

## Harvey, Nancy

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**From:** Bill D [bill@dillerbros.com]  
**Sent:** Thursday, March 19, 2009 3:05 PM  
**To:** parkboard  
**Subject:** Fw: Meydenbauer Park

Hello Merle,

Great to speak with you at the park walk. While we appreciate the efforts of others it was a pleasure to speak with someone else who actually is a property owner in the immediate area of the park.

I came away with a few thoughts:

1. Don't remove existing bulkheads. These are current and existing conditions, changing or removing would be a regulatory nightmare at tax payer expense. It also would create a less attractive view for those on the south side of the bay.
2. Don't change Meydenbauer Park. There was discussion of opening up a drainage culvert next to the restrooms, why?  
The city recently improved the park and the current designed is safe for kids and by the way, paid for. Anyone desiring a water feature can supply look out the the bay.
3. Don't remove and change pier 2 or pier 3. Once again, these are paid for and supply a solid cash flow to us, the city. If anything, ask committee to get appraisal of pier 2 and 3 so they can get an education of just how voluble these assets are. Do raise the moorage rates and restrict lessees to city of Bellevue residents OR businesses only.
4. Modify pier 1 by keeping the main pier or center area and removing the narrow side slides. This could be accomplished by 2010 to the immediate benefit of the Bellevue residents and local business.
5. Phase improvements by removing several lower buildings and connecting the marina portion to the current park portion also by 2010. Later more elaborate improvements can come years down the road but not delay possible use over the next few years waiting for 20 to 80 million dollars to show up.

I may be a little to conservative for some people when it comes to throwing around public funds. Let me know your thoughts.

Bill Diller



## Harvey, Nancy

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**From:** Jodi Freudenberger [jfreudenberger@comcast.net]  
**Sent:** Tuesday, March 16, 2010 10:39 AM  
**To:** Davidson, Don; Lee, Conrad; Degginger, Grant; Balducci, Claudia; Chelminiak, John; Robertson, Jennifer S.; Wallace, Kevin R; parkboard; Cole, Robin  
**Subject:** Our Family's Support for Meydenbauer Bay Park and Land Use Plan as rec'd by MBP Steering Committee

Dear Bellevue City Council and Parks & Community Services Board Members:

My family urges your support and approval of the Meydenbauer Bay Park and Land Use Plan as recommended by the Meydenbauer Bay Park Steering Committee.

I hope the Council and Board keep in mind that the lack of testimony in support of this project does not indicate the Community's overall opinion. I also hope you keep in mind that this park is a Community park to be enjoyed by all Bellevue citizens, not simply a neighborhood park.

We support the Plan in its entirety, including:

- Safe pedestrian movement from Downtown Park to the waterfront should be maximized, this includes the closure of 100<sup>th</sup> Avenue, south of Main.
- Incorporate the Bay's rich heritage for Bellevue's children.
- Safe and convenient visitor parking for the park and nearby residents.
- Activity building that provides opportunities for enjoying programmed and unprogrammed activities during all kinds of weather, similar to Lewis Creek Park.
- Increased physical and visual access, as incorporated through the viewing platform and other Plan concepts.
- Improved community economic vitality and property value for all Bellevue residents.

Please continue Bellevue's legacy of a City within a Park by supporting the Meydenbauer Bay Park and Land Use Plan as recommended by the Meydenbauer Bay Park Steering Committee.

Thank you for your services to our community.

Sincerely,

Jodi Freudenberger  
16047 SE 45<sup>th</sup> Place  
Bellevue, WA 98006





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March 31, 2010

*Via Email and U.S. Mail*

Patrick Foran, Director  
Bellevue Parks & Community Services  
P.O. Box 90012  
Bellevue, WA 98009

**Re: Meydenbauer Bay Park Plan**

Dear Mr. Foran:

As you know, I represent the Meydenbauer Bay Neighbors Association with respect to the Meydenbauer Bay Park Plan. This letter follows up on the presentation by the Association and members of the community at the Parks Board meeting on February 9 and at the Public Hearing before the Parks Board on March 9. The Parks Board announced the process for reviewing the Park Plan as follows: (1) receive staff presentation about the Park Plan on February 9; (2) hold Public Hearing on March 9, and: (3) bring the Park Plan up at the April 13 meeting possibly for decision. The Association wants to prepare for the April 13 Parks Board meeting, and this letter seeks a meeting with you and your staff for that purpose.

In particular, the Association presented a document entitled "Alternative Suggestions for the Park Plan" at the Public Hearing. A copy of that document is attached. The Association believes that the goals for the Park can still be met with implementation of these Alternatives. The attached document is self-explanatory so I will not repeat each of those nine specific Alternative Suggestions here, but the community is clearly sensitive to not only the scope, but the cost of the Park Plan.

We expect that you and your staff will be responding to these issues at the April 13 meeting, and possibly in a Staff Report prior to the meeting. The Association would like to sit down with you and your staff next week to discuss these issues in more detail. As you know, the City Council members, in sending the Park Plan to the Parks Board for review, stated individually that there were still concerns and issues that needed to be addressed by the Parks Board. We think the attached nine items reflect some or all of those issues. The Association has been the group raising these concerns on behalf of the community, and thus understands the background of these issues. The Association would like to have a dialogue with you and your staff prior to the Parks Board meeting.

In addition to the Alternative Suggestions, we would like to discuss the three procedural issues raised at the February 9 meeting. One procedural suggestion was to have the Parks Board do a guided site visit. The Association thinks that the Parks Board would benefit by a site visit

similar to the guided walk around taken by the Steering Committee, especially now after receiving input from the Association and others at the Public Hearing.

The second procedural suggestion was related to the proposed elevated walkway, which the Association is concerned is too tall, will look out of context for all the residents around the Bay, and will block views along 100<sup>th</sup> especially from the 10000 Meydenbauer Condos. This issue is particularly important since the City Comprehensive Plan contains a policy to, “Consider and encourage aesthetic values when reviewing development of the shoreline.” SH-6. The Association asked at the February 9 meeting for clarification about the actual height of the walkway, and the even taller elevator shaft, because the information in the City documents varies. Unfortunately, the City has yet to provide any clarification. The real question is how much of the view will be blocked by the large elevated walkway. The Association proposed the obvious solution, the same solution used to determine if new homes or additions will block views, and that is for the City to put up “story poles,”—those are the poles that are erected up to the corners of the proposed structure. The Association asked that story poles be erected before the Parks Board did a walk about.

The third procedural suggestion was that the Association be provided the opportunity to make an extended presentation to the Parks Board—we suggested 45 minutes plus questions. That would allow the Parks Board to hear a full presentation, rather than three minute sound bites, from among others, the Association’s certified planner Bob Thorpe and staff of R.W. Thorpe & Associates who have decades of experience and have extensively studied the Park Plan, its impacts, and the alternatives. As you might know, the Planning Commission recently allowed the Washington Sensible Shorelines Association a similar opportunity to make a presentation about the Shoreline Master Program Update. The meeting brought out about 250 citizens to hear the presentation, and compliments were received from both citizens and City representatives.

For these reasons, we hope that you and your staff can meet with the Association next week to discuss the alternatives and procedural issues. Please contact me to schedule the meeting.

Sincerely,

GROEN STEPHENS & KLINGE LLP



Charles A. Klinge

Enclosure

cc: Jennifer Robertson, Council Liaison to Parks Board  
Mayor Don Davidson and Council Members  
Chair Merle Keeney and Parks Board Members  
Steve Sarkozy, City Manager  
Robin Cole, Project Manager, Parks & Community Services  
Michael Bergstrom, Senior Planner, Planning & Community Development  
Meydenbauer Bay Neighbors Association, Attn: Marv Peterson, President  
Bob Thorpe, R.W. Thorpe & Associates

## **Meydenbauer Bay Neighbors Association**

### **ALTERNATIVE SUGGESTIONS FOR THE PARK PLAN**

MBNA supports the following alternatives for the Park Plan. With the implementation of these alternatives, the major goals and principles for the Park would still be met, and the community would support the Park Plan.

1. Keep 100<sup>th</sup> Avenue Open. The EIS studied Alternative 2A which was a "road open" plan that designed a beautiful Park Plan while keeping 100<sup>th</sup> Avenue open.
2. Substitute Additional Handicap Parking and Walkway for Elevated Platform. The elevated platform should be removed, and replaced with a walkway as shown in Alternative 2A in the EIS. The elevated walkway has elevators for handicapped access, but parking in the underground garage taking an elevator up, walking or wheel chairing hundreds of feet, and then taking another elevator down is far too long for reasonable handicap access. A perfect spot exists at the bottom of 100<sup>th</sup> to accommodate additional handicap parking spaces, and the walkway could be routed under a bridged driveway to the Vue Condominium to avoid pedestrian versus car conflicts.
3. Build Additional Parking on East Side of 100<sup>th</sup>. The City owned apartments continue on the east side of 100<sup>th</sup> at mid-block and that location would provide possibly 60 to 70 parking spaces. This would eliminate costly underground parking under the elevated walkway. The location is logical and allows pedestrians and traffic to flow both directions, and would be less expensive and have better security compared to an underground parking structure.
4. Moorage Revisions. Keep all three piers. Take the roofs off both Piers 2 and 3. Improve deck area to make Pier 3 fully useable and safe. Allow transient boats to use designated 14 slips and rent the present remaining unused slips. This allows more income to come into the city. It also provides a safe distance from MBYC sailing program while boats are entering/departing transient slips.
5. Save More Moorage Slips Through Better Design. Consider hiring a marina design engineer to determine usage of all three piers. Keeping the money income is absolutely critical. The City could promote moorage for Bellevue residents by implementing a two-tier pricing structure with Bellevue residents at a lower rate.
6. Revise Marina Parking. Temporary and long term parking need to be adequate for the marina renters, since boaters may park for the day or the week. Presently the plan only shows minimal temporary parking.

227 Bellevue Way Northeast - - PMB 278  
Bellevue, Washington 98004

## Meydenbauer Bay Neighbors Association

7. **Re-Think Vendor Kiosks.** Instead of having vendor kiosks, the alternative is to NOT have them. Whalers Cove and the Vue Condo's both are adversely impacted by noise and pollution and security. Fast food kiosks will result in more trash in the lake costing more money to clean up than the vendors will bring in. This is the commercialization of the Park that should be avoided.
8. **Re-Think the Event Center Community Building.** An 8000 square foot event center is not the same as the building at Lewis Creek, which is only 5,000 square feet with only 1,632 square feet of rental space indoors. Another example would be the Lake Hills Clubhouse which has 70% of the building available to rent for a single event. Applying the 70% figure to an 8,000 square foot building at Meydenbauer Bay could mean 5,600 square feet of indoor space to rent plus patio space. The two big rooms at North Bellevue Community Center are 6,315 square feet and are listed to accommodate 250 people at well spaced tables, but numerous events are held there with over 300 people. The Meydenbauer Park Plan is not designed with enough parking for that number. More importantly, events with 300 people on a patio or balcony until Midnight with alcohol would be a devastating invasion of peace and quiet in this quaint Bay neighborhood.
9. **Simplify the Plan and Get Started Right Away.** The Park Plan tries to do too much, and thus harms the neighborhood. But, the bigness of the Plan makes it wildly expensive at a current rough estimate of \$42 million, and means another decade or two of delays. Taking out two underground garages, a massive Event Center, and the elevated walkway, combined with keeping 50-70 more slips would make the Plan economically feasible in the next five years. And, that would mean that an incredibly beautiful Park could be enjoyed within 10 years instead of keeping the run down apartments in place for the next 15 or 20 years.

## Harvey, Nancy

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**From:** Dan Lewis [Dan.Lewis@PACCAR.com]  
**Sent:** Tuesday, March 30, 2010 4:30 PM  
**To:** parkboard  
**Cc:** Foran, Patrick; Bergstrom, Michael; Cole, Robin; Davidson, Don; Lee, Conrad; Degginger, Grant; Balducci, Claudia; Chelminiak, John; Robertson, Jennifer S.; kwallace@bellevuewa.gov; Patti Cantwell  
**Subject:** Meydenbauer Bay Park and Land Use Plan  
**Attachments:** Letter 2010 03 30 - Meydenbauer Bay Master Plan.pdf

Please find attached letter regarding PACCAR comment on the Meydenbauer Bay Park and Land Use Plan.

Regards,  
Daniel N. Lewis  
Director of Construction and Corporate Services  
PACCAR Inc  
425-468-7519



March 30, 2010

To: City of Bellevue - Parks and Community Services Board  
Merle Keeney, Chair  
Faith Roland, Vice Chair  
Kathy George  
Sherry Grindeland  
Matt LaPine  
Lynne Robinson  
John Stokes

Subject: Meydenbauer Bay Park and Land Use Plan

Ladies and Gentlemen:

PACCAR, as a tenant of the Meydenbauer Marina and a major Bellevue CBD business, has actively followed and participated in the development of the Meydenbauer Bay Park and Land Use Plan ("Plan"). We have made written and public comment at several points during the Plan development process.

We are concerned and disappointed that PACCAR's comments have not been reasonably and fairly considered or responded to by the Plan's proponents. Our expectation is not that our comments be incorporated exactly as expressed, but that they would be evaluated and responded to. Following is a summary of PACCAR comments, City response (as stated in the Final EIS), and what we still see as deficiencies in the DRAFT Plan dated December 2009.

**Long-Term Moorage**

*PACCAR Comment:* Long-term moorage at the Bellevue Marina is reduced from 87 to 40 or 25 to 35, depending on the alternative. PACCAR expressed concern that the DEIS did not evaluate impact of this reduction on land use, shorelines, parks and recreation and revenue.

*City Response:* All alternatives being evaluated reduce long-term moorage. The number of slips has little impact on Land Use. The draft EIS *begins* [emphasis added] analysis of impacts and benefits with regards to marine and public access. Reducing the number of slips allows for a variety of other uses and

activities. Reducing the amount of over-water coverage of piers has an environmental benefit. Reducing moorage could reduce revenue and cost of management and upkeep as well.

*PACCAR Comment on Response and Final DRAFT Plan:* In the December 2009 DRAFT Plan, Piers 2 and 3 are removed, Pier 1 is modified and net long-term moorage is reduced to 38 to 48 slips. For transient moorage, 14 slips are provided, same as current. The City has not completed assessment of the impact and benefits of reducing long-term moorage. Long-term moorage provides boat owners and their guests with a place to moor boats and gain water access. Removing moorage removes this access. Removing Piers 1 and 2 and replacing a portion of the lost slips with modifications to Pier 1 is a more expensive alternative than retaining existing Pier 2 and/or 3 slips. Proposed modifications to Pier 1 may not be possible or may be significantly more extensive in scope and cost under the Shoreline Master Plan now under development than anticipated. Finally, the City has not quantified and considered the financial impact of reducing the number of slips.

A plan for Meydenbauer Bay Park can be developed that retains existing moorage and also allows for a variety of other park uses and activities, including significant enhancement of public access.

The City is requested to complete evaluation of the impact and benefit of reducing the number of long-term slips and consider that in development of the Plan. If a reduction in long-term moorage is still recommended, the City is requested to evaluate keeping slips on Piers 2 and/or 3 as a less expensive alternative to removal of Piers 2 and 3 and modification of Pier 1.

The City is requested to review the Meydenbauer Bay Park and Land Use Plan against the Shoreline Master Program Update and ensure the Park Plan complies with the Shoreline Master Program.

#### **Transportation**

*PACCAR Comment:* The DEIS has not analyzed or planned for the unique requirements of vehicle access and parking for the Marina. Marina tenants, guests, boat service providers and transient users require vehicle access and parking that is close

to the pier(s). Users need this access to unload/load gear, perform allowed maintenance and access boats. All Alternatives, including the No Action Alternative, reduce parking at the Marina from 60 to 6 spaces [8 in the final EIS preferred alternative] that are designated for "passenger drop off."

Parking in garages on 99<sup>th</sup> and 100<sup>th</sup> is not close to the piers in distance or grade and does not meet the needs of marina users. Personal propelled vehicle (PPV) users need access and storage close to the point of launch. Contrary to the conclusion in the DEIS on page 3-128, combined parking changes will make parking less, not more, accessible to Marina users and should be reevaluated. Further, a serious safety issue is created because the six parking spaces are accessed by driving on the pedestrian promenade.

*City Response:* The City refers to EIS Section 3.9, Transportation. The EIS table 3.9.3 shows the number of *available* parking spaces under each alternative. Marina surface parking is reduced from 60 to 8 under the preferred alternative. Displaced marina parking is replaced with parking in one of two garages on 99<sup>th</sup> or 100<sup>th</sup>. The EIS section on parking demand estimates that total peak parking demand is 149 for the preferred alternative.

*PACCAR Comment on Response:* The EIS Section 3.9 does not address all questions raised by PACCAR. The EIS does not assess parking requirements for the Marina. EIS table 3.9.3 only states amount of available parking under each alternative. The total peak demand for parking is not broken down by different park uses to allow evaluation of the estimate; it is expressed only as a total. It is PACCAR's experience as a Marina tenant that eight drop off stalls at the head of pier #1 is inadequate for Marina demand. Further, under the Plan, these same eight drop-off stalls serving the Marina will have to serve park visitors bringing vehicles for launch at the PPV site, and park handicap users.

The City is requested to provide an assessment of parking demand for the Marina and meet that parking requirement in the Plan. It is our opinion that 0.6 to 0.8 parking stalls per marina berth are required near the pier(s), i.e. in the area of existing Marina parking. This is the parking ratio recommended by the International Marina Institute.

Meydenbauer Bay Park and Land Use Plan  
March 30, 2010  
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**Summary**

In summary, PACCAR supports the overall concept of the Meydenbauer Bay Park Plan; however, we are disappointed that the project has not been more responsive to public comment through its development. We look forward to response to the issues we raise.

Very truly yours,



Daniel N. Lewis

Director of Construction & Corporate Services  
[dan.lewis@paccar.com](mailto:dan.lewis@paccar.com)

DNL

cc: R.E. Bangert, II  
Bellevue City Council  
Don Davidson, Mayor  
Conrad Lee, Deputy Mayor  
Grant Degginger  
Claudia Balducci  
John Chelminiak  
Jennifer Robertson  
Kevin Wallace

Bellevue Parks  
Patrick Foran  
Mike Bergstrom  
Robin Cole



## Harvey, Nancy

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**From:** Karen Lowry [karenlowry@comcast.net]  
**Sent:** Thursday, March 25, 2010 4:18 PM  
**To:** Davidson, Don; Lee, Conrad; Degginger, Grant; Balducci, Claudia; Chelminiak, John; Robertson, Jennifer S.; Wallace, Kevin R; parkboard; Cole, Robin  
**Subject:** Bellevue Parks

Dear Bellevue City Council and Parks & Community Services Board Members:

I am writing on behalf of my family to urge your support and approval of the Meydenbauer Bay Park and Land Use Plan as recommended by the Meydenbauer Bay Park Steering Committee.

I hope the Council and Board keep in mind that the lack of testimony in support of this project does not indicate the Community's overall opinion. I also hope you keep in mind that this park is a Community park to be enjoyed by all Bellevue citizens, not a neighborhood park.

We support the Plan in its entirety, including:

- Safe pedestrian movement from Downtown Park to the waterfront should be maximized, this includes the closure of 100<sup>th</sup> Avenue, south of Main.
- Incorporate the Bay's rich heritage for Bellevue's children.
- Safe and convenient visitor parking for the park and nearby residents.
- Activity building that provides opportunities for enjoying programmed and unprogrammed activities during all kinds of weather, similar to Lewis Creek Park.
- Increased physical and visual access, as incorporated through the viewing platform and other Plan concepts.
- Improved community economic vitality and property value for all Bellevue residents.

Please continue Bellevue's legacy of a City within a Park by supporting the Meydenbauer Bay Park and Land Use Plan as recommended by the Meydenbauer Bay Park Steering Committee.

Thank you for your services to our community.

Sincerely,  
Your Name and Address



## Harvey, Nancy

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**From:** Cheryl Lunzaga [cheryl.lunzaga@hotmail.com]  
**Sent:** Tuesday, March 16, 2010 1:24 PM  
**To:** Davidson, Don; Lee, Conrad; Degginger, Grant; Balducci, Claudia; Chelminiak, John; Robertson, Jennifer S.; Wallace, Kevin R; parkboard; Cole, Robin  
**Subject:** Meydenbauer Bay Park and Land Use Plan

Dear Bellevue City Council and Parks & Community Services Board Members:

I am writing on behalf of my family to urge your support and approval of the Meydenbauer Bay Park and Land Use Plan as recommended by the Meydenbauer Bay Park Steering Committee.

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- Increased physical and visual access, as incorporated through the viewing platform and other Plan concepts.
- Improved community economic vitality and property value for all Bellevue residents.

Please continue Bellevue's legacy of a City within a Park by supporting the Meydenbauer Bay Park and Land Use Plan as recommended by the Meydenbauer Bay Park Steering Committee.

Thank you for your services to our community.

Sincerely,  
Cheryl Lunzaga  
16203 SE 46th PL  
Bellevue



## Harvey, Nancy

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**From:** PETER S MARSHALL [psmarshall@q.com]  
**Sent:** Thursday, April 01, 2010 11:46 AM  
**To:** parkboard  
**Subject:** Maydenbauer Bay Waterfront Park Plan  
**Attachments:** Park Board Letter March 29.doc

Members of Parks and Community Services Board:

Please include the attached comments in your consideration of the plan recommendations at your April meeting. Let me know if I should clarify any of these remarks, telephone # (425) 453-9287.

Best regards,

Peter S. Marshall

3030 109<sup>th</sup> Ave. SE  
Bellevue, WA 98004  
March 31, 2010

Parks & Community Services Board  
Bellevue City Hall  
450 110<sup>th</sup> Ave. NE  
Bellevue, WA

**Subject:** Maydenbauer Bay Waterfront Park Plan

Parks & Community Services Board Members:

I am writing to express a few concerns that may be of interest when you consider Parks and Community Services Board action on this plan. I hope they can be addressed along with the public comments you received during your March 9<sup>th</sup> meeting.

It seemed to me that the people who testified at that meeting were mostly residents of the immediate park vicinity. That is to be expected, and I suppose their concerns for traffic disruptions, potentially noisy park activities, and perhaps unsightly new park structures are natural enough. But the interests of other Bellevue residents who live further away or will eventually live and work in downtown were not so fully represented at that meeting.

I live in Enatai, a couple of miles from the park site, so my perspective may be somewhat more typical of other Bellevue residents. Occasionally I walk past the future park entrance at SE Maydenbauer Way and 100<sup>th</sup> Ave. NE, trying to picture what it will be like for visitors there when the park is opened some years from now. I also occasionally paddle from Enatai into Maydenbauer Bay in a kayak, and imagine it would be nice to have a place to pull ashore briefly when there are public access features there.

### **Vehicular Access**

Some of the March 9<sup>th</sup> meeting participants urged you to reject the draft master plan recommendation for closing 100<sup>th</sup> Ave. SE/SE Bellevue Place to vehicular traffic. They were certain that access to their adjacent properties would be seriously inconvenienced and perhaps made unsafe, and that their access to Main Street would be reduced. But the planning team's traffic consultants outlined how those impacts could be mitigated. As I understand it, responsible police and fire department officials have also agreed that public safety would not be compromised. I believe that this main park entry plaza will be greatly enhanced by dedicating it to pedestrian use. Doing so will maximize the connection of the waterfront park frontage with Bellevue's downtown park. It will make it easy and pleasant for people to walk between these two areas without dodging traffic.

One of your March 9<sup>th</sup> participants stated that it will be dangerous for visitors to enter and leave the park's vehicle parking area, because of the steep grade up 99<sup>th</sup> Ave. SE and some vegetation affecting visibility at the intersection with NE Lake Washington Boulevard. Hoping to see what the person was talking about, I walked up and stood at

that intersection for awhile during a recent weekday evening, just before and after 5 PM. I was struck by the lightness of the traffic at what should be a peak evening hour for people leaving work. There was a car or two, mostly going east toward downtown, and then a break of about 15 or 20 seconds before another car approached. There did not appear to be any unmanageable visual obstruction by vegetation. In other words, it should be easy for drivers to enter and leave the park through that intersection in terms of existing and probably future traffic on the boulevard.

### **Parking**

The recommended on-site capacity for 156 vehicles seems very ample. This is basically an un-programmed park space without a lot of large public events anticipated (Bellevue downtown park is more appropriate for that). Even the moorage parking demand on peak summer days would be reduced from what it currently is. With limited area in this narrow park, many of the users will walk in from the downtown area, and the parking should encourage that. In any case, estimating parking demand for such a park is difficult at best. There is no “standard” as there is for more structured active spaces with predictable peak flows of users and spectators, such as athletic fields or a recreation centers. I once participated in a study of parking utilization at Discovery Park’s north parking area, which has about 200 stalls marked out. Based on its (infrequent) heavy usage during a midsummer Powwow event, and a few weekend days of warm weather (in February!), some enthusiasts advocated major expansion of the paved area. But the study revealed that except for those rare situations, most of the pavement stood empty most of the time. The paved area was left as it was, to be supplemented if necessary by a shuttle bus connection from remote parking areas if and when larger events occasionally required it.

### **Moorage**

Quite a few of the March 9<sup>th</sup> meeting participants argued passionately against the plan’s recommendation to reconfigure and reduce the numbers of long term moorage slips at the park. Personally I think a case could be made to reduce such moorage even lower than the recommended 38 to 48 slips. Even though moorage tenants pay for the privilege, they “consume” a disproportionate amount of the public open space that all of us Bellevue taxpayers have financed. They essentially have parking spaces on a public waterway, with a structural network of walkways to get to those spaces. I’ve observed them in all seasons, and of course most of them are seldom used, especially in the colder months. So the moored boats collectively obstruct significant views for people who come to the water’s edge to see the sunset beyond the bay and the lake. While their owners probably consider their boats beautiful to behold, some of us on land know we’re looking at floating private properties, in a sense. And I noticed that a significant proportion of them, probably 20 or 30 boats, are in the 17 to 21-foot size range that could be trailered to a launching ramp at Newport Shores or Kirkland or Mercer Island. Then those boats could be stored on land for the lengthy periods when they are not in use. What would be the total moorage need if that approach were taken?

Beware the boat moorage advocates who stress the revenue such facilities will provide the city. Especially the smaller boats, less than 25 feet or so, probably do not yield large surplus revenues in relation to the expenses involved. And a public park, purchased and developed with tax revenues mostly from people not keeping boats there, is not totally comparable to a private business model.

### **Elevated Viewing Platform**

If there were fewer boats in the way of the view, would the need for building an elevated viewing platform at the entry plaza be reduced? I think so. Even though the motive for the platform was to enhance public enjoyment of the shoreline environment, it could end up diminishing it. With an enclosed elevator, and possibly even a stairway for emergency egress, there would be excessive structures in what is already a narrow strip of parkland. I think many people living or working in downtown will be surrounded by enough vertical structures there, and will be less than eager to see more of them in their visit to the waterfront park.

### **Floating Boardwalk**

This seems to me another unnecessary impediment to park visitors' visual access to the water's edge. For pedestrians, the boardwalk is redundant with the shoreline promenade that will run parallel to it in the park. The narrow water enclosure between the shoreline and the walkway will not be interesting and may hinder fish migration along the shoreline. It seems to me that the minimum 14 transient moorage slips required by the original funding arrangement could easily be accommodated by another finger pier attached to the southeast edge of Pier 1.

Incidentally, I think the proposed curved pedestrian pier located west of the marina provides ample opportunities for people to walk out over the water and view both the bay and the Bellevue skyline. This pier will be just fine for short-term landing and tie-ups for visiting canoes, kayaks and perhaps even small sailboats. And the beach area provided for canoe/kayak launch and retrieval near Pier 1 will greatly diversify the opportunities for water-based recreation, even for people living or working downtown.

### **Adjacent Private Properties**

The predominant crowd at your March 9<sup>th</sup> meeting seemed to be residents in the park's immediate vicinity. They seemed apprehensive about the park's potential to attract noisy crowds of possibly disrespectful people into their neighborhood. I was reminded of the adjacent property owners' resistance to Seattle's Burke-Gilman Trail in the 1960's and '70's, and the similar resistance of residents whose houses back up to what has recently become a very successful East Lake Sammamish Trail. Bellevue's waterfront park will probably have a similar effect on its neighbors, enhancing their real estate values as well as their environment. But to achieve this they will need to recognize that the destiny of their favored location is to live near a regional or citywide attraction, not just a

neighborhood-oriented park or a larger boat moorage that would be inhospitable to many Bellevue citizens.

In conclusion, I wish you well in weighing the factors that will make this park one of the signature features in Bellevue's emergence as a major urban center. If you can establish continuity of the existing downtown park and the lakefront, the city will finally have a public open space worthy of its potential.

Sincerely,

Peter S. Marshall



To: The Bellevue Park & Community Services Board

Revised, March 12, 2008

Subject: Comments Relative to the proposed Meydenbauer Bay Waterfront Park

My name is Ed Mathewson. I am a resident-owner, and representative of the residents of the VUE Condominium. I am a Registered Professional Engineer, No.8604, in WA state.

The purpose of my earlier presentation and this memo is to provide you with a much-more viable alternative to the existing controversial plan for an elevated pedestrian-walkway, that includes an elevator, and would lead visitors to a location near the shoreline walkway in the proposed park. That concept, embodies a glass-covered walkway-viaduct, extending from the North, above the currently-undefined, and "to-be-modified", street- intersection ,at the West-end of Meydenbauer Way, and SE Bellevue Way /100<sup>th</sup>, and would continue on down to near the shoreline. The walkway is proposed to bridge-over the top of the driveway into the VUE-access roadway, currently-leading to the lower level parking/service area of the Condominium building. I will refer to that option as, "Plan-A".

I understand that Plan-A is the only option currently being considered by the Board.

I sincerely believe that a new, and much-simpler, proposed concept, would be vastly superior to Plan-A, in terms of satisfying the project goals of creating a natural and beautiful Park, while meeting most-everyone's expectations and satisfaction by accomplishing the realistic goals of the project while minimizing technical risks and costs.

Many of us do not agree with the current Plan A, for credible reasons. Most of our nearby residents. have also voiced their opposition to it. I agree with many of their points. I believe that our alternate proposal is a simpler and lower life-cycle-cost alternative, that will include solutions to most, if not all, of the criticisms of Plan-A. It embodies the Great Park concept, while providing a much-better, higher-elevation, un-crowded and un-obstructed observation viewpoint. It can provide access to a more natural, unconstrained, wide-angle viewing/ photo platform.. It would provide access to the shoreline via a natural park-like ground-surface walkway; while over-coming all of Plan-A's cited objections.

This alternative is based. upon providing a simple, high-elevation viewing platform area, of a detailed-design, of the City's' choosing, on or near the existing front-lawn portion of the lowest Bay View Village structure, currently owned and managed by the City. There are more than several-hundred square feet of high-elevation ground; well-above the Bay level' currently available there for this use. The area includes two magnificent and tall, Douglas Fir trees. The location is currently easily accessible by way of the lowest driveway into the Village, by entering and proceeding westward from the dog-leg corner at the intersection of 100<sup>th</sup>. Ave. SE and SE Bellevue Way, then descending down to the

## MEYDENBAUER BAY PARK

nearby outdoor stairway to the yard level.

Because of the obvious interfaces with the TBD Parking-Garage design, beneath the current Village dwellings,, the detailed design of the elevation-access and egress to and from this viewing area should be included in the design of the parking garage. I have some creative recommendations' related to these provisions, if you would care to hear them. .

This large-area viewing location would accommodate many people at one time, without obstructing or delaying other's movement to & from the shoreline. And would not obstruct anyone's existing views of the Bay, nor interfering with existing physical access to private-property during construction and following completion of the project.

Our proposed viewing site is approximately 25-feet above and 70-feet inshore from the shoreline of the Bay. It is a site which offers wide-angle views of nearly all of the Bay at eye-level, including the South and Southwest shorelines of the Bay, the open water of Lake Washington, toward Seattle's Eastern shore; the Columbia Tower on Seattle's skyline, is visible between and beyond, Pickle and Groat Points. Also, much of the Eastern-Bay side of the Medina peninsula, is visible. As you can see in the enclosed photos, which were taken during the first week of March from the above-described location, t his viewing area would be ideal, while being non-controversial and quite flexible.

I would like to add some comments, from the perspective of VUE residents, about our additional concerns' relative to the currently-proposed, covered walkway. These are in addition to other neighbors previous complaints, relative to obstruction of their current views and property access. The VUE has 33-Condominium units. Many of our resident-families have at least two automobiles. A majority of them use their cars, nearly every day, at widely-varying times. All of our parking, mail-delivery, garbage-removal , service and emergency vehicle access and egress activity takes place at our South-facing ground-surface level and all of these types of vehicles should be able to pass in and out under the elevated viaduct in a a timely manner.

During the construction period. for Plan-A , which would be lengthy for everyone, because of the random nature of these unscheduled-access and egress delays, it would be a very-long nightmare if the City were to proceed with their currently -favored alternative. It is certain to impact scheduling of our resident's many varied activities significantly, as well as those affecting the City's construction schedules and cost.

Also, my engineering colleagues at MBYC have expressed concerns over the feasibility of designing and building the heavy structure that would need to be supported by the mushy, peat-bog-like soil that has usually been encountered during the many years of evaluating foundations near the Bay shoreline. These engineers recommend a detailed preliminary study, including obtaining and testing of soil-corings, from those specific areas planned for the proposed support-foundation-locations of the walkway, prior to

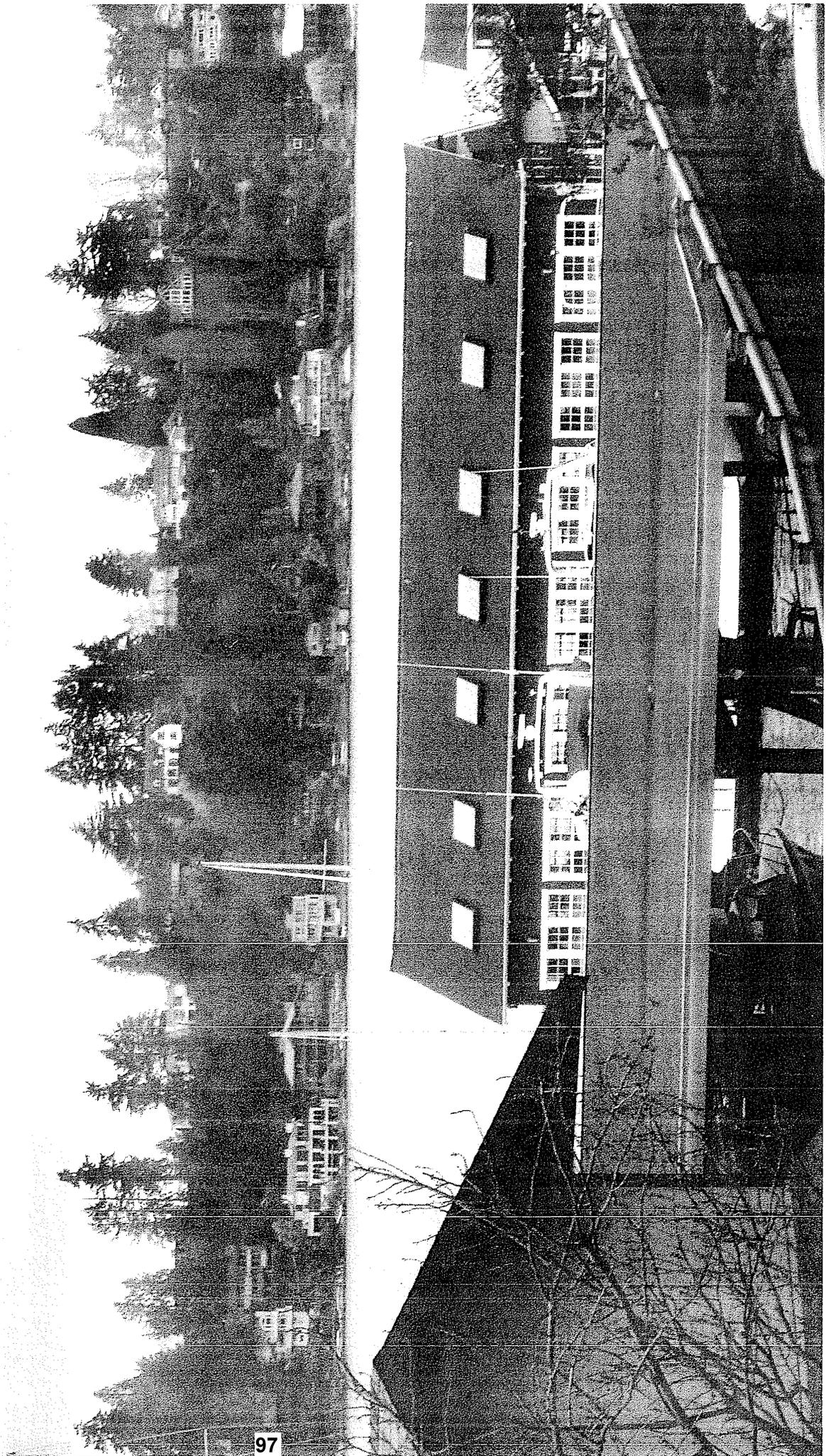
MEYDENBAUER BAY PARK

proceeding further with that concept. Your serious consideration of this recommendation is advised.

Sincerely,  Edward L. Mathewson, PE

Cell: (206) 799-2523







## Harvey, Nancy

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**From:** joeknee7@comcast.net  
**Sent:** Thursday, March 25, 2010 4:12 PM  
**To:** Davidson, Don; Lee, Conrad; Degginger, Grant; Balducci, Claudia; Chelminiak, John; Robertson, Jennifer S.; Wallace, Kevin R; parkboard; Cole, Robin  
**Subject:** please continue bellevue's legacy of a city within a park

Dear Bellevue City Council and Parks & Community Services Board Members:

I am writing on behalf of my family to urge your support and approval of the Meydenbauer Bay Park and Land Use Plan as recommended by the Meydenbauer Bay Park Steering Committee.

I hope the Council and Board keep in mind that the lack of testimony in support of this project does not indicate the Community's overall opinion. I also hope you keep in mind that this park is a Community park to be enjoyed by all Bellevue citizens, not a neighborhood park.

We support the Plan in its entirety, including:

- Safe pedestrian movement from Downtown Park to the waterfront should be maximized, this includes the closure of 100<sup>th</sup> Avenue, south of Main.
- Incorporate the Bay's rich heritage for Bellevue's children.
- Safe and convenient visitor parking for the park and nearby residents.
- Activity building that provides opportunities for enjoying programmed and unprogrammed activities during all kinds of weather, similar to Lewis Creek Park.
- Increased physical and visual access, as incorporated through the viewing platform and other Plan concepts.
- Improved community economic vitality and property value for all Bellevue residents.

Please continue Bellevue's legacy of a City within a Park by supporting the Meydenbauer Bay Park and Land Use Plan as recommended by the Meydenbauer Bay Park Steering Committee.

**Thank you** for your services to our community.

Sincerely,

joan m. muth

16115 southeast 48th street  
bellevue, WA 98006

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**From:** Karen Trimble [mailto:Trimbles@comcast.net]  
**Sent:** Thursday, March 04, 2010 12:22 PM  
**To:** BallfieldRental  
**Subject:** RE: Any status on Wilburton Field for next week??

Great news Jon!

Also, I have been meaning to let you know how amazed I am about the wonderful job your schedulers do. They are so fast at responding to emails. They are top notch! I have not experienced this high level of customer service from other field scheduling organizations. You've got a good team!!

Karen Trimble  
Sammamish Lacrosse

-----Original Message-----

**From:** BallfieldRental [mailto:BallfieldRental@bellevuewa.gov]  
**Sent:** Thursday, March 04, 2010 12:06 PM  
**To:** Trimbles@comcast.net  
**Subject:** RE: Any status on Wilburton Field for next week??

Karen, it is opening on Monday. That is why we only cancelled this week. Good to go starting March 8.

Goals will be locked to a fence near bleachers. Same combo as Robinswood.

Jon

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**From:** Karen Trimble [mailto:Trimbles@comcast.net]  
**Sent:** Thursday, March 04, 2010 12:05 PM  
**To:** BallfieldRental  
**Subject:** Any status on Wilburton Field for next week??

Thanks,  
Karen Trimble  
Sammamish Lacrosse



## Harvey, Nancy

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**From:** Natasha Vorley [nvorley@gmail.com]  
**Sent:** Thursday, March 25, 2010 5:35 PM  
**To:** Davidson, Don; Lee, Conrad; Degginger, Grant; Balducci, Claudia; Chelminiak, John; Robertson, Jennifer S.; Wallace, Kevin R; parkboard; Cole, Robin  
**Subject:** Meydenbauer Bay Park & Land Use Plan

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Please continue Bellevue's legacy of a City within a Park by supporting the Meydenbauer Bay Park and Land Use Plan as recommended by the Meydenbauer Bay Park Steering Committee.

Thank you for your services to our community.

Sincerely,  
Natasha & Wade Vorley  
4726 163rd CT SE  
Bellevue, WA 98006

