Meydenbauer Bay: Park and Land Use Plan

Steering Committee Meeting #4

MEETING SUMMARY **Agenda Item #2**

DATE: **Thursday, July 19, 2007**

TIME: **5:00 PM**

LOCATION: **Bellevue City Hall, Room IE-108**

ATTENDEES:

Steering Committee
Iris Tocher
Doug Leigh
David Schooler
Stu Vander Hoek
Kevin Paulich
Rich Wagner
Bob MacMillan
Hal Ferris
Merle Keeney
Stefanie Bieghle
Betina Finley
Al Yuen

City Staff and Consultants
Grant Degginger, Mayor, City of Bellevue
Steve Sarkozy, City of Bellevue
Patrick Foran, City of Bellevue
Shelley Marelli, City of Bellevue
Matt Terry, City of Bellevue
Glenn Kost, City of Bellevue
Dan Stroh, City of Bellevue
Robin Cole, City of Bellevue
Mike Bergstrom, City of Bellevue
Owen Lang, Sasaki
Jim Jacobs, Sasaki
Allison Joe, EPS
Kirsten Hauge, PRR

SUMMARY:

I. Welcome and review of the agenda
Iris Tocher, Steering Committee co-chair, welcomed Steering Committee members and public attendees to the fourth meeting of the Meydenbauer Bay Park and Land Use Plan Steering Committee. She thanked members and the public for their participation to date.

DRAFT

II. Review and approval of June 21, 2007 Meeting Summary
Iris noted that the first item on the agenda was to review and approve the June 21 meeting summary. Iris requested a change to page six of the summary, to the last bullet under "Constraints". The motion was approved by the Steering Committee.

III. Review of project schedule
Mike Bergstrom noted that in addition to the meeting packets sent in advance to the committee, each member should now have copies of a PowerPoint presentation, July 31 public open house announcement, and the summary of the July 10 public workshop. Since the last meeting, staff discussed stretching the schedule to allow time for more iteration of alternatives and adequate review time in between meetings. The schedule included in the meeting packets is draft and is still under review. Mike added that it includes a fundamental question for the committee. Currently, the group meets on the third Thursday of the month, but the schedule included in the meeting packet includes meetings on different Thursdays of each month. He asked if the future dates would work for the group. After a brief discussion, Mike proposed e-mailing the co-chairs to follow up and ask for feedback.

IV. Public Comment
No public comments were provided at this point in the meeting, other than a request to ensure an opportunity for public comment following the work session.

V. Work Session
Jim Jacobs, Sasaki, thanked those in attendance and said the goal was to come out with concepts by the end of the meeting. First, he would walk through the work completed to date and then the close of the presentation would include a review of the planning framework. The framework is a critical component to the concepts.

Jim began by highlighting the summary of comments by issue topic (see PowerPoint Summary of Comments by Issue). The comments incorporate both those from the Steering Committee as well as new comments from the public at the June 10 workshop. For the most part, the public reiterated many of the same comments from the Steering Committee, but new additions are included in red text. Jim stressed that an important piece to remember is that the issues helped to develop the framework diagram.

Next, Jim shared initial thinking about the draft park program plan. The preliminary alternatives focus on three different themes: recreation emphasis, urban emphasis and natural resource emphasis. The three themes then show the types of uses, or program element, and the relative intensity of each use (see PowerPoint Draft Park Program Plan). The different types of uses were culled from public comments to date.

Jim then reviewed highlights of technical reports, beginning with the parking analysis. He noted that the survey of parking demand was conducted over a two day period (see PowerPoint Parking Analysis).

Comments/Questions:

- Hal Ferris said it appeared the conclusion was that there was sufficient parking to meet demand. However, the analysis needed to take into account future conditions, including how surface parking may likely go away and develop into something else.
- David Schooler added that he attempted to park in many of the spots noted and had not been able to, so he wondered what time of day the survey was conducted. He believed the survey was not necessarily accurate. *After listening to others discuss parking challenges, we were also surprised at the results. Consider this analysis as a starting line to understand the number of existing spaces. The information provided can tell us how we can get to public/private relationships.*
- Doug Leigh suggested breaking down parking demand into categories of on-street, off-street or private parking to more fully understand what is truly available. For instance, if private parking is considered in the overall total, it skews the actual availability of public parking supply.
- Hal said typically the percentage of parking use that is considered full is less than 100 percent; more like 80 percent.
- Rich Wagner said that the team should also be aware that new parking construction is very expensive. Off-street parking costs will also increase. This will also affect the analysis, so he supported separating the on-street, off-street and private parking into different categories.
- Stefanie Bieghle stated that school wasn't out yet at the time of the survey, so that also affects the analysis.
- Iris Tocher commented that the concepts need to include every parking use and a full mix of parking opportunities. It is a major issue to get around.

Jim continued the presentation with a review of the marina inventory (see PowerPoint Marina Inventory). The full marina analysis is in progress, but the team identified the existing slips and piers. The slips in yellow are those that are unused. In general, Pier 1 includes the largest slips. The dashed lines on the diagram represent the covered areas.

Allison Joe, EPS, then presented a summary of the team's preliminary economic analysis. The focus of the economic analysis is on the upland areas and how it relates to transitions between Downtown Park and the waterfront. As part of the analysis, EPS conducted interviews with Steering Committee members, stakeholders and real estate brokers to more fully understand the local market and trends. The preliminary market analysis looks at the cost of development related to the revenue generated. In order to conduct a hypothetical analysis to inform the design team, EPS suggested eight different scenarios (see PowerPoint Economic Analysis). Allison emphasized that the scenarios were hypothetical prototypes and not site specific.

Comments/Questions:

- Betina Finley suggested that under Scenario H, the hotel should be characterized as a business hotel rather than a resort hotel.
- Doug Leigh asked if the analysis compared for sale versus rental properties. *We found that apartments are not as financially feasible as for sale properties.*

- Bob MacMillan said the trend is actually that rentals are becoming more financially feasible as condominiums flood the market.
- Doug asked if the team considered mixed income models to encourage diversity in housing opportunities. *This was not addressed in the analysis, but it is a component we could take into account.*
- Rich Wagner asked how the scenarios would impact the design of the park. *They will not direct the design, but will inform uses.*
- Hal Ferris commented that from the beginning, he understood that the economic analysis would look at how to change zoning to create more density as well as to help identify incentives for property owners. *Yes, this is also true.*
- Stu Vander Hoek said regarding the idea of creating view corridors, when the team completes pro formas, will they look at showing a scenario that is not site specific but has a 50 percent lot and six-story mixed use. If so, what construction type would this include? *We have talked with some developers and are still playing around with the idea of creating different view corridors.*
- Hal said as a member of the Planning Commission, the goal after the moratorium is lifted is to replace the existing Comprehensive Plan with very specific prescriptions to incentivize existing owners to redevelop. It is helpful to have more specificity around specific nodes.
- Doug asked about the target date for completing the first round of modeling. *It is currently under review by the city, we will also revise after considering comment from tonight.*
- Bob shared that the housing market is starting to adjust to address the affordability issue.

Next, Jim reviewed the refined diagrams showing Opportunities and Constraints. The diagrams are dissected into seven different components: topography, potential nodes; open space + multimodal connetctions; pedestrian access; property constraints; waterfront uses; views + parking (see PowerPoint Opportunities & Constraints). Owen Lang, Sasaki, added that they are trying to raise awareness through the opportunities and constraints as to where the plan structure might lie. The team also started to develop a massing model that gives a 3-D quality to buildings (see PowerPoint Massing Model). Jim said as concepts are developed, the heights and/or buildings will change in response to the new uses shown in the concepts.

Finally, Jim discussed the planning framework. The framework diagrams include three zones: waterfront (south of Lake Washington Blvd), upland (north of Lake Washington Blvd), and Main Street (mixed use/retail). The intersection of all uses occurs at the intersection of 100th & Main Street. Each framework diagram also relates back to specific issues and planning principles. Jim reviewed the framework diagrams for land use, open space, views, vehicular circulation and pedestrian circulation (see PowerPoint Planning Framework).

At the close of the presentation, Jim asked the Steering Committee to begin to share their ideas for land use concepts.

Comments/Questions:

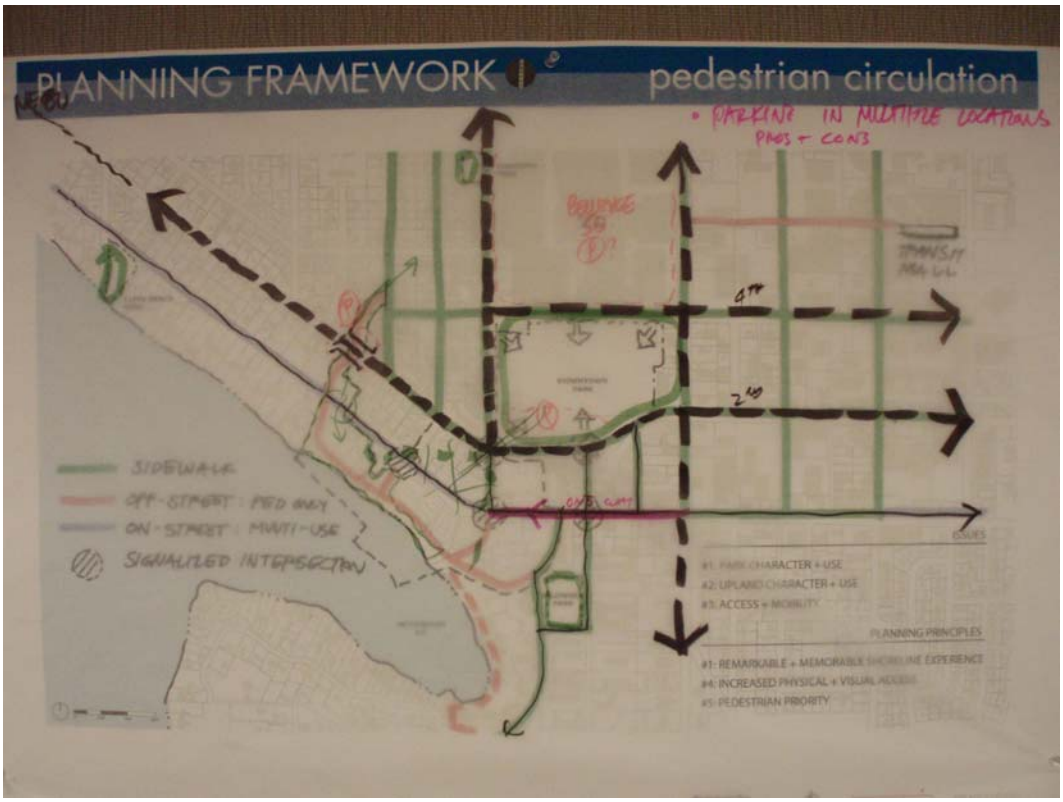
- Stu Vander Hoek said that the Main zone should be relabeled as Old Bellevue.
- David Schooler noted he had been thinking about a number of things since the last meeting. He thought the idea to keep the open space areas quiet on one end and more active on the other end made a lot of sense. It was consistent with the historic goal. Also the Eastside Heritage Center belongs in the boathouse or the Lagen home. He asked whether it was at all possible or advisable to put in parking from the street grade level, where people would enter into a below-grade garage near the existing bridge above the Meydenbauer Beach Park ravine. He also thought a lane connecting all parks could be appealing, a "Park to Park promenade." Also, someone might be willing to trade a condo conversion for the northerly half of the Wildwood park parcel, which would gain open space along the park to park promenade.
- Iris Tocher expressed concern about showing Lake Washington Boulevard as a major thoroughfare. Traffic is already an issue along that route. She recommended pulling traffic to First and getting a new overpass across the ravine. Wildwood Park should also be included in the park to park promenade. Wildwood was the first gathering place in Bellevue. The Old Mercantile also has historical significance.
- Stu Vander Hoek suggested running a pro forma on the north part of the Wildwood site as well as on the intersection of 100th/Main to identify the right site for a trade.
- Iris noted that it should include consideration of the north vs. south parcel of Wildwood Park.
- Stu responded that he saw greater value in the north end. It could include a condition to provide public access and parking. The south end is already more developed.
- Hal Ferris supported the idea of a swap to gain more land to work with at 100th/Main. He also suggested adding a garage similar to Steinbreuck Park, with a park on top of the garage and an elevator to provide vertical transportation. This option would provide both parking and green space.
- Kevin Paulich proposed designing the water side of the garage with switchbacks to get down to the water. However, it would mean purchasing additional property.
- Rich Wagner said trading is an economic transaction, and asked why just consider trading and not buying. Don't make trading indelible.
- Doug Leigh said the group had so far talked a lot about cars and parking. He was a little hesitant about this, and didn't want to drive the design based on cars. Maybe it is necessary when considering commercial uses, but he didn't want to spend funding on parking, instead wanted to focus it on park facilities.
- David Schooler said he is thinking way off into the future about uses and garages may take a very long time.
- Kevin asked if structures were needed to do a zigzag down to the water, assuming that land was available.
- Hal asked if there was a parking garage what amount of revenue per stall was needed to support it.
- Betina Finley commented that since it is a waterfront park, people will come with their children, and it needs to be accessible to families and all their supplies. She suggested

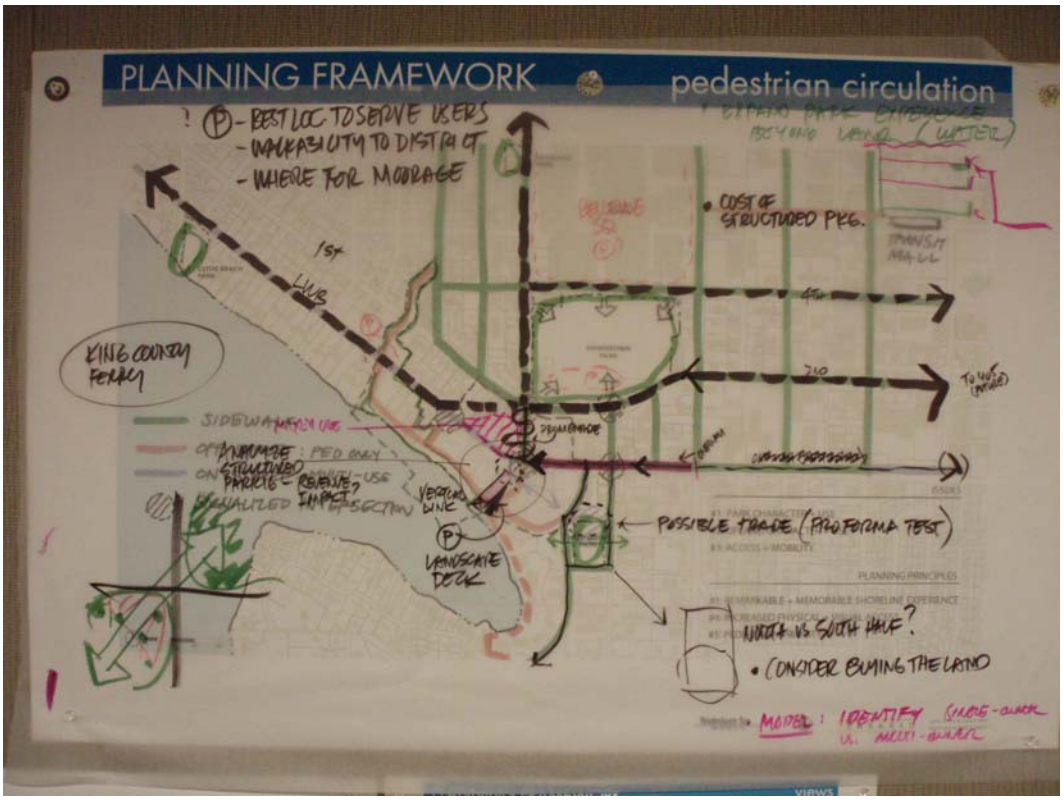
taking better advantage of existing parking and was concerned that a new garage coming off of First would block views.

- Doug recommended looking at a variety of different parking locations to identify pros and cons. Parking can seem intrusive. It seemed like parking closer to the waterfront would better provide access to the downtown, waterfront and Main Street. Parking experiences ebbs and flows partly driven by weather and time of year.
- Rich said there were more than a couple different needs, one for businesses and one for the park. He would not like to see a lot of money spent on a structure that provides parking for Main Street businesses, not the waterfront. Study a combination of parking uses.
- Doug recommended considering the threshold distance that people are willing to walk.
- David noted that he suggested adding a garage under the bridge to provide access for kids and elderly park goers.
- Doug said one way to address accessibility was to add a moving walkway, or looking at other ways to mitigate.
- Stu recommended making Main Street a one-way street westbound, and First and Second Streets two-way. Congestion on Main is getting to the point where it will have a reverse effect on merchants. With the future 2nd/I-405 interchange, it will also provide direct access to the freeway. The promenade can connect with the new "Meydenbauer Way."
- Al Yuen said they could calm Main Street by making it a "village street".
- David suggested eliminating the left turn at Main Street to help calm traffic.
- Hal offered that maybe one lane could go toward a streetcar circulator down Main.
- Iris said she liked using a combination of 2nd and 4th to divert heavy traffic.
- Bob said he was concerned it would push too much traffic into the neighborhoods.
- Some Steering Committee members recommended avoiding the potentially contentious issue of density surrounding the park.
- Doug proposed extending the feel of Main Street toward the park by street texture-think Pike Place.
- Stu defined extending the character by reflecting the scale on the north side above the boulevard. He asked about providing vehicular access to the marina. *It may be more of a "drive" not a road.*
- Merle Keeney said he would like to see examples of how to take advantage of the view. It is ultimately about the experience, not parking and transportation.
- Iris said she was jolted a few meetings ago, with the idea that there are more people now who do not have the experience of enjoying green space in their backyard, as more people move downtown. This park has the potential to serve the changing environment.
- Rich said it speaks to not trading away existing park space.
- Stu mentioned that King County Metro is talking about a ferry on Lake Washington and the team should begin to think about how it plays into this site.
- Rich wanted to see more about how environmental quality is demonstrated in terms of moorage. Need pump out, especially for transient moorage.

- Stefanie said she wanted to see no new parking, instead just providing shuttles and drop-off services. It was a waste of resources to focus on parking. Someone earlier mentioned Central Park, and how people still manage to get there without parking.
- Betina asked if the team was familiar with any city that had successfully redeveloped a park without parking. *The Presidio is doing it now, with shuttle service.*
- Kevin said he envisioned a tiered walkway with parking underneath.

The Steering Committee's ideas are reflected in the following drawings from the meeting:





VI. Public Comment

- Linda Osborne: Someone mentioned 150 parking stalls. Identify what is the carrying capacity of the recreation facility and will we compromise it by bringing too many people in. Then determine if we need to bring in additional parking.
- Stuart Currie: The marina chart is not quite accurate; there are a number of slips that date from the 1950s that are unusable. They are basically just for rowboats. As far as water quality, the milfoil was treated yesterday. The EPA recently allowed a new treatment. It is definitely an issue. Algae blooms are also a problem. The massing model is a good tool to look at different views. The window of opportunity is closing, if so many places are converting to condos, and it is so much tougher to take those than single owner properties. Regarding the realignment of First, I built a house there and one side is apartment buildings and there are many smaller parcels across the ravine. People would be quite upset to have traffic routed that way. Many good ideas and dreams were shared at the meeting, but you need to be practical and look at how you will pay for it. I like the idea of the intersection of 100th/Main on the SW corner. Consider the potential of the Chevron site. There is a piece of land on the NE corner that is vacant, but may currently be slated for development. To solve parking at the marina, implement permit parking, maybe up into the hillside. I love the idea of ferries, but not a car ferry. My dad grew up on the eastside and traveled to UW by ferry. There was a lot of talk about getting people in to the park, maybe look at bringing some people into Newport Beach instead by making that facility better.

VII. Direction to staff

Mike Bergstrom thanked the committee for the depth of input shared at the meeting. From the comments shared, he reviewed the key direction they provided to staff:

- Look at introducing a park loop
- Consider different parking alternatives
- Support extending the feel of Main Street to the park (at least along the major connection)
- Consider road realignments but realize the issues involved
- Support quiet to active transition
- Consider a variety of pedestrian movement options
- Look at the pedestrian promenade as a unifying piece of the puzzle

Stu Vander Hoek added it would be helpful if there were past studies that show how parks work, by looking at the surrounding population count in relation to park use.

VIII. Adjourn

Mike reminded everyone that the next public meeting is set for July 31st, and the fifth meeting of the Steering Committee is scheduled for August 16th. Iris Tocher thanked all participants for their comments and the meeting was then adjourned.

ACTION ITEMS:

- Update and finalize June 21 meeting summary (City staff)
- Follow-up with committee co-chairs to confirm future meeting times (City staff)

- Add new categories to the parking analysis (on-street, off-street and private) (Consultant staff)
- For the economic analysis, characterize the hotel in Scenario H as a business hotel, not a resort hotel (Consultant staff)
- Rename the "Main" zone in the land use framework diagram to "Old Bellevue" (Consultant staff)
- Contact King County Metro regarding Lake Washington ferry (City staff)
- Share previous park studies that show how parks work (City/consultant staff)

PUBLIC PARTICIPANTS (who signed in):

- Linda Osborn
- Stuart Currie
- Angela Currie
- Rod Bindon
- Scott Gilson
- Aaron Dichter
- C. Hoople
- Elena Bertolucci
- Leslie Kodish
- Steve Kodish
- Ray Waldmann
- Al Mackenzie
- Jay Martin[CoB1]