



DATE: May 22, 2008

TO: Meydenbauer Bay Steering Committee

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

SUBJECT: **May 29, 2008 Steering Committee Meeting – Agenda Item #3 – Summary of Project to Date**

This memo provides a brief summary of the Meydenbauer project history and its current status. While this topic will not be the primary focus of the May 29 steering committee meeting, it will provide background and context for the Agenda Item #4 discussion of the next phase of the project.

Introduction

The Comprehensive Plan and the Parks and Open Space System Plan both contain policies that support the vision of a waterfront park along Meydenbauer Bay and connecting that park to the Downtown (Attachment 1). Over the last several years the City has purchased properties along the north shore of the bay and now owns roughly 10 acres of land to help make that vision a reality. This ownership stretches nearly a quarter-mile along the Bay, and extends up to the southwest corner of Downtown (Attachment 2).

Progress to date

In early 2007, the City Council launched the planning process that will lead to a master plan for the waterfront park and its connection to the surrounding neighborhoods. The Council established a steering committee to oversee this effort, created a steering committee charge (Attachment 3), and approved planning principles to guide the development of the master plan (Attachment 4).

The project consists of two primary components: A park component, which addresses the planning of the park itself, and a land use component, which addresses neighboring land use patterns and connection of the park to the surrounding area. To allow the land use planning component to progress in a stable development environment, the Council imposed a development moratorium on several properties in the project study area.

In September, 2007, following five steering committee meetings and three public meetings, three preliminary conceptual alternatives were produced (Attachment 5). While these alternatives include concepts for both the park and the land use components, the project from that point

forward focused on the land use component. This was due to the desire to sufficiently advance the land use plan prior to the January 30, 2008 expiration of the development moratorium..

At its January, 2008 meeting, the steering committee reached consensus on a preliminary preferred land use plan, and identified a list of “deferred issues” that will continue to be addressed during the upcoming park master planning phase (Attachment 6). This plan envisions pedestrian and streetscape improvements in the study area to help connect the new park with existing neighboring parks, and coordinated redevelopment in the block south of Main Street and north of Meydenbauer Way SE to create a pedestrian environment and a significant pedestrian connection linking Main Street and the park. It acknowledges that some issues that are related to the land use plan, or which overlap the land use and park components, require further study.

Next steps

The project focus will next turn toward the development of a proposed park master plan. The preliminary preferred land use plan will help inform the park plan, and the two will be integrated during this next phase to result in a unified proposal. The next phase of the project is the primary focus of the May 29 steering committee, and is addressed in more detail under Agenda Item #4.

Attachments:

1. Comprehensive Plan Policies
2. City-Owned Properties
3. Steering Committee Charge
4. Planning Principles
5. September 2007 Preliminary Conceptual Alternatives
6. Preliminary Preferred Land Use Plan



MEYDENBAUER BAY PARK AND LAND USE PLAN

COMPREHENSIVE PLAN POLICIES

Downtown Subarea Plan

Old Bellevue

The Old Bellevue District sits above Meydenbauer Bay and proudly displays the roots of Downtown. This area is home to many small shops and Downtown's oldest buildings. This district is also home to the 20-acre Downtown park. Main Street functions like the traditional "Main Street USA", with low traffic speeds, comfortable sidewalks, and on-street parking – elements that together make this a very safe and enjoyable place to walk.

Policy S-DT-87. Provide a graceful pedestrian connection from Downtown Park through Old Bellevue to Meydenbauer Bay.

Parks, Recreation & Open Space

.... Major new features of the system will be neighborhood parks in the northwest and southeast quadrants of Downtown as well as a visual and physical connection from Downtown Park to Meydenbauer Bay. People naturally gravitate to areas with water to enjoy the aesthetics and unique recreational opportunities. This connection is imperative if Bellevue intends to identify itself as a waterfront city and provides an opportunity to recognize the Meydenbauer Bay's historical significance in the region's development.

Goal: To provide urban parks, recreation opportunities, and open space within Downtown.

Policy S-DT-105. Provide a visual and physical connection from Downtown to Meydenbauer Bay that terminates in a significant waterfront presence. The connection will provide unique recreation, retail, and tourism opportunities.

Policy S-DT-114. Strengthen pedestrian connections between Downtown Park and other Downtown features, such as Bellevue Square, the NE 6th Street pedestrian corridor, Bellevue Way, Main Street, and Meydenbauer Bay. This will enhance the role of the Park as a major pedestrian destination and as a pedestrian linkage with other areas of Downtown.

Parks, Open Space and Recreation Element

Park and Open Space Acquisition

.... The city's Parks and Open Space System Plan provides acquisition recommendations and explores alternative solutions for acquiring open space. Acquiring additional waterfront access is a high priority. Meydenbauer Bay continues to be a major focus for increasing Bellevue's access to the waterfront. Bellevue's acquisitions of key waterfront parcels along Meydenbauer Bay are evidence of this priority and of the city's commitment to providing

waterfront opportunities for future generations. The immediate acquisition goal is to complete assembling the properties between Meydenbauer Beach Park and the existing city owned marina property. The ultimate goal is to connect the expansion of these properties to the Downtown area, creating a significant citywide park and waterfront destination.

PARKS & OPEN SPACE SYSTEM PLAN 2003 POLICIES

Chapter 1 – Perspective – Future Direction

...This Park Plan update suggests that priority attention be given to:

- Establishing a major pedestrian connection between the Downtown Park and Meydenbauer Bay and establishing a major public park presence along this waterfront;

Chapter 5 – Focus Areas – Waterfront Access

Meydenbauer Bay

Meydenbauer Bay is a major focus for increasing Bellevue's access to the waterfront. The immediate acquisition goal is to complete the assemblage of property between Meydenbauer Beach Park and the existing marina property. The ultimate goal is to connect this waterfront parcel to the Downtown's commercial and residential areas and the Downtown Park and to create a regionally significant park and waterfront destination.

Expanding the Meydenbauer Beach Park and marina and connecting it to the Downtown are imperative if Bellevue intends to identify itself as a waterfront city. The bay provides both a destination point for water-based recreational activities and amenities, as well as an opportunity to recognize the day's historical significance in the region's development. The Parks & Community Services Department's 2002 *Downtown Needs Assessment* and the *Downtown Implementation Plan* acknowledge the significance of visually and physically connecting the Downtown to Meydenbauer Bay. Connections can be achieved with expanded streetscape amenities, property acquisition, and/or public amenities created by developer incentives. Connecting Downtown to Meydenbauer Bay as part of the Lake-to-Lake Trail system would provide convenient access to unequalled waterfront amenities. Clearly signed pedestrian paths ("way-finding") could link Downtown and nearby neighborhoods with the Bay.

Recommendations (Map):

2. Develop a significant citywide waterfront park along Meydenbauer Bay.
3. Connect Meydenbauer Bay/Meydenbauer Beach park to Downtown Bellevue and the Downtown Park.

Chapter 5 – Focus Areas – Downtown Area

Recommendations (Map):

3. Provide a physical and visual connection between the Downtown Park and Meydenbauer Bay.

Meydenbauer Bay City-Owned Properties



Downtown Bellevue

Downtown Park

Meydenbauer
Beach
Park

Bellevue Marina at
Meydenbauer Bay

Wildwood Park

Lake Washington / Meydenbauer Bay





Meydenbauer Bay Park and Land Use Plan

STEERING COMMITTEE CHARGE

The Meydenbauer Bay Park and Land Use Plan Steering Committee is directed to provide guidance to city staff in developing work products to accomplish the Meydenbauer Bay Park. Specifically, this work will involve 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. The project will culminate with final reports summarizing the recommendations of the committee on both the land use and park master plan project components.

The steering committee will serve in an advisory capacity to the City Council, the Planning Commission, and the Parks Board. At the conclusion of its work, the committee will transmit its recommendations on the future land use and park master plan vision and implementing tools to the City Council. The City Council, following review of the committee recommendation and after review by City boards and commissions, will be the ultimate decision-maker on the project and appropriate amendments to City policies and regulations.

The steering committee will be guided by several broad planning principles approved by the City Council for the project. These principles are provided in Attachment B.

In conducting its work, the steering committee should recognize that a wide representation of opinions, expertise, and objectives exists within the individual members of the committee. The steering committee members should respectfully consider each other's views, and should combine their talents to represent the broad interests of the community at large, recognizing that the park will be a community-wide asset.

All aspects of any issue should be fully considered before drawing conclusions and recommendations. The steering committee should also participate in broader public outreach efforts on the project, ensuring that the whole community is engaged in the process and the relevant interests are considered and appropriately addressed.

Approved by the City Council March 19, 2007



Meydenbauer Bay

PARK AND LAND USE PLAN

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

ALTERNATIVE #1



ALTERNATIVE #2



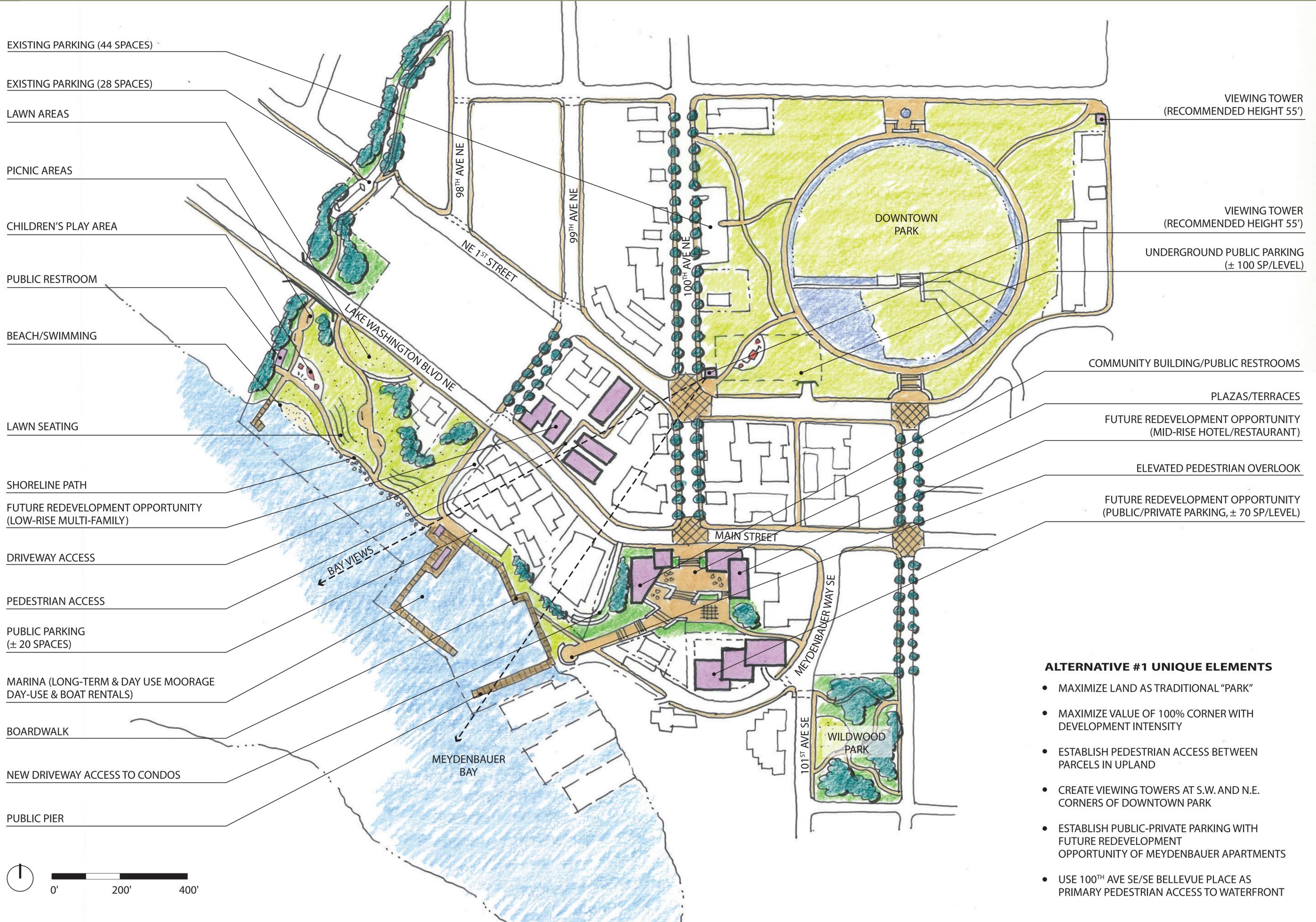
ALTERNATIVE #3



- LAND USE STRATEGIES
- PARKING STRATEGIES
- STREETScape IMPROVEMENTS ALONG 99TH, 100TH, AND 102ND FOR EMPHASIS ON VIEW CORRIDORS TO WATERFRONT
- PEDESTRIAN CONNECTIONS FROM DOWNTOWN PARK TO WATERFRONT
- PEDESTRIAN WALKS/TRAILS/PATHS CONNECTING DOWNTOWN, WILDWOOD, AND MEYDENBAUER BEACH PARKS
- PEDESTRIAN PROMENADE / BOARDWALK
- PUBLIC GATHERING AREAS
- BEACH / SWIMMING AREA
- LAWN AND PICNIC AREAS
- CHILDREN'S PLAY AREA
- DAY-USE MOORAGE
- LONG TERM MOORAGE
- PUBLIC PIER

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ALTERNATIVE #1

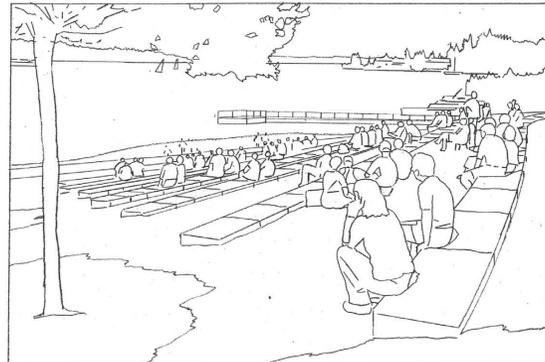


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ALTERNATIVE #1



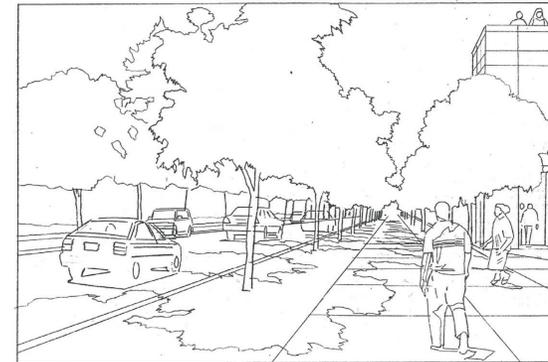
PLAZAS



LAWN SEATING



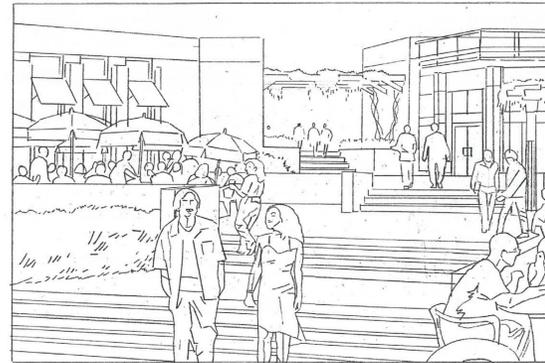
PLAZAS



100TH AVE STREETSCAPE



LAWN AREAS



PLAZAS/TERRACES



CHILDREN'S PLAY AREA



LAWN SEATING



PEDESTRIAN ACCESS



SHORELINE PATH

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ALTERNATIVE #2

EXISTING PARKING (44 SPACES)

STREAM RESTORATION

PATH/FOOTBRIDGES

VISTA POINT w/PARKING
(± 20 SPACES)

GARDEN PATHS

PUBLIC RESTROOM

LAWN AREAS

BEACH/SWIMMING

PEDESTRIAN ACCESS THROUGH
FUTURE REDEVELOPMENT OPPORTUNITY
(LOW-RISE HOTEL) w/PUBLIC-PRIVATE PARKING
(± 100 SP/LEVEL)

PICNIC AREAS

MARINA (LONG-TERM & DAY USE MOORAGE
& BOAT RENTALS)

BOARDWALK

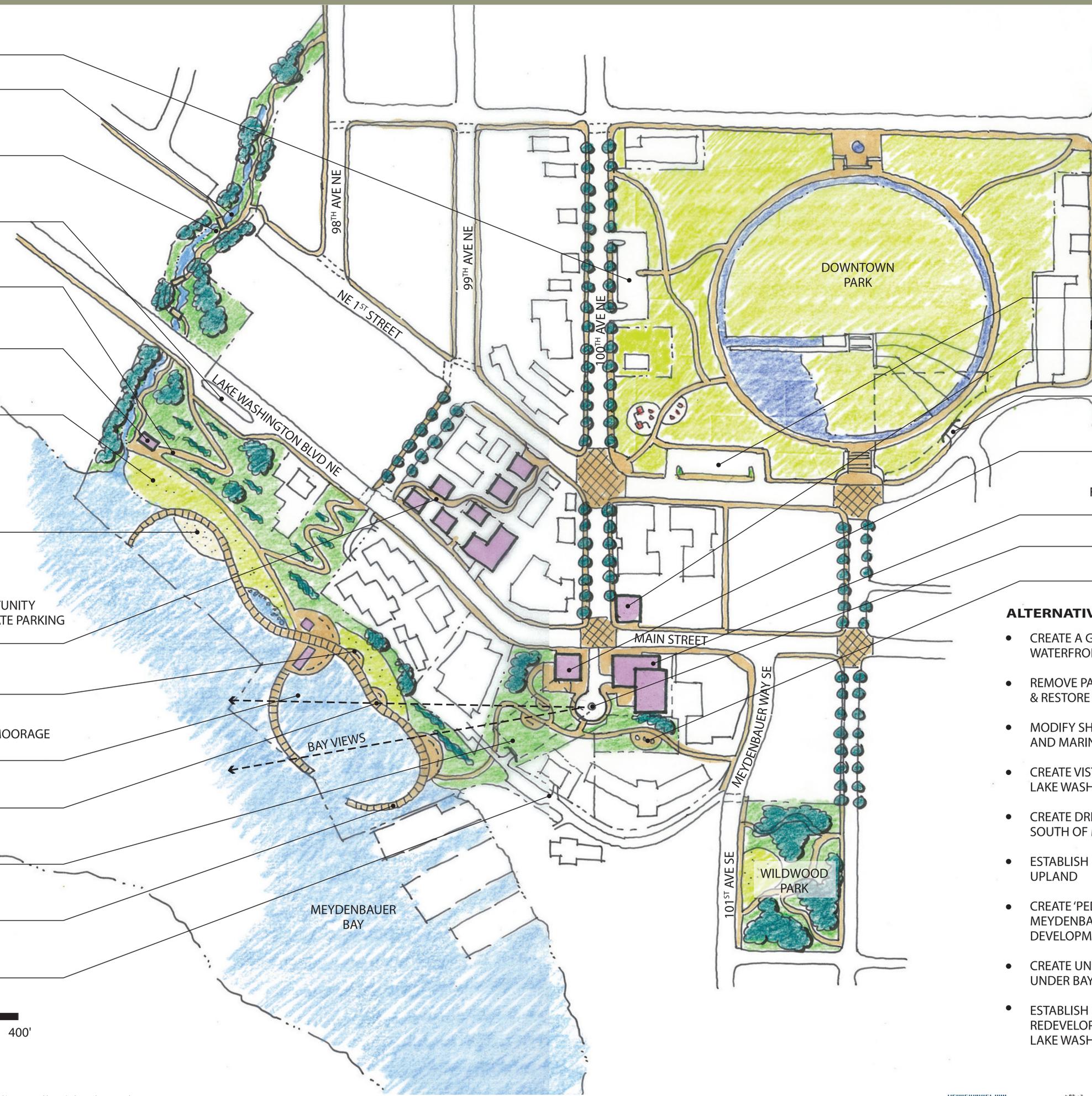
UNDERGROUND PUBLIC PARKING
(± 80 SP/LEVEL)

PUBLIC PIER

DRIVEWAY w/LIMITED PARKING



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EXISTING PARKING
(55 SPACES)

FUTURE REDEVELOPMENT OPPORTUNITY
(RETAIL)

UNDERGROUND PUBLIC PARKING
(± 100 SP/LEVEL)

RESTAURANT/PUBLIC RESTROOM

FUTURE REDEVELOPMENT OPPORTUNITY
(RETAIL/CONDO)

CIRCULAR DRIVE/OVERLOOK

PICNIC AREA

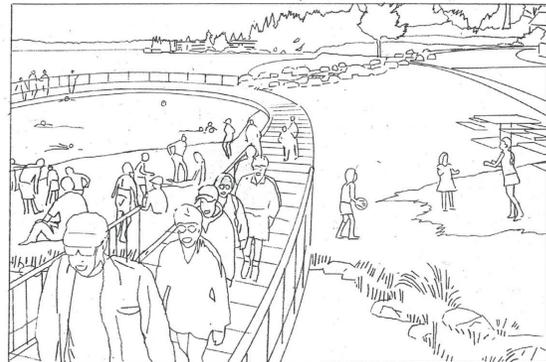
ALTERNATIVE #2 UNIQUE ELEMENTS

- CREATE A GARDEN SETTING ALONG THE WATERFRONT
- REMOVE PARKING & VEHICULAR ACCESS IN RAVINE & RESTORE STREAM
- MODIFY SHORELINE FOR NEW BEACH AREA AND MARINA
- CREATE VISTA POINT WITH PARKING ALONG LAKE WASHINGTON BLVD.
- CREATE DRIVEWAY & OVERLOOK AT 100TH AVE SOUTH OF MAIN ST.
- ESTABLISH PEDESTRIAN ACCESS BETWEEN PARCELS IN UPLAND
- CREATE 'PEDESTRIAN-FRIENDLY DRIVEWAY' IN LIEU OF MEYDENBAUER PLACE FOR ACCESS TO LIMITED DEVELOPMENTS & PARKING STRUCTURE
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- ESTABLISH PUBLIC/PRIVATE PARKING WITH FUTURE REDEVELOPMENT OPPORTUNITY OF PARCELS ALONG LAKE WASHINGTON BLVD.

ALTERNATIVE #2



DRIVEWAY



BOARDWALK



GARDEN PATHS



BOARDWALK



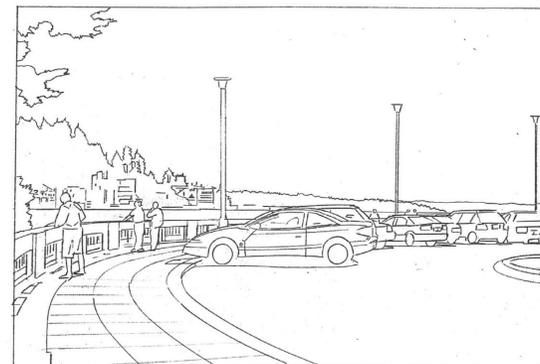
STREAM RESTORATION



PEDESTRIAN ACCESS



PATHS/FOOTBRIDGES



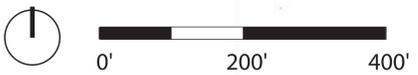
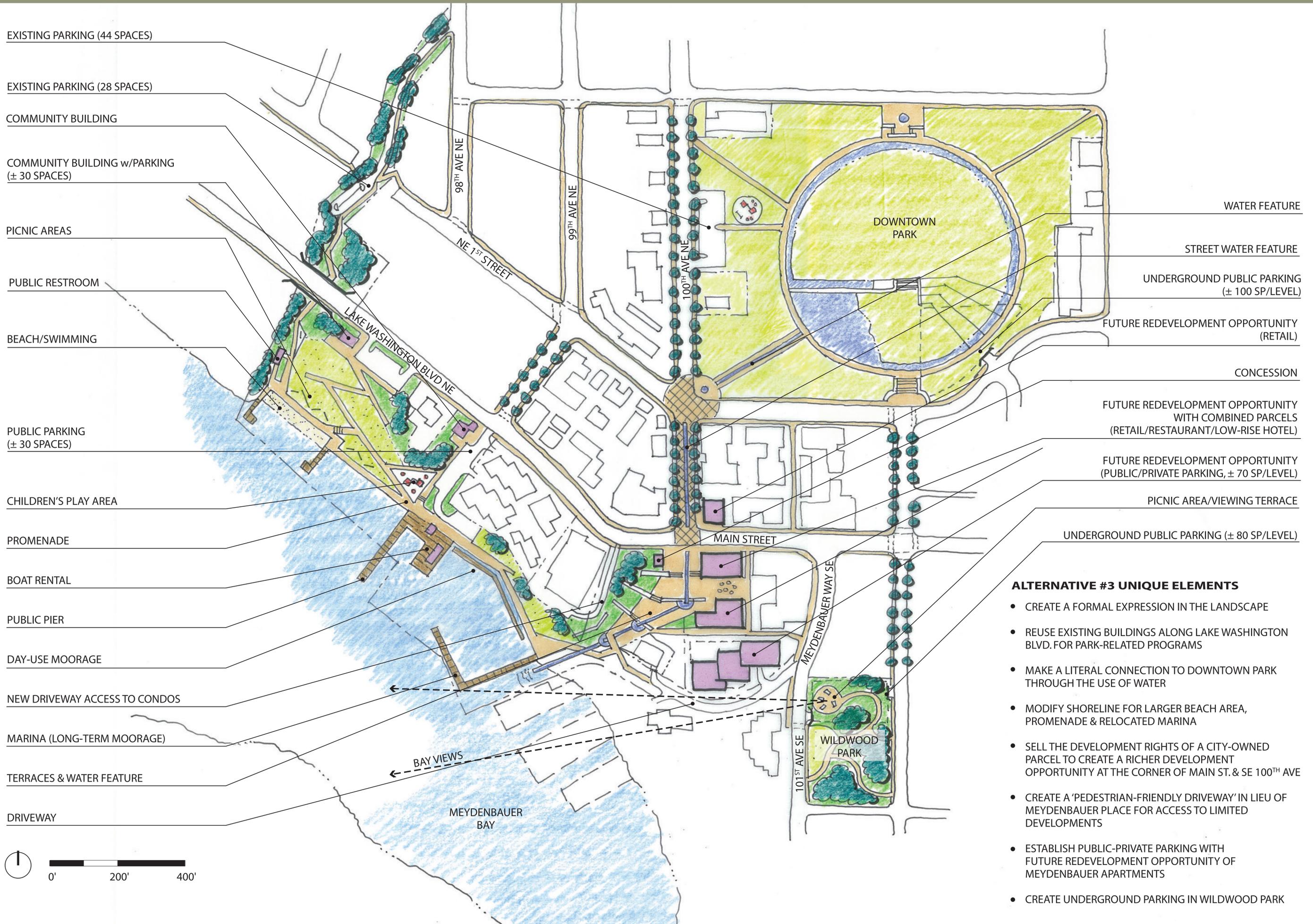
OVERLOOK



HILLSIDE PATHS

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ALTERNATIVE #3



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ALTERNATIVE #3



PROMENADE



PROMENADE



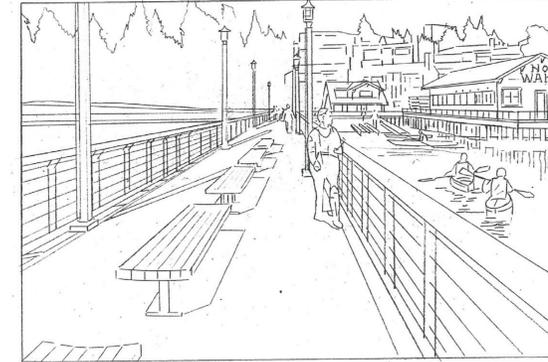
WATER FEATURE



WALKS/PATHS



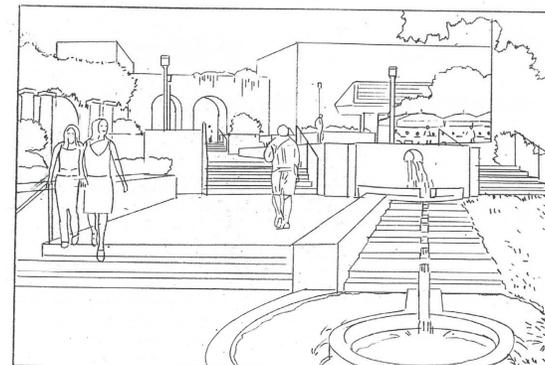
DRIVEWAY



PUBLIC PIER



PLAZA



PLAZA/WATER FEATURE



PLAZAS/TERRACES



Meydenbauer Bay Park and Land Use Plan

Preliminary Preferred Land Use Plan

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On January 17, 2008 the Meydenbauer Bay Steering Committee reached consensus on a Preliminary Preferred Land Use Plan for this project. This Plan will be temporarily set aside while the project turns its attention to design of the new waterfront park on Meydenbauer Bay. As the park design evolves, park and land use elements will be re-merged to ensure that the entire project establishes a unified template for future development actions.

REPORT PURPOSE

The purpose of this report is to document the consensus reached by the project Steering Committee on January 17, 2008. This report:

- Establishes a record of the project status at this stage, to facilitate the re-joining of the land use and park components at a future point in the planning process;
- Identifies the land use themes, concepts, and direction supported by the Steering Committee; and
- Identifies issues that will continue to be addressed during the park planning phase.



Figure 1: The city now owns approximately 10 acres of land along Meydenbauer Bay. Also shown are Wildwood and Downtown Parks

The Meydenbauer Bay Park and Land Use Plan project officially began in early 2007, following years of property acquisition by the city along the north shore of Meydenbauer Bay for the purpose of developing a significant waterfront park and destination. The city now owns a quarter-mile of shoreline along the Bay, encompassing approximately 10 acres of land reaching from Meydenbauer Beach Park east to, and including, the Bellevue marina at Meydenbauer Bay and up to the southwest corner of downtown (see Figure 1).

The Bellevue Comprehensive Plan and the Bellevue Parks and Open Space Systems Plan envision both the creation of the new park and connections between the park and the downtown through the intervening “upland” area. The project includes the study of development patterns and land uses in this area to determine how properties might redevelop, through rules or incentives, in a way that helps visually or physically connect the waterfront to the downtown, create pedestrian-oriented spaces, and enhance and protect neighboring residential areas.



Figure 2: Project Study Area

The project study area includes a “primary study area” and a “secondary study area” (see Figure 2). The primary study area includes city-owned property along Meydenbauer Bay plus nearby upland properties that might redevelop in a manner that complements the new park. The secondary study area is broadly drawn to encompass the area that might be influenced by the new park, but where changes in park-related land uses are less likely.

A citizen Steering Committee was established by the City Council to help engage the public, guide the planning effort, and assist the city staff in developing land use and park master plan alternatives. The Steering Committee serves in an advisory role to the City Council and their Boards and Commissions, and will ultimately forward recommendations on the future land use and park master plan vision and tools to implement that vision to the City Council. The Council approved a set of twelve planning principles for the project to help guide the Steering Committee in its work (Appendix A). These principles establish the foundational themes for the project, and will continue to be relied upon through completion of the planning effort.

To allow land use planning activities to move forward in a stable land use environment, the City Council imposed a development moratorium on thirteen properties within the primary study area, temporarily prohibiting the application for or issuance of development permits (see Figure 3). The moratorium, which expired January 30, 2008, provided sufficient time to produce the preliminary preferred land use plan that is discussed in this report.



Figure 3: Moratorium Areas + City-Owned Property
MEYDENBAUER BAY PARK + LAND USE PLAN | PRELIMINARY PREFERRED LAND USE PLAN



In September 2007 three preliminary alternatives were developed that displayed, at a conceptual level, a range of opportunities and approaches to park design, redevelopment of upland areas, and connections of the waterfront with nearby neighborhoods (see Figures 4-6). The alternatives were not intended to represent three different choices, but rather a menu of ideas that could be mixed and matched and further explored and refined as the project progressed. Although the alternatives share many common elements or themes, each also suggests unique elements, some of which relate specifically to the eventual park plan, some to the land use plan, and still others that relate to both the park and land use components.

While each preliminary alternative includes a concept for the park design, the focus of the Steering Committee since these alternatives were produced has been on the land use component. This was due to the desire to produce a preliminary preferred land use plan prior to the expiration of the moratorium. No further work has been done on the park plan itself, and no decisions about the design or use of the park have been made. Planning of the park will resume in 2008.

EARLY ALTERNATIVES: PRELIMINARY ALTERNATIVE 1

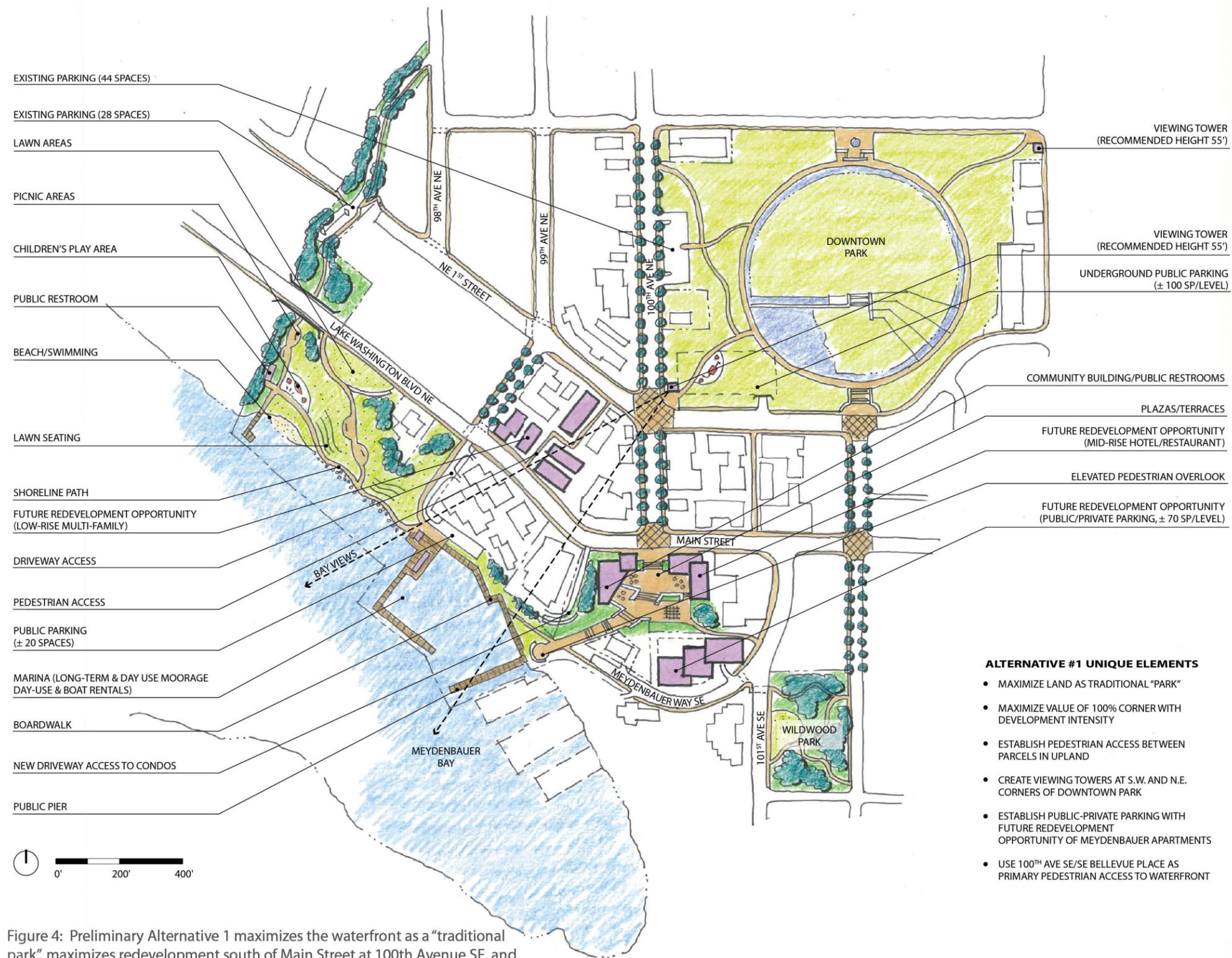
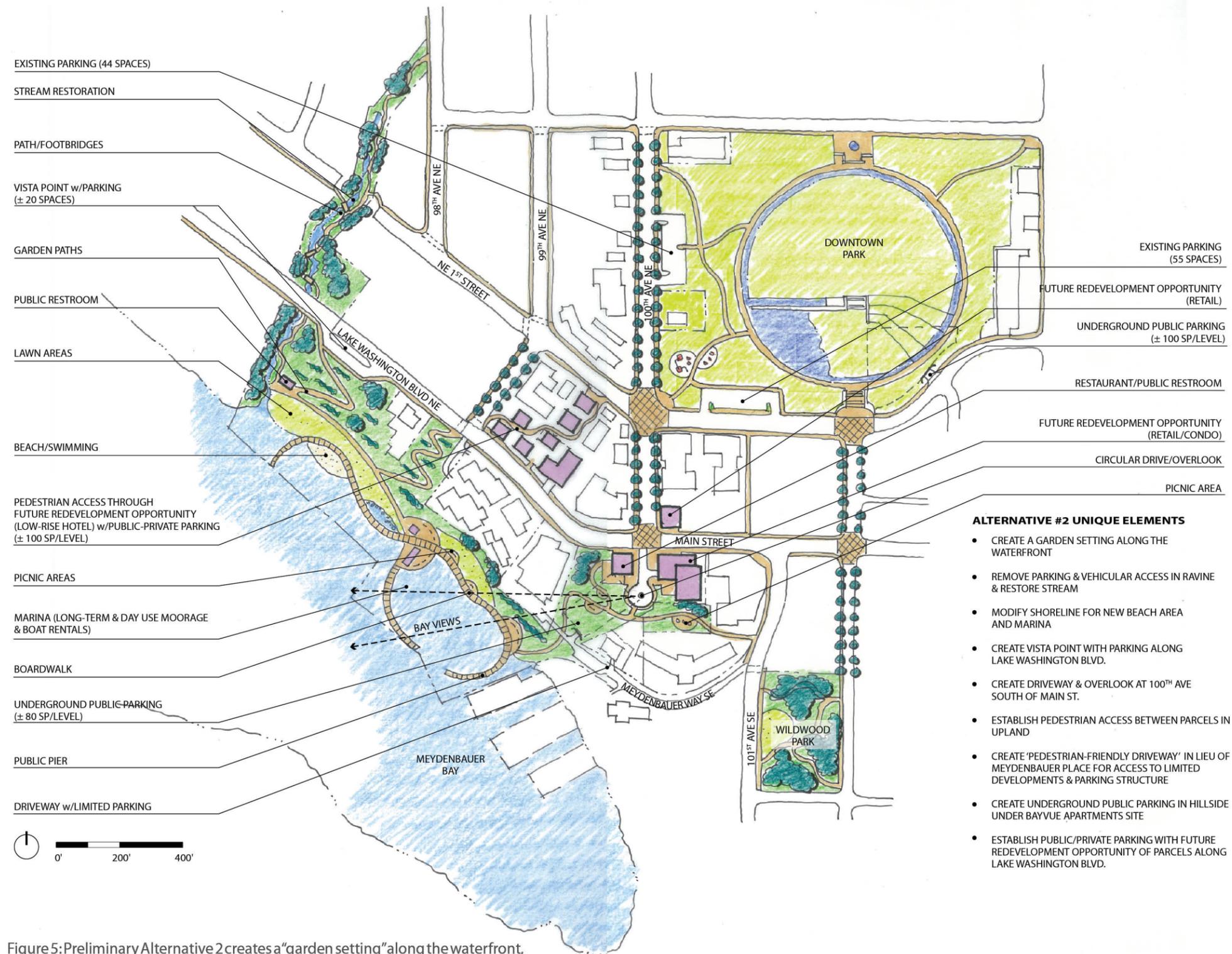


Figure 4: Preliminary Alternative 1 maximizes the waterfront as a "traditional park", maximizes redevelopment south of Main Street at 100th Avenue SE, and provides a through-block pedestrian connection from NE 1st Street to Lake Washington Blvd

EARLY ALTERNATIVES: PRELIMINARY ALTERNATIVE 2



EXISTING PARKING (44 SPACES)

STREAM RESTORATION

PATH/FOOTBRIDGES

VISTA POINT w/PARKING
(± 20 SPACES)

GARDEN PATHS

PUBLIC RESTROOM

LAWN AREAS

BEACH/SWIMMING

PEDESTRIAN ACCESS THROUGH
FUTURE REDEVELOPMENT OPPORTUNITY
(LOW-RISE HOTEL) w/PUBLIC-PRIVATE PARKING
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MARINA (LONG-TERM & DAY USE MOORAGE
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BOARDWALK

UNDERGROUND PUBLIC-PARKING
(± 80 SP/LEVEL)

PUBLIC PIER

DRIVEWAY w/LIMITED PARKING



EXISTING PARKING
(55 SPACES)

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UNDERGROUND PUBLIC PARKING
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CIRCULAR DRIVE/OVERLOOK

PICNIC AREA

ALTERNATIVE #2 UNIQUE ELEMENTS

- CREATE A GARDEN SETTING ALONG THE WATERFRONT
- REMOVE PARKING & VEHICULAR ACCESS IN RAVINE & RESTORE STREAM
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- CREATE UNDERGROUND PUBLIC PARKING IN HILLSIDE UNDER BAYVUE APARTMENTS SITE
- ESTABLISH PUBLIC/PRIVATE PARKING WITH FUTURE REDEVELOPMENT OPPORTUNITY OF PARCELS ALONG LAKE WASHINGTON BLVD.

Figure 5: Preliminary Alternative 2 creates a "garden setting" along the waterfront, daylights a stream at the west end of the park, and creates a circular drive and overlook on 100th Avenue SE

EARLY ALTERNATIVES: PRELIMINARY ALTERNATIVE 3

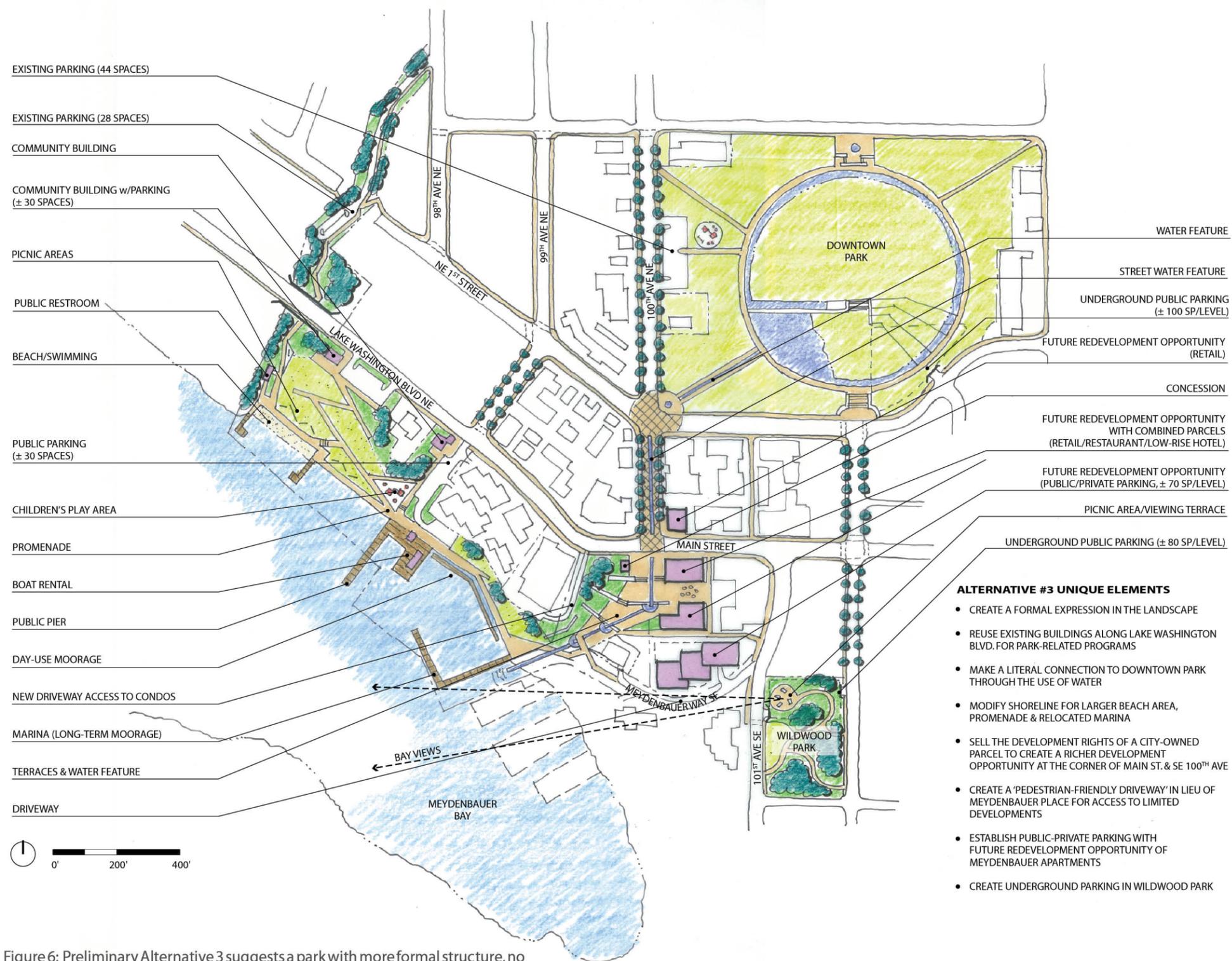


Figure 6: Preliminary Alternative 3 suggests a park with more formal structure, no through-block pedestrian connection from NE 1st to Lake Washington Blvd, and the use of water to draw pedestrians from Downtown Park to the waterfront

As the land use component of the project emerged, discussion focused on two separate geographic nodes within the primary study area. One area was referred to as the “Upper Block”, which is surrounded by NE 1st Street, 100th Avenue NE, Lake Washington Blvd NE, and 99th Avenue NE (see Figure 7). The second area was referred to as “South of Main”, which lies along 100th Avenue SE/ Bellevue Place SE, generally between Main Street and Meydenbauer Way SE (see Figure 8).

UPPER BLOCK

In the Upper Block, the purpose of the study was to explore 100% market-based land use incentives and zoning standards that would cause property to redevelop and provide through-block public corridors for views of or pedestrian access toward the water. Ultimately, two critical conclusions were reached. 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.

Although there was some discussion of alternative public subsidy programs and options that could potentially overcome market based incentive deficiencies in today’s market, the consensus of the Steering Committee with respect to the Upper Block was that current efforts should focus on improving pedestrian connections within existing rights-of-way and improving edge treatments along those pedestrian ways. The Steering Committee suggested incentives that might encourage, while not necessarily ensuring, redevelopment of existing structures in order to achieve improved architecture and some pedestrian amenities.

UPPER BLOCK CONSENSUS CONCEPTS:

Pedestrian linkages in existing rights-of-way are an important Plan element, and special treatment of these connecting rights-of-way is needed to incorporate this element into the Plan. This can be accomplished through some or all of the following:

- Improved and consistent sidewalk system
- Landscaping
- Surface treatment, within walkways and at crossings
- Pedestrian amenities, such as, but not necessarily limited to, benches
- Signage
- Public Art

Provide incentives for redevelopment of aging properties, not for the purpose of creating through-block corridors, but to help improve the edge treatment along public walkways through improved buildings and landscaping and providing minor pedestrian amenities. Such incentives would not necessarily guarantee redevelopment, but could result in some public amenities where a property owner chooses to redevelop. Incentives to consider include:

- Increased density (control through Floor Area Ratio vs. units per acre)
- Increased lot coverage/building coverage allowance
- Reduced setback requirements
- Reduced parking requirements

Incentives should:

- Maintain existing height limitations
- Maintain existing allowable uses

PRELIMINARY PREFERRED LAND USE PLAN



Figure 7: Shown above is the entire primary study area; the Upper Block lies southwest of Downtown Park, surrounded by NE 1st Street, 100th Avenue NE, Lake Washington Blvd NE, and 99th Avenue NE

SOUTH OF MAIN

The South of Main area envisions coordinated redevelopment of three property ownerships: The Chevron Station site at Main Street and 100th Ave SE, the Bayvue Village Apartments parcel lying east of 100th Ave SE (now owned by the City of Bellevue), and the Meydenbauer Apartments site on the north side of Meydenbauer Way SE. Together, these parcels contain 2.63 acres of land. 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. The South of Main concept includes the conversion of 100th Ave SE/Bellevue Place SE from a vehicle access route to a major pedestrian gateway to the waterfront park (see Figure 8).

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

SOUTH OF MAIN CONSENSUS CONCEPTS

- Facilitate coordinated redevelopment of Chevron and Meydenbauer Apartments sites with the participation of the city-owned Bayvue Village Apartments site (east of 100th Ave SE), in a manner that provides public benefits
- Incorporate 100th Ave SE/Bellevue Pl SE 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 Bayvue Village Apartments site
- Increase density on the east Bayvue Village and Meydenbauer Apartments sites; control density through Floor Area Ratio rather than dwelling units per acre (for planning purposes, a density of approximately 60 units per acre was assumed)
- Increase allowable lot coverage to accommodate increased density
- Maintain existing height limits on all parcels
- Promote shared underground parking
- Consider a minimum/maximum approach to parking
- Provide pedestrian connection through block to Wildwood Park
- Change character of Meydenbauer Way SE to be more “pedestrian-friendly”
- Use water as unifying theme through the area and to strengthen the connection to Downtown Park

PRELIMINARY PREFERRED LAND USE PLAN

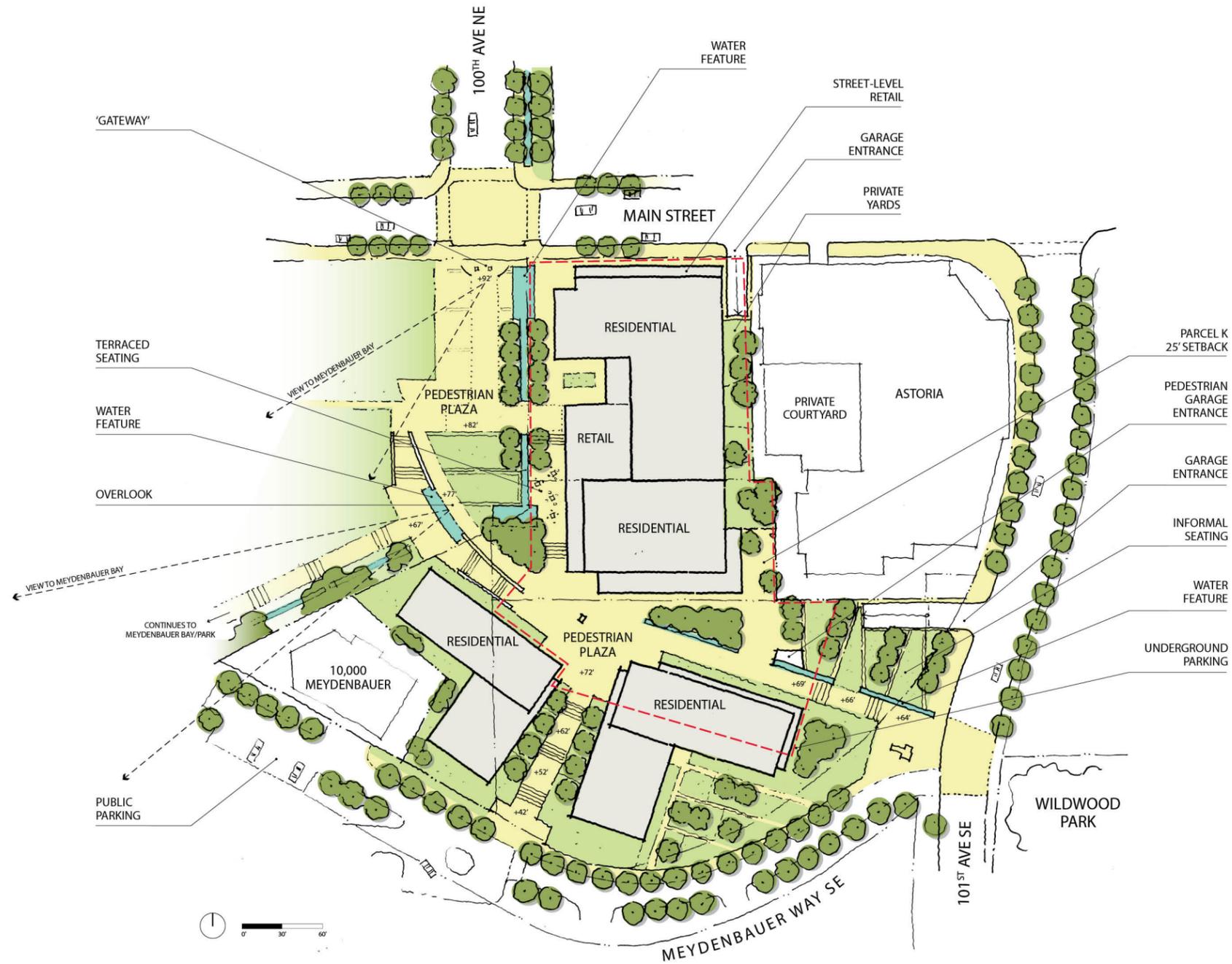


Figure 8: The South of Main concept envisions coordinated redevelopment of several adjacent properties and the creation of a significant pedestrian entry using the 100th Avenue NE right-of-way

Several issues have been identified that will require resolution before completion of the Meydenbauer Bay Park and Land Use Plan. This is not an exhaustive list of issues, and it is likely that additional issues will arise during the park planning phase.

UPPER BLOCK

- The mix of incentives for redevelopment in this area in order to gain public amenities and enhancements along street edges will require more definition and incorporation into the Land Use Code.

SOUTH OF MAIN

- Use and design of the Bayvue Village Apartments parcel lying west of 100th Ave SE, including whether to include any structures
- Final design of 100th SE/Bellevue Pl SE and Meydenbauer Way SE as it continues down to the waterfront park
- Vehicle access to the Vue Condominium
- Pedestrian access connections to existing adjacent properties
- Ensure access and maneuvering room for emergency, service, and other vehicles serving adjacent properties such as 10000 Meydenbauer and others
- Determine parking approach to uses (consider establishing minimum and maximum parking requirements), as well as overall parking quantity.

PARK

- Determine the overall park character
- Identify uses and activities (programming)
 - Public art program
 - History
- Identify and design access points and types (vehicle, pedestrian, marine)
- Park relationship/connections to surrounding parks
 - Programming
 - Pedestrian connections
- Environmental attributes
 - Bay management and water quality improvements
 - Stream restoration opportunities
 - Shoreline treatment
- Moorage/piers
 - Long-term moorage
 - Day use/transient moorage
 - Covered/uncovered slips
 - Quantity and size of slips
 - Public access to piers
 - Reconfiguration of piers
- Parking - Types, quantity, and location(s)

Consensus on a preliminary preferred land use plan marks an important milestone in this project. As the project focus turns to the planning of the park it will be important to not lose sight of the work that has been accomplished on the land use plan. Documenting the concepts embodied in the land use plan will record the work done to date and will facilitate the merging the land use and park components at a later date to make sure the entire project works as a whole and fulfills the vision expressed in the project planning principles.

APPENDIX A: 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