close 100th (cuts traffic, avoids downtown)
- Maybe keep open as park entrance
- Minimal parking
- Be sure you can get to parking
- Like underground parking
- Like underground near main st w/ green roof
- Put underground parking in
- Like new parking off of Lake Washington BLVD
- Note – trucks park in road on Main St
- E parking access – too much traffic
- Put parking in downtown park
- Structured parking – 4 stories deep
- Like parking closer to park
- LK WA BLVD is congested
- Liked Blvd. / Overlook
- Like Viewing platform
- Careful planning of swimming / boating interface
- Beach and boats are too close
- Maybe propose an isthmus between boats and beach
- Need boater drop-off and handicap drop-off
- Want kayak launch
- Liked kayak / canoe / row access
- Rowing... Rowing... Rowing
- Add rowing shells
- Add boathouse (shells)
- No pier needed
- No transient moorage
- Like kayak storage
- Like kayaks/rowing

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- Maybe kayaks across from beach
- L-shaped pier not best use of space and too close to beach
- Like tourist boat access
- Don't like tourist boat access
- Like parallel on LK WA BLVD
- Less moorage okay
- Prefer to make boaters walk
- Where is athleticism?
- Structured parking will keep overflow out of neighborhood
- Could keep houses on 99th for day activities
- See South of Main alts on parking for small surface lot\
- Don't incorporate private property into land use plan
- Keep what exists on w end – like surface screen (discussed last year)
- Like drop off for boats
- Don't like expanded moorage – want less
- Need moorage – variety
- Need parking moorage
- Permeable

General Comments

- Consider children and next generation – Boy's/Girl's Clubs
- Consider increased traffic (LK WA BLVD) x II (Detours?)
- 520 Traffic
- Flexible gathering space
- Consider water quality of the bay - II
- Prefer less hard surfaces
- Consider safety
- Like underground parking
- Don't like underground parking (safety)
- Retain moorage
- Marina parking
- Bald eagle feeding near marina piers
- Leave beach – 50/50
- Who is the park for – fish or people?
- Like day-lighting the creek x II
- Leave the ravine as is
- Expand parking at downtown park – underground
- No parking in the park – far end for minimal use
- Rely on ex. Parking and underground at East end and in DT Park
- Millfoil / Treatment
- Land Use Plan – don't assume you can plan private land
- Like limited parking on shoreline (like it is now)
- Keep 100th Open!!
- Don't attract more cars – other modes
- Consider pumping water from the lake through a water feature (the one designed for the “people stream”) would be of value from an overall water quality of the bay standpoint.

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- Consider overall water quality. Bay sedimentation has been caused by the City's stormwater outfalls
- Provide milfoil control
- Remove transient moorage requirement
- Water quality of the bay; would like to see both the transient and long term moorage capabilities at the City's marina removed.

Large Group DiscussionRemarkable/Memorable:

- Environmentally unique
- Majority like environmental approach
- Needs beach
- 100th St!
- Ferry/ historical education
- Memorable/peaceful place/gardens
- Marina in other location
- Environmental place next to urban place makes it remarkable
- 100th is major entry and can accommodate street too
- Keep hardscape on old main street
- Destination by water access too
- One person liked urban scheme

Environmental Stewardship:

- maintain/improve water quality in bay
- floating dock attracts litter
- PPV – people propelled vessels

Spectrum of activities:

- Boys and girls uses for youth
- Activity places for groups
- Need beach for youth on waterfront
- Educational opportunities in natural setting
- Limit retail and hardscape
- Kayaks/boats vs. motor boats/non-motor boats
- Keep moorage for boats
- Retain ex. Assets – docks, take off roofs, take out some slips, save some money
- Note: youth sailing club at yacht club! Move trans. Moorage away from youth sailing

Physical/visual access:

- Need some limited parking for access
- Soft visual access from across bay (wide support)
- No hard surfaces seen from across bay
- Lower shrubs for safety
- Maintain views of water from neighbors
- Delicate lighting – not visible
- Use underground parking (difficult for boaters, not safe, not visible)
- Use downtown park for parking

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- Safety a major issue

Neighborhood Enhancements:

- Limit parking – would become parking for downtown
- No motorized vehicles – need parking for boaters
- Could be temp loading for boaters
- Keep transient moorage from public beach
- Tour boat access not favorable

Superior Design:

- Less is more – minimalism
- Inspirational opportunity for youth – let children use imagination
- Improve connection from waterfront to downtown park – widen sidewalk
- Connections
- no building that increases noise
- “soft green park could also be used to buffer sound”

**Meydenbauer Bay Park and Land Use Plan
 Tabulation of Online Comments on July 30, 2008 Schemes
 23 comment forms received (through September 9, 2008)**

<p><u>Scheme 1</u> (Environment & Education)</p>	<p>This plan is popular with many people living nearby because they want a limited use park, or just want something green to look at. Personally I think we have plenty of other garden style parks in the city and need something more urban. I love the daylight stream idea.</p>
	<p>There is minimal parking, but it looks like it would be hard to get to the water with all of the vegetation. This is a city park not a wildlife habitat.</p>
	<p>It appears this one takes away beach/swim opportunities. I love this swim beach, so this option is very bad.</p>
	<p>There seems to be too expensive and too hard and dangerous to use dock for launching or beaching kayaks or other hand-carried non-powered craft to the water in this plan. Let me emphasize that No dock should be used to launch such boats but rather a small rounded-pebble or sand beach</p>
	<p>This is downtown Bellevue, the city of high rises, not the right concept.</p>
	<p>It looks like you've woven those pieces in nicely.</p>
	<p>I like all three concepts, and believe any will be an attractive addition to Bellevue. However, it is difficult to tell from these concepts how the additional traffic any of these concepts generates will be accommodated (no streets to be widened?) or whether the allowed parking in these concepts is sufficient to handle the anticipated visitors.</p>
	<p>Pros: Youth education, kayak trails, transient moorage, stream restoration. Cons: Too much parking, terraced gardens is too formal, no bike trails/walking trails, no boat rental facilities, no stage for outdoor theatre/events, too little restaurants.</p>
	<p>I think this is the best plan due to its focus on the environment, restoring the stream, etc. However, I do not think new transient moorage is an acceptable design element, and certainly runs contrary to the "environmental" theme. I wish there was a drawing showing scale of the bay or the existing piers, without that it looks as if the new pier proposed for the transient moorage actually extends FARTHER into the bay than the current piers. You need to put more thought into the water-side effects of these designs (boat traffic, etc). Meydenbauer Bay already suffers from TOO MUCH boat traffic given its size and delicate environment. Bringing in more traffic through transient slips and/or extending the docks should be considered UNACCEPTABLE from both an environmental and neighborhood perspective.</p>
	<p>Negative transient moorage. Preferred choice after reviewing all plans.</p>
	<p>I favor keeping 100th Street closed - no reason to keep it open to serve a very small segment of the population that has alternate access.</p>
	<p>What I like best about this plan is its focus on the Environment & Education. What I don't like is that there is no beach (there is one now that is used by many neighbors) and I do not like the viewpoint at the end of the new transient moorage. The best view of the park is the view of the water. Other than that, there really is no view, since the Bay is narrow and one gets a closer look at the homes/docks across the Bay. Another issue is that although the plan restores native plant species and a natural stream, nothing has been planned for upgrading or maintaining the quality of water in the Bay. More motorized boats means more organic spills into the water. With the current moorage, we at the end of the Bay get oil slicks, garbage, and smells of fuel when boats are idling.</p>

Overall, my preferred scheme with bits and pieces from Scheme 2. Like removal of piers 2 & 3. The public waterfront doesn't need to be hijacked by private boat owners. Viewpoint and transient moorage good and in a nice location at the street end. Nice connection to the downtown park with the water collection system. Parking with permeable pavement in a good location. Gardens provide opportunity for connections with Bellevue Bot. Garden and provide beneficial interp. opportunities. Perhaps the overlook and terrace park could incorporate some smaller development such as 1 story shops, push carts, etc. Maybe the overlook itself could be somewhat larger and this could become a location for the Thursday market, with booths windinw down to the water. Much more centrally located than 1st Pres. Perhaps there still could be a promenade such as in the Shoreline Destination, which appear to still allow a natural shoreline. Has the beach gone away? Perhaps the ends of the permanent piers could still have some sort of destination such as smaller view points, art, etc. Think this is a very realistic and "do-able" scheme.

This is my preferred theme. It is just a park afterall. If people want other activities, that is what the downtown park is for. More just green space and beach is what I have always envisioned.

Clearly, Scheme 1 represents the best of the schemes. It keeps the area as natural as possible and protects the eagle, osprey, heron habitat. Any attempt to commercialize the area with retail venues (temp or permanent), crowded outdoor events, or transplanted urban landscaping would compromise the peaceful contrast to downtown that should be a dominant feature of such a park. DO NOT make it into anything that resembles Kirkland's city waterfront.

Education is all well & good but don't we already have the Mercer Slough Education Center for things such as this? This is a rather limited usage of such a great piece of property.

You have a nice area now. A small marina and nice beach front. Why would you take that all out. Those are items people want to go to. When they go to the mountains they want trees and wooded areas, at water front in a city, they want water, beach and to dream of the boat they don't yet have. If people keep a boat there, they are likely to go to the area as well.

This plan is my least favorite..I don't like how the terraces carve up the land and I see no need for spending money on an education center.

I am in favor of daylighting the stream and denying parking there. However, another youth-oriented nature education focus is not consistent with the intent to enhancing public access to Lk Wa. The Mercer Slough education center in partnership with the Pacific Science Center should be nurtured for this focus, and not put in competition. The two facilities would be within about a mile from one another. A resounding yes vote for the daylighting and a resounding no vote for the nature/youth focus.

I like the "daylighting" of the creek and the natural areas that you can discover as you hike up the ravine. The restrooms and disabled parking can be moved closer to the marina buildings.

Scheme 2
(Shoreline
Destination)

I like the elongated beach. I would really like to see there be no underground parking in the park, and limited above ground parking. Eventually the downtown circulator should stop here, and give people an easy way to get to the park.

We need more Parking and Boat Dock space for people to use while enjoying the park.

This is good, but a focus on the urbanity of Bellevue is a better idea.

There seems to be no plan at all for kayak/canoe landing or launching. It is shameful to provide a fancy marina for multimillionaires who already have an ugly marina just down the beach from the park.

Better than 1, not as good as 2. *(note: it is possible this commentor meant to say "not as good as 3")*

<p>It's great we'll have a dock. I hope it's one people can sit on more and find relaxing..versus what Kirkland has. Kirkland's main dock is nice, but more for strolling and not much for resting for a few minutes. It doesn't look like you are making it commercial - thanks. Your balance of environment and usable space for "living" is nice.</p>
<p>I like all three concepts, but am concerned about the capability of existing streets to handle added traffic in the area. Main Street and environs are jammed now.</p>
<p>There are a lot of pros to this option. Pros: Short term parking and below parking, bike path, boardwalks, swim beach and playground, community place (hopefully stage for theatre), terraced seating, viewing pier and garden roofs. I love the shoreline destination concept except one great big ugly idea. There should not be a parkway on Lake Washington boulevard. I live on 1st St NE and the traffic noise is loud enough. Why do we want to encourage more cars and more pollution in an area already getting congested? I really think that idea stinks.</p>
<p>Not as desirable as Scheme 1. Excessive construction (terraces, structures, eetc) would detract from natural environment. Same comment as above about addition of transient moorage (and kayaks!).</p>
<p>Negative parking on Lk Washington Blvd, increased traffic volume, transient moorage.</p>
<p>What I like best about this plan is the swimming beach and Lake Washington Blvd being transformed to a parkway and overlook. Using the whaling building for daytime activities would be a good idea. Because of the air currents and the topography of the land around the Bay, at night any noise gets amplified and reverberates around the end of the Bay. I have heard that people living along Shoreland Drive can sometimes eavesdrop on conversations across the Bay. What I do not like follows. A boardwalk is not necessary, a good path would suffice. There should be NO retail buildings. Retail, terraced seating, promenade, structure for community use and a playground, do not fit in with the tranquility of the Bay. Something should be done to upgrade and maintain the quality of the water in the Bay. During periods of less rain, the water stagnates. Again I want to mention I do not like the idea of closing off 100th NE. Surely if the apartment complex is razed, that area could be used for the grand entrance to the new park.</p>
<p>My second choice after Scheme 1. I feel that the best parts of Scheme 2 could be incorporated into Scheme 1. Negatives of this scheme 2 that make me like Scheme 1 better: expanded permanent moorage (Bay now feels cluttered and no place for transient moorage) and the large amount of land devoted to parking. We need to encourage people to WALK/BUS/BIKE here.</p>
<p>Too much "urbanization" and unnatural landscaping. Retail concessions definitely would spoil the natural appeal.</p>
<p>This seems to offer the most variety of space usage of the 3 proposals. Since Bellevue has such little public access to the lakefront a park with so many different things to offer makes the most sense. Parks should be where people like to gather & interact - this proposal seems to provide a great opportunity for that.</p>
<p>I like the use of the land better but I question the redoing of a usable marina that generates income and encourages local use of the city water front. Why must we redo things that are good and work.</p>
<p>This one is my favorite. The relationship to the city is the best and I see it as a destination spot for water traffic as well as bikers and walkers.</p>
<p>Partial daylighting of the stream and denying parking there is great. Proposed parking and moorage provides this service in a sensitive use of park property. Signature trees lining foot and auto paths is smart, and enduring. Great combination of park use activities from strolling to swimming. The design for added potential structure and parking is very smart. Preservation of the whaling building is of utmost importance, and should be programmed as a salute to the birthplace and history of this great beautiful city, Bellevue. And I like the connection made for Wildwood Park, another historic area/opportunity. A resounding yes vote on all flanks.</p>

I like retaining and enhancing the swimming beach. The public pier should allow tour boat access (in addition to transient moorage for pleasure boats). Incoming tour boats can bring visitors to the Main St. shops/restaurants and enhance the economic vitality of the downtown core (outbound tour boat traffic should be restricted due to lack of parking).

Scheme 3
(Urban Edges)

I love all the areas for walking along the water, a wide boardwalk would be full of life. This is bold and I think matches DT Bellevue the best.

This design looks like a good start, but we need more Parking included in the design and it doesn't look like there is enough temporary Boat dock space for visiting boaters. If we expect to attract Boaters to walk to the down-town area there needs to be adequate sheltered dock space. Also if this is a park for all of Bellevue to enjoy there needs to be space for them to park.

This is the best option, because its design symbolizes the kind of city Bellevue wants to be - cool restaurants, ped-friendly, open, a meeting and gathering place, and very urban.

There are a couple opportunities to install kayak/canoe landing beaches close to street ends. The cost is minimal but someplace to park vehicle carying boats is needed.

The title just sounds right for Bellevue.

Your toughest challenge is to make it feel cohesive. It looks a bit choppy in the picture. Some sort of planter, planting, hanging post, or something with a repetitive theme could help with the cohesion. I'm very impressed. Thanks for all of your hard work!

As above, I like all three concepts -- the committee has done an excellent job forming these -- but the concepts don't address the question of increased vehicle traffic and where it will go: Is parking adequate for the expected crowds? Are feeder streets adequate to handle the increase in traffic projected?

My home backs up to the park, we like this scheme.

This option seems like a happy medium between the first two schemes. The floating boardwalk and swim theater are great and looks like a lot of shoreline access. However there are no boat rental facilities, playground or area for community events. Like that parking is limited.

Least preferred. An environmental catastrophe. Buildings and boardwalks everywhere, including a floating boardwalk! Hideous from a naturalistic, environmental perspective. This bay has managed to avoid becoming part of the urban behemoth that is now Bellevue. Please do not ruin it with "urban" development. Again, same comment as for Scheme 1 re transient moorage. Please consider carefully what this type of change will do to boat traffic in Meydenbauer Bay, resulting erosion, etc.

Negative transient moorage, what's a swim theatre?

Scheme 3. *(note: this appears to be intended as expressing a preference for Scheme 3 over the other two schemes, since the respondent provided no response to Schemes 1 or 2)*

What I like best about this scheme is the items outlined in the Park Program Elements as Environmental and the existing parking lot to remain. What I do not like: floating boardwalk is not necessary because looking at the water is more relaxing and enjoyable than walking over the water on a wooden structure. A shoreline promenade is overkill; a good walking path would suffice. The community building plan is open-ended - no purpose? Noise levels for activities are not addressed. Water quality was not addressed. I actually do not like this plan at all. I also do not like the idea of closing off 100th NE.

Doesn't appear to have enough surrounding development to activate the shoreline promenade, overlook or floating boardwalk - in short, there isn't enough "urban" around it to make it urban. The entire area appears to be pretty isolated and the surrounding development, most of which is residential, feels disconnected from any of the public spaces. Connection to Old Bellevue and the Downtown park is weak. Pieces I like: floating boardwalk with transient moorage. It keeps the boat activity away from the shoreline. I like the concept of the overlook plaza, but would like to see it smaller and flanked with buildings, working together down the hill. Development would help to activate the monumental steps. As designed I feel that these urban spaces would be lonely places except on the hottest days of the year.

Way too urban. Way too much like Coney Island - too much promenade, not enough natural.

This would make a good second choice - I really like the boardwalk idea out into the lake.

I guess this would be my favorite. You leave one existing dock and give a day use dock. You control the water usage by swimmers and the garbage output into the little dead end cove. Regretfully you don't seem to be taking into account the cove aspect and what the nature of that cove is. A stagnant body of water that has no flow out. All debris drifts to the south side of the bay and there it sits and settles. You will have legal issues with the property owners on the south side when you contaminate their property with the changes and additions you make. All these removals and building will send contaminants to the south side just like the removal of lily pads on the east side did and the debris all resettled on the south side and now the mud flats, which are 4-5 feet deep are totally filled with that debris reseeding and flourishing. As you know the residents of the south side of the bay will be looking for an opportunity to sue the city for any unfavorable effects from this park development. Best of luck.

Too limited not enough access and direction to Bellevue park and downtown. I don't like the view interrupted with the floating promenade.

A resounding no. Parking on surface park property is a sacrilege to the ethic of "park" and a scam for the taxpayer. The urban ambience is pleasant...but somewhere else, please. Although I do love the overlook plaza and the floating boardwalk. Can you think of a hybrid that adapts these ideas to Scheme 2 and still retain the destination ambience?

I like the promenade and floating boardwalk that allows views of the downtown Seattle skyline (and Christmas ship / fireworks shows).

General
Comments

It would be an oversight not to consider those Bellevue residents who are already living within Meydenbauer Bay and who have been doing so (including paying high tax dollars) for years. Whatever these residents want for their immediate surroundings should supercede what city officials desire and what might be nice for other Bellevue residents. Before too much envisioning goes on, I strongly believe and urge those city officials making these plans and big decisions to spend some days and nights along SE Shoreland Drive in Bellevue. The element of water carries sound like you would not believe. A cough - let alone music from a restaurant or boutique hotel can be heard and will be heard from the other side of the water. You don't want to make what is now a very peaceful and enjoyable life, for those Bellevue residents living along SE Shoreland Drive, a nightmare let alone a headache. It is very important to consider needs of others along with self or even more so than self. There are places Bellevue residents can go, such as Kirkland or San Francisco to be able to view some urban edges along the waterfront. Remember, remember, remember,

there are Bellevue residents who are humble and responsible living the quiet life within Meydenbauer Bay. We did not choose to buy our properties when the city government decided to create a new Meydenbauer for the good of whom? Those who do not already live on the water? There are other Bellevue parks to view waterfront activity and/or other vistas. Once again, it is important as you make these important decisions, that you consider would you want a gas station or other 24 hour operation opening up right next to your home where your children play? There are those of us in a very delicate situation where we like our quiet and beautiful life living within Meydenbauer Bay the way it is now. Visitors and strangers can do damage and harm to those kind residents and properties so vulnerable/exposed to this project and the watercraft, increased traffic, touring, and loitering going in and out of the area. Please, please, please consider the children and the responsible residents who for years have paid so much more in tax dollars for their particular properties than other Bellevue residents. No fair comes to mind in some instances/schemes. Please, please, please, hear and consider the pleas of those very concerned residents. For every one citizen able to devote time to voicing his or her concerns for this project, there are many more with similar concerns/hesitations. Some of us are busy caring for children and getting bills paid so we are not able to make it to meeting times that conflict with school open houses, soccer games, or work. Please once again, be very careful and consider those residents concerns who live closest to this project most of all.

My first comment is: It is commendable that the City would like for this park to be the ultimate experience for all Bellevue residents. Views of the water are always relaxing and should be available for the public through parks and not privately owned properties. However, this plan should NOT be implemented by inconveniencing the neighboring Bellevue residents by the closing of 100th Ave NE. All three of these plans are based on the assumption that 100th Ave NE will be closed. This closure would be catastrophic to all of us neighbors living south of Main Street who use this road on a daily basis to drive to (1) east to Medina, Hwy 520, Yarrow Point, (2) north to shops, banks and grocery stores, and even (3) west to shops, banks, grocery stores. This intersection having a traffic light is immensely useful to those of us in our daily living, giving us a useful and convenient option for driving to destinations. Having 101st SE a controlled intersection is problematic. The blocks on Main St. from 100th to 101st and to 102nd are short distances so would cause inconvenient blockages. The Astoria has no lanes for cars to pull in; vehicles frequently park either on Main Street or just around the corner on 101st to use the ATM at the bank, deliver mail or packages, or pick up/drop off a friend who lives there, tying up the eastbound lane of Main St. that is needed for turning south on to 101st or once around the corner, driving south on 101st. The traffic light on 102nd SE is somewhat useful for getting across Main Street, but a driver heading north must either turn left or right to get west or east, a more convoluted path and will encounter traffic going to Downtown Park or nearby shops. During major events at the park, traffic will be even worse. Driving south on Bellevue Way is no problem because there are several feeder streets with traffic lights or right turn access. A couple of members of the Steering Committee mentioned that leaving the intersection open, but closing it to two-way traffic and making it one-way would be a viable compromise. Another reason for not closing the intersection is access for the Fire Department's large trucks to service the residential complexes nearby. Perhaps some of the property just purchased by the City (the Bayvue apartment complex) could be razed and a pedestrian corridor (using the same terraced entrance, moved a bit west) with underground parking could be utilized.

FOR PEDESTRIAN SAFETY, THE STREET 100th Ave SE and SE Bellevue Pl street MUST BE CLOSED TO VEHICLE TRAFFIC!
There has been at least one traffic accident on this road that took out several parked cars and damaged the entrance sign to the Meydenbauer Apartments. The intersection of 100th Ave and Main St/Lk Washington Blvd should be converted to a t-intersection and include barriers that prevent out-of-control vehicles from going down the hill.



MEMORANDUM

DATE: September 11, 2008

TO: Meydenbauer Bay Steering Committee

FROM: Mike Bergstrom, Planning & Community Development
Robin Cole, Parks & Community Services

SUBJECT: Parks Board Comments on July, 2008 Alternatives

On September 9, 2008 the Parks & Community Services Board received a briefing on the July, 2008 park master plan alternatives. Individual members provided their initial thoughts about the three alternatives and some of the overarching issues. This does not constitute a thorough or formal review. The Parks & Community Services Board will have a more official and indepth role in the review and deliberation of a preferred master plan once such a plan is developed and forwarded for the Board's review.

The following comments from members of the Parks Board are provided as information to the Steering Committee:

Alternative 1

- Dislike lack of swimming beach
- Like transient moorage
- Don't like specific use of buildings
- Like environmental education center
- Like full stream daylighting
- Like no retail
- Like terrace garden
- Like historical/educational displays
- Dislike use of park for surface parking
- Like kayak trail

Alternative 2

- Like overlook concept
- Like viewing pier (provides for both viewing and moorage)
- Dislike specific use of buildings
- Don't like partial daylighting stream
- Concerned about retail uses (physical space)
- Like bike path, boardwalk, underground parking
- Like big (iconic) pier

- Dislike covered moorage
- Don't expand permanent moorage
- Don't like double decker pier – unnatural
- Bike path too short unless connections exist

Alternative 3

- Concerned about retail
- Love floating boardwalk
- Dislike permanent moorage
- Dislike surface/material of walk (concrete)
- Like some permanent moorage
- Overlook/plaza too far from water – doesn't seem to draw people to water
- Like overlook/plaza

Issues

- Moorage – focus should be on the ability of citizen boat owner to access the park
- Moorage – what is purpose of removing pier(s)?
- Parking – don't like using park for surface parking
- Parking – like underground parking
- Structures – don't like specific uses called out
- Structures – like multi-uses/versatile
- 100th Ave SE/SE Bellevue Place - close