Meydenbauer Bay Park and Land Use Plan

Draft Environmental Impact Statement (EIS)

June 2009

Meydenbauer Bay
PARK AND LAND USE PLAN

City of Bellevue
Departments of Planning & Community Development and Parks & Community Services
Bellevue, Washington

EDAW | AECOM

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Prepared for

City of Bellevue

Departments of Planning & Community Development and
Parks & Community Services
Bellevue, Washington

Prepared by

EDAW AECOM

Seattle, Washington

This Draft Environmental Impact Statement (EIS) has been prepared in compliance with the State Environmental Policy Act of 1971, as amended (Chapter 43.21C, Revised Code of Washington); the SEPA Rules, effective April 4, 1984, as amended (Chapter 197-11, Washington Administrative Code); and the Bellevue Environmental Procedures Code (Chapter 22.02, City of Bellevue Code), which implement SEPA.

This Draft EIS has been prepared for the purpose of review and comment by citizens, citizens' organizations, and public agencies. Preparation of this document is the responsibility of the City of Bellevue's Departments of Planning & Community Development and Parks & Community Services, which combined are the lead agency for this project. This Draft EIS is not an authorization for an action, nor does it constitute a decision or recommendation for an action; in its final form, it will accompany the Proposed Action and will be considered in making the final decision for the Proposed Action.

Date of Draft EIS Issuance:	**June 4, 2009**
Date of Draft EIS Public Hearing:	**June 23, 2009**
Date Comments are Due on the Draft EIS:	**July 20, 2009**
Anticipated Date of Final EIS Issuance:	**November, 2009**

Carol V Helland

Carol Helland
City of Bellevue Environmental Coordinator

City of Bellevue

Post Office Box 90012 ▪ Bellevue, Washington ▪ 98009 9012

June 4, 2009

Dear EIS Recipient:

This Draft Environmental Impact Statement (Draft EIS) analyzes the effects of adopting a Master Plan and related Comprehensive Plan, Land Use Code, and Zoning Map amendments for the Meydenbauer Bay Park and Land Use Plan. The proposal includes the development of a master plan for a public park on the north shore of Meydenbauer Bay, incorporating the existing Meydenbauer Beach Park, Bellevue Marina, and additional city-owned property along Meydenbauer Bay, and a land use plan for nearby upland properties to improve visual and physical connections to the waterfront. The basis for the proposal is embodied in the City of Bellevue Comprehensive Plan and Parks & Open Space System Plan 2003, and is further reflected in the twelve planning principles approved by the City Council for this proposal.

This is a programmatic, or "nonproject", EIS, as described in Chapter 197-11-442 of the State Environmental Policy Act (SEPA) Rules. This type of analysis is used to evaluate the impacts of adopting planning documents and other agency actions that do not involve constructing specific projects. Although any alternative could support the construction of new park or land development and related transportation system changes, those projects are not being proposed for development at this time and are not defined in detail. Thus, the environmental analysis is at a broad level that will assist City decision-makers in choosing a preferred alternative for guiding development of a new park on Meydenbauer Bay and the redevelopment of land in the study area in accordance with project objectives. Individual projects, including park development, will be required to undergo project-level SEPA analysis after they are formally proposed.

Alternatives Considered

No-Action Alternative: The No-Action Alternative is used as a baseline against which to measure the impacts of the action alternatives. It maintains existing land use designations and zoning for the upland properties, and proposes changes to the city-owned parcels only to the extent necessary to comply with requirements of funding sources used in the purchase of those parcels. These include the removal of city-owned residences and accessory structures, limiting impervious surfaces, providing at least 14 transient boat moorage slips, and improving public access to the shoreline. Some redevelopment of upland parcels, notably at the northeast and southeast corners of Main Street/100th Avenue, is assumed within the limits allowed by existing land use regulations.

Alternative 1: Alternative 1 would incentivize redevelopment in some upland areas by increasing development capacity while maintaining existing building height allowances.

In the "Upper Block" (bounded by Lake Washington Blvd NE, 99th Avenue NE, NE 1st Street, and 100th Avenue NE) allowable residential densities on parcels currently zoned R-30 would be increased to approximately 60 units per acre. In the area "South of Main" (bounded by Main Street, 101st Avenue SE, Meydenbauer Way SE, and 100th Avenue SE/SE Bellevue Place) allowable residential densities on parcels currently zoned R-30 would be increased to approximately 60 units per acre, and limited retail opportunities would be introduced.

Alternative 1 includes the closure of 100th Avenue SE/SE Bellevue Place to vehicle traffic and incorporates the right-of-way into the park design. Park components unique to Alternative 1 include the full daylighting of a culverted stream in the Meydenbauer Beach Park ravine, removing Pier 3 and the existing swim beach pier, removing the roof from Pier 2, providing boat moorage for approximately 40 long-term and at least 14 transient slips, installing a new public pier with viewing platform, restoring/softening approximately 950 linear feet of shoreline, providing a 4,000 square foot community building, providing a 3,000 square foot environmental education center, and providing parking for approximately 106 vehicles.

Alternative 1A: Alternative 1A is the same as Alternative 1, except that it would keep 100th Avenue SE/SE Bellevue Place open to vehicle traffic.

Alternative 2: Alternative 2 treats the Upper Block and area South of Main in a manner identical to Alternative 1. Within the future park, Alternative 2 features more overtly architectural elements and provides for indoor functions that reflect more intense year-round public use. Like Alternative 1, Alternative 2 includes the closure of 100th Avenue SE/SE Bellevue Place to vehicle traffic and incorporates the right-of-way into the park design. Park components unique to Alternative 2 include the partial daylighting of the culverted stream in the Meydenbauer Beach Park ravine, removing Piers 2 and 3, reconfiguring Pier 1, providing boat moorage for 25-35 long-term and at least 14 transient slips, installing a new public pier with elevated viewing platform and floating boardwalk, restoring/softening approximately 800 lineal feet of shoreline, providing an 8,000 square foot community building, providing a 3,000 square foot café, providing up to six vendor kiosks, and providing parking for approximately 156 vehicles.

Alternative 2A: Alternative 2A is the same as Alternative 2, except that it would keep 100th Avenue SE/SE Bellevue Place open to vehicle traffic.

Document Format

This Draft EIS is being distributed to agencies in electronic format as a compact disc (CD). The CD is also available to members of the public at no charge. Paper copies can be requested from the city of Bellevue at the printing cost of $15.00. Please contact the Service First desk at Bellevue City Hall (425-452-6800) to request a copy.

Draft EIS Public Hearing

A Public Hearing for this Draft EIS will be held on **June 23, 2009**, at Bellevue City Hall, 450 110th Avenue NE, Bellevue. The Public Hearing will begin at **6:00 PM** to accept comments on the environmental impacts of the alternatives.

Written Comments

Written comments on the Draft EIS must be received or postmarked by **July 20, 2009** and should be addressed to:

Michael Paine, Environmental Planning Manager
Development Services Department
City of Bellevue
P.O. Box 90012
Bellevue, WA 98009-9012.

Comments may also be submitted by e-mail to mpaine@bellevuewa.gov or on a form you can download from the project website at http://www.bellevuewa.gov/meydenbauer_project_intro.htm.

Next Steps

The Meydenbauer Steering Committee will hold a series of meetings in June and July and will arrive at a Preferred Alternative to be addressed in a Final EIS to be published later this year. The Preferred Alternative may combine elements of the No Action Alternative, Alternative 1, and/or Alternative 2. For further information about this Draft EIS, please contact Mike Bergstrom (425-452-6866 or mbergstrom@bellevuewa.gov) or Robin Cole (425-452-6195 or rcole@bellevuewa.gov).

Sincerely,

Carol V Helland

Carol V. Helland, Environmental Coordinator
Department of Development Services

Fact Sheet

Proponent:	City of Bellevue, Planning and Community Development and Parks & Community Services Departments
Location:	Meydenbauer Beach Park and surrounding parcels. The proposal's "primary study area" is generally bounded by 98th Place NE/Meydenbauer Beach Park on the west, NE 1st Street on the north, 101st Avenue SE on the east, and Meydenbauer Way SE and Meydenbauer Bay on the south. The City owns approximately 10 acres of property within the primary study area, along or in proximity to the shoreline of Meydenbauer Bay. A larger "secondary study area" arcs around the perimeter of the primary study area.
Project:	Meydenbauer Bay Park and Land Use Plan
Description of Proposed Action:	The proposal is to develop a long-range land use and park master plan for the primary study area. The basis for the proposal is embodied in the City of Bellevue Comprehensive Plan and Parks & Open Space System Plan 2003, and is further reflected in 12 planning principles approved by the City Council on March 19, 2007, for this proposal. The proposal includes the development of a master plan for a public park on the north shore of Meydenbauer Bay, incorporating the existing Meydenbauer Beach Park and additional City-owned property along Meydenbauer Bay, and a land use plan for nearby upland properties to improve visual and physical connections to the waterfront. This programmatic environmental impact statement (EIS) evaluates two action alternatives that reflect a mix of programs, uses, structures, and design elements for park and upland development. Each of these alternatives includes scenarios for closing 100th Avenue SE/SE Bellevue Place to vehicle traffic, as well as keeping this road open to vehicles. The EIS also evaluates a No-Action Alternative, which would maintain existing land use designations and zoning for the upland properties and which proposes changes to the City-owned parcels only to the extent necessary to comply with requirements of funding sources used in the purchase of those parcels. The alternative that is ultimately selected could be any one of the action or no-action alternatives, or could include elements from each of the alternatives.
Responsible Official:	Carol Helland, City of Bellevue Environmental Coordinator P.O. Box 90012 Bellevue, Washington 98009-9012
Staff Contacts:	Proponent: Department of Planning and Community Development Michael Bergstrom, Senior Planner 425-452-6866 Parks & Community Services Department Robin Cole, Project Manager 425-452-6195

	EIS: Development Services Department Michael Paine, Environmental Planning Manager 425-452-2739
Required Licenses and Permits:	City of Bellevue City Council Resolution Adopting Master Plan City of Bellevue City Council Ordinances Adopting Comprehensive Plan and Land Use Code Amendments (Note: Additional licenses and permits will be required at the project level)
Contributors:	City of Bellevue EDAW AECOM Moffatt & Nichol Perteet
Date of Issue:	June 4, 2009
Date of Hearing on DEIS:	June 23, 2009 Public Hearing begins at 6:00 p.m., Bellevue City Hall, 450 110 Avenue NE, Bellevue, Washington 98004.
Date Comments are Due:	July 20, 2009 Written comments may be mailed to Michael Paine, Environmental Planning Manager, Development Services Department, P.O. Box 90012, Bellevue, WA 98009-9012, or sent by e-mail to mpaine@bellevuewa.gov.
Nature and Date of Final Action by City:	The Bellevue City Council is expected to adopt by resolution a master plan for the proposal in 2010 and separately or together with the master plan adopt by ordinance a set of Comprehensive Plan and Land Use Code Amendments in 2010 or 2011.
Location of Background Data:	Data used during the preparation of this document may be viewed at the City of Bellevue Department of Planning and Community Development, 450 110 Avenue NE, Bellevue, Washington 98009. Background information is also available online at: http://www.bellevuewa.gov/meydenbauer_project_intro.htm.
Future Environmental Review:	The project alternatives in this document are analyzed at the programmatic level, in accordance with Washington Administrative Code (WAC) 197-11-442. This level of analysis allows decision-makers to compare the relative benefits and drawbacks of alternatives but does not assess impacts in sufficient depth for development permits to be granted. Future analyses and environmental review will accompany project-specific actions anticipated as part of the proposed action.
Copies to the Public:	$15.00 Paper copies may be purchased at the Service First desk at City Hall, 450 110 Avenue NE, Bellevue, Washington 98009. Compact discs (CDs) with the EIS in electronic format are also available at Service First at no charge. Electronic copies may also be downloaded at: http://www.bellevuewa.gov/meydenbauer_project_intro.htm.

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Acronyms and Abbreviations

ADA	Americans with Disabilities Act
ADT	average daily trips
AKART	all known, available, and reasonable methods of prevention, control, and treatment
BBS	bicycle lanes on both sides
BCC	Bellevue City Code
BKR	Bellevue-Kirkland-Redmond
BMP	best management practice
BOBS	Bicycle lanes on one or both sides
BOS	Bicycle lanes on one side
BTC	Bellevue Transit Center
CAAA	Clean Air Act Amendments
CAO	Critical Areas Ordinance
CESCL	certified erosion and spill control lead
CFR	Code of Federal Regulations
CFU/100 mL	Colony Forming Units per hundred milliliters
CH4	methane
CIP	Capital Investment Program
CO	carbon monoxide
CO2	carbon dioxide
COB	City of Bellevue
Corps	U.S. Army Corps of Engineers
CSZ	Cascadia Subduction Zone
CTR	Commute Trip Reduction
CWA	Clean Water Act
DAHP	Department of Archaeology and Historic Preservation
dB	decibels
dB re: 1 µPa	decibels referenced to a pressure of 1 micropascal
dBA	A-weighted dB
dBA/DD	dBA per doubling of distance
dB_{peak}	peak sound pressure
dB_{RMS}	Root Mean Square
DNR	Washington Department of Natural Resources
DNS	Determination of Nonsignificance
DPS	Distinct Population Segment
DS	Determination of Significance
du/a	dwelling units per acre
Ecology	Washington State Department of Ecology
EDNA	Environmental Designations for Noise Abatement
EFH	Essential Fish Habitat
EIS	Environmental Impact Statement
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
ESU	Evolutionarily Significant Unit
FAR	Floor Area Ratio
FHWA	Federal Highway Administration
FR	Federal Register
FTA	Federal Transit Administration

GHGs	greenhouse gases
GIS	geographic information system
GMA	Growth Management Act
GTEC	Growth and Transportation Efficiency Center
HABS/HAER	Historic American Buildings Survey/Historic American Engineering Record
HAPs	Hazardous air pollutants
HPA	Hydraulic Project Approval
HSPF	Hydrological Simulation Program – Fortran
HUC	Hydrologic Unit Code
HVAC	heating ventilation air conditioning
Hz	Hertz
I-90	Interstate 90
IAC	Interagency Committee
ITE	Institute of Transportation Engineers
kV	kilovolt
L_{dn}	day-night noise level
LED	light-emitting diode
L_{eq}	equivalent noise level
lf	linear feet
LID	Low Impact Development
L_{max}	maximum noise level
L_{min}	minimum noise level
LOS	levels of service
LUC	Land Use Code
MACT	Maximum Achievable Control Technology
MBTA	Migratory Bird Treaty Act
MMA	Mobility Management Area
MS4	municipal separate storm sewer system
MSA	Magnuson-Stevens Act
MVA	Megavolt-amperes
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NAVD88	North American Vertical Datum of 1988
NBF	No bicycle facilities
NEPA	National Environmental Policy Act
NESHAP	national emissions standards for HAPs
NHPA	National Historic Preservation Act of 1966
NMFS	National Marine Fisheries Service
NO_2	nitrogen dioxide
NOAA	National Oceanic and Atmospheric Administration
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPF	No pedestrian facilities
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NS	No status
nsf	net square feet
NWCB	Noxious Weed Control Board
OEHHA	Office of Environmental Health Hazard Assessment
OHWM	ordinary high water mark

OWSC	One-way stop controlled intersections
Pa	Pascals
PHS	Priority Habitats and Species
PM_{10}	particulate matter less than 10 microns in diameter
$PM_{2.5}$	fine particulate matter
ppm	parts per million
PPLUP	Preliminary Preferred Land Use Plan
PPV	people-propelled vessel
PSCAA	Puget Sound Clean Air Agency
PSE	Puget Sound Energy
RCO	Washington State Recreation and Conservation Office
RCW	Revised Code of Washington
RMS	root mean square
SBS	Sidewalk on both sides
SBUH	Santa Barbara Urban Hydrograph
SC	State Candidate
SEPA	State Environmental Policy Act
sf	square foot
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SM	State Monitored
SMA	Shoreline Management Act
SMP	Shoreline Management Program
SO_2	sulfur dioxide
SOBS	Sidewalk on one or both sides
SOC	Federal status species of concern
SOI	Species of Importance
SOS	Sidewalk on one side
SOV	single occupant vehicle
SPL	sound pressure level
SR	State Route
SS	State Sensitive
SSDP	Shoreline Substantial Development Permit
SWMP	Stormwater Management Program
SWPP	Stormwater Pollution Prevention
SWPPP	Stormwater Pollution Prevention Plan
T-BACT	toxic best available control technologies
TDM	Transportation Demand Management
TESC	temporary erosion and sedimentation control
TESCM	temporary erosion and sedimentation control measures
TFP	Transportation Facilities Plan
TMDL	Total Maximum Daily Load
TPH	total petroleum hydrocarbons
TPY	tons per year
TSS	Total Suspended Solids
TWSC	two-way stop-controlled (intersections)
USC	U.S. Code
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
v/c	volume to capacity
VdB	velocity decibels

VMT	vehicle miles traveled
VOC	volatile organic compound
WAC	Washington Administrative Code
WCAA	Washington Clean Air Act
WDFW	Washington Department of Fish and Wildlife
WQA	Water Quality Assessment for Washington
WRIA	Water Resource Inventory Area
WSDOT	Washington State Department of Transportation
WWHM	Western Washington Hydrology Model
$\mu g/m^3$	micrograms per cubic meter
µin/sec	microinch per second

CHAPTER 1 – INTRODUCTION AND SUMMARY

The City of Bellevue (the City) seeks to create a major citywide park and waterfront destination on the north shore of Meydenbauer Bay, visually and physically connected to the downtown's commercial and residential areas and linked to nearby neighborhoods. The City has embarked on a master planning process for a new waterfront park on Meydenbauer Bay and nearby upland properties on and near the shoreline of Lake Washington in Bellevue, King County, Washington. The City has prepared this programmatic Environmental Impact Statement (EIS) to analyze the potential effects on the natural and built environment associated with the proposed Meydenbauer Bay Park and Land Use Plan. The location of the EIS study area is shown in Figure 1.1-1.

1.1 PROJECT BACKGROUND AND OBJECTIVE

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

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

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

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

- Closely integrate master planning for Meydenbauer Beach Park and planning for the adjacent neighborhood.

In March 2007, the City Council adopted the following planning principles to help guide the Meydenbauer Bay Park and Land Use Plan:

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.

0 0.5 1 2 Miles

Figure 1.1-1: Vicinity Map

Sources: City of Bellevue GIS 2009, King County GIS 2009

Meydenbauer Bay Park and Land Use Plan EIS
City of Bellevue

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.

The City Council also approved a study area for the plan that includes a "primary study area" and a "secondary study area" (Figure 1.1-2).

The primary study area, which is referred to as the study area in this EIS, includes both City-owned and privately owned properties. Parcels within the study area fall into two groups: "park parcels" and "upland parcels." Park parcels are City-owned properties located south of Lake Washington Boulevard NE, that extend from the ravine along the shoreline from Meydenbauer Beach Park to the Bellevue Marina (which includes the Meydenbauer Bay Marina parcel and the Yacht Basin parcel), and wrapping around the inside of 100th Avenue SE to Main Street. The park parcels are residential properties (nine single-family parcels, the Bellevue Marina, and one apartment complex) acquired specifically for park expansion (see Section 2.1.1). Upland parcels include several groups of privately owned properties, plus one City-owned property, in various locations close to the park parcels (Figure 1.1-3).

1.2 PUBLIC INVOLVEMENT

The City undertook a substantial master planning and public involvement process beginning in early 2007 that included convening a Steering Committee whose first meeting was held on April 19, 2007. An open house 1 month later (May 15, 2007) was attended by approximately 60 people. Three additional public open houses or workshops were held in 2007 and were well attended by the public.

Those attending the open houses and workshops included many who lived near the park and some who lived south of Meydenbauer Bay; most attendees were Bellevue residents.

The City has provided ongoing opportunities for public involvement and comment throughout the planning process, including a website, online survey, and other community events and outreach measures. Monthly Steering Committee meetings were held during the early brainstorming and development of land use scenarios for the upland portions of the study area and development of park concepts along the shoreline. The City also provides opportunities for public comment through meetings of the Planning Commission, Parks and Community Services Board, and City Council. In 2008, the Steering Committee continued to meet, and two additional public workshops were held to develop and refine the park proposal and alternatives.

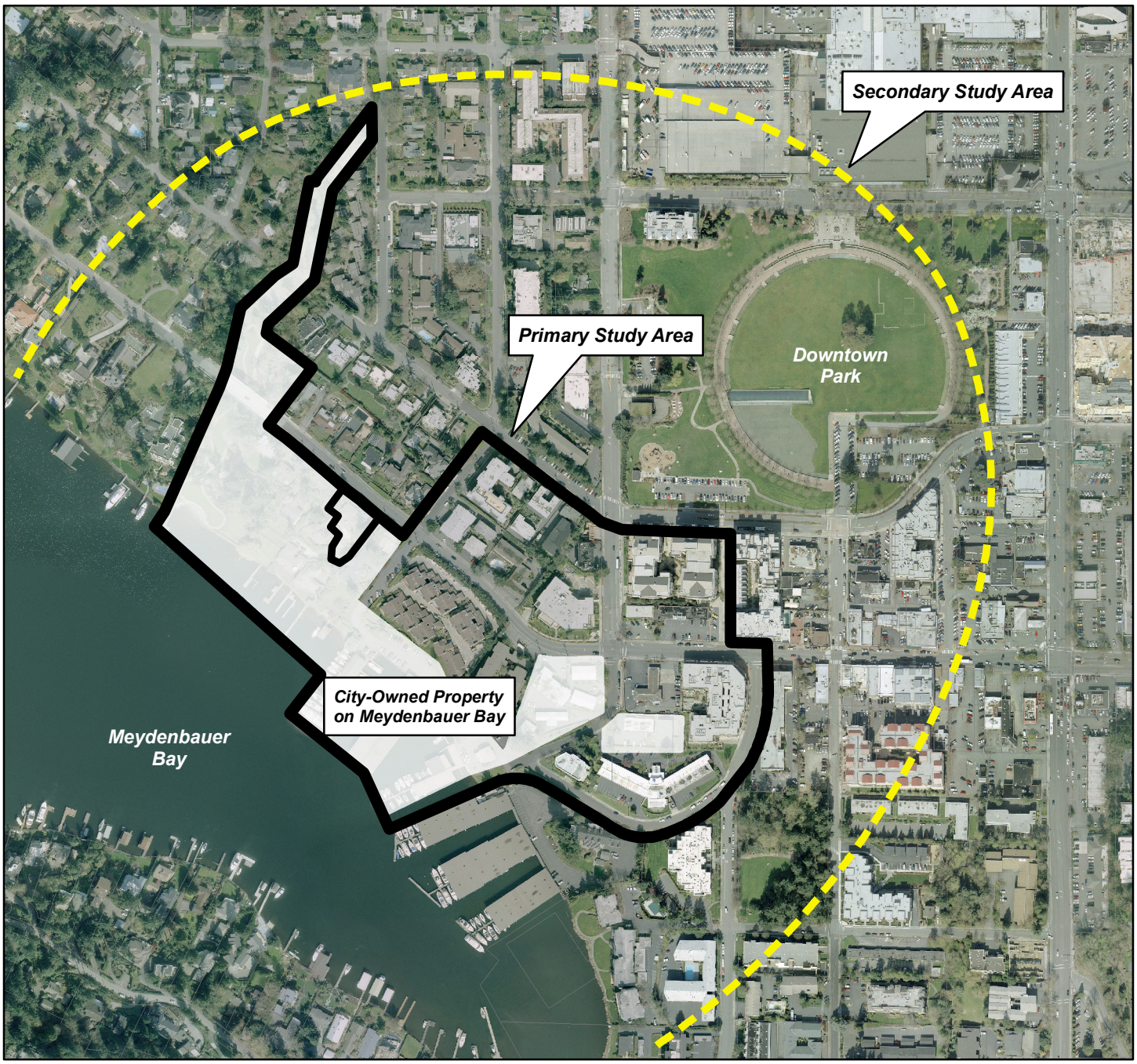
In late 2008, the City decided to prepare an EIS and subsequently published a Determination of Significance (DS) on October 9, 2008. An EIS scoping meeting was held on October 29, 2008. In addition to scoping meeting testimony, the City received numerous scoping letters and email communications (Appendix A). Following issuance of the Draft EIS, there will be a public comment period, which will include a public hearing on the Draft EIS. Publication and notice of availability of the Final EIS will occur later in 2009. The Final EIS will provide decision-makers with environmental information to help them decide whether to approve the proposal, approve it with conditions (mitigate), or deny the proposal.

The planning process and the associated public involvement process will continue into 2010. The Steering Committee will complete its work in 2009, culminating in a recommended alternative or plan incorporating a vision for both the land use and park components. A Final EIS will be prepared that will reflect the Steering Committee recommendation. Ultimately, the City Council will make the final decision on the recommended plan. The City could begin to implement the Meydenbauer Bay Park and Land Use Plan by the adoption of any associated amendments to the Comprehensive Plan, Land Use Code, or other City policy or regulatory documents in 2010. The timing of physical development of the new waterfront park or redevelopment of nearby upland properties will depend on a number of factors, including final design, permitting, and financing considerations, as well as (in the case of redevelopment of private properties) real estate market conditions.

1.3 ALTERNATIVES OVERVIEW

The purpose of this programmatic EIS is to describe the potential impacts associated with implementing the Meydenbauer Bay Park and Land Use Plan. The programmatic EIS evaluates potential impacts associated with two action alternatives compared to a no-action alternative. This EIS evaluates two action alternatives that reflect a mix of programs, uses, and design elements for park and upland development that would achieve the City's planning objectives. While both action alternatives envision closing 100th Avenue SE/SE Bellevue Place to vehicle traffic (between Main Street and Meydenbauer Way SE) in order to create a significant pedestrian entry and downtown connection, each alternative also includes a variant in which the road would remain open to vehicles.

Meydenbauer Waterfront Primary and Secondary Study Areas

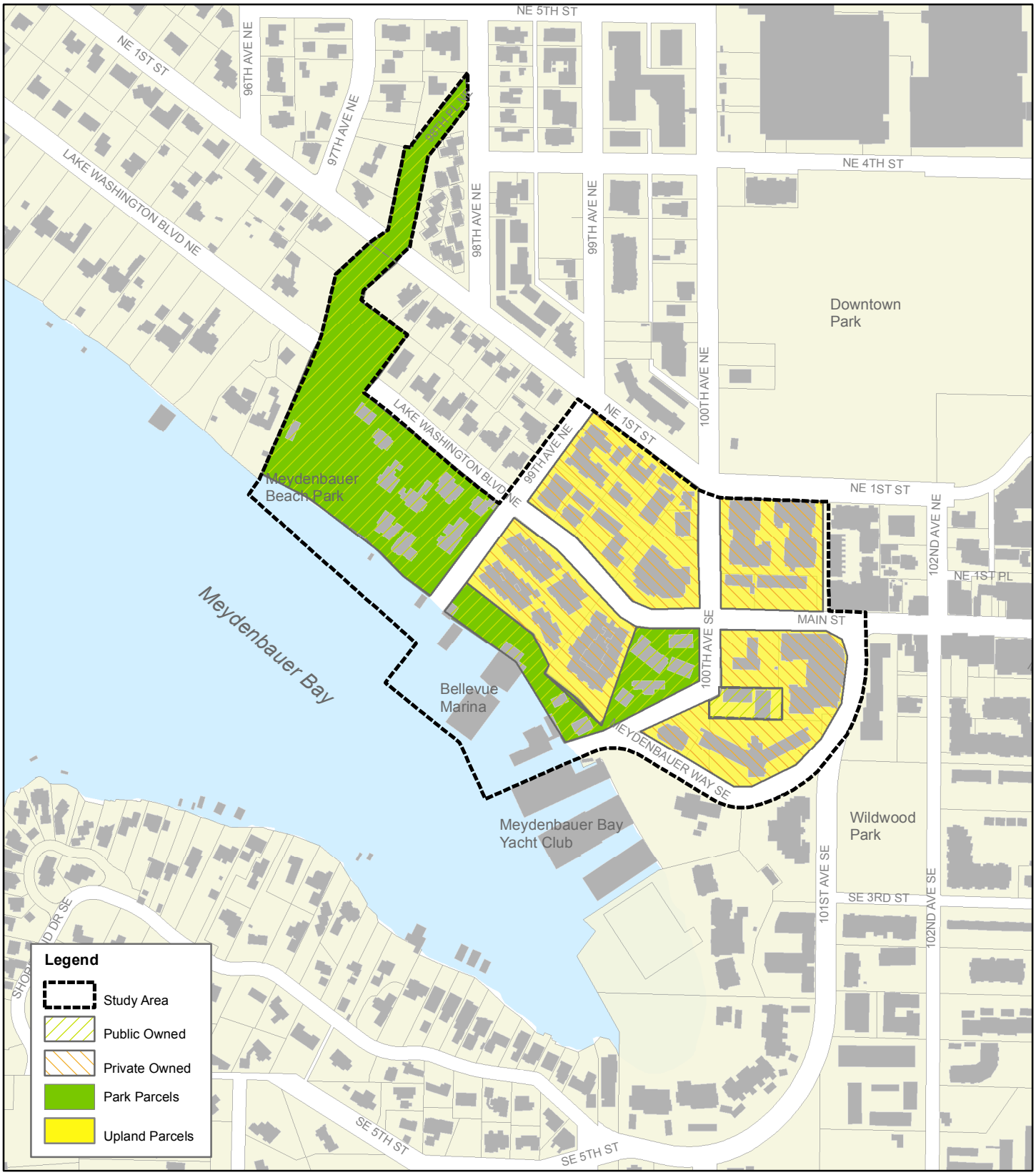


Source: City of Bellevue 2007

NOTE: This figure includes properties the City acquired after the primary study area was designated.

0 125 250 500 Feet

Figure 1.1-2: City Council Approved Study Areas



Source: City of Bellevue GIS 2009

0 125 250 500 Feet

Figure 1.1-3 Park and Upland Parcels

Meydenbauer Bay Park and Land Use Plan EIS
City of Bellevue

The park portions of the two action alternatives emphasize different planning visions; however, the upland land use scenarios would be the same under both action alternatives. This EIS also includes a mandatory no-action alternative, which provides a future baseline against which to measure the impacts of the action alternatives. The No-Action Alternative does not necessarily assume that the status quo does not change; rather, it assumes that changes would occur under existing regulations and/or obligations related to funding used to purchase some of the park properties.

These alternatives are described briefly below and in more detail in Chapter 2. All alternatives have a 2020 planning horizon, which is the time frame for implementation.

1.3.1 No-Action Alternative

The No-Action Alternative (Figure 1.3-1) provides a baseline for measuring the impacts of the action alternatives. The No-Action Alternative assumes no major changes to the Comprehensive Plan, infrastructure plans, or land use regulations within the 2020 planning horizon, except for those changes already programmed as part of existing City plans or plans proposed by other agencies, or as necessary to fulfill funding source obligations.

The No-Action Alternative generally would continue the existing zoning and land use mix in the Meydenbauer Bay Park and Land Use Plan study area. Park redevelopment would consist of those improvements necessary to meet the requirements of the various park acquisition funding sources. These include demolishing the existing single-family residences (and accessory structures such as docks) to expand the park, limiting impervious surfaces and relocating most parking from the Bellevue Marina parcels, and modifying one or more of the existing moorage piers to accommodate a total of at least 14 transient (i.e., public day use) slips. Since the No-Action Alternative assumes limited funding for park development, few new park amenities are envisioned and would be limited to a connecting shoreline trail, relocated surface parking, modest landscaping, and other minor improvements to allow the aggregated property to function as a park. The No-Action Alternative would retain the public pier and all other improvements at Meydenbauer Beach Park, the three moorage piers at the marina, and some existing parking. Approximately 70 public parking spaces would be provided for park and marina uses. The No-Action Alternative assumes a moderate level of residential and commercial redevelopment, within the limits of that allowed under existing land use codes, of two underdeveloped upland sites (i.e., Chevron station and Brant Photography).

1.3.2 Alternative 1

While there are many elements common to all three alternatives, Alternatives 1 and 2 place greater emphasis on providing shoreline access and public facilities associated with a waterfront park, and on strengthening connections between the waterfront and downtown. Alternative 1 (Figure 1.3-2) would revise the Comprehensive Plan policies and zoning regulations to allow the redevelopment of upland parcels within an overlay district or through some other zoning mechanism. (Note: The use of the term “overlay district” or “other zoning mechanism” in this EIS is not intended to suggest a specific means by which the goals of this proposal would be accomplished; rather, it is used to suggest that some aspects of the proposal would require

changes to the Comprehensive Plan and/or Land Use Code, and possibly to other development regulations as well. The specific mechanism by which that would be accomplished is yet to be determined.) It also assumes some redevelopment under existing zoning (i.e., Brant Photography). It also would provide landscaping and pedestrian improvements to connect the planning area and downtown.

Alternative 1 would close 100th Avenue SE and coordinate the redevelopment of approximately 2.65 acres of land under several ownerships, including one City-owned parcel, to improve pedestrian connections and activities by developing a series of mid-block pathways and terraces and other spaces usable by the general public. This alternative would provide additional development capacity (60 units per acre) in the upper block area between 99th Avenue NE and 100th Avenue NE, and between NE 1st Street and Lake Washington Boulevard NE, and in the area south of Main Street, east of 100th Avenue SE, while maintaining existing height limits but allowing increased lot coverage and reduced setbacks. The goal is to improve right-of-way edge conditions (upper block) and achieve public spaces, building forms, and uses (south of Main Street) that complement and provide a transition to the park and connections from the park to Old Bellevue, Downtown Park, and downtown.

The primary park components unique to Alternative 1 are:

- Daylight the entire stream through the park ravine.
- Provide terraced gardens and accessible path from Main Street to the marina.
- Remove Pier 3 and the public pier.
- Remove permanent protective cover from Pier 2.
- Provide moorage for approximately 40 long-term and at least 14 transient slips.
- Install a new public pier with viewing platform (east edge of the swimming beach).
- Restore approximately 950 linear feet (lf) feet of shoreline to more natural conditions.
- Provide an approximately 4,000 square foot (sf) community building.
- Provide an approximately 3,000 sf environmental education center.
- Provide public parking (approximately 106 spaces) for park and marina uses.

Alternative 1A, a road open variant, is also considered in analyzing effects on certain elements of the environment (e.g., transportation, parks and recreation), but is not considered in analyzing effects on most other elements. Therefore, Alternative 1A is only analyzed where the effects are sufficiently distinct from Alternative 1.

1.3.3 Alternative 2

Alternative 2, like Alternative 1, emphasizes the provision of shoreline access and public facilities associated with a waterfront park, and on strengthening connections between the waterfront and downtown. The two action alternatives differ primarily in the program and design of open space and recreational elements. Alternative 2 features more overtly architectural elements and the provision for indoor functions that reflect more intense year-round public use.

Alternative 2 (Figure 1.3-3) would revise the Comprehensive Plan policies and zoning regulations to allow redevelopment within an overlay district or through some other zoning mechanism, and minor redevelopment under existing zoning (i.e., Brant Photography).

- Meet parcel-specific requirements of any funding or grants used to acquire land for park development (e.g., remove residences, associated structures, and docks; limit impervious surface to 15 percent; retain at least 14 slips for transient moorage).
- Provide comprehensive park improvements, entry plaza, and a trail system.
- Relocate the swim beach and playground toward the southeast.
- Provide *picnic facilities*.
- Daylight the *full length of the* stream through the park.
- Relocate and improve wetland at mouth of stream.
- Remove Pier 3 *and public pier at beach park.*
- *Remove the roof from Pier 2.*
- Provide moorage for approximately *40 long-term slips* and retain at least 14 transient slips.
- Install *new public pier* with viewing platform *(east edge of swimming beach).*
- Restore approximately *950 lf* of shoreline to more natural conditions.
- Use Whaling Building as historical/cultural maritime center.
- Use Ice House as harbormaster residence and storage or marina office.
- Provide approximately *4,000 sf community building*.
- Provide approximately *3,000 sf environmental education center.*
- Provide public parking (*approximately 106 spaces*) for park and marina uses, including a below-grade garage with access from 99th Avenue NE.
- *Replace on-street parking (approximately 10 spaces) along 99th Avenue NE.*

As with the No-Action Alternative, the area south of Lake Washington Boulevard between Meydenbauer Beach Park and 99th Avenue NE would be converted to park use. Additionally, the areas currently occupied by marina parking would become an extension of the waterfront park. A hillside park and entry plaza would replace the Bayvue Village Apartments and 100th Avenue SE south of Main Street.

Impacts of this alternative are summarized below for recreation demand, opportunities, and conformance with applicable policies.

Recreation Demand

Similar to the No-Action Alternative, Alternative 1 assumes incremental redevelopment of multi-family parcels within and in the vicinity of the study area. As described in Section 3.4 (*Land Use*), this alternative also assumes the conversion of the Bayvue Village Apartments to park use, and regulatory changes that would facilitate redevelopment of several residential parcels in the study area. According to the City of Bellevue analysis, this would result in an increase of approximately 125 to 200 additional dwelling units within two blocks of Meydenbauer Beach Park. As with the No-Action Alternative, recreation demand would be affected by commercial and residential redevelopment at the edge of downtown adjacent to the study area, resulting in an increase in nearby residents and workers. Recreation demand also would increase due to the construction of new residences and commercial structures with little associated open space.

No Action

Figure 1.3-1 Site Plan for No-Action Alternative

Alternative 1

Figure 1.3-2: Site Plan for Alternative 1

Alternative 2

Figure 1.3-3: Site Plan for Alternative 2

The proposed regulatory changes and redevelopment of the upland parcels are identical to Alternative 1. Provisions for landscaping and pedestrian improvements to connect the study area and downtown also are identical to Alternative 1.

As described for Alternative 1, Alternative 2 would close 100th Avenue SE and coordinate the redevelopment of approximately 2.65 acres of land under several ownerships, including one City-owned parcel, to improve pedestrian connections by developing a series of mid-block pathways and plazas and other spaces usable by the general public. The overlay district is intended to provide additional development capacity (60 units per acre) in the upper block area and the area south of Main Street, while maintaining existing height limits but allowing increased lot coverage and reduced setbacks. The goal is to improve right-of-way edge conditions (upper block) and achieve public spaces, building forms, and uses (south of Main Street) that complement and provide a transition to the park and connections from the park to Old Bellevue, Downtown Park, and downtown.

The primary park components unique to Alternative 2 are:

- Daylight the stream through the park ravine between Lake Washington Boulevard and the lake.
- Provide a street-level public plaza at the corner of Main Street and 100th Avenue SE.
- Remove Piers 2 and 3.
- Reconfigure Pier 1.
- Provide moorage for 25-35 long-term and at least 14 transient slips.
- Install a new public pier with elevated viewing platform and floating boardwalk.
- Restore approximately 800 lf of shoreline to more natural conditions.
- Provide an approximately 8,000 sf community building.
- Provide an approximately 3,000 sf café.
- Provide up to six vendor kiosks.
- Provide public parking (approximately 156 spaces) for park and marina uses.

Alternative 2A, a road open variant, is also considered in analyzing effects on certain elements of the environment (e.g., transportation, parks and recreation), but is only analyzed where the effects are sufficiently distinct from Alternative 2. Therefore, Alternative 2A is not considered in analyzing effects on most other elements.

1.4 SUMMARY OF IMPACTS

The environmental effects of the project alternatives are evaluated in Chapter 3. Table 1.4-1 (included at the end of Chapter 1) provides a summary of the impacts described and analyzed in Chapter 3. As analyzed in Chapter 3 and summarized in Table 1.4-1, implementation of the project alternatives would result in relatively minor adverse and some beneficial impacts in the study area; project implementation would result in no significant adverse impacts.

1.5 POLICIES AND REGULATORY AUTHORITY

The Meydenbauer Bay Park and Land Use Plan embodies the goals and policies expressed in the City of Bellevue Comprehensive Plan, the Parks & Open Space System Plan, and the 12

planning principles adopted by the City Council. Consistent with the 12 planning principles, especially number 8 (environmental stewardship), the City intends to incorporate environmentally sensitive measures in project-level design and construction where feasible. Such measures may include recognized green building techniques, natural drainage practices, native or drought-tolerant landscape materials, natural shoreline edge treatments, pervious surface materials, and/or similar measures.

The Bellevue Comprehensive Plan is a broad statement of community goals and policies that directs the orderly and coordinated physical development of the City. Many elements of the Comprehensive Plan provide policy direction for the Meydenbauer Bay Park and Land Use Plan. The Land Use Element of the Comprehensive Plan provides the framework for other Plan Elements that guide other aspects of land use. The first goal of the Land Use Element is to develop and maintain a land use pattern that: "*Protects natural systems and helps realize the vision of a 'City in a Park*.'" The Parks, Opens Space, and Recreation Element of the Comprehensive Plan includes park and open space acquisition policies that recognize the importance of Meydenbauer Beach Park. "*Meydenbauer Bay continues to be a major focus for increasing Bellevue's access to the waterfront.… The ultimate goal is to connect the expansion of these properties to the Downtown area, creating a significant citywide park and waterfront destination.*" The Shoreline Management and Program Element includes Goal 4: "*To increase public, physical, and visual access to and along the city's shoreline areas*."

While the Comprehensive Plan is updated every year, the focus remains constant (2008): well-maintained, livable neighborhoods; healthy environment; vibrant urban center; and strong, diverse local economy. The City will amend the Comprehensive Plan and the Bellevue Land Use Code (e.g., land use and shorelines regulations) as needed to implement the adopted Meydenbauer Bay Park and Land Use Plan.

The State Environmental Policy Act (SEPA) requires government decision-makers to consider environmental information, along with technical and economic information, when deciding whether to approve a proposal. SEPA provides the tools for government agencies to consider and mitigate for environmental impacts of proposals. The SEPA Rules, Chapter 197-11 of the Washington Administrative Code (WAC), include rules to interpret and implement the broad policies of SEPA.

As noted earlier, the purpose of this programmatic EIS is to describe the potential impacts that could be associated with implementing the Meydenbauer Bay Park and Land Use Plan. While this EIS evaluates a programmatic or non-project action, it is likely that implementing specific components of the Meydenbauer Bay Park and Land Use Plan in the future will trigger additional project-level environmental review under SEPA.

The Growth Management Act (GMA) provides a framework for land use planning in Washington's most populous cities and counties. Chapters 197-11-210 through 197-11-235 of the WAC describe the procedures for SEPA/GMA integration, which is designed to ensure that environmental analyses under SEPA can occur concurrently with and as an integral part of planning and decision making under GMA, as an integrated SEPA/GMA document.

Linking planning for Meydenbauer Beach Park and adjacent uplands with the environmental analysis can result in better-informed GMA planning decisions; avoid delays, duplication, and paperwork in project-level environmental analysis; and narrow the scope of environmental review and mitigation under SEPA at the future project level.

1.6 PHASED REVIEW

This EIS follows the format requirements for an integrated SEPA/GMA document, as described in WAC 197-11-235. The City is conducting a programmatic environmental review at the planning phase, which allows it to consistently analyze impacts and determine mitigation for the entire plan, rather than project by project. The City also conducted an expanded scoping process (WAC 197-11-410), as part of the public involvement process described above (Section 1.2, *Public Involvement)*. While many comments were received during scoping, the intent is not to address every comment in the EIS. In the case of a programmatic EIS, comments may be presented that concern potential project-specific impacts and that are beyond the level of analysis of a programmatic document. The purpose of scoping was to identify alternatives to be analyzed, to eliminate insignificant impacts from detailed study, and to narrow the focus of the EIS to potentially significant environmental issues. WAC 197-11-794 defines "significant" as "a reasonable likelihood of more than a moderate adverse impact on environmental quality. Significance involves context and intensity and does not lend itself to a formula or quantifiable test." The methods for assessing environmental impacts and significance vary by resource element and are described in that context in Chapter 3. Scoping also provided notice to the public and other agencies that an EIS is being prepared and initiated their involvement in the SEPA process.

This approach integrates the Meydenbauer Bay Park and Land Use Plan preparation and decision-making with the environmental review process, public participation, and interagency cooperation.

Table 1.4-1. Summary of Effects of the Project Alternatives.

Resource Area	No-Action Alternative	Alternative 1	Alternative 2
Earth	Minor short-term construction-related impacts on erosion susceptibility, slope stability, settlement, and groundwater. Minor long-term geologic hazards could occur related to steep slopes, landslide potential, and erosion hazards, as well as seismically induced liquefaction, ground shaking, ground rupture, tsunamis, and seiches. Potential for impacts from tsunamis and seiches greater than for the action alternatives. With BMP implementation, no significant unavoidable adverse earth-related impacts.	Similar to No-Action Alternative; construction-related impacts slightly greater than No-Action given the greater level of development proposed. With BMP implementation, no significant unavoidable adverse earth-related impacts.	Same as Alternative 1. With BMP implementation, no significant unavoidable adverse earth-related impacts.
Surface Water and Water Quality	Minor short-term construction-related impacts such as runoff turbidity and increased sediment. 228,000 sf of impervious surface area. No significant, unavoidable adverse impacts.	Construction-related impacts similar to No-Action Alternative. Long-term improvements in stormwater quality compared to No-Action because of opportunity for new treatment facilities; long-term net benefit to stormwater quality. 250,000 sf of impervious surface area. No significant, unavoidable adverse impacts.	Similar to Alternative 1. 327,000 sf of impervious surface area No significant, unavoidable adverse impacts.
Plants and Animals	Minor impacts on plants, animals, habitat, and threatened or endangered species. Construction activities would cause minor disturbances to wildlife breeding, foraging, or migrating behavior. Short-term impacts on fish associated with in-water work. Long-term beneficial effects in the form of general habitat improvements. Reduction to 46,000 sq ft of overwater structure, improving habitat for juvenile fish. No significant unavoidable adverse impacts.	Similar short-term construction related impacts as No-Action – slightly greater given level of development. Short-term impacts on fish associated with in-water work. Long-term beneficial impacts in the form of general habitat improvements greater than No-Action. Reduction to 22,000-23,000 sq ft of overwater structure, providing best improvements to habitat for juvenile fish. Beneficial habitat effects associated with shoreline (950 lf), stream (1,300 lf), and wetland restoration – greatest ecological benefit on plants and animals of the project alternatives. No significant unavoidable adverse impacts.	Similar short-term and long-term effects as Alternative 1. 800 lf of shoreline and 360 lf of stream restoration. Reduction to 28,000-29,000 sq ft of overwater structure. No significant unavoidable adverse impacts.
Land Use	Minor short term, construction-related activities could temporarily displace visitors to the park and nearby neighborhoods. Long-term, redevelopment would increase the intensity of use within both the upland parcels and the park. No significant unavoidable adverse land use impacts.	Similar short-term construction impacts as No-Action; slightly greater given the level of development. Intensity of use greater than No-Action. Greater long-term beneficial impacts than No-Action in the form of addressing policy goals and objectives of the Comprehensive Plan and 12 planning principles. No significant unavoidable adverse land use impacts.	Similar short-term construction and long-term impacts as Alternative 1; slightly greater given the level of development. Same long-term beneficial impacts as Alternative 1. No significant unavoidable adverse land use impacts.
Shorelines	Short-term construction impacts in the form of water turbidity, shoreline erosion, and reduced water quality. With implementation of appropriate measures and BMPs, no significant unavoidable adverse shoreline impacts.	Short-term construction impacts similar to No-Action, but slightly greater given the level of development. Long-term improved marina infrastructure compared to No-Action, and improved overall water-related	Similar to Alternative 1. 800 lf of shoreline restoration. With implementation of appropriate mitigation and BMPs, no significant unavoidable

Resource Area	No-Action Alternative	Alternative 1	Alternative 2
		recreational opportunities. Reduction of permanent moorage capacity at the marina would have minor impacts on navigation compared to No-Action. Shoreline habitat improvements, including 950 lf of shoreline restoration. Greater long-term benefits than No-Action. With implementation of appropriate measures and BMPs, no significant unavoidable adverse shoreline impacts.	adverse shoreline impacts.
Parks and Recreation	Minor short term, construction-related activities could temporarily displace visitors to the park. Long-term beneficial impacts. Approximately 87 long-term moorage slips and at least 14 transient slips; no people-propelled vessel (PPV) launch or moorage. No significant unavoidable adverse impacts.]	Similar short-term construction impacts as No-Action; slightly greater given the level of development. Long-term beneficial effects consistent with the City's goals and policies guiding park development and improved transitions and connections between the park and surrounding neighborhoods. Long-term beneficial impacts, including community building and environmental education center. Approximately 40 long-term and 14 transient slips; PPV launch capability and moorage for 15 PPVs. No significant unavoidable adverse impacts.	Similar short-term (adverse) and long-term (beneficial) effects as Alternative 1. Alternative 2 would provide the most intensity of park redevelopment and opportunities for serving broader community. Long-term beneficial impacts, including boardwalk, café, and community building. Approximately 25-35 long-term moorage slips and 14 transient slips; PPV launch capability and moorage for 10 PPVs, No significant unavoidable adverse impacts.
Visual Quality	Minor visual improvements north of 99th Avenue NE. No significant unavoidable adverse impacts.	Creation of viewing opportunities and removal of built structures that currently obstruct views. Increased access along shoreline and associated viewing opportunities. Relative to No-Action, considerable improvements to the aesthetic quality of the shoreline and the marina. No significant unavoidable adverse impacts.	Similar to Alternative 1 but would create more locations for view opportunities both north of 100th Avenue SE and north of 99th Avenue NE due to increased ease of circulation and accessibility. Elevated viewing platform would be visible from neighboring residences. No significant unavoidable adverse impacts.
Cultural and Historic Resources	No significant unavoidable adverse impacts on cultural or historic resources.	Compared to No-Action, minor beneficial impacts in the form of preserving the existing Whaling Building and increasing the opportunities for historic interpretation of the unique history of the site. No significant unavoidable adverse impacts.	Similar to Alternative 1, but with slightly different interpretation and education opportunities. No significant unavoidable adverse impacts.
Transportation	Minor impacts on transportation facilities and services. Short-term construction impacts related to temporary service and access interruptions, including for police, fire, and emergency services. In the long term, one intersection (100th Ave NE at NE 1st Street) would operate at LOS F. Steady growth of background traffic anticipated. Substantial improvements in pedestrian and bicycle facilities, access, and safety. No significant unavoidable adverse impacts.	Minor impacts on transportation facilities and services. Short-term construction impacts slightly greater than No-Action given the level of additional development. Closure of 100th Avenue SE. In the long term, slight additional impacts relative to No-Action, including moderate increase in delay at Main Street/101st Avenue SE, decreasing level of service from LOS C to LOS E. Intersection at 100th Ave NE at NE 1st Street would operate at LOS E (LOS F	Similar to Alternative 1. No significant unavoidable adverse impacts.

Resource Area	No-Action Alternative	Alternative 1	Alternative 2
		under Alternative 1A). Substantial improvements in pedestrian and bicycle facilities, access, and safety. Potential for conflicts between vehicles and pedestrians/cyclists would be greater if 100th Avenue SE remains open to traffic (under Alternative 1A). No significant unavoidable adverse impacts.	
Noise	Short-term construction would temporarily increase noise levels in the study area. Long-term impacts would include elevated noise levels associated with traffic, visitation, and increased recreation. No significant unavoidable adverse impacts.	Impacts similar to No-Action but slightly greater given the additional level of development, as well as increased visitation, commercial activity, traffic, and recreation use. No significant unavoidable adverse impacts.	Same as Alternative 1. No significant unavoidable adverse impacts.
Air Quality	Short-term construction impacts would temporarily increase air pollution levels in the study area. In the long term, air pollutant emissions would be created by additional vehicles related to increased visitation and residents but much less than applicable ambient air quality standards. No significant unavoidable adverse impacts.	Short-term construction and long-term operation impacts similar to No-Action but slightly greater given the additional level of development, as well as increased visitation. No significant unavoidable adverse impacts.	Same as Alternative 1. No significant unavoidable adverse impacts.
Public Services	Short-term construction impacts could include temporary service interruptions to existing utilities and temporarily increase police, fire, and medical emergency service response times. No long-term impacts anticipated. No significant unavoidable adverse impacts.	Short-term construction impacts similar to No-Action, but slightly more pronounced given level of proposed development. No significant unavoidable adverse impacts.	Same as Alternative 1. No significant unavoidable adverse impacts.

Source: Developed by EDAW 2009, based on analysis presented in Chapter 3.

CHAPTER 2 – DESCRIPTION OF ALTERNATIVES

2.1 DEVELOPMENT OF ALTERNATIVES

SEPA requires consideration of a no-action alternative, and "reasonable alternatives." A reasonable alternative under SEPA (WAC 197-11-786, 197-11-440[5]) is an action that could feasibly attain or approximate a proposal's objective, but at a lower environmental cost or decreased level of environmental degradation. Reasonable alternatives may be limited to those that the City has authority to control either directly or indirectly through the requirement of mitigation. In addition, the proponent may, but is not required to, identify and consider a preferred alternative.

The City of Bellevue is evaluating three alternatives, a No-Action Alternative and two action alternatives (Alternatives 1 and 2), for future development of Meydenbauer Beach Park and nearby upland properties within the study area. The action alternatives were developed and refined through a robust planning process that is being integrated with the environmental review process.

2.1.1 Planning Process

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

The City initiated its planning process in early 2007, which resulted in a Preliminary Preferred Land Use Plan (PPLUP) for land uses and development intensity in the upper block and south of Main Street areas (Sasaki 2008) of the study area. The PPLUP illustrates potential building masses, siting, relationships, and concepts that provide pedestrian connections between the new waterfront park and upland areas, as well as physical and interactive spaces and amenities that reinforce the pedestrian experience and the connection of the waterfront to nearby upland areas.

The PPLUP envisions the closure of 100th Avenue SE, and coordinated redevelopment of approximately 2.65 acres of land under several ownerships, including one City-owned parcel; the redevelopment was designed to improve pedestrian connections and environments by developing a series of mid-bock pathways and plazas. The PPLUP identified several issues that are being evaluated as part of the ongoing planning process.

Land use alternatives considered as part of this earlier process assessed the economic feasibility of redevelopment through market-based incentives of upland areas (within the study area), identified as the upper block and the area south of Main Street. The market analysis concluded that considerable additional development capacity would be required on the upper block to provide sufficient economic incentive for current owners to redevelop the property rather than converting it to condominiums (EPS 2008). As a result of this analysis, 100 percent market-based incentives to ensure redevelopment in the upper block were not pursued further. However, the City decided to pursue more modest policy and regulatory changes to provide some degree of incentive (other than increasing building height or allowing new uses) that could improve the pedestrian environment along the edges of the upper block. These changes are reflected in the upland redevelopment portions of Alternatives 1 and 2.

When the City continued its planning process with a focus on the new waterfront park, it also focused on reintegrating the new park and uplands, with greater attention to the edge condition and relationship of these two important components of the Meydenbauer Bay Park and Land Use Plan. This integration of the park and upland parcels acknowledges the challenges and opportunities of the grade difference of approximately 74 feet between the shoreline and the intersection of Main Street and 100th Avenue NE and approximately 71 feet across the western portion of the park. This grade change presents an opportunity to activate the corridor edge, provide vertical circulation, capitalize on views, separate public and private uses, and locate some uses and structures away from the shoreline. The two action alternatives reflect these conditions and opportunities, and also acknowledge the important interrelationship between the waterfront park and the surrounding upland neighborhoods.

2.1.2 Programmatic Environmental Analysis

This is a programmatic, or "nonproject," EIS, as described in WAC 197-11-442. This type of analysis evaluates the impacts of adopting planning documents and other agency actions that do not involve constructing specific projects. Since the Meydenbauer Bay Park and Land Use Plan EIS is programmatic, the environmental analysis is conducted at a broad level intended to disclose potential effects and to guide redevelopment of the park and adjacent upland parcels. This analysis is not intended to document impacts at the project level; individual development projects may be required to undergo project-level SEPA analysis after they are formally proposed. In addition, SEPA is not intended to explore fiscal impacts or serve as a cost-benefit analysis.

Because of the programmatic nature of this document, most elements of the environment are evaluated qualitatively. However, transportation effects are evaluated quantitatively using computer modeling to assess potential future impacts. This approach was chosen to provide a more objective basis for comparing the project alternatives. Depending on the magnitude of future projects, project-level environmental review could range from a SEPA Checklist and Determination of Nonsignificance (DNS), where impacts are less than significant, to a project-

level EIS (where significant unmitigated adverse impacts are likely to occur). In addition, all projects will be required to comply with applicable environmental regulations and obtain the necessary permits from the City of Bellevue and other agencies with jurisdiction. Conditions placed upon these permits, as well as mitigation measures identified through the SEPA process, will ensure that potential impacts are avoided, minimized, and/or mitigated to the greatest possible extent.

The City of Bellevue is evaluating three alternatives in this programmatic EIS, a No-Action Alternative and two action alternatives, for future development of Meydenbauer Beach Park and adjacent City-owned parcels, and for nearby upland properties within the study area. Under all alternatives, both public and private properties within the study area would experience some level of redevelopment. To help organize the description of the upland parcels referred to below, they are grouped below by "quadrants" that are centered on the intersection of Main Street at 100th Avenue (Figure 2.1-1).

2.2 NO-ACTION ALTERNATIVE

Many elements of the No-Action Alternative are common to all alternatives. Key elements of this alternative are the redevelopment of commercial parcels at the northeast and southeast corners of Main Street and 100th Avenue under existing zoning, and expansion of Meydenbauer Beach Park south to 99th Avenue NE. Under the No-Action Alternative, the study area would experience some level of redevelopment. Existing zoning designations are graduated to transition where multi-family zoning abuts single-family zoning across 99th Avenue NE. The Chevron station, which is a non-conforming use under the existing Land Use Code, is assumed to redevelop in accordance with the Land Use Code provisions. The most likely scenario for redevelopment of this site is several floors of residential over ground-floor commercial/retail and is assumed as the No-Action Alternative. However, other options such as a hotel or office building are possible under existing Land Use Code provisions. The Brant property on the northeast corner of Main Street and 100th Avenue NE likely would be similarly redeveloped at a smaller scale, commensurate with the parcel size.

The No-Action Alternative includes the expansion of park use between Lake Washington Boulevard NE and the Lake Washington shoreline, to the extent necessary to fulfill obligations required by the funding sources used to purchase many of the City-owned properties. Park development would include the removal of residential structures and the addition of limited park amenities, such as a shoreline pathway linking the existing beach park to 99th Avenue NE. The park would contain modest amenities and be left in a relatively undeveloped state, similar to the level of amenities currently present in Meydenbauer Beach Park. This type of development would provide passive recreational opportunities for neighborhood residents and people who work nearby.

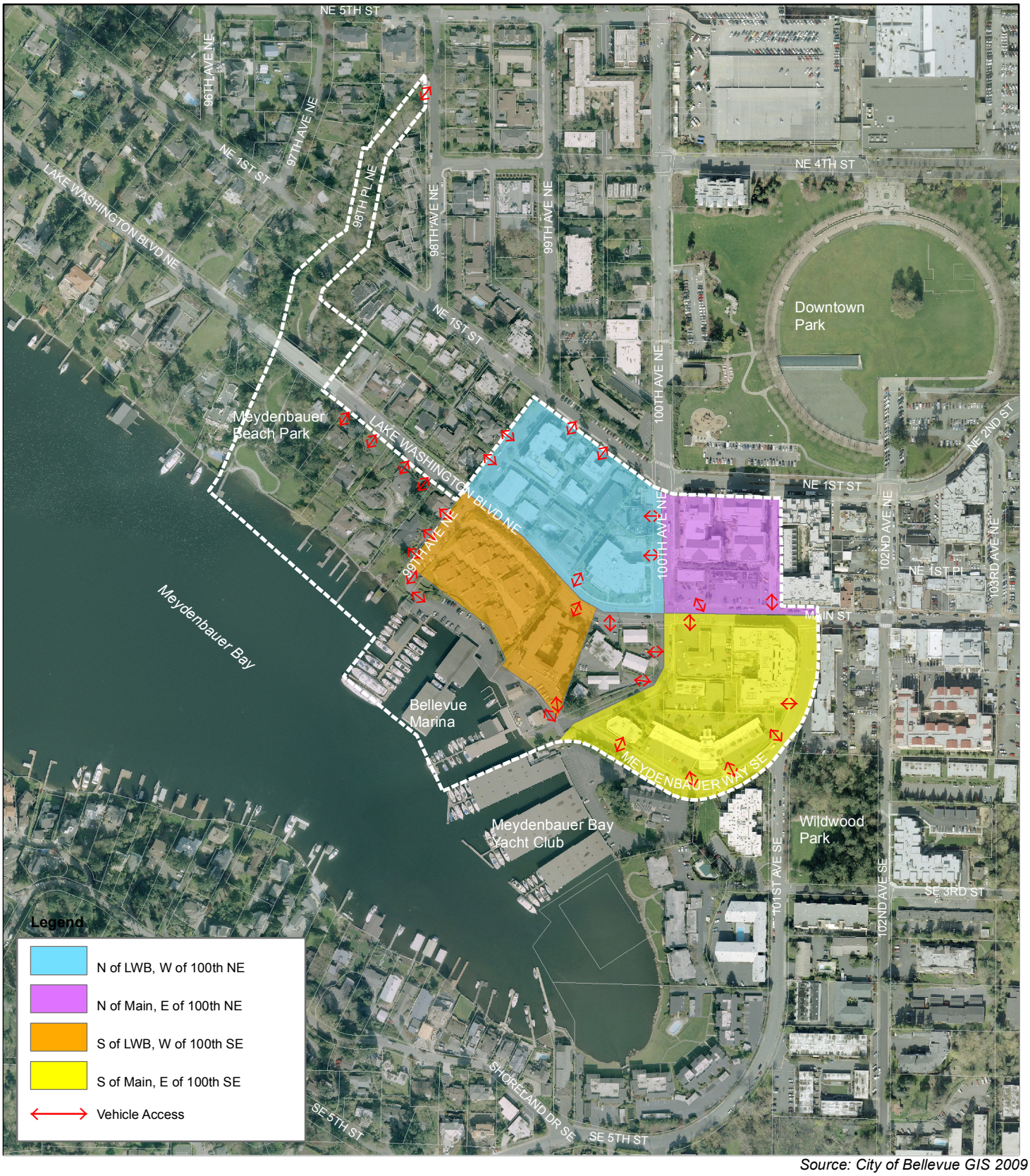
In terms of land use compatibility, the conversion to park use would provide some advantages over the existing single-family residential use. The existing Meydenbauer Beach Park wraps along the waterfront, directly bordering three of the single-family parcels. The City-owned Bellevue Marina faces the parcels across 99th Avenue NE. Thus, the current single-family use is sandwiched between seasonally intense public uses. Extending the park use from Meydenbauer Beach Park to 99th Avenue NE would create a single public-use zone from Lake Washington Boulevard NE to the Lake Washington shoreline. The public moorage (i.e., Bellevue Marina and

the Yacht Basin) would retain a mix that includes at least 14 transient moorage slips, with the remainder available for longer term moorage use. This alternative would do little to address various City of Bellevue policy goals regarding public shoreline access, appropriate neighborhood transitions, or improving pedestrian and visual connectivity between downtown and the waterfront. Components of the No-Action Alternative include (also see Figure 1.3-1):

- Maintain current Comprehensive Plan policies and zoning regulations.
- Retain most existing upland development; some redevelopment would occur under existing zoning.
- Upland parcels – north of Lake Washington Boulevard, west of 100th Avenue NE
  - 115 dwelling units
  - 25,785 net square feet (nsf) commercial/retail
- Upland parcels – north of Main Street, east of 100th Avenue NE
  - 306 to 323 dwelling units
  - 12,500 nsf commercial/retail
- Upland parcels – south of Main Street, east of 100th Avenue SE
  - 183 to 231 dwelling units
  - 19,833 nsf commercial/retail
- Upland parcels – south of Lake Washington Boulevard, west of 100th Avenue SE
  - 57 dwelling units
  - No commercial/retail
- Park parcels
  - Meet parcel-specific requirements of any funding or grants used to acquire land for park development (e.g., remove residences, associated structures, and piers; limit impervious surface to 15 percent; retain at least 14 slips for transient moorage)
  - Provide limited park improvements (e.g., provide public access to the shoreline and construct a shoreline pathway between 99th Avenue NE and the beach park)
  - Increase park acreage from approximately 3 acres to approximately 8.5 acres
  - Retain developed Meydenbauer Beach Park including the public pier
  - Retain three moorage piers (two covered) with approximately 87 usable long-term and at least 14 transient slips
  - Reduction in overwater coverage to 46,000 sf
  - Provide approximately 70 parking spaces for park use and marina uses

2.3 ALTERNATIVE 1

While many elements are common to all three alternatives, Alternatives 1 and 2 place greater emphasis on providing shoreline access and public facilities associated with a waterfront park, and on strengthening connections between the waterfront and downtown through upland redevelopment and enhanced street landscaping and pedestrian amenities. Under Alternative 1, the policies and land use designations of the Comprehensive Plan would be revised to accommodate the desired redevelopment of specific residential and commercial properties. Several parcels within the study area would be subject to these new standards, which would encourage the development of denser, mixed-use structures, and provide a transition between downtown and the expanded park. Alternative 1 would increase the allowable development intensity for two sections of the study area.



Source: City of Bellevue GIS 2009

0 135 270 540 Feet

Figure 2.1-1: Upland (Non-Park) Parcel Quadrants and Existing Vehicular Access

For the blocks north of Lake Washington Boulevard and west of 100th Avenue NE, the average unit count would increase by approximately 38 units (from approximately 115 units in the No-Action Alternative to approximately 153 units in Alternative 1). For the blocks south of Main Street and east of 100th Avenue SE, the average unit count would increase by approximately 55 units (from a range of 183 to 231 units in the No-Action Alternative to 238 to 286 units in Alternative 1).

Alternative 1 would convert the Bayvue West parcel (i.e., Bayvue Village Apartments, west of 100th Avenue NE) from apartments to public park use. In this alternative, 100th Avenue SE would be closed south of Main Street. This right-of-way would be combined with the Bayvue West parcel to create a hillside entry plaza with stairs, plantings, and a water feature.

Vehicular access to the adjacent Vue Condominium and 10000 Meydenbauer Condominium would continue to be provided by Meydenbauer Way SE. Pedestrian access to 10000 Meydenbauer Condominium would continue to be provided by pedestrian paths within the redesigned 100th Avenue SE/SE Bellevue Place right-of-way. The addition of this entry plaza would enhance the public character of the hillside between Main Street and Bellevue Marina. Within the park area west of 99th Avenue NE, a community building and environmental education center would be added. The existing access road and parking for Meydenbauer Beach Park would be removed, and the stream (currently piped underground) would be daylighted for the extent of the park ravine (approximately 1,300 lf), with a restored wetland at its mouth. Approximately 950 lf of shoreline armor (i.e., rock riprap and/or timber bulkheads) would be replaced by more natural shoreline conditions, characterized by gentler slopes and native vegetation planted at the top of the bank. The addition of a 4,000-sf community building and a 3,000-sf environmental education center would add year-round activity. Additional parking would be provided and accessed from 99th Avenue NE.

Compared to the No-Action Alternative, the addition of a hillside entry plaza in Alternative 1 would address several policy goals intended to guide development of the study area. This entry plaza would enhance the visual and pedestrian connection from Downtown Park to the Lake Washington waterfront. It also would provide an open space element that connects Meydenbauer Beach Park to Main Street and downtown, thus helping to create a waterfront park of civic significance. Components of Alternative 1 include (also see Figure 1.3-2):

- Revise Comprehensive Plan policies and zoning regulations to allow 60 dwelling units per acre or equivalent Floor Area Ratio (FAR) in the block north of Lake Washington Boulevard, west of 100th Avenue NE, and in the block south of Main Street, east of 100th Avenue SE, and to allow limited additional retail opportunity south of Main Street.
- Redevelopment within a new land use district or overlay district; minor redevelopment under existing zoning.
- Provide consistent street landscaping and pedestrian improvements to connect the park and downtown.
- Upland parcels – north of Lake Washington Boulevard, west of 100th Avenue NE
    - 153 dwelling units
    - 25,785 nsf commercial retail
- Upland parcels – north of Main Street, east of 100th Avenue NE
    - 306 to 323 dwelling units
    - 12,500 nsf commercial/retail

- Upland parcels – south of Main Street, east of 100th Avenue SE
  - 238 to 286 dwelling units
  - 25,583 nsf commercial/retail
- Upland parcels – south of Lake Washington Boulevard, west of 100th Avenue SE
  - 57 dwelling units
  - No commercial/retail
- Park parcels
  - Meet parcel-specific requirements of any funding or grants used to acquire land for park development (e.g., remove residences, associated structures, and piers; limit impervious surface to 15 percent; retain at least 14 slips for transient moorage)
  - Provide comprehensive park improvements, entry plaza, and trail system
  - Increase park acreage from approximately 3 acres to approximately 9.5 acres
  - Relocate the swimming beach and playground
  - Provide picnic facilities
  - Daylight the full length of the stream through the park
  - Relocate and improve wetland at mouth of stream
  - Remove Pier 3 and the public pier at the beach park
  - Remove the roof from Pier 2
  - Reduction in overwater coverage to 22,000 to 23,000 sf
  - Provide moorage for approximately 40 long-term and at least 14 transient slips
  - Install a new public pier with viewing platform (east edge of swimming beach)
  - Restore approximately 950 lf of shoreline to more natural conditions
  - Use the American Pacific Whaling Fleet Building (Whaling Building) as an historical/cultural maritime center
  - Use the Ice House as the harbormaster residence and storage or marina office
  - Provide an approximately 4,000 sf community building
  - Provide an approximately 3,000 sf environmental education center
  - Provide public parking (approximately 106 spaces) for park and marina uses, including a below-grade garage with access from 99th Avenue NE.

2.3.1 Alternative 1A – Road Open Variant

Alternative 1A is the same as Alternative 1, except that 100th Avenue SE would remain open between Main Street and Meydenbauer Way SE. This would allow vehicular access to the redeveloped properties along the east side of 100th Avenue SE and preserve access options for existing residential structures and the Bellevue Marina. In this EIS, Alternative 1A is only analyzed where the effects are sufficiently distinct from Alternative 1.

2.4 ALTERNATIVE 2

Alternative 2 is similar to Alternative 1 in striving to address policy goals to create a waterfront district with high-quality civic open space and appropriate adjacent development. Alternatives 1 and 2 are identical in terms of the proposed regulatory change and redevelopment of upland parcels, as described above.

Alternatives 1 and 2 differ primarily in the program and design of open space and recreational elements. As in both the No-Action Alternative and Alternative 1, the park area between Lake

Washington Boulevard and the shoreline would be expanded southeastward to 99th Avenue NE. As in Alternative 1, the Bayvue West parcel would be converted from apartments to a hillside entry plaza for public open space use. While there are many differences between Alternatives 1 and 2 in terms of park design and shoreline treatment, the primary differences are the intensity of uses programmed for the hillside entry plaza, and the retention of the existing parking lot and access road for Meydenbauer Beach Park. As a result, only a portion of the creek (approximately 360 lf) would be daylighted through the park.

As in Alternative 1, the entry plaza would provide a public connection from Main Street to the shoreline, but in a more structured architectural manner. In Alternative 2, a 3,000 sf café would be located in a structure integrated into the hillside entry plaza south of Main Street along the alignment of 100th Avenue SE. The addition of more overtly architectural elements and the provision for indoor functions would reflect a more intense year-round public use. Components of Alternative 2 include (also see Figure 1.3-3):

- Revise Comprehensive Plan policies and zoning regulations to allow 60 dwelling units per acre or equivalent Floor Area Ratio (FAR) in the block north of Lake Washington Boulevard, west of 100th Avenue NE, and in the block south of Main Street, east of 100th Avenue SE, and to allow limited additional retail opportunity south of Main Street.
- Redevelopment within a new land use district or overlay district; minor redevelopment under existing zoning.
- Provide consistent street landscaping and pedestrian improvements to connect the park and downtown.
- Upland parcels – north of Lake Washington Boulevard, west of 100th Avenue NE
    - 153 dwelling units
    - 25,785 nsf commercial retail
- Upland parcels – north of Main Street, east of 100th Avenue NE
    - 306 to 323 dwelling units
    - 12,500 nsf commercial/retail
- Upland parcels – south of Main Street, east of 100th Avenue SE
    - 238 to 286 dwelling units
    - 25,583 nsf commercial/retail
- Upland parcels – south of Lake Washington Boulevard, west of 100th Avenue SE
    - 57 dwelling units
    - No commercial/retail
- Park Parcels
    - Meet parcel-specific requirements of any funding or grants used to acquire land for park development (e.g., remove residences, associated structures, and piers; limit impervious surface to 15 percent; retain at least 14 slips for transient moorage)
    - Provide comprehensive park improvements, entry plaza, and trail system with floating boardwalk
    - Increase park acreage from approximately 3 acres to approximately 9.5 acres
    - Relocate swimming beach
    - Daylight stream through park between Lake Washington Boulevard and lake
    - Relocate and improve wetland at mouth of stream
    - Remove Piers 2 and 3
    - Reduction in overwater coverage to 28,000 to 29,000 sf

- Provide moorage for approximately 25-35 long-term and at least 14 transient slips
- Install new public pier with elevated viewing platform and floating boardwalk
- Restore approximately 800 lf of shoreline to more natural conditions
- Use the Whaling Building as historical/cultural maritime center
- Use Ice House as harbormaster residence and storage or marina office
- Provide approximately 8,000 sf community building
- Provide approximately 3,000 sf café
- Provide up to 6 vendor kiosks
- Provide public parking (approximately 156 spaces) to park and marina uses, including two below-grade garages, one with access from 99th Avenue NE, and the other located toward the eastern end of the park.

2.4.1 Alternative 2A – Road Open Variant

Alternative 2A is the same as Alternative 2, except that 100th Avenue SE would remain open between Main Street and Meydenbauer Way SE. This would allow vehicular access to the redeveloped properties along the east side of 100th Avenue SE and preserve access options for existing residential structures and the Bellevue Marina. In this EIS, Alternative 2A is only analyzed where the effects are sufficiently distinct from Alternative 2. The effects of the two road open variants, 1A and 2A, are anticipated to be similar.

2.5 COMPARISON OF ALTERNATIVES

Table 2.5-1 provides a detailed side-by-side comparison of the three project alternatives for most components of the Meydenbauer Bay Park and Land Use Plan. As the table shows, the extent of upland redevelopment is the same under Alternative 1 and 2. Also see Figures 1.3-1, 1.3-2, and 1.3-3.

Table 2.5-1. Comparison of the Project Alternatives.

Component	No-Action Alternative	Alternative 1	Alternative 2
Comprehensive Plan and Zoning	Maintain current policies and regulations	Revise policies and regulations (in the Comprehensive Plan and Land Use Code) to allow residential densities of 60 units per acre or equivalent FAR in some upland areas, and to allow limited additional retail opportunity south of Main Street	Revise policies and regulations (in the Comprehensive Plan and Land Use Code) to allow residential densities of 60 units per acre or equivalent FAR in some upland areas, and to allow limited additional retail opportunity south of Main Street
Upland Parcels			
Upland redevelopment	Minor redevelopment under existing zoning	Redevelopment within new land use district or overlay district; minor redevelopment under existing zoning	Redevelopment within new land use district or overlay district; minor redevelopment under existing zoning
Street landscaping and pedestrian improvements to connect park and downtown	No new street landscaping or pedestrian improvements	Provide consistent street landscaping and pedestrian improvements to connect park and downtown	Provide consistent street landscaping and pedestrian improvements to connect park and downtown

Table 2.5-1. Comparison of the Project Alternatives.

Component	No-Action Alternative	Alternative 1	Alternative 2
North of Lake Washington Boulevard, west of 100th Avenue NE	115 dwelling units 25,785 nsf commercial/retail	153 dwelling units 25,785 nsf commercial/retail	153 dwelling units 25,785 nsf commercial/retail
North of Main Street, east of 100th Avenue NE	306-323 dwelling units 12,500 nsf commercial/retail	306-323 dwelling units 12,500 nsf commercial/retail	306-323 dwelling units 12,500 nsf commercial/retail
South of Main Street, east of 100th Avenue SE	183-231 dwelling units 19,833 nsf commercial/retail	238-286 dwelling units 25,583 nsf commercial/retail	238-286 dwelling units 25,583 nsf commercial/retail
South of Lake Washington Boulevard, west of 100th Avenue SE	57 dwelling units No commercial/retail	57 dwelling units No commercial/retail	57 dwelling units No commercial/retail
Park Parcels			
Acquisition funding or grants	Meet all requirements (e.g., remove residences, associated structures and docks; limit impervious surface to 15 percent; retain at least 14 transient slips)	Meet all requirements (e.g., remove residences, associated structures and docks; limit impervious surface to 15 percent; retain at least 14 transient slips)	Meet all requirements (e.g., remove residences, associated structures and docks; limit impervious surface to 15 percent; retain at least 14 transient slips)
General park improvements	Limited park improvements on approximately 8.5 acres	Comprehensive park improvements on approximately 9.5 acres	Comprehensive park improvements on approximately 9.5 acres
Trails and paths	Limited trails; new shoreline path between 99th Avenue NE and beach park	Comprehensive trail system and entry plaza	Comprehensive trail system, entry plaza, and floating boardwalk
Swimming beach	Retain swimming beach	Relocate swimming beach	Relocate swimming beach
Playground	Retain playground	Relocate playground	No playground
Picnic facilities	No picnic facilities	Provide picnic facilities	No picnic facilities
Stream	Retain stream in culvert through park	Daylight full length of stream through park (approximately 1,300 lf)	Daylight stream between Lake Washington Boulevard and lake (approximately 360 lf)
Wetland	Retain degraded wetland	Relocate improved wetland to mouth of stream at lake	Relocate improved wetland to mouth of stream at lake
Piers	Retain public pier at beach park; Retain moorage Piers 1, 2, and 3	Remove public pier at beach park; Provide new public pier with viewing platform east of swim beach; Remove moorage Pier 3; Remove roof from Pier 2	Retain public pier at beach park; Provide new public pier with elevated viewing platform and floating boardwalk; Remove moorage Piers 2 and 3
Overwater Coverage	46,000 sf	22,000 to 23,000 sf	28,000 to 29,000 sf
Moorage	Provide approx. 87 long-term and retain at least 14 transient slips	Provide approx. 40 long-term and retain at least 14 transient slips	Provide 25-35 long-term and retain at least 14 transient slips
People propelled vessel (PPV) launch and storage	No PPV launch or moorage	Provide PPV launch and moorage for 15 PPVs on east side of new public pier	Provide PPV launch, moorage and storage for 10 PPVs at new public pier

Table 2.5-1. Comparison of the Project Alternatives.

Component	No-Action Alternative	Alternative 1	Alternative 2
Shoreline armoring	Retain existing shoreline armoring	Restore approx. 950 lf of shoreline to more natural conditions	Restore approx. 800 lf of shoreline to more natural conditions
Whaling Building	Retain use as storage/marina support	Renovate as historical/ cultural maritime center	Renovate as historical/ cultural maritime center
Ice House	Retain harbormaster residence above; remodel as storage or marina office below	Retain harbormaster residence above; remodel as storage or marina office below	Retains harbormaster residence above; remodels as storage or marina office below
Community Building	No community building	Provide approx. 4,000 sf community building	Provide approx. 8,000 sf community building
Education Center	No education center	Provide approx. 3,000 sf education center	No education center
Café	No café	No café	Provide 3,000 sf café
Vendor kiosks	No vendor kiosks	No vendor kiosks	Provides up to 6 vendor kiosks
Restrooms	Retain public restrooms at beach park; allow public access to single ADA restroom at Whaling Building	Remove beach park restrooms; provide new restrooms west of 99th Avenue NE; allow public access to single ADA restroom in Whaling Building; provide restrooms in environmental education center and community building	Remove beach park restrooms; provide new restrooms west of 99th Avenue NE; allow public access to single ADA restroom in Whaling Building and community building
Park parking	Provide approx. 70 parking spaces for park use (28 spaces existing parking in ravine, 6 spaces at marina, 36 spaces in new surface parking area)	Provide approx. 106 parking spaces for park use (pull out along Lake Washington Boulevard, marina, one underground garage)	Provide approx. 156 parking spaces for park use (pull out along Lake Washington Boulevard, marina, two underground garages, retain existing parking in ravine)
Adjacent on-street parking along 99th Avenue NE	Retain approx. 10 spaces along 99th Avenue NE	Replace approx. 10 spaces along 99th Avenue NE	No on-street parking along 99th Avenue NE

Source: Provided by the City of Bellevue 2009; EDAW 2009.

2.6 ALTERNATIVES ELIMINATED

The City evaluated various incentives and regulatory measures that would achieve the objectives of the Meydenbauer Bay Park and Land Use Plan. As summarized by City staff (see Section 1.1), these include enhancing public access to Meydenbauer Bay, improving physical and visual connections between downtown and Meydenbauer Bay, redeveloping upland and park parcels that reflect the waterfront and complements the park, and integrating the park and adjacent neighborhoods. The City focused its analysis on alternatives that would advance the objectives of the Meydenbauer Park and Land Use Plan. During the course of the planning process, which began in 2007, the City considered various alternatives and approaches for both the upland and park parcels that were not carried forward for full analysis in this EIS, largely because they did not meet the defined objectives. In some cases, components of these alternatives were integrated

into the three project alternatives developed and analyzed in the EIS. As part of the planning process, the City also considered suggestions for addressing traffic flow in the study area. These alternatives are summarized below.

2.6.1 Alternatives Considered – Upland Parcels

The City and Steering Committee explored several alternative approaches to redeveloping the upland parcels that included:

- **Market-based incentives (allow 90 dwelling units per acre [du/a] or comparable Floor Area Ratio [FAR])** – Early land use alternatives assessed the economic feasibility of redevelopment of upland areas (within the study area), identified as the upper block and the area south of Main Street, through market-based incentives. The market analysis concluded that considerable additional development capacity (90 du/a or comparable FAR) would be required on the upper block to provide sufficient economic incentive to ensure that owners would redevelop the property rather than converting it to condominiums (EPS 2008). As a result of this analysis, and the lack of overall support for this level of redevelopment, 100 percent market-based incentives to ensure redevelopment in the upper block were not pursued further.

- **Policy and regulatory changes (allow 45 du/a or comparable FAR)** – In response to comments received during the initial planning process, the City also evaluated redesignating some or all of the upland parcels in the study area to allow residential development at a density of 45 du/a (or comparable FAR). However, this approach was eliminated because the lower density did not provide sufficient financial incentive to redevelop the property and therefore did not achieve the proposal objective of providing connectivity between the upland neighborhoods and the waterfront through market-based incentives.

- **Policy and regulatory changes (allow 60 du/a or comparable FAR)** – Ultimately, it was determined that 60 du/a was the minimum density needed to facilitate, although not necessarily ensure, redevelopment. This could be accommodated through establishing a new overlay zone, new zoning district, or similar zoning mechanism. Alternatives 1 and 2 both propose this density increase, and a zoning mechanism by which to accomplish it. The zoning mechanism would allow increased lot coverage and reduced setbacks, while maintaining existing height limits. The City concluded that this more modest policy and regulatory approach would provide some degree of incentive (other than increasing building height or allowing new uses) that could improve the pedestrian environment along the edges of the of the upper block. *These changes are reflected in the upland redevelopment portions of Alternatives 1 and 2.*

2.6.2 Alternatives Considered – Park Parcels

The City also considered various approaches to redeveloping and integrating the park parcels. These included approaches that would "bookend" the intensity of development and degree of environmental effect. *Various aspects of these approaches are reflected in the No-Action Alternative and in the two action alternatives*.

As the park planning progressed, the City next developed three park alternatives for consideration, referred to as the "educational emphasis," "shoreline emphasis," and "civic emphasis." In general, each of these alternatives reflected a design focus or theme. *Ultimately, through workshops with the Steering Committee and the public, the education emphasis became Alternative 1, and the shoreline and civic alternatives merged to become Alternative 2.* The City determined that these two action alternatives provide an appropriate range of reasonable alternatives for evaluating park development.

2.6.3 Alternatives Considered – Transportation Options

Several other possible transportation improvements were also considered. These included the possibility of a roundabout at Main Street and 101st Avenue SE in lieu of a stop-controlled intersection. However, a standard roundabout would not fit without expanding the right-of-way and acquiring adjacent land and building(s). A "mini" roundabout would fit within the existing roadway prism, but the analysis of this configuration determined that the west leg would fail because of the high volume/capacity (V/C) ratios. Engineers also noted that the existing turn lanes would be sacrificed and made worse when east-bound queuing reaches the intersection. METRO and Sound Transit buses that serve the City and fire engines could not negotiate a mini roundabout. Additionally, the mini roundabout could result in a higher accident rate than a standard roundabout.

Another suggestion was to limit traffic on 100th Avenue SE to one-way northbound. The effects of a one-way vehicle route would fall within the range of impacts identified in the evaluation of the No-Action and the two action alternatives, since those alternatives address the effects of leaving 100th Avenue SE open to two-way vehicle traffic as well as the effects of closing it entirely to through traffic. Therefore, a one-way scenario was not specifically evaluated.

CHAPTER 3 – AFFECTED ENVIRONMENT, IMPACTS, & MITIGATION MEASURES

3.1 EARTH

This section describes the geologic setting, soils, and stability of the study area; applicable plans, policies, regulations, and laws related to development activities in geologic hazard areas; and the effects of the project alternatives on these elements of the environment.

3.1.1 Affected Environment

The study area is located on the Meydenbauer Bay shoreline, on the eastern shore of Lake Washington, near the downtown core of the City of Bellevue (Figure 3.1-1). The study area is approximately 33 acres in area and is a mix of residential, commercial, and public uses. A smaller portion of the study area consists of Meydenbauer Beach Park, the shoreline, and the bay (Figure 3.1-2).

Figure 3.1-1: Aerial View of Study Area and Vicinity.

The mix of residential and commercial areas includes single-family residences, apartments, condominiums, offices, and retail businesses (Figure 3.1-3). These areas have greater than 50 percent impervious surface. Lake Washington Boulevard NE is the main road through the study area. Three paved roads (99th Avenue NE, 100th Avenue SE/SE Bellevue Place, and Meydenbauer Way SE) provide access from Lake Washington Boulevard NE to the marina, the park, and to adjacent private properties.

Meydenbauer Beach Park is a 2.8-acre local waterfront park with an armored shoreline, a grass lawn near-shore area, and a swimming beach and small pier. A children's play area, picnic facilities, and a restroom with lifeguard quarters support the park uses (Figure 3.1-3). The upper portion of Meydenbauer Beach Park consists of a steep, forested ravine. A small native stream currently flows through a pipe under the paved park access road (TWC 2008) and discharges into the lake via an outfall located north of the swimming beach.

The shoreline is approximately 1,250 linear feet from Meydenbauer Beach Park to SE Bellevue Place. Other than the public swimming beach, the shoreline is armored with concrete at the developed park, relatively low rock riprap through the residential areas, and timber bulkheads at the Bellevue Marina. Section 3.5 (*Shorelines*) of this Draft EIS describes the bay's shoreline in detail.

3.1.1.1 Existing Conditions

Topography

Elevation in the vicinity of the study area rises on the northeast and southwest shores of Meydenbauer Bay, forming a protected cove-like setting (Figure 3.1-4). The normal lower and upper levels for Lake Washington are 16.8 and 18.8 feet above mean sea level, respectively (M&N 2008). The water level measured by PGS, Inc. on June 12, 2008 was 18.7 feet, North American Vertical Datum of 1988 or NAVD88 (PGS 2008). Terrain in the study area consists of the developed areas and Meydenbauer Beach Park. Topography in the developed area slopes toward Meydenbauer Bay from the east end of 98th Place NE to within about 100 feet of the shoreline. Most of the slopes in the study area range from about 10 to 30 percent.

Elevation ranges from 19 feet at the shoreline to 90 feet at Lake Washington Boulevard NE to 128 feet at NE 1st Street. The slope is generally flat near and adjacent to the shoreline but rises steeply to Lake Washington Boulevard. The Meydenbauer Beach Park ravine originates from an historic stream but is currently piped. Side slopes in the ravine exceed 40 percent.

Geology

The geology of the Puget Sound region includes a thick sequence of over-consolidated glacial and normally consolidated nonglacial soils overlying bedrock. Glacial deposits were formed by ice sheets originating in the mountains of British Columbia and from alpine glaciers that descended from the Olympic and Cascade Mountains during at least four glacial advances between 150,000 and 10,000 years ago.

The study area is located in the central portion of the Puget Lowland. Regional topography is dominated by a series of north-south trending elongated ridges and glacial uplands. The uplands are separated by large, glacially excavated troughs that were further modified by geologic processes following the retreat of the most recent ice sheet, and which now are partially occupied by Puget Sound and other large bodies of water, such as Lake Washington.

The March 2007 Geologic Map of King County (Booth et al. 2007) indicates that the study area is underlain by glacial till, a very dense, heterogeneous mixture of clay, silt, sand, and gravel with occasional cobbles and boulders.

Source: City of Bellevue GIS 2009

Feet
0 125 250 500

Figure 3.1-2: Aerial

Meydenbauer Bay Park and Land Use Plan EIS
City of Bellevue

Mix of Residential and Commercial Areas

Meydenbauer Beach Park

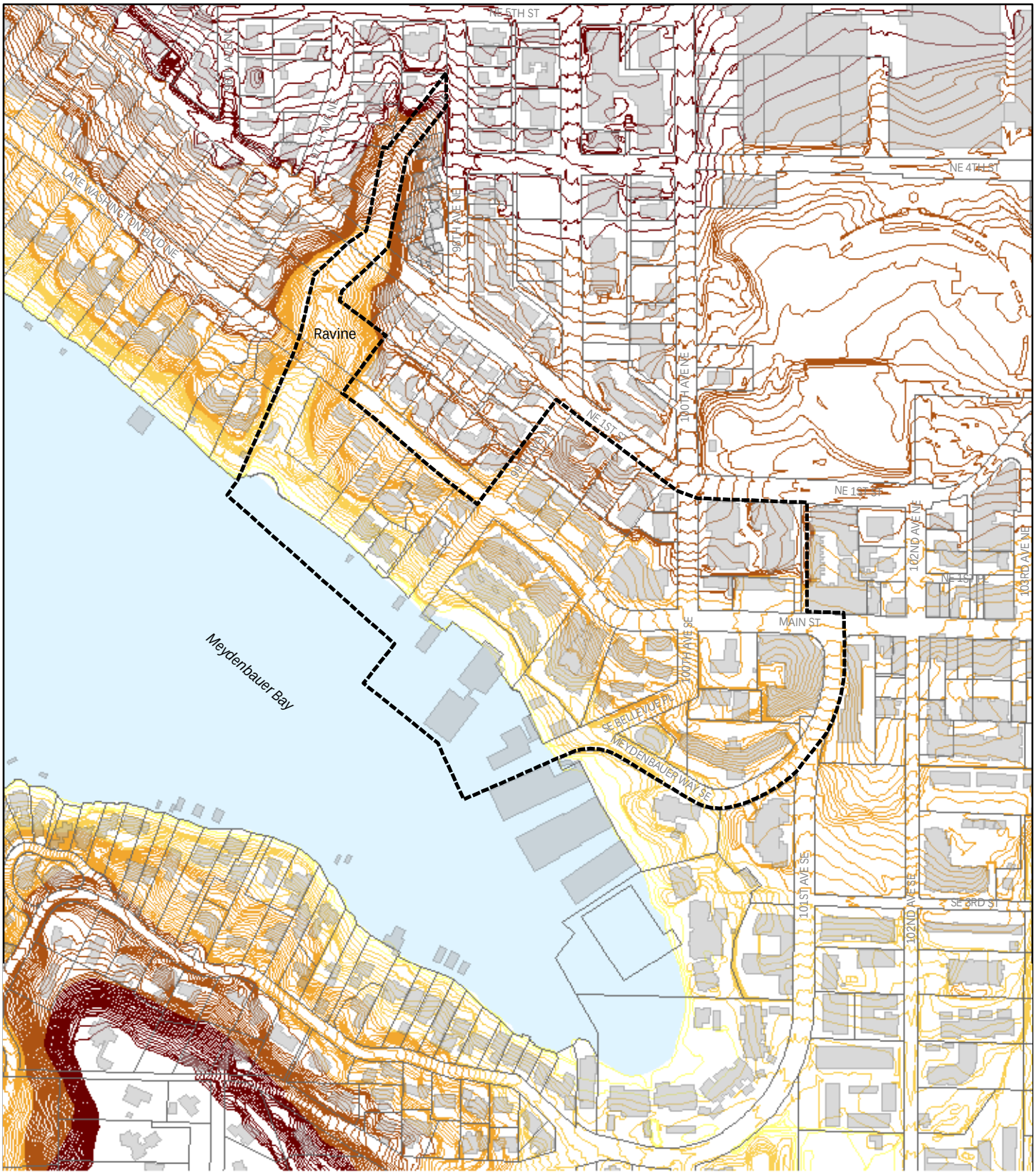
Forested Ravine

Meydenbauer Beach Park - Slope

Riprap Shoreline

Armored Shoreline

Figure 3.1-3: Study Area Photos.



Source: City of Bellevue GIS 2009

0 125 250 500 Feet

Figure 3.1-4: Topography

Meydenbauer Bay Park and Land Use Plan EIS
City of Bellevue

The presence of glacial till in the vicinity of the study area was confirmed during subsurface explorations performed for a geotechnical study (AGRA 1997) completed in association with the proposed Meydenbauer Bridge Retrofit project. The bridge is located on Lake Washington Boulevard NE and crosses the ravine at the west end of Meydenbauer Beach Park.

Subsurface conditions documented in the borings completed during that study indicate that the till extends to at least 40 feet below the surface (the full depth explored). Surficial fill was generally encountered in the upper 4 to 6 feet of the borings. AGRA noted that the fill materials were associated with backfilling for the bridge abutments and grading associated with the park features.

Two soil types are mapped in the study area by the Natural Resources Conservation Service (NRCS*)* Soil Survey for King County (SCS 1973) (Figure 3.1-5). Alderwood gravelly sandy loams, with 15-30 percent slopes (AgD), are mapped on the Meydenbauer Beach Park and the shoreline portions of the study area, extending from the park access road at 98th Place NE west and south along the shoreline, and extending slightly into Meydenbauer Bay (SCS 1973). Arents, Alderwood material, with 6-15 percent slopes (AmC) are mapped on the eastern portion of the study area, primarily northeast of Lake Washington Boulevard NE.

Arents, Alderwood material are moderately well-drained Alderwood type soils that have been disturbed through agricultural or other land use practices, and have lost their natural profile and some of their distinguishing characteristics (SCS 1973). Alderwood sandy gravelly loams are moderately well-drained soils underlain by consolidated glacial till at 24 to 40 inches (SCS 1973). Neither of these soils is on the National Hydric Soils List for Washington State (NRCS 2008).

The Washington Department of Natural Resources (DNR) Division of Geology and Earth Resources has published liquefaction susceptibility maps for Washington. The 2000 DNR map Liquefaction Susceptibility of the Greater Eastside Area, King County, Washington (Palmer et al. 2002) indicates that most of the study area has a "very low" liquefaction susceptibility because of the presence of glacial till (Figure 3.1-6). The areas immediately adjacent to the shoreline and areas under the Bellevue Marina piers are mapped as having "moderate to high" liquefaction susceptibility based on the potential that artificial fill exists in those areas.

Seismic Activity and Earthquakes

The U.S. Geological Survey (USGS) Bedrock Geologic Map of Seattle 30 feet by 60 feet Quadrangle, Washington (Yount and Gower 1991) indicates that bedrock is at least 150 feet below the surface in the study area. The map also shows that the east-west trending Seattle Fault Zone that extends from Bainbridge Island through Seattle, which crosses Lake Washington through the north end of Mercer Island, is located approximately 1 mile south of Meydenbauer Bay.

Bucknam et al. (1992) documented conditions inferring that a large earthquake occurred on the Seattle fault around 900 A.D. This earthquake was accompanied by a tsunami in Puget Sound (Atwater and Moore 1992), landslides in Lake Washington (Jacoby et al. 1992, Karlin and Abella 1992), and rock avalanches in the Olympic Mountains (Schuster et al. 1992).

Rates of displacement and earthquake recurrence intervals for the Seattle fault are essentially unknown. Thorson (1996) used elevations of glacial deltas to infer about 30 feet of uplift along the Seattle fault in the last 16,000 years. This suggests that most postglacial uplift occurred during the ~900 A.D. event and that such large events might reoccur approximately every several thousand years. However, Thorson (1996) also speculated that motion on the Seattle fault over the last 15,000 years may be anomalous because of deglaciation and suggested that relevant recurrence intervals could be shorter or longer. Pratt et al. (1997) developed models to estimate slippage along the Seattle fault and concluded that earthquakes of magnitude 7.6 to 7.7 are possible.

Groundwater

Groundwater was encountered in only one of the seven borings completed for the Bridge Retrofit Project and in only a few of the explorations completed within or in the vicinity of the study area that are available for review on the GeomapNW website (http://geomapnw.ess.washington.edu). The groundwater generally was encountered in the fill zone in the upper 6 feet of the explorations and did not extend into the underlying glacial till. The groundwater in those explorations was interpreted by AGRA and others as infiltrated rainwater that accumulated ("perched") on the relatively impermeable glacial till (AGRA 1997).

Perched groundwater is typical in areas where soils with low permeability such as till occur. Perched groundwater levels are subject to fluctuation related to rainfall, site utilization, and other factors. Perched groundwater can also cause springs or seeps in open cuts or steep slopes where soils consist of fill or weathered loose soil overlying an impermeable layer such as glacial till.

The City of Bellevue's Meydenbauer Beach Park Grounds Operation Manager reported that springs have been observed on the western slope of the park, in areas south and north of the bridge, at the ravine at the north end of the park (pers. comm., R. Cole 2009). The park has installed subsurface drainage along the walk way to control the seepage.

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Fill/Modified Land

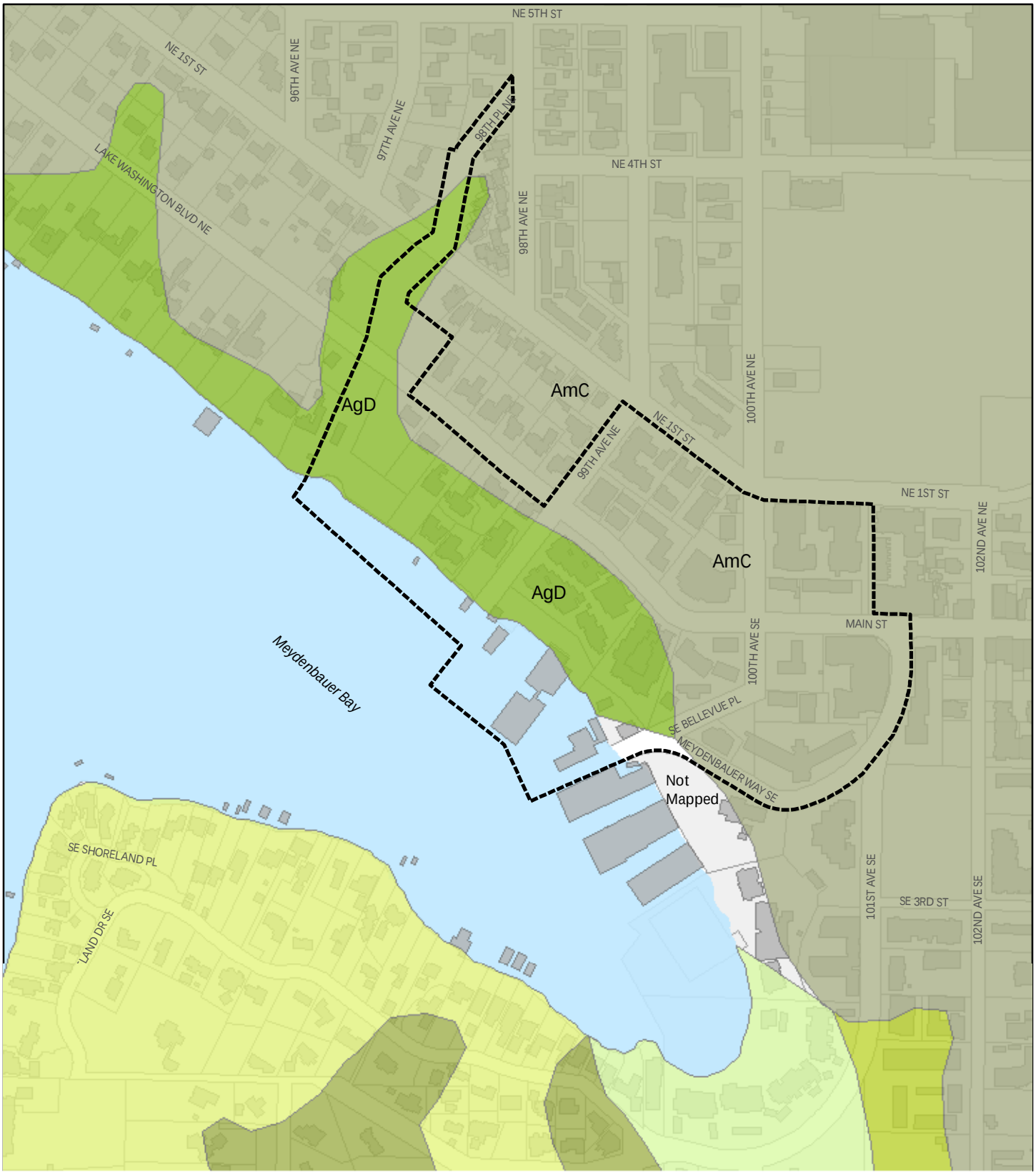
The term "modified land" is used to describe surficial geologic conditions that have been modified by human activities such as, but not limited to, cutting, filling, grading, leveling, and shoreline protection. Surficial grading and filling have likely occurred in localized areas during development within the study area. For example, the sandy material at the swimming beach is imported and not native to the study area.

3.1.1.2 Regulatory Setting

State

Washington State's Growth Management Act (GMA) (Chapter 36.70A Revised Code of Washington [RCW]) requires all cities and counties to identify critical areas within their jurisdictions (such as geologic hazard areas, landslide-prone areas, erosion hazards, and seismic hazard areas) and to formulate development regulations for their protection.

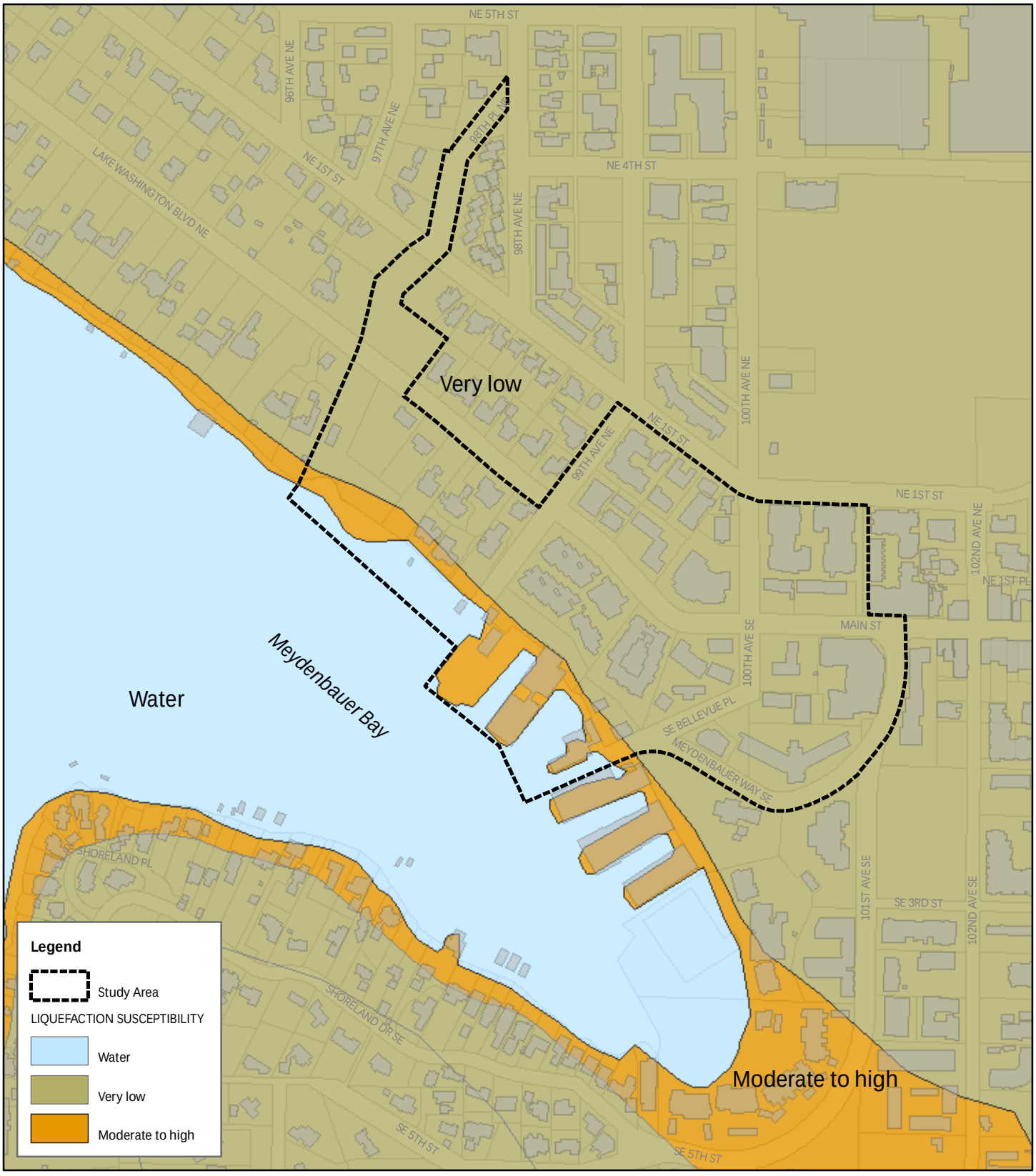
The Washington State Environmental Policy Act (SEPA) requires all governmental agencies to consider the environmental impacts of a proposed action before making decisions.



Source: City of Bellevue GIS 2009

0 125 250 500 Feet

Figure 3.1-5: Soils



Source: City of Bellevue GIS 2009

0 125 250 500 Feet

Figure 3.1-6: Liquefaction

An EIS must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. Depending on the extent of the proposal and potential adverse impacts, SEPA may be satisfied by preparation of an environmental checklist and a determination of nonsignificance (DNS), or the proposal may qualify as categorically exempt. State and local agencies may adopt or supplement existing SEPA documents or environmental documents prepared under the National Environmental Policy Act (NEPA) to fulfill SEPA requirements.

Under the Washington Shoreline Management Act (SMA) (RCW 90.58), each city and county is required to adopt a shoreline master program that is based on state guidelines. For more information on the SMA, see Section 3.5 (*Shorelines*).

Local

The Bellevue City Code (BCC) provides zoning, development, and construction regulations for the use and development of land within the city limits. The Land Use Code (LUC) is Title 20 of the BCC, and includes general use or activity requirements and provisions to address height and size limits, setbacks, parking, landscaping and vegetation, and piers and floats. Future projects must comply with these provisions, as well as with the City's Comprehensive Plan (City of Bellevue 2008), and construction codes contained in Titles 22 and 23 of the BCC, which include seismic standards and clearing and grading controls applicable during construction. Projects must also comply with the Bellevue Environmental Procedures Code (BCC Chapter 22.02). Pertinent regulations for the study area include the following LUC provisions:

- Chapter 20.10 – Land Use Districts
- Chapter 20.20 – General Development Requirements
- Chapter 20.25 – Special and Overlay Districts
  - Part 20.25A – Downtown
  - Part 20.25B – Transition Area Design District
  - Part 20.25E – Shoreline Overlay District
  - Part 20.25H – Critical Areas Overlay District

Geologic Hazard Areas

The City defines and identifies Geologic Hazard Areas in Part 20.25H LUC. Before development is allowed in or immediately adjacent to mapped critical areas, detailed geotechnical studies must be conducted to address geologic hazards including landslide hazards, steep slopes, coal mine hazards, and seismic hazards.

Landslide Hazards and Steep Slopes

The City of Bellevue criteria for landslide hazards and steep slopes are as follows:

- Landslide hazards are defined as areas of slopes 15 percent or more with more than 10 feet of rise, which also display any of the following characteristics:

  - Areas of historic failures, including those areas designated as quaternary slumps, earthflows, mudflows, or landslides.

  - Areas that have shown movement during the Holocene Epoch (past 13,500 years) or that are underlain by landslide deposits.

  - Slopes that are parallel or subparallel to planes of weakness in subsurface materials.

  - Slopes exhibiting geomorphological features indicative of past failures, such as hummocky ground and back-rotated benches on slopes.

  - Areas with seeps indicating a shallow ground water table on or adjacent to the slope face.

  - Areas of potential instability because of rapid stream incision, stream bank erosion, and undercutting by wave action.

- Steep slopes are slopes of 40 percent or steeper that have a rise of at least 10 feet and exceed 1,000 square feet in area.

Areas that meet the above criteria for landslide hazards are likely present in the ravine area where seeps occur on the slope faces and/or due to stream bank erosion. Landslide hazard areas may also occur at the shoreline where wave action erodes the bank. Portions of the study area meet the above criteria for landslide hazards and steep slopes. Site-specific studies to evaluate those areas would be performed during future planning and design relative to specific project plans and in accordance with the City of Bellevue critical area requirements.

Coal Mine Hazards

Coal mine hazards are identified and designated on the City's Coal Mine Area Maps or in the City's coal mine area regulations, LUC 20.25H.130. Coal mine hazards are not present at the study area and are not described further.

Seismic Hazards

Potential seismic hazards include liquefaction, ground shaking, ground rupture, and tsunamis.

- **Liquefaction**. The entire Puget Sound region lies within a seismically active area. Seismic hazard areas are generally defined as those areas subject to severe risk of earthquake damage as a result of ground shaking, ground rupture, soil liquefaction, or tsunamis. As previously described, the DNR Division of Geology and Earth Resources has published liquefaction susceptibility maps for Washington. The 2000 DNR map Liquefaction Susceptibility of the Greater Eastside Area, King County, Washington (Palmer et al. 2002) indicates that most of the study area has a "very low" liquefaction susceptibility because of the presence of glacial till. The areas immediately adjacent to

the shoreline are mapped as having "moderate to high" liquefaction susceptibility based on the potential that artificial fill exists in those areas.

For the purposes of this programmatic study, the liquefaction hazard would be assumed to be low. The actual magnitude and extent of soil liquefaction would depend on many factors including the presence and thickness of fill near the shoreline, the duration and intensity of the ground shaking during the seismic event, and specific soil and groundwater conditions. Accordingly, a site-specific liquefaction analysis would need to be conducted during the building/infrastructure design and permit process for future site improvements to estimate the presence and extent of artificial fill at the study area and to estimate the potential effects due to soil liquefaction at the study area.

- **Ground Shaking**. The entire Puget Sound region lies within a seismically active area, and the potential for moderate to high levels of ground shaking exists. However, the study area is located over thick deposits of dense glacial till that are typically not very susceptible to amplified earthquake ground motions at various frequencies. Less dense, near-surface soils or fills at the study area could affect the level of earthquake ground shaking felt in the area. Seismic design, using current design codes and generally accepted engineering standards and practices, typically addresses potential ground shaking impacts. Site-specific seismic hazard evaluation would be conducted during future planning and permitting for specific project development.

- **Ground Rupture**. The Seattle Fault Zone is located about 1 mile south of the study area. Geologic evidence unearthed on Bainbridge Island suggests that the most recent earthquake to rupture the ground surface occurred about 1,100 years ago with about 20 feet of permanent vertical displacement at that location. Future ground rupture may occur within the Seattle Fault Zone; however, the actual risk at the study area posed by such ground rupture is considered to be relatively small given that the return period for large earthquakes on the fault that may rupture the ground surface is on the order of thousands of years.

- **Tsunamis**. A tsunami is a series of water waves of extremely long period and long wavelength (distance from crest to crest) caused by a sudden disturbance, such as an earthquake, that vertically displaces water. Landslides and underwater volcanic eruptions can also generate tsunamis. Washington's outer coast is vulnerable to tsunamis from distant sources (such as earthquakes in Alaska, Japan, or Chile) and from the adjacent Cascadia Subduction Zone (CSZ). Washington's inland waters, including those in the Puget Sound region, are also subject to tsunamis, particularly those generated by local crustal earthquakes or by surface and submarine landslides.

  In addition to tsunami risks in Puget Sound, science points to a known risk from tsunamis in Lake Washington. The study area is located within the Seattle Fault Zone and is within about 1 mile of a fault. Therefore, there is some risk that fault movement could trigger an earthquake-generated tsunami in the study area. The impact of this movement to the shoreline and upland areas surrounding Lake Washington is unknown. Since there is no documented damage from previous events, areas adjacent to Lake Washington are recommended to be classified as having an unknown risk per Washington Administrative

Code (WAC) 365-190-080(4)(b)(iii), in terms of both the likely risk and distance from the high water mark.

As additional scientific information becomes available, it should be reviewed to determine whether these classifications should be adjusted and whether additional measures should be taken. The USGS, the National Oceanic and Atmospheric Administration (NOAA), and the DNR are authoritative research organizations regarding tsunamis and are therefore relied upon as the source for designation and mapping.

- **Seiche**. A seiche is a standing wave in an enclosed or partly enclosed body of water. Seiches are normally caused by earthquake activity and can affect harbors, bays, lakes, rivers, and canals. In most instances, earthquake-induced seiches do not occur close to the epicenter of an earthquake, but hundreds of miles away. This is because earthquake shock waves close to an epicenter consist of high-frequency vibrations, while those at much greater distances are of lower frequency, which can enhance the rhythmic movement in a body of water. The biggest seiches develop when the period of the ground shaking matches the frequency of oscillation of the water body.

  Seiches create a "sloshing" effect on bodies of water and liquids in containers. This primary effect can cause damage to moored boats, piers, and facilities close to the water. Secondary problems, including landslides and floods, are related to accelerated water movements and elevated water levels.

  In 1891, an earthquake near Port Angeles caused an 8- foot seiche in Lake Washington. Seiches generated by the 1949 Queen Charlotte Islands earthquake were reported on both Lake Union and Lake Washington. The 1964 Alaska earthquake created seiches on 14 inland bodies of water in Washington.

  Large lakes such as Lake Washington have vulnerabilities such as water craft, houseboats, docks, piers, houses, and buildings located on or close to their waterfronts. Additional vulnerabilities include water storage tanks and containers of liquid hazardous materials, which are also affected by the rhythmic motion.

Erosion

Erosion hazard areas are defined as those areas containing soils that may experience severe to very severe erosion from construction activity. The susceptibility to erosion is generally a function of soil type, topography, occurrence of groundwater seepage or surface runoff, and the built environment. According to the King County Area Soil Survey (SCS 1973), the study area is in an urban environment where the erosion hazard is slight; however, certain soil types in the study area may be susceptible to erosion when disturbed by construction, particularly on slopes exceeding 15 percent. When unvegetated and/or disturbed, glacial till, fill material, and landslide debris (or colluvium) are considered severe to very severe erosion hazards on slopes exceeding 15 percent.

Flood Hazard

The study area is not in a mapped flood hazard area. Lake Washington does not have a floodplain because the lake level is controlled by the U.S. Army Corps of Engineers (Corps). Therefore, potential flood hazard is not addressed further.

3.1.2 Impacts

This section describes probable short-term impacts associated with construction of the proposed improvements for each alternative and potential long-term impacts associated with geologic hazards.

3.1.2.1 Methods

This EIS evaluates a No-Action Alternative and two action alternatives (Alternative 1 and Alternative 2), as described in Chapters 1 and 2. The No-Action Alternative provides a future baseline against which to measure the impacts of the action alternatives. The potential earth-related impacts are evaluated qualitatively because of the programmatic nature of this document and because the development activities for the action alternatives are generally similar. Relative differences among the alternatives are identified where appropriate.

The significance of potential earth-related impacts was assessed based on the regulations and codes that govern site development, facility design, and construction. These include (but are not limited to) the BCC and LUC, including the critical areas ordinance, as described in Section 3.1.1.2 (*Regulatory Setting*). A significant impact on earth resources was considered one that is reasonably likely to result in a more than moderate adverse impact.

3.1.2.2 No-Action Alternative

The No-Action Alternative would have the least potential earth-related impacts during the construction phase, due to the minimal intensity of improvements. The No-Action Alternative generally consists of probable redevelopment of two underdeveloped upland sites, demolition of residences and residential docks on properties acquired for park use, and park expansion and minor park redevelopment. A shoreline trail would be constructed, and modest landscaping would be installed. These activities would involve upland and in-water demolition and minor earthwork and construction, compared to the action alternatives. In-water construction would not be required for the No-Action Alternative, although the residential docks would be removed.

Two potential residential redevelopment areas are located at the intersection of 100th Avenue NE and Main Street. Demolition and construction, including earthwork, would be required for redevelopment in those areas. The potential area of redevelopment for the No-Action Alternative is less than the redevelopment area in the action alternatives. The No-Action Alternative would require less demolition and less construction than either Alternatives 1 or 2.

Impacts from construction from the No-Action Alternative would be relatively minor. The activities of the No-Action Alternative would not change the potential for geologic hazards.

Construction Impacts

Construction impacts are generally considered short term and temporary and typically can be controlled using best management practices (BMPs) contained in the Clearing and Grading Code (BCC Chapter 23.76). Construction impacts could potentially occur during demolition, earthwork, and deep foundation construction, as described below.

Demolition

Demolition of existing upland and in-water structures would be required for the No-Action Alternative. Upland demolition activities would include the demolition of existing residences and associated features, buildings and structures, utility line removal/replacement, and pavement removal/replacement. Potential impacts from upland demolition activities could include erosion, release of hazardous materials, and spills and leaks from construction equipment.

In-water demolition activities associated with the No-Action Alternative would include the demolition and removal of existing residential docks. Potential impacts from in-water demolition activities could include the disturbance of sediment during in-water work, release of debris or paint into the waterway, and hazardous materials spills from construction equipment or building materials (e.g., creosote from timber structures, asbestos- and/or lead-containing materials).

The potential impacts from upland and in-water demolition would be addressed by developing and employing erosion control plans, spill control and containment plans, and hazardous materials management plans, as described in more detail below in Section 3.1.3, *Mitigation Measures*. BMPs such as performing in-water work during allowable work windows, using in-water debris booms, cutting off support piles where appropriate to minimize sediment disturbance, using silt curtains to contain disturbed sediment, and/or positioning any necessary barges to avoid grounding could also be used if necessary.

Earthwork

Earthwork activities including excavating, backfilling, and general grading would be needed in association with demolition activities, residential redevelopment, and park improvements.

Temporary excavations could be required for the construction of new structures in the residential redevelopment areas and for park improvements. The excavations would likely be relatively shallow; however, some deeper excavations could be associated with utilities and/or foundations. Excavated soil would be reused on site for backfill or disposed off site at an appropriate facility. Fill materials including soil and gravel would also be imported to the study area for use in site grading, roadway/pavement support, and landscaping.

Earthwork activities for the No-Action Alternative would be less than Alternative 1 and Alternative 2.

Impacts potentially associated with earthwork activities generally relate to slope stability, settlement, groundwater, and erosion, as described below.

Slope Stability

Excavations could potentially result in short-term disturbance and adverse impacts on immediately adjacent areas and/or structures, utilities, and other improvements if excavation slopes are not properly retained. Standard construction measures, such as the use of properly designed and installed temporary shoring systems, would reduce the potential for failure of excavation faces that may cause adverse impacts.

Steep slopes are present in the area but would not likely be impacted by activities of the No-Action Alternative because the proposed improvements are not located in steep slope areas.

Settlement

The glacial till soil in the study area is dense and not generally susceptible to settlement. However, surficial weathered till that is less dense and/or localized areas of existing fills overlying the glacial till could settle depending on the thickness of the fill, fill density, and construction activities. Construction activities such as fill compaction or pile-driving could cause vibrations and potential settlement of buildings, utilities, roads, and/or other structures within about 50 feet of the work.

The type and quantity of existing and future fills and the method(s) of foundation construction (conventional shallow spread foundations versus deep foundations such as piles or drilled shafts) to be used would affect the potential settlement impacts.

Deep foundations are not expected to be required to construct the features associated with the No-Action Alternative; however, fill compaction that could potentially cause settlement could be required in the residential redevelopment area. The potential impact on existing or future adjacent structures or utilities would be directly related to the intensity and duration of the compaction activities.

The potential for settlement from vibrations is difficult to quantify and would be addressed on a case-by-case basis during final geotechnical design for new facilities. Future measures could include pre- and post-construction surveys of nearby buildings and monitoring of ground movements during compaction.

Potential impacts from settlement associated with the No-Action Alternative are expected to be minor and less than Alternatives 1 and 2, because of the relatively minor nature of the proposed development and improvements, but will depend on the depth and type of excavations needed.

Groundwater

Groundwater may be encountered within excavations at relatively shallow depths, particularly during the winter and spring months; thus, construction dewatering could be required to control groundwater flow in some excavations. However, groundwater at the study area is expected to consist of stormwater that has infiltrated and is perched above the dense glacial till. The perched groundwater would likely occur in localized areas depending on topography and soil conditions, and would likely be limited in quantity. Groundwater flow could be controlled by collection and removal (by pumping), the use of sheet piles in the excavation, and/or limiting excavation during the periods of extended rainfall.

Potential impacts from groundwater associated with the No-Action Alternative are expected to be minor and less than Alternatives 1 and 2, but will depend on the depth and type of excavations needed.

Erosion

Susceptibility to erosion is generally a function of soil type, topography, occurrence of groundwater seepage, or surface water runoff. Erosion hazard areas are generally defined as those areas with a combination of soil type and slope that make the area susceptible to erosion by water flow from precipitation or water runoff. According to the King County Area Soil Survey

(SCS 1973), the study area is in an urban environment where the erosion hazard is slight; however, certain soil types in the study area may be susceptible to erosion when disturbed by construction, particularly on slopes. The erosion potential is related to the amount and type of earthwork required.

The potential impacts associated with the No-Action Alternative construction activities would be related to regrading, trail construction, upland demolition, and residential/commercial redevelopment. Measures to address erosion impacts include employing temporary erosion control measures and BMPs.

Potential erosion impacts from the No-Action Alternative are expected to be minor and less than Alternatives 1 and 2, but will depend on the extent of earthwork needed.

Geologic Hazard Impacts

Geologic hazard impacts are described below in terms of how existing soil and geologic conditions at the study area could affect the design and long-term operations of the facilities. The potential that a geologic event or hazard could occur is similar for all of the alternatives. The potential impacts are generally less for the No-Action Alternative than Alternatives 1 and 2 because the No-Action Alternative proposes the least development/improvements.

Landslides

Areas that meet the City of Bellevue criteria for landslide hazards and steep slopes are present within the study area. These areas would be evaluated relative to future project-specific plans in accordance with the City of Bellevue Critical Areas Ordinance (CAO) and LUC requirements during project design.

Surficial landslides could occur along the shoreline as a result of saturation of the shoreline soils and/or in the ravine at the north end of the study area. BMPs would be used to protect the slopes during construction activities to reduce the risk of surficial landslides. Shoreline protection methods would be designed and constructed to minimize long-term landslides potential.

Landslides could also be triggered where construction occurs on or in the vicinity of steep slopes because of disturbance, erosion, and/or saturation of soil on slopes from stormwater drainage. The potential for landslides would be addressed as needed by using appropriate retaining structures or slope stabilization methods and controlling stormwater runoff.

The activities of the No-Action Alternative are not likely to impact the potential for landslides because the proposed activities are not located in steep slope areas.

Seismic Hazards

The study area lies within a seismically active area, and the potential exists for ground shaking, liquefaction, and ground rupture. However, the study area is located over thick deposits of dense glacial till that are typically not susceptible to amplified earthquake ground motions, and where the potential for liquefaction is considered low. However, less dense, near-surface soils or fills at the study area could affect the level of earthquake ground shaking felt in the area and result in localized seismic impacts. Impacts could include damage to roadways, paths/trails, buildings, marine structures, and other facilities.

The potential for ground rupture exists in the study area because of the proximity of faults. However, the potential that rupture would occur is low based on the expected low frequency of occurrence of fault movements that could cause ground rupture. In the event that ground rupture occurs, the impacts would depend on the location of the rupture relative to features in the rupture area, but could include damage to roadways, paths/trails, buildings, marine structures, and other facilities.

Buildings constructed in the residential redevelopment area could be impacted by seismic impacts if not designed appropriately. Site-specific seismic hazard evaluation would be conducted during future planning and permitting for project-specific developments. Seismic design typically mitigates potential seismic impacts.

The potential for seismic impact would be greater for the No-Action Alternative than Alternatives 1 and 2 because the proposed new structures will be designed to mitigate seismic impacts.

Tsunamis/Seiches

The potential exists that an earthquake-triggered tsunami or seiche could occur in the study area. The impacts are unknown but could include temporary inundation of portions of the study area by the tsunami wave and damage/injury caused by debris carried by the wave. The extent of the damage would be dependent on the size of the tsunami and the location of the facilities. Measures could include public notification and warnings.

A seiche would most likely damage in-water structures such as the piers and mooring facilities. Some damage to the shoreline and nearshore structures could also occur.

The potential for impacts from a tsunami or a seiche are difficult to predict. Impacts based on context and intensity would likely be greater for the No-Action Alternative than Alternatives 1 and 2 because the existing structures would be more susceptible to damage than the proposed new structures (public pier, new/upgraded mooring facilities, new buildings), which would be designed and constructed to meet current seismic design standards.

3.1.2.3 Alternative 1

The potential for short-term construction impacts from the activities of Alternative 1 would be greater than the No-Action Alternative and less than Alternative 2. Alternative 1 would require more in-water and upland demolition and construction than the No-Action Alternative, the stream would be daylighted, and a wetland relocated. The residential and commercial redevelopment south of the park would involve a greater area, and the construction and redevelopment would be more extensive than for the No-Action Alternative.

In general, the activities proposed as part of Alternative 1 would not change the potential for geologic hazards.

Construction Impacts

Demolition

Demolition of existing upland and in-water structures would be required for Alternative 1. Upland demolition activities associated with Alternative 1 would include demolition of existing buildings and structures, utility line removal/ replacement, pavement removal/ replacement, and daylighting stream piping at the ravine. Potential impacts from upland demolition activities could include erosion, release of hazardous materials, and spills and leaks from construction equipment.

In-water demolition activities associated with Alternative 1 would include the demolition and removal of existing residential docks, various existing marina structures, and the replacement of slope protection from the shoreline. Potential impacts from in-water demolition activities could include disturbance of sediment during in-water work, release of debris or paint into the waterway, and hazardous materials spills from construction equipment or building materials (creosote from timber structures, asbestos- and/or lead-containing materials).

The potential impacts from upland and in-water demolition would be addressed by developing and employing erosion control plans, spill control and containment plans, and hazardous materials management plans, as described in more detail below in Section 3.1.3, *Mitigation Measures*. BMPs such as performing in-water work during allowable work windows, using in-water debris booms, cutting off support piles where appropriate to minimize sediment disturbance, using silt curtains to contain disturbed sediment, and/or positioning any necessary barges to avoid grounding could also be used if necessary.

The potential for impacts from demolition activities is relatively greater for Alternative 1 than for the No-Action Alternative, and comparable to that of Alternative 2 because of the degree of demolition associated with each alternative.

Earthwork

Earthwork activities associated with Alternative 1 include excavation, backfilling, and general grading to achieve desired site grades for park facilities and improvements, and residential/commercial redevelopment. Temporary excavations would be required for the construction of new structures and facilities for Alternative 1. The excavations would be relatively shallow; however, some deeper excavations could be associated with utilities and/or foundations. Excavated soil would be reused on site for backfill or disposed off site at an appropriate facility. Fill materials including soil and gravel would also be imported to the study area for use in site grading, roadway/pavement support, trails and paths, landscaping, and replacement of shoreline protection.

The extent of earthwork needed for Alternative 1 would be relatively greater than the No-Action Alternative and comparable to that of Alternative 2. Impacts potentially associated with earthwork activities generally relate to slope stability, settlement, groundwater, and erosion, as described below.

Slope Stability

Excavations could potentially result in disturbance and adverse impacts on immediately adjacent areas and/or structures, utilities, and other improvements if excavation slopes are not properly retained. Standard construction measures, such as the use of properly designed and installed temporary shoring systems, would reduce the potential for failure of excavation faces that may cause adverse impacts.

Steep slopes are present in the area. Earthwork development activities on steep slopes may impact slope stability and are regulated through the CAO. Site-specific geotechnical studies would be required during the design of specific facilities to evaluate potential impacts on slope stability and to provide appropriate recommendations.

Earthwork will occur as part of Alternative 1 to daylight the stream within the ravine. This would likely require construction and/or disturbance to steep slopes present in the ravine area. BMPs would be used to mitigate the potential impacts on slope stability.

Potential slope stability impacts from Alternative 1 are relatively greater than the No-Action Alternative and comparable to that of Alternative 2 because of the degree of construction and disturbance associated with each alternative. Local variations would include the slopes along the ravine, which would experience more disturbance under Alternative 1, than under Alternative 2 where only a portion of the stream would be daylighted.

Settlement

The glacial till soil in the study area is dense and not generally susceptible to settlement. As previously described, surficial weathered till that is less dense and/or localized areas of existing fills overlying the glacial till could settle depending on the thickness of the fill, the fill density, and construction activities. Structural fill and backfill material placed during site construction would need to be densely compacted, which could cause vibrations and potential settlement of buildings, utilities, roads, and/or other structures within about 50 feet of the work.

Increased levels of ground vibration could also occur within approximately 50 to 100 feet of pile-driving activities associated with the construction of deep foundations. While deep foundations are not likely to be needed because of the glacial till soil in the study area, piles would be needed for marina improvements and in-water structures. The potential impact on existing or future adjacent structures or utilities would be directly related to the intensity of the vibration, the diameter of the pile, the inherent density of the soil, and the sensitivity of the adjacent structure or utility to vibrations.

The potential for impacts from vibrations is difficult to quantify and would be addressed on a case-by-case basis; vibration impacts could potentially extend a short distance off site for pile-supported structures that are located near the perimeter of the site. Measures to address vibration impacts could include pre- and post-construction surveys of nearby buildings, monitoring of ground movements, vibration monitoring during pile installations, and the use of vibratory hammers versus impact hammers, when practical.

Drilled shafts could potentially be used instead of driven piles for deep foundation support for specific structures. The installation of drilled shafts generally does not produce significant

vibrations; however, installation of temporary casings could produce a limited level of ground vibrations and localized ground settlement around the shaft construction area. Drilled shafts create large volumes of spoils and could require dewatering. The soil and groundwater that could be encountered during the installation of drilled shaft foundations could necessitate special handling, treatment, and/or disposal methods.

The type and quantity of existing and future fills and the method(s) of foundation construction (conventional shallow spread foundations versus deep foundations such as piles or drilled shafts) to be used will affect the potential settlement impacts. Potential impacts would be evaluated and addressed as appropriate during final geotechnical design for new facilities.

Potential impacts from settlement associated with Alternative 1 are expected to be relatively greater than the No-Action Alternative and comparable to that of Alternative 2, because of the level of proposed development and improvements associated with Alternative 1. The potential impacts would depend on the depth and type of excavations needed and the type, number, and installation methods used for pile installation.

Groundwater

Groundwater may be encountered within excavations at relatively shallow depths, particularly during the winter and spring months; thus, construction dewatering could be required to control groundwater flow in some excavations. However, groundwater at the study area is expected to consist of stormwater that has infiltrated and is perched above the dense glacial till. The perched groundwater would likely occur in localized areas depending on topography and soil conditions, and would likely be limited in quantity.

Potential impacts from groundwater associated with Alternative 1 are expected to be greater than the No-Action Alternative and comparable to that of Alternative 2, but would depend on the depth and type of excavations needed.

Erosion

Susceptibility to erosion is generally a function of soil type, topography, occurrence of groundwater seepage, or surface water runoff. Erosion hazard areas are generally defined as those areas with a combination of soil type and slope that make the area susceptible to erosion by water flow from precipitation or water runoff. According to the King County Area Soil Survey (SCS 1973), the study area is in an urban environment where the erosion hazard is slight; however, certain soil types in the study area may be susceptible to erosion when disturbed by construction, particularly on slopes. Construction activities would include employing temporary erosion control measures and BMPs to mitigate erosion impacts.

The potential impacts associated with Alternative 1 construction activities would be related to regrading, trail construction, upland demolition, and residential/commercial redevelopment. Measures to address erosion impacts consist of employing temporary erosion control measures and BMPs.

Potential erosion impacts associated with Alternative 1 are expected to be greater than the No-Action Alternative and comparable to that of Alternative 2, but would depend on the extent of earthwork needed.

Geologic Hazard Impacts

Geologic hazard impacts are described below in terms of how existing soil and geologic conditions at the study area could affect design and long-term operations.

Landslides

Areas that meet the City of Bellevue criteria for landslide hazards and steep slopes are present within the study area. These areas would be evaluated relative to future project-specific plans in accordance with the City of Bellevue CAO and LUC requirements during project design and would be addressed as needed by using appropriate retaining structures or slope stabilization methods.

Surficial landslides could occur along the shoreline as a result of saturation of the shoreline soils and/or in the ravine at the north end of the study area. BMPs would be used to protect the slopes during construction activities to reduce the risk of surficial landslides. Shoreline protection methods would be designed and constructed to minimize long-term landslides potential.

Landslides could also be triggered where construction occurs on or in the vicinity of steep slopes because of disturbance, erosion, and/or saturation of soil on slopes from stormwater drainage. The potential for landslides would be addressed as needed by using appropriate retaining structures or slope stabilization methods and controlling stormwater runoff.

The potential for landslide impacts from the activities of Alternative 1 are expected to be relatively greater than the No-Action Alternative because the construction in steep slope areas would be required to daylight the stream into the ravine. The potential for local impacts on steep slopes in the ravine is slightly more than for Alternative 2 because more of the stream would be daylighted.

Seismic Hazards

The study area lies within a seismically active area, and the potential for ground shaking, liquefaction, and ground rupture exists. However, the study area is located over thick deposits of dense glacial till that are typically not susceptible to amplified earthquake ground motions, and where the potential for liquefaction is considered low. However, less dense, near-surface soils or fills at the study area could affect the level of earthquake ground shaking felt in the area and result in localized seismic impacts. Impacts could include damage to roadways, paths/trails, buildings, marine structures, and other facilities.

The potential for ground rupture exists in the study area because of the proximity of faults. However, the potential that rupture would occur is low based on the expected low frequency of occurrence of fault movements that could cause ground rupture. In the event that ground rupture occurs, the impacts would depend on the location of the rupture relative to features in the rupture area, but could include damage to roadways, paths/trails, buildings, marine structures, and other facilities.

Site-specific seismic hazard evaluation would be conducted during future planning and permitting for project-specific developments. Seismic design typically mitigates potential seismic impacts.

Seismic hazards are generally considered as having potential long-term impacts. The potential for seismic impact is greater for Alternative 1 than the No-Action Alternative because more buildings/structures would be built. The potential impacts associated with Alternative 1 would be comparable to that of Alternative 2.

Tsunamis/Seiches

The potential exists that an earthquake-triggered tsunami or seiche could occur in the study area. The impacts are unknown but could include temporary inundation of portions of the study area by the tsunami/seiche wave and damage/injury caused by debris carried by the wave. The extent of the damage would be dependent on the size of the tsunami/seiche and the location of the facilities. Measures could include public notification and warnings.

The potential for tsunami or seiche impact is expected to be relatively greater for Alternative 1 than for the No-Action Alternative because more buildings/structures would be constructed.

Alternative 1A – Road Open Variant

The potential for earth-related construction impacts under the road open variant would be slightly greater than for Alternative 1 because of the greater amount of grading and shoring that would be required to rebuild or upgrade the roadway compared to Alternative 1.

The potential for long-term geologic hazard impacts would be similar to Alternative 1.

3.1.2.4 Alternative 2

The potential for short-term construction impacts and long-term geologic impacts from the activities of Alternative 2 would be similar to but greater than Alternative 1. Alternative 2 would require more in-water and upland demolition and construction than Alternative 1. While only a portion of the stream would be daylighted and the wetland would be relocated as under Alternative 1, the overall extent of park development would be greater. Although the residential and commercial redevelopment south of the park would be the same as under Alternative 1, the overall potential for construction-related impacts would be slightly greater under Alternative 2.

The activities of Alternative 2 would not change the potential for geologic hazards to occur. The potential impacts of geologic hazards would be comparable to that of Alternative 1.

Alternative 2A – Road Open Variant

The potential for earth-related construction impacts under the road open variant would be slightly greater than for Alternative 2 because of the greater amount of grading and shoring that would be required to rebuild or upgrade the roadway compared to Alternative 2.

The potential for long-term geologic hazard impacts would be similar to Alternative 2.

3.1.3 Mitigation Measures

Construction

Measures to mitigate, reduce, or control the future project-related impacts identified in this section are summarized below. It should be noted that while various options are presented, specific mitigation methods would be determined based on project design and review and site conditions during construction. The City typically relies upon such measures and would require them for future projects, to the extent applicable. These impacts are typically mitigated through the application of the City's Clearing and Grading Code, Critical Areas Code, and Environmental Procedures Code.

Demolition

Mitigation measures for potential impacts from upland and inwater demolition activities could include (but are not limited to):

- Developing and employing erosion control, spill control, and hazardous materials management plans.
- Utilizing BMPs, such as in-water debris booms and silt curtains for shoreline and in-water work (in-water work is considered any activity below the Ordinary High Water [OHW] mark).
- Performing in-water construction within allowable in-water work windows.
- Transporting demolition material and vegetation from land clearing activities to a suitable recycling facility when possible.

Earthwork

Mitigation measures for potential impacts from earthwork activities could include (but are not limited to):

- Using properly designed and constructed shoring systems for temporary construction excavations.
- Using appropriate methods to remove, contain, and discharge groundwater accumulated in excavations.
- Minimizing areas of exposure of unprotected soil. Covering exposed soil stockpiles and exposed slopes as appropriate.
- Using compost, straw mulch, or erosion control matting to stabilize graded areas and reduce erosion and runoff impacts on any sloped areas, where appropriate.
- Implementing a Stormwater Pollution Prevention Plan (SWPPP) to address erosion and sediment control, spill, and stormwater quality during construction.

- Seeding or planting appropriate vegetation on exposed areas as soon as possible after earthwork is completed.
- Intercepting and draining water from any surface seeps, if encountered.
- Incorporating contract provisions that allow temporary cessation of work under certain limited circumstances, if weather conditions warrant. Scheduling earthwork during drier times of the year.
- Reusing excavated soils on site to the extent practical to reduce the volume of material exported off site.
- Selecting any necessary pile driving equipment to match specific subsurface conditions to achieve an optimal pile-driving operation. Use vibratory hammers for pile installation instead of impact hammers, when appropriate.
- Restricting the proximity of fill to existing structures and/or monitoring during fill placement to minimize settlement to adjacent structures.
- Transporting construction materials to the site by barge to the extent practical to reduce truck traffic and associated impacts.
- Controlling the quality of materials imported to the site.
- Controlling export and/or disposal of excess or unsuitable materials generated during construction, including concrete process water and slurry.

Erosion

During construction, contractors would employ temporary erosion and sedimentation control measures (TESCM) and BMPs to minimize erosion, which could include (but are not limited to):

- Designating a certified erosion and spill control lead (CESCL) and completing required inspection and monitoring.
- Routing surface water through temporary drainage channels around and away from disturbed soils or exposed slopes.
- Using silt fences, temporary sedimentation ponds, or other suitable sedimentation control devices to collect and retain possible eroded material.
- Using quarry spalls at construction ingress and egress to dislodge sediment.
- Using a truck wheel wash at the construction exit.
- Stabilizing on-site access roads during wet weather.
- Stockpiling TESC materials (silt fencing, plastic, quarry spalls, etc.) on site.

- Implementing dust control measures during land clearing, grading, and construction activities.
- Using lined aprons or energy dissipaters at outlets to prevent scour.
- Using sediment filters around storm drains.

Geologic Hazards Mitigation

Landslides

Potential landslide hazard risks in the study area would be identified during future planning, design, and permitting of specific facilities. These areas would be evaluated in accordance with the City of Bellevue CAO, LUC, and construction code requirements during project design and would be addressed as needed by using appropriate retaining structures or slope stabilization methods.

Seismic Hazards

The study area has a low risk of impacts from seismic hazards, such as liquefaction and ground shaking. However, some portions of the study area may have a higher risk because of the presence of fill. Higher risk areas would be identified during future planning and design for specific project development at specific locations. Mitigation (if needed) would be addressed through ground improvement techniques and foundation designs. Ground improvement methods could include vibro-compaction, vibro-replacement (stone columns), deep soil mixing, compaction grouting, and preloading. Deep foundation options most commonly used include driven piles, drilled shafts, and augercast piles. The appropriate mitigation measures would be selected based on site-specific conditions.

There is a low risk that ground rupture could occur in the study area. It is not possible to identify or mitigate for potential associated impacts because the location and magnitude of ground rupture cannot be estimated.

Tsunamis/Seiches

There is a low risk that a tsunami or seiche could occur and impact the study area. It is not possible to identify potential associated impacts because the location and magnitude of a tsunami or seiche cannot be estimated. Mitigation measures could include public notification and warnings.

3.1.4 Summary of Impacts

Implementation of the project alternatives would have relatively insignificant potential earth-related impacts. Impacts could potentially occur both over the short term (associated with construction activities), as well as the long term (associated with changes to site features and facilities).

In the short term, construction-activities could temporarily impact erosion susceptibility, slope stability, settlement, and groundwater. These potential impacts can be controlled and minimized by using appropriate construction methods and BMPs. The potential for construction-related

impacts would be slightly more pronounced under the action alternatives relative to the No-Action Alternative, given the greater level of development proposed; however, such impacts are considered slight and insignificant under all project alternatives.

Over the long term, geologic hazards could occur that could potentially impact the study area. These include steep slopes, landslide and erosion hazards, as well as seismically induced liquefaction, ground shaking, ground rupture, tsunamis, and seiches. The potential for impacts associated with steep slopes, landslides, and erosion is relatively minor for all of the project alternatives because they can be controlled with BMPs. The potential for seismic activity cannot be predicted or prevented; however, the potential for liquefaction, ground shaking, and ground rupture impacts is considered low because of the glacial till soil in the study area. The potential for seismic impacts is slightly greater with the No-Action Alternative than for the action alternatives because existing structures may not be designed to withstand seismic activity while new structures proposed under the action alternatives would be designed in accordance with current seismic standards and codes. For this reason, the potential for impacts from tsunamis and seiches is also considered greater for the No-Action Alternative than Alternatives 1 and 2. The potential for impacts under Alternative 1 is considered similar to Alternative 2 because of the similarity of the proposed elements of these alternatives.

In summary, no significant unavoidable adverse earth-related impacts are expected to occur as a result of the project alternatives.

3.2 SURFACE WATER AND WATER QUALITY

The following section describes the regional hydrology, watershed setting, and the ground and surface water features in the vicinity of the study area; applicable plans, policies, regulations, and laws pertaining to work in or near waterways and the protection of water quality; and the effects of the project alternatives on water resources.

3.2.1 Affected Environment

3.2.1.1 Existing Conditions

Water quality is a significant issue for the many residents and users of Meydenbauer Bay. During 2008 public workshops for the Meydenbauer Bay Park and Land Use Plan, concerns were raised regarding stormwater runoff, siltation in the bay, high quantities of Eurasian milfoil in the water, and health of the bay. These comments reflect an overall concern for the bay, and comments on water quality are often received by City staff. The Bellevue Marina receives comments on the extensive milfoil growth year round (pers. comm., Z. Smith 2009), which impacts swimmers and boaters and can further reduce Meydenbauer Bay's water quality (the plants decrease oxygen levels in the water, increase the water temperature, and increase phosphorus loading in the water column).

The study area is located on the Meydenbauer Bay shoreline, on the eastern shore of Lake Washington, near the downtown core of the City of Bellevue (Figure 3.1-1). Runoff within the study area drains to the lake. A dry ravine is located along the northwestern boundary, with a historic creek flowing through a pipe; the ravine features a walking trail from the uplands area to the shoreline area of Meydenbauer Beach Park. Bellevue Marina is located along the shore southeast of the park.

The study area is located within the larger Lake Washington/Cedar/Sammamish Watershed (Water Resource Inventory Area [WRIA] 8) and within the 4th field Hydrologic Unit Code (HUC) 17110012 (Lake Washington). The Lake Washington/Cedar/Sammamish Watershed covers 692 square miles and contains two major river systems (Cedar and Sammamish), three large lakes (Washington, Sammamish, and Union), and numerous creeks including Issaquah and Bear creeks. The watershed drains into Puget Sound through the Ship Canal and Hiram Chittenden (Ballard) Locks. The WRIA includes the marine nearshore and a number of smaller creeks that drain directly to Puget Sound between West Point in the City of Seattle northward to Elliott Point in the City of Mukilteo. WRIA 8 is located predominantly in western King County, but about 15 percent extends northward into Snohomish County.

The study area is located within two local drainage basins identified by the City of Bellevue: the Meydenbauer Creek and the Clyde Beach basins. The basins have total drainage areas of 927 acres and 292 acres, respectively. Of this, approximately 360 acres of the Meydenbauer Creek Basin and 65 acres of the Clyde Beach Basin are associated with stormwater conveyance systems within the study area. Runoff from the basins reaches Meydenbauer Bay via surface and underground drainage features.

The namesake creek within Meydenbauer Creek basin is the primary drainage feature for the basin and has been substantially urbanized, with 29 percent of its total length contained within culverts (City of Bellevue 2003). The lower reaches of the creek have been characterized as fish-

bearing, with observations of trout and salmon as recent as 2001, according to the 2002 drainage basin map for Meydenbauer Creek basin (City of Bellevue 2002).

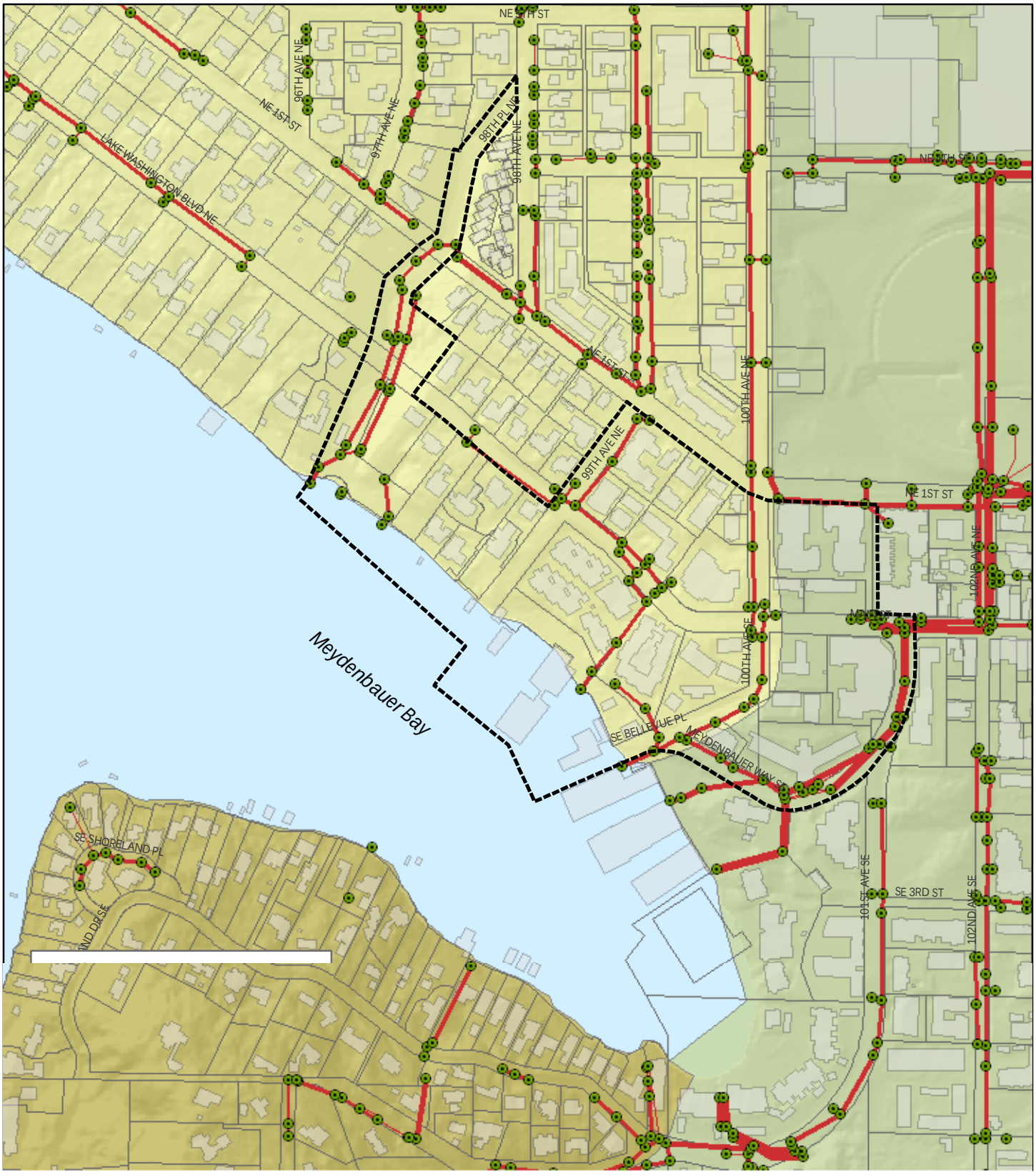
In addition to the existing park and marina facilities, the study area and vicinity are developed with residential and commercial structures. The primary land uses for both basins are single-family residential and public streets, with Meydenbauer Creek basin also having a significant presence of multi-family residences and commercial office space. According to the City drainage basin maps (City of Bellevue 2002), each drainage basin consists of approximately 50 percent impervious surface, half of which can be attributed to public streets. The predominant pollution sources are therefore likely to be associated with vehicle traffic and lawn care.

A network of catch basins and storm drains collects and conveys stormwater to five outfalls within the study area (pers. comm., S. Taylor 2009) (Figure 3.2-1). The 2006 Meydenbauer Creek Basin Assessment of Pollutant Sources Associated with Land Uses and Impervious Surfaces (Taylor Associates 2006), the 2008 City of Bellevue Shoreline Inventory (TWC 2008), geographic information system (GIS) data, and correspondence with the City's Utilities Department (pers. comm., S. Taylor 2009) indicate that there is only one City-operated formal water quality treatment facility, which is a water quality vault (wet vault) installed in conjunction with the Meydenbauer Bridge Replacement Project. This facility treats runoff associated with the replaced bridge and its immediate vicinity only. According to the City, no flow control structures exist in the study area.

Some sediment accumulation occurs at the outfalls. Land-based sediment removal has been conducted at the stormwater outfall near the Bellevue Marina by the City in past years. This occurs periodically as an outfall maintenance practice.

Nearshore waters of Lake Washington in the vicinity of the study area may have high levels of fecal coliform bacteria above the water quality standards and, as a result, have been placed on the Washington State Department of Ecology's (Ecology) 303(d) List of Impaired Waters.

Fecal coliform bacteria and E. Coli bacteria have been monitored in Lake Washington by the King County Swimming Beach Monitoring Program since June 17, 1998. The program collects samples and analyzes data from more than 20 beaches around Lake Washington, including the beach at Meydenbauer Beach Park. Data collection begins in mid-May of each year and continues on a weekly basis through mid-September (King County 2007). The collected fecal coliform data are measured in Colony Forming Units per hundred milliliters (CFU/100 mL). Typical counts caused by aquatic life, birds, and other wildlife range from 50 to 100 CFU/100 mL (King County 2007). These counts are classified as Low Concern. Counts greater than 200 CFU per 100 milliliters are classified as either Moderate or High Concern, as they can be a sign of sewage in the water. If the average mean of counts taken during a test period exceeds 200 CFU/100 mL or any single sample exceeds 1,000 CFU/100 mL, the Washington Department of Health requires the swimming beach to be closed to the public (B-Sustainable 2008) until human bacteria sources, if any, are identified and eliminated and/or continued sampling demonstrates that bacteria levels are within the typical ranges caused by aquatic life, birds, and other wildlife.



Source: City of Bellevue GIS 2009

0 125 250 500 Feet

Figure 3.2-1: Storm Drainage System

Past samples taken in the vicinity of the study area have indicated elevated levels of fecal coliform bacteria above the 50 CFU/100 ml Class AA water quality standards, resulting in the area being placed on Ecology's 303(d) List of Impaired Waters. At the time, birds, such as Canada geese, and other wildlife were believed to be the primary cause. In 2004, however, a leak in a shoreline sanitary sewer line was detected and repaired (pers. comm., R. Cole 2009). Subsequent samples taken since 2005 have consistently measured mean annual fecal coliform bacteria levels below the 50 CFU/100 ml standard, indicating that the leaking sewer line was the likely cause of the elevated bacteria levels (Cole 2009). It is possible this water body may be removed from the 303(d) list if future mean annual levels continue to remain below 50 CFU/100 ml. Washington state does not have formal criteria for delisting a water body; delisting is considered by the state on a case-by-case basis when petitioned and supported with sufficient data.

3.2.1.2 Regulatory Setting

Federal

Clean Water Act

The Clean Water Act (CWA) consists of the Federal Water Pollution Control Act of 1972 and subsequent amendments. The CWA is the primary federal law that governs and authorizes water quality control activities by the U.S. Environmental Protection Agency (EPA) as well as the states. It establishes the basic structure for the regulation of pollutant discharge to surface waters within the United States. One of the tools in the Clean Water Act to improve water quality is the National Pollutant Discharge Elimination System (NPDES) permit program. There are four types of permits that address discharges from various facilities and/or activities: industrial, construction, municipal, and aquatic pesticide. Of these, construction and municipal would apply to future projects in the study area. The Construction NPDES permit is required for new development or redevelopment projects that disturb 1 or more acres. The Municipal NPDES permit applies to municipal storm drainage system discharges and requires municipalities to implement the permit-specified Stormwater Management Program to reduce pollutants discharged from the municipal storm system. The program includes requirements to address potential stormwater and water quality impacts associated with development, redevelopment, and construction projects. In addition to the NPDES permit program, the CWA authorizes EPA to set effluent limits for discharges and requires the agency to set water quality standards for contaminants in surface waters. The CWA authorizes EPA to delegate permits, administration, and enforcement of the law to state governments. In such cases, the EPA still retains oversight responsibilities. In Washington, Ecology implements the CWA.

Both action alternatives analyzed in this Draft EIS reflect levels of development that would warrant both Construction and Municipal NPDES permits. For the Construction NPDES permit, the project will require a Construction Stormwater Pollution Prevention Plan (SWPPP) to address erosion and sediment control, spill, and stormwater quality during construction. Compliance with the Municipal permit will be through adherence to the stormwater treatment facility design standards of the City of Bellevue (which are in turn based on Ecology standards).

State

Growth Management Act

The Washington State Growth Management Act requires all cities and counties to identify critical areas, including streams and wetlands, within their jurisdictions, and to formulate development regulations for their protection.

Clean Water Act Certification

This certification would typically be obtained from Ecology in conjunction with a federal Section 404 permit and a 401 certification via a joint permit application for impacts on wetlands and jurisdictional waters.

State Environmental Policy Act

As described in more detail in Section 3.1.1.2 (*Regulatory Setting*), SEPA requires all governmental agencies to consider the environmental impacts of a proposed action before making decisions.

Local

The City must comply with the NPDES Western Washington Phase II Municipal Stormwater Permit as an operator of a small municipal separate storm sewer system (MS4). There are over 100 Phase II permittees in Washington. The permit authorizes the discharge of stormwater runoff from municipal drainage systems into the state's surface waters (in this case, Lake Washington), provided that the City: implement the permit-specified Stormwater Management Program (SWMP) which consists of programs of best management practices (BMPs) intended to reduce the discharge of non-point source pollutants to the maximum extent practicable, meet state AKART (all known, available, and reasonable methods of prevention, control, and treatment) requirements, and protect water quality.

Compliance with the SWMP would generally begin with an evaluation of the proposed project scope against a variety of development stormwater standards, thresholds and other criteria to determine the scope and goal of stormwater improvements needed. Common results include identifying runoff-generating areas where treatment is required, and the target pollutants and treatment performance standards that inform the treatment facility design.

Nearshore waters of Lake Washington in the vicinity of the study area are listed on Ecology's 303(d) List of Impaired Waters for fecal coliform bacteria in the 2008 Water Quality Assessment for Washington (WQA). The 303(d) List is also referred to in the assessment as Category 5 waters. The listing is based on samples collected between 1998 and 2001 where the mean values for indicated samples were beyond the standard for bacteria. Lake Washington is listed for exceedances of bacteria in several areas. Bacteria sources can be human (e.g., septic, sanitary sewer) or caused by birds, wildlife, pets, soils, etc. When a water body is listed on Ecology's 303(d) List, Ecology develops a water quality clean-up plan, also known as a Total Maximum Daily Load (TMDL), which identifies potential bacteria sources and requires implementation of BMPs to reduce bacteria sources to the water body. To date, Ecology has not developed a bacteria TMDL for fecal coliform for the nearshore areas of Lake Washington in the vicinity of the study area. Being on the 303(d) List of Impaired Waters requires proposed projects in the area to address the issue in the Stormwater Pollution Prevention (SWPP) Plan. Additionally,

water samples taken since 2005 indicate a reduction in fecal coliform bacteria to below Clean Water Act levels following repairs to a shoreline sanitary sewer connection (pers. comm., R. Cole 2009).

Future projects in the study area will be subject to applicable stormwater standard requirements. These may include basic water quality treatment requirements for most of the study area, with isolated oil control treatment in High Use areas. Basic treatment targets suspended solids in the stormwater. Ecology has established a required treatment performance of 80 percent Total Suspended Solids (TSS) removal for influent TSS concentrations in excess of 100 mg/l and <20 mg/l for influent TSS concentrations <100 mg/l.

Areas determined to be High Use sites, which are sites at risk of generating higher-than-normal petroleum hydrocarbon levels, will be subject to oil control treatment, which requires specialized treatment facilities such as oil-water separators, to reduce total petroleum hydrocarbons (TPH) to less than 10 mg/l with no visible sheen. These requirements are in addition to basic treatment facilities.

The City maintains its own Storm and Surface Water Utility code and engineering standards, which are based on Ecology's 1992 Stormwater Management Manual for the Puget Sound Basin (Ecology 1992). All development proposals must meet these standards. A revision to this City code, that will require conformance with Ecology's 2005 Stormwater Management Manual for Western Washington (Ecology 2005), is planned for 2009 (pers. comm., S. Taylor 2009).

Any filling of Waters of the State, which includes wetlands that discharge to Waters of the State, are regulated by the Corps under Section 404 of the Clean Water Act, as well as subject to the Critical Areas Overlay District (Part 20.25H BCC) and the Bellevue Environmental Procedures Code (Chapter 22.02 BCC). Wetlands and streams are also regulated by the Critical Areas Overlay District in Part 20.25H LUC, and also by the City's Storm and Surface Water code (BCC 24.06). Please refer to Section 3.3 (*Plants and Animals*) for more information on the regulatory requirements of streams and wetlands.

3.2.2 Impacts

3.2.2.1 Methods

This Draft EIS evaluates a No-Action Alternative and two action alternatives (Alternative 1 and Alternative 2), as described in Chapters 1 and 2. The No-Action Alternative provides a baseline against which to measure both short-term and long-term impacts of the action alternatives on surface water and water quality.

Short-term impacts for the No-Action Alternative and both action alternatives could include impacts on water quality or surface water caused by site demolition or construction (water turbidity, debris in the water, etc.), similar to those described in Section 3.1.2, Earth.

Modifications to study area features may also affect long-term drainage conditions within the site and potentially change peak stormwater flows and volumes. Potential changes to peak flows and volumes for the action alternatives are compared for each action alternative relative to the No-Action Alternative.

The project alternatives were qualitatively assessed to determine their relative impacts on water quality. This assessment included observations on the quantity of both impervious and pervious surfaces likely to be pollution generating, and opportunities to treat stormwater runoff prior to discharge. Available City and state records of existing stormwater features and water quality data were also reviewed.

Quantitative analysis of the project alternatives is not applicable given the programmatic nature of this EIS. Project-level design will evaluate changes to the terrain, surface types, and drainage systems against the City's standards for stormwater treatment facilities. Project-level analysis also may use two hydrologic models: conveyance-related assessments would use a single event model such as the Santa Barbara Urban Hydrograph (SBUH) and treatment-related assessments would use a continuous simulation hydrologic model based on the EPA's Hydrologic Simulation Program Fortran (HSPF) such as the Western Washington Hydrology Model (WWHM) developed by Ecology.

The type, degree, and significance of potential water quality impacts were assessed based on applicable plans, policies, and regulations, as described in Section 3.2.1.2 (*Regulatory Setting*). A significant water quality impact would be one that is reasonably likely to result in a more than moderate adverse impact on hydrology, surface water, or groundwater in the study area, including increases in pollutants, stormwater discharge, and changes in peak flows.

3.2.2.2 No-Action Alternative

The No-Action Alternative generally consists of minor residential redevelopment and demolition of residences and residential docks on upland and in-water properties acquired for park use. A shoreline trail would be constructed, and some regrading and modest landscaping would be performed following removal of the residential units. The least amount of upland and shoreline development is proposed under the No-Action Alternative, and proposed impervious surfaces could be close to 228,000 sf.

Short-term impacts from minor demolition and construction could include erosion of sediment and earth generated from land-disturbing activities, release of hazardous materials into lake waters, and spills and leaks from construction equipment. The potential impacts from upland and in-water demolition would be addressed by developing and employing erosion control plans, spill control and containment plans, and hazardous materials management plans, as described in detail in Sections 3.2.3 and 3.2.3 below. Construction within the study area would be required to comply with the federal Clean Water Act, and a violation of water quality standards may require efforts to improve stormwater quality.

The effect of two upland parcels redeveloping under existing DNTN-OB zoning (the northeast and southeast corners of 100th Avenue and Main Street) would largely depend on individual site design, including net changes to impervious surface, selection of building material (primarily for roofs), and methods of on-site stormwater management. Each development would undergo a project-specific drainage review (as described in Section 3.2.2.1, *Methods*) to determine the specific stormwater requirements under the City of Bellevue stormwater management program. Improvements to stormwater system elements external to the upland development sites (i.e., off site) may also be necessary to support increased impervious surface or proposed treatment systems.

Potential short-term construction impacts resulting from the upland redevelopment would be addressed by required treatment and on-site stormwater management features. Long-term conditions would benefit from bringing properties up to current standards.

3.2.2.3 Alternative 1

Alternative 1 would reconfigure and expand the park to include additional walking paths and parking, but would reduce vehicle access to the water. Additional upland development in the area would include additional buildings, public spaces, and transitional features from downtown to the park. An existing stream within the ravine, which is currently conveyed via an underground pipe, would be daylighted and restored along its entire length within the project boundary. Storm drains currently discharging to the underground stream would be modified to continue to discharge to the stream or be rerouted to other outfalls. An additional water feature that might provide additional stormwater treatment also is proposed on the southeast portion of the study area, in the vicinity of 100th Avenue NE and 100th Avenue SE. Replacement of the southern segment of 100th Avenue SE with a pedestrian walkway would eliminate vehicle-generated runoff pollution associated with the segment.

New development and redevelopment projects of any scope must comply with construction stormwater pollution prevention requirements. Projects begin to require formalized stormwater planning, including stormwater site plans and on-site stormwater management efforts, if they involve the creation or replacement of 2,000 square feet of impervious surface or involve greater than 7,000 square feet of land-disturbing activities. Treatment and flow control requirements apply to new and replaced impervious surfaces if they exceed 5,000 square feet or if 0.75 acres or more of native vegetation is converted to lawn or landscaped areas. Both action alternatives currently exceed these thresholds (Alternative 1 could result in approximately 250,000 sf of impervious surfaces, and Alternative 2 could result in approximately 327,000 sf of impervious surfaces) and would therefore need to comply with all City of Bellevue stormwater requirements.

Similar to the No-Action Alternative, short-term impacts would include potential erosion and sediment generated by land-disturbing activities. However, these impacts would be prevented or addressed by required construction stormwater erosion and sediment control plans. Vegetation-based treatment facilities would also likely require increased landscaping attention until well established. The study area would also still be required to comply with the federal Clean Water Act.

Long-term impacts would include an increase in certain initial pollutant concentrations in runoff, such as sediment, zinc, or copper, followed by a net reduction (compared to existing conditions) in some to all pollutants at the point of discharge because of the inclusion of stormwater treatment facilities. The effect on individual pollutants would be influenced by the type of treatment facilities installed (the treatment performance for each individual pollutant varies based on the treatment facility used). Increased impervious surface created by the project would also increase peak runoff rates, which may cause erosion at outfalls and in existing natural or manmade conveyance channels.

Upland parcel development effects would largely depend on individual site design including net changes to impervious surface, selection of building material (primarily for roofs), and methods of on-site stormwater management. Each development would undergo a project-specific drainage review (as described in Section 3.2.2.1, *Methods*) to determine the specific stormwater

requirements as specified by the City of Bellevue stormwater management program. Improvements to stormwater system elements external to the upland development sites (i.e., off site) may also be necessary to support increased impervious surface or proposed treatment systems.

Stormwater treatment facilities for Alternative 1 would require routine maintenance to maintain treatment performance, which will most likely result in increased maintenance and operation costs relative to the No-Action Alternative. Maintenance typically includes inspections, removal of accumulated sediments and floatables, and replacement or cleaning of any filter media. Filter media include cartridge-type filters found in structural treatment facilities and more natural infiltration beds in bioretention areas and swales. Treatment facilities that use a vegetation component would require periodic pruning or mowing, while periods of extended drought may necessitate irrigation or replanting. Specific maintenance requirements would be established as the design progresses and treatment facilities are selected. Maintenance requirements and a record of all maintenance would be documented in a stormwater pollution prevention plan that is required by Ecology in conjunction with the stormwater treatment requirements.

Future design of project elements proposed in Alternative 1 would need to address the following stormwater- and water-quality related issues.

Ravine Stream Hydraulic Design

The design to daylight the entire ravine stream would need to address the seasonal flow variations of the native creek, potential for flooding, potential need for flow control, and treatment of contributing storm drains.

Estimates of the natural flow of the stream would need to be assessed to achieve proper hydraulic and aesthetic design. The potential for flood conditions and damage to surrounding property would also need to be determined and addressed.

Because the stream is currently contained within a piped conveyance system, it is likely that the contributing storm drains do not presently use flow control facilities to limit their peak flows into the steam. Restoring the stream to a more natural condition may require the addition of flow control facilities, rerouting of storm drains, or other measures to prevent erosive flow conditions during peak flow events.

Additional treatment facilities may be needed upstream of the feature, depending on the typical nature of the contributing runoff (e.g., turbidity, oil, floatables, smell, etc.) and intended public accessibility (e.g., wading, touching, viewing).

Treatment of contributing flows may also need to be considered as part of both the stormwater and aesthetic design.

For Alternative 1, daylighting the ravine stream may induce additional water treatment mechanisms within the streambed, but the nature and effectiveness of these mechanisms would depend on the design of the restored streambed. A heavily vegetated streambed may provide mechanical filtration and biological uptake treatment benefits, but this may be less desirable from a habitat or aesthetic standpoint.

It is important to note that the "restored" condition of the stream would likely differ significantly from its original natural condition because of the need to design around an urbanized watershed. An urbanized watershed typically generates higher peak runoff rates, and results in higher water temperatures because of the large quantities of impervious surface. The resultant stream restoration would therefore include more shore protection and be designed to accommodate larger flows than the original stream. Protection may also need to extend farther away from the streambed to stabilize the surrounding slopes.

Buildings, Vehicle Access, Lawn, and Landscaped Areas

Under Alternative 1, proposed roads, parking areas, lawn, landscaped areas, and upland building development would likely exceed treatment exemption thresholds and require that the generated runoff undergo treatment prior to discharge into Lake Washington. Ecology has approved a variety of treatment BMPs, including Low Impact Development (LID) systems such as pervious pavement and bioretention areas, that may be suitable within the study area.

It is likely that LID systems would be used extensively for both Alternatives 1 and 2, given the abundant opportunities (green space) within the study area, the typical cost savings associated with LID systems, and the superior performance of LID systems relative to stormwater quality.

Increased vehicle traffic may increase suspended solid, dissolved metal, and oil concentrations in the stormwater runoff, but stormwater treatment facilities to be installed within the study area may minimize the additional contribution of some or all pollutants to the runoff. It is likely that there would be a net reduction in some or all runoff pollutants for most discharge areas because of improved stormwater treatment compared to the No-Action Alternative.

Water/Stormwater Feature

Alternative 1 proposes to incorporate terraced gardens and a path from Main Street to the Bellevue Marina. A water feature (pools or fountains) or a stormwater feature (to provide some additional stormwater treatment in this area) could also be considered at the project level. Any proposed stormwater feature would need to undergo additional definition to determine function and feasibility. If supplemental pumping of lake water to the feature is considered for some portion of seasonal flow variation, additional regulatory issues would also need to be studied and addressed. Required volume and flow rates, necessary to meet design criteria for a pumping system, may have impacts on other aspects of the site (e.g., impacts on nearby aquatic habitat or life). Seasonal variation of the flow would need to be considered for both aesthetic and treatment purposes (if treatment is intended).

The effectiveness of any concept would rely on further defining the specific water quality issues for the site. Issues include physical (sedimentation, runoff, erosion, and temperature); chemical (dissolved oxygen and pH); biological (decayed organic materials); and pollution (pesticides, toxic and hazardous substances). Options would then be developed to treat these specific issues and evaluated. Modeling (and possible field studies) is usually required to evaluate different options. Results from such studies would identify the effectiveness as well as any other possible related impacts of the options. It would also be important to consider the scale at which any option would be evaluated. Connection of Meydenbauer Bay to Lake Washington could minimize the overall effectiveness of a proposed system. This is not to discount the importance of local, small scale efforts, but to bring attention to the complexity that the site may bring.

Alternative 1A – Road Open Variant

Under Alternative 1A, vehicle access would be allowed within the study area by retaining 100th Avenue SE south to connect to Meydenbauer Way SE. The water quality impact (positive or negative) for this alternative would be largely affected by changes in traffic volume and whether or not treatment facilities are incorporated into any improvements made within the right-of-way. Compared to Alternative 1, there is a potential to generate more runoff pollution, but this potential could be addressed by additional treatment facilities.

3.2.2.4 Alternative 2

Alternative 2 proposes a similar reconfiguration of the study area to Alternative 1, with the notable exception of the ravine stream, which would incorporate daylighting of only a portion of the stream, and would incorporate only a water feature in the vicinity of 100th Avenue NE (not a stormwater feature as a proposed option in Alternative 1). Upland improvements would be similar to those for Alternative 1 and would include additional buildings, public spaces, and transitional features from downtown to the park.

Issues regarding the daylighted portion of the creek would be similar to those described above for Alternative 1; however, both the benefits and concerns would be less because a smaller stream section would be daylighted. Possible water quality benefits, as described above for Alternative 1, could also result, but the extent of the benefits would depend on the final design and proposed functionality for the stream modifications.

While Alternative 2 does not incorporate surface stormwater management near 100th Avenue NE, treatment would still be required for any vehicle-accessible areas. As with Alternative 1, LID systems could be incorporated into the project. An overall net benefit is likely through the installation of treatment facilities where there are currently none, but may be slightly less than under Alternative 1. Replacement of the southern segment of 100th Avenue SE with a pedestrian walkway would eliminate vehicle-generated runoff pollution associated with the segment.

Similar to Alternative 1, short-term impacts would include potential erosion and sediment generated by land-disturbing activities. As under Alternative 1, these impacts would be prevented or addressed by required construction stormwater erosion and sediment control plans. Development within the study area would be required to comply with the federal Clean Water Act.

Long-term impacts would also be similar to those identified for Alternative 1, and would include an increase in certain initial pollutant concentrations in runoff, followed by a net reduction in some to all pollutants at the point of discharge because of the inclusion of stormwater treatment facilities. The effect on individual pollutants would be influenced by the type of treatment facilities installed (the treatment performance for each individual pollutant varies based on the treatment facility used). Compared to the No-Action Alternative, increased impervious surface would generate increased peak runoff rates, which may cause erosion at outfalls and in existing natural or manmade conveyance channels without appropriated measures being in place.

Upland development impacts would be the same as those described for Alternative 1.

Stormwater treatment facilities would require routine maintenance to maintain treatment performance, similar to Alternative 1.

Alternative 2A – Road Open Variant

The Road Open Variant for Alternative 2 is similar to the Road Open Variant of Alternative 1, with similar stormwater issues that would be addressed in a similar fashion. As with Alternative 1A, the water quality impact (positive or negative) of Alternative 2A would be largely affected by changes in traffic volume and whether or not treatment facilities are incorporated into any improvements made within the right-of-way. Compared to Alternative 1, there is a potential to generate more runoff pollution, but this potential could be addressed by additional treatment facilities.

3.2.3 Mitigation Measures

During construction, future projects will need to comply with all construction-related stormwater requirements, including temporary erosion and sediment control, and development and implementation of a stormwater pollution and spill prevention plan. These short-term mitigation measures would be similar to those listed in Section 3.1.3 and would be required as part of future project review and approval processes.

The project-specific design will determine the necessary permanent, long-term treatment requirements, but it is likely that Basic Treatment (as defined by Ecology) will be necessary for all vehicle-accessible areas. Large areas of landscaping or lawn, unless strict policies on pesticide and fertilizer use are adopted, will also be subject to treatment requirements.

Existing stormwater treatment facilities will be maintained or replaced with an equal or better facility if feasible. Where infeasible, treatment of an equivalent area elsewhere will be proposed such that there is no net loss of pollution treatment. Such design would be consistent with Ecology's procedure regarding equivalent area trading.

No specific treatment method is proposed at this point, but it is likely that treatment would consist of various LID systems to the extent feasible. Additional erosion protection improvements may be needed at project outfalls because of increased peak runoff rates caused by an increase in impervious surface.

3.2.4 Summary of Impacts

Impacts on stormwater quality and quantity are affected by a variety of site design elements including quantity, configuration, and intended use of impervious surfaces, landscaped surfaces, and natural areas, as well as the selection, placement, and sizing of treatment and flow control facilities. Current regulations recognize the adverse effects of improper stormwater management and generally seek to prevent these through a variety of site design requirements and construction methods. The project site was previously developed without these requirements such that this project, under either Alternative 1 or Alternative 2, provides the opportunity to replace existing stormwater features (which primarily serve as property drainage) with state-of-the-practice site stormwater management and treatment methods, while generally maintaining the characteristics of the site. A long-term net benefit to stormwater quality is expected as a result. Short-term impacts associated with construction activities, such as runoff turbidity and

increased sediment, are also expected to be minor for the No-Action Alternative or both action alternatives due to more strict controls on runoff generated by construction sites. Both action alternatives are very similar in nature and would likely be indeterminable in terms of stormwater impact. For example, differences in impervious surface area may be offset by different surface configurations and treatment methods (which are selected on a case-by-case basis to address localized site conditions). Currently, differences in impervious surfaces between the alternatives seem to be more than minor (228,000 sf for the No-Action Alternative, 250,000 sf for Alternative 1, and 327,000 sf for Alternative 2). However, future design could significantly change these estimates for any alternative and, given the size of the entire drainage basin area, the differences in these current approximations are minor. Any future stormwater design for any of the alternatives would need to comply with all City of Bellevue stormwater requirements.

The installation of new treatment facilities under both action alternatives would result in increased maintenance costs compared to the No-Action Alternative. However, both Alternative 1 and Alternative 2 would provide overall long-term improvements in stormwater quality compared to the No-Action Alternative because of the more substantial opportunity to install treatment facilities in areas not currently being treated.

The general characteristics of the site would not be adversely affected by any of the project alternatives. Required stormwater management efforts triggered by the municipal permit for redevelopment, consistent with current standards, would offset some or all of the resulting increases in adverse effects of stormwater brought about by increased site development. No significant, unavoidable adverse impacts would result, and the impacts from either action alternative would be comparable to one another and significantly better than the No-Action Alternative.

3.3 PLANTS AND ANIMALS

For this section, plants and animals include plants and wildlife, fish, and their habitats within the study area. This section addresses how each alternative may differ in its effect on plants or animals, as well as how regional conditions may be affected by the project overall.

3.3.1 Affected Environment

For the purpose of evaluating the potential impacts of the project alternatives on plants and animals, the affected environment has been defined as those species known to occur in the study area or likely to occur given the presence of suitable habitat and known distribution in the general area.

Special status species, which include the City's list of Species of Local Importance (LUC 20.20H.150(A)) and federally threatened and endangered species, potentially occurring in the vicinity of the study area were determined from lists obtained from the U.S. Fish and Wildlife Service (USFWS 2009) website for King County, Washington; the National Marine Fisheries Service (NMFS 2009) website for federal listing status of species and critical habitats; the Washington Department of Fish and Wildlife (WDFW 2009) website for priority habitats and species; and the Washington DNR Natural Heritage Program website for rare plants (DNR 2009).

Information on plants and animals in the study area is based on a review of existing data and assessments and field reconnaissance. Sources include the following: Meydenbauer Bay Sub-Area Shoreline Inventory Report (TWC 2008), StreamNet Data Library searches (StreamNet 2009), Lake Washington Existing Conditions Report (King County 2003), City of Bellevue Critical Areas Update Best Available Science Papers (City of Bellevue 2003a, 2003b), and study area baseline environmental data presented in technical memoranda prepared for the City by EDAW and Moffatt & Nichol.

3.3.1.1 Existing Conditions

Plants and Wildlife

Historically, the study area included conifer forests typical of the Western hemlock (*Tsuga heterophylla*) forest zone in the Puget Sound lowlands (Franklin and Dyrness 1988). Most of these native conifer forests have been converted to residential, industrial, and commercial uses. The study area is located within a densely populated urban area that is dominated by commercial and residential development. EDAW ecologists divided the study area into four habitats: mixed urban environments, a forested ravine, small fragmented wetlands, and shoreline (Figure 3.3-1).

Mixed Urban Environment

The mixed urban environment area is approximately 24 acres, vegetated mostly with species selected for commercial, residential, and street landscaping. This high-density urban area has 50 percent impervious surface. Discrete patches of natural areas are so small that native interior species cannot be supported because they are disconnected and lack structural diversity (Johnson and O'Neil 2001).

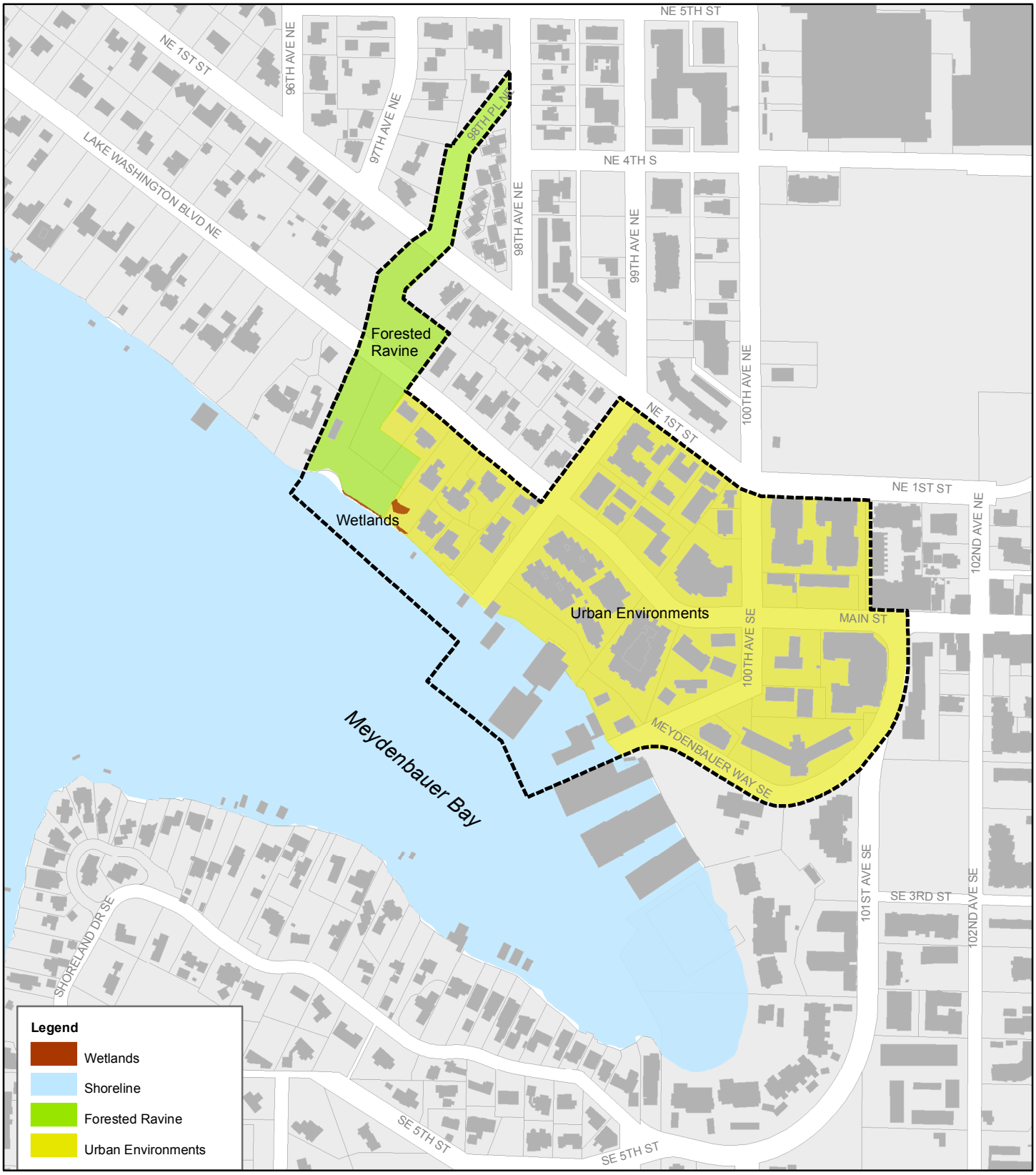
Vegetated areas include residential lawns and street trees. Lawn grass is primarily annual bluegrass (*Poa annua*). Douglas-fir (*Pseudotsuga menziesii*) and ornamental pines (*Pinus* spp.) are the dominant conifer street trees, with a variety of ornamental deciduous trees including poplars (*Populus* spp.), elms (*Ulmus* spp.), and cherries (*Prunus* spp.) scattered throughout.

Urban environment elements faced by wildlife in this habitat are roads, vehicle traffic, ever-present background noise, artificial lighting, and highly maintained and manicured landscaping. Wildlife dispersal is limited and conditions are dangerous. Because of these attributes, most wildlife species found in the study area habitat are birds and small mammals (EDAW 2008a). Typical birds found in the study area are ground-foraging species like the European starling (*Sturnus vulgaris*), house sparrows (*Passer domesticus*), and rock pigeons (*Columba livia*). Because of the proximity to Lake Washington, gulls (*Larus* sp.) are common. Small mammals in this urban habitat include the Norway rat (*Rattus norvegicus*), black rat (*Rattus rattus*), and house mouse (*Mus musculus*). Other mammals using this habitat include squirrels (*Sciurus* sp.), raccoons (*Procyon lotor*), and opossums (*Didelphis virginana*).

Forested Ravine

The forested ravine area is approximately 4 acres and is located within the Meydenbauer Beach Park boundary and adjacent private parcels (Figure 3.3-1). The park is also described in Section 3.6 (*Parks and Recreation*). The ravine is landscaped with native vegetation. As described in the Baseline Habitat and Vegetation Functional Analysis technical memorandum (EDAW 2008a), the forested ravine slopes consist of big-leaf maple (*Acer macrophyllum*), red alder (*Alnus rubra*), western red cedar (*Thuja plicata*), Douglas-fir, western hazelnut (*Corylus cornuta*), Pacific madrone (*Arbutus menziesii*), and invasive cherry laurel (*Prunus laurocerasus*). Very little native shrub understory is present, although oceanspray (*Holodiscus discolor*) was noted in several locations. The herbaceous layer is dominated by English ivy (*Helix hedera*). Himalayan blackberry (*Rubus armeniacus*) is present near the wetlands. The ravine bottom was historically an open channel that is now piped; the area consists of a paved sidewalk and lawn connecting the parking lot in the upper portion of the ravine to the beach along Meydenbauer Bay.

Meydenbauer Bay Beach Park provides natural cover for wildlife away from the urban environment described above. In general, urban parks are rapidly assuming a central role in the protection of native wildlife from urban-related disturbances (Johnson and O'Neil 2001). The forest area favors cavity nesters, primarily house sparrows, starlings, and occasionally northern flickers (*Colaptes auratus*) and violet-green swallows (*Tachycineta thalassina*). The maintained lawn along the ravine bottom provides habitat for flock-feeding species like American robin (*Turdus migratorius*), Brewer's blackbird (*Euphagus cyanocephalus*), and starling. The occasional presence of spotted towhees (*Pipilo maculates*), dark-eyed juncos (*Junco hyemalis*), and song sparrows (*Melospiza melodia*) is evident. Potential roosting and nesting habitat exists for raptors such as bald eagle (*Haliaeetus leucocephalus*), osprey (*Pandion haliaetus*), and red-tailed hawk (*Buteo jamaicensis*) (pers. comm., K. Paulsen 2009). A Douglas-fir has been topped, and an artificial osprey nest platform is on the tree top. No bald eagle, osprey, or red-tailed hawk nests were observed during site visits. Squirrels are abundant. Bats (*Myotis* sp.) are not likely present because of the proximity and intensity of human disturbance. No bats have been documented in the study area. Garter snakes (*Thamnophis* spp.) and Pacific treefrogs (*Hyla regilla*) are likely present but limited in numbers.



Source: City of Bellevue GIS 2009

0 125 250 500 Feet

Figure 3.3-1: Habitats

Meydenbauer Bay Park and Land Use Plan EIS
City of Bellevue

Wetlands

Three small wetlands were delineated within the study area (EDAW 2008b). All three wetlands are within 100 feet of the Meydenbauer Bay shoreline, and close to one another (Figure 3.3-1). The combined wetland area is approximately 2,000 square feet, and all wetlands are dominated by herbaceous vegetation (EDAW 2008b). Based on the Wetland Rating System for Western Washington (Hruby 2004), the wetlands are rated as Category IV (heavily disturbed).

Combined, the three wetlands are maintained as a landscaped area with some weedy vegetation and most native vegetation removed. Vegetation includes bindweed (*Convolvulus* sp.), reed canarygrass (*Phalaris arundinacea*), common rush (*Juncus effusus*), and creeping buttercup (*Ranunculus repens*). The wetland has no standing water or woody stemmed vegetation, no woody debris, and no other features that would make it suitable for wildlife use distinct from a residential lawn extending to the armored shoreline. Detailed information on wetlands in the study area is provided in the Wetland Delineation Report (EDAW 2008b).

According to the Baseline Habitat and Vegetation Functional Analysis (EDAW 2008a), habitat quality for amphibians is low in these small wetlands. Because the wetlands are small, lack standing water, and close to urban disturbance, most wildlife species found are birds, primarily flock-feeding species like American robin. The wetlands are occasionally used by Canada geese (*Branta canadensis*) and gulls.

Shoreline

The shoreline habitat that includes Meydenbauer Bay and Lake Washington is described in Section 3.2 (*Surface Water and Water Quality*) and Section 3.5 (*Shorelines*). There is approximately 50,000 square feet of overwater structure. Existing piers in the bay may provide refugia (via hydrologic shadow and deck shading) for nonnative piscivorous fish. These artificial overwater structures in the bay may influence native fish use of the water column and the bay within the study area, providing opportunities for predators that may not otherwise exist.

In general, the shoreline is armored with riprap and lacks vegetation. A nonnative invasive freshwater plant, Eurasian watermilfoil (*Myriophyllum spicatum*), is present in small scattered patches along the shoreline on riprap. Mallards (*Anas platyrhynchos*) and gulls are common. Pier piling are used by double-crested cormorants (*Phalacrocorax auritus*) and great blue herons (*Andrea herodias*). In addition, bald eagle and osprey use the bay for foraging (pers. comm., K. Paulsen 2009).

Noxious Weeds and Invasive Species

Noxious weeds are found in the forested ravine portion of the study area. Noxious weeds present in the study area include Class B: Eurasian watermilfoil and yellow flag iris (*Iris pseudacorus*); and Class C: English ivy, Himalayan blackberry, and reed canarygrass (NWCB 2009). These weeds are controlled by park maintenance staff.

Fish

As described in Section 3.2 (*Surface Water and Water Quality*), the study area is in the Lake Washington/Cedar/Sammamish Watershed (WRIA 8) and within the 4th field HUC 17110012 (Lake Washington). Aquatic habitats include a portion of the Lake Washington shoreline. A

detailed description of the physical characteristics of the shoreline is provided in Section 3.5 (*Shorelines*). No open streams exist within the study area. Any historic streams within the study area have been piped.

The nearest classified stream is Meydenbauer Creek, a Type F stream, located approximately 1,000 feet to the south. As defined in the regulatory setting section, the City of Bellevue classifies streams into four categories: Type S, Type F, Type N, and Type O (City of Bellevue 2009). Type F streams contain fish or fish habitat.

As described in Section 3.2 (*Surface Water and Water Quality*), only stormwater outfalls exist within the limits of the study area. Other than the water quality vault (wet vault) installed in conjunction with the Meydenbauer Bridge Replacement Project (see Section 3.2.1.1), there are no stormwater treatment facilities within the study area. Untreated stormwater runoff drains directly to Meydenbauer Bay. Potential effects of untreated stormwater runoff on fish include, but are not limited to, the inability to avoid predators and disruption of olfactory navigation (WSDOT 2007). Stormwater pipes located within the western portion of Meydenbauer Beach Park drain an area that historically flowed as a perennial stream and is a component of the project alternatives.

Lake Washington supports a community of native aquatic species including, but not limited to, anadromous and resident fish species (King County 2003). Many stocks of the wild salmonid population in the Cedar-Sammamish Watershed, as well as in the Puget Sound ecoregion, have declined significantly (King County 2003). The fisheries community in the Cedar-Sammamish Watershed comprises both native and nonnative species. The historically important and current fishery is dominated by Chinook (*Oncorhynchus tshawytscha*), sockeye (*O. nerka*), and coho salmon (*O. kisutch*); and kokanee (*O. nerka*), steelhead (*O. mykiss*), rainbow (*O. mykiss*), and coastal cutthroat trout (*O. clarki clarki*), as well as bull trout (*Salvelinus confluentus*).

Potential spawning habitat for sockeye salmon may be present off the shore of Meydenbauer Bay Beach Park as indicated by WDFW maps created 10 years ago (as cited by TWC 2008). Beach-spawning sockeye at Meydenbauer Beach Park and Clyde Beach Park were documented in the mid 1990s (pers. comm., K. Paulsen 2009); however, it is not clear if sockeye still use this area (TWC 2008).

Additionally, 24 nonnative fish species have been introduced into the Cedar-Sammamish Watershed, creating numerous new trophic interactions with native species (King County 2003). As described in the Lake Washington Existing Conditions Report prepared for King County (2003), abundant resident fish include common carp (*Cyprinus carpio*) and yellow perch (*Perca flavenscens*); and common nonnative piscivorous fish include: black crappie (*Pomixis migromaculatus*), bluegill (*Lepomis macrochirus*), largemouth bass (*Micropterus salmoides*), and smallmouth bass (*M. dolomieui*).

Threatened and Endangered Species

This section provides information on federally listed threatened and endangered species potentially in the study area. Federally listed threatened and endangered species documented in the study area are summarized in Table 3.3-1.

Table 3.3-1. Federally Listed Threatened and Endangered Species in the Study Area.

Common Name (*Scientific Name*) ESU/DPS	Federal Status	Critical Habitat	WA/City Status	Occurrence Habitat Use
NMFS Jurisdiction				
Chinook salmon (*Oncorhynchus tshawytscha)* Puget Sound ESU	Threatened 6/28/05 (70 FR 37160)	Designated 9/2/05 (70 FR 52630)	SC/SOI	Migration only
Steelhead trout (*Oncorhynchus mykiss)* Puget Sound DPS	Threatened 5/11/07 (72 FR 26722)	under development	none	Migration only
USFWS Jurisdiction				
Bull trout (*Salvelinus confluentus)* Coastal-Puget Sound DPS	Threatened 11/1/1999 (64 FR 58910)	Designated 9/26/05 (70 FR 56212)	SC/SOI	Migration only

ESU = Evolutionarily Significant Unit; DPS = Distinct Population Segment; SC =State Candidate; SOI = Species of Importance; FR = Federal Register.
Sources: NMFS 2009, USFWS 2009, WDFW 2009, StreamNet 2009.

Puget Sound Chinook Salmon

The Puget Sound Evolutionarily Significant Unit (ESU) of Chinook salmon is listed as threatened by NMFS. Lake Washington is designated critical habitat for the Puget Sound Chinook ESU (70 Federal Register [FR] 52630). From 1968 to 1997, the Cedar-Sammamish Watershed supported an average yearly total run of approximately 9,600 adult Chinook salmon. This number represents the fish returning to the river and those that were harvested. However, total returns for naturally produced fish during the past 9 years have averaged less than 550 adult fish. Returns of naturally produced Chinook salmon to the Cedar-Sammamish Watershed have declined just as they have in many of the other Puget Sound drainage basins (Kerwin 2001). The Cedar River run Chinook salmon escapement data have been compiled by King County (pers. comm., H. Berge 2009). Recent data from 1998 to 2008 are summarized in Table 3.3-2. The numbers of Cedar River run Chinook salmon show a gradual increase in adults. The escapement goal for the Cedar River is 1,250 adults (pers. comm., H. Berge 2009).

Table 3.3-2. Cedar River Run Chinook Salmon Escapement Data 1998-2008.

Return Year	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Adult Chinook	432	241	120	810	369	545	575	518	1,066	1,730	788

Note: These data are derived from under the curve escapement estimates.
Source: pers. comm., H. Berge 2009.

Chinook salmon in Lake Washington and Meydenbauer Bay exhibit an ocean-type life history. Adult Chinook salmon return to natal streams from July through October, with the peak in mid August through September. According to StreamNet (2009), adult Chinook salmon use Lake Washington for migration only. Adult Chinook salmon may stage in Meydenbauer Bay as they return to their natal streams. Adult salmon that may be migrating through Lake Washington are typically in deeper offshore habitats (LWGI 2008).

Juvenile Chinook salmon emigrate from their natal streams as fry from early January through March. Juvenile Chinook salmon spend a few months in freshwater before migrating to saltwater in May or June (Shared Strategy 2005). This is when juveniles are small in size and dependent on the shoreline and cannot feed offshore.

Most juvenile fish then rear in Lake Washington and Meydenbauer Bay for several months before moving into Puget Sound. Juvenile Chinook salmon use Meydenbauer Bay for rearing and outmigration and were documented by WDFW during fish surveys (pers. comm., K. Paulsen 2009).

Puget Sound Steelhead

The Puget Sound Distinct Population Segment (DPS) of steelhead is listed as threatened by NMFS. Critical habitat has not been designated but is currently under development by NMFS. The Cedar-Sammamish Watershed winter steelhead stock has been characterized as depressed. Population declines began in the mid-1980s, similar to other Puget Sound winter steelhead stocks. These declines have been attributed to many factors, including degraded habitat, harvest, and largely to a change in ocean conditions. However, escapement estimates from recent years indicate an upward trend in returns, except for poor returns in 2000 and 2001 (Kerwin 2001). According to StreamNet (2009), steelhead use Lake Washington for migration only. Steelhead trout in the Lake Washington basin spawn from February through May. Juvenile steelhead trout migrate in April and May (LWGI 2008). This is when juveniles are small in size and dependent on the shoreline and cannot feed offshore. Adult steelhead may use Meydenbauer Bay for staging as they return to their natal streams. Adult salmon that may be migrating through the lake are typically in deeper offshore habitats. Juvenile steelhead may use Meydenbauer Bay for outmigration or rearing.

Coastal-Puget Sound Bull Trout

The Coastal-Puget Sound DPS of bull trout is listed as threatened by the USFWS. Lake Washington is mapped as bull trout critical habitat (70 FR 56309). There are known reproducing populations of both adfluvial and stream-resident bull trout in the upper Cedar River, in and above Lake Chester Morse (Berge and Mavros 2001). Adfluvial populations spend much of their lives in lakes but spawn and rear in streams. The stream-resident populations complete their entire life history in streams. Bull trout have been observed in the lower Cedar River below Landsberg (Berge and Mavros 2001). Surveys were conducted in 2001 and 2002 in tributaries to the lower Cedar River to determine if a self-sustaining population exists in the lower Cedar River watershed. With the exception of the population located within the upper Cedar River Municipal Watershed, no self-sustaining bull trout populations have been identified to date in the Lake Washington basin (King County 2000). Temperatures in most tributaries of the lower Lake Washington system are considered to be too warm to support bull trout juveniles and spawners. However, adult bull trout may stray into Lake Washington to forage during the winter and early spring when water temperatures are cold. Adults may migrate into tributaries within the basin during the fall to spawn if water temperatures have dropped to a suitable range (< 46.4°F) (WDFW 1998). No spawning habitat is present for the bull trout. Bull trout may be present in Meydenbauer Bay during the winter but are uncommon.

Sensitive Species

This section provides information on sensitive plant, wildlife, and fish species potentially using the study area. The City of Bellevue has designated a list of 23 species as Species of Local Importance in the critical areas code (LUC 20.20H.150 (A)). The Baseline Habitat and Vegetation Functional Analysis (EDAW 2008a) describes the potential presence of each species in the study area. For this section, the term sensitive species refers to federally listed species of

concern in King County, Washington state sensitive species, or City of Bellevue Species of Local Importance.

Plants

Using the King County list of rare plants from the Washington Natural Heritage Program (DNR 2009) and existing plant information collected from the Baseline Habitat and Vegetation Functional Analysis (EDAW 2008a) and Wetland Delineation (EDAW 2008b) reports, no special status plants or their habitats are present in the study area.

Fish and Wildlife

Sensitive fish and wildlife species, habitat associations, and potential species occurrence in Bellevue and the study area are summarized in Table 3.3-3.

3.3.1.2 Regulatory Setting

Federal

Future project work within the study area (e.g., project design, construction, and operation) would be subject to the following federal regulations relevant to protecting fish, wildlife, and their habitat:

- Endangered Species Act of 1973 (16 U.S. Code [USC] 1531-1544, as amended)
- Migratory Bird Treaty Act, 1918 (16 USC 703-712, as amended)
- Bald and Golden Eagle Protection Act, 1940 (16 USC 668a-d, as amended)
- Magnuson-Stevens Fishery Conservation Management Act, 1976 (Public Law 94-265, as amended)
- Clean Water Act, 1977 (33 USC 1251-1376, as amended)

Endangered Species Act

The Endangered Species Act (ESA) prohibits the incidental take of any federally listed species. Take is defined in the law to include harass and harm; harm is further defined to include any act that actually kills or injures a federally listed species, including acts that may modify or degrade habitat in a way that significantly impairs essential behavioral patterns of the species. Under Section 7 of the ESA, any federal agency that permits, funds, carries out, or otherwise authorizes an action is required to ensure that the action would not jeopardize the continued existence of listed species or result in the destruction or adverse modification of designated critical habitat. An incidental take permit, obtained through a formal Section 7 consultation with NMFS and/or USFWS, would be required if there is a potential for the project to adversely impact federally listed species or their critical habitat. Informal consultations occur for projects that result in a "not likely to adversely affect" determination; formal consultations occur for projects that are "likely to adversely affect" listed species.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) makes it unlawful, except as permitted by regulations, "to pursue, take, or kill…any migratory bird, or any part, nest or egg of any such bird, included in the terms of conventions" with certain other countries. The MBTA protects all active nests (eggs or young present) of designated migratory birds. If a problem with a specific nest is anticipated, permit requirements may be avoided by removing the nest or taking the appropriate

action during the non-breeding season while the nest is inactive (excluding eagles and endangered or threatened species).

The breeding season and dates when nests may be active varies by location and species, but, the presence of most North American raptors occurs between February 1 and August 31 (USFWS 2005). The most common bird species in the study area covered under the MBTA include the American robin and song sparrow.

Table 3.3-3. Study Area Sensitive Fish and Wildlife Species.

Common Name (*Scientific Name*)	Federal Status	WA/City Status	Habitat Association	Occurrence in Bellevue	Occurrence in Study Area
Fish					
Coho Salmon (*Oncorhynchus kisutch)* Puget Sound./ Strait of Georgia ESU	SOC MSA protected	NS/SOI	Low velocity streams, moderate threshold to degraded habitat	Documented	Migration
Coastal cutthroat trout (*Oncorhynchus clarki clarki)*	SOC	NS /SOI	Low to medium gradient streams	Documented	Migration
Pacific lamprey (*Lampetra tridentate)*	SOC	NS / NS	Low gradient streams with gravel deposits	Unconfirmed	Migration
River lamprey (*Lampetra ayresi)*	SOC	SC/SOI	Streams with gravel dominated riffles	Documented	Migration
Reptiles and Amphibians					
Western Toad (*Bufo boreas*)	SOC	SC/SOI	Wetlands	Rare	Unlikely
Birds					
Bald eagle (*Haliaeetus leucocephalus*)	SOC	SS/SOI	Mature forest near water, shorelines	Common	Occasional
Peregrine falcon (*Falco peregrines*)	SOC	SS/SOI	Open areas, cliffs, tall buildings and bridges	Rare	Rare
Pileated woodpecker (*Dryocopus pileatus*)	NS	SC/SOI	Mature forest, snags	Common	Occasional
Vaux's swift (*Chaetura vauxi*)	NS	SC/SOI	Mature forest, snags, chimneys	Unconfirmed	Rare
Merlin (*Falco columbarius*)	NS	SC/SOI	Mature forest, snags	Unconfirmed	Rare
Purple martin (*Progne subis*)	NS	SC/SOI	Mature forest, snags near water	Unconfirmed	Rare
Great blue heron (*Ardea herodias*)	NS	NS/SOI	Wetlands, shorelines	Common	Occasional
Osprey (*Pandion haliaetus*)	NS	NS/SOI	Forest near water, uses urban structures	Common	Occasional
Red-tailed hawk (*Buteo jamaicensis*)	NS	NS/SOI	Open forest and grasslands	Common	Occasional
Mammals					
Western big-eared bat (*Plecotus townsendii*)	SOC	SC/SOI	Caves, mines	Rare	Rare
Keen's myotis (*Myotis keenii*)	NS	SC/SOI	Forests, tree cavities, cliff crevices	Rare	Rare
Long-legged myotis (*Myotis volans*)	SOC	SM/SOI	Mature conifer forest, caves, rock outcrops	Rare	Rare
Long-eared myotis (*Myotis evotis*)	SOC	SM/SOI	Mature conifer forest, hollow trees, caves	Rare	Rare

SOC = Federal status species of concern; SC =State Candidate; SS = State Sensitive; SM = State Monitored; SOI = Species of Importance; NS=No status.
Sources: NMFS 2009, USFWS 2009, WDFW 2009, City of Bellevue 2003a and 2003b, Ehrlich et al. 1988, Good et al. 2005, Wydoski and Whitney 1979, Kan 1975.

Bald and Golden Eagle Protection Act

Administered by the USFWS, this law provides for the protection of the bald eagle and the golden eagle (*Aquila chrysaetos*) by prohibiting, except under certain specified conditions, the taking, possession, and commerce of such birds. Golden eagles are not likely to occur within the study area. Bald eagles, now delisted from the ESA, are primarily protected under the Bald and Golden Eagle Protection Act (Eagle Act). The Eagle Act prohibits unregulated take and makes it illegal to kill, wound, pursue, shoot, shoot at, poison, capture, trap, collect, molest, or disturb bald or golden eagles. If disturbance would occur in potential violation of the act, a permit to authorize take of eagles is required. Projects permitted under the Eagle Act do not need a permit under the MBTA.

Magnuson-Stevens Fishery Conservation Management Act

The Magnuson-Stevens Act (MSA) affords protection to Essential Fish Habitat (EFH), which may include streams, lakes, ponds, wetlands, other currently viable waterbodies, and most of the habitat historically accessible to salmon. Under the MSA, NMFS is required to provide EFH conservation and enhancement recommendations to federal and state agencies for actions that adversely affect EFH. Consultation with NMFS on effects on EFH would occur in conjunction with a Section 7 ESA consultation.

Clean Water Act

Impacts on jurisdictional wetlands or other waters would require a Section 404 permit from the Corps. For activities that may result in discharge to waters of the state or U.S., Section 401 of the CWA requires certification that the project would comply with water quality requirements and standards. Dredging, filling, and other activities that alter a waterway require a Section 404 permit and Section 401 certification. The appropriate state agency must also certify that the project meets state water quality standards and does not endanger waters of the state or U.S. or wetlands. In Washington state, 401 water quality certifications are issued by Ecology.

State

Future project work within the study area (e.g., project design, construction, and operation) would be subject to the following Washington state regulations relevant to protecting fish, wildlife, and their habitat:

- Habitat buffer zones for bald eagles, 1984 (RCW 77.12.655) and bald eagle protection rules, 1986 (WAC 232-12-292)
- Shoreline Management Act of 1971 (RCW 90.58, WAC 173-18-100, and WAC 173-22)
- Hydraulic Code, 1949 (Chapter 77.55 RCW)
- Fishways, flow, and screening, 1949 (RCW 77.57, as amended)
- Water Quality Certification (RCW 90.48, WAC 173-201A, and WAC 173-225)
- SEPA, 1971 (RCW 43.21C, WAC 197-11, and WAC 468-12)

Habitat Buffer Zones for Bald Eagles

Government agencies must notify the WDFW if a landowner is applying for a permit for a land-use activity that involves land containing or adjacent to an eagle nest or communal roost site.

WDFW would determine whether the proposed activity would adversely affect bald eagle nests or communal roosts sites; if so, a site management plan is required.

Shoreline Management

Under the Shoreline Management Act (SMA) (RCW 90.58), each city and county is required to adopt a shoreline master program that is based on state guidelines and that may be tailored to the specific geographic, economic, and environmental needs of the community. A permit would be required from the City of Bellevue for project activities occurring within 200 feet of the OHW mark of Lake Washington or within Lake Washington.

Hydraulic Code

The Hydraulic Code is intended to ensure that required construction activities are performed in a manner to prevent damage to the state's fish, shellfish, and their habitat. A Hydraulic Project Approval (HPA) from WDFW would be required for work occurring within waters of the state (defined as all salt and fresh waters waterward of the OHW mark and within the territorial boundary of the state).

Priority Habitats

WDFW has established priority habitat areas within the state. Priority habitats are those habitats with unique or significant value to many species (WDFW 2008). A priority habitat may be described by a unique vegetation type or by a dominant plant species that is of primary importance to fish and wildlife (e.g., freshwater wetlands and fresh deepwater, urban natural open space). A priority habitat may also be described by a successional stage (e.g., old-growth and mature forests). Alternatively, a priority habitat may consist of specific habitat features (e.g., talus slopes, snags) of key value to fish and wildlife. Washington has identified 18 priority habitat types.

Fish Passage Law

This law (RCW 77.57.030) and its implementing regulations (WAC 220-110-070) require that any dam or other obstruction across or in a stream shall be provided with a durable and efficient fishway approved by WDFW. The fishway must be maintained and continuously supplied with sufficient water to freely pass fish. Washington's fish passage regulations describe requirements for fish screens or bypasses when a lake, river, or stream containing game fish would be diverted, and for fishways if an obstruction would be placed in a stream. An HPA would be required (see *Hydraulic Code* above), and a permit from Ecology would be required if water is diverted.

Water Quality Certification

A 401 water quality certification would typically be obtained from Ecology via a joint permit application for impacts on wetlands and jurisdictional waters. Issuance of a certification means that Ecology anticipates that the applicant's project will comply with state water quality standards and other aquatic resource protection requirements under Ecology's authority. The 401 certification can cover both the construction and operation of the proposed project. Conditions of the 401 certification become conditions of the federal permit or license.

State Environmental Policy Act

SEPA requires all governmental agencies to consider the environmental impacts of a proposed action before making decisions. An EIS must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. Depending on the extent of the proposal and potential adverse impacts, SEPA may be satisfied by preparation of an environmental checklist and a determination of nonsignificance (DNS), or the proposal may be qualify as categorically exempt. State and local agencies may adopt or supplement existing SEPA documents or environmental documents prepared under the National Environmental Policy Act (NEPA) to fulfill SEPA requirements.

Local

Critical Areas Ordinance (City of Bellevue)

The CAO applies to habitat for any life stage of state or federally designated endangered, threatened, or sensitive fish or wildlife species; priority habitats and habitats of local importance; riparian management areas and riparian buffers; and water bodies. As described in Section 3.1 (*Earth*), the Critical Areas Ordinance also regulates development in geologic hazard areas; these areas do occur in the study area.

According to LUC 20.25H.075, closed stream segments do not have a critical area buffer but do require a 10-foot structure setback. The City's LUC does not specifically identify protocols for the "daylighting" of streams. If future daylighting of the stream segment is proposed, it is likely that the stream would be considered a Type N or F stream if the restored channel would support fish. Appropriately sized buffers would be established by the City as part of any overall restoration and daylighting plan. Buffers would be sized in consideration of adjacent properties.

As described in the CAO, the City of Bellevue classifies streams into four categories:

- **Type S Water**. All waters, within their bankfull width, as inventoried as "shorelines of the state" including periodically inundated areas of their associated wetlands (does not include shoreline critical areas).

- **Type F Water**. Segments of waters that are not Type S Waters, and that contain fish or fish habitat, including waters used by hatcheries.

- **Type N Water**. All segments of waters that are not Type S or Type F waters and that are physically connected to a Type S or F waters by an above ground channel system, stream, or wetland.

- **Type O Water**. All segments of waters that are not Type S, F, or N waters and that are not physically connected to Type S, F, or N waters by an above ground channel system, stream, or wetland. These segments are relatively rare but generally involve small streams that form from seeps and springs, run on the surface for a while and then disappear into the sediment without a direct connection to an existing stream or wetland.

Shoreline Management (City of Bellevue)

A Substantial Development Permit would be required for project activities occurring within areas regulated by the Shoreline Management Master Program.

3.3.2 Impacts

This section analyzes the effects of the project alternatives on plants and wildlife, fish, and their habitats within the study area; it includes a description of the methods and an analysis of environmental consequences. As stated in Chapter 2 (*Description of Alternatives*), because of the programmatic nature of the document, this analysis is generally qualitative.

3.3.2.1 Methods

This plants and animals resources analysis is based on guidance provided by WAC 197-11-960 (SEPA environmental checklist) regarding the identification, characterization, and mitigation of impacts on biological resources. The project alternatives were evaluated for their potential to affect plants or animals present in the vicinity of the study area. The No-Action Alternative is the baseline for evaluating effects on plants, wildlife, and fish distribution, abundance, and timing of presence.

Potential effects on plants and wildlife within the study area were assessed by evaluating terrestrial noise disturbances and habitat modification. Potential effects on fish resulting from the project alternatives were determined by assessing the potential changes in affected fish habitat that include the effects of sediment and turbidity, in-water work, underwater noise and vibration, overwater structures, shoreline modification, and stormwater. Table 3.3-4 provides a comparison of actions associated with the project alternative that may affect plants and animals and their habitats.

The significance of potential impacts on plants and animals was assessed based on the federal, state, and regulations addressing biological resources, as described in Section 3.3.1.2 (*Regulatory Setting*). A significant impact on biological resources would be one that is reasonably likely to result in a more than moderate adverse impact. The following factors were considered in determining the type, degree, and significance of impacts on plants and wildlife, fish, and their habitats:

- Effects on wetlands that are classified as jurisdictional under CWA Section 404.
- Effects on existing habitat connectivity (which could be further degraded or improved by future projects).
- Effects on migratory birds, as defined under the MBTA, such as noise and take of active nests and/or eggs, and effects on nesting habitat.
- Effects on listed species that would be subject to Section 7 ESA consultations conducted with the USFWS and/or NMFS for future projects.
- Effects on Pacific Salmon Fishery that would be analyzed in EFH consultations conducted with NMFS for future projects.
- Effects on the City's Species of Local Importance.

3.3.2.2 No-Action Alternative

Plants and Wildlife

Under the No-Action Alternative, short-term effects on plants and wildlife associated with project-specific development include construction noise. General construction-related terrestrial noise would be associated with heavy equipment, such as jack hammers, bulldozers, and backhoes.

Table 3.3-4. Comparison of Project Alternatives on Study Area Habitats.

Habitat	No-Action Alternative	Alternative 1	Alternative 2
Forested Ravine			
Forest and Open Space Connection	Expand park (approximately 8.5 acres total)	Expand park and connect shoreline to a new park plaza (approximately 9.5 acres total)	Expand park and connect shoreline to a new park plaza (approximately 9.5 acres total)
Stream Restoration	Retain stream in stormwater pipes through ravine	Daylight stream through park (approximately 1,300 lf)	Daylight stream between Lake Washington Blvd and the bay approximately (360 lf)
Wetlands			
Wetland Enhancement	Retain wetlands	Fill wetlands and replace near mouth of daylighted stream	Fill wetlands and replace near mouth of daylighted stream
Shoreline			
Armoring	Retain shoreline armoring	Restore 950 lf of shoreline	Restore 800 lf of shoreline
Park Pier	Retain public pier	New, relocated public pier	Retain public pier
Residential Docks	Remove 6 residential docks	Remove 6 residential docks	Remove 6 residential docks
Bellevue Marina	Retain Piers 1, 2, and 3	Remove roof from Pier 2 Remove Pier 3	Remove Piers 2 and 3 Provide new pier with elevated viewing platform and floating boardwalk
Overwater Cover	46,000 sq ft	22,000-23,000 sq ft	28,000-29,000 sq ft
Urban Environments			
Impervious Surface[1]	228,000 sq ft	250,000 sq ft	327,000 sq ft

Source: Prepared by EDAW.
1 = Calculations of impervious surfaces are based on proposed park and upland parcel components for each project alternative. In addition there is an assumption that the potential redevelopment areas would be 75% impervious surface (Hill et al. 2003).

Disturbance to migratory birds, potentially during nesting season, and modifications to nesting habitat may occur under the No-Action Alternative. Construction-related noise disturbance could result in reduced nesting success for migratory birds. In the long term, migratory birds would continue to use the area for nesting, roosting, foraging, and dispersal. Mammals such as raccoons, squirrels, and opossums would continue to use the small patches of habitat for feeding, reproduction, and dispersal. Construction effects would be limited in duration. Short-term

construction effects on plants and wildlife under the No-Action Alternative would likely be minimal and considered less than significant.

The long-term operational impact of the No-Action Alternative includes habitat modification. The potential redevelopment of two parcels north and south of Main Street would not affect plant or wildlife habitat over the long term as the sites are already developed. The redevelopment of nine residential parcels as park open space would expand the existing Meydenbauer Beach Park from approximately 3 acres to approximately 8.5 acres. The park expansion and native landscaping would provide a minor increase in natural areas and habitat connectivity. Under the No-Action Alternative, the existing wetlands would be retained. Overall, the No-Action Alternative would have a minor beneficial effect on plants and wildlife.

Fish

Under the No-Action Alternative, impacts on non-listed fish include the short-term effect of sediment and turbidity, in-water work, and underwater noise. Future project-specific development would disturb soil and sediment along the Meydenbauer Bay shoreline. If not properly managed, construction practices would increase turbidity and sedimentation in fish-bearing waters. Sedimentation and turbidity are primary contributors to the degradation of salmonid habitat (Bash et al. 2001). High levels of turbidity can reduce feeding efficiency and food availability, clog gillrakers, and erode gill filaments of salmonids (Bruton 1985; Gregory 1993).

In-water work includes removing residential docks. In-water or shoreline construction activities would generate intermittent short-term increases of in-water noise. No pile driving is likely for the No-Action Alternative. Construction effects would be limited in duration. Short-term construction effects on non-listed fish under the No-Action Alternative would likely be minimal and considered less than significant.

The long-term operational impact of the No-Action Alternative includes a reduction in overwater structures by removing six residential docks. Reducing overwater structures from 50,000 sq ft to 46,000 sq ft (Table 3.3-4) would be an incremental benefit to juvenile fish. The removal of existing impervious surface from the park expansion would have a minor beneficial effect on water quality given the fact that no stormwater treatment facilities exist within the study area. The presence of the public piers and armored shoreline in Meydenbauer Bay would continue to affect non-listed fish in the No-Action Alternative. Overall, the No-Action Alternative would be consistent with current non-listed fish impacts and considered less than significant.

Threatened and Endangered Species

Listed Chinook, steelhead, and bull trout share aquatic habitat with non-listed fish; therefore, short-term construction and long-term operation impacts on non-listed fish also apply to Chinook, steelhead, and bull trout. It is likely that future project-specific development under the No-Action Alternative would be able to comply with in-water work window guidelines for fish and be undertaken when listed fish species are not present. Therefore, handling of listed fish species is not expected. In addition, ESA compliance and consultation with the USFWS and/or NMFS would be initiated for future projects as applicable. Terms and conditions of a subsequent

biological opinion would minimize potential effects on listed species. Therefore, effects on threatened and endangered species are considered less than significant.

3.3.2.3 Alternative 1

Plants and Wildlife

Similar to the No-Action Alternative, short-term effects of construction noise associated with future project-specific development anticipated under Alternative 1 would likely be minimal and considered less than significant.

Similar to the No-Action Alternative, long-term operational impacts under Alternative 1 include habitat modification. More redevelopment in the upland parcels would occur under Alternative 1; however, because these areas are already developed, there would be no long-term effects on plant or wildlife habitat. Alternative 1 proposes redevelopment of nine residential parcels and the Bellevue Marina shoreline to park open space and the Bayvue Village Apartments (the west parcel) to a park entry plaza. Several mature trees would be removed in the study area, but new trees would be planted, which would provide some replacement habitat value. Redevelopment would expand the existing Meydenbauer Beach Park from approximately 3 acres to approximately 9.5 acres. Unlike the No-Action Alternative, Alternative 1 would create a stream along the forested ravine that would potentially open up to 1,300 lf of new forested riparian habitat. The forest riparian habitat provides cover adjacent to water. In addition, the wetlands in the study area would be filled and replaced with an enhanced wetland located near the mouth of the new stream and riparian area. The additional water resource would increase the ecological value of the ravine (Johnson and O'Neil 2001). The park redevelopment and native landscaping would substantially increase natural areas and habitat connectivity compared to the No-Action Alternative. Overall, Alternative 1 would have a minor beneficial effect on plants and wildlife.

Fish

Similar to the No-Action Alternative, impacts associated with future project-specific development anticipated under Alternative 1 on non-listed fish include the short-term effects of sediment and turbidity, in-water work, and underwater noise. Future project-specific development would disturb soil and sediment along the Meydenbauer Bay shoreline. Like the No-Action Alternative, Alternative 1 in-water work includes removing residential docks; it also includes daylighting a stream through the park, restoring 950 lf of shoreline, and reducing the overwater cover (Table 3.3-4). Although 950 lf is approximately 50 percent of the study area's shoreline, it is only 10 percent of the entire Meydenbauer Bay shoreline. Restoring shoreline habitat would benefit juvenile salmon rearing habitat as well as provide the opportunity for sockeye salmon spawning habitat that was historical present.

In-water or shoreline construction activities would generate intermittent, short-term increases of in-water noise. Pile driving is likely for Alternative 1. Specific project-level details of pile driving activities such as pile installation method, pile diameter, or type are not available. Underwater noise and vibration from pile driving and the potential for fish kills are of concern to both NMFS and USFWS (WSDOT 2008). Various measures have been developed to reduce underwater noise generated by pile driving and reduce potential adverse effects on aquatic organisms. These measures would likely be a condition of any necessary in-water work permit or

approval. Construction effects would be limited in duration. Short-term construction effects on non-listed fish under Alternative 1 would likely be minimal and considered less than significant.

The long-term operational impact of Alternative 1 includes reducing overwater structures by removing six residential docks and Pier 3, along with the addition of a new public pier. Overwater structures would be reduced to approximately 22,000 to 23,000 sq ft, compared with 46,000 sq ft under the No-Action Alternative. This is an incremental benefit to fish. Overwater structures and armored banks remove shallow water habitat, which juvenile salmonids rely on for forage opportunities and refuge from predation, and create a homogenous shoreline compared to the complex habitats preferred by salmonids (Roni and Quinn 2001). Conversely, smallmouth bass, a common predator of juvenile salmonids, prefer homogenous shoreline structures associated with deep water (Tabor et al. 2007), habitat characterized by overwater structures. There are also potential opportunities to improve sockeye salmon beach spawning attraction and habitat by providing clean water upwelling from treated stormwater or non-pollutant generating sources of stormwater in the relocated swimming beach.

Both the reduction of overwater structures and restoration of the shoreline to mimic natural shallow water habitat would have a beneficial effect on juvenile salmonids. The restoration of a stream along the forested ravine would potentially open up to 1,300 lf of new fish habitat. The removal of existing impervious surface would have a minor beneficial effect on water quality, given the fact that no stormwater treatment facilities exist within the study area. Overall, Alternative 1 would have a beneficial effect on fish.

Threatened and Endangered Species

Listed Chinook, steelhead, and bull trout share aquatic habitat with non-listed fish; therefore, short-term construction and long-term operation impacts on non-listed fish also apply to Chinook, steelhead, and bull trout. ESA compliance and consultation with the USFWS and/or NMFS would be initiated on future projects as applicable. Similar to the No-Action Alternative, terms and conditions of a subsequent biological opinion would minimize potential effects on listed species. Of the alternatives proposed, Alternative 1 has the greatest aquatic habitat improvements and ecological benefits. Under Alternative 1, there would be a long-term minor beneficial effect on listed Chinook, steelhead, and bull trout**.**

3.3.2.4 Alternative 2

Plants and Wildlife

Similar to the No-Action Alternative and Alternative 1, future project-specific construction associated with Alternative 2 would create short-term effects of construction noise would likely be minimal and considered less than significant.

Similar to the No-Action Alternative and Alternative 1, Alternative 2 long-term operational impacts include habitat modification. Upland redevelopment would be comparable to Alternative 1; because those areas are already developed, there would be no long-term effects on plant or wildlife habitat. Similar to Alternative 1, Alternative 2 proposes redevelopment of nine residential parcels and the Bellevue Marina shoreline to park open space and the Bayvue Village Apartments to a park entry plaza. As in Alternative 1, several mature trees would be removed in the study area, but new trees would be replanted, which would provide some replacement habitat

value. The redevelopment would expand the existing Meydenbauer Beach Park from approximately 3 acres to approximately 9.5 acres. Similar to Alternative 1, Alternative 2 proposes the restoration of a stream along the forested ravine. However, Alternative 2 proposes to open up only 360 lf of new forested riparian habitat, about a third of the extent proposed under Alternative 1. The forest riparian habitat provides cover adjacent to water. In addition, the wetlands in the study area would be filled and replaced with an enhanced wetland located near the mouth of the new stream and riparian area. The park redevelopment and native landscaping would increase natural areas and habitat connectivity, substantially greater than the No-Action Alternative and less than Alternative 1. Overall, Alternative 2 would have a nominal beneficial effect on plants and wildlife.

Fish

Similar to the Alternative 1, impacts on non-listed fish include the short-term effect of sediment and turbidity, in-water work, and underwater noise. Future project construction would disturb soil and sediment along the Meydenbauer Bay shoreline. Alternative 2 in-water work includes removing six residential docks and Piers 2 and 3, along with the expansion of Pier 1 and the addition of a new pier and floating boardwalk. Alternative 2 also includes daylighting a stream through the park, restoring 800 lf of shoreline (compared with 950 lf in Alternative 1), and reducing the overwater cover (Table 3.3-4). Although 800 lf is approximately 43 percent of the study area's shoreline, it is only 8 percent of the entire Meydenbauer Bay shoreline. Restoring shoreline habitat would benefit juvenile salmon as well as provide an opportunity for sockeye salmon spawning habitat that was historical present.

In-water or shoreline construction activities would generate intermittent, short-term increases in in-water noise. Similar to Alternative 1, pile driving is likely for Alternative 2. Construction effects would be limited in duration. Short-term construction effects on non-listed fish under Alternative 2 would likely be minimal and considered less than significant.

The long-term operational impact of Alternative 2 includes reduction in overwater structures by removing six residential docks and Piers 2 and 3, along with the addition of a new pier and floating boardwalk. Overwater structures would be reduced to approximately 28,000 to 29,000 sq ft, compared with 46,000 sq ft under the No-Action Alternative. This is an incremental benefit to fish. Both the reduction of overwater structures and restoration of the shoreline to mimic natural shallow water habitat would have a beneficial effect on juvenile salmonids and decrease predation. The restoration of a stream along the forested ravine would potentially open up to 360 lf of new fish habitat. The removal of existing impervious surface would have a beneficial effect on water quality given the fact that no stormwater treatment facilities exist within the study area. As with Alternative 1, there are also potential opportunities to improve beach spawning attraction and habitat by providing clean water upwelling from treated stormwater or non-pollutant generating sources of stormwater in the relocated swimming beach. Overall, Alternative 2 would have a beneficial effect on fish, but less than Alternative 1.

Threatened and Endangered Species

Listed Chinook, steelhead, and bull trout share aquatic habitat with non-listed fish; therefore, short-term construction and long-term operation impacts on non-listed fish also apply to Chinook, steelhead, and bull trout. ESA compliance and consultation with the USFWS and/or

NMFS would be initiated for future projects as applicable. Similar to the No-Action Alternative, terms and conditions of a subsequent biological opinion would minimize potential effects on listed species. Of the alternatives proposed, Alternative 2 provides moderate aquatic habitat improvements and ecological benefits that are greater than the No-Action Alternative and less than Alternative 1. Under Alternative 2, there would be a long-term minor beneficial effect on listed Chinook, steelhead, and bull trout.

3.3.3 Mitigation Measures

The following measures to avoid, minimize, and offset potential adverse effects on plant, wildlife, and fish species and their habitats would be required, as applicable, during future project-level permit reviews and approvals:

- Implementation of a Temporary Erosion and Sedimentation Control (TESC) plan to contain loose soil and to minimize the risk of soil becoming waterborne.

- Development of a Stormwater Pollution Prevention (SWPP) plan as required by the National Pollutant Discharge Elimination System (NPDES) construction stormwater permit in compliance with the Clean Water Act.

- Construction waterward of the OHWM would be scheduled to meet the WDFW in-water work window to avoid disturbance when the majority of juvenile Chinook salmon and steelhead would be moving past construction zones. In-water work windows would be determined during consultation with the USFWS, NMFS, and WDFW. The published allowable work window for hydraulic projects in Lake Washington between I-90 and SR 520 is July 15 to April 30 (WDFW 2005).

- Consultation would be undertaken with NMFS and USFWS prior to future project construction to ensure that appropriate measures are implemented to protect any ESA-listed species such as Chinook, steelhead, and bull trout in the study area. Terms and conditions may include underwater noise attenuation measures and construction stormwater treatment facilities.

3.3.4 Summary of Impacts

Implementation of the project-specific development anticipated under the alternatives would have relatively minor impacts on plants, animals, habitat, and threatened or endangered species in the study area. Impacts would occur both over the short term (associated with construction activities), as well as over the long term (associated with permanent changes to habitat conditions). In the short term, construction-related noise could disturb wildlife species that occur in the study area. This disturbance may disrupt wildlife breeding, foraging, or migrating behavior in construction areas when crews are working. Such impacts would be slightly more pronounced under the action alternatives relative to the No-Action Alternative, given the greater level of development proposed; however, such impacts are considered nominal and insignificant under all project alternatives. Short-term impacts on fish would also be associated with in-water work, including short-term increases in underwater noise, sediment, and turbidity. More in-water work is proposed under the action alternatives relative to the No-Action Alternative, such as the use of pile placement. Assuming that all work would occur during the established in-water work

windows and employ appropriate BMPs, as well as consultation with the USFWS and NMFS, resulting impacts are all considered minor. Over the long term, most anticipated impacts are expected to be beneficial, in the form of general habitat improvements. Both action alternatives would include expanding the acreage of open space and park land, representing a relatively minor increase in potential wildlife habitat for common species such as small mammals and migratory birds. In addition, both action alternatives include wetland and stream habitat restoration efforts with associated water quality and habitat improvements and reduced shoreline armoring, with incrementally more benefits associated with Alternative 1. Such restoration efforts would be particularly beneficial to nearshore fish and wetland-dependent species. Another benefit of all of the project alternatives is the reduction of overwater structures and cover, which would represent a slight improvement in habitat for juvenile fish. Such improvements are greatest under Alternative 1 (a reduction from 50,000 square feet to 22,000-23,000 square feet), followed by Alternative 2 (a reduction to 28,000-29,000 square feet), and the No-Action Alternative (a reduction to 46,000 square feet).

In summary, the project-specific development anticipated under the alternatives would result in no significant unavoidable adverse impacts on plants or animals in the study area. Both Alternatives 1 and 2 would provide long-term minor beneficial effects on plants and animals, which are more than the minor beneficial effects of the No-Action Alternative. Alternative 1 has the greatest ecological benefit on plants and animals of all three alternatives.

3.4 LAND USE

This section covers existing land use character, current development patterns, and land use policies and regulations applicable to the study area. This provides the context for analyzing changes that could be expected to result from the implementation of the project alternatives.

3.4.1 Affected Environment

3.4.1.1 Existing Conditions

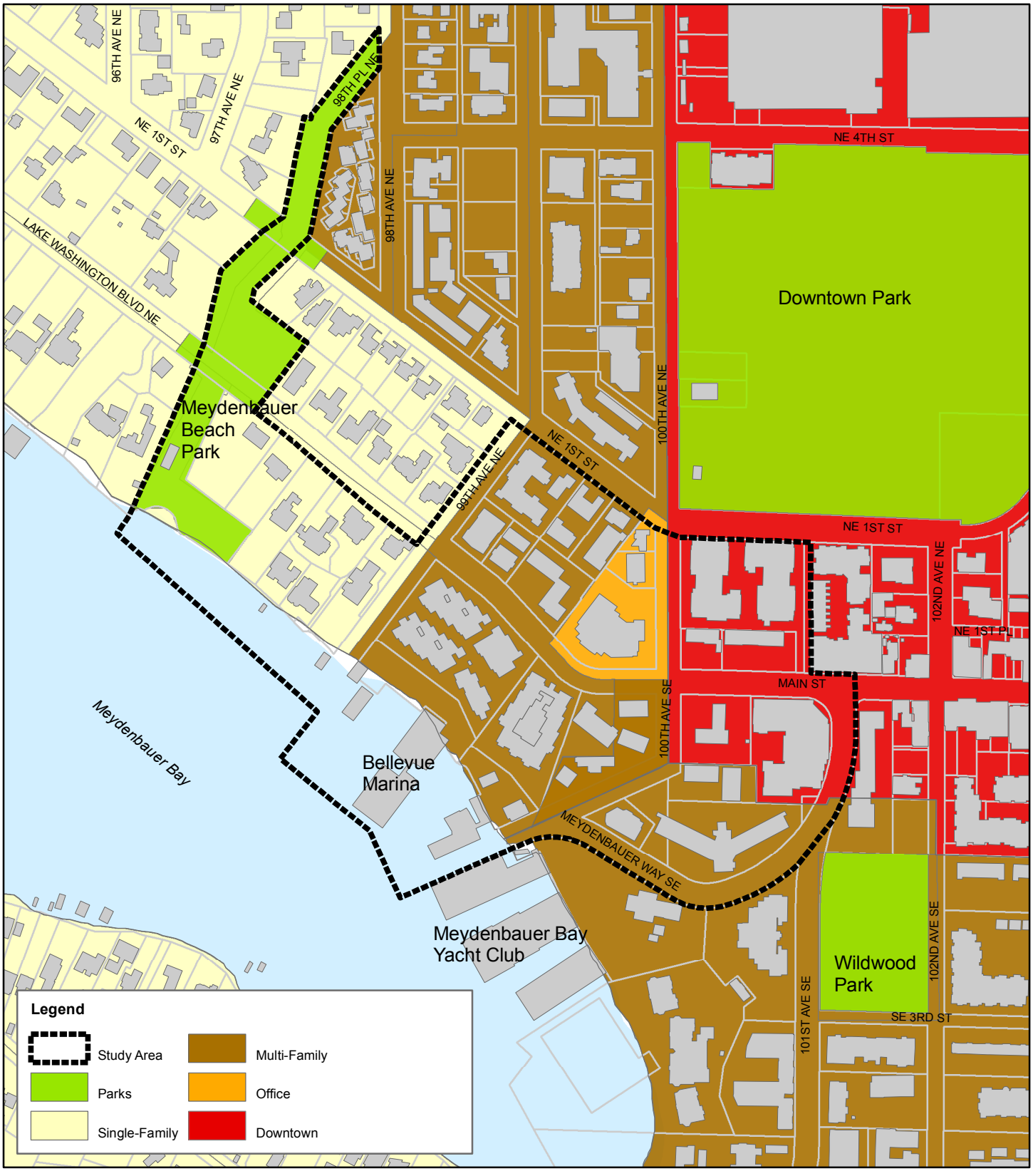
The study area lies at the intersection of single-family residential, multi-family residential, and downtown neighborhoods. Accordingly, the study area and nearby properties include a mix of uses, including public uses (e.g., Meydenbauer Beach Park and Bellevue Marina) and private uses (e.g., residential and commercial development). Much of the property within the study area is owned by the City of Bellevue, including the park, the marina, nine single-family residences southeast of the park, three duplexes, two parcels containing the Bayvue Village Apartments, and two street rights-of-way that end at the lakeshore. The study area also includes parcels not owned by the City; these parcels provide connections and transitions between the urban core and Meydenbauer Bay and the park. Existing land uses (Figure 3.4-1) in the study area and vicinity include single-family, multi-family, commercial, and civic/institutional, as described below.

Single-Family

The portion of the study area that lies between 99th Avenue NE and Meydenbauer Beach Park, as well as adjacent properties to the north and west, are developed as larger single-family homes on roughly quarter-acre lots. With the exception of some newer larger homes, mature tree canopy and landscaping surround the homes. The southern portion of Meydenbauer Bay (across from the study area) is defined by a steeply sloped peninsula that is also developed with larger single-family homes surrounded by mature landscaping and tree canopy. Because of the slope of both the southern peninsula and the study area, these single-family neighborhoods are oriented toward the bay and each other and characterize the entrance to Meydenbauer Bay (Figure 3.4-2).

Multi-Family

Multi-family development in the form of apartments and condominiums occupies much of the study area and surrounding properties, primarily east of 99th Avenue NE and continuing around the east end of Meydenbauer Bay. In addition, multi-family development exists west of 100th Avenue NE, north of NE 1st Street, between the downtown and single-family areas farther west and north. Multi-family development is also found in nearby parts of the downtown area. Much of the block bounded by 99th Avenue NE, NE 1st Street, 100th Avenue NE, and Lake Washington Boulevard NE is dominated by low-rise multi-family structures, developed mainly between the 1970s and 1990s. Heights range from two to five stories. Structures in this area are primarily set back from the street with street frontage dominated by parking, screen walls, and some landscaping. Some recent renovation and redevelopment has occurred within this area as apartments have been converted into condominiums. The area lying south of Lake Washington Boulevard and Main Street, between 99th Avenue NE and 101st Avenue SE, contains several condominium and apartment buildings located within the study area. Some of these apartment buildings are owned by the city, while the remainder are privately owned (Figure 3.4-2).



Source: City of Bellevue GIS 2009

Figure 3.4-1: Existing Land Use

Meydenbauer Bay Park and Land Use Plan EIS
City of Bellevue

Older Multi-Family

Vue Condominium

Whaler's Cove Condominium

Tantallon Office Building

Existing Single-Family

Study Area with Downtown Behind

Figure 3.4-2: Land Use Photos.

Commercial

At the intersection of 100th Avenue NE and Main Street, the eastern corners are occupied by single-level commercial structures and associated parking. A fuel and auto service station is located on the southeast corner. Office buildings front the west side of 100th Avenue NE between Lake Washington Boulevard and NE 1st Street.

The several blocks of Main Street east of the study area are dominated by one- and two-story retail buildings situated close to sidewalks, creating a pedestrian-oriented retail environment. Businesses are located in smaller individual structures, creating a finer-grained development pattern and mix of use compared to the larger structures typical of surrounding newer development. The Main Street corridor occupies the southern edge of Bellevue's downtown, which reaches north to NE 12th Street and east to I-405 (Figure 3.4-3).

Civic

The southeast edge of the study area abuts Wildwood Park, which consists of a lawn area along 101st Avenue SE, used for passive recreation, and a larger, thickly forested area, on the remainder of the site. The private Meydenbauer Bay Yacht Club is located south of Meydenbauer Way SE. Bellevue Marina is a public marina, owned by the City of Bellevue. Meydenbauer Beach Park provides forested and lawn areas, as well as a public pier and swimming beach (Figure 3.1-3).

Surrounding Area Land Use Context

The study area occupies a transition zone between downtown Bellevue and surrounding residential neighborhoods. Downtown Park is located north of the study area and is described in more detail in Section 3.6 (*Parks and Recreation*). Bellevue's original downtown, Old Bellevue, is located to the east. Main Street has maintained a traditional pedestrian-oriented character, with smaller buildings located close to the street. The mid- and high-rise commercial and residential core of downtown is located to the northeast of the study area. Redevelopment over the last decade has dramatically changed the scale and character of downtown.

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

Land use in the study area and the surrounding area reflects a trend toward more intensive, urban development patterns, with smaller areas of associated open space. The study area is located at the intersection of several planning areas, described below.

Population, Housing, and Employment

The area of Bellevue adjacent to and including the study area has seen considerable redevelopment over the last decade. New buildings and multi-building complexes have added substantial retail and commercial square footage throughout downtown. Construction of new multi-family residences has steadily increased the population of downtown. Within the study area, there are approximately 650 dwelling units (including some under construction) (City of Bellevue 2008b). Based on a standard assumption of 1.5 residents per dwelling unit, the corresponding population is approximately 1,000 residents. Since the study area is not physically separated from adjacent residential neighborhoods, these populations should not be considered distinct.

Similarly, the study area should not be considered a distinct employment zone. The approximately 60,000 net square feet (nsf) of commercial/retail space within the study area includes part of the Main Street retail corridor.

3.4.1.2 Regulatory Setting

State

Washington State Growth Management Act

The Growth Management Act (GMA) was enacted in 1990 to provide a comprehensive regulatory framework to guide land use planning throughout the state. The legislation provides a series of general planning goals that are applicable statewide, while directing the development of more detailed local comprehensive plans which could be responsive to the specific needs of the planning jurisdictions. Cities are obligated to develop comprehensive plans which include a range of mandatory and optional elements. Required elements include land use, housing, and capital facilities (RCW 36.70A).

Overall planning goals of the GMA include the following:

- **Urban growth**. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

- **Transportation.** Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

- **Housing**. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

- **Property rights**. Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

- **Open space and recreation**. Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

Meydenbauer Bay Yacht Club

Bellevue Marina

Covered Moorage at Bellevue Marina

Old Bellevue Main Street

Retail Transition

Newer Mixed-Use Structure

Figure 3.4-3: Land Use Photos.

- **Environment**. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

- **Citizen participation and coordination**. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

- **Public facilities and services**. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

- **Historic preservation**. Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

State Environmental Policy Act

As described in more detail in Section 3.1.1.2 (*Regulatory Setting*), SEPA requires all governmental agencies to consider the environmental impacts of a proposed action before making decisions.

Local

Policy and Comprehensive Plan

Policies are set forth in the City of Bellevue Comprehensive Plan (City of Bellevue 2008a). The study area is located at the convergence of the North Bellevue, Downtown, and Southwest Bellevue planning subareas. These subareas have different goals; planning within the study area provides an opportunity to review the convergence of these subareas and create a smoother transition among them by thoughtful amendment of specific subarea policies.

The primary goals of the three relevant subarea plans (Figure 3.4-4) are listed below.

North Bellevue Subarea Plan Goal:

To protect the predominantly single-family character of North Bellevue from encroachment by other uses.

Downtown Bellevue Subarea Plan Goal:

The Great Place Strategy
To remain competitive in the next generation, Downtown Bellevue must be viable, livable, memorable, and accessible. It must become the symbolic as well as functional heart of the Eastside Region through the continued location of cultural, entertainment, residential, and regional uses located in distinct, mixed-use neighborhoods connected by a variety of unique public places and great public infrastructure.

Southwest Bellevue Subarea Plan Goals:

- To provide for land use patterns and densities that minimize the conflict between zoning and existing land use.

- To protect and maintain the single-family residential neighborhoods through the application of zoning.
- To maintain a variety of residential areas of different densities and housing types so that a range of housing opportunities will be available.
- To preserve the residential land uses at the entrances to residential neighborhoods such as Surrey Downs.

In addition to policies set forth in the citywide planning framework, the City Council adopted a set of planning principles specifically intended to guide development in the Meydenbauer Bay Park and Land Use Plan study area (City of Bellevue 2007).

The 12 principles are listed in full in Section 3.6 (*Parks and Recreation*). In general, the principles support land use changes that achieve the following:

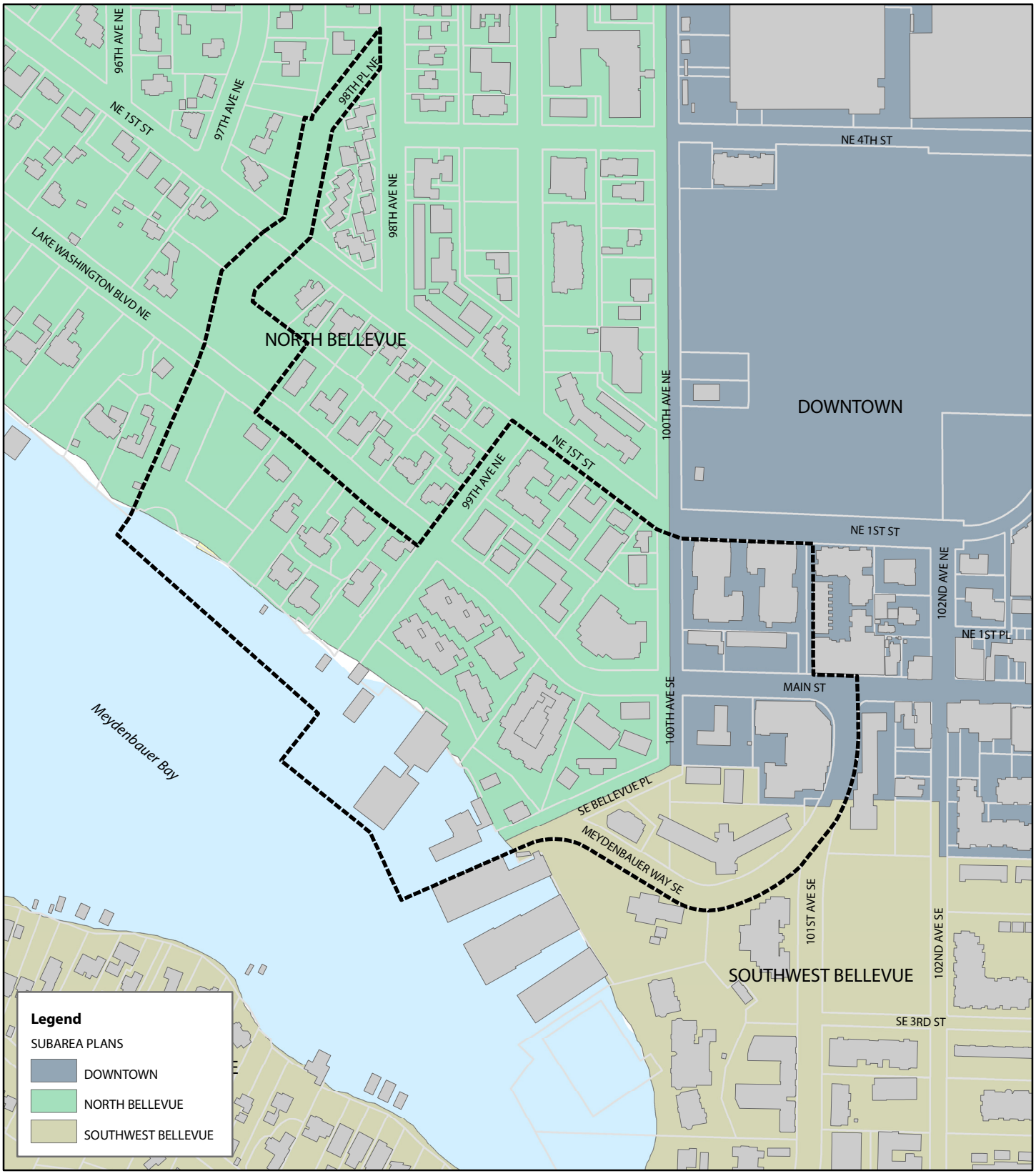
- Creation of a multi-use waterfront park of civic significance.
- Establishment of a strong visual and pedestrian connection to Downtown Park.
- Development of complementary land uses that provide an appropriate transition from upland neighborhoods to the shoreline park.

Zoning

Land use within the study area is regulated by City of Bellevue Land Use Code (LUC). The study area includes property lying within four different land use districts (Figure 3.4-5). A large portion of the study area, including part of the shoreline area, is zoned R-30, multi-family residential. Zoning steps down in density and development intensity at the northwest corner of the study area from R-30 to R-3.5, providing a transition into adjacent areas designated for single-family development. The northwestern part of the study area waterfront is zoned single-family on both sides of Lake Washington Boulevard, and adjacent to Meydenbauer Beach Park. A small portion of the study area is zoned O, office zone, a medium-intensity buffer between residential and more intensive commercial zones, and the northeast portion is zoned DNTN-OB, (Downtown – Old Bellevue). A more detailed description of the land use district designations follows.

- **Single-Family: R-3.5**. The northern part of the study area is zoned single-family northwest of 99th Avenue and southeast of Meydenbauer Beach Park. The intent of this land use district is to provide for low to moderate density housing and compatible related activities. City parks are generally permitted, but Lake Washington beachfront parks and certain other park uses are conditionally permitted (LUC 20.10.440).

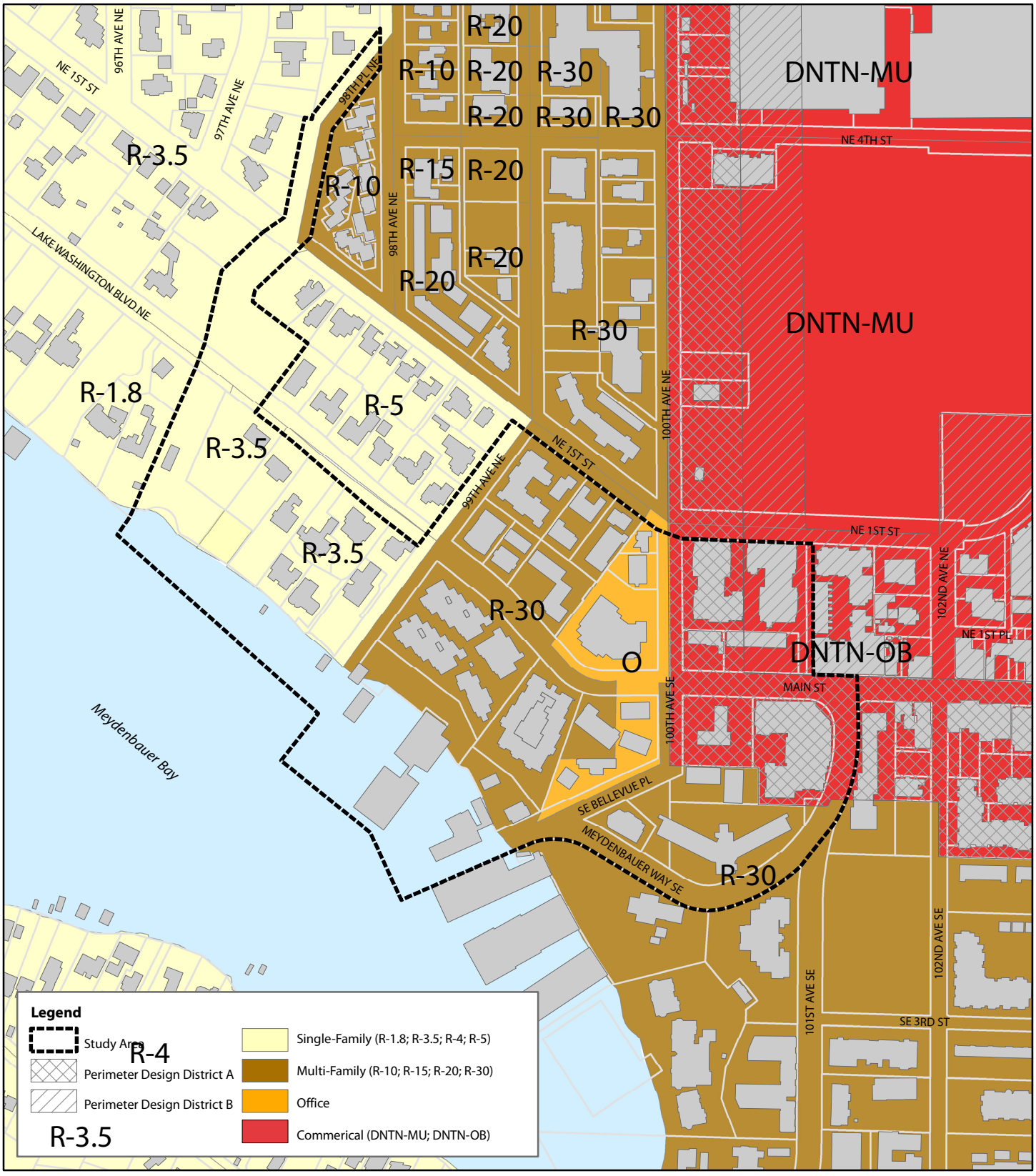
- **Multi-Family: R-30.** A large portion of the study area, including part of the shoreline, is zoned R-30, multi-family residential. Zoning steps down in development intensity at the northwest of the study area from R-30 to R-20 and R-10, providing a transition into adjacent single-family land use districts. This district is intended for attached dwellings of moderate density with convenient access to employment centers and having primary access to arterial streets (LUC 20.10.220). City parks are permitted outright. Non-recreational uses within parks are conditionally permitted (LUC 20.10.220.440).



Source: City of Bellevue GIS 2009

Figure 3.4-4: City of Bellevue Subarea Planning

Meydenbauer Bay Park and Land Use Plan EIS
City of Bellevue



Source: City of Bellevue GIS 2009

Figure 3.4-5: Zoning

Meydenbauer Bay Park and Land Use Plan EIS
City of Bellevue

- **Office: O**. Parcels along the western edge of 100th Avenue NE and 100th Avenue SE are zoned O, office. Providing a buffer between residential and core commercial areas, the O designation allows less intensive commercial uses in locations adjacent to arterial or commercial access streets (LUC 20.10.260). City parks are permitted (LUC 20.10.440).

- **Downtown: DNTN-OB**. The northeast portion of the study area falls within the DNTN-OB District, Downtown - Old Bellevue designation. This area is intended to "describe the Old Bellevue area and assure compatibility of new development with the scale and intensity of the area. The social and historic qualities of this area are to be preserved" (LUC 20.10.370.A.5). The DNTN-OB zoning designation allows a variety of residential, retail, and commercial uses and parks generally (LUC 20.10.440).

Perimeter Design District

Northeastern portions of the study area also fall within Subdistricts A and B of the Downtown's Perimeter Design District. The purpose of these design districts is to establish a stable development program for the downtown perimeter and adjacent neighborhoods (LUC 20.25A.090).

Transition Area Design District

Part 20.25B LUC establishes a Transition Area Design District that provides a buffer between residential land use districts and land use districts that permit development of higher intensity. Where multi-family development is planned adjacent to single-family residential uses, or commercial development is planned adjacent to residential uses, such development should incorporate elements in the site design and building design to soften its impact and to result in a compatible transition (LUC 20.25B.010). Several of the properties within the study area lie within the Transition Area Design District.

Shoreline Overlay District

The overwater portions of the study area and the first 200 feet landward of the OHW mark fall within the Shoreline Overlay District, which is intended to govern all construction-related activities including dredging and filling (LUC 20.25E).

Critical Areas Overlay District

Part 20.25H LUC establishes standards and procedures that apply to development within the "Critical Areas Overlay District," which includes any site that is designated as a critical area or critical area buffer (LUC 20.25H.005). Critical areas include streams, wetlands, shorelines, geologic hazard areas, habitat associated with species of local importance, and areas of special flood hazards.

Park Development

Park uses are divided into three categories by the City of Bellevue Land Use Code: public park, private park, and City park. The proposed park falls within the definition of "City park," which is: "A recreational facility and/or open space operated by the City under the direction of the City manager or his or her designee for the use and benefit of the general public" (LUC 20.50.040). City parks are permitted outright in the R-30 zone. City parks are generally permitted outright in

single-family districts, but Lake Washington beachfront parks in single-family districts require conditional use approval. Similarly, certain uses or facilities in City parks in single-family districts require conditional use approval, including lighted sports and play fields, sports and play fields with amplified sound, community recreation centers, and motorized boat ramps. Nonrecreation uses (commercial, social service, or residential use located on park property but not functionally related to City park programs and activities) in City parks in all districts outside the downtown require conditional use approval (LUC 20.10.440).

Development Standards Summary

Tables 3.4-1 and 3.4-2 summarize the City of Bellevue development standards for the land use districts within the Meydenbauer Bay Park and Land Use Plan study area. Their primary purpose is to provide standards for building placement, height, bulk, and scale. The Bellevue Land Use Code stipulates special circumstances that could alter these requirements.

Table 3.4-1. Dimensional Requirements by Land Use Classification.

LAND USE CLASSIFICATION	Residential	Office	Downtown District
	R-3.5	O	DNTN OB*
DIMENSIONS			
Minimum Setbacks of Structures (feet)			
Front Yard	20	30	
Rear Yard	25	25	
Side Yard	5	20	
2 Side Yards	15	40	
Minimum Lot Area			
Acres (A) or Thousands of Sq. Ft.	10	N/A	
Dwelling Units per Acre	3.5	20	
Minimum Dimensions (feet)			
Width of Street Frontage	30	N/A	
Width Required in Lot	70	N/A	
Depth Required in Lot	80	N/A	
Maximum Building Height (feet)	30	30	
Maximum Lot Coverage by Structures (percent)	35	35	
Maximum Impervious Surface (percent)	50	80	
Minimum Greenscape Percentage of Front Yard Setback	50	N/A	

Source: Adapted from City of Bellevue LUC Chart 20.20.010.
*See Table 3.4-2 for downtown district development standards.

Table 3.4-2. Dimensional Requirements in Downtown Perimeter Design District.

	Building Type	Minimum Setback				Max Bldg Floor Area per Floor Above 40′	Max Bldg Floor Area per Floor Above 80′	Max Lot Cov	Building Height		Floor Area Ratio	
		Front	Rear	Side	Min from DNTN Boundary				Basic	Max.	Basic	Max.
District A	Nonresidential	0	0	0	20’	20,000 gsf/f	12,000 gsf/f	100%	30′	40′	0.5	1.0
	Residential	0	0	0	20’	20,000 gsf/f	12,000 gsf/f	100%	30′	55′	2.0	3.5
	Parking	0	0	0	20’	N/A	N/A	75%	30′	40′	N/A	N/A
District B	Nonresidential	0	0	0	N/A	20,000 gsf/f	12,000 gsf/f	100%	30′	65′	0.5	1.0
	Residential	0	0	0	N/A	20,000 gsf/f	12,000 gsf/f	100%	45′	90′	2.0	5.0
	Parking	0	0	0	N/A	N/A	N/A	75%	40′	40′	N/A	N/A

gsf/f = gross square feet per floor.
Source: Adapted from City of Bellevue LUC Chart 20.25A.020.A.2.

3.4.2 Impacts

3.4.2.1 Methods

This Draft EIS evaluates a No-Action Alternative and two action alternatives (Alternative 1 and Alternative 2), as described in Chapters 1 and 2. The No-Action Alternative provides a baseline against which to measure both short-term and long-term impacts of the action alternatives on land use. Project planners conducted a walking survey of the study area and vicinity to understand the existing land use setting and to help visualize the three alternatives being evaluated. Each alternative was then analyzed in terms of the effects resulting from changes in land use and resulting redevelopment. Land use impacts were evaluated based on consistency with applicable land use plans, policies, and regulations. Of particular importance to the Meydenbauer Bay Park and Land Use Plan is compatibility with current Bellevue zoning, the Comprehensive Plan, and subarea plans described above in Section 3.4.1 (*Affected Environment*), and the planning principles adopted by Bellevue City Council that were developed specifically for the study area. Applicable land use policies are described in Section 3.4.1.2 (*Regulatory Setting*). Impacts specific to shoreline policies are described in Section 3.5 (*Shorelines*). Compatibility was assessed in terms of types of use, intensity of use, and the presence of transitions and buffering between land uses and/or zoning designations. Physical changes due to changes in use or intensity of use were evaluated in terms of indicators such as relative building bulk and scale, numbers of residents and/or employees, and quality and availability of public amenities including parks and other public space. Corollary impacts (including traffic, noise, and visual quality) were evaluated in their respective sections and are referenced as applicable but are not analyzed here.

The type, degree, and significance of potential land use impacts were assessed based on applicable land use plans, policies, and regulations, as described in Section 3.4.1.2 (*Regulatory Setting*). A significant land use impact would be one that is reasonably likely to result in a more than moderate adverse land use impact.

3.4.2.2 Impacts Common to All Alternatives

Under all project alternatives, both public and private properties within the study area would experience some level of redevelopment.

Residential Redevelopment

As described in Section 3.4.1, the majority of privately owned parcels within the study area are developed as apartments or condominiums. Many are developed at unit densities greater than the densities permitted by the existing zoning code (Figure 3.4-5). Although the amount of residential redevelopment would vary among the No-Action Alternative and Alternatives 1 and 2, all alternatives would experience some level of project-specific redevelopment. Older structures may be modernized or redeveloped with units of higher value in the contemporary residential market, especially given the proximity to amenities such as a growing civic center, adjacent waterfront, and several parks. Given the context of multi-family residential and commercial uses within and adjacent to the study area, multi-family residential redevelopment would be generally compatible with surrounding uses.

Parks and Public Facilities Redevelopment

The City of Bellevue has purchased all nine single-family residences south of Lake Washington Boulevard between 99th Avenue NE and Meydenbauer Beach Park. Under all alternatives, these residential structures and the private docks would be removed, and this land would be converted to public park use. The funding grants used to acquire these properties include specific policies and requirements that restrict or guide redevelopment for park, recreation, open space, and aquatic uses (see Section 3.6.1).

Intensity of future project-specific park development varies between the alternatives, as described below. Impacts of this change within the context of Bellevue's park and open space system are described in greater detail in Section 3.6 (*Parks and Open Space*).

3.4.2.3 No-Action Alternative

Many elements of the No-Action Alternative are common to all alternatives, as described above. The elements of the No-Action Alternative are described in Chapters 1 and 2 (also see Figure 1.3-1). Key elements of this alternative anticipate future project-specific redevelopment of the commercial parcels south of Main Street and east of 100th Avenue SE, and expansion of Meydenbauer Beach Park south to 99th Avenue NE.

Residential and Commercial Redevelopment

Under the No-Action Alternative, the study area would experience incremental redevelopment. Existing zoning designations are graduated to transition where multi-family zoning abuts single-family zoning across 99th Avenue NE. As described in Chapter 2, the Chevron site most likely would be redeveloped as medium-density residential above street-level retail, although other uses are allowed as well, such as office, hotel, and restaurant uses. The Brant property on the northeast corner of Main Street and 99th Avenue NE likely would be similarly redeveloped at a smaller scale, commensurate with the parcel size. Redevelopment would result in an increase of approximately 10 to 80 additional dwelling units within the study area. Such redevelopment is compatible in character and intensity with the intent of the Downtown – Old Bellevue District. It

also is compatible with current redevelopment of other properties in the vicinity with ground-floor residential over retail use. Because of its location and adjacencies, no significant adverse impacts would result.

Parks and Public Facilities Redevelopment

As described above, the No-Action Alternative anticipates the expansion of park use between Lake Washington Boulevard and the Lake Washington shoreline. Future project-specific park development would include the removal of residential structures and the addition of limited park amenities, such as a shoreline pathway linking the existing beach park to 99th Avenue NE, additional native landscaping in the vicinity of the Bellevue Marina and reduction in impervious surfaces, and relocated parking to a new surface lot accessed from 99th Avenue NE. The park would contain modest amenities and be left in a relatively undeveloped state. This type of development would provide passive recreational opportunities for neighborhood residents and people who work nearby.

In terms of land use compatibility, the conversion to park use would provide some advantages over the existing single-family residential use. The existing Meydenbauer Beach Park wraps along the waterfront, directly bordering three of the single-family parcels. The City-owned Bellevue Marina is adjacent to parcels across 99th Avenue NE. Thus, the current single-family use is sandwiched between seasonally intense public uses. Extending the park use from Meydenbauer Beach Park to 99th Avenue NE and along the Bellevue Marina creates a single public-use zone from Lake Washington Boulevard to the Lake Washington shoreline.

Anticipated impacts of the No-Action Alternative would include increased pedestrian activity along 99th Avenue NE and seasonally increased traffic on 99th Avenue NE because of the improved connection to the beach and shoreline accessibility. Since 99th Avenue NE already provides access to the public marina facilities, this additional public use would create a seasonal increase in intensity for street use, but would not represent a significant change in street function. Traffic impacts are described in greater detail in Section 3.9 (*Transportation*).

As described in Section 3.4.1, the north side of Lake Washington Boulevard is zoned and developed with single-family residences. The steep upslope area along the north side of the street provides vertical separation, increased views, and privacy for these existing homes. The topographic separation between the north and south sides of Lake Washington Boulevard would provide sufficient separation between the residential use and the expanded park use.

The public moorage (i.e., Bellevue Marina, which includes the Meydenbauer Bay Marina and the Yacht Basin properties) would retain a mix of at least 14 transient moorage slips with the remainder available for longer term moorage use.

Policy Conformance

As described in Affected Environment (Section 3.4.1), several state and local policy directives apply to park and land use planning in the study area. While these are described in more detail in Section 3.6 (*Parks and Recreation*), it is worth mentioning that the No-Action Alternative does not address policy goals regarding public shoreline access and appropriate neighborhood transitions. This alternative also does little to address City of Bellevue policy goals regarding connectivity between downtown and the Lake Washington waterfront. From a land use

perspective, the No-Action Alternative would not provide the kind of multi-use civic open space endorsed by the Council. The No-Action Alternative also does little to create the desired pedestrian and visual connections between the downtown and the lakefront areas.

3.4.2.4 Alternative 1

While there are many elements common to all three alternatives, Alternatives 1 and 2 place greater emphasis on providing shoreline access and public facilities associated with a waterfront park, and on strengthening connections between the waterfront and downtown. Elements of Alternative 1 are described in Chapters 1 and 2 (also see Figure 1.3-2).

Residential and Commercial Redevelopment

Under Alternative 1, Comprehensive Plan policies and zoning regulations would be revised to designate a new overlay district that would accommodate the desired redevelopment of a portion of the study area. Several parcels within the study area would be subject to these new standards, which would encourage development of denser, mixed-use structures, and provide a transition between downtown and the proposed Meydenbauer Bay Park. Bulk and scale of select parcels would be determined by floor area ratio (FAR) rather than by units per acre which they are under the current zoning. Reduced setbacks would encourage buildings that clearly define a street edge, while density bonuses would encourage public amenities to support a higher quality pedestrian realm.

Alternative 1 would increase the allowable development intensity for two sections of the study area. For the blocks north of Lake Washington Boulevard and west of 100th Avenue NE, the average unit count would increase by approximately 38 units (from approximately 115 units in the No-Action Alternative to approximately 153 units in Alternative 1). For the blocks south of Main Street and east of 100th Avenue SE, the average unit count would increase by approximately 55 units (from a range of 183 to 231 units in the No-Action Alternative to 238 to 286 units in Alternative 1). This increase shifts density to the east end of the study area through the conversion of the Bayvue West parcel from apartments to park use, and redevelopment of the Chevron, Bayvue East, and Meydenbauer parcels. Impacts would be limited as the density shifts toward areas currently zoned for the equivalent or higher development intensity. Traffic impacts are covered in more detail in Section 3.9 (*Transportation*), but the net change in unit count is relatively small in terms of impact on adjacent streets.

The allowance for pedestrian-oriented retail on the Bayvue East parcel would result in some localized increase in pedestrian activity, which would be minimal in the context of the redevelopment anticipated under the No-Action Alternative. Similarly, 100th Avenue SE, although closed to vehicles, would retain a semi-public character because of the presence of the marina and commercial waterfront uses. Under Alternative 1, the Brant Photography parcel would not be part of a new overlay district and would be expected to redevelop under existing zoning.

Parks and Public Facilities Redevelopment

Specifics of park and open space programming and potential impacts are described in Section 3.6 (*Parks and Recreation*). This section describes larger scale land use impacts resulting from park elements unique to Alternative 1.

From a land use perspective, the biggest difference compared to the No-Action Alternative is the conversion of the Bayvue West parcel from apartments to public park use. In this alternative, 100th Avenue SE would be closed south of Main Street. This right-of-way would be combined with the Bayvue West parcel to create a hillside entry plaza with stairs, plantings, and a water feature. Access to the adjacent Vue Condominiums and 10000 Meydenbauer Condominium would continue to be provided by Meydenbauer Way SE. While Bellevue Marina is owned by the City, there is limited public access, and the character of 100th Avenue SE is primarily neighborhood residential. The addition of this entry plaza would enhance the public character of the hillside between Main Street and the marina.

Within the park area west of 99th Avenue NE, a community building and environmental education center would be added. The existing access road and parking for Meydenbauer Beach Park would be removed, and the stream would be daylighted for the extent of the park ravine. Converting the road and parking to native vegetation and passive recreational use would improve the transition between the park and adjacent single-family residences. Additionally, the beach and public pier would be moved farther east. A restored wetland at the mouth of the stream would provide a buffer between beach use and single-family waterfront uses.

The addition of a 4,000-sf community building and a 3,000-sf environmental education center would add year-round activity compared to the intense seasonal use of the beach under the No-Action Alternative. Additional parking would be provided and accessed from 99th Avenue NE. The greatest impacts of the community facilities would be increased year-round public vehicular and pedestrian activity on 99th Avenue NE (see Section 3.9).

Policy Conformance

Compared to the No-Action Alternative, the addition of the hillside entry plaza in Alternative 1 would address several policy goals and objectives articulated in the Comprehensive Plan and in the 12 Planning Principles intended to guide development of the study area. This entry plaza would enhance the visual and pedestrian connection from Downtown Park to the Lake Washington waterfront. It would also provide an open space element that connects Meydenbauer Bay Park to Main Street and downtown, thus helping create a waterfront park of civic significance. Public park uses are currently permitted in the R-30 zone; therefore, the change in use would be consistent and would not conflict with existing regulations.

Alternative 1A – Road Open Variant

In this variant, 100th Avenue SE would remain open between Main Street and Meydenbauer Way SE. This would allow vehicular access to the redeveloped properties along the east side of 100th Avenue SE and preserve access options for existing residential structures and Bellevue Marina. While physical space for the hillside entry plaza would be lessened, pedestrian connections might be perceived as safer with the higher level of public activity and visibility associated with an open street. Residential neighbors would benefit from increased vehicular access but also would experience increased public vehicular traffic related to park access. Retail services along the east side of 100th Avenue SE would have increased exposure but would lose the distinctive park-front adjacency, which would be desirable for certain types of business.

3.4.2.5 Alternative 2

Alternative 2 is described in Chapters 1 and 2 (also see Figure 1.3-3). It is similar to Alternative 1 in that it strives to address policy goals related to the creation of a waterfront district with high-quality civic open space and appropriate adjacent development. Alternatives 1 and 2 are identical in terms of the proposed regulatory change and redevelopment of upland parcels and the designation of a new overlay district. For an explanation of proposed regulatory changes, land use changes, and impacts, see the description above for Alternative 1.

Alternatives 1 and 2 differ primarily in the program and design of open space and recreational elements. As in both the No-Action Alternative and Alternative 1, the park area between Lake Washington Boulevard and the shoreline would be expanded eastward to 99th Avenue NE and along the Bellevue Marina. As in Alternative 1, the Bayvue West parcel would be converted from apartments to a hillside entry plaza for public open space use. As in Alternative 1, Alternative 2 would have a community building sited in the park area west of 99th Avenue NE; this community building would be approximately twice the size (8,000 sf) as under Alternative 1 (4,000 sf).

While there are many differences between Alternatives 1 and 2 in terms of park design and shoreline treatment, these are not substantial in a land use context; they are described in the other sections of this chapter where the differences are more relevant. From a land use standpoint, the primary differences are the intensity of uses programmed for the hillside entry plaza, and the retention of the existing parking lot and access road for Meydenbauer Beach Park.

As in Alternative 1 the entry plaza would provide a public connection from Main Street to the shoreline, but in a more structured architectural manner. Relative to the multi-family housing retained in the No-Action Alternative, the proposed structures would not reflect a significant change in development bulk and scale. In Alternative 2, a 3,000 sf café and below-grade flexible space for programming such as storage for people-propelled vessels (PPVs) and rental or other park support uses would both be located in structures integrated into the hillside entry plaza south of Main Street along the alignment of 100th Avenue SE. The addition of more overtly architectural elements and provision for indoor functions would reflect more intense year-round public use. As the existing and surrounding uses are multi-story office and multi-family residential structures, the bulk and scale of the proposed program elements would be generally compatible. The community uses proposed within the park are conditionally permitted within the R-30 zone, so design procedures are already specified by existing land use code. These procedures are written to ensure that any permitted non-park uses would be designed to minimize adverse impacts.

Alternative 2A – Road Open Variant

See the description above for Alternative 1A. The Road Open Variant would have similar impacts for Alternatives 1 and 2, except that Alternative 2A would provide access for the second garage from 100th Avenue SE.

3.4.3 Mitigation Measures

The three alternatives illustrate potential land use changes that could result through future project-specific redevelopment within the Meydenbauer Bay Park and Land Use Plan study area. State and local policies and City of Bellevue land use legislation provide measures to successfully transition and integrate new land uses. Measures that would be incorporated as part of future project-specific design and permitting include the following:

- **Sensitive Planning and Design.** Zoning and Comprehensive Plan guidelines will ensure that future uses are consistent and consider adjacencies and intensity of nearby uses. Design review within specific design districts also would mitigate transition effects between more intensive and less intensive uses. All park development alternatives will be required to meet criteria set forth for conditional-use permits. The criteria require that the use is consistent with the Comprehensive Plan and compatible with the intended character of the site and its vicinity.

- **Community Communication.** Project-level design and environmental reviews will inform community members in project evolution and help balance stakeholder and project interests.

- **Construction Management.** Project-level permit review will ensure that construction is managed to minimize impacts on residents, workers, and the environment. As required for any construction project, construction timing and traffic and noise management plans will be required to comply with existing codes intended to mitigate construction impacts.

3.4.4 Summary of Impacts

Implementation of the project alternatives during future project-specific development would have relatively minor land use impacts within the study area. Impacts would occur both over the short term (associated with construction activities), as well as over the long term (associated with permanent changes in land use and intensity). In the short term, construction-related activities could temporarily displace visitors to the park and nearby neighborhoods within the study area. Such impacts would be slightly more pronounced under the action alternatives relative to the No-Action Alternative, given the greater level of development proposed; however, such impacts would be less than significant under all project alternatives. Over the long term, redevelopment would increase the intensity of use within both the upland parcels and the park. These increases would be greater under both action alternatives compared to the No-Action Alternative, with Alternative 2 resulting in somewhat more intense redevelopment compared to Alternative 1. Compared to the No-Action Alternative, the action alternatives would result in greater beneficial effects because they address several of the policy goals and objectives articulated in the Comprehensive Plan and the 12 Planning Principles.

In summary, the project alternatives would result in no significant unavoidable adverse land use impacts in the study area. Redevelopment under any of the three project alternatives would be consistent with applicable policies and regulations. Alternatives 1 and 2 would provide long-term beneficial effects, consistent with the City's goals and policies guiding park development, and improved transitions and connections between the park and surrounding neighborhoods.

3.5 SHORELINES

The following section describes the shorelines in the study area; applicable plans, policies, regulations, and laws pertaining to work in or near waterways and the protection of water quality; and the effects of the project alternatives on the shoreline environment. The shoreline area includes both uplands within 200 feet of the OHW mark and submerged land waterward of the OHW mark.

3.5.1 Affected Environment

Meydenbauer Beach Park extends along 1,250 linear feet of shoreline on Meydenbauer Bay, from Meydenbauer Beach Park to SE Bellevue Place and north to Lake Washington Boulevard NE (Figure 3.1-2). The park includes an existing swimming beach and pier at the northwest corner of the study area. The beach extends along the edge of the lake southeast to a low riprap slope, topped by grass and riparian vegetation that continues past the park and along the private properties to the City-owned and operated Bellevue Marina.

Much of the shoreline along this area is developed with shoreline armoring (rock riprap or timber bulkhead), private residential docks, and a swimming beach. Outfall pipes carrying stormwater from upland areas discharge at several locations along the shoreline.

Three roads are located within 200 feet of the Lake Washington shoreline on either side of the marina; on the northwest is 99th Avenue NE, and on the southwest are SE Bellevue Place and Meydenbauer Way SE. All three roads provide access to the marina, the park, and to adjacent private properties.

3.5.1.1 Existing Conditions

Waves and Currents

Waves in Lake Washington are generated by local winds. Meydenbauer Beach Park is relatively sheltered; the two points (Groat Point and Pickle Point) at the entrance to Meydenbauer Bay protect the area from the predominant northerly and southerly winds in Lake Washington (M&N 2008). The north end of Mercer Island provides further protection from southwesterly winds.

A hydrographic survey of the area was conducted in June 2008 (PGS 2008). Bottom contours indicate that the slopes flatten out in the vicinity of the Bellevue Marina. Although most of the marina (i.e., Piers 1 and 2) is located in an area with water depths of 10 to 12 feet at low lake levels, slips within 30 to 50 feet of the shoreline are shallower, with water depths less than 7 feet. During low lake levels, water depths at Pier 3 are particularly shallow, ranging from 3 feet (near the shoreline) to about 7 feet at the outer end.

Sediments

In 1999 and 2000, sediment samples were collected and tested from a number of sites in Lake Washington, one of which was Meydenbauer Bay (King County 2004). The results indicated that, relative to other areas of Lake Washington, sediment quality in the Bellevue area is relatively “clean” with respect to chemical contaminants. This sampling effort was preliminary. Any proposed dredging or sediment removal in Meydenbauer Bay could require more extensive project-specific sediment characterization.

Some sediment accumulation occurs at the mouth of stormwater outfalls in Meydenbauer Bay. In past years, the City has conducted land-based sediment removal at the stormwater outfall near the Bellevue Marina. This continues to occur periodically as an outfall maintenance practice.

Shoreline Interface

A small public timber pier is located at the north end of Meydenbauer Beach Park. A swimming area with an artificial beach and concrete steps is located adjacent to the pier (Figure 3.1-3). The beach is largely composed of coarse sand; however, much of the substrate immediately offshore and at the pier is gravel-sized. The shoreline drops off rapidly at a gradient as high as a 1 vertical: 5 horizontal immediately offshore of the marked swimming area (PGS 2008).

South of the swimming area, the shoreline changes to a low riprap slope, topped by grass and some riparian vegetation. This general shoreline treatment continues past the park along the private properties between the main park area and the marina. At the marina, the shoreline treatment is partly riprap and other slope treatments. A concrete bulkhead was constructed at Pier 3 in the late 1960s. The nearshore slope at the marina is much flatter than at the north end of the study area.

Wetlands

Three Category IV wetlands, which drain to an area that historically flowed as a stream, have been identified within the study area during the City's Sub-Area Shoreline Inventory (TWC 2008). All three wetlands are considered associated wetlands. While they are separated from the lake by a portion of upland, Ecology guidance states that wetlands are associated if any part of the wetland lies within the 200-foot area of the OHW mark, even if they would otherwise not be considered associated.

Each wetland is fed by a common groundwater seep, and a ditch and culvert run through them; the wetlands do not provide more than minor water quality, erosion prevention, or habitat value function to the project site. Additional information on the existing conditions and pertinent regulations for these wetlands can be found in Section 3.3 (*Plants and Animals*).

Piers, Docks, and Moorage

Meydenbauer Beach Park Pier

The Meydenbauer Beach Park Pier is a public timber pier and is located adjacent to the swimming beach at the north end of the park.

Residential Docks

Six small residential timber docks, varying in length from 70 to 120 feet, extend from the shoreline into the bay, between the existing park and marina. Each dock is located waterward of each of the residential properties along the shoreline now owned by the City. Only the southernmost dock is in use; the other docks are fenced to restrict access because of safety concerns.

Bellevue Marina Piers 1, 2, and 3

The Bellevue Marina consists of three piers that provide a total of 112 slips. Of these, 14 are obligated for transient moorage as a perpetual provision of a grant received by the City from the Washington State Recreation and Conservation Office (RCO). Eleven of the remaining 98 permanent moorage slips are considered to have limited use because of access or navigation issues (e.g., the water is not deep enough to accommodate most vessels).

The Bellevue Marina includes two types of piers– fixed and floating. Fixed piers consist of piling that support the deck areas at a fixed elevation above the water. Floating piers are piers with decking that floats on the water surface and can vary with changes in lake elevation. Piers 1 and 3 are fixed piers, while Pier 2 is a floating pier (Figure 3.5-1). Covered moorage is provided on Piers 2 and 3.

Pier 1, rebuilt in 1998, is a timber and steel pile-supported fixed pier with a timber deck. It is the northernmost pier at the marina and supports an historic building (the Whaling Building) once used for whaling vessels. A timber building with two residential units is located adjacent to Pier 1 on the upland area. A portion of the building extends out over the shoreline, and the upper unit of this building is used as the harbormaster's office.

Figure 3.5-1: Study Area Shoreline.

Pier 2 was reconstructed in 1998 and includes concrete floating pier supported by steel and timber piling. The piling also support the roof structure and anchor the floating pier system. Timber mooring piles are located at midpoints between fingers to provide additional tie-off locations for boats.

Pier 3 is a pile-supported fixed timber pier constructed in the late 1950s. A portion of the pier provides covered moorage for boats. The timber roof structure is supported by posts mounted on the pier deck.

Public Access

Developing public access to the shoreline area is a City priority, as evidenced by the goals and policies in the City's Comprehensive Plan, which (except for single-family residential lots) encourage public access to and along the shoreline.

Meydenbauer Beach Park provides approximately 300 feet of shoreline frontage currently accessible to the public. The City owns approximately 950 feet of shoreline southeast of Meydenbauer Beach Park. The Bellevue Marina at Meydenbauer Bay currently provides approximately 600 feet of shoreline access, but not all of it is available to the public.

Ecological Characteristics and Functions

The primary description of ecological characteristics and functions is provided in Section 3.3 *(Plants and Animals)*. However, overwater cover and shoreline armoring are important elements from a shoreline design perspective and an ecological perspective. Proposed waterfront projects must often balance shoreline- and water-dependent uses with ecological concerns. Thus, some description on in-water structures, overwater cover, and shoreline protection is provided here.

There are ten in-water structures (includes docks, piers, floats, and any slip fingers affiliated with these structures) within the study area. Approximately 43 square feet per lineal foot of overwater cover is present in the Meydenbauer Bay area, compared to 32 square feet per lineal foot of overwater cover along the City's Lake Washington shoreline (TWC 2008). The greater overwater cover is primarily the result of the presence of the Bellevue Marina and the Meydenbauer Bay Yacht Club. A total of approximately 50,000 square feet of overwater cover is located within the study area.

The overall shoreline ecological function is designated as "low functioning" because of the 1,250 feet of armoring on the shoreline, along with other functional assessment, within the existing study area (TWC 2008). The City's Shoreline Analysis Report (City of Bellevue 2009) proposes to designate the park shoreline (not including the marina property) as Urban Conservancy to protect and restore the ecological function of this shoreline.

3.5.1.2 Regulatory Setting

All proposed shoreline and/or in-water projects must comply with applicable local, state, and federal regulations, laws, and guidelines. Each regulating body or oversight agency has a statutory responsibility for certain aspects of shoreline protection and for managing activities to prevent or mitigate environmental impacts during construction and eventual operation of a shoreline activity or facility. Applicable regulatory authorities that guide shoreline and in-water activities include the following:

- **Washington State Shoreline Management Act (SMA) (RCW 90.58)** – Statewide program administered by Ecology, with permitting delegated to cities and counties.

- **State Environmental Policy Act -** As described in more detail in Section 3.1.1.2 (*Regulatory Setting*), SEPA requires all governmental agencies to consider the environmental impacts of a proposed action before making decisions.

- **Bellevue Shoreline Master Program (SMP) -** In 2003, Washington revised its shoreline management guidelines to emphasize ecologically appropriate development. Washington cities and counties with "shorelines of the state" must update their SMP to reflect these new guidelines, while still tailoring their SMPs to their specific geographic, economic, and environmental requirements.

The City of Bellevue is currently updating its SMP (the SMP has not been comprehensively updated since 1974). Developed in accordance with the Washington SMA, the SMP will incorporate updated requirements (to the extent not included in the CAO) for development and protection of shoreline resources within an area that extends 200 feet landward from the OHW mark of Lake Washington. The City's SMP policies and goals apply to Lake Washington and any associated wetlands. The City expects to complete the SMP update in 2010. Future development in the study area would require a Shoreline Substantial Development Permit (SSDP) to ensure compliance with the SMP (LUC 20.30R and 20.25E).

Pursuant to Bellevue's current SMP, and in anticipation of the revised SMP, development associated with the project alternatives would need to comply with the following policies and any proposed policies adopted prior to project permitting. These policies currently include the following:

- Provisions of public access would need to be consistent with public safety, private property rights, and protection of environmentally sensitive areas.
- Development would need to encourage the construction of non-water dependent structures (such as buildings) away from the shoreline.
- Marina facilities need to be limited to commercial or industrial areas. Day moorage may be permitted in recreational areas, but not in environmentally sensitive areas. Marinas should be equipped to handle sewage and wastes from boats, limit gas and oil sales to recreational boats, and be equipped to contain and clean up pollutants associated with boating activity. Shallow embayments with poor flushing action should not be considered for overnight or long-term moorage.
- Uses and activities that improve or are compatible with the natural amenities of the shorelines, provide public access, or depend on a shoreline location would be preferred.
- Shoreline areas suited for public water-enjoyment uses would need to be designated.
- Wildlife and aquatic habitats, particularly spawning habitat, should be protected and improved where possible.
- Construction of multiple or expanded piers except where public access is needed would be discouraged.

- **Bellevue Critical Areas Overlay District (Part 20.25H LUC)** – Shorelines in Bellevue are regulated by the shoreline critical area buffer and structure setback requirements of the City's CAO (LUC 20.25H). The shoreline buffer for undeveloped (no primary structure) and developed (contains a primary structure) sites are 50 feet and 25 feet, respectively. The structure setbacks for undeveloped and developed sites are zero feet and 25 feet, respectively. Primary structure expansions are allowed, only under certain controlled circumstances, if expansion outside the shoreline buffer or setback area is not possible. Variances to these LUCs may be obtained through the CAO report process per LUC 20.25H.230.

  All developments that require an SSDP, conditional use permit, or variance are also reviewed under the City's CAO.

- **Bellevue Shoreline Overlay District (Part 20.25E LUC)** – Piers, docks, and shoreline stabilization measures are regulated at the local level under the City's LUC 20.25E.

Bellevue's LUC, CAO, and SMP have been developed to work together to frame the City's current shoreline regulations, and any proposed developments must comply with all of these codes and regulations. The City is currently updating its SMP. Once completed, overlap and updates may result in some changes and/or modifications to the City's LUC and CAO.

Any work within 200 feet of the OHW mark or in-water work also would require permits from the Corps, WDFW, and Ecology. Potential project-specific permits include (but are not limited to):

- Corps Rivers and Harbors Act - Section 10 - For work in, over, or under navigable waters.
- Corps Clean Water Act - Section 404 Compliance - For discharge of dredge or fill material into water or wetlands.
- WDFW Hydraulic Project Approval (HPA) – For work that uses, diverts, or obstructs the natural flow or bed of state waters.
- Ecology Clean Water Act - Section 401 Water Quality Certification for any activity that could cause a discharge of dredge or fill material into water or wetlands, or excavation in water or wetlands, and for activities that could impact water quality.

3.5.2 Impacts

This section describes probable short-term impacts (those associated with future project-specific construction activities) and long-term impacts (those associated with physical changes to the study area) associated with the No-Action Alternative and both action alternatives for the following elements:

- Waves and Currents
- Sediment
- Shoreline Interface
- Wetlands
- Piers, Docks, and Moorage
- Public Access
- Ecological Characteristics and Functions
- Regulatory Compliance

3.5.2.1 Methods

This Draft EIS evaluates a No-Action Alternative and two action alternatives (Alternative 1 and Alternative 2), as described in Chapters 1 and 2. The No-Action Alternative provides a baseline against which to measure the impacts of the action alternatives. This shoreline analysis is based on guidance provided by WAC 197-11-960 (SEPA environmental checklist) regarding identification, characterization, and mitigation of shoreline impacts. The potential shoreline-related impacts listed above are evaluated qualitatively because of the programmatic nature of

this document and because the development activities for the action alternatives are generally similar. Relative differences between the No-Action Alternative and the action alternatives are identified where appropriate. Qualitative evaluation of potential shoreline impacts is primarily based on comparison of the alternatives with respect to the following:

- Type and extent of physical changes to the shoreline portion of the study area
- Type of shoreline protection proposed
- Proposed number of in-water or shoreline structures
- Total area of overwater coverage from piers and moorage
- Modifications to critical areas
- Presence of endangered species in the study area
- Compliance with applicable regulations

The type, degree, and significance of potential impacts on the shoreline and related uses were assessed based on existing City goals and plans (described in Chapters 1 and 2), along with compliance with federal, state, and local City codes and regulations (as described in Section 3.5.1.2, *Regulatory Setting*). A significant shoreline impact would be one that is reasonably likely to result in a more than moderate adverse effect:

- That would conflict with the shoreline critical area buffer and structure setback requirements.

- That would not effectively stabilize the shoreline.

- That would increase the use of structural solutions to shoreline armoring unless necessary for safety or to control excessive erosion.

- On moorage, including number of slips, navigation, and long-term (permanent) as well as short-term (transient) use.

- That would conflict with new or expanded marina moorage development standards and the City's Shoreline Overlay District.

3.5.2.2 No-Action Alternative

The No-Action Alternative includes demolishing nine single family residences, minor site regrading and landscaping, constructing a new shoreline path along the shoreline between 99th Avenue NE and the swimming beach, removing the six timber residential docks, retaining the stream in the culvert through the park in the vicinity of the ravine, and retaining other elements associated with existing conditions in the study area (such as the public pier at the beach park, Piers 2 and 3, and existing shoreline armoring). Modest upland redevelopment also would occur at the intersection of Main Street and 100th Avenue NE, but these areas are outside the designated shoreline zone.

Waves and Currents

Changes to hydrology of the site with respect to waves and currents due to the location of any of the future project-specific structures are not anticipated for the No-Action Alternative. Impacts on or from waves and currents are therefore not expected.

Sediment

There is a potential that ongoing sediment removal related to outfall maintenance and in-water demolition of the residential docks could disturb sediment in the study area. Sediment disturbance can result in the migration of contaminated sediment (if present), increased turbidity, and localized disturbance to aquatic habitat and/or aquatic organisms. These potential impacts can be minimized by using appropriate BMPs during any construction and maintenance activities.

Sediment characterization would likely be required as part of the state permitting processes (obtaining the 401 Water Quality Certification from Ecology and the HPA from WDFW) to evaluate the potential presence of contaminated sediment in the area proposed for demolition and/or removal of structures below the OHW mark. The presence of contaminated sediment in the study area would trigger permit restrictions, including required BMPs, during demolition activities.

The potential impacts from sediment disturbance associated with future project-specific development anticipated under the No-Action Alternative would include impacts from demolition and construction activities near the shoreline (in-water and upland), such as soil erosion, release of hazardous materials, spills and leaks from construction equipment, increased water turbidity, increased noise from construction equipment, disturbance of in-water sediments and shallow water habitat, and release of debris into the water (treated timber from the removal of the timber residential docks, etc.). More details of the potential demolition and construction impacts affiliated with shoreline work or in-water structures are provided in Section 3.1 *(Earth)*.

Shoreline Interface

Short-term impacts would include temporary, intermittent disruption from the construction of minor park improvements associated with the No-Action Alternative, such as the proposed shoreline pedestrian pathway between 99th Avenue NE and the swimming beach. Significant impacts associated with those improvements are not expected; however, minimal disruption from demolition of the residences and docks, upland grading, landscaping, and construction of the proposed pathway could temporarily increase erosion and water turbidity. These impacts can be minimized by using appropriate BMPs during construction.

The No-Action Alternative does not propose to make substantial shoreline stabilization improvements (e.g., as proposed in Alternatives 1 and 2) and there would be no potential long-term impacts on the shoreline interface.

Wetlands

No changes are proposed under the No-Action Alternative to any of the shoreline wetlands within the study area. Therefore, no impacts are anticipated.

Piers, Docks, and Moorage

The six smaller timber residential docks located between the existing Meydenbauer Beach Park and the Bellevue Marina would be removed.

The existing, long-term, permanent vessel moorage would remain unchanged. Piers 2 and 3 would retain their covered moorage, and a total of approximately 87 usable long-term permanent moorage slips would remain. The number of transient slips would remain at 14, the minimum required by the City's Washington State Recreation and Conservation Office (RCO) grant provision. The No-Action Alternative does not propose to install additional public amenities for boaters.

The potential impacts associated with changes to dock structures and moorage facilities would be related to public access, sediment disturbance, overwater coverage, and ecological functions. Removal of the residential docks could potentially disturb sediments (as previously described) but would not affect public access. Removal of the overwater cover would be considered beneficial to the ecological function of the study area.

Public Access

Under the No-Action Alternative, limited improvements are anticipated in the study area. The construction of a shoreline pathway between 99th Avenue NE and the existing swimming beach would improve public access to the upper shoreline, which would comply with City SMP goals.

The No-Action Alternative would not impact the existing public access conditions in the study area.

Ecological Characteristics and Functions

Short-term disruption from construction of the proposed pathway could temporarily increase erosion and water turbidity if mandatory BMPs are not in place. Other potential short-term impacts on ecological functions from demolition of in-water structures could include disturbance/migration of sediment, increased debris in the water, and/or increased in-air and in-water noise.

The existing piers, docks, and slips may be inhibiting juvenile salmonid migration along the shoreline and providing predator habitat to species that prey on juvenile fish (refer to Section 3.3, *Plants and Animals*). Long-term changes for the No-Action Alternative include a minor reduction in the total number of in-water structures (from ten to four) from the removal of the City's six small timber residential docks. Overwater cover for this alternative would also be reduced from 50,000 square feet to approximately 46,400 square feet. This could be considered a beneficial impact on ecological functions along the shoreline, but less than that proposed for either of the action alternatives. Restoration is not proposed along the shoreline, nor are any other substantial shoreline habitat improvements.

Regulatory Compliance

The activities of the No-Action Alternative would be consistent with applicable regulations. Local, state, and federal permits would be required to remove the six timber residential docks from the study area. The reduction in the overall number of in-water structures and the removal of treated timber from inwater habitat is considered an ecological improvement by fish and wildlife regulatory agencies. However, temporary disturbance to shallow water habitat from the removal of support piles from the sediments, potential for dock debris to fall into the water, and increased water turbidity caused by dock removal, and equipment used to complete this work would require permits from the Corps, WDFW, and Ecology.

Permits could also be required for construction of the new walkway near the shoreline. The permits would likely specify mandatory BMPs to minimize impacts related to erosion and sediment disturbance, as previously described.

Consistency with SMA and Bellevue SMP

Most of the study area is currently zoned Residential. The No-Action Alternative proposes to retain this zoning and maintain current Comprehensive Plan policies and zoning regulations.

The draft shoreline management recommendations (City of Bellevue 2009) currently suggest that the City could consider changing portions of the shoreline zoning in the study area to incorporate a combination of Marina-Civic and Urban Conservancy designations. The draft recommendations also include promoting public access to the shoreline and allowing for improved water-enjoyment uses and recreation opportunities. The recommendations also emphasize the importance of "no net loss" of ecological function; encourage shoreline restoration, identification of ways to improve water quality; improvement and enhancement of shoreline vegetation; and support environmentally responsible development practices.

The minor shoreline and in-water construction proposed with the No-Action Alternative is not anticipated to conflict with any guidelines and regulations in the SMA or the current or proposed Bellevue SMP, although given the emphasis within the draft recommendations for the revised SMP, the No-Action Alternative does not substantially promote improved shoreline uses or restoration.

3.5.2.3 Alternative 1

Alternative 1 includes the following future project-specific elements: demolishing nine single-family residences; removing Pier 3 and the Meydenbauer Beach Park pier; removing the covered moorage roof structure from Pier 2; removing the six timber residential docks; and removing and relocating the existing restroom, children's play equipment, and picnic facilities. Alternative 1 also includes constructing a community building and education center, below-grade parking garage, terraces and paths as part of the park expansion, and multi-family and mixed-use structures, most of which are outside the designated shoreline zone. Within the shoreline zone, the swimming beach would be relocated and expanded, the wetland relocated, the stream daylighted along its entire length, site-wide regrading and landscaping will be completed, approximately 950 feet of shoring would be replaced with more natural shoring, a shoreline path would be constructed, and a fixed public pier that extends from the shore, just north of Pier 1, waterward would be installed to provide public access over the water.

Waves and Currents

Based on existing wind data, waves were estimated as part of the Shoreline Conditions Technical Memorandum (M&N 2008). Changes to hydrology of the site with respect to waves and currents due to the location of any of the proposed structures are not anticipated for Alternative 1. Impacts on or from waves and currents are therefore not expected.

Sediment

There is a potential that ongoing sediment removal related to outfall maintenance and in-water demolition and construction could disturb sediment in the study area. Sediment disturbance can result in migration of contaminated sediment (if present), increased turbidity, and localized disturbance to aquatic habitat and/or aquatic organisms. These potential impacts can be minimized by using appropriate BMPs during any construction and maintenance activities.

Sediment characterization would likely be required as part of the state permitting processes as previously described. The presence of contaminated sediment in the study area would trigger permit restrictions, including required BMPs, during demolition activities.

The potential impacts from sediment disturbance for implementation of Alternative 1 would be greater than the potential impacts from the No-Action Alternative because of the greater amount of in-water demolition and construction associated with this action alternative.

Shoreline Interface

Future project-specific actions for Alternative 1 would require excavation, fill, demolition, and construction to rework the shoreline, construct a new pedestrian pathway, move and expand the swimming beach, and improve moorage facilities. The shoreline work would take place both above and below the OHW mark. Potential impacts from demolition, grading, and construction activities near the shoreline (in-water and upland) could include soil erosion, release of hazardous materials, spills and leaks from construction equipment, increased water turbidity, increased noise from construction equipment, disturbance of in-water sediments and shallow water habitat, and release of debris into the water (treated timber from the removal of timber docks or bulkheads, etc.). More details of the potential demolition, grading, and construction impacts affiliated with shoreline work or in-water structures are provided in Section 3.1 *(Earth)*.

Modifications to provide more natural shoreline protection could result in the loss of small portions of upland and/or the loss of aquatic habitat, depending on how the more natural "gentle" shoreline slope was created. For example, upland excavation or in-water fill activities may be required to make the slope more gradual. In-water fill activities could eliminate existing in-water habitat and would be difficult to justify or permit. Upland excavation (excavation landward of the OHW mark) would be preferable. Measures to address shoreline protection would be determined as part of the project-specific permitting process based on final project design.

The potential short-term impacts on the shoreline interface associated with Alternative 1 would be greater than the No-Action Alternative and would be similar to Alternative 2. Over the long term, the improvements made to the shoreline interface in Alternative 1 would be greatest for Alternatives 1 and 2 compared to the No-Action Alternative (with the greatest shoreline improvements associated with Alternative 1).

Wetlands

As part of Alternative 1, the wetland located along the shoreline at the north end of Meydenbauer Beach Park would be relocated and modified to a more natural state. As previously described in Section 3.3 *(Plants and Animals)*, the loss of wetland area would be offset by the creation of wetland area near the mouth of the daylighted stream. Depending on the proposed design of the restored stream end, there could also potentially be a net increase in wetland habitat. Further

details on the proposed functionality and hydrology of the site would need to be completed before this could be determined. Alternative 1 proposes the creation of new wetland area at a location within the study area and therefore would not likely adversely impact the study area with respect to wetlands.

The potential long-term impacts on wetlands associated with the relocation proposed for Alternative 1 are similar to the impacts of the No-Action Alternative (with no wetland modifications). The short-term (construction) impacts would be greater for Alternative 1 than the No-Action Alternative.

Piers, Docks, and Moorage

Alternative 1 includes the removal of Pier 3 and the Meydenbauer Beach Park pier, removal of the covered moorage roof structure from Pier 2, removal of the six timber residential docks, and the installation of a fixed public pier that extends from the shore, just north of Pier 1. A City application for Enviro Stars Clean Marina Certification is underway, and the City anticipates receiving the 2-year certification by August 2009. Continuing certification will be sought for any new or rebuilt marina operations.

Permanent moorage at the Bellevue Marina would be reduced from 87 usable slips to approximately 40 long-term moorage slips because of the removal of Pier 3. The 14 slips designated for transient moorage would be retained. Additional moorage and boating-oriented opportunities would also include hand-launching of PPVs, such as canoes or kayaks, along the south side of the new public pier. Construction at the marina would be subject to performance standards included in the City's updated SMP.

Alternative 1 would provide opportunities for public amenities for boaters. A sewage pump-out facility could be incorporated onto Pier 1. The location of such a facility would need to consider adequate water depth and navigable channel width for boat access to the facility. Minor upland improvements, such as security fencing modifications, would need to be incorporated to provide public access to the pump-out locations.

The removal of Pier 3 would reduce the total number of available slips but would provide a large, open water area between the marina and other nearby docks. This may provide some enhancements to navigation for boaters. Related effects to water surface circulation attributable to boat traffic would be subject to the level of use of the in-water improvements.

Alternative 1 would require in-water work (demolition and construction of piers and docks). Most of this work would take place below the OHW mark, and pier and dock construction would require some equipment access by barge. Potential impacts from in-water demolition and construction activities could include the release of hazardous materials, spills, and leaks from construction equipment, increased water turbidity, increased noise from construction equipment, disturbance of in-water sediments and shallow water habitat from the removal of support piles, and release of debris into the water (treated timber from the removal of timber docks or bulkheads, etc.), as previously described.

The potential short-term impacts of Alternative 1 would be greater than the No-Action Alternative because it would require more in-water demolition and construction. Potential short-

term impacts would be slightly less than Alternative 2 because the relative in-water demolition and construction would be less.

Over the long term, the moorage benefits affiliated with either Alternatives 1 or 2 would be greater than those affiliated with the No-Action Alternative, in that both action alternatives would reduce the total square footage of overwater cover by removing portions of the covered moorage, thus improving nearby aquatic habitat. Alternative 1 would incorporate the least total square footage of overwater cover (22,000-23,000 sf) compared to either the No-Action Alternative (46, 000 sf) or Alternative 2 (28,000-29,000 sf). Modifying the marina to incorporate updated design standards would also benefit the area.

Public Access

Relocation and construction of the proposed swimming beach would require shoreline rework, which would include excavation above the OHW mark, dredging and/or rework of material below the OHW mark, and the placement of fill (sand and gravel) to obtain adequate slope and shoreline characteristics. Potential impacts of these activities would be greater than the No-Action Alternative and comparable to Alternative 2.

The potential impacts on public access from Alternative 1 would be generally positive. The addition of the new public pier would provide new viewing opportunities, public access to deeper water, and new launch facilities for small PPVs, which are not part of the No-Action Alternative.

Provisions of public access would need to be consistent with public safety. Fire truck and emergency vehicle access to moorage piers would be available along the proposed shoreline path that would run parallel from the south end of the study area past the Bellevue Marina.

Ecological Characteristics and Functions

The short-term impacts from demolition and construction along the shoreline and in-water for Alternative 1 are anticipated to be similar to, but greater than, for the No-Action Alternative due to the necessary grading and construction of larger park facilities. Short-term impacts on ecological characteristics and functions of the shoreline and water are further described in Section 3.3 *(Plants and Animals)*.

Minimization of structures within shallow water and of total overwater cover in the study area may improve fish movement along the shoreline (refer to Section 3.3, *Plants and Animals,* for additional details).

Long-term changes for Alternative 1 include a reduction in the total number of in-water structures (from ten to three). Overwater coverage for this alternative would be reduced from 50,000 square feet to between approximately 22,000 and 23,000 square feet. This would be considered a beneficial impact on ecological functions, as would the restoration of a portion of the shoreline to more natural conditions.

Regulatory Compliance

Local, state, and federal permits from the City, Corps, WDFW, and Ecology would be required for all future project activities waterward of the OHW mark (e.g., Corps and WDFW permits),

along with their affiliated upland project elements, or for projects within 200 feet upland of the OHW mark (e.g., City Shoreline Permit).

Improvements in shoreline protection are proposed for approximately 950 feet of shoreline as part of Alternative 1. Portions of the shoreline would be restored to more natural conditions pursuant to LUC 20.25E.080.E.

Bellevue's LUC requires shoreline stabilization measures to be located at or landward of the OHW mark. To incorporate this policy, some upland shoreline area would be lost to provide slope from the top of the bank into the water. If working upland of the OHW mark is not feasible, more natural shoreline stabilization measures can be located waterward of the OHW mark, but the associated potential loss of aquatic habitat could trigger mitigation requirements, as previously described.

Consistency with SMA and Bellevue SMP

Currently, most of the proposed shoreline elements under Alternative 1 could be designed or modified to meet the SMA under the current and proposed Bellevue SMP codes and guidelines, as applicable.

Shoreline modifications that result in locating bulkheads landward of the OHW mark are, in general, more likely to be approved by the regulatory agencies than shoreline protection that is installed waterward of existing bulkheads or waterward of the OHW mark.

Moorage regulations within Bellevue's Shoreline Overlay District (LUC 20.25E) state that new moorage for marinas is allowed as a shoreline conditional use. While residential moorage facilities may not extend more than 150 feet waterward of the OHW mark, moorage at the Bellevue Marina or Meydenbauer Bay Yacht Club may extend farther into Meydenbauer Bay, within a legally described area (LUC 20.25E.080.N.3.vii and N.6.d). The three existing piers extend approximately 300 feet into the bay. The new fixed public pier, proposed for both public access and temporary moorage, is currently shown extending more than 150 feet waterward of the OHW mark, outside of the legally described areas in LUC 20.25E.080.N. Under current standards, the location of a pier more than 150 waterward of the OHW mark would have to provide more ecological benefit than if located closer to shore. Modifications to these LUCs may be obtained through the CAO report per LUC 20.25H.230. Other options would be to modify the design of the proposed new fixed pier to meet the LUC, or amend the LUC regulations.

Alternative 1 proposes substantially more public access to the shoreline and increased shoreline restoration opportunities, and it has the potential to substantially improve ecological function of the shoreline compared to the No-Action Alternative. These measures are all key recommendations incorporated in the draft shoreline management recommendations (City of Bellevue 2009).

3.5.2.4 Alternative 2

Alternative 2 includes the following future project-specific elements: demolishing nine single-family residences; regrading and landscaping the site; removing the beach park restroom, play equipment, and picnic facilities and daylighting a portion of the stream through the ravine; relocating and expanding the swimming beach; relocating a wetland; constructing a shoreline

path; replacing existing shoreline protection with more natural conditions along approximately 800 lf of the shoreline; removing Piers 2 and 3 including the roof structures; removing the six timber residential docks; expansion of moorage on Pier 1; and installing a public walkway with a fixed elevated viewing platform and floating boardwalk that extends from the shore, just south of Pier 1, to provide public access over the water. Alternative 2 includes constructing a community building, café, two below-grade parking garages, and terraces and paths as part of the park expansion. Alternative 2 also includes constructing multi-family and mixed-use structures, most of which are outside the designated shoreline zone.

Waves and Currents

As mentioned previously for Alternative 1, based on existing wind data, waves were estimated as part of the Shoreline Conditions Technical Memorandum (M&N 2008). Changes to hydrology of the site with respect to waves and currents due to the location of any of the proposed structures are not anticipated for Alternative 2. Impacts on and from waves and currents are therefore not expected.

Sediment

The potential impacts from sediment disturbance for Alternative 2 would be similar to Alternative 1, as previously described.

Shoreline Interface

Alternative 2 would require excavation and fill during construction to rework the shoreline and move and expand the swimming beach, similar to that described in Section 3.5.2.3 *(Alternative 1)*. The potential impacts on the shoreline interface from Alternative 2 would be similar to Alternative 1, as previously described.

Wetlands

Under Alternative 2, the wetland located along the shoreline at the north end of Meydenbauer Beach Park would be relocated and modified to a more natural state, similar to the modifications proposed in Alternative 1. Impacts would generally consist of loss of wetland area that must be addressed by creating additional wetlands within the study area. Alternative 2 proposes the creation of new wetland area at a location within the study area and therefore would not likely adversely impact the study area with respect to wetlands.

The potential long-term impacts on wetlands associated with the relocation proposed for Alternative 2 would be similar to the impacts of the No-Action Alternative (with no wetland modifications). The short-term (construction) impacts would be similar for Alternatives 1 and 2.

Piers, Docks, and Moorage

Alternative 2 includes the removal of Piers 2 and 3 including the roof structures, removal of the six timber residential docks, expansion of moorage on Pier 1, and the installation of a public walkway (with fixed elevated viewing platform and floating boardwalk) that extends from the shore just south of Pier 1, along with the installation of a small swimming platform off of the new swimming beach. The Meydenbauer Beach Park pier would remain. The Meydenbauer Beach Park pier would remain. Similar to Alternative 1, the City plans to seek Clean Marina Certification for the marina once construction for Alternative 2 has been completed.

Alternative 2 would require more in-water work (demolition and installation of piers and docks), than Alternative 1 (as described in Section 3.5.2.3) and the relative potential impacts also would be somewhat greater.

Permanent moorage at the Bellevue Marina would be reduced from 87 usable slips to between 25 and 35 long-term moorage slips because of the removal of Piers 2 and 3. The 14 slips designated for transient moorage would be retained. Additional moorage and boating-oriented opportunities would also include guest tie-ups along the south side of the new public pier and hand-launching of people-propelled vessels, such as canoes or kayaks, along portions of the floating boardwalk. Similar to Alternative 1, construction at the marina affiliated with Alternative 2 would be subject to performance standards included in the City's updated SMP.

Similar to Alternative 1, Alternative 2 would also provide opportunities for public amenities for boaters. A sewage pump-out facility could be incorporated onto Pier 1, and the location of such a facility would need to consider adequate water depth and navigable channel width for boat access to the facility. Minor upland improvements, such as security fencing modifications, would need to be incorporated to provide public access to the pump-out locations.

Although Pier 1 would be expanded in this alternative, the net result to moorage in the marina would be fewer slips overall, relative to the No-Action Alternative and Alternative 1. The slips would extend farther to the north, where the bay widens, and therefore would result in less impact on navigation for the water area south of the project site.

Public Access

Similar to Alternative 1, the relocation and construction of the proposed swimming beach would require shoreline rework, which would include excavation above the OHW mark, dredging and/or rework of material below the OHW mark, and the placement of fill and sand fill to obtain adequate slope and shoreline characteristics. Potential impacts of these activities would be greater than the No-Action Alternative and comparable to Alternative 1.

The addition of the public pier with a fixed elevated viewing platform and floating boardwalk would provide new viewing opportunities, public access for guest moorage and tie-up opportunities, and new launch facilities for small people-propelled vessels, which are not part of the No-Action Alternative.

Alternative 2 also proposes to incorporate a swimming platform and lanes, similar to what exists at the current swim beach. If the swimming platform were a permanent structure, it would have to be permitted and installed with the other in-water elements proposed for Alternative 2.

Provisions of public access need to be consistent with public safety. Fire truck and emergency vehicle access to moorage piers would be made available along the proposed shoreline path that runs parallel from the south end of the study area past the Bellevue Marina.

The potential impacts on public access from Alternative 2 would be generally beneficial and similar to Alternative 1.

Ecological Characteristics and Functions

The short-term impacts from demolition and construction along the shoreline and within the water for Alternative 2 are anticipated to be similar to those previously described. Long-term changes for Alternative 2 include a reduction in the total number of in-water structures (from ten to three). Overwater cover for this alternative would be reduced from 50,000 square feet to between approximately 28,000 and 29,000 square feet.

The installation of a public pier (with elevated viewing platform and floating boardwalk) would provide more overwater cover over shallow water habitat, relative to Alternative 1.

The impacts from Alternative 2 would be beneficial due to the reduction in overwater coverage relative to the No-Action Alternative. However, there would be more overwater cover than under Alternative 1. The shoreline restoration also would benefit ecological functions.

Regulatory Compliance

Local, state, and federal permits from the City, Corps, WDFW, and Ecology would be required for all work within 200 feet of the OHW mark and all affiliated in-water work.

The floating boardwalk proposed under Alternative 2 may be more difficult to permit with state and federal agencies as it proposes overwater cover of shallow water habitat (more critical for juvenile salmonids). Public access to shallow water is already available at the study area, and this addition of shallow water access may be deemed to result in avoidable impacts on critical habitat. When future projects are reviewed by resource agencies, the boardwalk might trigger habitat creation to address adverse effects on habitat, as described in Section 3.3 (*Plants and Animals*).

Consistency with SMA and Bellevue SMP

Similar to Alternative 1, Alternative 2 proposes more public access to the shoreline and increased shoreline restoration opportunities, and it has the potential to substantially improve ecological function of the shoreline compared to the No-Action Alternative. However, Alternative 2 also provides fewer ecological improvements to the site compared to Alternative 1. For example, Alternative 1 proposes the greatest length of shoreline restoration of all of the alternatives (refer to Table 2.5-1 for a comparison of the alternatives). Alternative 1 also proposes less overwater cover and total impervious surface when compared to Alternative 2. Alternative 2 provides the most recreation opportunities along the shoreline.

Ecological conservation, improved ecological function, and improved recreational opportunities on or along the shoreline are key priorities of the City's existing SMP and of their currently drafted shoreline management recommendations (City of Bellevue 2009). Both action alternatives better reflect these key priorities when compared to the No-Action Alternative; however, either action alternative could be designed and/or modified to better meet the existing and proposed Bellevue SMP.

3.5.3 Mitigation Measures

Project-specific review of any of the three alternatives would require construction BMPs to minimize erosion and other construction impacts, as described in Section 3.1, and any adverse

impacts on fish and wildlife that use the shoreline. As previously described in Section 3.3 (*Plants and Animals*), in-water work would require ESA consultation with NMFS and USFWS prior to future project construction to ensure that appropriate mitigation measures are implemented to protect any listed species in the study area.

Future project-specific mitigation measures to reduce long-term impacts may include a combination of the following measures that are promoted by local, state, and federal regulatory entities as part of their review and approval process:

- **Reduce total overwater cover.** Alternative 1 would result in less total overwater cover than Alternative 2 and might be preferred by the regulatory agencies, depending on specific design features and public access requirements.

- **Increase light transmission through over-water structures, through use of grating or other light transmission products (sun tunnels, glass prisms, etc.).** A north-south orientation also would reduce overwater shading (Burdick and Short 1999, Shaefer and Lundin 1999). These measures could be incorporated into either action alternative.

- **Minimize the total number and size of required support piling, without jeopardizing structural integrity**. This measure could be incorporated into either action alternative.

- **Restore shoreline to more natural conditions**. Alternative 1 incorporates somewhat more natural shoreline restoration and protection than Alternative 2.

- **Enhance native shoreline vegetation**. This measure could be incorporated into either action alternative. Alternative 1 provides greater opportunity for native and overhanging vegetation compared to Alternative 2.

The new fixed public pier, proposed for both public access and temporary moorage in Alternative 1, is currently shown extending more than 150 feet waterward of the OHW mark. Under current regulations, approval of this type of structure could require a critical areas report and review under LUC 20.25H.230. The fixed pier is also close to the extent designated as "permitted for commercial, public access, marina, or yacht club moorage in Meydenbauer Bay" (LUC 20.25E.080.N.3.b.vii). As part of project-level design, the structure likely would need to be designed to comply with this line, or LUC 20.25E could be modified to allow the pier to extend out farther. If the structure extends waterward over non-City property (e.g., DNR-managed lands), then such an extension could require aquatic authorizations from the DNR.

The measures summarized above would be incorporated into the permit approvals and final project design. The applicable regulatory agencies also would require that future projects provide sufficient justification of the size and placement of overwater structures. Standards and thresholds vary by regulatory agency and would be project-specific. Generally, larger structures would be more difficult to permit than smaller structures, regardless of proposed mitigation measures.

3.5.4 Summary of Impacts

Implementation of the project alternatives would have impacts on the shoreline in the study area. Impacts would occur both in the short term (associated with construction activities), as well as over the long term (associated with changes to habitat conditions). In the short term, in-water and shoreline construction-related impacts, such as water turbidity or possible shoreline erosion, and could reduce water quality in the study area. Such impacts would be slightly more pronounced under the action alternatives relative to the No-Action Alternative, given the greater level of development proposed; however, such impacts are considered temporary for all project alternatives and could be mitigated for by the implementation of BMPs and other construction restrictions required by the necessary permits or by relevant law or code. They could also be mitigated for by habitat creation at the site (the long-term benefits of the action alternatives could outweigh the short-term temporary negative impacts associated with construction activities). Over the long term, most anticipated impacts are expected to be beneficial, in the form of general habitat improvements to the shoreline area. Both action alternatives would include the replacement of the existing shoreline with more natural shorelines compared to the No-Action Alternative, and both would daylight sections of the stream at the west end of the park. Both action alternatives would reduce the total overwater cover associated with the marina, improve existing marina infrastructure compared to the No-Action Alternative, and improve overall water-related recreational opportunities at the site. For the two action alternatives, reduction of permanent moorage capacity at the marina would have minor impacts on navigation when compared to the No-Action alternative.

Significant unavoidable adverse shoreline impacts are not anticipated from any of the project alternatives with the implementation of appropriate measures as described in this section (construction BMPs, natural shoreline design, etc.). Overall, the action alternatives could result in the most beneficial impacts on the existing shoreline compared to the No-Action Alternative.

3.6 PARKS AND RECREATION

This section addresses the parks and recreation facilities within and adjacent to the study area, as well as the larger park planning context of the project alternatives. This provides the foundation to analyze and describe changes that could result from implementing the project alternatives.

3.6.1 Affected Environment

3.6.1.1 Existing Conditions

Park and Recreation Inventory

The study area for the Meydenbauer Bay Park and Land Use Plan includes one City of Bellevue park (Meydenbauer Beach Park) and is near three other City of Bellevue parks (Downtown Park, Wildwood Park, and Clyde Beach Park) (Figure 3.6-1). The northwestern portion of the study area is defined by the boundaries of Meydenbauer Beach Park. The northeastern portion of the study area is adjacent to Downtown Park, and the southeastern portion of the study area is adjacent to Wildwood Park. The City-owned Bellevue Marina completes the study area waterfront, and abuts a private yacht club at its southern edge.

Meydenbauer Beach Park

Meydenbauer Beach Park is a long, narrow park following a steep ravine just west of 98th Avenue NE and extending to the shore of Meydenbauer Bay. The 2.8-acre park can be roughly divided into three sections: upper ravine, middle terrace, and lower beach.

The upper section consists of a steep-walled forested ravine with an access road and a 28-space parking lot at the end of the road. This road off of NE 1st Street provides the only vehicular and accessible access to the park. The Lake Washington Boulevard bridge spans the park ravine (Figure 3.6-2). Because of topographic constraints, vehicular access is not possible from Lake Washington Boulevard. Secondary pedestrian access to the park is provided by steep stairs from both the bridge grade and NE 1st Street down to the park. As the ravine widens toward the middle portion of the park, there is a lawn area with several sculptures. A paved path leads to the lower sections of the park. Single-family homes back onto this portion of the park, where heavy vegetation blurs the visual distinction between park area and fenced, private rear yards.

The middle section of the park consists of a series of grass and paved terraces with integrated play equipment and small viewpoints. Because of the natural and constructed terraces, this area feels somewhat fragmented. Uncovered picnic tables provide views of the bay.

The park's namesake beach is the element with the most regional importance. Because of the limited amount of public shoreline, all lakefront access points are considered citywide importance from the park planning perspective. The existing level of development is relatively simple. The northern portion of the park shoreline consists of a swimming beach framed by concrete steps and a public timber pier. To the south, the shoreline is protected by riprap with lawn above. A small building contains restrooms and lifeguard changing facilities.

See Section 3.3 (*Plants and Animals*) and Section 3.5 (*Shorelines*) for information regarding park vegetation and shoreline conditions, respectively.

Marina Area

Public and private marinas line the lake edge immediately south of Meydenbauer Beach Park. The public Bellevue Marina maintains three partially covered piers that provide permanent and transient moorage, with approximately 112 slips total (M&N 2008). The marina piers do not provide public access, and there is no public access for small craft such as canoes or kayaks. The former warehouse of American Pacific Whaling Fleet (the Whaling Building) is the largest closed structure and currently provides marina storage. Adjacent to the pier structures are three duplex residential structures, one of which (formerly an icehouse) is currently home to the resident harbormaster. The asphalt parking area provides approximately 60 spaces and is fully utilized during summer weekends and special events (Sasaki 2008).

The private Meydenbauer Bay Yacht Club is located immediately south of the study area and consists of a two-story upland clubhouse and three covered piers. In addition to providing permanent moorage, the yacht club provides a range of activities for members and a youth sailing program that runs during the summer and includes non-members.

Meydenbauer Bay is itself a recreation destination. Numerous private docks line the bay and are a launching point for various boating activities, including kayaking and personal watercraft (e.g., jet skis). Because of the protected character of the bay, it is also a destination for power and sail boats from other locations. Use levels are seasonal, peaking with major summer holidays and events. It is at these times that there is highest demand for public marina facilities.

Wildwood Park

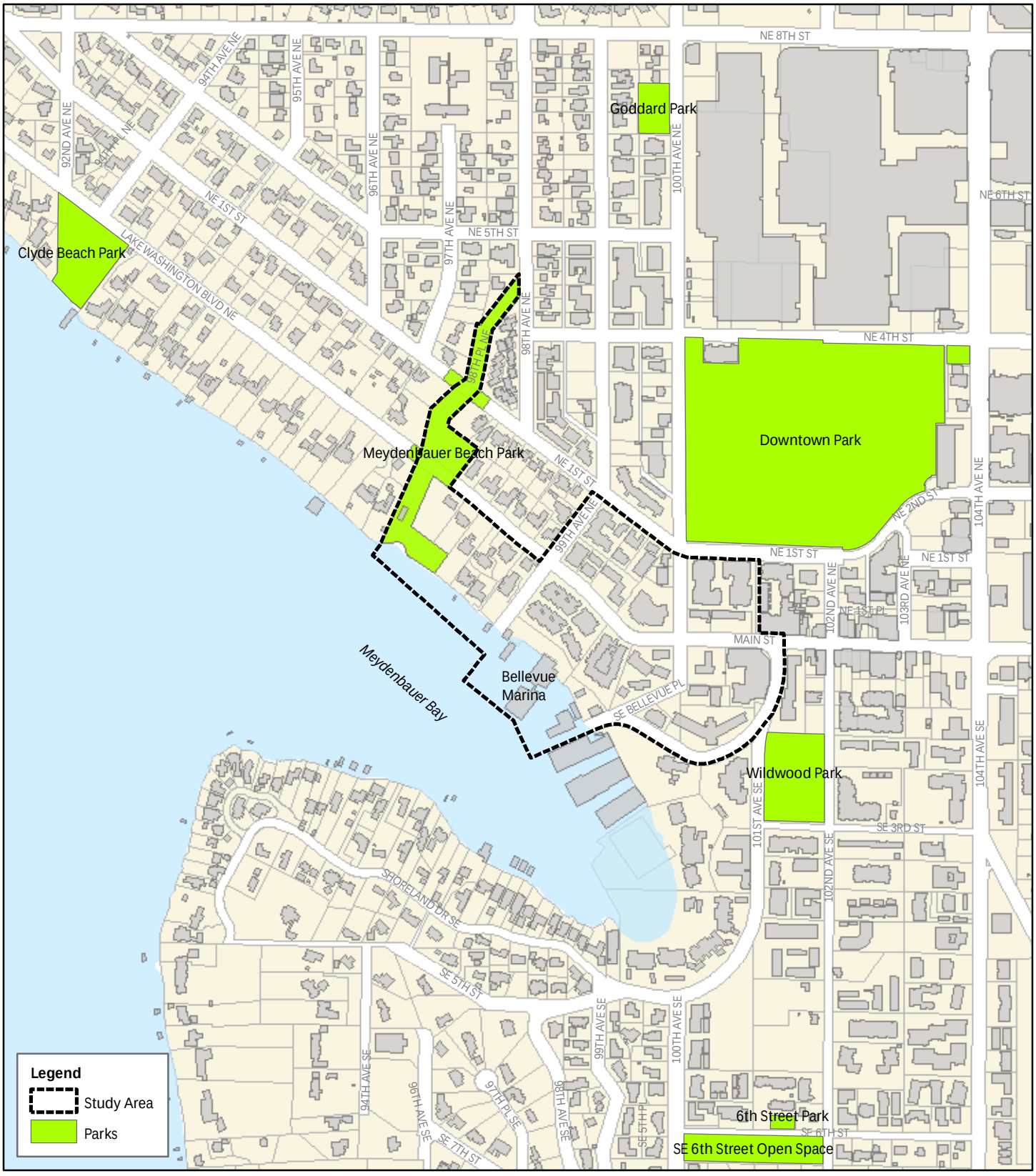
Wildwood Park is located adjacent to the study area, off of 101st Avenue NE and Meydenbauer Way SE. The simple appearance of this 2.3-acre parcel belies its importance to the history of the Bellevue waterfront (Figure 3.6-2). In the early part of the last century, the park was a privately owned recreation facility with a large open air dance pavilion. Visitors from Seattle would arrive by water to take advantage of the entertainment.

In its current form, the park covers a smaller area and is no longer directly connected to the waterfront. Most of the park is characterized by relatively managed forest. Several areas contain flowerbeds and more formal landscaping. Small areas of open lawn along 101st Avenue SE allow for passive recreation. Paved walkways provide access and circulation throughout the park.

Downtown Park

As the predominant open space in the central business district, the 20-acre Downtown Park serves multiple functions, from civic gathering place to passive recreation. A large, central, open lawn area allows for passive recreation and informal field sports. A large stone water feature rings the park and defines a walking path around the park, providing a visual link to the neighborhoods on the edges of the park (Figure 3.6-2). A large waterfall and pond are located at the southwest corner of the park. The drop-in grade at this corner allows for some westward views, while the waterfall and pool emphasize the natural flow of water toward Lake Washington.

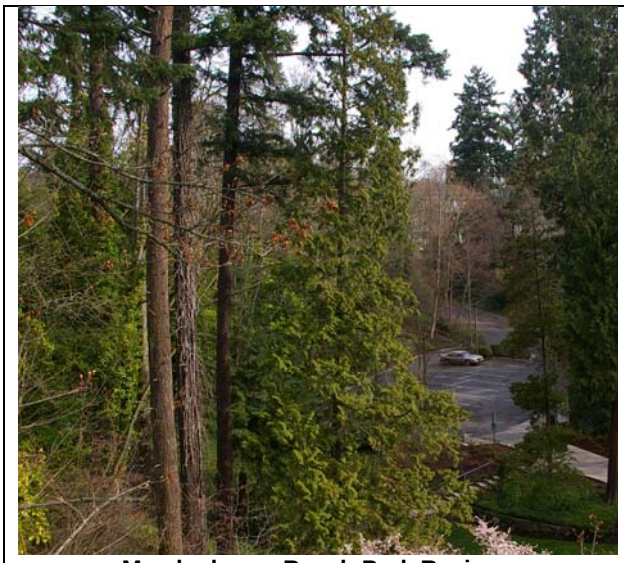
In contrast to the formal urban vocabulary of the circular fountain and lawn, a loosely organized children's play area occupies the southwestern corner of the park. A small restroom structure is also located there.



Source: City of Bellevue GIS 2009

Figure 3.6-1: Parks

Meydenbauer Bay Park and Land Use Plan EIS
City of Bellevue



Meydenbauer Beach Park Ravine

Meydenbauer Beach Park Pier

Meydenbauer Beach Park Swimming Beach

Beach and Adjacent Single-Family Home

Wildwood Park Entry

Downtown Park Water Feature

Figure 3.6-2: Park Photos.

Accommodating play areas for families was part of the original Downtown Park Master Plan, and this area meets that programmatic goal. From an urban design standpoint, the smaller scale and loose organization of this area do not reinforce the City's goal of creating a clearly defined corridor from downtown to the lake.

Non-Recreation Parcels

There is currently little transition or integration between parks and recreation-oriented amenities and nearby properties that reflect the various land uses and development types within the study area. Residential developments of differing scales occupy most of the private parcels. Oriented in various directions, they have little relationship to each other or to the surrounding streets. Fences and open parking face most streets and the parking area of the public marina. Front-rear and public-private relationships are not consistent.

Street rights-of-way are relatively unimproved in terms of landscaping, sidewalks, and other pedestrian amenities that facilitate public access. The public realm lacks consistent spatial definition because of such minimal and inconsistent street improvements and inconsistent building-to-street relationships. As a result, public rights-of-way do not create a network linking the existing parks and recreational facilities.

As described above, Meydenbauer Beach Park is set deep within a ravine below Lake Washington Boulevard NE. Signage directs vehicular access to the park through a series of residential streets with little physical or contextual connection to the public function of the park. Single-family residences back onto the park, creating an awkward relationship between public and private outdoor space.

Summary

The City of Bellevue has long had a vision of connecting the Meydenbauer Bay waterfront to Downtown Park to create a signature park and waterfront destination. With the acquisition of its first properties in the 1950s, the City first developed the Meydenbauer Beach Park. In 1987, the City identified the acquisition of the Meydenbauer Bay waterfront as a major focus to provide waterfront amenities and connect the waterfront to Downtown Park and the downtown. Since the early 1990s, the City has progressively acquired land along Meydenbauer Bay to create Meydenbauer Bay Park and provide an important recreational opportunity for the citizens of Bellevue. The City has acquired these parcels though various funding mechanisms, some of which contain provisions restricting or directing the purpose of redeveloping the property for parks and open space uses.

The study area sits between Bellevue's downtown, a regional hub of increasing vitality and commercial importance, and older single-family lakeside neighborhoods. At present, Meydenbauer Beach Park provides an adequate level of service for the passive recreational needs of the immediate residential neighborhoods.

Waterfront access and public open space are a valuable component of the downtown park system and to the City of Bellevue's overall park system. The proximity of Meydenbauer Beach Park makes it an attractive destination and point of waterfront access for downtown residents, workers, and visitors. However, more intensive use of the park and, by extension, greater access

to Lake Washington are currently limited by the size of the park and by inadequate pedestrian, vehicular, and visual access.

3.6.1.2 Regulatory Setting

Growth Management Act (GMA)

Washington State's 1990 Growth Management Act mandated comprehensive planning at the regional and subregional levels. Development of appropriate recreation facilities and preservation of open space are required by the GMA as complements to urban growth. The City of Bellevue has focused on the development of an active, vibrant, and urbanized central core. The City also wishes to provide parks and recreational opportunities, and open space preservation, as another vital component.

State Environmental Policy Act (WAC 197-11)

SEPA and its implementing regulations (WAC 197-11) mandate consideration of parks and recreation among the elements of the environment to be considered. Specifically, the description of significant impacts in an EIS should include the displacement of any existing recreational uses that may result from the project alternatives (WAC 197-11-444).

Park Planning Context

Despite the relatively small size of the study area, the area features prominently in the context of citywide park planning. Meydenbauer Bay has been identified as the terminus of the Lake to Lake Trail, a central element of the City's Parks and Open Space System Plan (City of Bellevue 2003). The Lake to Lake Trail would provide a continuous connection from Lake Sammamish to the shore of Lake Washington. The Meydenbauer Bay Park planning process addresses trail connectivity and waterfront access, two primary focus areas of the 2003 Parks and Open Space System Plan:

- *Open Space, Greenways, Wildlife Corridors and Trails:* Acquiring and retaining open space to meet passive and active recreation needs of the community, to protect wildlife and critical habitat areas, and to provide linkages between parks and activity areas.

- *Waterfront Access:* Acquiring and developing additional waterfront property to meet community interest.

The Parks and Open Space System Plan (City of Bellevue 2003) also identifies specific recommendations for each planning subarea. The first three recommendations identified for the North Bellevue Subarea are:

- Complete the waterfront property acquisition from Meydenbauer Beach Park to the marina.

- Provide pedestrian connection from Meydenbauer Beach Park and marina to the Downtown Park and central business district (in multiple subareas).

- Complete a major waterfront park development at Meydenbauer Beach/Meydenbauer Park.

Recommendations for the Downtown Bellevue Subarea include:

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

- Complete the Lake-to-Lake Trail system though downtown.

Recommendations for the Southwest Bellevue Subarea also include completion of the Lake to Lake Trail.

The Parks, Open Space, and Recreation element of Bellevue's Comprehensive Plan (City of Bellevue 2008) also addresses similar issues, by policy:

- **POLICY PA-7.** Provide additional public access to Lakes Washington and Sammamish.

- **POLICY PA-8.** Coordinate park planning, acquisition, and development with other City projects and programs that implement the Comprehensive Plan.

The Downtown Subarea Plan states:

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

As an expression of their interest in developing a more prominent waterfront park, the City has set specific policy direction for the study area. 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. The Steering Committee is guided by several broad planning principles approved by the City Council for the project (City of Bellevue 2007), listed below.

- **Principle 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.

- **Principle 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.

- **Principle 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.

- **Principle 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.

- **Principle 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.

- **Principle 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.

- **Principle 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.

- **Principle 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.

- **Principle 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.

- **Principle 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 Park and 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.

- **Principle 11: Coordinated planning process.** The Master Plan and the Park and Land Use Plan will impact and influence one another. The planning schedule needs to be flexible and expedient, necessitating close coordination.

- **Principle 12: Commitment to implement.** The Waterfront Plan should include an implementation strategy that leads to the fulfillment of the vision.

In preparation for developing an expanded waterfront park and downtown connection, the City of Bellevue acquired several parcels currently developed as single- and multi-family housing. A variety of funding sources were used to acquire these parcels, and certain stipulations were attached to the various funding sources. In general, lands must be used for passive public recreation and open space, and developed sports facilities are precluded. Table 3.6-1 and Figure 3.6-3 identify and illustrate the funding sources for the parcels acquired for park expansion and summarize associated restrictions.

Table 3.6-1. Open Space Land Acquisition Funding Source Requirements.

IAC/RCO Boating Facilities	General policies: • Intended to facilitate physical access to water. • Target facilities and resources predominantly serving the motorized boating community. Support facilities provided for transient public motorboat activities. • Universally barrier free. Ineligible activities: • Concession buildings or space. • Fuel sales equipment.
IAC/RCO Local Parks	Ineligible activities: • Concessionaire buildings. • Indoor facilities such as community buildings, environmental education centers, gyms, and swimming and therapy pools. • Offices, shops, residences, and meeting and storage rooms, except described under buildings in the state and local parks when they are essential to the operation and maintenance of the assisted site.
King County Conservation Futures	General Policies: • Must meet King County definition of Open Space. • Use is restricted to low-impact, non motorized, passive use recreation. This means no development of sportsfields, gyms, and courts for organized athletics. • Maximum of 15% of the total surface area may be developed or maintained with non-vegetative impervious surfaces. KC Council may waive where appropriate (e.g., Scenic Viewpoints).
Real Estate Excise Tax	No Specific Constraints

IAC = Interagency Committee; RCO = Washington State Recreation and Conservation Office.
Source: Provided By City of Bellevue.

Zoning

See Section 3.4 (*Land Use*) for a description of zoning within the study area. City parks are permitted either outright or by conditional use permit in all zones within the study area. In the R-3.5 residential zone, such as that area between (and including) the existing Meydenbauer Beach Park and 99th Avenue NE, beach parks, certain types of more intense recreational uses, and nonrecreation uses within park property require conditional use approval.

Shoreline Regulations

See Section 3.5 (*Shorelines*) for a description of the regulatory context specific to shoreline districts.

Summary

Consistent policy guidance from multiple City plans and legislative actions provides a policy and regulatory framework for increased park connectivity, between downtown and Lake Washington, and through completion of the Lake to Lake Trail.

These policies also support increased waterfront access and improved transitions. They suggest the development of a waterfront park that would serve the recreational needs of a variety of users in an environmentally conscious and aesthetically rewarding way, a park of community-wide significance. The principles suggest that improvement of the park should be a catalyst for compatible redevelopment of the surrounding uses. This suggests enhancement of public rights-of-way as well as targeted redevelopment of private parcels in a way that supports the overall urban design vision articulated in the Comprehensive Plan (City of Bellevue 2008), the Parks and Open Space System Plan (City of Bellevue 2003), and the 12 principles specific to the study area.

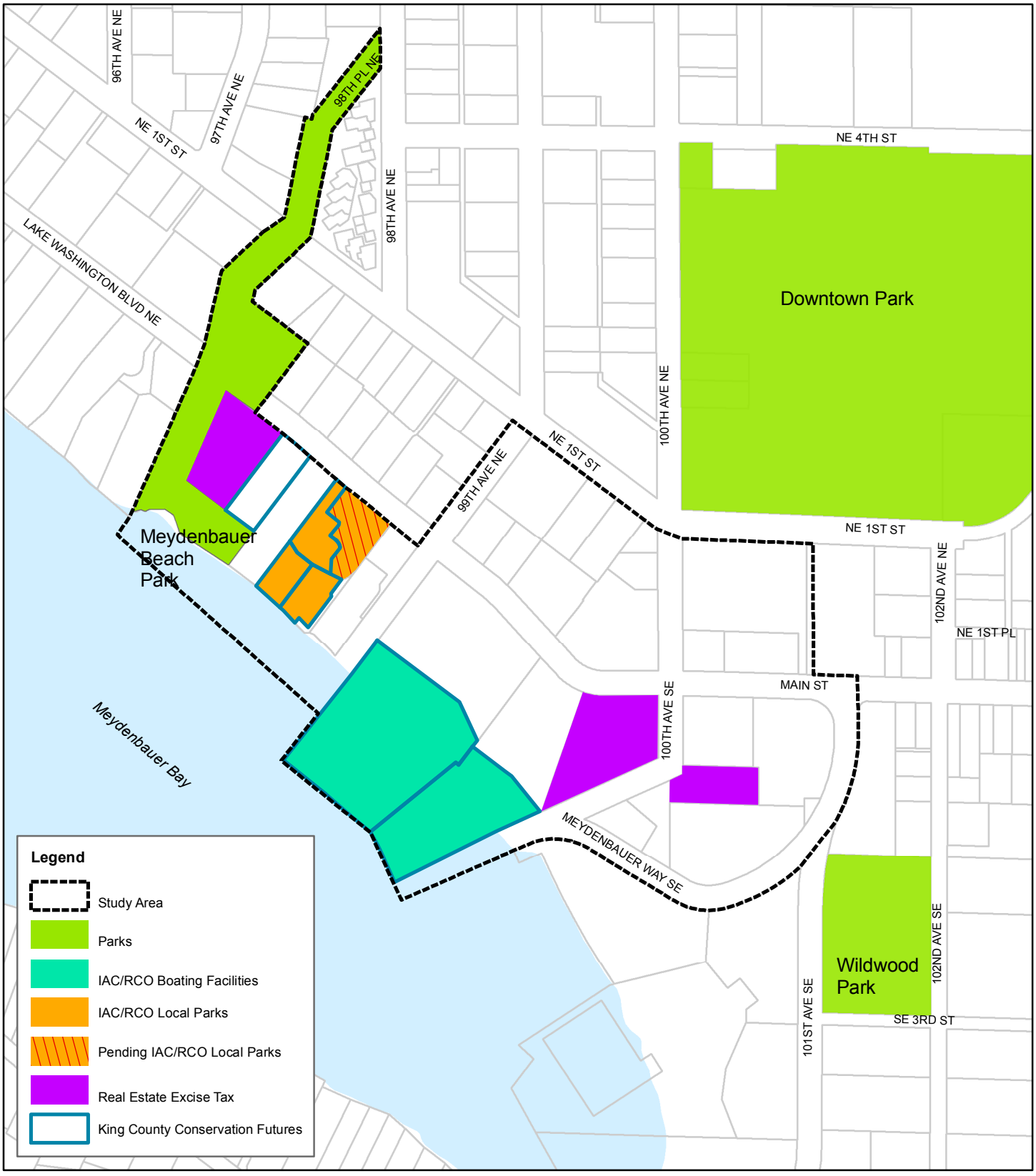
Zoning and applicable shoreline regulations will guide future development of parks and public recreational facilities. In particular, the shoreline regulations reflect a balance of recreation and park development that promotes public shoreline access with a sensitivity to environmental protection and compatibility.

3.6.2 Impacts

3.6.2.1 Methods

This Draft EIS evaluates a No-Action Alternative and two action alternatives (Alternative 1 and Alternative 2), as described in Chapters 1 and 2. The No-Action Alternative provides a baseline against which to measure both short-term and long-term impacts of the action alternatives on parks and recreation. This parks and recreation analysis is based on guidance provided by WAC 197-11-960 (SEPA environmental checklist) regarding identification, characterization, and mitigation of impacts. Park planners conducted a walking tour of existing parks and recreation facilities within and adjacent to the study area. Proposed facilities under each alternative were analyzed in terms of their compatibility with surrounding neighborhood uses; their accessibility to residents, local workers, and the general public; and the kinds of recreational opportunities provided.

The type, degree, and significance of potential impacts on parks and recreation were assessed based on compliance with state and local plans, policies, and regulations. Specifically, recreation opportunities were reviewed for consistency with relevant subarea plans, as well as the 12 principles adopted for this plan by the City Council. Generally, impacts relate to waterfront access, pedestrian connections, and transitions between public recreational uses and adjacent residential and commercial uses. A significant impact on parks and recreation resources was considered one that is reasonably likely to result in a more than moderate adverse impact. Because of the programmatic nature of this document, comparison of the impacts is primarily qualitative, emphasizing general differences in configuration, accessibility, and intended user groups.



Source: City of Bellevue GIS 2009

0 125 250 500 Feet

Figure 3.6-3: Park Parcel Acquisition Funding Sources

3.6.2.2 No-Action Alternative

Based on the full description of project elements for the No-Action Alternative (presented in Chapters 1 and 2), the following components of the alternative are particularly relevant to the impact analysis for parks and recreation:

- Meet parcel-specific requirements of any funding or grants used to acquire land for park development (e.g., remove residences, associated structures, and docks; limit impervious surface to 15 percent; retain at least 14 slips for transient moorage).
- Provide limited park improvements (e.g., construct shoreline pathway between 99th Avenue NE and existing beach park).
- Retain the public pier at Meydenbauer Beach Park.
- Retain three moorage piers (two covered) with approximately 87 long-term and 14 transient slips at the Bellevue Marina.
- Retain playground facilities
- Provide approximately 70 parking spaces for park and marina uses.

The most notable element of this alternative is the extension of Meydenbauer Beach Park to 99th Avenue NE and along the Bellevue Marina properties. The City would remove all existing structures south of Lake Washington Boulevard and west of 99th Avenue NE. The modest improvements would result in a larger park, similar to the existing Meydenbauer Beach Park.

Impacts of this alternative are summarized below for recreation demand, opportunities, and conformance with applicable policies.

Recreation Demand

Under the No-Action Alternative, it is assumed that the incremental redevelopment of multi-family parcels would occur within and in the vicinity of the study area. This would result in an increase of approximately 10 to 80 additional dwelling units within the study area. Redevelopment also would continue on the edge of downtown and multi-family neighborhoods adjacent to the study area, resulting in an increase in nearby residents and workers. New residences and commercial space are being built in an increasingly urban pattern with little associated open space. As directed by state and local policies, urban redevelopment should be accompanied by development of public open space and recreational facilities. Demand for active and passive recreational facilities will increase as households are added to central Bellevue.

Park and Recreation Opportunities

The provision of approximately 5.5 acres of additional lakefront open space would greatly increase passive recreational opportunities for the study area as well as for surrounding neighborhoods. This alternative would provide additional semi-forested park area, similar in size to Wildwood Park.

Despite the modest proposed improvements, the lakefront location of the park extension likely would attract users from a larger catchment than an equivalent upland park such as Wildwood Park. While the attraction of the beach itself would remain somewhat seasonal, the access to views and waterfront pathway would likely attract year-round use – both from the immediate neighborhood and from more distant parts of Bellevue. Under the No-Action Alternative, there

would be approximately 87 long-term moorage slips and at least 14 transient slips. This is a slight decrease in long-term moorage availability relative to the existing conditions due to the elimination of slips that are not accessible at all times and formalizing the number of transient slips.

Pedestrian facilities and connections to downtown are somewhat limited, but an increase in pedestrian activity would be expected because of the proximity to downtown. Traffic and parking demand would increase slightly, but would vary seasonally. Specific traffic impacts are described in Section 3.9 (*Transportation*).

Policy Conformance

As described in Section 3.6.1.2 (*Regulatory Setting*), state and local policies promote the development of recreation opportunities consistent with the centralized urban development encouraged by the Growth Management Act. The park expansion in the No-Action Alternative only partially addresses policy goals. The new park addresses the Bellevue's Comprehensive Plan, specifically Policy PA-7 of the Parks and Recreation Element: "Provide additional public access to Lakes Washington and Sammamish." It fails to meet Policy S-DT-87 "Provide a graceful pedestrian connection from Downtown Park through Old Bellevue to Meydenbauer Bay" (City of Bellevue 2008).

Of the 12 principles adopted specifically for the study area, the No-Action Alternative most clearly does not address Principle 4, which calls for a strong visual and pedestrian connection to downtown, and Principle 2, which calls for a range of activities. The streetscape improvements between the waterfront and downtown would continue to be modest and inconsistent under this alternative. The additional park area would provide view opportunities for park users and for passive recreation, but has more neighborhood than civic character. The marina would continue to benefit owners of larger boats without providing waterfront access for people-powered vessels. Principle 9 emphasizes the importance of interpreting the bay's history. While the Whaling Building and Ice House would remain as passive reminders of Bellevue's waterfront heritage, there would be no other interpretive facilities incorporated to meet interpretive and educational goals.

The No-Action Alternative appears to meet Bellevue's Land Use Code, as Lake Washington beachfront parks are a conditionally permitted use in single-family residential zones. Future project development would have to comply with approval criteria outlined in LUC 20.30B.140, which ensures that conditional uses are compatible with applicable policy and physical context.

Removal of the existing single family residences west of 99th Avenue NE fulfills the open space intent of the several funding sources used to acquire land for the park expansion (Figure 3.6-3 and Table 3.6-1). Generally the terms of these funding sources encourage providing access to passive or informal outdoor recreation areas and preclude development of organized sports fields.

3.6.2.3 Alternative 1

Based on the full description of project elements for Alternative 1 (presented in Chapters 1 and 2), the following components of the alternative are particularly relevant to the impact analysis for parks and recreation (*italicized text represents elements unique to this alternative)*:

Park and Recreation Opportunities

With its varied program and list of specific amenities, Alternative 1 offers a range of recreation opportunities not found in the No-Action Alternative. The open space and recreation opportunities included in this alternative would help support increased recreation demand, both resulting from redevelopment within the study area, but largely resulting from ongoing redevelopment of the greater downtown core.

Proposed public facilities including the Whaling Building as an historical/cultural maritime center, the environmental education center, and a community building would provide year-round education and recreation opportunities serving citywide needs. The total number of moorage slips would be reduced by approximately half (to approximately 40 long-term and at least 14 transient slips) through the removal of Pier 3. Although public moorage would be reduced, overall shoreline public access and alternative boating access would be enhanced. Alternative 1 includes access for PPVs and temporary moorage for approximately 15 PPVs. These facilities provide a lower cost option for water access, compared to the No-Action Alternative.

Over water and public viewing opportunities would be provided by a new public pier. Extending past the marinas on the south side of the beach, the pier would also improve safety by providing a buffer between the public swimming area and marina activity.

Public access to the park would be improved for both pedestrians and users arriving by car. By combining streetscape improvements leading from Downtown Park with the introduction of the hillside entry plaza, a clear pedestrian and visual connection would be created between downtown and the waterfront. Total parking would be only slightly greater than for the No-Action Alternative (106 compared to 70 spaces, respectively). However, removing the existing parking and access road to Meydenbauer Beach Park, and relocating parking directly off Lake Washington Boulevard, would remove the intrusion of this road into the park ravine. Relocating the surface parking lot from the vicinity of Bellevue Marina would reduce traffic conflicts with residential neighbors and allow for more of this area to be revegetated as part of the shoreline connection. The combined parking changes would improve parking visibility and accessibility to park users. Traffic impacts are described in more detail in Section 3.9 (*Transportation*).

As described in more detail in other sections of this chapter, impacts on shoreline and ecological resources are associated with relocating the swimming beach and public pier, and developing enhanced shoreline wetlands. From the perspective of recreational use, moving the beach and building an enhanced public pier would improve public waterfront access. Moving the beach away from adjacent single-family uses would reduce conflicts between seasonal intensity of beach use and the adjacent single-family residences. Similarly, daylighting the stream would provide both ecological benefits and improved buffering between active public park uses and single-family neighbors to the northwest.

Alternative 1 proposes a developed recreation destination with civic and regional appeal that would expand beyond the passive waterfront open space described in the No-Action Alternative.

Policy Conformance

As noted above and described in greater detail in Section 3.6.1.2 (*Regulatory Setting*), Washington state's Growth Management Act requires the development of recreation

opportunities concurrently with urban development. Like the No-Action Alternative, the park expansion in Alternative 1 addresses Bellevue's Comprehensive Plan Policy PA-7 of the Parks and Recreation Element: "Provide additional public access to Lakes Washington and Sammamish." In contrast to the No-Action Alternative, this alternative better addresses Policy S-DT-87: "Provide a graceful pedestrian connection from Downtown Park through Old Bellevue to Meydenbauer Bay" (City of Bellevue 2008).

Alternative 1 addresses a broad spectrum of objectives outlined in the 12 principles adopted for the study area. Strong connections to downtown, a variety of uses, and selective upland redevelopment all support the creation of a vibrant, pedestrian-oriented waterfront district linking downtown to the waterfront. The addition of a parking area and structured viewing platform along Lake Washington Boulevard would meet the objectives of increasing access and public views. Designating the Whaling Building as an historical/cultural maritime center would address Principle 9 calling for historical interpretation. Alternative 1 would, however, increase the intensity of park and recreation use and create a more urban character, with minimal transition to the single-family residences lining the north side of the boulevard. The restored stream corridor would provide environmental benefit, and the environmental education center would encourage stewardship opportunities. The structured character of the area south of Lake Washington Boulevard would require the removal of existing trees and provide less opportunity to meet the objectives of Principle 8 (environmental stewardship) over the short term compared to the No-Action Alternative.

Bellevue's Land Use Code allows Lake Washington beachfront parks as a conditionally permitted use in single-family residential zones. Any alternative would have to comply with approval criteria outlined in 20.30B.140 of Bellevue's Land Use Code, which ensures that conditional uses are compatible with applicable policy and physical context. Although Alternative 1 would result in more intensive park development and use than the No-Action Alternative, the conditional use approval process is intended to help address issues of compatibility that might arise compared to less intensive uses permitted outright. In addition, the alternative proposes a gradient of intensity, with relatively low-intensity park uses providing a buffer between more intensive park uses and lower-intensity residential uses northeast of the study area. Alternative 1 is generally more consistent with the City's policy goals than the No-Action Alternative.

Similar to the No-Action Alternative, Alternative 1 generally complies with the guidelines associated with funding sources for parcels the City acquired to expand the park. However, the community building proposed for the hillside below Lake Washington Boulevard may conflict with prohibitions against indoor structures as specified in the terms of the IAC/RCO funding agreement used to purchase that parcel. The structure likely would need to be shifted or modified to eliminate this apparent conflict. This easily could be addressed as part of project-level design.

Based on definitions in the Parks & Open Space System Plan (2003), Alternative 1 meets the standards for a community park (serving a broader public purpose than a neighborhood park) and for waterfront access (serving a citywide need for public access to Lake Washington).

Alternative 1A – Road Open Variant

Alternative 1A would provide similar recreational opportunities to Alternative 1. The open road variant would reconstruct or improve 100th Avenue SE as a public street with vehicular

connection to Meydenbauer Way SE. The hillside entry plaza would be smaller in Alternative 1A than in Alternative 1. Maintaining adjacent vehicular access may increase the perception of personal safety for the hillside entry plaza by increasing perceived visibility and public access.

The accommodation of vehicle access along the edge of the park would increase the potential for conflicts between vehicles and pedestrians and bicyclists. Alternative 1A would reduce the size and connection of public spaces by separating Wildwood Park from the larger park.

3.6.2.4 Alternative 2

Based on the full description of project elements for Alternative 2 (presented in Chapters 1 and 2), the following components of the alternative are particularly relevant to the impact analysis for parks and recreation (*italicized text represents elements unique to this alternative)*:

- Meet parcel-specific requirements of any funding or grants used to acquire land for park development (e.g., remove residences, associated structures, and piers; limit impervious surface to 15 percent; retain at least 14 slips for transient moorage).
- Provide comprehensive park improvements, entry plaza, and trail system.
- Relocate swimming beach.
- *Partially daylight the stream* through the park between Lake Washington Boulevard and lake.
- Relocate and improve wetland at mouth of stream.
- Remove Piers *2 and 3.*
- Provide moorage for *25-35 long-term slips* and 14 transient slips.
- Install new public pier with *elevated viewing platform* and *floating boardwalk.*
- Restore approximately *800 lf* of shoreline to more natural conditions.
- Use Whaling Building as historical/cultural maritime center.
- Use Ice House as harbormaster residence and storage or marina office.
- Provide approximately *8,000 sf community building*.
- Provide approximately *3,000 sf café.*
- *Provide up to six vendor kiosks.*
- Provide public parking (*approximately 156 spaces*) for park and marina uses, including two below-grade garages, one with access from 99th Avenue NE, and the other located toward the eastern end of the park.

Impacts of this alternative are summarized below for recreation demand, opportunities, and conformance with applicable policies.

Recreation Demand

Upland redevelopment would be the same as described above for Alternative 1. Any increase in recreation demand would come from redevelopment within the study area and the greater downtown core. As for all alternatives, additional demand would come from the ongoing addition of residential units and workers in the downtown core.

Park and Recreation Opportunities

From a programmatic level, the impacts of Alternative 2 on recreational opportunities and provision of open space are relatively similar to those described above for Alternative 1. Both

alternatives would meet the larger policy goals of establishing a visual and pedestrian connection from downtown to the waterfront, and of providing a substantial, multi-use waterfront park. Impacts of Alternatives 1 and 2 vary more in regard to shoreline implications and specific ecological issues, which are addressed in other sections of this chapter.

Nonetheless, Alternative 2 does differ in some ways with respect to recreation. The alternative would provide for slightly more intensely programmed use than Alternative 1. Specifically, Alternative 2 includes a larger community building as well as a café and vendor kiosks instead of the environmental education center and smaller community building proposed for Alternative 1. The larger community building would have space to accommodate a greater range of year-round activities, and the café and kiosks would establish a more active urban character for the park. This program mix would benefit park users by providing dining and other activities associated with an active urban waterfront, while still providing a waterfront experience as a retreat or escape from urban life.

Like the other alternatives, Alternative 2 retains at least 14 transient slips, providing moorage opportunities for marina visitors. However, the total number of slips would be less than the No-Action Alternative and also less than Alternative 1. Piers 2 and 3 would be removed, providing approximately 25-35 long-term moorage slips. Removing Piers 2 and 3 would provide the greatest public access to open lakefront of the three alternatives. This would improve views and waterfront access for the majority of park users, who presumably do not moor boats at Bellevue Marina. Pier 1 would be extended to the northwest, shifting marina activity and potential conflicts closer to the swimming beach. Alternative 2 also includes access for PPVs and temporary moorage for approximately 10 PPVs, compared to 15 PPVs under Alternative 1. Alternative 2 also proposes a PPV rental capability. These facilities provide a lower-cost option for water access, compared to the No-Action Alternative.

Proposed public access is similar for Alternatives 1 and 2. The primary difference is that Alternative 2 would maintain the existing access road and parking lot in the ravine section of Meydenbauer Beach Park. While the road would provide vehicular access to the north end of the park and public pier, it would limit the potential to daylight the creek and for the ravine to provide a more naturalized retreat experience for park visitors.

Relocating the swimming beach to the east would provide the same benefit as in Alternative 1 by segregating seasonally active beach use from adjacent single-family homes. However, because the public pier and parking would be maintained in their existing locations under Alternative 2, activity along the west park edge would remain generally similar to the No-Action Alternative.

Like Alternative 1, Alternative 2 proposes a developed recreational destination of civic and regional appeal. With its combination of active program elements and increased waterfront access and viewing opportunities, Alternative 2 would provide a waterfront park with a clear connection to the increasingly vibrant mixed-use activity of the downtown core.

Policy Conformance

The addition of open space and recreational opportunities addresses requirements of Washington state's Growth Management Act, which requires provision of recreation amenities concurrently with urban development. Alternative 2 also addresses local policies by improving public waterfront access. It also addresses the City's policy goals directed toward establishing improved

physical connection and character transitions between downtown and the Lake Washington waterfront. As described above for Alternative 1, and addressed in more detail in Section 3.6.1.2 *Regulatory Setting*), state and local policies promote the development of recreation opportunities consistent with urban development. Like the other two alternatives, the park expansion in Alternative 2 addresses the Bellevue Comprehensive Plan Policy PA-7 of the Parks and Recreation Element: "Provide additional public access to Lakes Washington and Sammamish." In contrast to the No-Action Alternative, Alternative 2 (like Alternative 1) is designed to provide a "graceful pedestrian connection from Downtown Park through Old Bellevue to Meydenbauer Bay," as described in Policy S-DT-87 of the Comprehensive Plan (City of Bellevue 2008).

Alternative 2 would meet many of the objectives of the 12 principles adopted to guide the Meydenbauer Bay Park and Land Use Plan. The alternative provides for a range of recreation uses and could provide a focal point for compatible redevelopment of other upland parcels. Compared to Alternative 1, Alternative 2 would provide an even more structured urban approach to developing the entry plaza and hillside connection. As with Alternative 1, the level of park development would provide certain recreational benefits identified in principle 1 (remarkable and memorable shoreline experience) and principle 2 (spectrum of activities). The greater amount of development overall would somewhat compromise the opportunity to incorporate principle 8 (environmental stewardship), especially over the short-term before site landscaping has matured.

As with the other alternatives, the park must meet applicable zoning criteria. Alternative 2 does not appear to conflict with existing zoning. As described above for the other alternatives, Bellevue's Land Use Code allows Lake Washington beachfront parks as a conditionally permitted use in single-family residential zones. Alternative 2, like the others would have to comply with conditional use criteria.

Similar to the No-Action Alternative and Alternative 1, Alternative 2 generally complies with the guidelines associated with funding sources for parcels the City acquired to expand the park. Based on definitions in the Parks & Open Space System Plan (2003), Alternative 2 meets the standards for a community park (serving a broader public purpose than a neighborhood park) and for waterfront access (serving a citywide need for public access to Lake Washington).

Alternative 2A – Road Open Variant

The impacts associated with Alternative 2A would be similar to Alternative 1A. The addition of a café and vendor kiosks in Alternative 2 suggests a more active urban retail-oriented character to the hillside. Preserving vehicular access along 100th Avenue SE would allow vehicular access to retail uses, providing an alternative to Meydenbauer Way SE. This would allow for more efficient servicing of these uses. As with Alternative 1A, maintaining adjacent vehicular access may increase the perception of personal safety for the hillside entry plaza by increasing perceived visibility and public access.

The accommodation of vehicle access along the edge of the park would increase the potential for conflicts between vehicles and pedestrians and bicyclists. Alternative 2A would reduce the size and connection of public spaces by separating Wildwood Park from the larger park.

3.6.3 Mitigation Measures

From the perspective of impacts on parks and recreation, all three alternatives make substantial strides toward meeting various policy goals intended to increase public recreational access to Lake Washington. Alternatives 1 and 2 come closer to providing the kind of open space and public access called for in the planning principles adopted for the study area. All three would be guided by the existing land use policies and provisions of Bellevue Land Use Code intended to ensure appropriate transitions between parks and adjacent neighborhood land uses. Specifically, the decision criteria associated with conditional use permitting would help to ensure the compatibility of future projects. The criteria emphasize consistency with the Comprehensive Plan and compatibility with the intended character of the property and vicinity (Bellevue LUC 20.30B.140).

As private parcels in the study area and adjacent portion of downtown continue to redevelop, there will be increased demand for recreation and open space amenities. Establishing quantitative open space goals for urbanizing parts of the City will help to ensure that Bellevue's reputation for high-quality open space is maintained as the city grows.

3.6.4 Summary of Impacts

Implementation of the project alternatives would benefit park and recreation resources within the study area. While largely beneficial over the long term, impacts over the short term (associated with construction activities) would temporarily displace visitors to the park and disrupt park use. Such temporary disruption would be slightly more pronounced under the action alternatives relative to the No-Action Alternative, given the greater level of development proposed; however, such impacts would be less than significant under all project alternatives.

Over the long term, redevelopment would increase the intensity of use within both the upland parcels and the park. Redevelopment of the upland parcels and, therefore, increased park demand would be greater under both action alternatives compared to the No-Action Alternative. Redevelopment of the park parcels under any of the project alternatives would be consistent with applicable policies and regulations. Alternatives 1 and 2, especially, would provide long-term beneficial effects consistent with the City's goals and policies guiding park development and improved transitions and connections between the park and surrounding neighborhoods. Alternative 2 would provide the most intensity of park redevelopment and opportunities for serving a wider user community. All three alternatives would provide at least 14 transient moorage slips; approximately 87, 40, and 25-35 long-term moorage slips would be provided under the No-Action Alternative and Alternatives 1 and 2, respectively. The action alternatives would provide PPV launch capability, as well as moorage for 15 PPVs (under Alternative 1) or 10 PPVs (under Alternative 2).

As proposed, all three project alternatives are at least partially consistent with existing City policies, and project-specific review would further ensure compliance with specific regulations. Long-term park and recreation impacts would be beneficial. No significant unavoidable adverse impacts are anticipated.

3.7 VISUAL QUALITY

This section covers existing visual character and aesthetics, and policies and regulations applicable to the study area. This provides the context for discussing changes which could be expected to result from the implementation of the project alternatives.

3.7.1 Affected Environment

3.7.1.1 Existing Conditions

The visual character and aesthetics within the study area vary greatly because of the diversity of land use, intensity of development, and architectural style. The visual character ranges from a dense urban residential and commercial neighborhood to a pedestrian-biased, more traditional main street; from an active marina to a waterfront beach park; and from larger waterfront condominiums to comparatively smaller single-family homes. Vegetative cover in the study area is also diverse, ranging from forested areas such as the ravine, to areas that are predominately covered with structures and pavement, such as some of the multi-family development parcels and the marinas. Views of Meydenbauer Bay and downtown Bellevue from within the study area also reflect the diversity of visual character. Light and glare, another aspect of visual quality, varies depending on the development type and intensity. The diversity of visual character and prominent features within the study area are described below by the visual analysis areas identified in Figure 3.7-1. Note: for ease of comparison, all figures for Section 3.7 are included at the end of the section narrative, following page 3-146.

In addition, visual simulations (Figures 3.7-2 and 3.7-3) were prepared as part of the analysis to illustrate visual conditions from different established viewpoints, as well as to compare baseline conditions against the project alternatives. Figure 3.7-2 illustrates a typical view of the site from the south side of the bay and from streets such as Shoreland Drive SE. It also illustrates a view of the marina and the shoreline similar to what boaters would see from Meydenbauer Bay. From this viewpoint, most of the study area is visible in the foreground with downtown Bellevue in the background. Other features visible from this viewpoint include a portion of the bay, several three- and four-story multi-family residences, single-family residences along the steep slopes of the bay, and Bellevue Marina.

Figure 3.7-3 illustrates the view looking south toward the bay near the intersection of 100th Avenue SE and Main Street. From this location, most of the view to the bay is blocked by existing development. The two- and three-story apartment buildings and their parking lots and landscape areas are visible from this location. Views of the single-family residences on the slopes across the bay are partially visible above the roof lines and behind a few large existing deciduous and coniferous trees.

North of Lake Washington Boulevard NE, West of 100th Avenue NE

The visual character in this area is relatively consistent with fairly uniform density and character throughout (Figure 3.7-4). The multi-story residences (both condominiums and apartments) are older and with outdoor elements such as balconies and awnings, some of which appear to be in disrepair. A couple of the older apartment buildings within this area were converted to condominiums in the last two years. This ownership change resulted in some minor upgrades at the time of the conversion, although the building exteriors did not change substantially. Office

buildings along the west side of 100th Avenue NE are currently undergoing renovation, which will upgrade the building exteriors. Views of Meydenbauer Bay are limited in this area, except from upper stories that look out across the development south of Lake Washington Boulevard NE. Several apartments and condominiums (e.g., Bayside Place Condominium, Boulevard 99 Apartments, Meydenbauer Terrace Apartments, and Oasis Apartments) in this area have open garage space on the ground floor. The garages are lit with bright ceiling lights that produce glare. Street trees along NE 1st Street and 99th Avenue NE filter lights coming from the adjacent areas.

North of Main Street, east of 100th Avenue NE

Development along NE 1st Street facing Downtown Park includes two large architecturally similar, higher density mixed-use buildings (Figure 3.7-5). Each building contains some ground floor retail with condominiums or apartments above. Another multi-story mixed-use building is under construction to the south. Although the character, bulk, and scale of the buildings are uniform within this analysis area, they differ somewhat from the development west of 100th Avenue NE, due to the location of the downtown boundary, at the east edge of the 100th Avenue NE right-of-way. This creates an unbalanced urban form and streetscape with differing development intensity on opposing sides of 100th Avenue NE, although some transition is provided by the development standards of the Downtown's Perimeter Design District that apply on the east side of 100th Avenue NE.

Pedestrians cannot see Meydenbauer Bay from this subarea since views of Meydenbauer Bay are blocked by development south of Lake Washington Boulevard. Prominent views from this subarea are only available from those floors that are higher than the surrounding development. The pathway on the east side of The Seasons Apartments has low-level security lighting. Large pedestrian lights in Downtown Park and light from large buildings in the downtown area produce a large amount of glare along NE 1st Street.

South of Main Street, East of 100th Avenue SE

Main Street in Old Bellevue is an important pedestrian street (Figure 3.7-6). Main Street consists of two lanes with on-street parking, small retail shops, and high levels of pedestrian activity that provide a unique identity for the area. The section of Main Street within the study area features a high-intensity mixed-use building with ground floor retail and condominiums above, adjacent to the Chevron station. Development along this section of Main Street is distinctly different than along Main Street to the east of the study area, but is similar to the development under construction across Main Street. In general, there is little streetscape continuity along Main Street within the study area because of the contrasting height and character of the multi-story building and the adjacent single-story gas station set back farther from the street. Multi-story condominiums located along Meydenbauer Way SE are similar in bulk and scale to others in the analysis area and are similarly situated along the street and, therefore, are visually compatible. Light and glare along Main Street are largely due to building and street lighting as well as headlights of vehicles entering and leaving the gas station. Light and glare along Meydenbauer Way SE are limited to low-level street lighting and building security lighting.

South of Lake Washington Boulevard NE, between 100th Avenue SE and 99th Avenue NE

Development within this area is visually confusing (Figure 3.7-7). There is little architectural similarity between structures, and the multi-story apartments and condominiums appear oriented in different directions with little relationship to the adjacent streets or buildings. There is limited streetscape continuity along Lake Washington Boulevard NE because of inconsistent setbacks and lack of continuous street trees. The combination of a steep grade change and a sharp curve in the road east of the 99th Avenue NE intersection intensifies the sense of disconnection and visual confusion in this subarea. Similarly, the steep grade change and curve in 100th Avenue SE between Meydenbauer Way SE and Lake Washington Boulevard have the same effect. Meydenbauer Bay and the Bellevue Marina are only visible from a point midway up the slope. Light and glare along 100th Avenue SE primarily comes from vehicular circulation at the Chevron gas station. The glare from the headlights is particularly noticeable to pedestrians walking up the hill toward Main Street. Lights from the Bellevue Marina are relatively low level and do not appear to spill into adjacent residential areas. Light and glare from development across Meydenbauer Bay are dominant in this analysis area.

South of Lake Washington Boulevard NE, West of 99th Avenue NE

This analysis area appears somewhat suburban in character because of the single-family residences on larger lots, individual driveways with front yards, and turf lawns separated by privacy screens of vertical vegetation. Residential development is generally two or three stories and does not create significant light or glare, other than residential or security lighting. Street lighting levels are very low (Figure 3.7-8).

Views to Meydenbauer Bay from Lake Washington Boulevard NE are completely blocked by the development along this section of roadway. Private residential docks on the bay are constructed of timber and range from 70 to 120 feet long. The docks are in fair to poor condition and serve a few private boats. The relatively steep slopes and natural vegetation have been altered by residential development. Property is maintained primarily for access and leisure but does appear relatively natural because of the vegetation present. Light and glare from development across Meydenbauer Bay are visible from this subarea.

Meydenbauer Beach Park

The current Meydenbauer Beach Park is a community park primarily used for picnicking, sunbathing, swimming, and fishing (Figure 3.7-9). The character of the park differs across the site in part because of the variety of landforms within its boundaries. The northwestern end of the park near the shoreline contains a small public dock, an artificial swimming beach, and concrete steps. A restroom building and play area are located near the beach. The slopes of the ravine are mostly wooded and consist of a mature mixed deciduous canopy with an understory dominated by invasive English ivy. A pedestrian path, access drive, and parking area characterize the bottom of the ravine north of Lake Washington Boulevard NE. The park is closed from dusk to dawn and only contains minimal security lighting along the major pedestrian areas.

Bellevue Marina

The visual character of the marina is dominated by the adjacent expanse of paved parking areas and roads (Figure 3.7-10). Three roads are located within 200 feet of the Lake Washington shoreline on either side of the marina; on the northwest is 99th Avenue NE, and on the east are 100th Avenue SE and Meydenbauer Way SE. All three roads provide access to the marina, the park, and adjacent private properties. The marina contains three piers. Pier 1 consists of a timber deck with timber and steel piling. The pier also supports an historic timber building. A two-story timber building containing two residential units lies adjacent, just upland of the pier. Both Pier 2 and Pier 3 are covered and obstruct views of Meydenbauer Bay. Light and glare generated by the marina parking lot and security lighting are very low.

3.7.1.2 Regulatory Setting

State Environmental Policy Act (WAC 197-11)

SEPA and its implementing regulations (WAC 197-11) mandate consideration of aesthetics and visual quality among the elements of the built environment to be considered in the EIS. The description of significant impacts includes altered or obstructed views and light and glare hazards that may result from the project alternatives.

The Bellevue Land Use Code (LUC) provides direction for aesthetics, views, light, and glare in several different chapters. The study area falls within four different districts and four different overlay zones, including Downtown Perimeter Design District, Transition Area Overlay District, Shoreline Overlay District, and Critical Areas Overlay District (see Section 3.4, *Land Use*).

Pertinent regulations for the study area include the following LUC sections:

- 20.25A.070 Downtown-Old Bellevue District
- 20.25A.090 Perimeter Design District
- 20.25A.100 Downtown Core Design District
- 20.25A.060 Walkways and Sidewalks
- 20.25A.115 Design Guidelines – Building/Sidewalk Relationships
- 20.25A.110 Design Review criteria

Bellevue Comprehensive Plan

The Bellevue Comprehensive Plan is a broad statement of community goals and policies that directs the orderly and coordinated physical development of the City. Many elements of the Comprehensive Plan provide policy direction for the Meydenbauer Bay Park and Land Use Plan. The Urban Design Element of the Comprehensive Plan (City of Bellevue 2008) addresses creating and promoting an attractive, lively, and aesthetically pleasing environment in Bellevue. Each subarea plan in the Comprehensive Plan further identifies guidelines for signature streets, key gateways, and compatible transitions. The study area falls within the boundaries of three subarea plans: North Bellevue; Downtown; and Southwest Bellevue. The subarea plans provide development and design guidance for properties located within the subarea boundaries. Goals

and policies within the Bellevue Comprehensive Plan directly related to this analysis include the following:

Urban Design Element
Selected Visual Quality Goals:

- To create an attractive, lively, and gracious city for people.
- To promote an image of quality and distinction in the harmonious blending of the natural and built environments.
- To give visual prominence to pedestrian facilities and environments.
- To provide compatible transitions between areas of different land use intensity and to "soften" new development where it adjoins less intensive uses.
- To soften the visual impact of the automobile on the city.

Shoreline Management Program Element
Selected Visual Quality Goals:

- To ensure that the city's shorelines are planned for optimal use of this limited resource, to provide amenities to protect the natural environment, and to enhance the aesthetic quality of the shoreline.
- To increase public, physical, and visual access to and along the city's shoreline areas.

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.

Meydenbauer Bay Park and Land Use Plan Planning Principles

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. The Steering Committee is guided by several broad planning principles approved by the City Council for the project (City of Bellevue 2007). The principles that provide visual quality guidance include:

- **Principle 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 the neighborhood, establish Bellevue as a waterfront city. The surrounding area should complement and take advantage of the unique shoreline location.

- **Principle 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

- **Principle 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.

Bellevue Parks and Open Space System Plan

The Bellevue Parks and Open Space System Plan (City of Bellevue 2003) provides the following guidance for the visual quality of Bellevue's park system.

> Chapter 2:
> "Bellevue's park system should preserve and enhance the City's beauty and provide visual relief from the impacts of urban living. Street trees, flowers, lawns, forests and water provide a pleasant visual setting contributing to our community's health and well-being. The term "City in a Park" exemplifies the Bellevue experience of urban living surrounded by large natural open space areas..."
>
> Chapter 5:
> "Visual and physical connections from the Downtown Park to Meydenbauer Bay will provide vital links between the downtown and Meydenbauer Bay Parks. Also, preserving and creating views of Mt. Rainier, and Meydenbauer Bay remain important goals. View corridors allow people to visually expand their horizons and place their immediate surroundings within a greater geographic context. The Downtown experience is enriched because of the experience of the ability to view dramatic natural features which have made our region famous."

3.7.2 Impacts

3.7.2.1 Methods

This Draft EIS evaluates a No-Action Alternative and two action alternatives (Alternative 1 and Alternative 2), as described in Chapters 1 and 2. The No-Action Alternative provides a baseline against which to measure both short-term and long-term impacts of the action alternatives on visual resources. The visual quality assessment is a structured analysis of the scenic resources within a project area. The method used for this EIS is based on an inventory of existing visual conditions and an evaluation of the visual effects resulting from the project alternatives for consistency with the City of Bellevue's plans and policies.

This visual analysis included the following steps:

- Describe the general visual environment.
- Identify viewer groups affected by the proposed alternatives and assign representative viewpoints for each group.
- Assess the degree of change in the visual quality resulting from each project alternative.
- Identify measures to address adverse impacts on visual quality for each alternative.

Impacts on aesthetics or visual character associated with upland urban development typically relate to the intensity, bulk/scale/height, visual compatibility, streetscape continuity, and light and glare. Impacts associated with the park area would relate to the development-related qualities listed above and to the character of landscape elements, such as shrub massing, tree canopy form, landforms, and the size and intensity of plazas and other hardscape features.

The perception of visual and aesthetic impacts of the proposed Meydenbauer Bay Park and Land Use Plan on the study area and on adjacent properties depends largely on the degree to which the overall scale and form of development and landscape incorporates features of the local setting and the values and preferences of viewers.

Existing visual conditions were described using data collected during field studies and from topographic maps, land use maps, documented project information, and photographs (Figures 3.7-4 through-3.7-10). Two representative viewpoints were selected that illustrate the visual character of the study area from two different perspectives, one from across the bay (Figure 3.7-2) and the other from 100th Avenue SE and Main Street looking south toward the bay (Figure 3.7-3). Photo simulations (Figures 3.7-11 – 3.7-17) were then developed that show each project alternative from these two representative viewpoints. The analysis that follows describes the visual quality, overall and from the two viewpoints, for each project alternative.

The primary viewer groups in the vicinity of the study area include the following: motorists and pedestrians using area roadways, including Meydenbauer Way SE, 100th Avenue NE, 100th Avenue SE, Main Street, Lake Washington Boulevard, 99th Avenue NE; residents, and other users of the surrounding properties; visitors to the study area; and residents across the bay. Sensitive viewers include those residents whose private views would be modified, such as those who live near the bay and have indoor and/or outdoor views of the park and the marina from their properties.

The type, degree, and significance of potential impacts on visual resources were assessed based on the state and local regulations and policies, as described in Section 3.7.1.2 (*Regulatory Setting*). A significant impact on visual resources would be one that is reasonably likely to result in a more than moderate adverse impact. The project alternatives were determined to result in a significant effect on visual quality if they would:

- Conflict with local policies protecting visual resources;
- Obstruct views of shoreline and water from public areas (Bellevue Comprehensive Plan, SH-27) or
- Reduce the availability of public views from public spaces such as streets, street intersections, parks, plazas, and areas of pedestrian concentration (LUC 20.25A.110).

3.7.2.2 No-Action Alternative

Prominent visual features in the study area that would likely change under the No-Action Alternative include areas adjacent to the existing and proposed park, such as those areas east of 100th Avenue SE and south of Main Street and single-family residential areas south of Lake Washington Boulevard between the park ravine and 99th Avenue NE. Under the No-Action Alternative, the area west of 99th Avenue NE would be primarily expanses of lawn with some trees and shrubs, as well as a small surface parking lot. Local views to the bay from Lake Washington Boulevard near 99th Avenue NE would increase. Portions of the properties east of 100th Avenue SE would be redeveloped with multi-story buildings, similar to the character and bulk/scale of the buildings along Main Street, providing increased streetscape continuity.

Viewpoint 1 – View from the South Shore of Meydenbauer Bay (Figure 3.7-11)

Views from across the bay and from the water would continue to be influenced by Bellevue Marina, Meydenbauer Beach Park, and the three- and four-story condominium developments along 100th Avenue SE and Meydenbauer Way SE. Views of the marina would continue to be dominated by the large, all-weather shelters that cover both Piers 2 and 3. Under the No-Action Alternative the visible area west of 99th Avenue NE would be primarily expanses of lawn with some trees and shrubs, as well as a small surface parking lot. A connecting path along the shoreline also might be visible, though there would no new distinguishing structures within the park.

Light and Glare

Park safety lighting would be visible, but lighting levels would be minimal.

Viewpoint 2 – View from the Intersection of 100th Avenue SE and Main Street Looking South Toward the Bay (Figure 3.7-3)

Views from the intersection of 100th Avenue SE and Main Street would continue to be dominated by the multi-family condominiums and apartments located along the steep slopes above Meydenbauer Bay. Several of the structures, including the Vue Condominiums and the Bayvue Village Apartments, have a consistent architectural style. Because of the height of these structures and their location on the slope, pedestrian views of the bay from the street would be blocked. There would continue to be few public views of the water from this perspective. Views to the east of 100th Avenue SE would continue to be dominated by paved parking areas and condominium rooftops. The property that is currently occupied by the Chevron station would be redeveloped to multi-story mixed-use condominiums, or other allowable uses in the existing zoning such as a restaurant, hotel, or spa. The new buildings would be similar to those across Main Street, providing greater streetscape continuity.

Light and Glare

Light and glare from building and street lighting along Main Street would be partially visible from this viewpoint. Light and glare within the vicinity of the intersection at 100th Avenue SE and Main Street would likely decrease, although the new multi-story mixed-use buildings south of Main Street and east of 100th Avenue SE would likely have some light spillover from new building interior lighting and exterior security lighting. Light and glare from the Chevron station and associated vehicles would be eliminated.

3.7.2.3 Alternative 1

Prominent visual features in the study area that would likely change under Alternative 1 are similar to those noted above for the No-Action Alternative. Additional local views that would be affected include those from 100th Avenue NE between Downtown Park and the waterfront, views of the marina and the bay from surrounding water-view properties, and views from across Meydenbauer Bay looking toward downtown Bellevue.

In general, new park landscape areas would have a softer, more natural character than the highly manicured residential landscapes they would replace. New structures in the park would have

larger building footprints than the multi-family residential buildings that would be removed, but without an increase in currently allowed heights. Streetscape improvements along Lake Washington Boulevard, 99th Avenue NE, 100th Avenue NE, Main Street, Meydenbauer Way, and NE First Street would improve visual continuity throughout most of the study area. Portions of the properties east of 100th Avenue SE would be redeveloped with multi-story buildings, similar to the character and bulk/scale of the buildings along Main Street, providing increased streetscape continuity.

Viewpoint 1 – View from the South Shore of Meydenbauer Bay (Figure 3.7-12)

In Alternative 1, the greatest visual contrast would occur at the Bellevue Marina, along the shoreline and along the steep slopes of the bay west of 99th Avenue NE. Compared to the No-Action Alternative, the water and the shoreline would be more visible with the removal of Pier 3 and the shelter over Pier 2. The visual character of the properties west of 99th Avenue NE would feature additional park landscaping and facilities, a more natural shoreline, and a relocated swimming beach. Between tree openings, a two-story parking garage with a rooftop terrace along Lake Washington Boulevard would be visible. Several two- and three-story structures east of the Vue Condominiums and west of 100th Avenue SE would be replaced with a terraced park landscape.

Light and Glare

Light and glare generated from traffic, streetlights, the marina, and buildings would likely decrease as a result of the development and expansion of the park proposed in Alternative 1. This would be due to both limitations on park hours of operation and removal of numerous building west of 100th Avenue SE. As a result of eliminating 100th Avenue SE, light and glare visible within the adjacent portion of the study area and across the bay would decrease somewhat. Light and glare associated with the new buildings south of Main Street and east of 100th Avenue SE would likely increase overall glare in the vicinity of the new buildings.

Viewpoint 2 – View from the intersection of 100th Avenue SE and Main Street looking south toward the Bay (Figure 3.7-14)

Views from the intersection of 100th Avenue SE and Main Street in Alternative 1 would be more open than under the No-Action Alternative. The removal of the two- and three-story apartment buildings west of 100th Avenue SE along the slope of Meydenbauer Bay would increase views of the shoreline and the water beyond. The park redevelopment and landscape terraces proposed in Alternative 1 would provide a more natural setting and soft landscape transition from Main Street to the marina below. A large plaza at the intersection of 100th Avenue SE and Main Street would accommodate large groups of people and would provide an expansive view of the bay from its elevated position. Several mature trees would be removed. New trees would be planted to screen the park from existing residential buildings and frame views of the bay.

Light and Glare

Light and glare generated from traffic and buildings would decrease compared to the No-Action Alternative. Light and glare generated by the traffic on 100th Avenue SE would be eliminated. New plaza lighting would illuminate entry plaza features and landscaping but would be designed to minimize spillover.

Alternative 1A – Road Open Variant (Figure 3.7-15)

Viewpoint 1 – View from the South Shore of Meydenbauer Bay

In Alternative 1A, the visual contrast from the No-Action would be similar to that described in Alternative 1. Views of 100th Avenue SE from the water and across the bay would be similar to the No-Action but would be improved with the addition of street trees and pedestrian amenities.

Light and Glare

Changes to light and glare would be similar to Alternative 1; however, light and glare from vehicles using 100th Avenue SE would be the same as the No-Action Alternative.

Viewpoint 2 – View from the Intersection of 100th Avenue SE and Main Street, Looking South Toward the Bay

In Alternative 1A, views from the intersection of 100th Avenue SE and Main Street would be somewhat altered relative to the No-Action Alternative. The removal of the two- and three-story apartment buildings west of 100th Avenue SE would provide increased views of the bay, but 100th Avenue SE would be visible from this location. Additional trees and shrubs would be planted along 100th Avenue SE and on the landscape terraces in between paths.

Light and Glare

Changes to light and glare would be similar to Alternative 1; however, light and glare from vehicles using 100th Avenue SE would be the same as the No-Action Alternative.

3.7.2.4 Alternative 2

Prominent visual features in the study area that would likely change under Alternative 2 are similar to those noted above for the No-Action Alternative. Additional local views are similar to those noted above for Alternative 1.

Park landscape areas, non-park building character, and streetscapes would be similar to Alternative 1. Park buildings would be larger than those in Alternative 1, providing increased indoor views of the bay from public buildings but decreased outdoor public views of the bay from Lake Washington Boulevard near 99th Avenue NE.

In addition, the proposed elevated viewing platform structure would be visible from windows and balconies of neighboring condominiums. Depending on the height at which the structure is viewed, it may be visually prominent. The structure would be most visible from the second story of 10000 Meydenbauer Bay Condominiums because it is approximately at the same height as the second-floor windows.

Viewpoint 1 – View from the South Shore of Meydenbauer Bay (Figure 3.7-13)

Views of the Bellevue Marina and shoreline would be considerably modified in Alternative 2 compared to the No-Action Alternative. With the removal of Piers 2 and 3, views of the water and the shoreline would be more open. The expansion of Pier 1 to the west would shift views of boats closer to the mouth of the bay. The areas west of 99th Avenue NE would include stone and lawn terraces, a swimming beach, and a community building with a parking garage below. Some additional planting and outdoor terrace on top of the community building would be partially

visible from across the bay. Native landscaping along the slopes would be increased, providing a visual screen in front of portions of the new building. Several apartment buildings west of 100th Avenue SE would be removed and replaced with a multi-level, terraced café with flexible space for program support such as boat storage/rental tucked underneath. An elevated walkway would extend out toward the bay and would be visible, as would the shoreline promenade and floating boardwalk. An elevator tower connecting this elevated walkway to the shoreline below also would be visible.

Light and Glare

Light and glare generated from traffic, streetlights, the marina, and buildings would likely decrease slightly or be similar to the No-Action Alternative. This would be due to both limitations on park hours of operation and fewer moorage slips. As a result of the removal of 100th Avenue SE, light and glare visible across the bay would likely decrease. The new terraced community building and elevated structure would have lower light levels than the existing buildings located on these parcels. Building lighting would be reduced when the park is closed. Light and glare associated with the new buildings south of Main Street and east of 100th Avenue SE would likely increase overall glare within the vicinity of the new buildings.

Viewpoint 2 – View from the Intersection of 100th Avenue SE and Main Street, Looking South Toward the Bay (Figure 3.7-16)

In Alternative 2, the greatest visual contrast would be experienced close to the intersection of 100th Avenue NE and Main Street. A large public entry plaza would extend from the existing road elevation onto the site, replacing the multi-story apartment buildings. The entry plaza would encourage more human activity along Main Street. Views from vehicles driving along Main Street and Lake Washington Boulevard to the bay would be increased, but the most noticeable change would be the expansive bay view from the southern edge of the entry plaza within the study area. Foreground views from the intersection would be of a linear, terraced water feature and landscape plantings lining the grand stairs that lead to the shoreline.

Light and Glare

Light and glare generated from traffic and buildings would decrease compared to the No-Action Alternative. Light generated by the traffic on 100th Avenue SE would be eliminated. New plaza lighting would illuminate the entry plaza, water features, and landscaping but would be designed to minimize spillover.

Alternative 2A – Road Open Variant (Figure 3.7-17)

Viewpoint 1 – View from the South Shore of Meydenbauer Bay

In Alternative 2A, the visual contrast relative to the No-Action Alternative would be similar to that described above for Alternative 2. Views of 100th Avenue SE from the water and across the bay would be similar to the No-Action Alternative but would be improved with the addition of street trees and pedestrian amenities. Much of 100th Avenue SE would be hidden behind the elevated walkway that extends from the plaza to the shoreline.

Light and Glare

Light and glare effects would be similar to Alternative 1; however light and glare from vehicles using 100th Avenue SE would be the same as the No-Action Alternative.

Viewpoint 2 – View from the intersection of 100th Avenue SE and Main Street looking south toward the Bay

Views from the intersection of 100th Avenue SE and Main Street in Alternative 2A would be considerably altered from the No-Action Alternative. The removal of the two and three-story apartment buildings west of 100th Avenue SE would increase views of the bay from the street-level pedestrian entry plaza. Views from the intersection looking toward the entry plaza would be interrupted by the street and street trees.

Light and Glare

Light and glare effects would be similar to Alternative 2; however, light and glare from vehicles using 100th Avenue SE would be the same as under the No-Action Alternative.

3.7.3 Mitigation Measures

In general, visual and aesthetic changes associated with the project alternatives would be consistent with the 12 planning principles (City of Bellevue 2007); City of Bellevue policies S-DT-87 and S-DT-105; as well as LUC 20.25A.070, 20.25A.090, 20.25A.100, 20.25A.060, 20.25A.115, and 20.25A.110. The City of Bellevue Design Review Criteria (LUC 20.25A.110) and design review process would address the use of additional screening or other design mitigation techniques as part of future project-level reviews.

Designs were developed and reviewed with the Steering Committee to ensure that concerns related to aesthetics and visual quality receive attention early in the process. Depending on alternative, some of the specific park structural elements could be modified at the project level in terms of their location, massing, height, and architectural design to ensure sensitivity to surrounding uses.

These context-sensitive solutions include elements such as new landscaping and plantings along roadways in the study area, a more natural shoreline, and restored habitat areas that have been incorporated into the Meydenbauer Bay Park and Land Use Plan.

Similarly, future projects would be required to comply with code requirements such as those that regulate lighting (e.g., low-level light-emitting diode [LED] lighting in park areas, full cut-off lighting fixtures for parking areas, and low-hanging street lamps for pedestrian zones) to minimize light impacts. Mitigation measures could also include reducing the height/scale of the elevated structure in Alternative 2 or relocating the elevator that provides access from the upper plaza levels to the shoreline.

3.7.4 Summary of Impacts

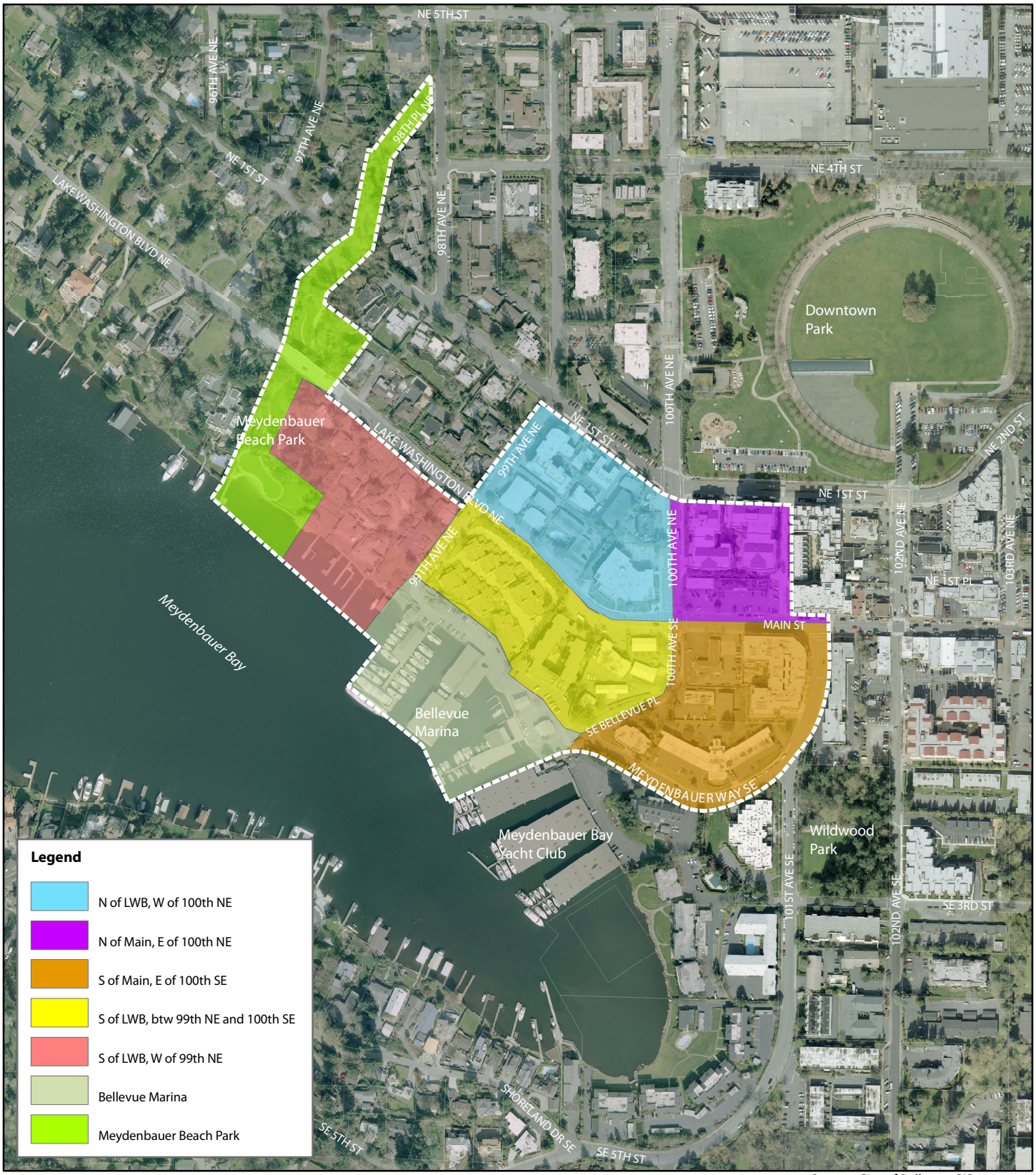
Implementation of the action alternatives would, in general, have a strong positive impact on the visual quality of the study area. Visual impacts depend largely on the values and preference of the viewer. One value that has been clearly expressed by the community and which is

documented in the Bellevue Comprehensive Plan is the desire to create views of the dramatic natural features that make Bellevue a truly memorable place. Such improvements would be more pronounced in the two action alternatives due to two primary factors. The action alternatives would both create usable space at important view opportunity locations and both would remove built structures that currently obstruct views. The No-Action Alternative also provides some minor improvements for view creation along a portion of the project site that is north of 99th Avenue NE. These improvements are due in large part to increased access along the shoreline. The relative difference between view creation in Alternatives 1 and 2 varies because of the degree to which they incorporate the two primary factors listed above. Alternative 2 would create more locations for view opportunities both north of 100th Avenue SE and north of 99th Avenue NE than Alternative 1 due to increased ease of circulation and accessibility. Alternative 1 would, however, remove more built structures that may obstruct both public and sensitive viewer views.

The improvements in aesthetic quality of the overall park setting would be more pronounced in the two action alternatives than in the No-Action Alternative. Both action alternatives propose considerable improvements to the aesthetic quality of the shoreline and the marina due to shoreline restoration and the removal of all-weather structures that currently cover Piers 1 and 2. Many of the private views from across the bay looking back toward the study area and downtown would be improved in both Alternatives 1 and 2 as both would create a more picturesque and natural foreground.

The visual impacts of the upland area development would be the same under Alternatives 1 and 2 but would be more pronounced than the No-Action Alternative, which proposes no changes to the upland areas. The proposed upland development in the action alternatives would create more view opportunity spaces for the public, not only of the bay but also of the park. The bulk, scale, and architectural quality of the development would be similar to the character of the adjacent existing development along Main Street.

In summary, the project alternatives would result in no significant unavoidable adverse impacts on the visual quality of the study area. While expected visual and aesthetic changes would be considerable, they would be consistent with the City of Bellevue Comprehensive Plan (City of Bellevue 2008) and other applicable policies and are generally considered to be beneficial. The measures that would be imposed as part of future design- and project-level review as described above, together with other City development regulations and design standards, would mitigate any adverse visual quality impacts resulting from future redevelopment.



Source: City of Bellevue GIS 2009

0 125 250 500 Feet

Figure 3.7-1: Visual Analysis Areas

Meydenbauer Bay Park and Land Use Plan EIS
City of Bellevue

Figure 3.7-2: Visual Simulations View 1 Existing Conditions.

Figure 3.7-3: Visual Simulations View 2 Existing Conditions and No-Action Alternative.

View from Lake Washington Boulevard NE Looking North at Existing Apartment Building

View of Office Building on 100th Avenue NE

View from NE 1st Street Looking South at a Converted Condominium Building

Office Building at the Corner of 100th Ave NE and Lake Washington Boulevard NE

Figure: 3.7-4. Visual Analysis Area Photos.

Multi-Family Residences South of Downtown Park

Future Mixed-use Building Under Construction North Side of Main Street

Streetscape Along 100th Ave NE Looking North

Figure: 3.7-5. Visual Analysis Area Photos.

Mixed-use Building on South Side of Main Street

Condominium at Intersection of SE Bellevue Place and Meydenbauer Way SE

Chevron Station at the Corner of 100th Ave SE and Main Street

Figure: 3.7-6. Visual Analysis Area Photos.

Apartments and Condos South Side of Lake Washington Boulevard NE, West of 100th Ave SE

View Toward Meydenbauer Bay from 100th Ave NE and Main Street

Condominiums South of Lake Washington Boulevard NE

Figure: 3.7-7. Visual Analysis Area Photos.

View from Single-family Residential Lots on the North Side of Lake Washington Boulevard NE

View of Meydenbauer Bay Looking Down 99th Avenue NE

Single-family Residential Landscapes Along 99th Avenue NE

Figure: 3.7-8. Visual Analysis Area Photos.

Play Structure at Existing Meydenbauer Beach Park

Lawn and Artificial Beach at Meydenbauer Beach Park

Pedestrian Path through Meydenbauer Beach Park

Steep Trails along Ravine at Meydenbauer Beach Park

Figure: 3.7-9. Visual Analysis Area Photos.

Bellevue Marina Parking Lot and Adjacent Condominiums near 100th Avenue SE

Historic Whaling Building at Pier 1

Retaining Wall at Edge of Bellevue Marina Parking Lot

Pier 3 at Bellevue Marina

Figure: 3.7-10. Visual Analysis Area Photos.

Figure 3.7-11: Visual Simulations View 1 No-Action Alternative.

Figure 3.7-12: Visual Simulations View 1 Alternative 1.

Figure 3.7-13: Visual Simulations View 1 Alternative 2.

Figure 3.7-14: Visual Simulations View 2 Alternative 1.

Figure 3.7-15: Visual Simulations View 2 Alternative 1A Road Open Variant.

Figure 3.7-16: Visual Simulations View 2 Alternative 2.

Figure 3.7-17: Visual Simulations View 2 Alternative 2A Road Open Variant.

3.8 CULTURAL AND HISTORIC RESOURCES

This section provides a brief history of the study area, existing conditions of cultural and historic resources on site, and of applicable plans, policies, regulations, and laws related to cultural resources within the study area. This section draws upon the findings of the Preliminary Cultural Resources Assessment for the City of Bellevue's Meydenbauer Bay Park and Land Use Plan (CRC 2008). The full report was prepared for the City of Bellevue as Technical Memorandum 7 of the Meydenbauer Bay Park and Land Use Plan and can be accessed by contacting the City of Bellevue. The assessment provides the context for analyzing and describing changes that could result from implementing the project alternatives.

3.8.1 Affected Environment

The area of focus for the initial cultural assessment is the area defined as the Area of Potential Effect (APE) (Figure 1.1-2) or study area. A secondary study area is also defined that includes areas outside of the primary study area that may be relevant to those cultural resources addressed on site in the primary study area. The assessment was developed to determine the potential for any as-yet unrecorded cultural resources within this area and includes existing archaeological, ethnographic, historical, and other information, including stakeholder input.

3.8.1.1 Summary of Site History

Archaeological evidence dated to the last several thousand years in the greater Puget Sound region represents seasonal campsites and village locations on waterfronts and elsewhere. Five traditional Indian place names have been recorded in the general vicinity of the study area. Pre-contact (pre-AD 1850) Native American land use in the general Meydenbauer Bay area may have consisted primarily of subsistence activities such as hunting, plant gathering, and fishing. Specialized fishing for salmon using traps, prongs, and nets was also conducted along the Lake Washington shorelines. Weirs and willow and stone traps likely were used to catch anadromous fish found in creeks.

In 1869, William Meydenbauer filed a claim for a tract of land that became known as Meydenbauer's Bay. The land was heavily timbered, but his family built a cabin and planted an orchard of fruit trees. In 1885, new settlers, Isaac Bechtel and his family built a cabin on the bay on the west side of the Meydenbauer Beach Park ravine. Additional settlers came to this area following the 1889 Seattle fire. These early homesteaders were largely engaged in berry farming and timber harvesting; trees were cut down and large rafts of logs were floated to mills in Seattle.

A fleet of steamers began service across Lake Washington in 1892, and a car ferry started in 1915; the Bellevue dock for these services was located at the end of 100th Avenue SE, at the current site of the Meydenbauer Bay Yacht Club. In 1898, Bellevue's second public school was built on Main Street and 100th Avenue SE, at the current location of the Chevron gas station. By 1906, Meydenbauer Bay had become a popular destination for swimming, canoeing, and dancing at the newly built Wildwood Park Dance Pavilion. The American Pacific Whaling Company moved to Meydenbauer Bay after the opening of the Lake Washington Ship Canal in 1916. The Bellevue location was used as a winter harbor for the company's Alaskan fleet (CRC 2008). However, a fire soon destroyed most of the new moorage. In 1941, the whaling company buildings were leased to the U.S. government and became a Coast Guard Station for the duration of the Second World War. Following the war, the whaling company experienced economic

challenges; when the company closed its doors by 1947, it was the last operating whaling company in the United States.

3.8.1.2 Existing Conditions

Summary of Existing Conditions

No archaeological sites are recorded with the Department of Archaeology and Historic Preservation (DAHP) within the study area (DAHP n.d.). One structure within the study area has been recorded on an historic structures inventory prepared for the City of Bellevue (Tobin and Pendergrass 1993). There are no known Indian Allotments or Traditional Cultural Places recorded within the study area.

Archeological Sites

No archaeological sites are recorded within the study area; however, no archaeological surveys appear to have been conducted within the study area. Any as-yet unidentified buried archaeological deposits in the study area could potentially range in age from about 12,000 years old to the recent historic period. These could include ancient Native American sites; recent sites dating to the 19th century period of contact between Indian people and outside homesteaders, trappers, or loggers; and sites related to the early history of Bellevue up until and including the first half of the 20th century.

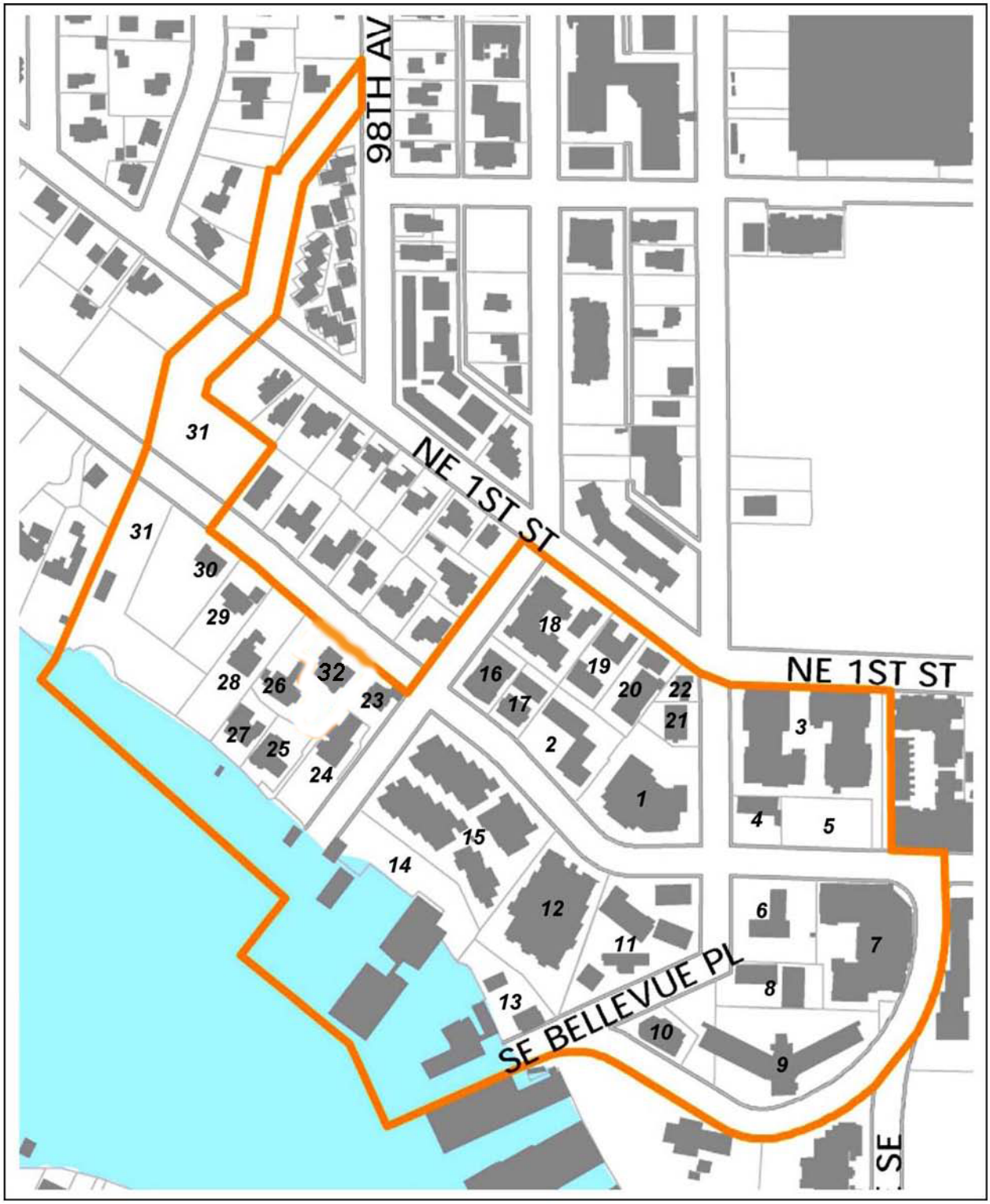
Meydenbauer Bay is within territory used by Southern Lushootseed speakers that include ancestral families of the Duwamish Tribe (Eells 1891; Suttles and Lane 1990). Historically, the Duwamish shared many broadly defined traditions with inland Puget Sound people, including lacustrine or riverine settlement patterns; subsistence emphasis on salmon and other fish, land game, and a variety of abundant vegetable foods; and household and village communities linked by family and exchange relations (Suttles and Lane 1990).

By the mid-1850s, Euro-American settlement in the Pacific Northwest had drastically impacted Indian people and their traditions; many families were forcibly relocated and interned during this period. In 1855, following negotiations between Indian people and the U.S. government, the Treaty of Point Elliot was invoked by federal authorities to compel many Indian people to relocate to reservations (Ruby and Brown 1992). Some Indian people strove to remain off-reservation and later became members of the Duwamish Tribe, Snoqualmie Tribe, or Muckleshoot Tribe (Duwamish et al. 1933; Lane 1975).

It should be noted that the historical level of Lake Washington was several feet lower than the current lake level (because of the opening of the Lake Washington Ship Canal in 1916, which lowered the lake and caused the Black River to dry up); this differing lake level might influence the location of any potential archaeological sites relative to the current shoreline.

Built Structures

The Office of the King County Assessor has identified 14 structures within the study area as older than 50 years, and 7 structures between 40 and 49 years old. Figure 3.8-1 provides a key to the following table (Table 3.8-1), which provides a summary of structure information for parcels in the study area. In total, 21 structures older than 40 years that contain existing Residential (Res.), Business (Bus.), or Recreational (Rec.) uses are highlighted in Table 3.8-1 below.



Source: Cultural Resource Consultants, Inc. 2008

Figure 3.8-1: Location of Built Structures

Table 3.8-1. Summary of Built Structure Information.

Key to Figure 3.8-1	Address	Parcel No.	Year Built	Use	Historic Inventory Status
1	1 100th Avenue NE	438920-0325	2001	Bus.	N/A
2	9920 Lake Washington Boulevard NE	438920-0310	1959	Res.	
3	10001 NE 1st Street	154510-0122	1999	Res.	N/A
4	108 100th Avenue NE	154510-0121	1946	Bus.	
5	10001 NE 1st Street	154510-0127	1999	Res.	N/A
6	10011 Main Street	322505-9033	1969	Bus.	N/A
7	10047 Main Street	029395-0000	2000	Res.	N/A
8	114 100th Avenue SE	322505-9034	1958	Res.	
9	10022 Meydenbauer Way SE	066600-0516	1968	Res.	
10	10000 Meydenbauer Way SE	857990-0000	1989	Res.	N/A
11	9959 Lake Washington Boulevard NE	438920-0335	1957	Res.	
12	9951 Lake Washington Boulevard NE	896350-0000	1967	Res.	
13	100 100th Avenue SE	438920-0347	1953	Res.	
13	100 100th Avenue SE	438920-0347	1975	Res.	N/A
14	2 99th Avenue NE	438920-0370	1928	Bus.	Inventoried
14	2 99th Avenue NE	438920-0370	1928	Bus.	Inventoried
14	2 99th Avenue NE	438920-0370	1936	Bus.	Inventoried
15	9905 Lake Washington Boulevard NE	933370-0000	1979	Res.	N/A
16	9906 Lake Washington Boulevard NE	438920-0300	1963	Res.	
17	9910 Lake Washington Boulevard NE	438920-0305	1957	Res.	
18	9909 NE 1st Street	058720-0000	1970	Res.	N/A
19	9925 NE 1st Street	438920-0285	1959	Res.	
20	9933 NE 1st Street	066050-0000	1959	Res.	
21	27 100th Avenue NE	438920-0266	1969	Bus.	N/A
22	35 100th Avenue NE	438920-0265	1946	Bus.	
23	3 99th Avenue NE	438920-0501	1920	Res.	
24	1 99th Avenue NE	438920-0500	1911	Res.	
25	9821 Lake Washington Boulevard NE	438920-0462	1985	Res.	N/A
26	9815 Lake Washington Boulevard NE	438920-0460	1914	Res.	
27	9817 Lake Washington Boulevard NE	438920-0463	1981	Res.	N/A
28	9807 Lake Washington Boulevard NE	438920-0450	1914	Res.	
29	9755 Lake Washington Boulevard NE	438920-0435	1967	Res.	
30	9747 Lake Washington Boulevard NE	438920-0405	1933	Res.	
31	(Park)	438920-1295		Rec.	
32	9819 Lake Washington Boulevard NE	438920-0461	1983	Res	

Source: CRC 2008.

A 1993 historic structures inventory (updated in 1997) recorded only one structural complex within the study area as historic, the American Pacific Whaling Fleet Buildings (No. 14), now used as the Bellevue Marina (Tobin and Pendergrass 1993). No other inventory is known to have been conducted on the other structures.

Relevant Newspaper Accounts

Newspaper accounts from July 1977 indicate that two human skulls identified as Native American were found buried about 1 foot deep in the "front yard" of a Meydenbauer Bay home (Miletich 1977; Suffia 1977), likely within the secondary study area. The skulls were reportedly found associated with corroded metal hardware suggestive of the early contact period (i.e., mid- to late-19th century). The exact address of the discovery is not recorded in available information, but a local resident later noted (Buerge 1992) that the house was located along the 9700 block of Lake Washington Boulevard NE, which places the house east of the ravine. No information is available regarding the disposition of the skulls or any subsequent investigation of the discovery location (pers. comm., Megan Carlisle, Archivist, Eastside Heritage Center, June 2008, as cited in CRC [2008]).

3.8.1.3 Regulatory Setting

Prehistoric and Native American resources are protected by a series of federal laws, regulations, and guidelines. The City of Bellevue is preparing this portion of the Draft EIS to satisfy SEPA requirements. Within the state of Washington, the federal National Register of Historic Places (NRHP) program is administered by the Washington State Department of Archaeology and Historic Preservation (DAHP) - the sole state agency with technical expertise with regard to cultural resources.

Under SEPA, the DAHP provides formal opinions to local governments and state agencies regarding the historic significance of a site and potential impacts of proposed projects. State laws that apply to cultural resources include RCW 27.44, Indian Graves and Records Act, and RCW 27.53, Archaeological Sites and Resources. Federal regulations include Section 106 of the National Historic Preservation Act of 1966 (NHPA) and mandate consultation with affected Indian Tribes.

Resources are typically defined as significant or potentially significant if they are identified as being of special importance to an ethnic group or Indian tribe, or if the resource is considered to meet certain eligibility criteria for local, state, or national historic registers, such as the NRHP. Criteria used for an assessment of potential eligibility for the Washington Heritage Register are similar to NRHP criteria (National Park Service 1991); resources should be at least 50 years old and retain qualities of structural integrity and historical significance. The DAHP mandates an inventory of standing structures older than 50 years that lie within a given project boundary. The King County Historic Preservation Office encourages inventory of structures older than 40 years within county limits.

Under these acts and programs, the City of Bellevue is responsible for making a reasonable and good faith effort to identify Indian Tribes that attach significance to this site.

To comply with the NHPA and state and local regulations, the following entities will be invited to review the Draft EIS and provide their input or any additional information regarding traditional use of the study area for inclusion in the Final EIS:

- DAHP State Historic Preservation Officer (SHPO)
- King County Landmarks and Heritage Program
- Eastside Heritage Center
- Duwamish Tribe
- Snoqualmie Tribe
- Muckleshoot Tribe

The City of Bellevue should submit a final cultural resources assessment to DAHP and potentially affected Tribes for comment prior to the initiation of any land-altering activities.

3.8.2 Impacts

3.8.2.1 Methods

This Draft EIS evaluates a No-Action Alternative and two action alternatives (Alternative 1 and Alternative 2), as described in Chapters 1 and 2. The No-Action Alternative provides a baseline against which to measure both short-term and long-term impacts of the action alternatives on cultural resources. This cultural resources analysis is based on guidance provided by WAC 197-11-960 (SEPA environmental checklist) regarding the identification, characterization, and mitigation of cultural resources impacts. The method for assessing impacts for historic and cultural impacts draws upon the findings of the Preliminary Cultural Resources Assessment for the City of Bellevue's Meydenbauer Bay Park and Land Use Plan (CRC 2008) and guidance from 36 CFR Part 800 of the NHPA – Protection of Historic Properties. The assessment provides the context for analyzing and describing changes that could result from implementing the project alternatives. Assessment of impacts and their significance begins with the identification of cultural resources and historic properties within and near the study area, evaluation of the significance of such properties, and then consideration of the scope of potential short-term and long-term impacts.

The type, degree, and significance of potential impacts on cultural resources were assessed based on the federal, state, and local regulations and policies, as described in Section 3.8.1.3 (*Regulatory Setting*). A significant impact on cultural resources would be one that is reasonably likely to result in a more than moderate adverse impact, as described below.

Impacts on historic and cultural resources typically result from activities that occur in the vicinity of the resource. Adverse impacts on buried archaeological deposits or traditional cultural properties are consequences of ground disturbance, excavation, earthmoving, and construction activities. Adverse impacts on aboveground resources, such as historic structures, often result from building demolition, partial removal of structural elements, addition of new building features, and changes in the surrounding historical context of a resource.

Short-term impacts on buried archaeological sites include those related to ground-disturbing activities. Possible physical impacts on historic structures result from renovation or new construction efforts, and/or vibration effects from nearby heavy machinery operation. Long-term

impacts also include these, as well as potential limitations on access to any identified traditional sites.

Cumulative impacts result from development that could adversely affect the historical characteristics of a locality, as well as future access to lands by groups engaged in traditional activities.

The programmatic assessment of impacts in the following sections addresses the potential effects of *changes to the proposed development pattern* of each of the alternatives on historic and cultural resources over time. NHPA Section 106 compliance and consultation will be required prior to the execution of any public sector, project-specific land-alteration activities. Definitions of adverse impacts on eligible resources will be identified and addressed in consultation with the DAHP at that time.

3.8.2.2 No-Action Alternative

Under the No-Action Alternative, limited redevelopment and site disturbance would occur on upland parcels (i.e., Chevron station and Brant Photography) and within the expanded Meydenbauer Beach Park (i.e., connecting the shoreline trail, minor regrading, modest landscaping, and other minor improvements). While inadvertent discovery of archeological resources could result from any excavation, the potential for discovery of archeological artifacts within the study area is anticipated to be low.

The proposed demolition of residences and single-family piers on properties the City acquired for park use under this alternative have not been identified as historically significant. Although no cultural or historic impacts are anticipated from removal of these structures, the City of Bellevue will inventory the affected structures older than 40 years in age that have not been previously evaluated for their eligibility for local, state, or national historic registers as recommended by the King County Historic Preservation Office prior to any alteration or removal of structures. Compliance with NHPA Section 106 requirements also would be conducted as necessary at that time.

3.8.2.3 Alternative 1

Under Alternative 1, a significant portion (if not all) of the upland parcels would likely redevelop as a result of the proposed changes to land use policy, development regulations, and park expansion and improvements. Similarly, proposed park improvements would completely disturb affected parcels during site development. As a result, Alternative 1 would alter the landscape and disturb parcels with below-grade structures in the short term through construction and in the long term through new development within much of the entire study area. Therefore, the potential for the discovery of archeological artifacts within the study area is higher, relative to the No-Action Alternative, because of related increases in ground disturbance. However, the potential for discovery of archeological artifacts within the study area is still anticipated to be low since past development activities within the study area to date have not resulted in the discovery of culturally significant finds.

To ensure the preservation of potential archaeological finds that could be underground within the study area, the City of Bellevue will comply with the NHPA Section 106 requirements prior to any public sector land alterations, in consultation with DAHP as necessary.

The residences, commercial structures, and piers proposed for demolition under Alternative 1 have not been identified as historically significant at this time. Although no cultural or historic impacts are anticipated from the proposed removal of these structures, the City of Bellevue will inventory affected structures older than 40 years in age that have not been previously evaluated for eligibility for local, state, or national historic registers, as recommended by the King County Historic Preservation Office prior to any alteration or removal of structures. Compliance with NHPA Section 106 requirements will be conducted as necessary at that time.

Alternative 1 would preserve the existing Whaling Building and increase the opportunities for historic interpretation of the unique history of the site, relative to the No-Action Alternative. Proposed park planning principles (specifically, Principle 9) suggest the incorporation of park themes that reflect the early days of Bellevue. Such programmatic elements could include adaptation of the existing Ice House, enhanced preservation of the Whaling Building, interpretive signage that reflects the ferry history, ravine enhancements, and development of interpretive trail programs.

3.8.2.4 Alternative 2

Alternative 2 would generally result in the same effects on historic and cultural resources as those identified for Alternative 1, as described above. Interpretive opportunities of the proposed park site would likely be somewhat different than those programmed for Alternative 1, but they would similarly preserve the Whaling Building and increase the overall opportunity for enhancing public awareness of the unique history of this site in Bellevue, relative to the No-Action Alternative.

Alternative 2 would ensure the preservation of potential archaeological finds that could be underground through compliance with the NHPA Section 106 requirements prior to any public sector land alterations, in consultation with DAHP as necessary. Although no cultural or historic impacts are anticipated from the proposed removal of structures, the City of Bellevue will inventory affected structures older than 40 years in age that have not been previously evaluated for eligibility for local, state, or national historic registers, as recommended by the King County Historic Preservation Office prior to any alteration or removal of structures. Compliance with NHPA Section 106 requirements for historic structures will be conducted, as well, as necessary at that time.

3.8.3 Mitigation Measures

Although no cultural or historic impacts are anticipated under the project alternatives, the following measures are suggested to streamline future project-specific activities related to redevelopment of the park and to avoid, minimize, and offset potential adverse effects on existing and potential historic resources and inadvertent underground finds:

- Inventory and document archaeological deposits and traditional cultural properties in the study area. Identification efforts should include the consultation and review by DAHP and tribal cultural resources specialists. The cultural resources field assessment should be defined to include the proposed construction footprint of any ground-disturbing activities.

- Inventory and document structures older than 40 years old that have not been previously evaluated for eligibility for local, state, or national historic registers, as recommended by the King County Historic Preservation Office.

- Mitigate potential adverse impacts on historic and cultural resources through impact avoidance through redesign, construction monitoring, and documentation of the resource consistent with Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) standards.

Although the likelihood of subsurface archaeological resources within or in the immediate vicinity of the APE is low, there is always a possibility that undocumented subsurface prehistoric or historic-era remains or human interments could be present that would be adversely affected. If suspected human remains are discovered during ground-disturbing activities associated with future project-specific actions, all such activity would cease immediately within the vicinity of the discovery site. Any such discovery would require immediate notification of State Police, the SHPO, and all appropriate Native American Tribes.

The City of Bellevue will comply with the NHPA Section 106 requirements and mitigation measures as part of permitting for future projects and prior to any land, pier, or structural alterations as necessary.

3.8.4 Summary of Impacts

None of the project alternatives are expected to result in adverse impacts on cultural or historic resources in the study area. Relative to the No-Action Alternative, the two action alternatives would result in minor beneficial impacts, in the form of preserving the existing Whaling Building and increasing the opportunities for historic interpretation of the unique history of the site. Interpretive opportunities would likely be somewhat different among the two action alternatives, but they represent similar levels of potential for interpretation and education.

Significant unavoidable adverse impacts on cultural or historic resources are not anticipated under any of the project alternatives.

3.9 TRANSPORTATION

This section describes the existing transportation facilities and conditions and the regulatory setting within the Meydenbauer Bay Park and Land Use Plan study area, and within the larger transportation study area (Figure 3.9-1). The transportation study area encompasses a somewhat larger area to assess transportation elements such as roadway network, parking, public transportation, pedestrian and bicycle facilities, emergency services, and travel demand management.

For purposes of the transportation analysis, existing conditions are defined as the 2008 scenario. The reported existing transportation data include p.m. peak hour traffic volumes and operational analysis of p.m. peak hour intersection conditions from actual field counts.

3.9.1 Affected Environment

This subsection provides an overview of the existing conditions within the study area and the larger transportation study area, as applicable, and also summarizes the regulatory setting. As noted above, the transportation study area extends beyond the study area to incorporate specific intersections and road sections analyzed.

3.9.1.1 Existing Conditions

Roadway Network / Infrastructure

The City's Comprehensive Plan (City of Bellevue 2008) identifies five basic roadway functional classifications:

- **Freeways** – Provide multi-lane high speed operating conditions for long distance auto and freight travel between cities, regions, and states.
- **Major Arterial Streets** – Provide efficient direct routes for long distance auto travel within the region and connect freeway interchanges to major concentrations of commercial activities.
- **Minor Arterial Streets** – Provide connections between major arterials and concentrations of residential and commercial activities.
- **Collector Arterial Streets** – Collect or distribute traffic within a neighborhood and provide connections to minor or major arterials.
- **Local Streets** – Provide access to abutting land uses and carry local traffic to the collector arterials.

The primary characteristics in defining the roadway functional classification are vehicular mobility (with freeways providing the most, and local streets the least) and access to adjacent properties (with local streets providing the most, and freeways the least). The roadway functional classifications for streets within the study area, as designated by the Comprehensive Plan, are shown in Table 3.9-1. Within the immediate vicinity of the study area, the roadway network consists of local streets (99th Avenue NE, 100th Avenue SE, Bellevue Place SE, Meydenbauer Way SE, 102nd Avenue NE and SE, and 103rd Avenue NE) and collector arterials (Lake Washington Boulevard NE, Main Street, 101st Avenue SE, and NE 1st Street). North of Main Street, 100th Avenue NE is designated a minor arterial, and four blocks to the east, Bellevue Way is designated a major arterial.

Table 3.9-1. Roadway Functional Classification and Description.

Study Area Roadway	Functional Classification	Posted Speed Limit (mph)	Direction[1]	Number of Lanes	On-Street Parking	Non-Motorized Facilities[2]
Lake Washington Blvd.	Collector	30	E-W	2	South	SOBS, NBF
Main Street	Collector	25	E-W	2	Both	SBS, NBF
NE 1st Street (w/of 100th)	Collector	25	E-W	2	Both	SOBS, NBF
NE 1st Street (e/of 100th)	Collector	25	E-W	2	South	SBS, NBF
99th Avenue NE (n/o Lake Washington Blvd)	Local	25	N-S	2	Both	SOBS, NBF
99th Avenue NE (s/o Lake Washington Blvd)	Local	25	N-S	2	East	NPF, NBF
100th Avenue NE (s/o NE 1st)	Minor Arterial	30	N-S	2	None	SBS, NBF
100th Avenue NE (n/o NE 1st)	Minor Arterial	30	N-S	2 to 3	East	SBS, NBF
100th Avenue SE	Local	25	N-S	2	East	SOS, NBF
Bellevue Place SE	Local	25	E-W	2	South	SOS, NBF
Meydenbauer Way SE	Local	25	E-W	2	North	SOBS, NBF
101st Avenue SE	Collector	25	N-S	2	Both	SBS, NBF
102nd Avenue NE and SE	Local	25	N-S	2	East (n/o Main)	SBS, NBF
103rd Avenue NE	Local	25	N-S	2	Both	SBS, NBF
Bellevue Way	Major Arterial	30	N-S	6	None	SBS, NBF

[1] N-S = North-south, E-W = East-West.
[2] NBF = No bicycle facilities, BOS = Bicycle lanes on one side, BBS = Bicycle lanes on both sides, BOBS = Bicycle lanes on one or both sides, NPF = No pedestrian facilities, SOS = Sidewalk on one side, SBS = Sidewalk on both sides, SOBS = Sidewalk on one or both sides.
Source: City of Bellevue 2008.

Several Comprehensive Plan policies are relevant to the function of existing roadways in the study area, including TR-41, TR 44, and TR-46, as described below.

TR-41. Classify City streets according to their function, so that needed traffic capacity may be preserved, and planned street improvements will be consistent with those functions.

- 101st Avenue SE and Main Street are not functioning well as arterials if through-traffic diverts to 100th Avenue SE to avoid congestion and delay. The existing traffic volume on 100th Avenue SE (a local street) is relatively low and is consistent with its service to adjacent land uses. The existing volumes indicate 47 vehicles (in the northbound direction) on 100th Avenue SE (south of Main Street), and 37 southbound (south of Main Street) during the p.m. peak hour. The project's public outreach process has raised concerns about keeping 100th Avenue SE open, as it is often used as a bypass route because of the signal at 100th Avenue SE/Main Street, and lack of a signal at 101st Avenue SE/Main Street.

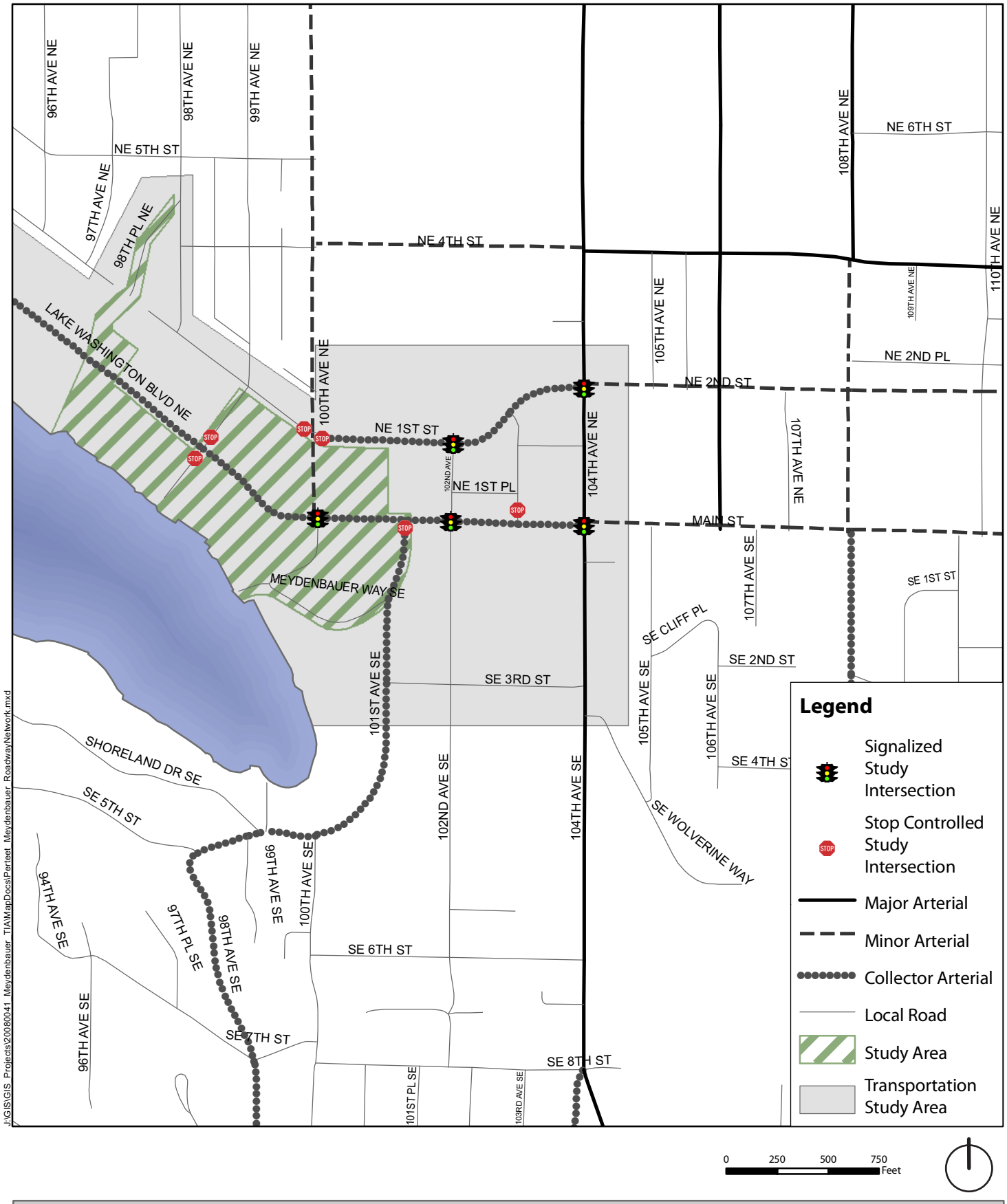


Figure 3.9-1: Road Network

TR-44. Design arterials and streets to fit the character of the areas through which they pass.

- 100th Avenue SE is too steep to satisfy arterial design standards, and arterial function would not be compatible with the present or planned future land use.

TR-46. Maintain and enhance safety for all users of the roadway network using measures such as an accident reduction program, increased enforcement, traffic-calming measures, improved pedestrian safety, increased street lighting, and driveway access control.

- Use associated with the project alternatives would necessitate increased attention to pedestrian safety for arterial crossings on routes between the Lake Washington waterfront and nearby activity areas, including Old Bellevue, Downtown Park, and the greater downtown area.

Existing Vehicular Access and Circulation

Vehicular access to the various groups of parcels within the study area is described below (as showing in Figure 2.1-1 in Chapter 2; park parcels are shown unshaded).

Meydenbauer Beach Park Site

The park site currently consists of the existing Meydenbauer Beach Park, nine single-family residences, the Bellevue Marina, three duplexes, and the Bayvue Village Apartments. The existing Meydenbauer Beach Park is currently accessed from 98th Place NE, a two-lane road that extends from 98th Avenue NE (just north of NE 4th Street), and continues south through a ravine to the park's parking area. The single-family residences are all accessed via driveways from either Lake Washington Boulevard NE or 99th Avenue NE. Lake Washington Boulevard NE is a two-lane road, and 99th Avenue NE is a two-lane road with diagonal parking on the east side.

The Bellevue Marina and its parking lot are accessed from a driveway at the south end of 99th Avenue NE. Bollards separate the parking lot on the parcel boundary of the former Yacht Basin and parking for the duplexes as well as additional parking for Pier 3, which is accessed from a driveway at the south end of SE Bellevue Place.

The portion of the Bayvue Village Apartments lying west of 100th Avenue SE is accessed from both Lake Washington Boulevard NE and 100th Avenue SE/SE Bellevue Place, a two-lane local road. The portion of the Bayvue Village Apartments lying east of 100th Avenue SE is accessed from 100th Avenue SE. The apartment complex includes five buildings west of 100th Avenue SE and two building east of 100th Avenue SE, with surface parking lots accessed from Lake Washington Boulevard NE and 100th Avenue SE.

Upland Parcels Site 1 (North of Lake Washington Boulevard and West of 100th Avenue NE)

This upland parcels site consists of three commercial buildings with a total of 25,785 square feet and 115 multi-family dwelling units on six parcels. Vehicular access to the three commercial buildings is from 100th Avenue NE. Vehicular access to the multi-family buildings is provided via NE 1st Street, 99th Avenue NE, and Lake Washington Boulevard NE. The Tantallon Building (located on the northwest corner of 100th Avenue NE at Lake Washington Boulevard NE) has driveway access from Lake Washington Boulevard NE to a below-grade parking garage.

Upland Parcels Site 2 (North of Main Street and East of 100th Avenue NE)

This site consists of three parcels, including 291 multi-family residential units and 10,500 square feet of commercial space. The Seasons Apartments has two vehicular access points; driveways from both 100th Avenue NE and Main Street lead to a below-grade parking garage.

The One Main building located on the north side of Main Street is currently under construction. This facility will have vehicular access from Main Street. The Brant photography building has a surface parking lot with vehicle ingress from Main Street, and egress to 100th Avenue NE.

Upland Parcels Site 3 (South of Main Street and East of 100th Avenue SE)

This parcel site is bounded by Main Street to the north, 100th Avenue SE/SE Bellevue Place to the west, Meydenbauer Way SE to the south, and 101st Avenue SE to the east. It includes seven parcels with 139 multi-family residential units and 10,683 square feet of commercial space. A Chevron fuel station is located on the southeast corner of Main Street and 100th Avenue SE. Driveways to the multi-family residential units are from 100th Avenue SE, Meydenbauer Way SE, and 101st Avenue SE. The Chevron station is accessed by two driveways on Main Street.

Upland Parcels Site 4 (South of Lake Washington Boulevard and West of 100th Avenue SE)

This site consists of two parcels with 57 multi-family residential units. Vehicular access to the Whaler's Cove Condominiums is from 99th Avenue NE. Vehicular access to the Vue Condominiums is from Lake Washington Boulevard and the south end of SE Bellevue Place.

Existing Traffic Operations and Volumes

Under GMA, local governments are required to set acceptable levels of service (LOS) for their transportation systems. Inside the urban growth area, each jurisdiction decides what level of vehicle traffic congestion it will accept – as measured by LOS – and adopts this standard as part of the transportation element of its comprehensive plan. When an application for a project is submitted, the jurisdiction determines (generally through the SEPA process) whether the impacts of the project would cause the LOS in affected parts of the transportation system to fall below the acceptable standard. If the project would cause the LOS to fall below this standard, the local government has the authority either to prohibit the development's approval or to require the developer to commit to, or pay for, transportation improvements to mitigate the impacts. According to the GMA, such improvements must be completed "concurrent with the development," defined as within 6 years.

The levels of congestion at intersections are usually used to measure LOS. A rating between A and F is assigned according to a standard method used by transportation professionals to indicate the overall degree of congestion and delay. Motorists typically consider acceptable conditions to include LOS A, LOS B, LOS C, and LOS D – covering a range from free-flowing traffic to modest delays. Most motorists will tolerate LOS E operations (which entail long traffic delays) in urban conditions. LOS F, characterized by extreme traffic congestion and very long delays, is undesirable and warrants consideration of improvements to increase roadway capacity.

Existing traffic volumes are based on 2008 and 2009 traffic counts. Within the transportation study area, Bellevue Way currently handles the highest traffic volume, with 1,692 vehicles

during the p.m. peak hour, just north of Main Street. Adjacent to the park, Lake Washington Boulevard NE (just west of 100th Avenue NE) has traffic volumes of 576 vehicles during the p.m. peak hour. Main Street (just west of Bellevue Way) has traffic volumes of 975 vehicles during the p.m. peak hour. 101st Avenue SE, just south of Main Street, carries 260 vehicles during the p.m. peak hour, and 100th Avenue SE south of Main Street carries another 85 vehicles.

Existing traffic volumes, channelization, and levels of service for the p.m. peak hour are shown in Figure 3.9-2 and Table 3.9-2. The LOS analysis uses the methodology outlined in the Highway Capacity Manual 2000 Update, Special Report 209 (TRB 2000), Transportation Research Board and Synchro 7.0 support software developed by the Trafficware Corporation. The intersection of Main Street at Bellevue Way currently operates at LOS D. None of the study intersections currently operate below LOS D.

Table 3.9-2. 2009 Existing p.m. Peak Hour LOS Summary.

Intersection		2009 (Existing Conditions)		
		Control Type[1]	Delay[2]	LOS[3]
NE 1st Street	100th Avenue NE	TWSC	24.1	C
NE 1st Street	102nd Avenue NE	Signal	3.7	A
Bellevue Way	NE 2nd Street	Signal	27.8	C
Lake Washington Blvd	99th Avenue NE	TWSC	11.3	B
Main Street	100th Avenue NE	Signal	19	B
Main Street	101st Avenue NE	OWSC	20.4	C
Main Street	102nd Avenue NE	Signal	6.8	A
Main Street	103rd Avenue NE	OWSC	16.2	C
Main Street	Bellevue Way	Signal	48.4	D

[1] Signal = Signalized intersections. OWSC = One-way stop controlled intersections. TWSC = Two-way stop controlled intersections.
[2] Delay, or control delay, is measured in seconds per vehicle. At signalized intersections, the reported delay is the average of all the control delay experienced for all movements. At unsignalized intersections, reported delay is based on the worst approach delay.
[3] LOS refers to Level of Service. LOS is based on the methodologies outlined in the 2000 Highway Capacity Manual.

Source: Compiled by Perteet 2009.

LOS conditions for stop-controlled intersections are calculated differently than for signalized intersections. Stop-controlled intersection LOS is based on the worst delay by approach. An unacceptable (failing LOS) assumes a delay of greater than 50 seconds.

At signalized intersections, the LOS calculation is based on an average delay for all approaches at the intersection. A failing LOS assumes an average delay of greater than 80 seconds. Nine intersections within the transportation study area were analyzed:

- NE 1st Street at 100th Avenue NE (Stop controlled)
- NE 1st Street at 102nd Avenue NE (Signalized)
- Bellevue Way at NE 2nd Street (Signalized)
- Lake Washington Boulevard NE at 99th Avenue NE (Stop controlled)
- Main Street at 100th Avenue NE (Signalized)
- Main Street at 101st Avenue NE (Stop controlled)
- Main Street at 102nd Avenue NE (Signalized)

- Main Street at 103rd Avenue NE (Stop controlled)
- Main Street at Bellevue Way (Signalized)

The City recently completed its 2009-2020 Transportation Facilities Plan (TFP) (City of Bellevue 2009a), which identifies a 12-year transportation program of planned improvements balanced to projected revenues. Improvements are based on projects identified in long-range facility plans for different subareas within the City. The TFP also serves as the basis for the City's Impact Fee Program. The TFP includes the following projects near the study area, most of which would increase vehicular capacity.

- **TFP 190: NE 2nd Street (Bellevue Way to 112th Avenue NE)** – Widen from three lanes with parking and turn pockets to five lanes. The design will accommodate left-turn movements with a center turn lane where needed and add dedicated right-turn pockets at some intersections ($7,454,000 is currently funded in the 2007-2013 CIP). The final design will be consistent with the outcomes of an ongoing NE 2nd Street and Main Street Pre-Design process.

- **TFP 222: Bellevue Way / NE 4th Street** – Add a southbound right-turn lane and a westbound right-turn lane. Dual westbound left-turn lanes. Project implementation will be coordinated with potential future private development in the immediate vicinity.

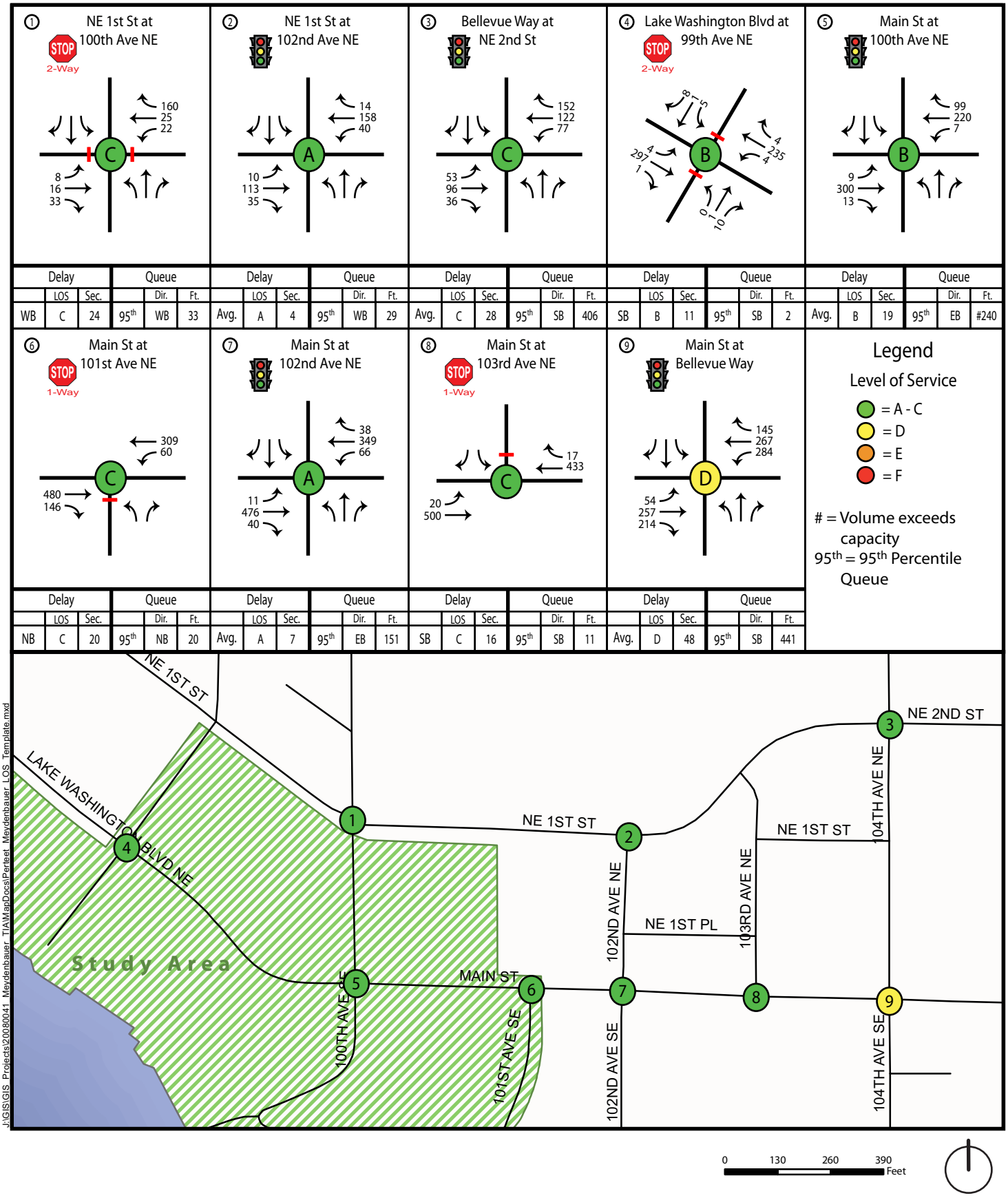
- **TFP 225: Bellevue Way / NE 2nd Street -** Add a northbound right-turn lane and a second southbound left-turn lane. Project implementation will be coordinated with potential future private development in the immediate vicinity.

- **TFP 234: Main Street (100th Avenue NE to 116th Avenue NE) -** Improve pedestrian and bicycle facilities; currently in a predesign process.

In addition to these projects, the City's 2009-2020 TFP includes other projects within the greater downtown Bellevue area, and other areas surrounding the study area.

Collisions and Safety

Collision records were provided by the City of Bellevue for roadways within the study area covering the period between January 1, 2006, and December 31, 2008. The 3-year collision history includes the number of accidents, type of accident, and number of injuries or fatalities for the nine intersections (as listed in Table 3.9-3), and for midblock locations between those intersections (as listed in Table 3.9-4). The City of Bellevue does not make any distinctions based on severity of the collision when reporting general accident types. Collisions are categorized as injury accidents, fatalities, or property damage only collisions. The most common types of collisions included rear-ends, followed by right-angle/broadside accidents. Rear-end collisions typically occur where congestion causes queues to form, where sight distance is a problem, or where traffic slows unexpectedly to make a right or left turn. This type of accident is associated with signalized corridors with heavy congestion. Right-angle/broadside collisions are typically seen at intersections where conflicting traffic interacts. They typically occur at intersections where cars run red lights and at mid-block locations. This occurs when left-turning traffic exiting or entering mid-block driveways must cross-conflicting traffic.



Delay			Queue			Delay			Queue			Delay			Queue			Delay			Queue			Delay			Queue		
	LOS	Sec.		Dir.	Ft.		LOS	Sec.		Dir.	Ft.		LOS	Sec.		Dir.	Ft.		LOS	Sec.		Dir.	Ft.		LOS	Sec.		Dir.	Ft.
WB	C	24	95th	WB	33	Avg.	A	4	95th	WB	29	Avg.	C	28	95th	SB	406	SB	B	11	95th	SB	2	Avg.	B	19	95th	EB	#240
NB	C	20	95th	NB	20	Avg.	A	7	95th	EB	151	SB	C	16	95th	SB	11	Avg.	D	48	95th	SB	441						

Figure 3.9-2: 2008 Existing Level of Service and Volumes

Table 3.9-3. Collision History for Transportation Study Area Intersections (1/1/2006 to 12/31/2008).

	Approach Turn	Rear End	Right Angle/ Broadside	Sideswipe/ Lane Change	Parked Vehicle/ Fixed Object	Head On	Backing	Other	Pedestrian	**Total**	Fatalities	Injuries
Lake Washington Blvd at 99th Ave NE	0	0	0	0	0	0	0	0	0	**0**	0	0
Main Street at 100th Avenue NE/SE	0	0	0	0	0	0	0	0	0	**0**	0	0
Main Street at 101st Avenue SE	0	0	1	0	1	0	0	0	0	**2**	0	0
Main Street at 102nd Avenue NE/SE	0	5	3	0	0	0	0	0	1	**9**	0	1
Main Street at 103rd Avenue NE	0	0	1	0	0	0	0	1	0	**2**	0	0
Main Street at Bellevue Way	1	6	2	1	1	0	0	1	0	**12**	0	8
100th Avenue NE at NE 1st Street	2	0	0	0	1	0	0	0	0	**3**	0	2
NE 1st Street at 102nd Avenue NE	0	0	0	0	0	0	0	0	0	**0**	0	0
NE 2nd Street at Bellevue Way	1	5	5	1	0	0	0	0	0	**12**	0	3
TOTAL	4	16	12	2	3	0	0	2	1	**40**	0	14

Table 3.9-4. Collision History for Transportation Study Area Mid-Block Locations (1/1/2006 to 12/31/2008).

	Approach Turn	Rear End	Right Angle/ Broadside	Sideswipe/ Lane Change	Parked Vehicle/ Fixed Object	Head On	Backing	Other	Pedestrian / Bicycle	**Total**	Fatalities	Injuries
Lake WA Blvd – 99th Ave NE to 100th Ave NE	0	0	0	0	0	0	0	0	0	**0**	0	0
Main St – 100th Ave NE to 101st Ave SE	0	0	0	0	0	0	0	0	0	**0**	0	0
Main St – 101st Ave SE to 102nd Ave NE	0	0	0	0	0	0	0	0	0	**0**	0	0
Main St – 102nd Ave NE to 103rd Ave NE	0	1	0	0	0	0	0	0	1	**2**	0	1
Main St – 103rd Ave NE to Bellevue Way	0	2	3	2	0	0	0	0	1	**8**	0	1
100th Ave NE - Main St to NE 1st St	0	1	0	0	0	0	0	0	0	**1**	0	0
NE 1st St – 100th Ave NE to 102nd Ave NE	0	1	0	1	1	0	0	0	0	**3**	0	0
NE 2nd St – 103rd Ave NE to Bellevue Way	0	1	0	0	0	0	0	0	0	**1**	0	1
102nd Ave NE - Main St to NE 1st St	0	0	0	0	1	0	0	0	0	**1**	0	0
Bellevue Way - Main St to NE 1st St	0	4	0	0	0	0	0	0	0	**4**	0	0
TOTAL	0	10	3	3	2	0	0	0	2	**20**	0	3

Within the transportation study area, the intersections with the highest number of collisions during the 3-year period of analysis included Main Street at Bellevue Way, and NE 2nd Street at Bellevue Way. At Main Street/Bellevue Way, half of the accidents were rear-end collisions, most of which occurred on Bellevue Way. At NE 2nd / Bellevue Way, five collisions were rear-end (three of them occurring on Bellevue Way), and five collisions were right angle/broadside.

The midblock location with the highest number of collisions was along Main Street between 103rd Avenue NE and Bellevue Way. At this location, there were a total of eight collisions of various types. Along Bellevue Way, between Main Street and NE 1st Street, there were four rear-end collisions.

Existing Parking and Utilization

This subsection provides an overview of the existing parking conditions within the study area. A parking inventory and utilization study was conducted in June 2007 by TENW as part of the initial Meydenbauer Bay Park and Land Use Planning effort (City of Bellevue 2008b). The inventory of parking supply was conducted for both on-street and off-street surface parking. It extended beyond the study area and included an analysis of 20 zones within the Old Bellevue area, and west of the Old Bellevue area to the north and south of Lake Washington Boulevard NE. Within the 20 zones, there were 286 on-street and 1,264 off-street spaces, for a total of 1,550 parking spaces.

On-street parking spaces are located on a number of streets within or near the transportation study area (Figure 3.9-3). While the on-street parking is not metered, there are generally time restrictions in place for on-street parking.

In June 2008, Perteet, Inc. performed a spot check of the accuracy of the original TENW inventory/utilization survey. The spot check was conducted almost exactly 1 year from the date of the original survey and included a review of approximately 30 percent of the total number of stalls identified in the original survey (6 of the 20 zones were analyzed). The 2008 spot check analysis indicated that while there were some minor differences in both parking supply and demand for specific zones or locations when compared with 2007, the overall supply and demand for the spot check area is similar to, and consistent with, the survey completed in 2007.

The original 2007 survey revealed that when combining the on-street and off-street spaces, the parking supply was 46 percent occupied during the weekday, and 50 percent occupied on the weekend. An occupancy target of 85 percent is widely accepted among parking experts as the "effective capacity" for parking systems, especially in a mixed-use urban zone (the remaining 15 percent represents a necessary cushion for efficient turnover).

The survey determined that the on-street spaces were 45 percent occupied during the weekday, and 62 percent occupied during the weekend. In general, on-street parking demand was higher on the weekends than on weekdays. However, there were certain blocks within the transportation study area where on-street parking was near or over capacity on both weekdays and weekends, including the following:

- NE 1st Street between 102nd Avenue NE and Bellevue Way, north side (13 spaces) – 96 percent average occupancy (weekday and weekend average).

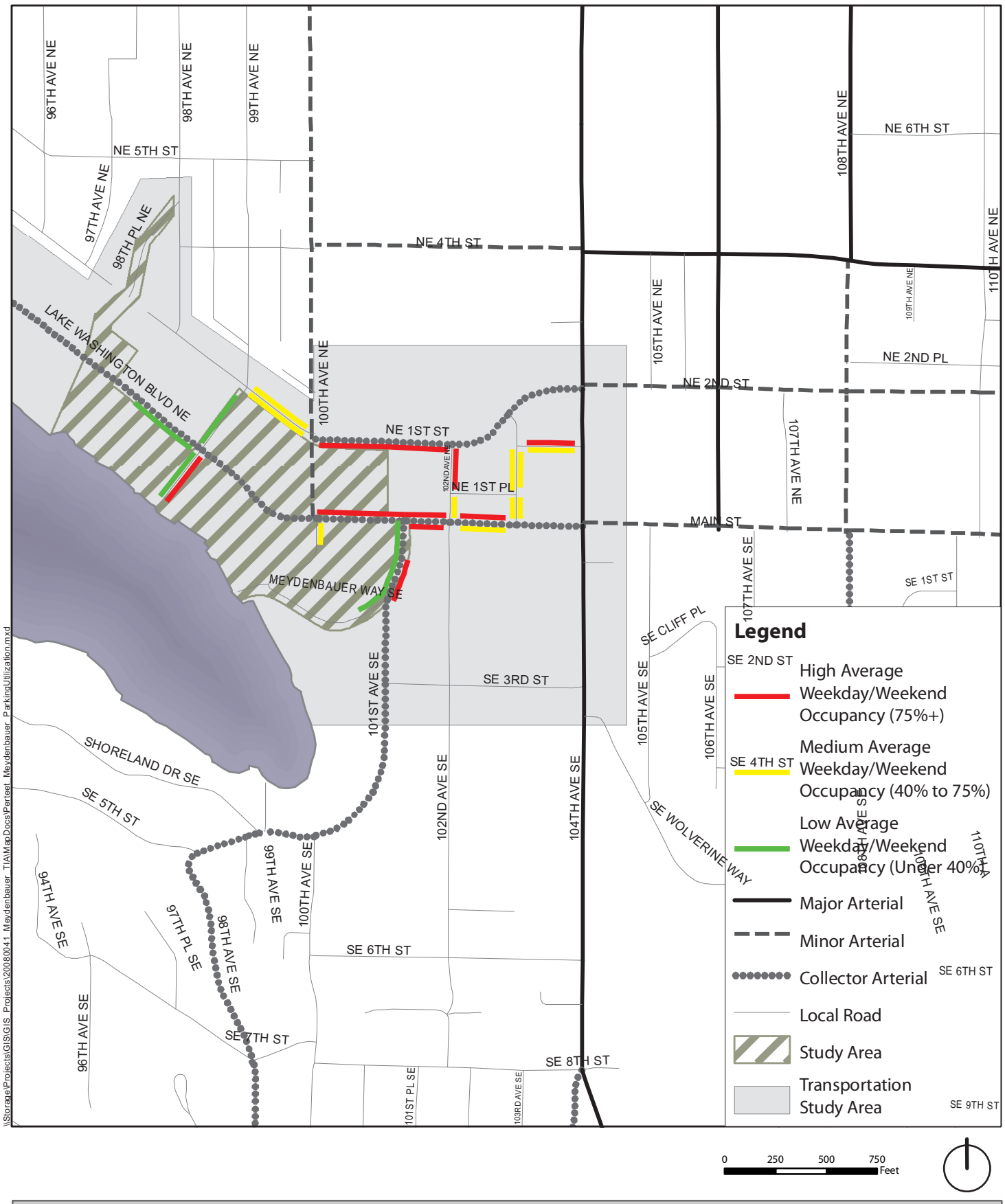


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Figure 3.9-3: On-Street Parking Utilization

- 102nd Avenue NE between NE 1st Place and NE 1st Street, west side (6 spaces) – 80 percent average occupancy (weekday and weekend average).

- Main Street between 100th Avenue NE and 102nd Avenue NE, north side (13 spaces) – 96 percent average (weekday and weekend average).

- Main Street between 101st Avenue SE and 102nd Avenue SE, south side (4 spaces) – 88 percent average occupancy (weekday and weekend average).

- 101st Avenue SE south of Main Street, east side (4 spaces) – 100 percent average occupancy (weekday and weekend average).

- 99th Avenue NE, south of Lake Washington Boulevard, east side (12 spaces) – 79 percent average occupancy (weekday and weekend average).

- NE 1st Street between 103rd Avenue NE and 104th Avenue NE, north side (13 spaces) – 96 percent average occupancy (weekday and weekend average).

The off-street surface parking included commercial, recreational, and residential uses. Gated garages and lots were not inventoried, due to being inaccessible. Publicly accessible parking was inventoried as part of the analysis. The off-street parking demand was relatively equal on both weekdays and weekends (47 percent both days).

The survey indicates that the overall utilization of existing on-street and off-street parking spaces within the vicinity of the study area is below capacity. While some on-street locations are at capacity as described above, other on-street locations within convenient walking distance of the study area are underutilized on both weekdays and weekends. Table 3.9-5 shows the existing parking facilities within and adjacent to the study area.

The City's Downtown Implementation Plan policies call for a public/private comprehensive examination of short-term parking problems in the downtown area, as well as investigating a program to allow downtown developers to pay a fee into a "pool" in lieu of providing parking on site. Pooled funds would then be used to provide short-term public parking where needed (City of Bellevue 2002). The report recommended (among other things) new downtown parking structures and a parking management program.

Public Transportation

Public transportation service within the study area and larger vicinity is provided by King County Metro and Sound Transit. Both providers operate most of their service through the Bellevue Transit Center (BTC), located along NE 6th Street between 108th Avenue NE and 110th Avenue NE (1.08 miles from the study area). There are a total of 17 bus routes serving the BTC. Three bus routes operate within the vicinity of the study area: King County Metro routes 222 and 234, and Sound Transit route 550.

Table 3.9-5. Existing Parking & Utilization at Locations within the Study Area (2007 Survey[5]).

Location	Existing Spaces[1]	Weekday Use	Weekday Utilization	Weekend Use	Weekend Utilization	Average Utilization
Meydenbauer Beach Park						
Beach Park surface parking lot	28	10	36%	8	29%	32%
Bellevue Marina surface parking lot	60	20	33%	13	22%	28%
Bayvue Village Apartments surface parking lot	31	7	23%	11	35%	29%
Lake Washington Blvd on-street (south side)	10	0	0%	1	10%	5%
99th Avenue NE on-street (west side)	5	2	40%	0	0%	20%
Bellevue Pl / 100th Ave SE on-street(west side)[2]	4	0	0%	0	0%	0%
TOTAL	**138**	**39**	**28%**	**33**	**24%**	**26%**
Upland Parcels Site (North of Lake Washington Boulevard and West of 100th Avenue NE)						
Boulevard 99 Apartments surface lot	14	3	21%	6	43%	32%
Bayside Place Condos surface lot	19	4	21%	8	42%	32%
Meydenbauer Terrace surface lot	1	0	0%	1	100%	50%
Oasis Apartments surface lot	19	6	32%	9	47%	39%
Lochleven Apartments	4	0	0%	0	0%	0%
Tantallon Bldg surface lot	3	2	67%	0	0%	33%
Meyden Baker Building	21	5	24%	0	0%	12%
NE 1st Street on-street (south side)	4	1	25%	3	75%	50%
TOTAL	**85**	**21**	**25%**	**27**	**32%**	**28%**
Upland Parcels Site (North of Main Street and East of 100th Avenue NE)						
Brant Photography surface parking lot	11	3	27%	7	64%	45%
Main Street on-street (north side to 102nd)[3]	13	12	92%	13	100%	96%
NE 1st Street on-street (south side to 102nd)	12	8	67%	10	83%	75%
TOTAL	**36**	**23**	**64%**	**30**	**83%**	**74%**

Table 3.9-5. Existing Parking & Utilization at Locations within the Study Area (2007 Survey[5]).

Location	Existing Spaces[1]	Weekday Use	Weekday Utilization	Weekend Use	Weekend Utilization	Average Utilization
Upland Parcels Site (South of Main Street and East of 100th Avenue NE)						
Chevron Parking surface parking lot	20	16	80%	12	60%	70%
Meydenbauer Way on-street (north side)	20	7	35%	6	30%	33%
Bellevue Pl/ 100th Ave SE on-street (east side)	9	6	67%	7	78%	72%
TOTAL	**49**	**29**	**59%**	**25**	**51%**	**55%**
Upland Parcels Site (South of Lake WA Blvd and West of 100th Avenue SE)						
Whaler's Cove Condominiums surface lot	16	9	56%	0	0%	28%
The Vue Condo lot	9	1	11%	3	33%	22%
Lk Washington Blvd on-street (south side)	9	5	56%	5	56%	56%
99th Ave NE on-street (east side)[4]	12	12	100%	7	58%	79%
TOTAL	**46**	**27**	**59%**	**15**	**33%**	**46%**

[1] Does not include garage spaces.
[2] 2008 spot check identified no spaces at this location.
[3] 2008 spot check found 4 spaced closed during adjacent building construction.
[4] 2008 spot check found 9 spaces at this location.
[5] Unmarked parking area estimates at marina updated in subsequent site analysis.

Bus route service in the study area is consistent with the Comprehensive Plan (Figure TR.7), which designates Main Street and 100th Avenue NE as transit local access streets. The only route service to the immediate vicinity of the study area is route 234. This route provides service between Kenmore and downtown Bellevue. The route terminates in Old Bellevue, where it makes a one-way loop. From the BTC, the route traverses south on 108th Avenue NE, turns west on Main Street, north on 100th Avenue NE, east on NE 1st/NE 2nd Streets, south on Bellevue Way before turning east again on Main Street. The route operates between 5:30 a.m. and 10 p.m. on weekdays with 30-minute headways.

On weekends, the route operates between 8 a.m. and 8 p.m. on hourly headways. Route 234 is a high ridership route and will receive additional service hours as a result of funding through King County's Transit Now Initiative, passed in 2006. The route is expected to operate on 15-minute headways once additional hours are added. Within the vicinity of the study area, transit stops are located at the following locations:

- North side of Main Street west of Bellevue Way
- North side of Main Street between 100th Avenue NE and 101st Avenue SE
- East side of 100th Avenue NE north of Main Street

Route 222 provides service between the Eastgate Park-and-Ride and downtown Bellevue via the Factoria and Beaux Arts neighborhoods. From Beaux Arts, the route traverses north along 104th Avenue SE and Bellevue Way. It turns east on Main Street, and north on 110th Avenue NE before reaching the BTC. The route operates between 6 a.m. and 11 p.m. on weekdays, with 30-minute headways. On Saturdays, the route operates between 8 a.m. and 11 p.m., generally with 30-minute headways. On Sundays, the route operates between 7 a.m. and 10 p.m. on hourly headways. The nearest stop to the study area is located on Main Street east of Bellevue Way.

Route 550 is operated by Sound Transit. This route operates regional express service between downtown Seattle and downtown Bellevue. From Seattle, the route uses I-90 to Bellevue Way. The route turns east on NE 4th Street and north on 108th Avenue NE before reaching the BTC. The route continues past BTC to serve the Ashwood neighborhood, where it terminates. The route operates between 5 a.m. and midnight on weekdays. Headways vary from 5 to 30 minutes, depending on time of day. Weekend service is between approximately 6 a.m. and midnight, with headways approximately 30 minutes. The nearest stop to the study area is at Bellevue Way and Main Street (approximately ¼ mile distance).

The City is in the process of implementing a downtown circulator that would operate on 10-minute headways, with connections to major activity centers and the BTC. The circulator is anticipated to begin service in September 2010 under a partnership between the City and King County Metro Transit. The route will be a two-directional U-shaped route operating on Bellevue Way, NE 10th Street, and 110th Avenue NE. The route will terminate in a loop off of Main Street at 107th Avenue NE. The nearest stop (Bellevue Way at Main Street) is approximately ¼ mile from the study area. The route will operate for a trial period of 5 years and, if successful, may continue beyond 2015.

Non-Motorized (Pedestrian / Bicycle) Transportation

Pedestrian facilities currently exist on most of the roadways within the study area, as listed in Table 3.9-1. These include sidewalks on one or both sides of the street and signalized crosswalks at intersections.

Many of the existing sidewalks are narrow and directly adjacent to traffic lanes. Pedestrian crosswalks are mostly limited to major intersections. Pedestrian signals are pedestrian-activated, which means that walk signs do not come on automatically (although they can be programmed to do so). The only street in the study area that is lacking any pedestrian facilities is 99th Avenue NE, south of Lake Washington Boulevard NE. Along Lake Washington Boulevard NE, there is a sidewalk along the north side of the road, but no pedestrian facility along the south side adjacent to the future park site.

Within Meydenbauer Beach Park, trails connect the parking area to the beach. In addition, trails and stairways connect the park to sidewalks on the north and south sides of both Lake Washington Boulevard NE and NE 1st Street.

The City completed its 2009 Pedestrian and Bicycle Transportation Plan in February 2009 (City of Bellevue 2009b). The projects, policies, and maps have been adopted into the City's Comprehensive Plan. The plan identifies a pedestrian system throughout the city. Within the study area, a number of pedestrian system streets are identified as being incomplete, and projects are recommended, as listed and summarized in Table 3.9-6. No existing bicycle lanes currently provide access to the study area. There are bike lanes on the Lake Washington Boulevard NE bridge over Meydenbauer Beach Park. Bicyclists may share the road with vehicles on all roadways within the transportation study network.

The 2009 Pedestrian and Bicycle Transportation Plan identifies a bicycle system throughout the city. Several streets within the study area (Lake Washington Boulevard/Main Street, 100th Avenue NE, 100th Avenue SE/SE Bellevue Place, 101st Avenue SE, and NE 1st Street, east of 100th Avenue NE) are part of the bicycle network, and the plan recommends bicycle-related improvements along some of these streets. Recommended projects are listed and summarized in Table 3.9-6.

Transportation Demand Management (TDM)

TDM includes a range of actions or programs to improve the efficiency of the transportation system. The primary purpose is to minimize the number of vehicles using the road system while providing a variety of mobility options for people to travel. TDM programs are designed to reduce unnecessary travel (through telecommuting or flexible hours), to maximize the people-moving capability of vehicles (through ride-sharing and transit), and to shift travel to non-peak periods (through flex time or other means). This is done through incentives or disincentives, such as pricing incentives (charging the true cost of parking), subsidies for ridesharing and transit, provision of showers and lockers for non-motorized commuters, helping people overcome perceived hurdles (e.g., providing a guaranteed ride home), promoting improved land use policy, and encouraging flexible work hours. To encourage the use of alternative transportation modes, the City has created chooseyourwaybellevue.org, a one-stop resource for alternatives, including walking and biking.

Table 3.9-6. Planned Pedestrian and Bicycle Improvement Projects.

Project/Location	Project Designation	Planned Improvements
Pedestrian Improvement Projects		
Lake Washington Boulevard NE	Project S-318-S	Construct 6' wide sidewalk/4' wide landscape strip on south side from NE 10th Street to 100th Avenue NE (Low priority).
Meydenbauer Way	Project S-423-S	Construct 5' wide sidewalk on south side where missing (High priority).
SE Bellevue Place / 100th Avenue SE	Project S-102-E	Construct a 12' wide sidewalk and 4' wide landscape strip on east side (High priority).
98th Place NE (between Meydenbauer Beach Park and 98th Avenue NE)	Project S-412-N	Construct a 5' wide sidewalk and 4' wide landscape strip on north/west side (Medium).
NE 4th Street (between 98th Avenue NE and 99th Avenue NE)	Project S-412-S	Construct a 5' wide sidewalk and 4' wide landscape strip on south side (Medium priority).
NE 1st Street (between 103rd Avenue NE and Bellevue Way)	Project S-209-S	Construct an 8' wide sidewalk and 4' wide landscape strip on south side (High priority).
Bicycle Improvement Projects		
Lake Washington Boulevard NE	Project B-208-S t	Add a wide bike shoulder on the south side from NE 10th Street to 100th Avenue NE. This forms part of the City's Lake to Lake Trail system (High priority).
100th Avenue NE	Project B-209-E and Project B-209-W	Add wide bike shoulders on the east and west sides of 100th Avenue NE between Main Street and NE 8th Street (Medium priority).
NE 2nd Street	Projects B-401-N and B-401-S	Add a wide outside lane on the north and south sides of NE 2nd Street between 102nd Avenue SE and 114th Avenue NE (Medium priority).
Main Street	Projects B-210-N and B-210-S	Add a wide bike shoulder on the north and south sides of Main Street from 100th Avenue NE to Bellevue Way. This forms part of the City's Lake to Lake Trail system (High priority).
101st Avenue SE	Projects B-211-E and B-211-W	Add bike shoulders on the east and west sides of 101st Avenue SE, particularly on uphill portions, and implements slow street design that accommodates bicycles (Low priority).
Bellevue Way (south of Main Street)	Projects B-402-E and B-402-W	Add a wide outside lane on the east and west sides of Bellevue Way between Main Street and 108th Avenue SE (Medium priority).

Source: 2009 Pedestrian and Bicycle Transportation Plan.

The City's Commute Trip Reduction (CTR) program actively promotes TDM measures on an ongoing basis. The GMA requires large employers (with more than 100 employees arriving at the job site in the peak morning commute period) to develop CTR plans, to encourage employees to use other means of travel such as carpools, transit, flex-days, and telecommuting to reduce single-occupant vehicle (SOV) travel during peak commute periods. The City administers this program within the city limits through its Transportation Department. The program requires CTR employers to set targets to reduce commuter trips by SOV and to identify and implement TDM techniques to meet those targets. The City updated its CTR Plan in 2008 (City of Bellevue 2008c). The plan identifies goals and targets to reduce SOVs, assesses existing conditions for major employment sites, and identifies strategies for the City and employers.

The state of Washington revised the CTR program with the CTR Efficiency Act of 2006. It allows the designation of Growth and Transportation Efficiency Centers (GTECs) by jurisdictions. GTECs are designated mixed-use urban areas with concentrations of jobs or housing that can support multiple modes of transportation through flexible, coordinated actions. The City designated downtown Bellevue as a GTEC. The Downtown Bellevue GTEC program, as summarized in the Connect Downtown GTEC report, completed in February 2008, addresses additional populations not traditionally reached under the base CTR program, such as employers with fewer than 100 employees (98 percent of all downtown employers), retail/hospitality industries, and residents. It presents, as a target, a 10 percent reduction in drive-alone commuting

for all employees in the downtown area by 2011 (City of Bellevue 2008c). The plan includes marketing, incentives, and commute service strategies for obtaining the GTEC goal.

Fire and Emergency Access

The Bellevue Fire Department has nine fire stations within the city (see Section 3.12, *Public Services and Utilities)*. The transportation study area is served by Fire Station #1, located at 766 Bellevue Way SE. Fire Station #5 is also nearby, at 9621 NE 24th Street. The Bellevue Fire Department operates a medic unit at the Overlake Hospital Medical Center, located at 1035 116th Avenue NE.

Access to the Meydenbauer Beach Park is provided by 98th Place NE, which has a turn-around at the street terminus. Access to other parts of the study area, including the Bellevue Marina, is provided by 99th Avenue NE, 100th Avenue SE, Meydenbauer Way SE, Main Street, and Lake Washington Boulevard NE.

3.9.1.2 Regulatory Setting

Because much of the local regulatory setting provides the necessary context to describe the existing conditions of the transportation network in the study area, regulatory information and definitions have been incorporated as appropriate into the above analysis of existing conditions. The overall regulatory setting is summarized below.

The Growth Management Act of 1990 requires local jurisdictions to adopt goals, policies, and projects to manage progress toward a defined vision for the future. Elements of the Comprehensive Plan are used to guide the City Council in its decision-making and legislative actions. The Transportation Element of the Comprehensive Plan includes goals and policies for all travel modes and facilities within Bellevue's transportation system, to structure planning processes and inform investment decisions. The Transportation Element of the Comprehensive Plan includes various subarea transportation facility plans, such as the Downtown Subarea Plan (City of Bellevue 2002).

Subarea transportation facility plan project lists are generated from various long-range transportation plans, such as the Downtown Implementation Plan, or sub-systems of the transportation system, such as the Bellevue Transit Plan (City of Bellevue 2003a), and the Pedestrian and Bicycle Transportation Plan. The goal of these plans is to identify the improvements needed within the transportation system to fulfill the vision, goals, and policies set forth in the Comprehensive Plan. Completed long-range plans include a range of projects designed to meet the mobility goals of the plan area.

High priority projects from the comprehensive plan are incorporated into the City's Transportation Facilities Plan (TFP), which is updated every 2 years. The TFP is the City's 12-year transportation planning document, and it is financially constrained in that it matches the project list with expected revenues during the program period. The TFP provides the first level of project prioritization necessary to identify projects for funding in the adopted Capital Investment Program (CIP) Plan (City of Bellevue 2007a). It also serves as the basis for the City's Transportation Impact Fee Program. Finally, it describes current and future environmental conditions through a related programmatic EIS. The TFP EIS documents potential cumulative

environmental impacts resulting from the projected (12-year) land use growth and implementation of the identified TFP projects (City of Bellevue 2009c).

The final step in the City's planning process to finance transportation system improvements is the development of the 7-year CIP plan, updated every 2 years. The City's CIP is organized into major program areas including Parks, Public Safety, Neighborhood Enhancement, and Transportation. The Transportation CIP includes projects related to roadways, intersections, walkways/bikeways, and maintenance/minor capital investments.

Information was collected from other publicly available studies and reports. Key documents on the City of Bellevue's transportation conditions and comprehensive plans in the study area include the following:

- City of Bellevue website (http://www.bellevuewa.gov)
- King County website (http://www.metrokc.gov)
- Sound Transit website (http://www.soundtransit.org)
- City of Bellevue Comprehensive Plan (City of Bellevue 2008a)
- Downtown Implementation Plan and Subarea Plan Update (City of Bellevue 2003b)
- Bellevue Capital Investment Program Plan, 2007 – 2013 (City of Bellevue 2007a)
- Transportation Facilities Plan, 2009-2020 (City of Bellevue 2009a)
- Bellevue Transit Plan (City of Bellevue 2003a)
- City of Bellevue Accident Data Reports, 2006-2008 (City of Bellevue 2009d)
- 2005 State of Mobility Report (City of Bellevue 2006)
- Pedestrian and Bicycle Transportation Plan (City of Bellevue 2009b)
- Downtown Circulator Implementation Plan (City of Bellevue 2007b)

3.9.2 Impacts

This section provides an overview of the impacts associated with the project alternatives through comparison with the No-Action Alternative. The analysis year of 2020 was selected to assess the impacts on transportation facilities within the study area during the afternoon, or p.m. peak period, consistent with the City of Bellevue's adopted Traffic Standards Code (BCC Chapter 14.10).

3.9.2.1 Methods

This section identifies the methodologies used to evaluate the transportation changes between the No-Action Alternative and Alternatives 1 and 2. The comparisons include changes in vehicle access and circulation, the number of trips generated, the level of traffic congestion at intersections (operational analysis), the number of parking spaces provided and utilized, collisions and safety, public transportation, pedestrian and bike circulation, and emergency access. Quantitative comparisons are provided for trips generated, level of intersection congestion, and parking. The methodologies are described below in some detail for these items. The remaining parameters are evaluated and compared qualitatively.

Potential transportation impacts were assessed based on the methodologies and parameters that follow. However, only a few of the transportation parameters have recognized thresholds for determining significance. The most well-recognized and well-used is the level of service (LOS)

standard for traffic operations. Generally, a significant impact on transportation resources was considered one that is reasonably likely to result in a more than moderate adverse impact.

Vehicle Access and Circulation

The changes in the access to properties from public streets are described for each of the alternatives, beginning with the No-Action Alternative. The changes are described first for the street system, followed by the park site, and then for the areas surrounding the park – described as "upland parcels" (see Figure 1.1-3). While future projects would be required to meet City access standards, no recognized threshold exists for assessing a significant impact on vehicle access and circulation.

Traffic Counts and Trip Generation

Existing p.m. peak hour traffic counts for intersections in the study area were obtained from the City of Bellevue. Detailed traffic conditions (intersection turning movement volumes and channelization) were collected for nine intersections during 2008 and early 2009. The traffic volumes and the Bellevue-Kirkland-Redmond (BKR) EMME model were used to forecast future 2020 baseline traffic volumes under the No-Action Alternative and Alternatives 1 and 2. Estimates of trips generated from the park land uses in Alternatives 1 and 2 were added to the post-processed 2020 EMME traffic forecasts for affected intersections under the project alternative scenarios.

The number of vehicle trips generated under future conditions would depend on the planned land uses. Each land use type correlates to a specific rate of trips, usually calculated on a per-square-foot basis. The trip generation was prepared for the p.m. peak hour. The trip generation for the parcels outside of the park (upland parcels) were included internal to the BKR EMME travel demand forecasting model, based on the land uses identified for those parcels, for each alternative. The trip generation for the park site under the No-Action Alternative was included internal to the BKR EMME model. For the park site's two action alternatives, trip generation estimates were developed separately using the Institute of Transportation Engineers (ITE) Trip Generation Manual (ITE 2003).

The trip generation for the park site for the two action alternatives was based on three methodologies:

1) Use of trip generation rates for *identical* uses identified in the Trip Generation Manual, 7th Edition, published by the ITE.
2) Use of trip generation rates for *other* uses identified in the Trip Generation Manual, where there was no category that matched the park land use, but were similar in type.
3) Estimate of trip generation based on a professional judgment of the type of use, and the likely p.m. peak trip generation. This methodology was used in cases where there were no specific or similar categories identified in the Trip Generation Manual.

While future projects would be required to meet any City standards for trip reduction, no recognized threshold exists for assessing significant impacts related to trip generation.

Travel Demand and Operational Analysis

The intersection traffic operational conditions within the study area were evaluated using a level of service (LOS) analysis. LOS refers to the degree of congestion measured in average delay, based on the methodologies in the Highway Capacity Manual 2000 Update, Special Report 209, (TRB 2000) and Synchro 7.0 support software developed by the Trafficware Corporation. LOS A represents free-flow conditions (motorists experience little or no delay and traffic levels are well below roadway capacity), while LOS F represents forced-flow conditions (motorists experience very long delays as traffic demand exceeds roadway capacity).

For future conditions, traffic forecasts were developed for the project alternatives using the BKR EMME computer model. The EMME forecasts were post-processed to develop the baseline intersection volumes for each alternative (post-processing is the process of adjusting the traffic forecasts from the EMME model to account for the difference between the existing traffic counts and EMME model estimates). Estimates of trips generated from the park land uses were added to the post-processed EMME traffic forecasts to generate intersection volumes. Once the intersection volumes were estimated, intersection levels of service were determined using the methodology identified above.

At signalized intersections, the LOS calculation is based on an average delay for all approaches at the intersection (Table 3.9-7). A failing LOS (i.e., F or an average delay of greater than 80 seconds) due to the project alternatives would be considered significant.

LOS calculations for stop-controlled intersections are calculated differently than for signalized intersections. Stop-controlled intersection LOS is based on the worst delay by approach. For an all-way stop-controlled intersection, the LOS is based on the average delay for all approaches. An unacceptable (failing LOS) indicates a delay of greater than 50 seconds.

Parking Demand and Utilization

The existing parking supply in the study area was surveyed in June 2007 to identify the number of spaces, including on- and off-street, and the utilization. A spot-check was completed in June 2008 to verify the survey results. The survey provided a snapshot of existing conditions. For each of the future alternatives, Perteet estimated the number of new parking spaces that would be needed to serve the proposed land uses according to three methodologies and sources: (1) parking generation rates identified in the ITE Parking Generation manual (ITE 2004); (2) parking requirements for land uses as identified in the City's Land Use Code; and (3) estimated parking demand where ITE or Land Use Code information was not available. That information was used by park planners to size the parking supply proposed for each of the project alternatives, and the differences are reported.

The threshold of significance for the project alternatives is not a fixed number, but a standard of providing adequate parking for future park users. The goal is to accommodate park-related parking and to minimize overflow into the surrounding residential neighborhoods and into the adjacent Old Bellevue business district.

Table 3.9-7. Level of Service Criteria for Signalized and Unsignalized Intersections.

Level of Service	Signalized Intersections Traffic Flow Characteristics	Unsignalized Intersections (Total Delay in Seconds)
A	Very low delay (i.e., less than 10.0 seconds per vehicle). Occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	≤ 10
B	Delay in the range of 10.1 to 20.0 seconds per vehicle. Occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.	> 10 and ≤ 15
C	Delay in the range of 20.1 to 35.0 seconds per vehicle. Higher delays may result from fair progression and/ or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant, although many pass through the intersection without stopping.	> 15 and ≤ 25
D	Delay in the range of 35.1 to 55.0 seconds per vehicle. The influence of congestion is more noticeable. Longer delays may result from a combination of unfavorable progression, longer cycle length, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	> 25 and ≤ 35
E	Delay in the range of 55.1 to 80.0 seconds per vehicle. **This is considered to be the limit of acceptable delay.** This delay generally indicates poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.	> 35 and ≤ 50
F	Delay in excess of 80.0 seconds per vehicle. **This is considered to be unacceptable to most drivers.** This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios (those over 1.00) with many individual cycle failures. Poor progression and long cycle lengths may also contribute to delays.	> 50

v/c = volume to capacity ratio.
Source: TRB 2000.

Collisions and Safety

A collision history is provided previously in Section 3.9-2 for the study area. There is no accepted methodology to predict future collisions. A qualitative comparison of alternatives was used for this subject.

Public Transportation

The most well-recognized threshold for gauging access to public transportation is the availability of a regularly scheduled transit route within a one-quarter mile walking distance. The project alternatives all meet this standard, and a qualitative comparison was conducted.

Non-Motorized (Pedestrian/Bicycle) Circulation

The availability of a sidewalk, paved shoulder, or other hard-surfaced pathway that provides barrier-free pedestrian access to public facilities is a critical element of transportation mobility. The project alternatives all meet this threshold, and a qualitative comparison was conducted.

Emergency Access

Travel time for emergency vehicles, especially from the nearest fire station, is an important consideration in assessing the adequacy of emergency access. While there is no recognized threshold, any increase in emergency vehicle travel time over existing or future baseline conditions warrants careful consideration. The access for fire and emergency services is compared qualitatively.

3.9.2.2 Comparison of Impacts Among Alternatives

The results of the impact analysis are summarized below for the transportation elements considered, including vehicle access and circulation, trip generation, traffic queuing, parking demand and utilization, collisions and safety, public transportation, non-motorized transportation, and emergency access.

Vehicular Access and Circulation

No-Action Alternative

There are no planned changes in vehicular access from existing conditions to the No-Action Alternative. However, some specific driveway locations may change as a result of property redevelopment. Specifically, allowable density increases to both the Brant Photography and Chevron sites under the No-Action Alternative could result in their redevelopment (see Figure 1.3-1).

Alternative 1

Under Alternative 1, vehicular access and circulation would change relative to existing conditions and the No-Action Alternative (see Figure 1.3-2):

- 100th Avenue SE/SE Bellevue Place would be closed to vehicular traffic south of Main Street, and replaced with a pedestrian promenade linking Main Street to the Lake Washington shoreline. The promenade would be in the location where the Bayvue Village Apartments exist today. The existing signal would remain.

- 99th Avenue NE, south of Lake Washington Boulevard, would remain, but it would be reconfigured slightly from its current alignment and the alignment under the No-Action Alternative. Today, the roadway traverses in a southwest direction, and the right-of-way is between the parcel line of the Whaler's Cove Condominiums to the east, and the parcel lines of single-family residences to the west. Under Alternative 1, the road would meander to the southwest and terminate at the new pier, rather than following the parcel line of the Whaler's Cove Condominiums.

- 98th Place NE and the parking area at its terminus would be removed under Alternative 1, replaced with a trail that links 98th Avenue NE to the shoreline.

- Meydenbauer Way SE would terminate near the shoreline, with no connection to 100th Avenue SE as exists today and under the No-Action Alternative. It would provide access for passenger drop-offs to the eastern end of the park.

Additional access changes in Alternative 1 are identified by the parcels as grouped below (see Figure 2.1-1).

- **Meydenbauer Bay Park** - The existing vehicular access and parking lot via 98th Place NE would be closed and replaced with a trail system linking 98th Avenue NE to the shoreline. Vehicular access to the park would be accommodated from three streets (Lake Washington Boulevard, 99th Avenue NE, and Meydenbauer Way SE). As part of Alternative 1, 100th Avenue SE/SE Bellevue Place would be closed to vehicular traffic south of Main Street, and the existing vehicular access from this street would be closed. A surface parking lot would be located off of Lake Washington Boulevard (west of 99th Avenue NE) with two driveway access points. The primary parking area for the park, a below-grade parking garage with 90 spaces, would be accessed from the west side of 99th Avenue NE (south of Lake Washington Boulevard). In addition, the terminus of 99th Avenue NE would include a drop-off for the marina and Whaling Building. All residential units and their access points that exist today within the future park site would be removed.

- **Upland Parcels (North of Lake Washington Blvd, West of 100th Avenue NE)** -The new overlay district in this site would allow for greater densities, and five parcels could be redeveloped. It is still likely that vehicular access to these parcels and associated parking would remain via NE 1st Street, 99th Avenue NE, and Lake Washington Boulevard. Other buildings that would not be affected by the overlay district include the Bayside Place Condominiums, Tantallon building, Heller building, and Meyden Baker building. Access to these buildings would not change unless those buildings are also redeveloped.

- **Upland Parcels Site (North of Main Street, East of 100th Avenue NE)** - Vehicular access to this site would remain the same as under the No-Action Alternative. Specifically, allowable density increases to the Brant Photography site could result in its redevelopment, and vehicular access would likely be from 100th Avenue NE.

- **Upland Parcels (South of Main Street, East of 100th Avenue NE)** - Four parcels could be redeveloped within this site. The Chevron site may redevelop, but no change in access is expected under Alternative 1 compared to the No-Action Alternative. Under Alternative 1, 100th Avenue SE would be closed for the entry plaza. The Bayvue Village Apartments (east) and the Meydenbauer Apartments may be redeveloped as part of a new overlay district that would allow greater densities. Vehicular access to these parcels would likely be from 101st Avenue SE / Meydenbauer Way SE. It is possible that a shared driveway off of Main Street could access both the Chevron site and these parcels to the south.

- **Upland Parcels (South of Lake Washington Blvd, West of 100th Avenue SE)** - The two parcels within this site include the Whaler's Cove Condominiums, and the Vue Condominiums. Vehicular access to the Whaler's Cove Condominiums would continue to be from 99th Avenue NE. Vehicular access to the Vue Condominiums would be from Lake Washington Boulevard as it is today and under the No-Action Alternative. The access to the building at the south end would be reconfigured under Alternative 1, as 100th Avenue SE/SE Bellevue Way would be closed. Instead of a driveway entering the parcel off of SE Bellevue Way, Meydenbauer Way would be reconfigured, and a driveway to the Vue Condominiums would be from the terminus of Meydenbauer Way SE.

Alternative 1A

Vehicular access and circulation for Alternative 1A would be the same as Alternative 1, except that 100th Avenue SE/SE Bellevue Place would remain open for two-way traffic south of Main Street, with the existing traffic signal in-place as in the No-Action Alternative. New development on the east side of 100th Avenue SE/SE Bellevue Place could have driveway access from 100th Avenue SE/SE Bellevue Place (Figure 1.3-2).

Alternative 2

Under Alternative 2, vehicular access and circulation would be the same as described above for Alternative 1. 100th Avenue SE/SE Bellevue Place would be closed to vehicular traffic south of Main Street, and a pedestrian plaza and promenade would be built in its place, linking Main Street to the shoreline. The primary differences would be that parking would remain in the ravine (as under the No-Action Alternative), a smaller garage (70 spaces), access off of 99th Avenue NE, and a second garage (42 spaces) accessed off of Lake Washington Boulevard. The entry plaza would be in the location where the Bayvue Village Apartments exist today. The existing signal at Main Street / 100th Avenue SE would remain (Figure 1.3-3).

Alternative 2A

Under Alternative 2A, vehicular access and circulation would be the same as Alternative 2, except for the access to/from parcels adjacent to 100th Avenue SE/SE Bellevue Place. New development as a result of the overlay district to the east of 100th Avenue SE could draw its vehicular access from 100th Avenue SE/SE Bellevue Place. In addition, the parking garage west of 100th Avenue SE would have a driveway directly from 100th Avenue SE, rather than or in addition to, from the terminus of Meydenbauer Way SE (Figure 1.3-3).

Trip Generation

Table 3.9-8 displays the result of the trip generation analysis for each of the project alternatives. Compared to the No-Action Alternative, Alternative 1 would generate 76 more peak hour vehicle trips, and Alternative 2 would generate 123 more. The trip generation for Alternative 1A is the same as for Alternative 1, and the trip generation for Alternative 2A is the same as for Alternative 2.

Table 3.9-8. Trip Generation Comparison of Alternatives (Traffic Analysis Zones 16, 44, and 138).

Land Use	No-Action		Alternative 1		Alternative 2	
	Land Use	p.m. Peak Hr Trips	Land Use	p.m. Peak Hr Trips	Land Use	p.m. Peak Hr Trips
Finance/Insurance/ Real Estate & Services	57,175 sf	68	57,175	68	57,175	68
Retail	29,450 sf	75	34,950 sf	89	34,950 sf	89
Warehousing, Commerce, Transportation, Utilities, Manufacturing	2,950 sf	4	2,950 sf	4	2,950	4
Institutional	42,382 sf	45	42,382 sf	45	42,382 sf	45
Single-Family Dwelling Units	113	54	113	54	112	54
Multi-Family Dwelling Units	625	299	679	325	679	325
Meydenbauer Beach Park	Varies	31	Varies	67	Varies	114
Total Trip Generation		576		652		699

Source: Developed by Perteet.

Traffic Operational Analysis

LOS was calculated at nine study intersections in the year 2020, for all project alternatives for the p.m. peak hour. The 95th percentile queue length (in feet) for the worst approach at an intersection is also estimated. This means that 95 times out of 100, the queue at the intersection would not exceed the estimated length. Queues for the intersection approaches whose volumes for the 95th percentile cycle exceed capacity are designated with a # footnote in Figures 3.9-4 through 3.9-8. This traffic was simulated for two complete cycles of 95th percentile traffic to account for the effects of spillover between cycles. The *m* footnote for a queue length indicates that volume for the 95th percentile queue is metered by an upstream signal.

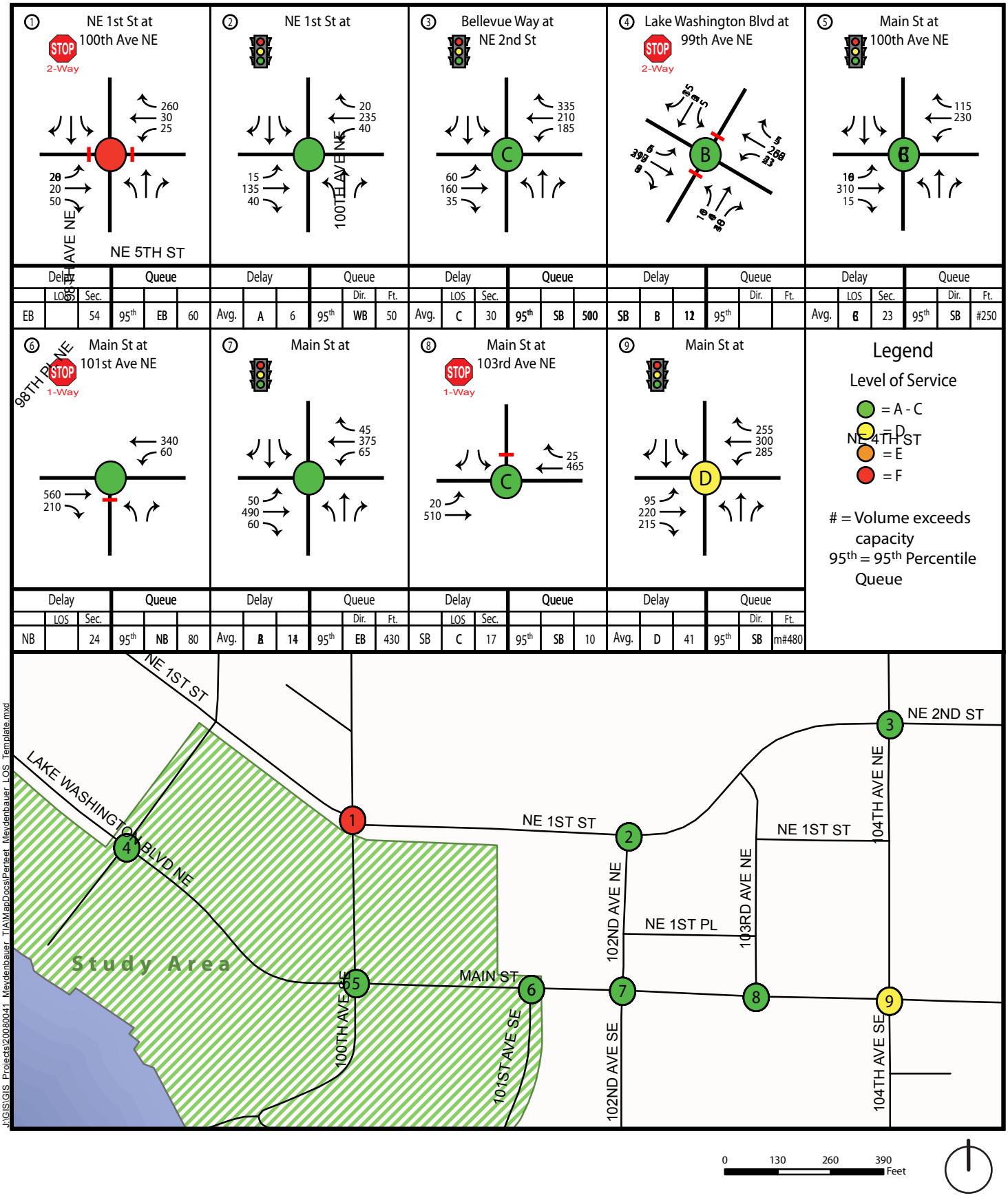
Table 3.9-9 presents the results of this analysis, showing intersection LOS and average vehicle delay for each alternative. By 2020, the only intersection that would degrade to a LOS F is 100th Avenue NE/NE 1st Street. This intersection would operate at LOS F under the No-Action Alternative and Alternatives 1A and 2A, all of which would leave 100th Avenue NE open to two-way traffic south of Lake Washington Boulevard. With the closure of 100th Avenue NE under Alternatives 1 and 2, the intersection would operate at LOS E with a lower average delay. Because this intersection is stop controlled, the LOS is based on the worst approach, in this case the eastbound approach to the intersection. The stop control is for the eastbound and westbound legs only. By the year 2020, the added volumes on 100th Avenue NE do not leave sufficient gaps for traffic on eastbound NE 1st Street to traverse the intersection.

No-Action Alternative

The 2020 traffic volumes and LOS are shown in Figure 3.9-4. Increasing regional traffic would result in higher traffic volumes and greater delays compared to existing conditions. As indicated above, one intersection (100th Avenue NE/NE 1st Street) would operate at LOS F in 2020 under the No-Action Alternative.

Table 3.9-9. Alternatives – 2020 p.m. Peak Hour LOS and Delay (in seconds).

	Control Type	Intersection	No-Action			Alt 1 100th Closed			Alt 2 100th Closed			Alt 1A 100th Open			Alt 2A 100th Open		
			Delay	Dir	LOS	Delay	Dir	LOS	Delay	Dir	LOS	Delay	Dir	LOS	Delay	Dir	LOS
1	Stop	100th & NE 1st	54.2	EB	**F**	38.2	EB	E	39.6	EB	E	55.8	EB	**F**	61.3	EB	**F**
2	Signal	102nd & NE 1st	5.3		A	6		A	6		A	5.3		A	5.3		A
3	Signal	2nd & Bellevue	30.0		C	30.2		C	30.3		C	33.5		C	33.5		C
4	Stop	Lake Washington Blvd& 99th	11	SB	B	12	SB	B	12.2	SB	B	12.2	NB	B	12.3	NB	B
5	Signal	Main & 100th	22.8		C	15.6		B	15.4		B	26.9		C	27.4		C
6	Stop	Main & 101st	23.9	NB	C	39.9	NB	E	44.1	NB	E	23.8	NB	C	24.5	NB	C
7	Signal	Main & 102nd	9.5		A	13.5		B	14.1		B	10.5		B	10.9		B
8	Stop	103rd & Main St	17.2	SB	C	17.4	SB	C	16.6	SB	C	15.6	SB	C	15.5	SB	C
9	Signal	Main & Bellevue	41.1		D	41.5		D	42.3		D	44.9		D	45.4		D



Delay			Queue		
	LOS	Sec.			
EB		54	95th	EB	60

Delay			Queue		
Avg.	A	6	95th	WB	50

Delay			Queue		
	LOS	Sec.			
Avg.	C	30	95th	SB	500

Delay			Queue		
SB	B	12	95th		

Delay			Queue		
	LOS	Sec.			
Avg.	B	23	95th	SB	#250

Delay			Queue		
	LOS	Sec.			
NB		24	95th	NB	80

Delay			Queue		
Avg.	B	14	95th	EB	430

Delay			Queue		
	LOS	Sec.			
SB	C	17	95th	SB	10

Delay			Queue		
Avg.	D	41	95th	SB	m#480

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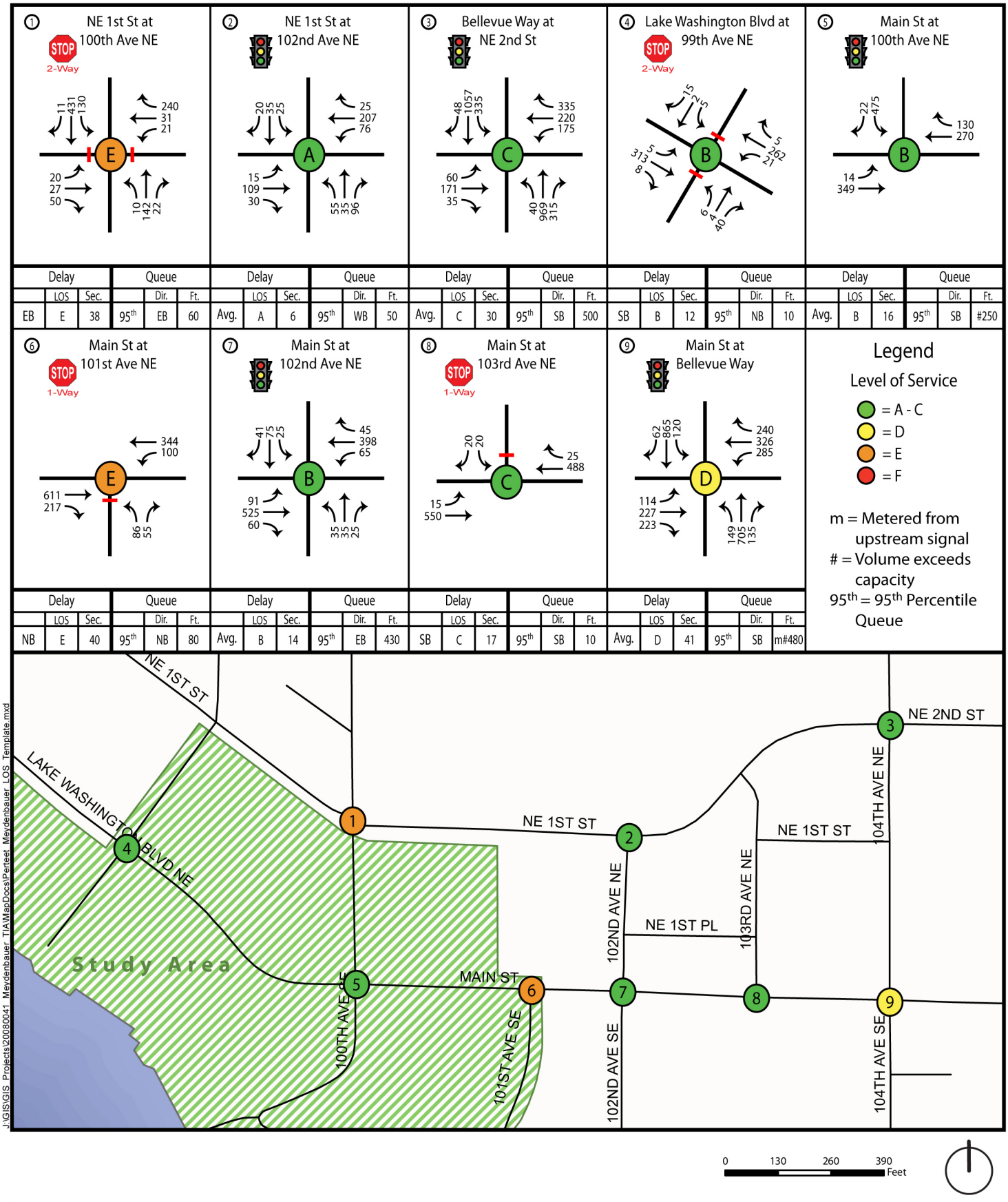
Figure 3.9-4: 2020 No-Action PM Peak Hour Level of Service and Volumes



Delay			Queue		
	LOS	Sec.		Dir.	Ft.
EB	E	38	95th	EB	60

Delay			Queue		
	LOS	Sec.		Dir.	Ft.
Avg.	A	6	95th	WB	50

Delay			Queue		
	LOS	Sec.		Dir.	Ft.
Avg.	C	30	95th	SB	500

Delay			Queue		
	LOS	Sec.		Dir.	Ft.
SB	B	12	95th	NB	10

Delay			Queue		
	LOS	Sec.		Dir.	Ft.
Avg.	B	16	95th	SB	#250

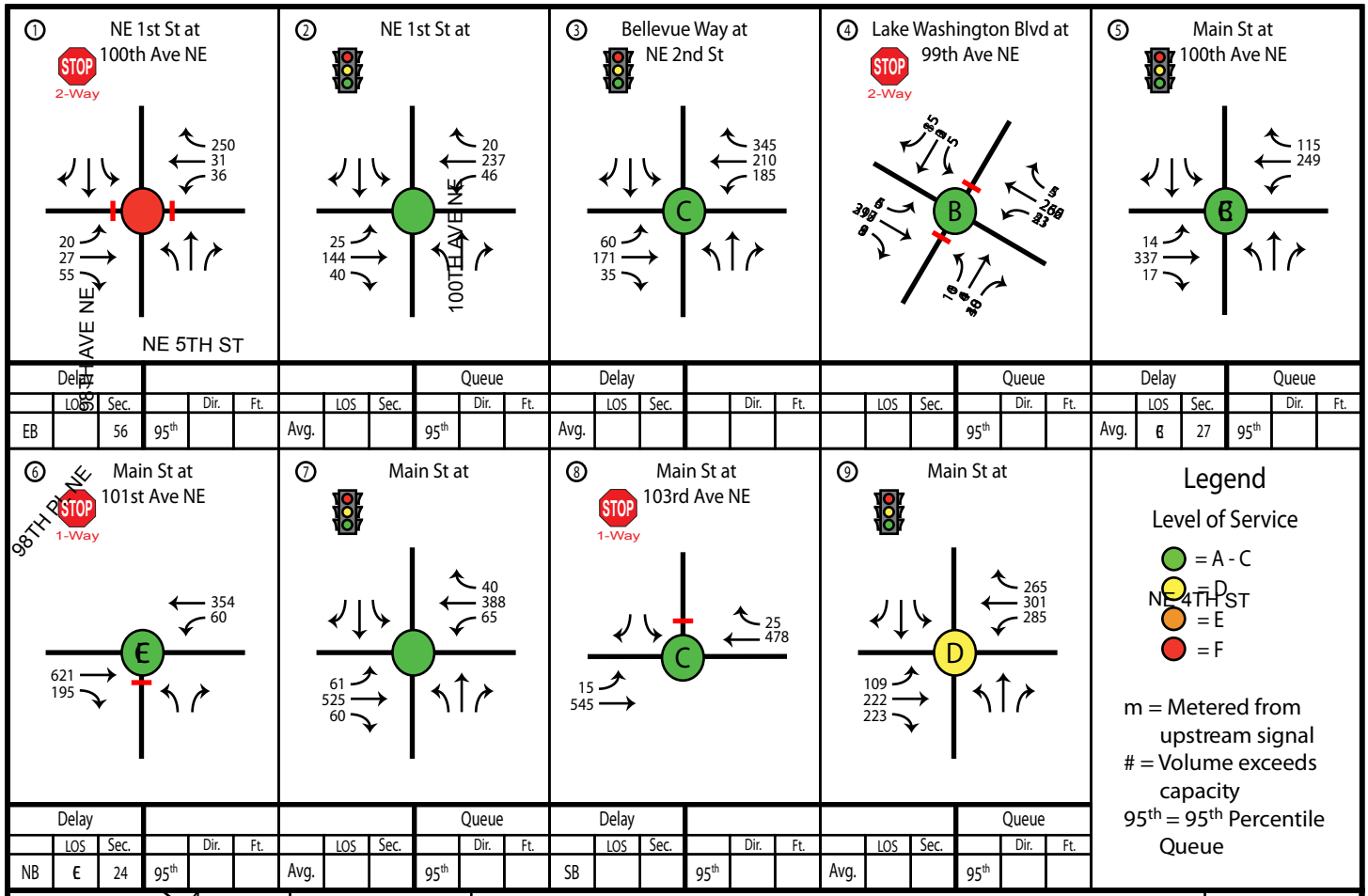
Delay			Queue		
	LOS	Sec.		Dir.	Ft.
NB	E	40	95th	NB	80

Delay			Queue		
	LOS	Sec.		Dir.	Ft.
Avg.	B	14	95th	EB	430

Delay			Queue		
	LOS	Sec.		Dir.	Ft.
SB	C	17	95th	SB	10

Delay			Queue		
	LOS	Sec.		Dir.	Ft.
Avg.	D	41	95th	SB	m#480

Figure 3.9-5: 2020 Action Alternative 1 (100th Ave Closed) PM Peak Hour Level of Services and Volumes



	Delay			Queue		
	LOS	Sec.		Dir.	Ft.
EB		56	95th		
Avg.			95th		

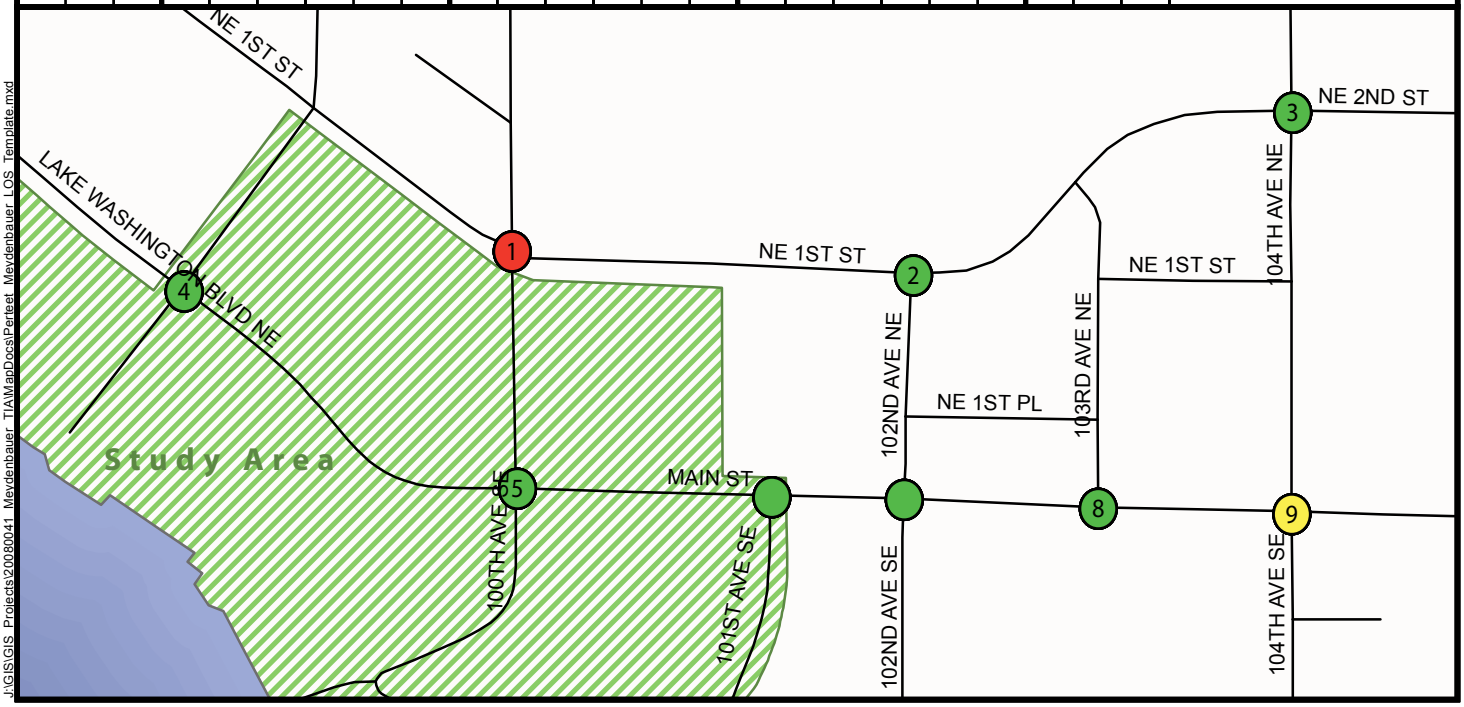
	Delay			Queue		
	LOS	Sec.		Dir.	Ft.
Avg.					

	Delay			Queue		
	LOS	Sec.		Dir.	Ft.
			95th		

	Delay			Queue		
	LOS	Sec.		Dir.	Ft.
Avg.	B	27	95th		

	Delay			Queue		
	LOS	Sec.		Dir.	Ft.
NB	E	24	95th		
Avg.			95th		

	Delay			Queue		
	LOS	Sec.		Dir.	Ft.
SB			95th		
Avg.					



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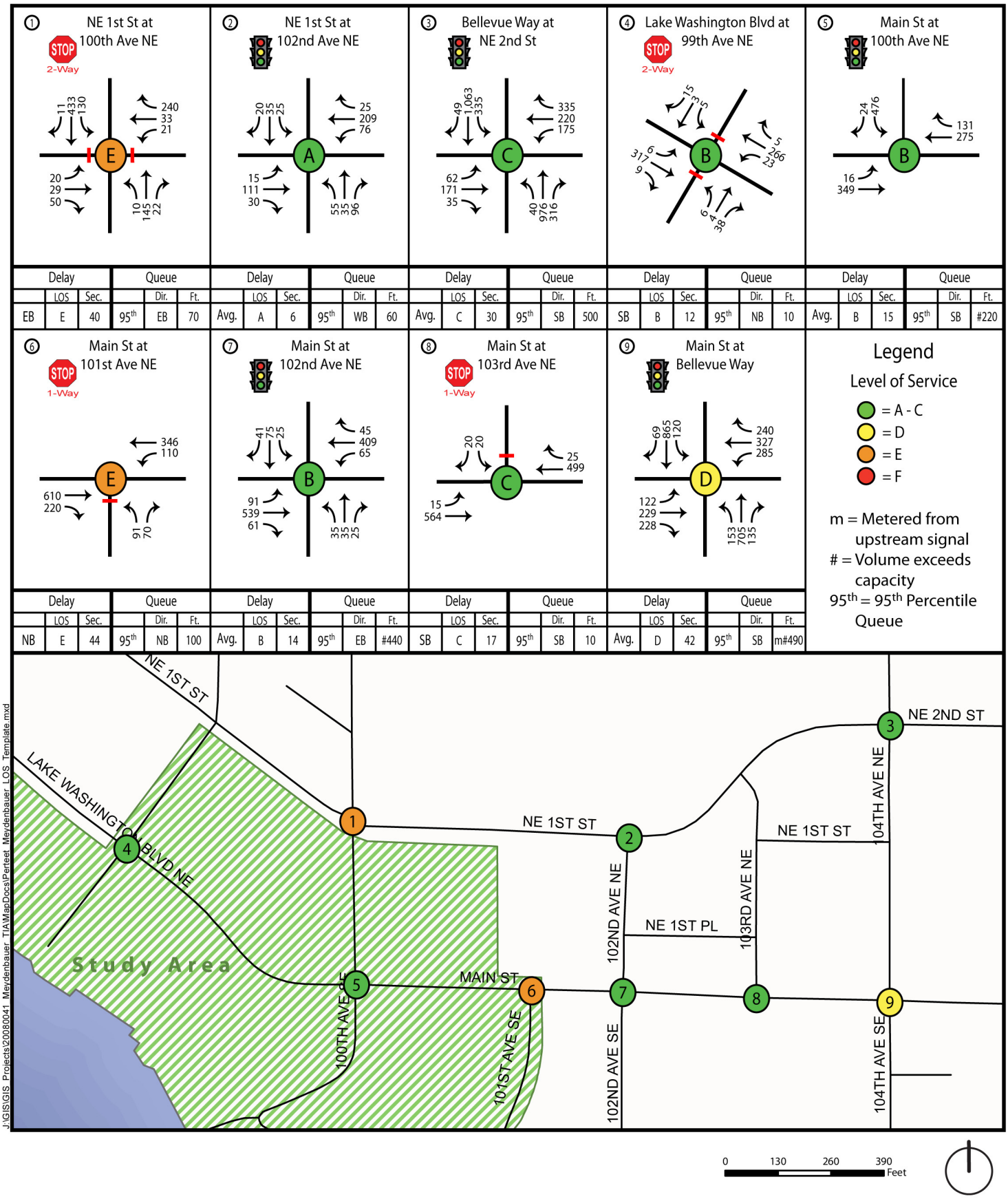
Meydenbauer Bay Park and Land Use Plan EIS
City of Bellevue



①	Delay			Queue		
	LOS	Sec.		Dir.	Ft.
EB	E	40	95th	EB	70

②	Delay			Queue		
	LOS	Sec.		Dir.	Ft.
Avg.	A	6	95th	WB	60

③	Delay			Queue		
	LOS	Sec.		Dir.	Ft.
Avg.	C	30	95th	SB	500

④	Delay			Queue		
	LOS	Sec.		Dir.	Ft.
SB	B	12	95th	NB	10

⑤	Delay			Queue		
	LOS	Sec.		Dir.	Ft.
Avg.	B	15	95th	SB	#220

⑥	Delay			Queue		
	LOS	Sec.		Dir.	Ft.
NB	E	44	95th	NB	100

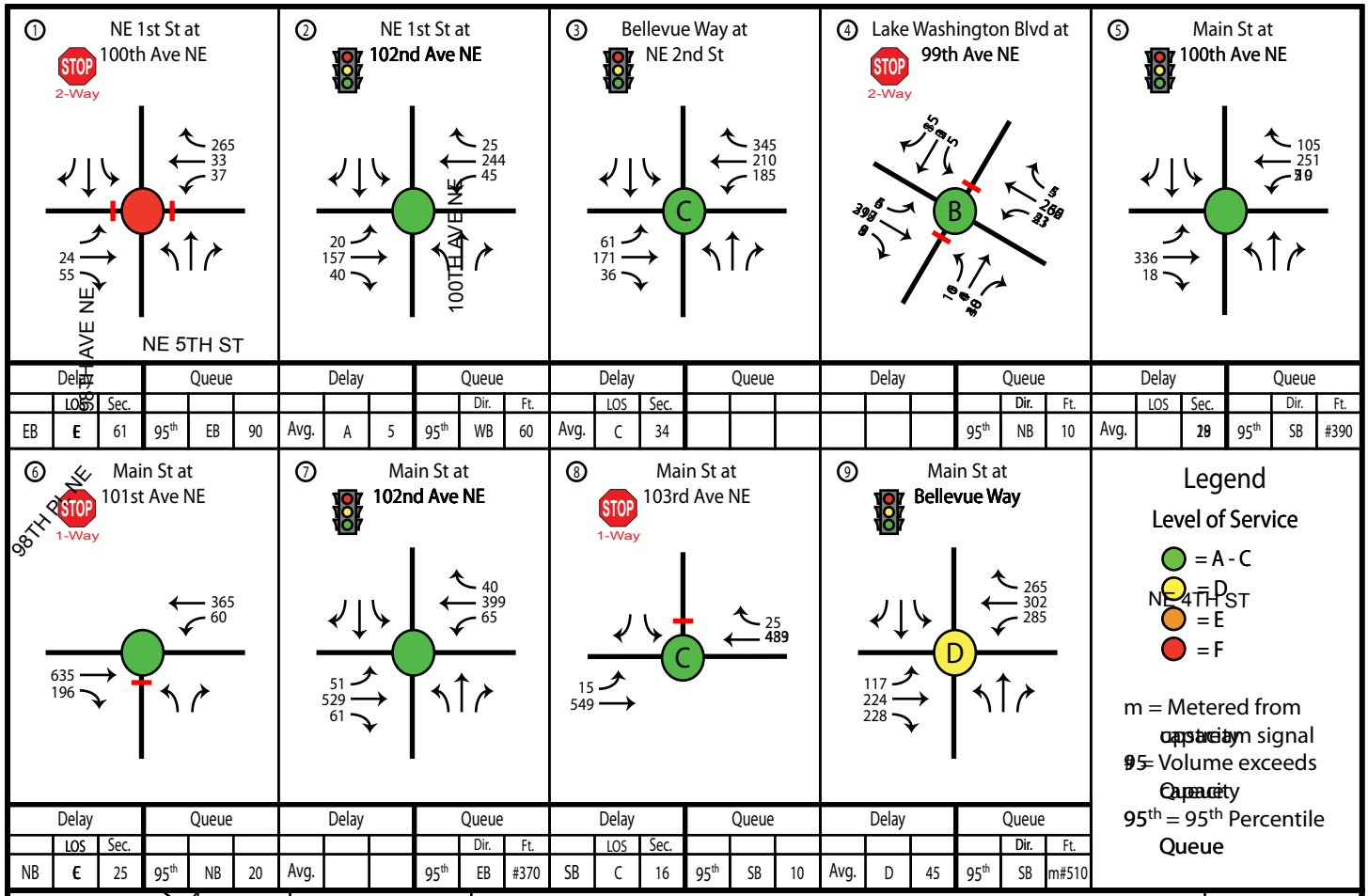
⑦	Delay			Queue		
	LOS	Sec.		Dir.	Ft.
Avg.	B	14	95th	EB	#440

⑧	Delay			Queue		
	LOS	Sec.		Dir.	Ft.
SB	C	17	95th	SB	10

⑨	Delay			Queue		
	LOS	Sec.		Dir.	Ft.
Avg.	D	42	95th	SB	m#490

J:\GIS\GIS Projects\20080041 Meydenbauer TIA\MapDocs\Perteet Meydenbauer LOS Template.mxd

Figure 3.9-7: 2020 Action Alternative 2 (100th Ave Closed) PM Peak Hour Level of Services and Volumes



Delay			Queue		
	LOS	Sec.			
EB	E	61	95th	EB	90

Delay			Queue		
				Dir.	Ft.
Avg.	A	5	95th	WB	60

Delay			Queue		
	LOS	Sec.			
Avg.	C	34			

Delay			Queue		
			95th	NB	10

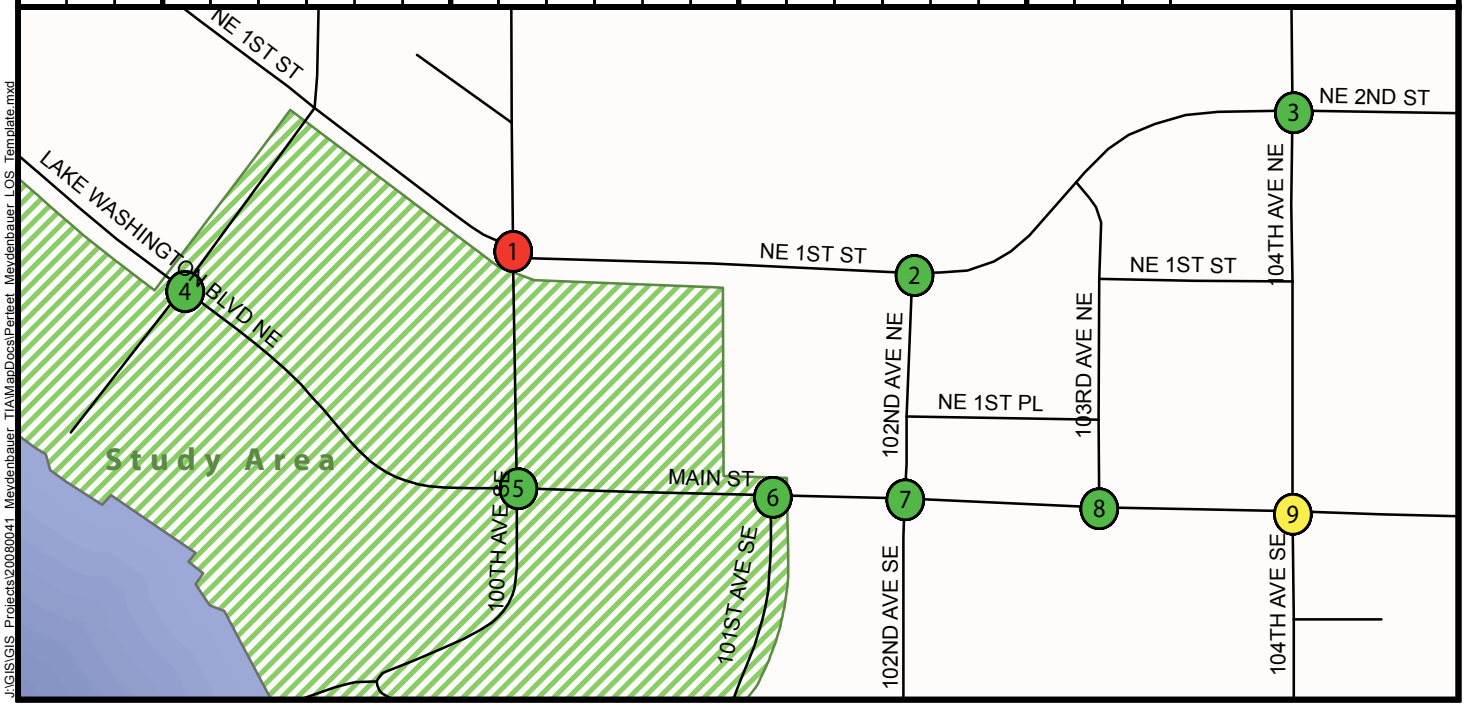
Delay			Queue		
	LOS	Sec.		Dir.	Ft.
Avg.		28	95th	SB	#390

Delay			Queue		
	LOS	Sec.			
NB	E	25	95th	NB	20

Delay			Queue		
				Dir.	Ft.
Avg.			95th	EB	#370

Delay			Queue		
	LOS	Sec.			
SB	C	16	95th	SB	10

Delay			Queue		
				Dir.	Ft.
Avg.	D	45	95th	SB	m#510



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Meydenbauer Bay Park and Land Use Plan EIS
City of Bellevue

Alternative 1

The Alternative 1 traffic volumes, LOS, and channelization are shown in Figure 3.9-5. All intersections studied would operate at acceptable LOS. Delay at the intersection of Main Street/100th Avenue NE be reduced by 7 seconds under Alternative 1 compared to the No-Action Alternative because of the closure of 100th Avenue south of Main Street. However, the delay would increase by 16 seconds at the intersection of Main Street/101st Avenue SE. Under Alternative 1, vehicles that previously used 100th Avenue SE would be redistributed to 101st Avenue SE. The northbound delay on 101st Avenue SE at Main Street would increase to 39.9 seconds compared with a delay of 23.9 seconds under the No-Action Alternative. The LOS at the 101st/Main Street intersection would worsen from a LOS C under the No-Action Alternative to a LOS E. Delay at the intersection of Main Street/102nd Avenue NE would worsen slightly under Alternative 1 (13.5-second delay) compared to the No-Action Alternative (9.5-second delay).

Alternative 1A

Alternative 1A traffic volumes and LOS are shown in Figure 3.9-6. Under Alternative 1A, the only intersection that would operate at LOS F is at 100th Avenue NE/ NE 1st Street, the same as under the No-Action Alternative. The delay (55.8-second delay) is slightly higher under Alternative 1A compared to the No-Action Alternative (54.2-second delay). The delay would be higher than Alternative 1 (38.2-second delay), because there would be vehicles coming through the intersection from the south, with 100th Avenue SE open.

Alternative 2

Traffic volumes, LOS, and channelization are shown in Figure 3.9-7. All intersections would operate at acceptable service levels. LOS and delay at the intersection of NE 1st Street/100th Avenue NE would improve compared to the No-Action Alternative, similar to Alternative 1. Delay at the intersection of Main Street/100th Avenue NE would improve (15.6-second delay) compared to the No-Action Alternative (22.8-second delay) because of the closure of 100th Avenue SE south of Main Street, and the reduced vehicular movement. Average vehicle delay would increase northbound on 101st Avenue SE at Main (43.8 seconds) compared to the No-Action Alternative (23.9 seconds). Delay at the intersection of Main Street/102nd Avenue NE would increase under Alternative 2 (14.1-second delay) compared to the No-Action Alternative (9.5-second delay), similar to Alternative 1.

Alternative 2A

Traffic volumes and LOS are shown in Figure 3.9-8. The only intersection that would operate at LOS F is 100th Avenue NE/NE 1st Street, similar to the No-Action Alternative. The delay (61.3-second delay) is higher than under the No-Action Alternative (54.2-second delay) because of the additional trips associated with 100th Avenue NE, which would remain open. The delay is also higher than under Alternative 2 (35.7-second delay), with 100th Avenue SE open. The LOS C at Main Street/101st Avenue intersection is the same as under the No-Action Alternative, and better than the LOS E under Alternative 2.

Traffic Queuing

Delays at intersections can cause vehicles to back up beyond turn lanes and through adjacent intersections. This is known as excessive queuing. Excessive queue lengths would vary based on the individual length between intersections. An excessive queue length would result in impacts

on adjacent intersections and overall corridor delay. Another impact from excessive queues is that vehicles at the minor approach of an intersection may have difficulty turning out, and thus creating safety issues.

No-Action Alternative

Under the No-Action Alternative, excessive queue lengths are predicted to develop at the following intersections by 2020:

- **Northbound Approach of Bellevue Way at NE 2nd Street**: The queue would be less than under existing conditions, shortening from 198 feet to 149 feet because of the addition of a northbound right-turn pocket and a second southbound left-turn pocket.
- **Southbound Approach of Bellevue Way at Main Street**: The queue would lengthen from 441 feet under existing conditions to 502 feet.
- **Eastbound Approach of Main Street at 102nd Avenue NE**: The queue would lengthen from 151 feet under existing conditions to 260 feet.
- **Southbound Approach of 100th Avenue NE at Main Street**: The queue would increase substantially compared with existing conditions, lengthening from 190 feet to 360 feet.

Alternative 1

The queue along the southbound approach of 100th Avenue NE at Main Street would be reduced from 360 feet under the No-Action Alternative to 250 feet under Alternative 1 as a result of the closure of 100th Avenue south of Main Street. Excessive queue lengths are predicted at the following intersections under Alternative 1 compared to the No-Action Alternative:

- **Eastbound Approach of Main Street at 102nd Avenue NE**: The queue would increase from 260 feet under the No-Action Alternative to 430 feet under Alternative 1. The longer queue is largely because of the increased vehicles turning left to 102nd Avenue NE and a higher number of vehicles on Main Street associated with the park land use.
- **Northbound Approach of 101st Avenue at Main Street:** The queue would increase from 25 feet under the No-Action Alternative to 80 feet under Alternative 1. This is a result of vehicles shifting to 101st Avenue SE because of the closure of 100th Avenue south of Main Street.

Alternative 1A

Excessive queue lengths are predicted at the following intersection under Alternative 1A, compared to the No-Action Alternative:

- **Eastbound Approach of Main Street at 102nd Avenue NE**: The queue would increase from 260 feet under the No-Action Alternative, to 370 feet under Alternative 1A.

Alternative 2

The queue along the southbound approach of 100th Avenue NE at Main Street would be reduced from 360 feet under the No-Action Alternative to 220 feet under Alternative 2 as a result of the

closure of 100th Avenue south of Main Street. Excessive queue lengths are predicted to develop at the following intersections under Alternative 2, compared to the No-Action Alternative:

- **Eastbound Approach of Main Street at 102nd Avenue NE:** The queue would increase from 260 feet under the No-Action Alternative to 440 feet under Alternative 2. The longer queue is due to the increased number of vehicles making a left turn to 102nd Avenue NE and a higher number of vehicles on Main Street from the park uses.

- **Northbound approach of 101st Avenue at Main Street:** The queue would increase from 25 feet under the No-Action Alternative to 100 feet under Alternative 2. This is a result of vehicles going to 101st Avenue SE because of the closure of 100th Avenue south of Main Street.

Alternative 2A

Excessive queue lengths are predicted at the following intersection under Alternative 2A, compared to the No-Action Alternative:

- **Eastbound Approach of Main Street at 102nd Avenue NE**: The queue would increase from 260 feet under the No-Action Alternative to 360 feet under Alternative 2A.

Parking Demand and Utilization

Public Parking

Public parking spaces are listed in Table 3.9-10 for each project alternative. For the park site, peak periods were used to estimate the parking demand. Because different uses have different peak periods, the total parking supply is likely overestimated. In addition, a substantial number of people are assumed to be visiting multiple attractions or uses, but only parking once. Because of these two factors, the total parking demand needed was reduced by a factor of 25 percent. Under each project alternative, the parking supply planned for the park site is expected to satisfy the typical daily demand.

No-Action Alternative

Under the No-Action Alternative, most of the public parking spaces at the marina would be removed, except for six spaces that would remain for short-term use. A new surface lot on the west side of 99th Avenue NE, south of Lake Washington Boulevard, would accommodate 36 spaces. There would be a total of 85 public parking spaces in the immediate vicinity of the park (compared with 103 public parking spaces at or adjacent to the park today), and a total of 161 public parking spaces when combining the upland parcel sites (compared with 179 total public parking spaces today).

Alternative 1

Under Alternative 1, there would be a total of 106 public parking spaces within the Meydenbauer Beach Park (an increase of 21 spaces compared to the No-Action Alternative). The public parking spaces include a 10-space surface lot off of Lake Washington Boulevard, a below-grade 90-space parking garage accessed from the west side of 99th Avenue NE, and six short-term parking spaces at the marina.

Table 3.9-10. Public Parking Spaces by Alternative.

Location	Existing Spaces	No-Action	Alternative 1	Alternative 1A	Alternative 2	Alternative 2A
Meydenbauer Beach Park Site (within and adjacent to park)						
Beach Park surface parking lot	28	28	0	0	28	28
Meydenbauer Park garage w/of 99th Ave NE	0	0	90	90	70	70
Meydenbauer Park garage w/of 100th Ave SE	0	0	0	0	42	42
Bellevue Marina surface parking lot (both sides)	60	6	6	6	6	6
Surface lot west side of 99th Ave NE, south of Lake Washington Blvd.	0	36	0	0	0	0
Lake Washington Blvd on-street (south side)	10	10	0	0	0	0
Surface Lot on south side Lk Washington Blvd	0	0	10	10	10	10
99th Ave NE on-street (west side)	5	5	10	10	0	0
TOTAL	**103**	**85**	**116**	**116**	**156**	**156**
Upland Parcels Site (North of Lake Washington Boulevard and west of 100th Avenue NE)						
NE 1st St on-street (south side)	4	4	4	4	4	4
TOTAL	**4**	**4**	**4**	**4**	**4**	**4**
Upland Parcels Site (North of Main Street and east of 100th Avenue NE)						
Main St on-street (north side to 102nd)[1]	13	13	13	13	13	13
NE 1st St on-street (south side to 102nd)	12	12	12	12	12	12
TOTAL	**25**	**25**	**25**	**25**	**25**	**25**
Upland Parcels Site (South of Main Street and east of 100th Avenue NE)						
Meydenbauer Way on-street (north side)	20	20	20	20	20	20
Bellevue Pl/ 100th Ave SE on-street (east side)	9	9	0	9	0	9
TOTAL	**29**	**29**	**20**	**29**	**20**	**29**
Upland Parcels Site (South of Lake WA Blvd and west of 100th Avenue SE)						
Lake Washington Blvd on-street (south side)	9	9	9	9	9	9
99th Ave NE on-street (east side)[2]	9	9	0	0	0	0
TOTAL	**18**	**18**	**9**	**9**	**9**	**9**
TOTAL PUBLIC PARKING SPACES	**179**	**161**	**174**	**183**	**214**	**223**

[1] 2008 spot check identified 4 spaces (of the 13) closed during adjacent building construction; [2] 2008 spot check identified 9 spaces at this location as opposed to 13 spaces in 2007 survey.

The estimated peak demand for the park uses in Alternative 1 is 98 spaces, based on a combination of factors including a review of the Institute of Transportation Engineers Parking Generation Manual (ITE 2004), the City of Bellevue Land Use Code, and estimates prepared by Perteet, Inc. where no ITE or Land Use Code information was available. Therefore, the 106 public parking spaces being provided at the park in Alternative 1 would exceed the estimated peak parking demand for the park.

Outside of the park, there would be some changes to public on-street parking as compared to existing conditions and the No-Action Alternative. Nine public on-street parking spaces on the east side of Bellevue Place/100th Avenue SE would be removed because the street would be closed. In addition, nine existing on-street parking spaces along the east side of 99th Avenue NE, south of Lake Washington Boulevard, would be removed, but ten would be provided on the west side of 99th Avenue NE, south of Lake Washington Boulevard.

Overall, when combining the park and off-site (i.e., the upland parcels) public parking spaces, there would be an increase of three public parking spaces compared to the No-Action Alternative.

Alternative 1A

Under Alternative 1A, the number of public parking spaces within the park would be the same as under Alternative 1 (i.e., 106 spaces).

Outside of the park, the nine public on-street parking spaces along the east side of SE Bellevue Place/100th Avenue SE would remain since the street would be kept open. This is the only difference compared to Alternative 1. In total, an increase of 12 public parking spaces would occur compared to the No-Action Alternative.

Alternative 2

Under Alternative 2, there would be a total of 156 public parking spaces within the Meydenbauer Beach Park. The park's on-site parking facilities include a 10-space surface lot off of Lake Washington Boulevard, a 70-stall below-grade parking garage accessed from the west side of 99th Avenue NE, a 42-stall below-grade public parking garage accessed from Lake Washington Boulevard, and six short-term parking spaces at the marina. The existing 28-stall parking lot at the south terminus of 98th Place NE would remain. The estimated peak demand for the park uses in Alternative 2 is 141 spaces, based on a combination of factors including a review of the ITE Parking Generation Manual, the City of Bellevue Land Use Code, and estimates prepared by Perteet, Inc. Therefore, the 156 public parking spaces provided in Alternative 2 exceeds the estimated peak parking demand.

Outside of the park, there would be some changes to public on-street parking as compared to existing conditions and the No-Action Alternative. Nine public on-street parking spaces on the east side of Bellevue Place/100th Avenue SE would be removed because the street would be closed. In addition, nine existing on-street parking spaces along the east side of 99th Avenue NE, south of Lake Washington Boulevard, would be removed.

Overall, when combining the park and off-site (i.e., the upland parcels) public parking spaces, the number of public parking spaces would increase by 53, compared to the No-Action

Alternative. As in Alternatives 1 and 1A, public parking would be reduced at the Bellevue Marina parking lots.

Alternative 2A

Under Alternative 2A, the number of public parking spaces within the park would be the same as under Alternative 2 (i.e., 156 spaces).

Outside of the park, the nine public on-street parking spaces along the east side of SE Bellevue Place/100th Avenue SE would remain since the street would be kept open. This is the only difference compared to Alternative 2. Under Alternative 2A, there would be an overall increase of 62 public parking spaces, compared to the No-Action Alternative. The parking locations, configuration, and number of public parking spaces would be the same as Alternative 2, except that the parking garage west of 100th Avenue SE would have a driveway directly from 100th Avenue SE, rather than from Lake Washington Boulevard.

Private Parking

No-Action Alternative

The Brant Photography and Chevron sites may redevelop under existing regulations. Additional on-site parking would be added with any such redevelopment. The redevelopment of the Brant site would provide increased parking supply, and the redevelopment of the Chevron site would provide an estimated 111 to 251 parking spaces, depending on tenant mix and unit type mix (e.g., number of bedrooms).

Alternative 1

Greater redevelopment is anticipated under Alternative 1 in comparison with the No-Action Alternative, because of the proposed overlay district for some of the upland parcels. The overlay district north of Lake Washington Boulevard and west of 100th Avenue NE could provide an increased number of parking spaces. The overlay district east of 100th Avenue SE (south of the Chevron site) would provide between 200 and 235 parking spaces.

Alternative 1A

Private parking supply under Alternative 1A would be the same as described above for Alternative 1. Parking areas of redeveloped parcels south of Main Street and east of 100th Avenue SE/SE Bellevue Place could potentially be accessed from 100th Avenue SE / SE Bellevue Place.

Alternative 2

Private parking supply under Alternative 2 would be the same as described above for Alternative 1.

Alternative 2A

Private parking supply under Alternative 2A would be the same as described above for Alternative 1A.

Collisions and Safety

No-Action Alternative

The intersections near the study area with the highest number of collisions are Main Street/Bellevue Way and NE 2nd Street/Bellevue Way. Many of the reported collisions were rear-end collisions. The midblock location with the highest number of collisions is Main Street between 103rd Avenue NE and Bellevue Way. By 2020, the p.m. peak hour traffic volumes along Bellevue Way at Main Street are expected to increase by 25 percent, and along Bellevue Way at NE 2nd Street by up to 33 percent. Along Main Street, between 103rd Avenue NE and Bellevue Way, the p.m. peak hour volume is expected to increase by 7 percent. These increases in volume could result in more collisions at these locations. However, currently planned capacity-improvements along NE 2nd Street and at Bellevue Way/NE 2nd Street may improve safety at these locations.

Pedestrian and bicycle safety would be improved on streets where sidewalks and pedestrian facilities are currently lacking and are planned to be constructed. Pedestrian improvements are programmed along Main Street, and high-priority pedestrian projects are identified in the Pedestrian and Bicycle Transportation Plan (City of Bellevue 2009b) along Meydenbauer Way, SE Bellevue Place, and NE 1st Street. These may be built by 2020 and would improve pedestrian safety. The 12-year TFP (City of Bellevue 2009a) includes one programmed bicycle improvement along Main Street: widening the shoulder on the north and south sides. The City's 2009 Pedestrian and Bicycle Transportation Plan identifies a high-priority project to add a shoulder along the south side of Lake Washington Boulevard.

Alternative 1

Main Street is expected to show a modest increase in congestion as compared to the No-Action Alternative because of the added uses at the park and upland parcel redevelopment. The p.m. peak hour traffic volume would grow by approximately 12 percent west of 102nd Avenue NE. The lengthened eastbound queue at this location could result in additional collisions, especially rear-end collisions. New sidewalks would be constructed along the south side of Lake Washington Boulevard. Future trails include a new trail from the terminus of 98th Place NE to the shoreline (which would replace the existing trail at the same location), a multi-use trail/shoreline promenade linking the Whaling Building to Meydenbauer Way SE, a trail along the west side of 99th Avenue NE linking Lake Washington Boulevard to the shoreline, and an esplanade linking Main Street to the shoreline where 100th Avenue SE exists today. All of these facilities would result in an improved separation of non-motorized users and vehicular traffic, thereby improving pedestrian and bicycle safety.

Alternative 1A

The Main Street traffic volume would grow by 6 percent west of 102nd Avenue NE, half as much as Alternative 1. The potential for additional vehicle collisions would be less than Alternative 1. However, because 100th Avenue SE/SE Bellevue Place would remain open to vehicle traffic, additional collisions could occur between vehicles and pedestrians, and between vehicles and bicyclists. Because the park would attract non-motorized trips from the downtown area, the potential for conflict between vehicles and pedestrians and cyclists is greater if 100th Avenue remains open to traffic.

Alternative 2

The p.m. peak hour traffic volume along Main Street would grow by approximately 15 percent west of 102nd Avenue NE, similar to Alternative 1. The potential for increased collisions is also similar to Alternative 1. Alternative 2 would improve pedestrian safety where new sidewalks or trails are constructed as part of the alternative, similar to Alternatives 1 and 1A, except that no new trail from terminus of 98th Place NE to the shoreline.

Alternative 2A

Compared to the No-Action Alternative, Main Street would see an increase in p.m. peak hour traffic volume of approximately 6 percent west of 102nd Avenue NE, similar to Alternative 1A. The lengthened eastbound queue at this location could result in additional collisions, especially rear-end collisions. However, because 100th Avenue SE/SE Bellevue Place would remain open, additional vehicle collisions could occur and, like Alternative 1A, an increased potential would exist for conflicts between vehicles and pedestrians & bicyclists.

Public Transportation

No-Action Alternative

Transit service within downtown Bellevue and near the study area is expected to be enhanced by the year 2020 as a result of several transit initiatives, described in Section 3.9.1.

Alternative 1

Under Alternative 1, transit service would be the same as the No-Action Alternative. Alternative 1 would result in a slight increase in transit demand (relative to the No-Action Alternative) given the additional uses at the park and the redevelopment of the upland parcels. However, the new uses are expected to be effectively served by the improved transit service, as described in Section 3.9.1.

Alternative 1A

Under Alternative 1A, transit service would be the same as the No-Action Alternative. Alternative 1A would result in a slight increase in transit demand (relative to the No-Action Alternative) given the additional uses at the park and the redevelopment of the upland parcels. However, the new uses are expected to be effectively served by the improved transit service, as described in Section 3.9.1.

Alternative 2

Under Alternative 2, transit service would be the same as the No-Action Alternative. Alternative 2 would result in a slight increase in transit demand (relative to the No-Action Alternative) given the additional uses at the park and the redevelopment of the upland parcels. However, the new uses are expected to be effectively served by the improved transit service, as described in Section 3.9.1.

Alternative 2A

Under Alternative 2A, transit service would be the same as the No-Action Alternative. Alternative 2A would result in a slight increase in transit demand (relative to the No-Action Alternative) given the additional uses at the park and the redevelopment of the upland parcels.

However, the new uses are expected to be effectively served by the improved transit service, as described in Section 3.9.1.

Non-Motorized (Pedestrian/Bicycle) Transportation

No-Action Alternative

Pedestrian and bicycle safety could be improved on streets where sidewalks and pedestrian facilities are currently lacking. Programmed pedestrian improvements along Main Street and planned high-priority pedestrian projects (identified in the Pedestrian and Bicycle Transportation Plan [City of Bellevue 2009b]) that may be built by 2020, such as along Meydenbauer Way and NE 1st Street, would improve pedestrian safety. The 12-year TFP (City of Bellevue 2009a) includes one programmed bicycle improvement (widen the shoulders on the north and south sides) along Main Street, and the City's 2009 Pedestrian and Bicycle Transportation Plan identifies a high-priority project that would add a shoulder along the south side of Lake Washington Boulevard.

Alternative 1

Compared to the No-Action Alternative, pedestrian safety would be improved where new sidewalks or trails are constructed within the study area. New sidewalks would be constructed along the south side of Lake Washington Boulevard. Future trails include a new trail from 98th Avenue NE to the Lake Washington shoreline, a multi-use trail/shoreline promenade linking the Whaling Building to Meydenbauer Way SE, a trail along the west side of 99th Avenue NE linking Lake Washington Boulevard to the shoreline, and an esplanade linking Main Street to the shoreline where 100th Avenue SE exists today. All of these facilities would result in a reduction of conflicts between nonmotorized users and vehicles (as it exists today), thereby improving pedestrian and bicycle safety and ease of use. In addition, any redevelopment of other parcels, such as the Chevron site, or within new overlay districts would likely require improved pedestrian facilities and possibly bicycle improvements along the street frontage. Pedestrian improvements would be added to all streets within the study area. These new facilities would improve pedestrian and bicycle conditions and safety.

Alternative 1A

Impacts under Alternative 1A would be similar to those described above for Alternative 1, except that 100th Avenue SE/SE Bellevue Place would remain open to vehicle traffic. A new sidewalk along the east side of 100th Avenue SE is identified as a high-priority project in the City's Pedestrian and Bicycle Transportation Plan (City of Bellevue 2009b), and would be constructed as part of any adjacent redevelopment along the east side of the roadway. However, the environment for non-motorized access to the new park could be less comfortable for use by pedestrians and cyclists, compared to Alternative 1. The high number of pedestrians expected to use 100th Avenue SE to access the park from the Old Bellevue area and Downtown Park may result in additional conflicts with moving vehicles, thereby creating potential safety issues.

Alternative 2

Impacts under Alternative 2 would be similar to those described above for Alternative 1, except that 98th Avenue NE and the existing adjacent sidewalk (east side)would not be removed. New pedestrian and bicycle facilities built under Alternative 2 would also improve pedestrian and bicycle circulation and access, relative to conditions under the No-Action Alternative.

Alternative 2A

Impacts under Alternative 2A would be similar to those described above for Alternative 2, except that 100th Avenue NE/SE Bellevue Place would remain open to vehicle traffic. As in Alternative 1A, the non-motorized access to the new park would be less comfortable for use by pedestrians and cyclists than if 100th Avenue NE were closed. The high number of pedestrians expected to use 100th Avenue SE to access the park from the Old Bellevue area and Downtown Park may result in additional conflicts with moving vehicles, thereby creating potential safety issues.

Fire and Emergency Access

No-Action Alternative

The access points for fire and emergency vehicles would be the same as existing conditions, because the roadway network would not change. Travel times for emergency vehicles are likely to incrementally increase over time as a result of the greater congestion on the local roadway system, especially along Bellevue Way, where p.m. peak hour volumes are anticipated to significantly increase by the year 2020.

Alternative 1

Access points for fire and emergency vehicles would be from Lake Washington Boulevard, 99th Avenue NE, and Meydenbauer Way SE. Access from 98th Place NE and 100th Avenue SE would no longer be available because of the removal of those roadways. Compared to the No-Action Alternative, travel times for emergency vehicles would likely have a minimal increase as a result of the slight increase in the number of vehicles using the local roadway system, primarily along Main Street.

Alternative 1A

Impacts under Alternative 1A would be similar to those described above for Alternative 1, except that access would remain from 100th Avenue SE, which would remain open.

Alternative 2

Access points for fire and emergency vehicles would be from 98th Place NE, Lake Washington Boulevard, 99th Avenue NE, and Meydenbauer Way SE. Access from 100th Avenue SE would no longer be available because of the removal of this road. Alternative 2 would have a minimal increase in travel times for emergency vehicles, compared to the No-Action Alternative and Alternative 1, as a result of a slight increase in the number of vehicles using the local roadway system, primarily along Main Street.

Alternative 2A

Impacts under Alternative 2A would be similar to those described above for Alternative 2, except that access would still remain from 100th Avenue SE, which would remain open. Compared to the No-Action Alternative and Alternative 1, travel times for emergency vehicles would likely have a minimal increase as a result of the slight increase in the number of vehicles using the local roadway system, primarily along Main Street.

3.9.2.3 Construction Impacts

Construction impacts would be similar among the project alternatives, although they would be greater under Alternatives 1 and 2 compared to the No-Action Alternative. This is because more extensive redevelopment of both park and upland parcels is associated with the action alternatives; Alternative 2 would have a slightly greater effect. Under the No-Action Alternative, development of the site could occur incrementally, and construction impacts, including temporary disruption of services, could occur over a more extended period of time.

Traffic Operations

The proposed development would generate construction vehicle trips on local streets, primarily on Lake Washington Boulevard, Main Street, and Bellevue Way. Specific construction traffic impacts will be evaluated at the project level.

Non-Motorized Facilities

Construction activities could also result in the short-term disruption of the use of sections of the existing pedestrian facilities, including existing sidewalks adjacent to overlay zones, sidewalks adjacent to the park site, and trails within the existing park. Construction-related impacts would be temporary in nature and would extend through the duration of each construction phases.

Fire and Emergency Access

Vehicular access and emergency access to occupied structures would be maintained during the construction period.

3.9.3 Mitigation Measures

As described in the impacts sections above, increased traffic delays would occur at several locations under the action alternatives, relative to the No-Action Alternative. Most of the increases in p.m. peak hour traffic volumes, LOS, and delay on roadways, especially Main Street, would result from background growth under the No-Action Alternative. However, acceptable levels of service were shown at all of the intersections within the study area, except the intersection of 100th Avenue NE/NE 1st Street, which showed LOS F conditions under the No-Action Alternative and Alternatives 1A and 2A (with 100th Avenue open to traffic). LOS E conditions would be achieved with the closure of 100th Avenue under Alternatives 1 and 2.

3.9.3.1 Traffic Mitigation

Although the intersection of 100th Avenue NE/NE 1st Street also operates at LOS F under the No-Action Alternative, several mitigation strategies were tested at this intersection and along the Main Street corridor. The following mitigation scenarios were analyzed to improve the level of service of traffic operations at the study intersections.

- **Signal at NE 1st Street and 100th Avenue NE**: Installation of a traffic signal would improve the LOS for the eastbound traffic on 1st Street from LOS F to C under Alternative 2A. The improvement for Alternative 2 would be from LOS E to C, as shown in Table 3.9-11.

Table 3.9-11. Intersection LOS with signal at NE 1st Street and 100th Avenue NE.

Signal at NE 1st and 100th								
Alternative 2 (Closed)	Stop controlled for 1st Street				Signal			
	Approach	Delay	LOS	95th Queue	Approach	Delay	LOS	95th Queue
Average	-	8.9	A	-	-	8.2	A	-
Worst Approach	EB	39.6	E	65	EB	24.5	C	54
Alternative 2A (Open)	Stop controlled for 1st Street				Signal			
	Approach	Delay	LOS	95th Queue	Approach	Delay	LOS	95th Queue
Average	-	11.8	B	-	-	8.2	A	-
Worst Approach	EB	61.3	F	91	EB	25	C	52

- **Signal at Main Street and 101st Avenue NE:** Under Alternatives 1 and 2, signalization of Main/101st Avenue would improve the LOS for 101st Avenue traffic from LOS E to C, but similar improvement is not seen under Alternative 2A, as shown in Table 3.9-12, as the 101st Avenue traffic would operate at LOS C with and without a signal. However, installation of the signal would result in excessive vehicle queuing. Long delays and backup would occur in the westbound direction through 102nd Avenue due to the absence of a westbound to southbound left turn lane, which is made worse by a signal. The long delays experienced in the eastbound direction are due to the long vehicle queuing at Main Street and Bellevue Way and the delays due to signalization of the Main Street/101st Avenue intersection. Even though the delay for the 101st Avenue traffic under Alternative 2A is not shown to improve with signalization, the signal would present the 101st Avenue traffic with safe opportunities to make turns onto Main Street, compared to the scenario with a stop-controlled approach for 101st Avenue.

Table 3.9-12. Intersection LOS with Signal at Main Street and 101st Avenue NE.

Signal at Main and 101st								
Alternative 2 (Closed)	Stop				Signal			
	Approach	Delay	LOS	95th Queue	Approach	Delay	LOS	95th Queue
Average	-	5.5	A	-	-	7.4	A	-
Worst Approach	NB	43.8	E	92	NB	33.9	C	95
Alternative 2A (Open)	Stop				Signal			
	Approach	Delay	LOS	95th Queue	Approach	Delay	LOS	95th Queue
Average	-	2.1	A	-	-	6.8	A	-
Worst Approach	NB	24.5	C	25	NB	22.6	C	45

Additional mitigation measures reviewed included the following:

- **All-Way Stop at Main Street and 101st Avenue NE:** Installation of an all-way stop at Main Street and 101st Avenue NE could improve access to Main Street in the short term. Projected 2020 traffic volumes with an all-way stop control at this intersection would result in long vehicular queuing and increase the delays along the Main Street corridor.

From a safety perspective, it would be better for side street access compared to the existing intersection control.

- **All-Way Stop at Main Street and 102nd Avenue NE:** Removing the signal at Main Street and 102nd Avenue NE and replacing it with an all-way stop would be done in conjunction with an all-way stop at Main Street and 101st Avenue. In the short term, this measure would provide similar access to Main Street from 102nd Avenue that the existing signal provides. Projected 2020 traffic volumes with an all-way stop control at this intersection would result in long vehicular queuing and increase the delays along the Main Street corridor.
- **Signal at Main Street and 101st Avenue NE:** Installation of a signal at Main Street and 101st Avenue NE without providing a new left turn pocket would not improve delay through this intersection. Adding a 50-foot left turn pocket would require the removal of existing on-street parking.
- **Eliminating the eastbound left-turn lane at Main Street and Bellevue Way:** Restricting left turn movements from eastbound Main Street to northbound Bellevue Way to provide additional Main Street through lane capacity. This would improve the eastbound delay through the intersection by providing two eastbound through lanes, and one right-turn lane.
- **Extending the eastbound through/right-turn lane at Main Street and Bellevue Way:** Extending the outside storage lane to 103rd Avenue NE to provide additional Main Street through lane capacity would improve the eastbound delay through this intersection and reduce the length of queuing to the upstream intersections. This would require the removal of existing on-street parking.
- **Extending the eastbound right-turn lane at Bellevue Way:** Extending the right turn pocket from eastbound Main Street to southbound Bellevue Way would provide additional storage for eastbound Main Street to southbound Bellevue Way right turning vehicles. This would improve the eastbound delay through the intersection, but would require the removal of existing on-street parking.
- **Adding a westbound left-turn lane at Main Street and 101st Avenue NE:** Adding a 50-foot left turn pocket from westbound Main Street to southbound 101st Avenue NE would improve the westbound delay along Main Street. This would require the removal of existing on street parking.
- **Extending the eastbound through/right-turn lane at Main Street and Bellevue Way and adding a westbound left-turn lane at Main Street and 101st Avenue NE:** Combining these two mitigation measures improves both the westbound and eastbound delays along the corridor. This would require the removal of existing on-street parking.

As noted above, the increase in p.m. peak hour traffic volumes and delays along Main Street results from background growth, and occurs under the No-Action Alternative. While each of the mitigation measures noted above would provide limited improvement to the Main Street corridor, most would result in undesirable urban design changes through Old Bellevue. Widening for turn lanes would result in the loss of on-street parking, potential impacts on adjacent properties, and degradation of the existing pedestrian crossings.

Modifications to the intersection of Main Street and Bellevue Way could provide improvements to the LOS at this intersection. However, several other capital projects under consideration in this vicinity would emphasize NE 2nd Street as the major vehicular east-west corridor, and enhance and improve the pedestrian and bicycle experience along Main Street.

3.9.3.2 Project Construction

Project construction could cause temporary service interruptions to existing facilities, as well as short-term impacts on surrounding residents and other users. Construction could also temporarily increase response times of police, fire, and medical emergency services if routes are detoured or disrupted. Acceptable temporary routes would be developed during future project-specific design and planning in accordance with City of Bellevue LUC requirements.

3.9.3.3 Construction Mitigation

A traffic management plan would be created prior to construction of the development that would outline steps for minimizing traffic impacts during construction activities, including:

- Provide advanced notice to adjacent landowners and businesses prior to construction to minimize access disruptions.
- Provide proper road signage and warnings, such as "Truck Access," "Equipment on Road," or "Road Crossings."
- When slow or oversized wide loads are being hauled, use advance signage and traffic diversion equipment to improve traffic safety.

3.9.4 Summary of Impacts

Implementation of the project alternatives would have relatively minor impacts on transportation facilities and services in the study area. Impacts would occur both over the short term (associated with construction activities), as well as over the long term (associated with changes in traffic conditions). In the short term, construction could cause temporary service interruptions to existing transportation facilities, and could also temporarily increase response times for police, fire, and emergency services if routes are detoured or disrupted. Such impacts would be slightly more pronounced under the action alternatives relative to the No-Action Alternative, given the greater level of development proposed; however, such impacts are considered slight and insignificant under all project alternatives. A traffic management plan would be created prior to construction that would outline methods for minimizing traffic impacts during construction.

Over the long term, there would only be slight impacts on the transportation system under the action alternatives as compared to the No-Action Alternative. Under the No-Action Alternative, one study intersection (100th Avenue NE at NE 1st Street) would operate at a LOS F. The LOS and delay at this intersection actually would improve under Alternatives 1 and 2, but would remain at LOS F under Alternatives 1A and 2A. Slight increases in travel delay are expected at some of the other intersections, but not enough to significantly impact the intersection LOS. The only intersection that would have a moderate increase in delay is Main Street/101st Avenue SE. The northbound delay would increase from 23.9 seconds (LOS C) under the No-Action Alternative to 39.9 seconds (LOS E) under Alternative 1, and 44.1 seconds (LOS E) under Alternative 2. The non-motorized environment would improve under the action alternatives

(especially Alternatives 1 and 2, where 100th Avenue SE would be closed to vehicular traffic) because of the added network of trails and pedestrian facilities.

In summary, the project alternatives would result in no significant unavoidable adverse impacts on transportation facilities in the study area. Among the action alternatives, Alternative 1 would have the least long-term impact on the transportation system, as compared to the No-Action Alternative.

3.10 NOISE

This section describes the existing conditions related to the ambient noise environment in the vicinity of the study area. Noise within the study area is under the jurisdiction of the City of Bellevue and is regulated by the City of Bellevue Comprehensive Plan (2008) and Bellevue City Code (Chapter 9.18 BCC). This section presents a brief background on acoustics and a description of existing noise sources, standards, and potential noise impacts related to implementation of the project alternatives.

3.10.1 Affected Environment

3.10.1.1 Noise Basics

To understand this analysis of existing conditions and potential impacts, an understanding of the basic principles of the science and analysis of noise and vibration is helpful. Appendix B summarizes and describes the fundamental concepts and definitions used throughout this analysis. The reader is encouraged to refer to the appendix material if unfamiliar with the framework of noise measurement and analysis.

Sound Properties, Sound and the Human Ear, and Sound Propagation and Attenuation

Noise is generally defined as sound that is loud, disagreeable, unexpected, or unwanted. Sound, as described in more detail below, is mechanical energy transmitted in the form of a wave by a disturbance or vibration that causes pressure variation in air that the human ear can detect. Throughout this analysis, the terms "sound" and "noise" are analogous. Sound frequency is measured in Hertz (Hz). Because of the ability of the human ear to detect a wide range of sound-pressure fluctuations, sound-pressure levels are expressed in logarithmic units called decibels (dB) to avoid a large and awkward range in numbers.

Because the human ear is not equally sensitive to all audible frequencies, a frequency-dependent rating scale was devised to relate noise to human sensitivity. An A-weighted dB (dBA) scale performs this compensation by favoring frequencies that humans are more sensitive to. This dBA scale has been chosen by most authorities for regulating environmental noise. Figure 3.10-1 presents typical indoor and outdoor noise levels.

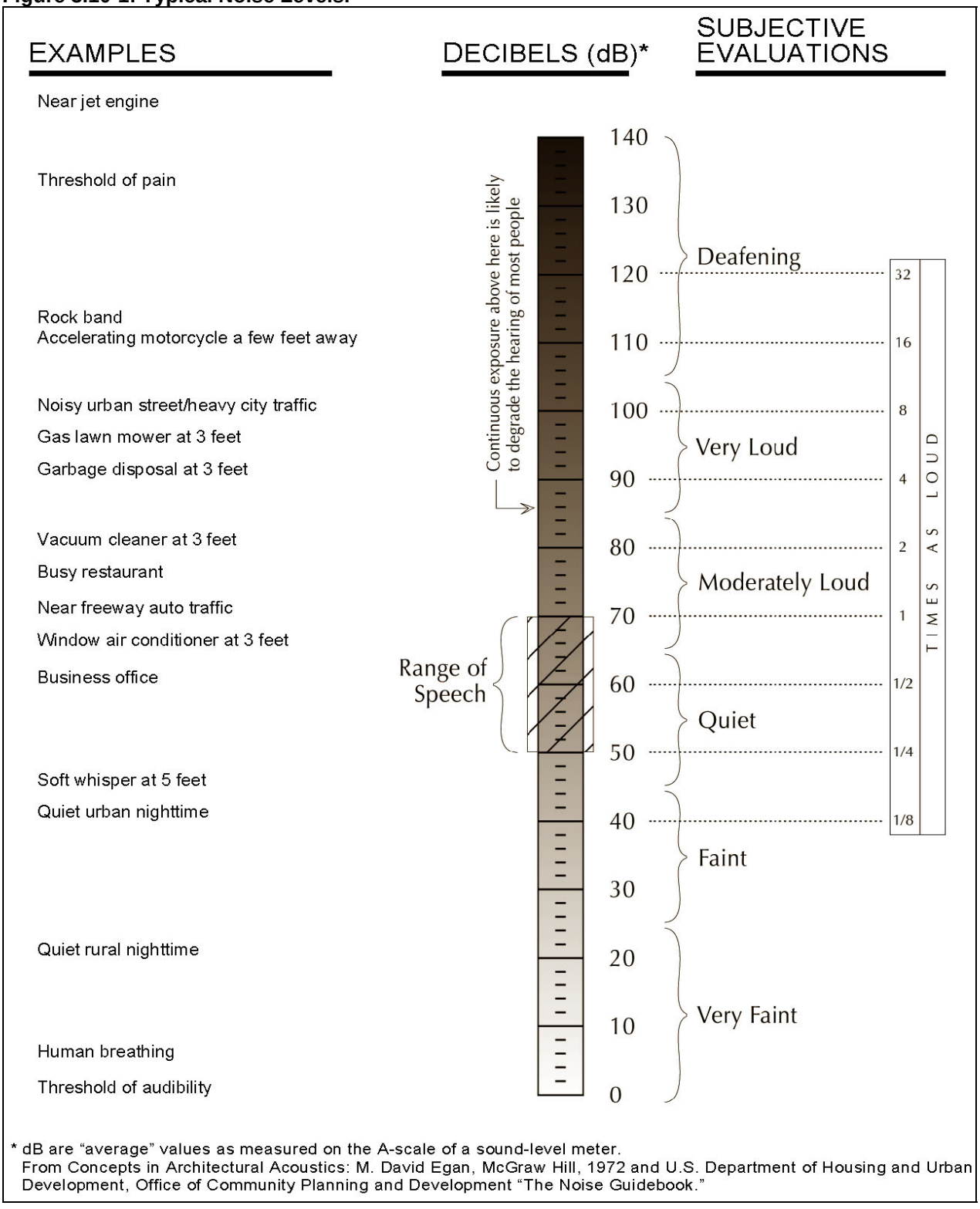
With respect to how humans perceive and react to changes in noise levels, a 1-dBA increase is imperceptible, a 3-dBA increase is barely perceptible, a 6-dBA increase is clearly noticeable, and a 10-dBA increase is subjectively perceived as approximately twice as loud (Egan 1988), as presented in Table 3.10-1. A noise level increase of 3 dBA or more is typically considered a substantial degradation of the existing noise environment.

Table 3.10-1. Subjective Reaction to Changes in Noise Levels of Similar Sources.

Change in Level (dBA)	Subjective Reaction	Factor Change in Acoustical Energy
1	Imperceptible (Except for Tones)	1.3
3	Just Barely Perceptible	2.0
6	Clearly Noticeable	4.0
10	About Twice (or Half) as Loud	10.0

Note: dBA = A-weighted decibels
Source: Egan 1988.

Figure 3.10-1: Typical Noise Levels.



Source: Developed by EDAW.

As sound (noise) propagates from the source to the receptor, the attenuation, or manner of noise reduction in relation to distance, depends on surface characteristics, atmospheric conditions, and the presence of physical barriers. Sound travels uniformly outward from a point source in a spherical pattern with an attenuation rate of 6 dBA per doubling of distance (dBA/DD). However, from a line source (e.g., a road), sound travels uniformly outward in a cylindrical pattern with an attenuation rate of 3 dBA/DD.

Noise Descriptors

The noise descriptors most often used when dealing with traffic, community, and environmental noise are defined below in Table 3.10-2.

Table 3.10-2. Common Noise Descriptors and their Definitions.

Descriptor	Definition
L_{max} (maximum noise level)	The maximum instantaneous noise level during a specific period of time. The L_{max} may also be referred to as the "peak (noise) level."
L_{min} (minimum noise level)	The minimum instantaneous noise level during a specific period of time.
L_{eq} (equivalent noise level)	The energy mean (average) noise level. The instantaneous noise levels during a specific period of time in dBA are converted to relative energy values. From the sum of the relative energy values, an average energy value is calculated, which is then converted back to dBA to determine the L_{eq}. In noise environments determined by major noise events, such as aircraft overflights, the L_{eq} value is heavily influenced by the magnitude and number of single events that produce the high noise levels.
L_{dn} (day-night noise level)	The 24-hour L_{eq} with a 10-dBA "penalty" for noise events that occur during the noise-sensitive hours between 10 p.m. and 7 a.m. In other words, 10 dBA is "added" to noise events that occur in the nighttime hours, and this generates a higher reported noise level when determining compliance with noise standards. The L_{dn} attempts to account for the fact that noise during this specific period of time is a potential source of disturbance with respect to normal sleeping hours.

Source: Caltrans 1998; Lipscomb and Taylor 1978.

Negative Effects of Noise on Humans

Negative effects of noise exposure include physical damage to the human auditory system, interference, and disease. Physical damage to the auditory system can lead to gradual or traumatic hearing loss, leading to permanent hearing damage. In addition, noise may interfere with or interrupt sleep, relaxation, recreation, and communication. Although most interference may be classified as annoying, the inability to hear a warning signal is considered dangerous. Noise may also contribute to diseases associated with stress, such as hypertension, anxiety, and heart disease. The degree to which noise contributes to such diseases depends on the frequency, bandwidth, noise level, and duration of exposure (Caltrans 1998).

Vibration

Vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Both natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment) can result in ground-borne vibration. As is the case with airborne sound, ground-borne vibration may be described by

amplitude and frequency. Vibration amplitude is typically expressed in peak particle velocity or root mean square (RMS), as in RMS vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec).

The background vibration-velocity level typical of residential areas is approximately 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels (FTA 2006). Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. The range of human perception of vibration is from approximately 50 VdB (the typical background vibration-velocity level) to 100 VdB (the general threshold where minor damage can occur in fragile buildings).

Construction-generated vibration can be transient, random, or continuous. Transient construction vibration is generated by blasting, impact pile driving, and wrecking balls. Random vibration can result from jackhammers, pavement breakers, and heavy construction equipment. Continuous vibration results from vibratory pile drivers, large pumps, horizontal directional drilling, and compressors. Table 3.10-3 summarizes the general human response to different levels of ground-borne vibration.

Table 3.10-3. Human Response to Different Levels of Ground-borne Vibration.

Vibration-Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there is an infrequent number of events per day.

Note: VdB = velocity decibels referenced to 1 μinch/sec (microinch per second) and based on the root mean square vibration velocity.
Source: FTA 2006.

Underwater Noise and In-Water Sensitivity

Noise behaves in much the same way in air and in water (WSDOT 2008). Water currents bend noise waves upward when propagated into the current and downward downstream when observed over long distances. Noise waves bend toward colder denser water. Bottom topography and underwater structures can block or refract noise waves.

Several descriptors are used to describe underwater noise (WSDOT 2008). Two common descriptors are the instantaneous peak sound pressure level (dBpeak) and the Root Mean Square (dB_{RMS}) pressure level during the impulse, sometimes referred to as the peak and RMS level, respectively. The peak pressure is the instantaneous maximum overpressure or underpressure observed during each pulse and can be presented in Pascals (Pa) or sound pressure level (SPL) in decibels (dB) referenced to a pressure of 1 micropascal (dB re: 1 μPa). The RMS level is the square root of the energy divided by the impulse duration. This level is the mean square pressure level of the pulse. It has been used by NMFS to describe disturbance-related effects (i.e., harassment) to marine mammals from underwater impulse-type noises. When evaluating potential injury impacts on fish, peak sound pressure (dB_{peak}) is often used.

Risk of injury or mortality for fish associated with noise is related to the effect of rapid pressure waves (WSDOT 2008). The main sensory organ in fish is the lateral-line system that detects low frequency (<100 Hz) particle motion in water. In fish species that are hearing specialist, the gas-filled swim bladder converts noise pressure waves to vibrations allowing the fish to detect noise and vibration (Popper and Fay 1973). Juvenile fish have less developed hearing abilities and are more sensitive to rapid pressure waves. Animal response to in-water noise depends on a number of factors, including noise level and frequency, distance, event duration, equipment type, frequency of noisy events over time, slope, topography, currents, weather, previous exposure to similar noises, hearing sensitivity, time of day, behavior during the noise event, etc. (Delaney and Grubb 2003).

Different species exhibit different hearing ranges, so appropriate noise metrics and frequency ratings should be used for each specific species if possible. Further description on the impacts of in-water noise on aquatic animals is presented in Section 3.3 *(Plants and Animals)*.

3.10.1.2 Existing Conditions

Existing Sensitive Land Uses

Land uses that are sensitive to noise and vibration are those uses where exposure would result in adverse effects (i.e., annoyance and/or structural damage), and uses where quiet is an essential element of their intended purpose (as documented in the City of Bellevue Noise Ordinance [Ordinance No. 5719]). Residences are of primary concern because of the potential for increased, prolonged exposure of individuals to both interior and exterior noise and vibration. Other noise-sensitive land uses are hospitals, convalescent facilities, parks, hotels, churches, libraries, and other uses where low interior noise levels are essential.

Noise-sensitive land uses located nearest the study area are residences along Lake Washington Boulevard NE, 99th Avenue NE, 100th Avenue NE/SE, Overlake Drive E, and Shoreland Drive SE. Because the study area is located in an urban area, a large number of receptors are located in the immediate vicinity. The closest of these receptors is approximately 50 feet from the study area boundaries, while others are located directly across the bay.

Existing Noise Sources

The study area is located in a suburban neighborhood environment along Meydenbauer Bay in the City of Bellevue. Currently, park land, residences, and limited commercial activities exist in the study area. The local noise environment is urban to suburban. Human-related noise (e.g., children playing, people talking), birds, aircraft flyovers, boats on the bay, and most vehicle traffic are the audible noise sources. Home maintenance equipment such as lawnmowers, hedge trimmers, and other power tools also are considered noise sources but are generally intermittent. Natural sounds from meteorological effects (e.g., wind rustling plants, running water) and waves are the predominant background ambient noise source along the shoreline.

3.10.1.3 Regulatory Setting

Federal Plans, Policies, Regulations, and Laws

No federal plans, policies, regulations, or laws related to noise are applicable to the project alternatives. However, the Federal Transit Administration (FTA) has set forth guidelines for

maximum-acceptable vibration criteria for different types of land uses to address the human response to ground-borne vibration (FTA 2006):

- 65 VdB (referenced to 1 μin/sec and based on the RMS velocity amplitude) for land uses where low ambient vibration is essential for interior operations (e.g., hospitals, high-tech manufacturing, laboratory facilities).
- 80 VdB for residential uses and buildings where people normally sleep.
- 83 VdB for institutional land uses with primarily daytime operations (e.g., schools, churches, clinics, offices).

Standards have also been established to address the potential for ground-borne vibration to cause structural damage to buildings. These standards were developed by the Committee of Hearing, Bio Acoustics, and Bio Mechanics at the request of the EPA (FTA 2006). For fragile structures, the committee recommends a maximum limit of 0.25 in/sec PPV (FTA 2006).

State Plans, Policies, Regulations, and Laws

The Washington State Department of Transportation (WSDOT) uses the Federal Highway Administration (FHWA) Noise Abatement Criteria (NAC) to determine when noise mitigation is warranted for a project on a state or interstate highway. FHWA considers a traffic noise impact to occur if predicted peak-hour traffic noise levels approach defined by WSDOT as within 1 dBA of the NAC or exceed the NAC or substantially exceed (defined as an increase greater than 10 dBA resulting in at least 50 dBA Leq) existing levels. The FHWA and WSDOT noise rules are mentioned for reference purposes only to indicate the similarity of the Bellevue City Code (see below) to the federal and state transportation noise control program. The federal and state noise limits are not directly applicable to the project alternatives.

State Environmental Policy Act (WAC 197-11)

SEPA and its implementing regulations (WAC 197-11) mandate consideration of noise among the elements of the built environment to be considered. Specifically, the analysis and description of significant impacts in an EIS should include the types of noise, short- and long-term, that may result from the project alternatives (WAC 197-11-444).

Local Plans, Policies, Regulations, and Ordinances

City of Bellevue Comprehensive Plan

The following are the relevant goals and policies identified from the City of Bellevue Comprehensive Plan Environmental Element (City of Bellevue 2008) for noise:

- **GOAL:** To control the level of noise pollution in a manner that promotes the use, value, and enjoyment of property, sleep and repose, and a quality urban environment.
- **POLICY EN-88:** Ensure that excessive noise does not impair the permitted land use activities in residential, commercial, and industrial land use districts.
- **POLICY EN-89:** Protect residential neighborhoods from noise levels that interfere with sleep and repose through development standards and code enforcement.

- **POLICY EN-90:** Require a noise analysis for arterial improvements in residential areas if existing or projected noise levels exceed City-adopted standards, and implement reasonable and effective noise mitigation measures when appropriate.
- **POLICY EN-92:** Require new residential development to include traffic noise abatement design and materials where necessary to minimize noise impacts from arterials and freeways.

City of Bellevue

Chapter 9.18 of the BCC establishes limits on noise levels and durations permitted to cross property boundaries (City of Bellevue 1991). Allowable maximum sound levels depend on the land uses of the properties generating or receiving the noise. For this purpose, land uses where noise is generated or heard are classified according to a set of categories called Environmental Designations for Noise Abatement (EDNAs). EDNAs derive from the typical land uses and/or zoning of the noise source and typical land uses and/or zoning of the receiving property (Table 3.10-4). Class A EDNAs generally correspond to residential uses and parks; Class B EDNAs typically correspond to commercial uses; and Class C EDNAs are typically industrial or agricultural uses. Under the City of Bellevue noise regulations, traffic traveling on public roads is exempt from these limits, but they still can be used to indicate the relative impacts of traffic noise.

Table 3.10-4. Environmental Designations for Noise Abatement Levels[1].

EDNA of Noise Source[1]	EDNA of Noise Receiver (Ldn)[1]		
	Class A[2]	Class B	Class C
Class A	55/45	57	60
Class B	57/47	60	65
Class C	60/50	65	70

[1]EDNA= Environmental Designation for Noise Abatement, which is established based on specific zoning and/or land use; the three categories of sources and receivers describe the types of EDNAs defined in the rules.
[2]Between 10 p.m. and 7 a.m., noise limits are reduced 10 A-weighted decibels (dBA) for receiving properties within Class A EDNAs.
Source: Bellevue City Code, Chapter 9.18.

The City of Bellevue has established a separate set of noise limits for traffic traveling along arterial roadways, similar to the limits established for use on state highways (see below). Section 9.18.045(C) of the BCC sets noise limits for Class A EDNA receivers affected by arterial improvement projects (excluding the addition of bicycle lanes, sidewalks, or a minor widening). Noise analyses are required if the existing or proposed traffic noise levels are greater than or equal to 67 dBA, or if the improvement would cause an increase of 5 dBA or more in the hourly L_{eq}. In cases where such traffic noise levels or increases occur, measures to address noise might be considered if the average L_{dn} could be reduced to 60 dBA or lower. No arterial improvement projects are proposed; therefore, this provision would not apply.

Other City of Bellevue codes that would apply to this project are reproduced below.

BCC 9.18.020 Exemptions.

A. The following sounds are exempt from the provisions of this chapter:

> 2. Unamplified sounds created by domestic animals as permitted by BCC Title 20, or as regulated by Chapter 8.04 BCC; and

B. The following sounds are exempt from the provisions of this chapter at all times if the receiving property is in Class B and Class C EDNAs, and between the hours of 7:00 a.m. and 10:00 p.m. on weekdays and 9:00 a.m. and 10:00 p.m. on weekends if the receiving property is located in a Class A EDNA:

> 3. Sounds relating to temporary repair, addition or maintenance projects on existing single-family homes, grounds and appurtenances (except that sounds created by heavy equipment will be regulated pursuant to the construction noise exemption contained in subsection C of this section); and
>
> 6. Sounds created by commercial business activity including, but not limited to: handling containers and materials; or sweeping parking lots and streets (except sweeping parking lots of businesses engaged in retail trade as defined in the Standard Industrial Classification Manual is exempt until 12:00 midnight); or boarding domestic animals (except expanded hours of operation may be authorized by the applicable department director).

C. Sounds created by construction and emanating from construction sites are exempt from the provisions of this chapter between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, and 9:00 a.m. and 6:00 p.m. on Saturdays which are not legal holidays. Sounds emanating from construction sites on Sundays or legal holidays or outside of the exempt work hours are prohibited pursuant to BCC 9.18.040 unless expanded hours of operation are authorized by the applicable department director subject to the following criteria. Approval of expanded exempt hours may be authorized if:

> 1. Necessary to accommodate transportation mitigation such as evening haul routes; construction on schools and essential government facilities which cannot be undertaken during exempt hours; construction activities and site stabilization in the fall prior to the onset of winter weather; or emergency work; or
>
> 2. Sounds created by construction will not exceed the maximum permissible environmental noise levels contained in BCC 9.18.030 as verified by sound level monitoring conducted before and during construction by a qualified acoustic consultant.

E. Sounds originating from public parks, playgrounds, and recreation areas are exempt from the provisions of this chapter during the hours the parks, playgrounds or recreation areas are open for public use as established under Chapter 3.43 BCC, as now existing or hereafter amended and modified.

BCC 9.18.044 Posting notice of construction hours – When required.

A sign providing notice of the limitation on construction hours contained in BCC 9.18.020C shall be posted on construction sites prior to commencement of any new commercial or single-family construction or commercial addition. Notice signs are not required prior to commencement of additions or maintenance to existing single-family homes. The director of the department of planning and community development shall establish standards for size, color, layout, design, wording and placement of the signs.

3.10.2 Impacts

3.10.2.1 Methods

This noise analysis is based on guidance provided by WAC 197-11-960 (SEPA environmental checklist) regarding the identification, characterization, and mitigation of noise impacts. Noise experts assessed potential noise impacts from construction and operational activities on sensitive receptors within and near the study area. Noise (and vibration) levels of possible equipment anticipated during construction and operations were determined, and resultant noise levels at sensitive receptors were calculated assuming documented noise (vibration) attenuation rates. These results were compared to exterior noise standards established by the state of Washington, King County, and the City of Bellevue. Unless otherwise stated, standards for interior noise levels were determined to not be exceeded if exterior noise-level standards are achieved because buildings commonly provide sufficient exterior-to-interior noise reduction.

The type, degree, and significance of potential impacts on noise resources were assessed based on the federal, state, and local regulations and policies, as described in Section 3.10.1.3 (*Regulatory Setting*). A significant noise impact would be one that is reasonably likely to result in a more than moderate adverse noise impact based on exceeding applicable exterior noise standards or substantially increasing ambient noises levels. According to these criteria, implementation of Meydenbauer Bay Park and Land Use Plan would have a direct adverse effect related to noise if it would:

- Generate a substantial, temporary increase in ambient noise levels (+5 dBA) in the study area and vicinity above existing levels.
- Generate a substantial, permanent increase in ambient noise levels (+5 dBA) in the study area and vicinity above existing levels.
- Expose persons to, or generate, noise levels in excess of standards established by state and local agencies (see Table 3.10-4).
- Expose persons to, or generate, excessive ground-borne vibration or ground-borne noise levels.

3.10.2.2 No-Action Alternative

Short-Term Construction Noise

The intensity of short-term temporary construction activities under the No-Action Alternative would vary over the duration of implementing the Meydenbauer Bay Park and Land Use Plan. Under the No-Action Alternative, residential and commercial redevelopment is proposed on upland parcels, and parks and public facilities redevelopment is proposed on park parcels.

Future project construction associated with the park redevelopment includes the removal of residential structures and the addition of limited park amenities, such as a shoreline pathway linking the existing beach park to 99th Avenue NE. Future project construction associated with the residential/commercial redevelopment includes the removal of a Chevron gas station that most likely would be redeveloped as medium-density residential above-street-level retail. The Brant property on the northeast corner of Main Street and 99th Avenue NE likely would be similarly redeveloped at a smaller scale, consistent with the parcel size. These areas are adjacent to multi-family and single-family residences that are Class A zoned areas.

Typical construction equipment for these types of activities may include, but is not limited to, excavators, tractors, trucks, scrapers, graders, and pavers. Noise resulting from these large pieces of equipment could range from 74 to 89 dBA L_{eq} at 50 feet from the source (FTA 2006). Calculating 10 hours of work at 80 dBA L_{eq} equates to approximately 76 dBA L_{dn} at 50 feet. Construction noise levels would exceed 57 dBA L_{dn} and would violate the EDNA noise limits established by the City of Bellevue for Class A zoned areas. The City of Bellevue under BCC 9.18.020 exempts construction activities from EDNA standards between the hours of 7:00 a.m. and 6:00 p.m. on weekdays and 9:00 a.m. and 6:00 p.m. on Saturdays. Construction noise is not exempt from applicable standards on Sundays and legal holidays. Construction-generated noise could result in annoyance and exposure of sensitive receptors (e.g., local residences) to substantial noise levels. Construction activities would typically occur during exempted hours, unless otherwise authorized, and measures listed in Section 3.10.3 would reduce noise in the surrounding environment. With appropriate measures, construction noise would not have a significant adverse effect on nearby residents, parks, and businesses in the study area.

Long-Term Operational Noise

Under the No-Action Alternative, long-term operation noise is associated with the park and residential/commercial redevelopment. Potential sources of noise associated with park redevelopment within the study area would include motor vehicle use, maintenance activities, and visitor activities such as picnicking, swimming, and boating. Noise associated with these activities could include but is not limited to vehicle noise (e.g., tires, brakes, engine acceleration), landscape maintenance equipment (e.g., hand and power tools), visitor-related noise (e.g., opening and closing of doors, people talking, yelling, music playing.), and boat engines. Potential sources of noise associated with residential/commercial redevelopment within the study area include new residents and retail and business activities. However, the limited redevelopment would have a nominal incremental increase to the existing ambient noise.

Future development and improvements would generate additional visitors and residents within the study area. Subsequently, traffic volumes and the associated noise (e.g., tires, brakes, engines acceleration) along roadways (e.g., Lake Washington Boulevard, Main Street, Meydenbauer Way, NE First Street) around the study area would increase. To increase noise a substantial amount (+3 dBA) above baseline traffic levels, trips related to the project would need to double baseline traffic quantities. No-Action Alternative traffic is currently estimated at 5,760 daily trips. In addition, as stated in Section 3.9 (*Transportation*), no adverse effect on traffic flow would result from the No-Action Alternative. Thus, long-term traffic-related noise would not substantially increase noise levels or exceed noise levels established by the City of Bellevue.

Operational noise related to maintenance, equipment operations, residents, and visitors would occur mostly in the parking lots, picnic areas, the marina, and redeveloped residential/ commercial areas where noise-producing activities would be localized. Noise emanating from most of these activities would be intermittent and minimal and occur during less-sensitive daytime hours, when the future Meydenbauer Bay Park is open for day-use recreation. Noise from motorboats would be 59 dBA L_{eq} at 120 feet (Latorre and Vasconcellos 2001), the distance of the nearest sensitive receptor to the marina. Noise levels from landscaping would be 80 dBA L_{eq} at 10 feet (EDAW 1997), the distance of the nearest sensitive receptor to landscaped areas. Both motorboats and landscaping equipment would exceed applicable thresholds (57 dBA L_{dn}) for EDNA A zoned parcels and, as a result, could cause annoyance and sleep disturbance if they were to occur during more sensitive night hours.

Noise associated with Meydenbauer Bay Park is exempt from EDNA noise standards under BCC 9.18.020 C during normal park hours (i.e., dawn to dusk), and the local police jurisdiction would typically enforce quiet hours from 10:00 p.m. to 7:00 a.m. to reduce sleep disturbance and annoyance. Noise from maintenance and equipment operations is exempt under BCC 9.18.020 C and would also occur during daylight hours when employees are performing their duties. Thus, since noise-producing activities would be exempt during daylight hours, restricted by local city code during night time hours, and enforced by local police; sleep disturbance, human annoyance, and noise in excess of applicable standards would be mitigated to less-than-significant levels.

Noise produced by long-term traffic and operational activities would be minimal and would occur mostly during less-sensitive daylight hours. Exposure of sensitive receptors is not expected to exceed standards established by the City of Bellevue, and exposure would be similar to existing conditions. There would be no direct adverse effect on noise levels associated with the No-Action Alternative.

Exposure of Sensitive Receptors to Excessive Ground-borne Vibration

Long-term project operation under the No-Action Alternative would not include any major sources of vibration. However, construction activities could result in varying degrees of temporary ground-borne vibration, depending on the specific construction equipment used and operations involved. Vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. Using FTA's recommended procedure (FTA 2006) for applying a propagation adjustment to these reference levels, predicted worst-case vibration levels would exceed 80 VdB (FTA's maximum-acceptable vibration standard with respect to human annoyance for sensitive uses) within 40 feet of vibration-sensitive receptors. It is not anticipated that sensitive receptors would be located within 40 feet of active construction projects. Thus, the No-Action Alternative would not expose any sensitive receptors to excessive levels of vibration and would not have an adverse effect on ground-borne vibration and noise.

3.10.2.3 Alternative 1

Short-Term Construction Noise

As in the No-Action Alternative, under Alternative 1, short-term construction intensity would vary over the duration of development within the study area. Short-term construction noise under Alternative 1 would be similar to the No-Action Alternative. However, the overall development would be much greater and include additional acreage and buildings along Lake Washington. The heaviest activity would occur in the portion of the study area where demolition and park infrastructure, such as parking lots, miscellaneous visitor facilities (e.g., restrooms and community building) and residential, commercial, and retail buildings in the redeveloped areas, would be constructed. Short-term construction for Alternative 1 would include the construction of sidewalk and trail networks, roadway removal, piers, picnic areas, landscaping, and the education center and community building. The redevelopment areas would include the construction of commercial, retail, and residential buildings.

Typical equipment for these types of activities may include but is not limited to excavators, tractors, trucks, scrapers, graders, cranes, and pavers. Noise resulting from these large pieces of equipment could range from 74 to 89 dBA L_{eq} at 50 feet from the source (FTA 2006). Calculating 10 hours of work at 80 dBA L_{eq} equates to approximately 76 dBA L_{dn} at 50 feet.

Therefore, since construction activities would be approximately 50 feet from residences along Lake Washington Boulevard, Main Street, Meydenbauer Way SE, 99th Avenue NE, 100th Avenue NE, and NE 1st Street. Similar to the No-Action Alternative, Alternative 1 construction noise levels adjacent to and in the study area would exceed 57 dBA L_{dn} and would violate the EDNA noise limits established by the City of Bellevue for Class A zoned areas.

The City of Bellevue under BCC 9.18.020 exempts construction activities between the hours of 7:00 a.m. and 6:00 p.m. on weekdays and 9:00 a.m. and 6:00 p.m. on Saturdays. Construction noise is not exempt from applicable standards on Sundays and legal holidays. Construction-generated noise could result in annoyance and exposure of sensitive receptors (e.g., local residences) to substantial noise levels. However, construction activities would typically occur during exempted hours, unless otherwise authorized, and measures listed in Section 3.10.3 would reduce noise in the surrounding environment. With appropriate measures, construction noise would not have a significant adverse effect on nearby residents, parks, and businesses in the study area.

Long-Term Operational Noise

Potential sources of noise associated with park improvements and future redevelopment within the study area would include motor vehicle use; maintenance activities; commercial, retail, and residential activities; and visitor activities such as picnicking, swimming, fishing, and boating.

Noise associated with these activities could include but is not limited to vehicle noise (e.g., tires, brakes, engine acceleration), heating ventilation air conditioning (HVAC) system operations, outdoor patios, garbage collection, landscape maintenance equipment (e.g., hand and power tools), human-related noise (e.g., opening and closing of doors, people talking, yelling, music playing, etc.), and boat engines. These noise levels are expected to be higher under Alternative 1 relative to the No-Action Alternative given the level of park and residential/commercial redevelopment proposed and subsequent user activity expected.

Future development and improvements would generate additional visitors and residents within the study area. Subsequently, traffic volumes and the associated noise (e.g., tires, brakes, engines acceleration) along roadways (e.g., Lake Washington Boulevard, Main Street, Meydenbauer Way, NE First Street) around the study area would increase. To increase noise a substantial amount (+3 dBA) above baseline traffic levels, trips related to the project would need to double baseline traffic quantities. Alternative 1 traffic is currently estimated as 760 daily trips above baseline, which would not double the baseline traffic level from the No-Action Alternative (5,760 daily trips). In addition, as stated in Section 3.9 (*Transportation*), no adverse effect on traffic flow would result from Alternative 1. Thus, long-term traffic-related noise would not substantially increase noise levels or exceed noise levels established by the City of Bellevue.

The majority of noise related to the redevelopment of upland parcels on Lake Washington Boulevard, Main Street, Meydenbauer Way, and NE 1st Street would be from traffic. However, other potential area noise sources would include (but not be limited to) outdoor patios and balconies, restaurants, music playing, and general human-related noise (e.g., doors closing, people talking). Noise from these residential and commercial areas would be similar to what would exist under the No-Action Alternative and would occur mostly during daytime hours when people and businesses are active. Therefore, it is not anticipated that area noise sources

related to upland redevelopment parcels would exceed applicable noise standards or result in human annoyance.

Operational noise related to park maintenance, equipment operations, and visitors would occur mostly in the parking lots, picnic areas, and the marina, where noise-producing activities would be centralized. Noise emanating from most of these activities would be intermittent and minimal and occur during less-sensitive daytime hours when Meydenbauer Beach Park is open for day-use recreation. Noise from motorboats would be 59 dBA L_{eq} at 120 feet (Latorre and Vasconcellos 2001), the distance of the nearest sensitive receptor to the marina. Noise levels from landscaping would be 80 dBA L_{eq} at 10 feet (EDAW 1997), the distance of the nearest sensitive receptor to landscaped areas. Both motorboats and landscaping equipment would exceed applicable thresholds (57 dBA L_{dn}) for EDNA A zoned parcels and, as a result, could cause annoyance and sleep disturbance if they were to occur during more sensitive night hours.

Noise associated with Meydenbauer Bay Park is exempt from EDNA noise standards under BCC 9.18.020 C during normal park hours, and the local police jurisdiction would typically enforce quiet hours from 10:00 p.m. to 7:00 a.m. to reduce sleep disturbance and annoyance. Noise from maintenance and equipment operations is exempt under BCC 9.18.020 C and would also occur during daylight hours when employees are performing their duties. Thus, since noise-producing activities would be exempt during daylight hours, restricted by local city code during night time hours, and enforced by local police; sleep disturbance, human annoyance, and noise in excess of applicable standards would be mitigated to less-than-significant levels.

Exposure of Sensitive Receptors to Excessive Ground-borne Vibration

Long-term operation under Alternative 1 would not include any major sources of vibration. However, construction activities could result in varying degrees of temporary ground-borne vibration, depending on the specific construction equipment used and operations involved. Vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. Using FTA's recommended procedure (FTA 2006) for applying a propagation adjustment to these reference levels, predicted worst-case vibration levels would exceed 80 VdB (FTA's maximum-acceptable vibration standard with respect to human annoyance for sensitive uses) within 40 feet of vibration-sensitive receptors. It is not anticipated that sensitive receptors would be located within 40 feet of active construction projects, and no vibrations would occur during nighttime hours (see Section 3.10.3, *Mitigation Measures*). Thus, Alternative 1 would not expose any sensitive receptors to excessive levels of vibration and would have no effect from ground-borne vibration and noise.

Alternative 1A – Road Open Variant

Short-Term Construction Noise

The exposure of sensitive receptors to short-term construction noise under Alternative 1A would be similar to as described under Alternative 1. Exact construction activities and locations may differ under Alternative 1A. However, the overall intensity and duration would be similar to Alternative 1. Therefore, daily noise levels would be similar, with similar measures required. With these measures, Alternative 1A would not expose any sensitive receptors to excessive noise levels, exceed applicable thresholds, and would have no short-term significant adverse effect on noise levels in the vicinity of the study area.

Long-Term Operational Noise

The exposure of sensitive receptors to long-term operational noise under Alternative 1A would be similar to Alternative 1. Under Alternative 1A, 100th Avenue SE would remain open. Noise resulting from keeping 100th Avenue SE would be similar to Alternative 1. Traffic would not double as a result of Alternative 1A and, thus, would not increase noise a substantial amount (+3 dBA). Area noise sources related to the park and upland redevelopment areas would be consistent with the descriptions provided under Alternative 1. Alternative 1A would not expose any sensitive receptors to excessive noise levels, exceed applicable thresholds, and would have no long-term adverse effect on noise levels in the vicinity of the study area.

Exposure of Sensitive Receptors to Excessive Ground-borne Vibration

The exposure of sensitive receptors to excessive ground-borne vibration under Alternative 1A would be the same as described under Alternative 1. Thus, Alternative 1A would not expose any sensitive receptors to excessive levels of vibration and would have no adverse effect from ground-borne vibration and noise.

3.10.2.4 Alternative 2

Short-Term Construction Noise

The exposure of sensitive receptors to short-term construction noise under Alternative 2 would be similar to as described under Alternative 1. Exact construction activities and locations may differ under Alternative 2. However, the overall intensity and duration would be similar to Alternative 1; therefore, daily noise levels would be similar. Measures listed under Section 3.10.3 would also be required for Alternative 2. Thus, with implementation of these measures, Alternative 2 would not expose any sensitive receptors to excessive noise levels, exceed applicable thresholds. With appropriate measures, construction noise would not have a significant adverse effect on nearby residents, parks, and businesses in the study area.

Long-Term Operational Noise

The exposure of sensitive receptors to long-term operational noise under Alternative 2 would be similar to that described under Alternative 1.

Alternative 2 traffic is currently estimated as 1,230 daily trips above baseline. As in Alternative 1, this level would not double existing baseline traffic levels from the No-Action Alternative (5,760 daily trips), and would represent a small percentage of the overall daily trips in the vicinity of the study area. In addition, as stated in Section 3.9 (*Transportation*), no adverse effect on traffic flow would result from Alternative 2; this supports the conclusion that the increased traffic and related noise would be negligible. Area noise sources related to the park and upland redevelopment areas would be consistent with the descriptions provided under Alternative 1. Thus, Alternative 2 would not expose any sensitive receptors to excessive noise levels, exceed applicable thresholds, and would have no long-term adverse effect on noise levels in the vicinity of the study area.

Exposure of Sensitive Receptors to Excessive Ground-borne Vibration

The exposure of sensitive receptors to excessive ground-borne vibration under Alternative 2 would be the same as described under Alternative 1. Thus, Alternative 2 would not expose any

sensitive receptors to excessive levels of vibration and would have no adverse effect from ground-borne vibration and noise.

Alternative 2A – Road Open Variant

Short-Term Construction Noise

The exposure of sensitive receptors to short-term construction noise under Alternative 2A would be similar to as described under Alternative 1A. Exact construction activities and locations may differ under Alternative 2A. However, the overall intensity and duration would be similar to Alternative 1; therefore, daily noise levels would be similar. Measures listed under section 3.10.3 would also be required for Alternative 2A. Thus, with implementation of these measures, Alternative 2A would not expose any sensitive receptors to excessive noise levels, exceed applicable thresholds, and would have no significant short-term effect on noise levels in the vicinity of the study area.

Long-Term Operational Noise

The exposure of sensitive receptors to long-term operational noise under Alternative 2A would be the same as described under Alternative 1A. Noise levels resulting from keeping 100th Avenue SE open would be similar to existing levels and would not increase a substantial amount. Area noise sources related to the park and upland redevelopment areas would be consistent with the descriptions provided under Alternative 1A. Thus, Alternative 2A would not expose any sensitive receptors to excessive noise levels, exceed applicable thresholds, and would have no long-term adverse effect on noise levels in the vicinity of the study area.

Exposure of Sensitive Receptors to Excessive Ground-borne Vibration

The exposure of sensitive receptors to excessive ground-borne vibration under Alternative 2A would be the same as described under Alternative 1. Thus, Alternative 2A would not expose any sensitive receptors to excessive levels of vibration and would have no adverse effect from ground-borne vibration and noise.

3.10.3 Mitigation Measures

Under existing regulations, the City of Bellevue will require future development projects to incorporate the following mitigation measures during construction under all alternative to reduce short-term construction noise levels:

- Construction equipment shall be properly maintained and equipped with noise control, such as mufflers, in accordance with manufacturers' specifications.
- Construction activities shall be limited to between 7:00 a.m. and 6:00 p.m. on weekdays and 9:00 a.m. and 6:00 p.m. on Saturdays, during which time such activities are exempt from applicable standards.
- Construction equipment shall be arranged to minimize travel adjacent to occupied residences, and turned off during prolonged periods of non-use (longer than 10 minutes).
- Construction equipment shall be staged, and construction employee parking shall be located in designated areas only.

These measures would reduce human disturbance and restrict noise-producing construction activities to less-sensitive daytime hours. These actions would reduce human annoyance and sleep disturbance, and restrict activities to the hours when there is more activity in the area. As a result, short-term construction noise under program implementation would not create a significant adverse effect on noise levels in the study area and surrounding vicinity. No impacts associated with operation are anticipated; therefore, no additional mitigation would be required.

3.10.4 Summary of Impacts

Implementation of the project alternatives would have relatively insignificant potential noise-related impacts. Impacts could potentially occur both over the short term (associated with construction activities), as well as the long term (associated with changes to site noise sources).

In the short term, construction-activities resulting from heavy-equipment operations could temporarily impact noise levels in the study area. These potential impacts can be controlled and minimized by using properly maintained construction equipment and enforcing City code on restricted hours of operations. The potential for construction-related impacts would be slightly more pronounced under the action alternatives relative to the No-Action Alternative, given the greater level of development proposed; however, such impacts are considered slight and insignificant under all project alternatives.

Over the long term, noise would be created by additional vehicles related to increased visitation and residents, commercial activities, and increased recreation. These noise sources would be similar to existing conditions, and it is likely that noise in the study area would remain constant or increase or decrease slightly depending on the day and the amount of activity at the park and at the new commercial areas. For this reason, the potential for impacts to affect noise in the study area would be slightly more pronounced under the action alternatives relative to the No-Action Alternative, given the greater level of development proposed; however, such impacts are considered slight and insignificant under all project alternatives.

In summary, no significant unavoidable adverse noise-related impacts are expected to occur as a result of the project alternatives.

3.11 AIR QUALITY

3.11.1 Affected Environment

This section describes existing conditions related to air quality within the study area. Air quality in the City of Bellevue is under the jurisdiction of the EPA, Ecology, and the Puget Sound Clean Air Agency (PSCAA). This section presents a description of ambient air quality, monitoring station data, and regulatory standards for the study area.

3.11.1.1 Existing Conditions

Air quality in the Puget Sound region is influenced by two major factors: meteorological conditions and pollutant emissions. Meteorological factors such as wind speed, atmospheric stability, and mixing height affect the atmosphere's ability to transport and disperse pollutants. Solar radiation (sunlight) affects photochemical oxidant production in the atmosphere. These meteorological factors are all influenced by topography. Frequent short-term variations in air quality usually result from changes in atmospheric conditions. Long-term variations in air quality typically result from changes in pollutant emission rates.

The build-up of local air pollutants (e.g., carbon monoxide [CO] and particulate matter less than 10 microns in diameter [PM_{10}]) occurs during periods of air stagnation, when poor atmospheric dispersion conditions exist and persist for 24 hours or longer. These conditions are characterized by light winds and temperature inversions, occurring in the late fall, winter, and early spring. During the summer, regional pollutants (nitrogen oxides [NOx] and volatile organic compounds [VOCs]) combine and react in the presence of sunlight to form ground-level ozone. Sunny conditions with strong subsidence inversions are most favorable to the formation of high ground-level ozone concentrations.

Criteria Air Pollutants, Monitoring Data, and Current Attainment Designations

Concentrations of the following air pollutants are used as indicators of ambient air quality conditions: ozone, CO, nitrogen dioxide (NO_2), sulfur dioxide (SO_2), PM_{10}, fine particulate matter ($PM_{2.5}$), and lead. Because these are the most prevalent air pollutants known to be deleterious to human health, and extensive health-effects criteria documents are available, they are commonly referred to as "criteria air pollutants."

Ambient air quality is measured in the Puget Sound region by PSCAA and Ecology. Table 3.11-1 presents the most recent air quality data and lists the background levels for the study area and vicinity. While some of the stations are located outside the City of Bellevue, in general, the ambient air quality measurements are representative of the air quality in the region of the study area. Table 3.11-1 summarizes the air quality data from these stations for the most recent 3 years that data were available, 2005 through 2007.

Ambient air quality standards were not exceeded at the closest monitoring stations for ozone, $PM_{2.5}$, PM_{10}, and CO during the period from 2005 to 2007 (PSCAA 2007). Other criteria pollutants are not currently monitored because they meet air quality standards and the region is designated as in attainment for them.

Table 3.11-1. Summary of Annual Ambient Air Quality Data (2005–2007).

	2005	2006	2007
Ozone[1]			
Maximum concentration (1-hr/8-hr, ppm)	0.056/0.043	0.046/0.033	-/0.051
Number of days national standard exceeded (1-hr/8-hr)	0/0	0/0	-/0
Fine Particulate Matter ($PM_{2.5}$)[2]			
Maximum concentration ($\mu g/m^3$)	31	35	37
Number of days national standard exceeded	0	0	0
Respirable Particulate Matter (PM_{10})[2]			
Maximum concentration ($\mu g/m^3$)	91	71	60
Number of days national standard exceeded	0	0	0
Carbon Monoxide (CO)[3]			
Maximum concentration (1-hr/8-hr, ppm)	5.9/4.0	5.1/3.7	3.9/2.7
Number of days national standard exceeded (8-hr)	0	0	0

Where, ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter; - = data not available.

[1] Measurements were recorded at the 15th Street and Charlestown, Seattle monitoring station.

[2] Measurements were recorded at the 4752 E Marginal Way, Seattle monitoring station.

[3] Measurements were recorded at the 148th Avenue NE, Bellevue monitoring station.

Source: PSCAA 2005, 2006, 2007.

EPA uses these types of monitoring data to designate areas according to attainment status for criteria air pollutants. The purpose of these designations is to identify those areas with air quality problems and thereby initiate planning efforts to improve air quality. The three basic designation categories are nonattainment, attainment, and unclassified. The unclassified designation is used in an area that cannot be classified on the basis of available information as meeting or not meeting the standards. Maintenance is a subcategory of nonattainment where the area has met attainment goals, but not yet been officially designated as attainment. It is an interim status for areas that have met National Ambient Air Quality Standards (NAAQS) but are in the process of sustaining NAAQS before being designated as attainment. King County is currently a non-attainment area for PM_{10} and a maintenance area for CO. King County is either designated as attainment or unclassified for all remaining NAAQS (EPA 2009a).

Hazardous Air Pollutants

Hazardous air pollutants (HAPs) are defined as air pollutants that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health. HAPs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health, even at low concentrations.

According to the California Almanac of Emissions and Air Quality (ARB 2008), the majority of the estimated health risk from HAPs can be attributed to relatively few compounds, the most important being PM from diesel-fueled engines (diesel PM). Diesel PM differs from other HAPs in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel PM is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition,

lubricating oil, and whether an emission control system is present. Sources of HAPs near the study area would be Interstate 405 and any major arterials roadways (e.g., Belleview Way) that have a consistent haul truck population.

Odors

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). The occurrence and severity of odor impacts is subjective and depends on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the presence of sensitive receptors. Although offensive odors rarely cause any physical harm, they still can be unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies. Odor sources in the study area and vicinity would include fast food restaurants, decaying organic matter along the water, and any waste receptacles such as dumpsters.

Greenhouse Gases

Certain gases in the earth's atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface, and a smaller portion of this radiation is reflected back toward space. The absorbed radiation is then emitted from the earth, not as high-frequency solar radiation, but lower frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. The earth has a much lower temperature than the sun; therefore, the earth emits lower frequency (longer wavelength) radiation. Most solar radiation passes through GHGs; however, infrared radiation is selectively absorbed by GHGs. As a result, infrared radiation released from the earth that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the "greenhouse effect," is responsible for maintaining a habitable climate on Earth. Without the greenhouse effect, Earth would not be able to support life as we know it.

Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated compounds. Human-caused emissions of these GHGs in excess of natural ambient concentrations are responsible for intensifying the greenhouse effect and have led to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. It is extremely unlikely that global climate change over the past 50 years can be explained without the contribution from human activities (IPCC 2007).

Impacts of GHGs are borne globally, compared to the localized or regional air quality effects of criteria air pollutants and HAPs. The quantity of GHGs that it takes to ultimately effect climate change is not precisely known; nonetheless, the quantity is enormous, and no single project would be expected to measurably contribute to a noticeable incremental change in the global average temperature, or to global, local, or microclimate.

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors (EPA 2009b). Emissions of CO_2 are byproducts of fossil fuel combustion.

CH_4, a highly potent GHG, results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) largely associated with agricultural practices and landfills. CO_2 sinks, or reservoirs, include vegetation and the ocean, which absorb CO_2 through photosynthesis and dissolution, respectively, two of the most common processes of CO_2 sequestration.

3.11.1.2 Regulatory Setting

Air quality in the study area is under the jurisdiction of the EPA, Ecology, and the PSCAA. The PSCAA is the local air pollution control agency serving King, Kitsap, Pierce, and Snohomish counties. Each of these agencies develops rules, regulations, policies, and/or goals to comply with applicable legislation. Although EPA regulations may not be superseded, both state and local regulations may be more stringent.

State Environmental Policy Act

As described in more detail in Section 3.1.1.2 (*Regulatory Setting*), SEPA requires all governmental agencies to consider the environmental impacts of a proposed action before making decisions.

Criteria Air Pollutants

At the federal level, the EPA implements national air quality programs. EPA's air quality mandates are drawn primarily from the federal Clean Air Act (CAA), which was enacted in 1970 and most recently amended in 1990 by the Clean Air Act Amendments (CAAA). Ecology is the agency responsible for coordination and oversight of state and local air pollution control programs in Washington and for implementing the Washington Clean Air Act (WCAA).

The EPA has established NAAQS for the criteria air pollutants, the six most prevalent air pollutants known to be deleterious to human health: CO, $PM_{10,}$ ozone, SO_2, NO_2, and lead. For these pollutants, federal law requires meeting the national primary standards that protect health and establishes deadlines for states to develop and implement plans to achieve and maintain air quality standards. Ecology and PSCAA have also established state and local ambient air quality standards for the six criteria pollutants; these standards are at least as stringent as the national standards. Table 3.11-2 summarizes the federal, state, and local ambient air quality standards.

PSCAA attains and maintains air quality conditions in King County through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of PSCAA includes the preparation of plans and programs for the attainment of ambient air quality standards, adoption and enforcement of rules and regulations, and issuance of permits for stationary sources. PSCAA also inspects stationary sources, responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements other programs and regulations required by the CAA, CAAA, and WCAA. All projects are subject to adopted PSCAA rules and regulations in effect at the time of construction. Specific rules applicable to the project alternatives may include, but are not limited to: Rule 3.04 "Reasonably Available Control Technology," Article 6 "New Source Review," Article 7 "Operating Permits," and Rule 9.15 "Fugitive Dust Control Measures."

Table 3.11-2. Ambient Air Quality Standards.

	National		Washington	
Pollutant	**Primary**	**Secondary**	**State**	**PSCAA**
Carbon Monoxide (CO)				
8-Hour Average [a]	9 ppm	—	9 ppm	9 ppm
1-Hour Average [a]	35 ppm	—	35 ppm	35 ppm
Particulate Matter (PM_{10})				
Annual Arithmetic Average [b]	50 $\mu g/m^3$	50 $\mu g/m^3$	50 $\mu g/m^3$	50 $\mu g/m^3$
24-Hour Average [c]	150 $\mu g/m^3$	150 $\mu g/m^3$	150 $\mu g/m^3$	150 $\mu g/m^3$
Particulate Matter ($PM_{2.5}$)				
Annual Arithmetic Average [d]	15 $\mu g/m^3$	15 $\mu g/m^3$	—	15 $\mu g/m^3$
24-Hour Average [e]	65 $\mu g/m^3$	65 $\mu g/m^3$	—	65 $\mu g/m^3$
Ozone				
8-Hour Average [f]	0.08 ppm	0.08 ppm	-	0.08 ppm
1-Hour Average	0.12 ppm	0.12 ppm	0.12 ppm	0.12 ppm
Sulfur Dioxide (SO_2)				
Annual Average [g]	0.030 ppm	—	0.02 ppm	0.02 ppm
24-Hour Average [g]	0.14 ppm	—	0.10 ppm	0.10 ppm
3-Hour Average [a]	—	0.50 ppm	—	—
1-Hour Average [h]	—	—	0.25 ppm	0.25 ppm
1-Hour Average [g]	—	—	0.40 ppm	0.40 ppm
Lead (Pb)				
Calendar Quarter Average [g]	1.5 $\mu g/m^3$	1.5 $\mu g/m^3$	-	-
Nitrogen Dioxide (NO_2)				
Annual Average [g]	0.053 ppm	0.053 ppm	0.05 ppm	0.053 ppm

ppm = parts per million (volumetric)

$\mu g/m^3$ = micrograms per cubic meter

[a] Not to be exceeded more than once per year.

[b] Standard attained when the 3-year average of the annual arithmetic mean concentration, as determined in accordance with 40 Code of Federal Regulations (CFR) Part 50, Appendix N, is less than or equal to 50 $\mu g/m^3$.

[c] Standard attained when the 3-year average of the 99th percentile 24-hour average concentration is above 150 $\mu g/m^3$, as determined in accordance with 40 CFR Part 50, Appendix I.

[d] Standard attained when the 3-year average of the annual arithmetic mean concentration, as determined in accordance with 40 CFR Part 50, Appendix N, is less than or equal to 15.0 $\mu g/m^3$.

[e] Standard attained when the 3-year average of the 98th percentile 24-hour average concentration, as determined in accordance with 40 CFR Part 50, Appendix N, is less than or equal to 65 $\mu g/m^3$.

[f] Standard attained when the 3-year average of the annual fourth-highest daily maximum 8-hour average concentration is less than or equal to 0.08 ppm, as determined in accordance with 40 CFR Part 50, Appendix I.

[g] Never to be exceeded.

[h] Not to be exceeded more than twice on seven consecutive days.

Source: EPA 2009 (Federal); WAC 173-470 to 475 (State); PSCAA 2005 (local).

Hazardous Air Pollutants

EPA has programs for identifying and regulating HAPs. Title III of the CAAA directed EPA to promulgate national emissions standards for HAPs (NESHAP). Major sources of NESHAPs are defined as stationary sources with potential to emit more than 10 tons per year (TPY) of any HAP or more than 25 TPY of any combination of HAPs; all other sources are considered area sources. The CAAA called on EPA to promulgate emission standards in two phases. In the first phase (1992–2000), EPA developed technology-based emission standards designed to produce the maximum emission reduction achievable. These standards are generally referred to as requiring Maximum Achievable Control Technology (MACT). For area sources, the standards may be different, based on generally available control technology. In the second phase (2001–2008), EPA is required to promulgate health risk–based emissions standards where deemed necessary to address risks remaining after implementation of the technology-based NESHAP standards.

The CAAA also required EPA to promulgate vehicle or fuel standards containing reasonable requirements that control toxic emissions, at a minimum for benzene and formaldehyde. Performance criteria were established to limit mobile-source emissions of toxics, including benzene, formaldehyde, and 1,3-butadiene. In addition, Section 219 of the CAAA required the use of reformulated gasoline in selected areas with the most severe ozone nonattainment conditions to further reduce mobile-source emissions.

At the local level, air quality agencies may adopt and enforce control measures. Under PSCAA Regulation III, all sources that possess the potential to emit HAPs are required to obtain permits from the district. PSCAA limits emissions and public exposure to HAPs through a number of programs and prioritize HAP-emitting stationary sources based on the quantity and toxicity of the HAP emissions and the proximity of the facilities to sensitive receptors.

Odors

Neither the state nor the federal governments have adopted any rules or regulations for the control of odors sources. However, the PSCAA has adopted Rule 9.11b that specifically addresses nuisance associated with odors.

Climate Change

On April 2, 2007, the U.S. Supreme Court ruled that CO_2 is an air pollutant as defined under the CAA, and that EPA has the authority to regulate emissions of GHGs. However, there are no federal regulations or policies regarding GHG emissions applicable to the project alternatives at this time.

Various statewide and local initiatives to reduce the state's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term. Because every nation emits GHGs and therefore makes an incremental cumulative contribution to global climate change, cooperation on a global scale will be required to reduce the rate of GHG emissions to a level that can help to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

Washington state has taken significant actions to address climate change, including the signing of Executive Order 07-02 by Governor Gregoire that established the following GHG reduction goals for the state of Washington:

- By 2020, reduce greenhouse gas emissions in the state of Washington to 1990 levels, a reduction of 10 million metric tons below 2004 emissions.

- By 2035, reduce greenhouse gas emissions in the state of Washington to 25 percent below 1990 levels, a reduction of 30 million metric tons below 2004.

- By 2050, the state of Washington will do its part to reach global climate stabilization levels by reducing emissions to 50 percent below 1990 levels or 70 percent below our expected emissions that year, an absolute reduction in emissions of nearly 50 million metric tons below 2004.

- By 2020, increase the number of clean energy sector jobs to 25,000 from the 8,400 jobs we had in 2004.

- By 2020, reduce expenditures by 20 percent on fuel imported into the state by developing Washington resources and supporting efficient energy use.

In Executive Order 07-02, Governor Gregoire further ordered the Washington Climate Change Challenge group to address the following elements and process steps:

- Consider the full range of policies and strategies for the state of Washington to adopt or undertake to ensure that the economic and emission reductions goals are achieved, including policy options that can maximize the efficiency of emission reductions, including market-based systems, allowance trading, and incentives.

- Determine specific steps the state of Washington should take to prepare for the impact of global warming, including impacts on public health, agriculture, the coast line, forestry, and infrastructure.

- Assess what further steps the state of Washington should take to be prepared for the impact of global warming to water supply and management.

- Initiate active involvement by the state of Washington in the development of regional and national climate policies and coordination with British Columbia.

- Recommend how the state of Washington, as an entity, can reduce its generation of greenhouse gas emissions.

- Work with local governments to maximize coordination and effectiveness of local and state climate initiatives.

- Inform the general public of the process, solicit comments and involvement, and develop recommendations for future public education and outreach.

While at this time no legislation has been passed that specifically addresses GHGs, two bills are currently proposed in the Washington Legislature. House Bill 1819 proposes a cap on emissions of GHG, and Senate Bill 5735 proposes a voluntary state emissions reductions program.

3.11.2 Impacts

3.11.2.1 Methods

This air quality analysis is based on guidance provided by WAC 197-11-960 (SEPA environmental checklist) regarding identification, characterization, and mitigation of air quality impacts. Analysis is based on well-developed standards and analysis methods for air quality impacts from NAAQS criteria pollutants. The methodology used in this analysis compares the emissions of the alternatives so that the public and decision-makers have reasonable information about the relative air quality effects of the alternatives, even where there are no standards for determining impacts. Air quality experts assessed potential impacts from construction and operational activities within and near the study area. Short- and long-term emissions of criteria air pollutants (i.e., ozone, PM_{10}, and CO), HAPs, and odors for construction and operational activities under the three alternatives are described below in accordance with the policies and rules of PSCAA, Ecology, and the EPA for program level documents.

The type, degree, and significance of potential impacts on air quality were assessed based on the federal, state, and local regulations and policies, as described in Section 3.11.1.2 (*Regulatory Setting*). A significant air quality impact would be one that is reasonably likely to result in a more than moderate adverse air quality impact based on exceeding applicable criteria. According to these criteria, implementation of the project alternatives for Meydenbauer Bay Park and Land Use Plan would have a direct adverse effect on air quality if they would:

- Conflict with or obstruct the implementation of an applicable air quality plan.
- Violate any air quality standards or contribute substantially to an existing or projected air quality violation.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).
- Expose sensitive receptors to substantial pollutant concentrations.
- Create objectionable odors affecting a substantial number of people.

3.11.2.2 No-Action Alternative

Short-Term Emissions of Criteria Air Pollutants and Precursors

Implementation of the Meydenbauer Bay Park and Land Use Plan is dependent on pursuing individual projects that would be based on this programmatic EIS that would be required to comply with Bellevue land use and development standards. Each individual project would be subject to individual environmental review to ensure that project-level effects are analyzed and mitigated as necessary.

Construction-related emissions are described as short term or temporary in duration and have the potential to represent a direct effect on air quality. Construction-related activities under the No-

Action Alternative would result in emissions of criteria air pollutants (e.g., PM_{10}) and precursors (e.g., VOC and NO_X) from site preparation (e.g., excavation, grading, and clearing); exhaust from off-road equipment, material delivery vehicles, and worker commute vehicles; vehicle travel on paved roads; and other miscellaneous activities (e.g., asphalt paving, and trenching for utility installation). Specific quantities of pollutant emissions related to construction activities would be addressed as part of future project-level review. Because of the relatively small magnitude of construction operations typically associated with the park and residential/commercial redevelopment, emissions of VOCs and NO_X would not contribute substantially to an existing or potential NAAQS violation and conflict with planning efforts. However, King County is in non-attainment for PM_{10}, and PSCAA requires that all projects implement all feasible BMPs to control PM_{10} (Anderson, pers. comm. 2009). Such measures would be a requirement of future project-level review.

Therefore, while emissions of VOC and NO_X are not anticipated to contribute a substantial amount to an existing or potential NAAQS violation or conflict with planning efforts, uncontrolled construction-generated emissions of PM_{10} would conflict with PSCAA air quality planning efforts and would contribute substantially to an existing or projected air quality violation for which the study area region is in non-attainment under an applicable federal ambient air quality standard. As a result, short-term construction emissions would have a direct adverse effect on air quality if unmitigated. As described Section 3.11.3, future projects would be required to incorporate all feasible BMPs to reduce levels of PM_{10} in the study area and vicinity. With these measures, short-term effects would be less than significant.

Long-Term Emissions of Criteria Air Pollutants and Precursors

As described in Chapters 1 and 2 and the traffic analysis of this EIS (see Section 3.9), the long-term operation of the project would not cause a substantial increase in vehicle traffic on affected roadways. The No-Action Alternative traffic is currently estimated as 5,760 trips per day. This trip estimate is considered the baseline condition. Conversion of traffic p.m. peak hour trips to trips per day was conducted to normalize data to the 24-hour air quality assessment standards. Based on the trips per day estimates, vehicle operations associated with this alternative would result in negligible amounts of vehicle miles traveled (VMT), VOCs, NO_X, and PM_{10} or local CO emissions. In addition, no stationary sources would be implemented as a result of the No-Action Alternative. Consequently, the No-Action Alternative would not conflict with or obstruct the implementation of PSCAA's air planning efforts or contribute to an existing air quality violation. As a result, emissions would be below NAAQS and no violation of the State Implementation Plan (SIP) would occur. Therefore, no further general conformity analysis is required.

As stated above, long-term operational emissions would not violate air quality standards, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. There would be no direct or indirect adverse effect on the long-term emissions of criteria air pollutants and precursors as a result of the No-Action Alternative.

Exposure of Sensitive Receptors to Hazardous Air Pollutants

The No-Action Alternative would result in the short-term generation of diesel exhaust emissions from the use of off-road diesel equipment required for construction activities and HAPs related

to pier and building removal. Diesel PM has been identified as a HAP by PSCAA, Ecology, and EPA. Other minor sources of HAPs would be from demolition of single family residences and piers on the park parcels and demolition of existing structures on the upland redevelopment parcels. The dose to which the receptors are exposed to any HAP (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to HAP emission levels that exceed applicable standards). According to the California Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to HAP emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (pers. comm., Salinas, 2004).

The possible sensitive receptor exposure period for individual No-Action Alternative related projects is short (likely less than 2 years per construction phase), and mobile equipment would not operate near (within approximately 300 feet of) any sensitive receptor for long periods of time (i.e., 70 years). In addition, diesel PM is highly dispersive, and studies have shown that measured concentrations of vehicle-related pollutants, including ultra-fine particles, decrease dramatically within approximately 300 feet of the source (Zhu et al. 2002). PSCAA does not have a threshold of significance for exposure to HAPs; however, they do recommend that all available diesel exhaust control devices be installed on equipment (pers. comm., Anderson, 2009). The use of mobilized equipment and demolition activities would be temporary (i.e., less than 70 years), and the distances to sensitive receptors for the most part would be more than 300 feet. Redevelopment construction conducted on the upland redevelopment parcels under the No-Action Alternative would be within 300 feet of some residential areas, but, as with park development, the length of exposure would be less than the exposure length required to cause adverse health effects (70 years). Therefore, construction-related emissions would not be anticipated to expose sensitive receptors to substantial pollutant concentrations. Toxic best available control technologies (T-BACT), consistent with PSCAA efforts to reduce HAP exposure levels, would be among the measures required as part of future project-specific review. Such measures would reduce the direct adverse effect on HAP levels in the vicinity of the study area to less than significant.

With respect to long-term operational source HAP emissions, implementation of the No-Action Alternative would not result in a substantial increase of operation-related emissions relative to existing conditions. Specifically, the long-term operation of the No-Action Alternative would not result in a substantial amount of HAP emissions related to vehicle trips. Furthermore, implementation would not result in any new major stationary emission sources from park or upland redevelopment operations. Thus, the No-Action Alternative operation-related HAP emissions would not expose sensitive receptors to substantial pollutant concentrations. As a result, implementation of the No-Action Alternative would not result in a direct or indirect adverse effect on HAP levels in the vicinity of the study area.

Exposure of Sensitive Receptors to Substantial Odor Concentrations

Construction of the No-Action Alternative would result in diesel exhaust emissions from on-site construction equipment. The diesel exhaust emissions would be intermittent and temporary and would dissipate rapidly from the source. No other existing odor sources are located in the vicinity of the study area, and the No-Action Alternative would not include the long-term operation of any new sources of odor from park or upland redevelopment implementation. Thus, the construction and operation of the No-Action Alternative would not create, further, or change

existing objectionable odors that would affect a substantial number of people. As a result, there would be no direct or indirect adverse impact on odors under the No-Action Alternative.

3.11.2.3 Alternative 1

Short-Term Emissions of Criteria Air Pollutants and Precursors

This impact would be similar to that described above for the No-Action Alternative. The intensity and level of construction activities would be higher under Alternative 1 as a result of the larger acreage and increased features of the park and residential/commercial redevelopment. It is important to note that under Alternative 1, as in the No-Action Alternative, that individual projects (i.e., commercial/retail buildings) would undergo subsequent environmental review to ensure that emissions would not exceed established thresholds.

Construction-related activities under Alternative 1 would result in emissions of criteria air pollutants (e.g., PM_{10}) and precursors (e.g., VOC and NO_X) from site preparation (e.g., excavation, grading, and clearing); exhaust from off-road equipment, material delivery vehicles, and worker commute vehicles; vehicle travel on paved and unpaved roads; and other miscellaneous activities (e.g., asphalt paving, pier expansion, building construction, and trenching for utility installation). Detailed construction plans are not available at this time; thus, specific quantities of pollutant emissions related to full build-out are unknown and are not described in this programmatic EIS. Since PSCAA has not at this time set significance thresholds for short-term construction emissions and because of the magnitude of construction operations, it is not expected that emissions of VOCs and NO_X would contribute a substantial amount to an existing or potential NAAQS violation and conflict with planning efforts. However, King County is in non-attainment for PM_{10}, and PSCAA requires that all projects implement all feasible BMPs to control PM_{10} (pers. comm., Anderson, 2009).

Therefore, while emissions of VOC and NO_X are not anticipated to contribute a substantial amount to an existing or potential NAAQS violation and conflict with planning efforts, uncontrolled construction-generated emissions of PM_{10} would violate PSCAA air quality planning efforts and would contribute substantially to an existing or projected air quality violation for which the study area region is in non-attainment under an applicable federal ambient air quality standard. As a result, short-term construction emissions would have a direct adverse effect on air quality. Section 3.11.3 identifies measures such as the adoption of all feasible BMPs to reduce levels of PM_{10} in the study area and vicinity.

Long-Term Emissions of Criteria Air Pollutants and Precursors

This impact would be similar to the No-Action Alternative.

As described in Chapter 2 and the traffic analysis of this EIS (see Section 3.9), the long-term operation of the project would not cause a substantial increase in vehicle traffic on affected roadways, an increase of approximately 760 trips per day above baseline (5,760 trips per day) are expected to be generated by Alternative 1. Thus, the vehicle operations related to the alternative would result in negligible amounts of VMT, VOCs, NO_X, and PM_{10} or local CO emissions. Possible new stationary sources resulting from gasoline dispensing in the marina or commercial/retail stores (e.g., dry cleaners) included in the upland redevelopment parcels would be required to follow the PSCAA New Source Review permitting process to ensure that emission levels would comply with all applicable regulations and standards. Consequently, mobile and

stationary sources under Alternative 1 would not conflict with or obstruct the implementation of PSCAA's air planning efforts or contribute to an existing air quality violation. As a result, emissions would be below NAAQS, and no violation of the SIP would occur. Therefore, no further general conformity analysis is required.

As stated above, long-term operational emissions would not violate air quality standards, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. There would be no direct or indirect adverse effect on long-term emissions of criteria air pollutants and precursors as a result of Alternative 1.

Exposure of Sensitive Receptors to Hazardous Air Pollutants

This impact would be similar to the No-Action Alternative.

Alternative 1 would result in the short-term generation of diesel exhaust emissions from the use of off-road diesel equipment required for construction activities. Paving of roads and parking lots would also produce diesel emissions. Other short-term sources of HAPs would be related to the demolition of piers and the Chevron station. The possible sensitive receptor exposure period for individual projects associated with Alternative 1 would be short (likely less than 3 years for employees and local residents), and mobile equipment would not operate near (within approximately 300 feet of) any sensitive receptor for long periods of time (i.e., greater than 70 years). Therefore, construction-related emissions would not be anticipated to expose sensitive receptors to substantial pollutant concentrations. Toxic best available control technologies (T-BACT), consistent with PSCAA efforts to reduce HAP exposure levels, would be among the measures required as part of future project-specific review. Such measures would reduce the direct adverse effect on HAP levels in the vicinity of the study area to less than significant.

With respect to long-term operational source HAP emissions, implementation of Alternative 1 would be similar to the No-Action Alternative. Alternative 1 would not result in an increase of long-term operation-related HAP emissions relative to existing conditions, increased vehicle traffic, or new stationary sources from park and upland redevelopment implementation. Thus, Alternative 1-generated operation-related HAP emissions would not expose sensitive receptors to substantial pollutant concentrations. As a result, implementation of Alternative 1 would not result in a direct or indirect adverse effect on HAP levels in the vicinity of the study area.

Exposure of Sensitive Receptors to Substantial Odor Concentrations

This impact would be the same as under the No-Action Alternative, as described above. Construction of the project would result in diesel exhaust emissions from on-site construction equipment. The diesel exhaust emissions would be intermittent and temporary and would dissipate rapidly from the source. No other existing odor sources are located in the vicinity of the study area, and Alternative 1 would not include the long-term operation of any new sources of odor from park or upland redevelopment implementation. Thus, the construction and operation of Alternative 1 would not create, further, or change existing objectionable odors that would affect a substantial number of people. As a result, there would be no direct or indirect adverse effect on odors under Alternative 1.

Alternative 1A – Road Open Variant

Short-Term Emissions of Criteria Air Pollutants and Precursors

The exposure of sensitive receptors to short-term emissions of criteria air pollutants and precursors under Alternative 1A would be similar to the effects described above for Alternative 1. Exact construction activities and locations may differ under Alternative 1A. However, the overall intensity and duration would be similar to Alternative 1; therefore, emission levels would be similar. With implementation of BMPs listed in Section 3.11.3, Alternative 1A would not violate an air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. As a result, there would be no direct or indirect adverse effect on short-term emissions of criteria air pollutants and precursors as a result of Alternative 1A.

Long-Term Emissions of Criteria Air Pollutants and Precursors

Long-term emissions of criteria air pollutants and precursors under Alternative 1A would be the same as described above for Alternative 1. Emissions would be distributed differently as a result of keeping 100th Avenue SE open; however, these emissions are regional in nature, and the quantity of emissions would be the same as in Alternative 1. Thus, as in Alternative 1, Alternative 1A would not emit substantial quantities of criteria air pollutants and precursors over the long term. There would be no direct or indirect adverse effect on air quality.

Exposure of Sensitive Receptors to Hazardous Air Pollutants

The exposure of sensitive receptors to excessive pollutant concentrations under Alternative 1A would be the same as described above for Alternative 1. With implementation of BMPs, Alternative 1A would not expose any sensitive receptors to excessive pollutant concentrations, and there would be no direct or indirect adverse effect.

Exposure of Sensitive Receptors to Substantial Odor Concentrations

The exposure of sensitive receptors to excessive odor concentrations under Alternative 1A would be the same as described above for Alternative 1. Thus, Alternative 1A would not expose any sensitive receptors to excessive odors, and there would be no direct or indirect adverse effect on air quality.

3.11.2.4 Alternative 2

Short-Term Emissions of Criteria Air Pollutants and Precursors

The exposure of sensitive receptors to short-term emissions of criteria air pollutants and precursors under Alternative 2 would be similar to those described above for Alternative 1. Exact construction activities and locations may differ under Alternative 2. However, the overall intensity and duration would be similar to Alternative 1; therefore, emission levels would be similar. With implementation of BMPs, Alternative 2 would not violate an air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. As a result, there would be no direct or indirect adverse effect on short-term emissions of criteria air pollutants and precursors as a result of Alternative 2.

Long-Term Emissions of Criteria Air Pollutants and Precursors

Long-term emissions of criteria air pollutants and precursors under Alternative 2 would be similar to those described above for Alternative 1. Emissions would be slightly higher as a result of the 6,990 trips per day associated with Alternative 2. However, the quantity of emissions associated with 1,230 additional trips per day above baseline (5,760 trips per day) would still be well below NAAQS and in compliance with the SIP and PSCAA planning efforts. Thus, Alternative 2 would not emit substantial quantities of criteria air pollutants and precursors over the long term. There would be no direct or indirect adverse effect on air quality.

Exposure of Sensitive Receptors to Hazardous Air Pollutants

The exposure of sensitive receptors to excessive pollutant concentrations under Alternative 2 would be the same as described above for Alternative 1. With implementation of BMPs, Alternative 2 would not expose any sensitive receptors to excessive pollutant concentrations, and there would be no direct or indirect adverse effect.

Exposure of Sensitive Receptors to Substantial Odor Concentrations

The exposure of sensitive receptors to excessive odor concentrations under Alternative 2 would be the same as described above for Alternative 1. Thus, Alternative 2 would not expose any sensitive receptors to excessive odors, and there would be no direct or indirect adverse effect.

Alternative 2A – Road Open Variant

Short-Term Emissions of Criteria Air Pollutants and Precursors

The exposure of sensitive receptors to short-term emissions of criteria air pollutants and precursors under Alternative 2A would be similar to as described above for Alternative 2. Exact construction activities and locations may differ under Alternative 2A. However, the overall intensity and duration would be similar to Alternative 2; therefore, emission levels would be similar. With implementation of BMPs, Alternative 2A would not violate an air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. As a result, there would be no direct or indirect adverse effect on short-term emissions of criteria air pollutants and precursors as a result of Alternative 2A.

Long-Term Emissions of Criteria Air Pollutants and Precursors

Long-term emissions of criteria air pollutants and precursors under Alternative 2A would be similar to those described above for Alternatives 1 and 2. Emissions would be slightly higher than Alternative 1 and the same as Alternative 2. The number of trips associated with Alternative 2A is approximately 1,230 trips per day above baseline. The quantity of emissions associated with 1,230 trips would still be well below NAAQS and in compliance with the SIP and PSCAA planning efforts. Emissions would be distributed differently as a result of keeping 100th Avenue SE open; however, these emissions are regional in nature, and the quantity of emissions would be the same as in Alternative 2. Thus, Alternative 2A would not emit substantial quantities of criteria air pollutants and precursors. There would be no direct or indirect adverse effect on air quality.

Exposure of Sensitive Receptors to Hazardous Air Pollutants

The exposure of sensitive receptors to excessive pollutant concentrations under Alternative 2A would be the same as the effects described above for Alternative 1. With implementation of BMPs, Alternative 2A would not expose any sensitive receptors to excessive pollutant concentrations, and there would be no direct or indirect adverse effect.

Exposure of Sensitive Receptors to Substantial Odor Concentrations

The exposure of sensitive receptors to excessive odor concentrations under Alternative 2A would be the same as described above for Alternative 1. Thus, Alternative 2A would not expose any sensitive receptors to excessive odors, and there would be no direct or indirect adverse effect.

3.11.3 Mitigation Measures

Under existing regulations, the City of Bellevue will require future development projects to implement the following BMP control measures as applicable to reduce construction-related emissions of criteria air pollutants and precursors:

- Spray exposed soil with water or other dust suppressants to prevent visible dust emissions, particularly during demolition activities by mechanical or explosive methods.
- Cover dirt, gravel, and debris piles as needed to reduce dust and wind-blown debris.
- Cover all trucks when transporting fill materials or soil, wet materials in trucks, or providing adequate freeboard (space from the top of the material to the top of the truck) to minimize dust emissions during transportation.
- Cover loads of hot asphalt to minimize odors.
- Provide wheel washers to remove dirt that vehicles would otherwise carry off site to decrease PM deposits on area roadways.
- Remove dirt from public roads, sidewalks, and bicycle and pedestrian paths to reduce windblown dust on area roadways.
- Route and schedule construction trucks to minimize disruption or delays to traffic during peak travel times to reduce potential air quality impacts caused by congestion.
- Route construction trucks away from residential and business areas to minimize annoyance from dust.
- Use ultra-low sulfur fuels in construction equipment to reduce sulfur emissions.
- Locate construction equipment and truck staging areas away from sensitive receptors as practical and while considering potential impacts on other resources.
- Plant vegetative cover on graded areas that would be left vacant for more than one season to reduce windblown particulates in the area.
- Coordinate (by lead agencies) construction activities with other projects in local proximity to reduce the cumulative effects of concurrent construction projects.
- Minimize emissions by ensuring proper equipment operation:
    - Turn off the engine of construction vehicles if they are left idling for more than 15 minutes.

- Require appropriate emission-control devices (catalytic converters or particulate traps) on all construction equipment powered by gasoline or diesel fuel to reduce CO, NO_X, and PM_{10} in vehicular exhaust.
- Use relatively new, well-maintained equipment to reduce CO and NO_X emissions.

Implementation of these measures as part of future project-level approvals would reduce pollutant emissions to levels consistent with PSCAA planning efforts and emission thresholds. In addition, all feasible T-BACT would be implemented to reduce human exposure to diesel PM and associated HAPs. These actions would further reduce human exposure and bring future development into compliance with PSCAA recommendations for HAP control.

3.11.4 Summary of Impacts

Implementation of the project alternatives would have relatively insignificant potential air quality-related impacts. Impacts could potentially occur both over the short term (associated with construction activities), as well as the long term (associated with changes to site commercial sources and additional vehicle trips).

In the short term, construction-activities resulting from heavy-equipment operations could temporarily impact air pollution levels in the study area. These potential impacts can be controlled and minimized by using appropriate construction exhaust controls and BMPs. The potential for construction-related impacts would be slightly more pronounced under the action alternatives relative to the No-Action Alternative, given the greater level of development proposed; however, such impacts are considered slight and insignificant under all project alternatives.

Over the long term, air pollutant emissions would be created by additional vehicles related to increased visitation and residents. The emissions associated with these additional trips would be minimal and much less than the ambient air quality standards applicable to the project. For this reason, the potential for impacts to affect air quality would be slightly more pronounced under the action alternatives relative to the No-Action Alternative, given the greater level of development proposed; however, such impacts are considered slight and insignificant under all project alternatives.

In summary, no significant unavoidable adverse air quality-related impacts are expected to occur as a result of the project alternatives.

3.12 PUBLIC SERVICES AND UTILITIES

This section describes the environmental considerations related to public services and utilities in the study area, the effect of the project alternatives on those services, and applicable policies and regulations. Public services may include fire, police, schools, and maintenance services. Utilities may include services such as electricity, natural gas, water, wastewater or stormwater collection, and telecommunications provided by municipal agencies, special utility districts, and private companies.

3.12.1 Affected Environment

To evaluate the effects of the project alternatives on public services and utilities, the affected environment has been defined as the study area and adjacent public services or utilities that may be directly or indirectly affected by the project alternatives.

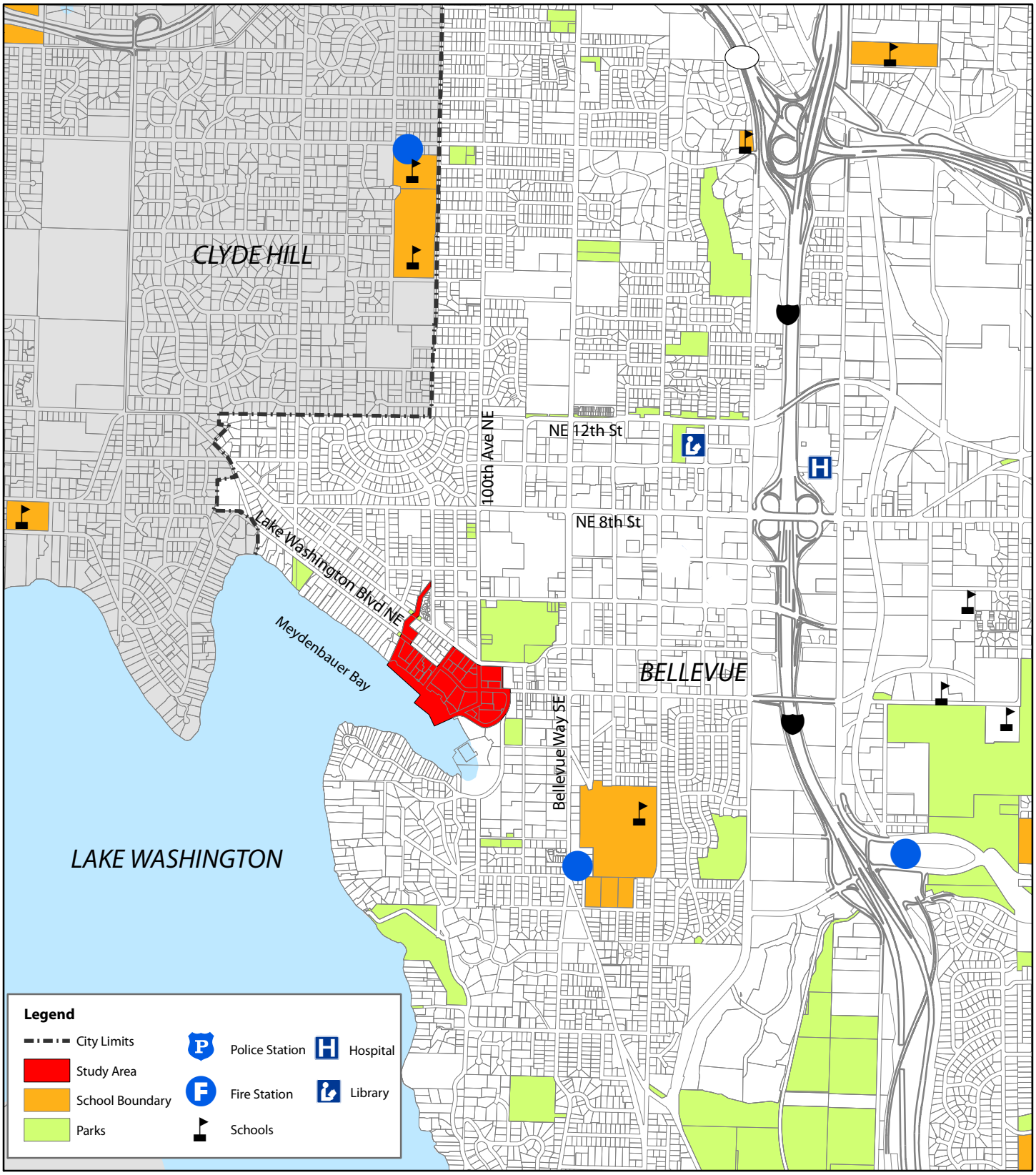
3.12.1.1 Existing Conditions

This section describes the fire and emergency medical, police, school, and library services in the vicinity of the study area. Each service has facilities in the vicinity of the study area (Figure 3.12-1).

Fire and Emergency Medical

The Bellevue Fire Department manages fire protection and prevention in the study area. The total number of fire department personnel is 237. The department's work schedule includes three platoons, 24-hour shifts, and modified Detroit schedule. The closest fire station, Fire Station 1, is 0.8 miles southeast of the study area at 766 104th Avenue SE (City of Bellevue 2009a). Fire Station 1 is staffed 24 hours a day-7 days a week with a total of 11 personnel; two firefighter/emergency medical technicians (EMTs) assigned to a medical aid unit, three firefighter/EMTs assigned to an Engine Company, four firefighter/EMTs assigned to a ladder truck (City of Bellevue 2009b), and two personnel assigned to a Battalion Command Team; one battalion chief and one firefighter/staff assistant. The Bellevue Fire Department's response time goal is 6 minutes, 90 percent of the time. The Fire Department's comprehensive emergency medical services program currently operates four Medic One units, which provide a high level of patient care to approximately 250,000 Eastside and Snoqualmie Valley residents, spread over a 301-square-mile area. The Bellevue Fire Department operates Medic 1 at Overlake Medical Hospital Center, Medic 2 at Fire Station 2, and two other paramedic units in two Eastside Fire & Rescue fire stations in East King County (outside the city limits of Bellevue; Medic 3 and Medic 14).

The closest hospital is Overlake Medical Hospital Center, located at 1035 116th Avenue NE. Overlake Hospital Medical Center is a 337-bed, nonprofit regional medical center offering a full range of advanced medical services to the Puget Sound Region (OMHC 2009). Led by a volunteer Board of Directors, Overlake Medical Hospital Center has more than 1,000 active and courtesy physicians on staff and is the only Level III Trauma Center in eastern Puget Sound.



Source: City of Bellevue GIS 2009

0 750 1,500 3,000 Feet

Figure 3.12-1: Public Services

Meydenbauer Bay Park and Land Use Plan EIS
City of Bellevue

Police

The Bellevue Police Department, staffed with 176 police officers, provides police protection in the study area. The closest police substation is the Downtown Transit Center, on the 10800 block of NE Sixth Street in the Rider Services Building, 0.6 miles from the study area (City of Bellevue 2009a). Police Headquarters is located in Bellevue City Hall on 110th Avenue NE, 0.8 miles from the study area (City of Bellevue 2009c). The study area overlaps with Police Districts 1 and 2. Each district has one officer assigned to patrol the district 24 hours a day. Response times are not published.

Schools

The Bellevue School District serves residents in the study area. The study area is located in the following school districts: Medina Elementary, Chinook Middle School, and Bellevue High School (City of Bellevue 2009a). In the 2006-2007 school year, enrollment at Medina Elementary was 545 students (BSD 2009). This school building was upgraded in 2006. In the 2008-2009 school year, enrollment at Chinook Middle School is 893 students. This school building was last remodeled in 1997. Bellevue High School 2008-2009 enrollment is 1,313 students. This school building was remodeled in 2000.

Library Services

The King County Library System provides service to residents in the study area. The closest library branch is the Bellevue Regional Library, located at 1111 110th Avenue NE, 1.5 miles northeast of the study area (KCLS 2009). The Bellevue Regional Library is the largest library in the King County Library System. The library has more than 325,000 volumes in its collection, with materials in print and electronic formats.

Utilities

Solid Waste and Recycling

Residents in the study area use the City of Bellevue's solid waste contractor, Allied Waste (Rabanco) to collect garbage, recycling, yard debris, and food scraps (City of Bellevue 2009d). Solid waste is trucked to the Factoria Transfer Station at 13800 SE 32nd Street, for shipment to the Cedar Hills Regional Landfill in Maple Valley. The transfer station collects recyclables and moderate-risk waste from residents in the study area.

Water and Sewer

The City of Bellevue Utilities Department provides drinking water, manages wastewater (sewer), and controls the storm and surface water (City of Bellevue 2009d). Storm and surface water is described in Section 3.2 (*Surface Water and Water Quality*). Bellevue's drinking water comes from the Cedar River and Tolt River watersheds in the Cascade Mountains. The City acquires its drinking water at a reasonable cost through the Cascade Water Alliance, an association of regional water districts and cities. The study area is in the drinking water system's West Area. A City of Bellevue reservoir is located southwest of the study area. Water mains that service the study area range from 4 to 24 inches in diameter.

The City of Bellevue's sewer system conveys wastewater in the study area (Figure 3.12-2). Wastewater flows through City-owned and maintained pipes into King County Metro's regional

sewerage system, where it is treated to meet federal and state water quality standards. There are City of Bellevue and King County Metro pumps stations in the vicinity of the study area, including the Grange Pump Station located on SE Bellevue Place.

A number of sewer pipes are located along the shoreline of the study area, all of which empty into an 8-inch underwater sewer line that runs along the park beach and conveys sewage to the King County Natural Resources and Parks Wastewater Treatment Division's South Treatment Plant (TWC 2008). The sewer lake lines were constructed in the 1950s and 1960s.

Sewer Lakeline Replacement Program

As stated in the City of Bellevue's 2009-2015 Preliminary Capital Investment Program Plan (City of Bellevue 2009e), the Sewer Lakeline Replacement Program includes an initial construction project to replace approximately 1,150 feet of sewer line (currently under Meydenbauer Bay) with on-shore pipe between Grange Pump Station and Meydenbauer Beach Park. This segment of sewer line is a high priority based on recent condition assessment studies. Design and construction of the project would be coordinated with the Meydenbauer Bay Park and Land Use Plan. The program would also provide ongoing condition assessments of critical pipe segments to provide predesign information for future sewer lake line replacement projects. The project is in the planning phase and anticipated for construction in 2011 (pers. comm., S. Taylor 2009).

Electricity and Natural Gas

Puget Sound Energy (PSE) supplies electricity and natural gas throughout Bellevue and the study area as part of a larger service area call the Greater Bellevue Area (City of Bellevue 2009d). As of 2007, PSE served more than 57,900 electric customers within the City of Bellevue. During the winter of 2005-2006, peak electrical load (demand) in the Greater Bellevue Area was 500 MVA (Megavolt-amperes) (City of Bellevue 2009d). As described in the Bellevue Comprehensive Plan Utilities Element (City of Bellevue 2008), based on population, employment, and development forecasts for the next 20 to 30 years, as of 2006, PSE estimates that peak winter loads in the Greater Bellevue Area will be approximately 625 MVA in 2020 and 700 MVA in 2030 (City of Bellevue 2008). Actual load growth could vary from projections because of economic cycles, land use zoning changes, and other influencing factors. Electricity is supplied to the study area via an existing 115 kilovolt (kV) transmission line along 100th Avenue NE. An existing facility, Lochleven Substation, is located at NE 8th Street and 100th Avenue NE.

As of 2007, PSE served more than 31,300 natural gas customers within the City of Bellevue. British Petroleum/Olympic Pipeline Company manages two pipelines in Bellevue. Natural gas is distributed through an underground pipeline system. Natural gas is supplied to the study area via a high pressure main located along NE 12th Street.

Telecommunications

Verizon, Qwest, and Comcast operate telephone and cable services throughout Bellevue (City of Bellevue 2009d). These services are available throughout the study area. The main telephone feeder route is located along NE 12th Street.

Source: City of Bellevue GIS 2009

0 125 250 500 Feet

Figure 3.12-2: Sewer Network

Meydenbauer Bay Park and Land Use Plan EIS
City of Bellevue

Personal wireless facility communication services include but are not limited to commercial mobile services (e.g., cellular), unlicensed wireless services, and common carrier wireless exchange services (City of Bellevue 2009d).

Personal wireless facilities use ground-based directional receivers (antennae), which may be located on freestanding poles and towers or on buildings and structures. Each antenna has ancillary power and radio equipment.

3.12.1.2 Regulatory Setting

State Environmental Policy Act (WAC 197-11)

SEPA and its implementing regulations (WAC 197-11) mandate consideration of public services and utilities among the elements of the built environment to be considered in an EIS. The description of significant impacts includes the effects on public services, such as utilities, roads, fire, and police protection that may result from the project alternatives.

Utility Franchises and Permits

Any future development would need to comply with applicable utility franchises and permits as part of project-specific permitting.

3.12.2 Impacts

This public services and utilities analysis is based on guidance provided by WAC 197-11-960 (SEPA environmental checklist) regarding identification, characterization, and mitigation of impacts. The analysis of environmental consequences of the project alternatives on public services and utilities within the study area includes a description of the methods and summary of impacts. Because of the programmatic nature of the Draft EIS, this analysis is generally qualitative. More specific, quantitative impacts would be analyzed under subsequent project-specific review and permitting.

3.12.2.1 Methods

This Draft EIS evaluates a No-Action Alternative and two action alternatives (Alternative 1 and Alternative 2), as described in Chapters 1 and 2. The No-Action Alternative provides a baseline against which to measure both short-term and long-term impacts of the action alternatives on public services and utilities. Public service-provider websites and GIS data from the City of Bellevue were reviewed to identify the locations of public facilities, including service area boundaries. Information was collected from the Bellevue Fire Department, Bellevue Police Department, Bellevue School District, Overlake Medical Hospital Center, and the King County Library System.

Utilities information was collected from the City of Bellevue Utilities Department, Comprehensive Plan (City of Bellevue 2008), website, and City of Bellevue GIS data. The impact analysis addresses both physical impacts on infrastructure (i.e., impacts that could disrupt service or require facility relocations because of proposed development) and capacity impacts (i.e., the ability of existing infrastructure to accommodate the projected growth in park visitor, employee, and/or residential populations).

The type, degree, and significance of potential impacts on public services and utilities were assessed as part of the analysis. Individual utility operators are required to operate under a number of laws and regulations; however, these relate to specific aspects of relocating or modifying a utility, such as safety, design, and construction requirements. There are no specific statutes that pertain to the significance of impacts for public services and utilities. Under SEPA, "impacts to public service and utilities" generally refers to potential significant disruption or increased demand on services. A significant impact on public services and utilities would be one that is reasonably likely to result in a more than moderate adverse effect on the following:

- Facilities or services provided by public services or utilities caused by construction of the project alternatives.
- Facilities or services provided by public services or utilities caused by long-term use and operation of the project alternatives.
- Induced growth, requiring additional facilities or services provided by public services or utilities.
- Fire and emergency medical response and law enforcement team's ability to reach an accident or crime scenes as quickly as they would without the project alternatives.
- Detours or increased traffic during construction that prevent the use of critical access routes and causes a detrimental delay in service.
- Specific utility relocation.

3.12.2.2 No-Action Alternative

Public Services

Under the No-Action Alternative, construction (short-term) and operational (long-term) impacts on public services would remain consistent with existing conditions. The potential redevelopment of two parcels north and south of Main Street and the park expansion would not limit the mobile portion of the public services (i.e., fire, ambulance, and police emergency response and school transportation). Future public service needs would be modest and would be addressed through incremental capital facility planning. Effects on public service under the No-Action Alternative would likely be short in duration and considered less than significant.

Utilities

Under the No-Action Alternative, construction and operational impacts on utilities would remain consistent with existing conditions. Future utility needs would be addressed through incremental capital facility planning. Effects on utilities under the No-Action Alternative would likely be short in duration and considered less than significant.

It should be noted that the Sewer Lakeline Replacement project is independent of the project alternatives. The current plan to abandon the existing pipeline in place and install a new pipeline landward allows for continued service with limited disruption as the new pipeline is installed. Installation of the new pipeline may include closure in portions of Meydenbauer Beach Park and Bellevue Marina. Although the sewer replacement could have temporary and minor adverse effects on the project alternatives, those potential impacts will be addressed and mitigated during a separate SEPA review for that project.

3.12.2.3 Alternative 1

Public Services

Under Alternative 1, construction impacts would cause temporary delays for emergency services such as police, fire, or ambulances; these are expected to have a short duration. Operational impacts that may cause delays to public services include the following:

- Closure of 100th Avenue SE/SE Bellevue Place;
- Termination of Meydenbauer Way SE at SE Bellevue Place; and
- Removal of vehicle access to the Meydenbauer Beach Park via 98th Avenue NE/NE 4th Street.

However, alternate routes to areas serviced by these roads exist. The proposed redesign of the paved area northeast of Bellevue Marina would need to accommodate emergency vehicle loads and clearance (pers. comm., Merritt and Carlson 2008). Effects on public services under Alternative 1 would likely be short in duration and considered less than significant.

Utilities

Under Alternative 1, both underground and overhead utilities could be affected by construction activities such as excavation, foundation construction, and earth moving. Tying in relocated utilities could result in a temporary loss of services; these are expected to have a short duration. Utilities (such as communications) tying into the existing trunk lines from the new relocated lines could require an extended period for splicing and connecting multiple cables. Depending on the construction sequence, temporary relocations may be necessary before a utility is in its final location. Operational impacts from the termination of Meydenbauer Way SE at SE Bellevue Place would limit utility access to the Sewer Lakeline pipe. The proposed redesign of the paved area northeast of Bellevue Marina would need to accommodate utility vehicle loads and clearance (pers. comm., Taylor 2009). Effects on utilities under Alternative 1 would likely be short in duration and considered less than significant.

Alternative 1A – Road Open Variant

The Road Open Variant would accommodate emergency vehicle access to mid block pathways and plazas proposed along 100th Avenue SE/SE Bellevue Place. Alternative 1A allows for greater access to these parcels when compared to Alternative 1. Effects on public services and utilities under Alternative 1A are considered less than significant.

3.12.2.4 Alternative 2

Public Services

Under Alternative 2, construction impacts would cause temporary delays for emergency services such as police, fire, or ambulances; these are expected to have a short duration. Similar to Alternative 1, operational impacts that may cause delays to public services include the following:

- Closure of 100th Avenue SE/SE Bellevue Place; and
- Termination of Meydenbauer Way SE at SE Bellevue Place.

However, alternate routes to areas serviced by these roads exist. The proposed redesign of the paved area northeast of Bellevue Marina would need to accommodate emergency vehicle loads and clearance (pers. comm., Merritt and Carlson 2009).

Unlike Alternative 1, retaining vehicle access to the upper portion of Meydenbauer Beach Park via 98th Avenue NE/NE 4th Street would benefit emergency services to the areas along the forested ravine. Effects on public services under Alternative 2 would likely be short in duration and considered less than significant.

Utilities

Impacts on utilities under Alternative 2 would be identical to those described above for Alternative 1. Effects on utilities under Alternative 2 would likely be short in duration and considered less than significant.

Alternative 2A – Road Open Variant

Impacts on utilities under Alternative 2A - Road Open Variant would be identical to those described above for Alternative 1A. Effects on public services and utilities under Alternative 2A are considered less than significant.

3.12.3 Mitigation Measures

Specific mitigation measures for potential impacts on public services or utilities would be determined during subsequent project-specific environmental review and permitting process. Mitigation would likely include measures to avoid temporary construction-related disruptions in service, including advance coordination with service providers and scheduling work during low-demand periods.

For all temporary construction activities, detailed coordination about construction locations and phasing would be provided to the appropriate parties at law enforcement and fire/emergency responder services, and school transportation services. Especially for the emergency responders, this coordination would need to include any temporary access restrictions and critical emergency access routes.

Proposed mitigation for long-term effects associated with future projects would be the same for all alternatives. They are intended to eliminate or minimize long-term impacts from future projects and ensure that such impacts do not impair existing overall levels of service, and include the following:

- Assess project-level impacts on local fire, emergency medical, police, and school services and incorporate appropriate mitigation measures.

- Install on-site security measures during construction such as fencing and securing areas where equipment is stored, to reduce potential construction-related incidents of theft and vandalism.

- Determine the exact location and depth of utilities using such techniques as direct probing or electronic instruments, and by working with individual utility providers, to verify utility locations.

- Evaluate the effect on proposed utility relocation on other nearby utility infrastructure.

3.12.4 Summary of Impacts

Future project construction associated with any of the project alternatives could cause temporary service interruptions to existing utilities. Construction could also temporarily increase police, fire, and medical emergency service response times if routes are detoured or disrupted. The greater levels of redevelopment and construction proposed under the action alternatives would represent incrementally greater levels of potential short-term impacts on public services relative to the No-Action Alternative, including the closure of 100th Avenue SE/SE Bellevue Place and the termination of Meydenbauer Way SE at SE Bellevue Place. In addition, Alternative 1 includes the removal of vehicle access to the Meydenbauer Beach Park via 98th Avenue NE/NE 4th Street.

With appropriate mitigation of future projects, no significant unavoidable adverse impacts on public services and utilities are expected under any of the project alternatives.

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Appendices

Appendix A: Scoping Summary and Comments Received

Appendix B: Noise Analysis - Background and Basics

Appendix A: Scoping Summary and Comments Received

SEPA Scoping Report
Meydenbauer Bay Park and Land Use Plan
May 2009

Introduction

During October and November 2008, the City of Bellevue conducted a public and agency scoping process under the State Environmental Policy Act (SEPA) for the environmental impact statement (EIS) on the proposed Meydenbauer Bay Park and Land Use Plan. The scoping period was initiated on October 9, 2008, by the publication of a Notice of Determination of Significance (DS) for the proposal, and extended through November 12, 2008. During the scoping period, the City solicited comments from interested individuals, agencies, and organizations, so that those comments could be considered in developing the EIS alternatives, study requirements, and mitigation measures. Comments received during the scoping period are included in this appendix.

Proposal Location

The proposal's "primary study area" is generally bounded by 98th Place NE/Meydenbauer Beach Park on the west, NE 1st Street on the north, 101st Avenue SE on the east, and Meydenbauer Way SE and Meydenbauer Bay on the south. The primary study area includes approximately 10 acres of City-owned property, including the existing Meydenbauer Beach Park and the Bellevue Marina, in addition to privately owned property. A larger "secondary study area" arcing around the perimeter of the primary study area has also been identified.

Description of the Proposed Action

The proposal is to develop a long-range land use and park master plan for the study area. The basis for the proposal is embodied in the City of Bellevue Comprehensive Plan and Parks & Open Space System Plan 2003. Policies contained in these documents envision a graceful pedestrian connection from Downtown Park through Old Bellevue to Meydenbauer Bay; the recognition of Meydenbauer Bay's historical significance in the region's development; a visual and physical connection from Downtown Park to Meydenbauer Bay that provides unique recreation, retail, and tourism opportunities; increased waterfront access; and the provision of waterfront opportunities for future generations. The ultimate goal expressed by the Comprehensive Plan and the Parks & Open Space System Plan 2003 is to connect the City-owned properties along Meydenbauer Bay to the downtown area, creating a significant citywide park and waterfront destination. On March 19, 2007, the City Council, adopted planning principles to help guide the proposal, addressing 12 topics: Remarkable and memorable shoreline experience; spectrum of activities; complementary land uses; increased physical and visual access; pedestrian priority; economic vitality; superior design; environmental stewardship; history; neighborhood enhancement and protection; coordinated planning process; and commitment to implement. The proposal is intended to achieve the goals and policies expressed in the Comprehensive Plan and Parks & Open Space System Plan 2003 as well as the 12 planning principles.

Regulatory Background of Scoping

Scoping is a process defined by SEPA to determine the range of proposed actions, alternatives, and impacts to be addressed in an EIS. Because an EIS is required to analyze significant environmental impacts only, scoping is intended to identify and narrow the EIS to the potentially significant issues.

The required scoping process provides interagency and public notice of a DS, or equivalent notification, and opportunity to comment. The lead agency has the option of expanding the scoping process, but shall not be required to do so. Scoping is used to encourage cooperation and early resolution of potential conflicts, to improve decisions, and to reduce paperwork and delay.

The state regulations governing the scoping process are contained in Section 197-11 of the Washington Administrative Code (WAC). This section, known as the "SEPA Rules," implements the State Environmental Policy Act, Chapter 43.21C of the Revised Code of Washington. The specific requirements of the scoping process are defined in WAC 197-11-408, which the City of Bellevue has adopted by reference as part of its Environmental Procedures Code (Chapter 22.02 of the Bellevue Municipal Code). This section of the SEPA Rules is quoted below in its entirety:

> **WAC 197-11-408 Scoping.** (1) The lead agency shall narrow the scope of every EIS to the probable significant adverse impacts and reasonable alternatives, including mitigation measures. For example, if there are only two or three significant impacts or alternatives, the EIS shall be focused on those.
>
> (2) To ensure that every EIS is concise and addresses the significant environmental issues, the lead agency shall:
>
> (a) Invite agency, affected tribes, and public comment on the DS (197-11-360). If the agency requires written comments, agencies, affected tribes, and the public shall be allowed twenty-one days from the date of issuance of the DS in which to comment, unless expanded scoping is used. The date of issuance for a DS is the date it is sent to the Department of Ecology and other agencies with jurisdiction, and is publicly available.
>
> (b) Identify reasonable alternatives and probable significant adverse environmental impacts.
>
> (c) Eliminate from detailed study those impacts that are not significant.
>
> (d) Work with other agencies to identify and integrate environmental studies required for other governmental approvals with the EIS, where feasible.
>
> (3) Agencies, affected tribes, and the public should comment promptly and as specifically as permitted by the details available on the proposal.
>
> (4) Meetings or scoping documents, including notices that the scope has been revised, may be used but are *not* required. The lead agency shall integrate the scoping process with its existing planning and decisionmaking process in order to avoid duplication and delay.
>
> (5) The lead agency shall revise the scope of an EIS if substantial changes are made later in the proposal, or it significant new circumstances or information arise that bear on the proposal and its significant impacts.

DEISs shall be prepared according to the scope decided upon by the lead agency in its scoping process.

The Meydenbauer Bay Park and Land Use Plan Scoping Process

The City of Bellevue opened the scoping period on October 9, 2008, by mailing a Determination of Significance and scoping notice to the Washington State Department of Ecology and other potentially interested agencies. The City also published a notice of the Determination of Significance in the *Weekly Permit Bulletin* for the week of October 9, 2008, and posted the notice on the City's project website. A copy of the scoping notice is attached. The scoping comment period was initially scheduled to close on October 30, 2008, but was extended to November 12, 2008.

A scoping meeting was held on October 29, 2008, from approximately 5:00 p.m. to 6:00 p.m. at Bellevue City Hall, 450 110th Avenue NE. An overview of the proposal was presented by City staff. The meeting was attended by an estimated 50 to 60 attendees, 30 of whom signed in, and many of whom provided oral comment. A Certified Court Reporter from the firm of Central Court Reporting recorded the meeting and provided a written transcript (included in this appendix). Project consultants from EDAW summarized comments by hand on a wall-mounted paper sheet.

In addition to comments recorded at the scoping meeting, approximately 40 letters, emails, and petitions were received throughout the scoping period. All are included in this appendix.

EIS Scope

The DS issued by the City on October 9, 2008, preliminarily identified a broad scope for this EIS, with areas of analysis to include the following: earth, water resources, plants and animals, noise, land use and housing, shorelines, aesthetics, light and glare, recreation, historic/cultural preservation, transportation, public services, and utilities. Although the primary purpose of scoping is to narrow the focus of an EIS, it was clear from the comments received that the public has concerns about many aspects of the proposal, touching upon all of the areas preliminarily identified for analysis by the DS. The number and breadth of comments received support retaining all areas that were initially identified for analysis in the EIS, plus one additional area – air quality.

Many of the comments received were very specific, requesting analysis of specific impacts or at a detailed level. However, this is a programmatic, or "nonproject" EIS, as described in WAC 197-11-442, and therefore evaluates impacts on most elements of the environment qualitatively. This type of EIS evaluates the impacts of adopting planning documents and other agency actions that do not involve construction-specific projects. While this EIS is not intended to document impacts at the project level, individual development projects necessary to implement the proposal may be required to undergo project-level environmental review prior to permitting, in which case more detailed environmental analysis would occur at that time.

This EIS evaluates impacts of a no-action and two action alternatives. This allows the evaluation of a range of impacts, which could vary in degree among the alternatives. The proposed alternative, once identified, could be any one of these alternatives or could be a combination of

components from two or more alternatives, and could have lesser impacts than the "worst case" impacts identified in this EIS. Many of the recommendations included in the scoping comments, while not specifically addressed, fall within the range of alternatives (from no-action to either of the action alternatives) evaluated and their impacts are therefore considered covered by the scope of this analysis.

The Weekly Permit Bulletin

October 9, 2008

Providing official notice of land use applications, meetings, decisions, recommendations, hearings, and appeals of land use decisions within the City of Bellevue

GENERAL INFORMATION REGARDING USE OF OPTIONAL DNS PROCESS

When the **SEPA** field indicates a **Determination of Nonsignificance (DNS)** is expected, the optional DNS process is being used and a DNS is likely. This may be the only opportunity to comment on the environmental impacts of the proposal. The proposal may include mitigation measures under applicable codes and the project review process may incorporate or require mitigation measures regardless of whether an Environmental Impact Statement (EIS) is prepared. A copy of the subsequent Threshold Determination for the proposal may be obtained upon request. The Threshold Determination will also be noticed in a subsequent issue of this Weekly Permit Bulletin.

Applications

NOTICE OF APPLICATION

L. L. Peterson Piling Replacement
Location: 6220 Hazelwood Lane SE
Neighborhood: Newport
File Number: 08-128273-WB
Description: Application for a Shoreline Substantial Development permit to repair three pilings on the north side of the northern dock and installing a ground based boat lift under the northern two covered boat slips on Lake Washington.
Approvals Required: Land Use Approval, Shoreline Substantial Development Permit, Concurrency Determination and ancillary permits and approvals.
SEPA: Exempt
Minimum Comment Period Ends: November 10, 2008, 5 p.m. Refer to page one for information on how to comment on a project.
Date of Application: July 24, 2008
Completeness Date: August 21, 2008
Applicant Contact: L. L. Peterson, 425-746-8486
Planner Email: mcross@bellevuewa.gov
Planner: Mark Cross, 425-452-6938

Decisions

NOTICE OF DECISION

Bellevue Tower
Location: 200 106th Ave NE
Neighborhood: West Bellevue
File Number: 07-132105-LD
Description: Design Review approval with SEPA to construct a 19-story residential tower with 252 units, approximately 16,000 square feet of retail space, and 309 below grade structured parking stalls on approximately 0.91 acre in the DNTN-MU zone.
Decision: Approval with conditions
SEPA: Determination of Nonsignificance
Appeal Deadline Ends: October 23, 2008 5 p.m.
Concurrency Determination: Meets Requirements
Notice of Application Date: October 4, 2007
Date of Application: September 6, 2007
Completeness Date: September 28, 2007
Applicant: Darcy Garneau, Legacy Partners, 206-275-4060
Planner Email: kthiem@bellevuewa.gov
Planner: Ken Thiem, 425-452-2728

NOTICE OF DETERMINATION OF SIGNIFICANCE, SCOPING MEETING, AND REQUEST FOR PUBLIC COMMENT ON THE SCOPE OF AN ENVIRONMENTAL IMPACT STATEMENT

Meydenbauer Bay Park and Land Use Plan
Location: The project's "primary study area" is generally bounded by 98th Place NE/Meydenbauer Beach Park on the west, NE 1st Street on the north, 101st Avenue SE on the east, and Meydenbauer Way SE and Meydenbauer Bay on the south. The primary study area includes approximately 10 acres of city-owned property, including the existing Meydenbauer Beach Park and the Bellevue Marina, in addition to privately-owned property. A larger "secondary study area" arcing around the perimeter of the primary study area has also been identified.
File Number: 08-133559-LE
Description: The proposal is to develop a long-range land use and park master plan for the study area. The basis for the proposal is embodied in the City of Bellevue Comprehensive Plan and Parks & Open Space System Plan 2003. Policies contained in these documents envision a graceful pedestrian connection from Downtown Park through Old Bellevue to Meydenbauer Bay; the recognition of Meydenbauer Bay's historical significance in the region's development; a visual and physical connection from Downtown Park to Meydenbauer Bay that provides unique recreation, retail, and tourism opportunities; increased waterfront access; and the provision of waterfront opportunities for future generations. The

ultimate goal expressed by the Comprehensive Plan and the Parks & Open Space System Plan 2003 is to connect the city-owned properties along Meydenbauer Bay to the Downtown area, creating a significant citywide park and waterfront destination. The City Council, on March 19, 2007, adopted planning principles to help guide the proposal, addressing these twelve topics: Remarkable and memorable shoreline experience; spectrum of activities; complementary land uses; increased physical and visual access; pedestrian priority; economic vitality; superior design; environmental stewardship; history; neighborhood enhancement and protection; coordinated planning process; and commitment to implement. The proposal is intended to achieve the goals and policies expressed in the Comprehensive Plan and Parks & Open Space Plan 2003 as well as the twelve planning principles.

The proposal includes the development of a master plan for a public park on the north shore of Meydenbauer Bay, incorporating the existing Meydenbauer Beach Park and additional city-owned property along Meydenbauer Bay, and a land use plan for nearby upland properties to improve visual and physical connections to the waterfront. Substantial opportunity for public comment is provided through Steering Committee meetings, meetings of the Planning Commission, Parks & Community Services Board, and City Council, and public workshops and open houses. Once the final recommendations resulting from the planning process are accepted by the City Council, implementation of these recommendations will begin, likely in late 2009. These implementing actions are expected to include amendments to the City's comprehensive plan, sub area plans, and Land Use Code, and may include amendments to other City policy or regulatory documents.

EIS Required: The City of Bellevue (Lead Agency) has determined that this proposal is likely to have a probable significant environmental impact and an EIS is required.

Alternatives: A No Action Alternative will assume the continuation of existing zoning within the study area, existing boundaries and uses of Meydenbauer Beach Park, committed and planned transportation system changes (unrelated to this project), and adopted regional growth assumptions. The No Action Alternative will provide a baseline for comparison with up to four alternatives or sub-alternatives including varying assumptions of types, forms, locations, and intensities of program elements, and pedestrian and vehicle circulation.

Approvals Required: City Council Adoption

SEPA EIS Scoping and Comment Deadline Ends: October 30, 2008 at 5 pm. Comments are invited on the scope of this Environmental Impact Statement pursuant to WAC 197-11-408. Comments on the scope of the impacts to be analyzed may be submitted in writing through October 30, 2008 and should be addressed to the Lead Agency contact below. Agencies, affected tribes, and members of the public are invited to comment. Comments on the scoping of the EIS may address: reasonable alternatives; probably significant adverse impacts; mitigation measures; and impacts that are not significant and may not be eliminated from detailed study. Areas of analysis preliminarily identified by the Lead Agency include: impacts to earth, water resources, plants, animals, noise, land and shoreline use, housing, aesthetics, light and glare, recreation, historic/cultural preservation, transportation, public services, and utilities.

Public Meeting: Wednesday, October 29, 2008,5:00-6:30 pm. Bellevue City Hall, 1E-108/113, 450 110th Avenue NE

Applicant Contact Email: mbergstrom@bellevuewa.gov

Applicant Contact: Michael Bergstrom, 425-452-6866 and Robin Cole, 425-452-6195

Lead Agency Email: mpaine@bellevuewa.gov

Lead Agency Contact: Michael Paine, 425-452-2739

NOTICE OF DECISION

ClearWire Mini Park

Location: 12843 SE 60th St.

Neighborhood: Newport

File Number: 07-103905-LA

Description: Administrative Conditional Use permit approval to install 3 panel antennas, 2 microwave antennas, and 3 amplifiers on an existing Puget Sound Energy utility pole. The proposal will increase the pole height from 51.2' to 72.2'. Associated mechanical equipment will be located in an underground vault screened by landscaping.

Decision: Approval with conditions

SEPA: Determination of Nonsignificance

Appeal Deadline Ends: October 23, 2008 5 p.m.

Concurrency Determination: N/A

Date of Application: January 12, 2007

Completeness Date: February 21, 2007

Notice of Application Date: May 3, 2007

Applicant: Clearwire LLC

Applicant Contact: Craig Wilson, Parsons Inc., 206-218-6940

Planner Email: dfolsom@bellevuewa.gov

Planner: Drew Folsom, 425-452-4441

Bergstrom, Michael

From: Dale Ahrens [daleahrens@comcast.net]
Sent: Tuesday, November 11, 2008 5:11 PM
To: Bergstrom, Michael
Subject: Meydenbauer Bay EIS Scoping Comments

Mike,

I am a current tenant in the marina. In reviewing the design alternatives presented to date one thing appears clear, there seems to be a predetermined effort to eliminate as much of the existing marina as possible. Why is that? I am supportive of the marina remaining "as is" and if anything, INCREASING the number of slips available. I understand there is a requirement to add 14 transient slips which is fine, but why tear out a valuable existing resource? Add the transient moorage and leave the existing marina intact. There is a real shortage of available slips on the lake, particularly larger slips like the one I lease. If you don't like the covered moorage aesthetics, remove the roof, but don't tear out the slips!

There are revenue bonds that were issued to purchase the marina in the first place. These are being paid for through 2018 by the lease payments these slips generate. It would be a shameful waste of money in these difficult times to destroy this valuable resource that is paying for itself. What has to be cut out of the city budget to do this? What a colossal waste of money!

It also appears to me that parking is a complete afterthought in all of this. We need more parking for loading/unloading at the marina along with available parking in order to take your boat out or go to the park.

I hope the city rethinks it's priorities and recognizes the marina for the self-funding, valuable resource that it is. Please don't destroy it!

Thank you,

Dale Ahrens

October 29, 2008

TO: Meydenbauer Bay Marina Park Consultants, Staff, etc.

FROM: Sandra Boyd, Ten Thousand Meydenbauer Way SE, Bellevue

RE: Environmental Review

The city and its consultants must show what the impact is and how to mitigate those impacts for the following:

1. The closure of Bellevue Place/100th Avenue SE

2. Turning Meydenbauer Way & 100th into a one-way road

3. Traffic control at 101st SE at Main Street
   a. No action
   b. 3-way stop signs
   c. Caution light
   d. Stop light

4. Transient moorage
   a. Number of slips
      1. Maximum number
      2. Minimum number
   b. Location

5. Public Pier

6. Commercial Aspects
   a. Impacts on residential feel to area
      1. Retail
      2. Restaurants
      3. Recreation
   b. No commercial

Thank you for your consideration.

Meydenbauer Bay
Park and Land Use Plan

EIS Scoping Comment Form

Name: Robert Buckley
Address: 9901 Lake Washington Blvd, Bellevue WA 98004

Comments:

Alternative 2 Element Number 08 Restroom

Relocate next to Element Number 05 Play Area. Current location is to far from play area. Also, Element 18 Whaling Building has restrooms which is close to the current proposed location for 08

Meydenbauer Bay
Park and Land Use Plan

EIS Scoping Comment Form

Name: Robert Buckley
Address: 9901 Lake Washington Blvd, Bellevue WA 98004

Comments:

Alternative 1 Element Number 12 Restroom

Relocate next to Element Number 12 to an area north of Element 19 Swim Beach. Current location of the restroom is to far from Element 19 and Element 09 Picnic Area. Also, Element 17 Whaling Building has restrooms which is close to the current proposed location for Element 12

Meydenbauer Bay
Park and Land Use Plan

EIS Scoping Comment Form

Name: Robert Buckley
Address: 9901 Lake Washington Blvd, Bellevue WA 98004

Comments:

Alternative 1 Element Number 16 Parking Garage

Relocate and combine with Element Number 06 View Terrace with entrance and exit directly onto Lake Washington Blvd. The relocation would improve parking for Element 10, Education Center. Using 99th increases risks as the street is extremely steep and the intersection with Lake Washington Blvd can be dangerous due to poor visibility.

Meydenbauer Bay
Park and Land Use Plan

EIS Scoping Comment Form

Name: Robert Buckley
Address: 9901 Lake Washington Blvd, Bellevue WA 98004

Comments:

Alternative 2 Element Number 04 Parking Garage

Relocate and combine with Element Number 24 View Terrace with entrance and exit directly onto Lake Washington Blvd. Using 99th increases risks as the street is extremely steep and the intersection with Lake Washington Blvd can be dangerous due to poor visibility.

Meydenbauer Bay
Park and Land Use Plan

EIS Scoping Comment Form

Name: Robert Buckley
Address: 9901 Lake Washington Blvd, Bellevue WA 98004

Comments:

Alternative 2 Element Number 04 Retreat Center

Opposed to a retreat center, other large structures or any commercial activity.

Meydenbauer Bay
Park and Land Use Plan

EIS Scoping Comment Form

Name: Robert Buckley
Address: 9901 Lake Washington Blvd, Bellevue WA 98004

Comments:

Alternative 1 and Alternative 2 Future 99th Street

Relocate the entrance to 99th street, from Lake Washington Blvd, west and retain current on street angle parking as zone permit parking.

Meydenbauer Bay
Park and Land Use Plan

EIS Scoping Comment Form

Name: Robert Buckley
Address: 9901 Lake Washington Blvd, Bellevue WA 98004

Comments:

Alternative 1 (Element 22) and Alternative 2 Element 27) Enhanced Streetscape

From 100th west to the end of the park project, remove as much of the overhead utilities as possible and bury them underground. This will open up the views and improve the appearance of the park.

Meydenbauer Bay
Park and Land Use Plan

EIS Scoping Comment Form

Name: Robert Buckley
Address: 9901 Lake Washington Blvd, Bellevue WA 98004

Comments:

Alternative 1 Element 01, Fully day-lighted stream, Element 02, Ravine, and Element 04 Relocated wetland.

Only partially day-light stream and save existing parking. Retain existing restroom and retain existing public pier. Wetlands can be directed a little east to accommodate retaining these existing features.

Meydenbauer Bay
Park and Land Use Plan

EIS Scoping Comment Form

Name: Robert Buckley
Address: 9901 Lake Washington Blvd, Bellevue WA 98004

Comments:

Alternative 2 Element 01, Partially day-lighted stream

Retain existing restroom.

Bergstrom, Michael

From: Linda & Paul Burg [studio_lb@msn.com]

Sent: Thursday, October 30, 2008 9:04 AM

To: Degginger, Grant; Balducci, Claudia; Chelminiak, John; Noble, Phil; Davidson, Don; Lee, Conrad; Bonincontri, Patsy; Sarkozy, Steve; Terry, Matthew; Foran, Patrick; Bergstrom, Michael; Cole, Robin; Brennan, Mike; Paine, Michael; 'Doug Leigh'; 'Iris Tocher'

Subject: Meydenbauer Bay SEPA Notice and 10/29 scoping meeting

Dear Michael Paine,

This letter is addressed to Michael Paine as the Lead Agency Contact as specified by the SEPA Notice. It is also being sent by the October 30th date for responses on that notice. I was unable to attend the October 29th meeting as I was at work during that time.

I reside in a house across Meydenbauer Bay from the proposed development of Meydenbauer Park. We live on the south shore of that bay and so we are very familiar with the changes in the bay and the effect on our portion of the bay and it's shoreline. It is this concern that I wish to address. I am someone who sees the south shoreline on a regular basis and has for the past 10 years, in all seasons.

First is that there are no tidal changes in Meydenbauer Bay. Wind enters the bay from the west and pushes everything to the north side of the back of the bay. Then whatever constitutes everything, drifts into the calm water on the south shore and settles. What ever the city decides to do with Meydenbauer Park will have all it's debris and disturbance settling on the south shoreline. This fact is evident be the amount of trash we pull from the waterfront in front of our house during the summer. It is also evident by the amount of silt that has built up on that shoreline. The silt just 15 feet off the shoreline is approximately 4+ feet deep and that is just 3 feet below the waters surface. This has been built up from years of this lack of circulation and settling of wind swept water into the bay. About 5 years ago, the lily pads, in the shallow mud flats at the back of the bay, were cut back. This let loose roots free in the bay. These roots settled on the south shoreline and have now established themselves making it impossible to go from the shoreline, out into the water to take a swim. Additionally this action has now infested the south shoreline so bad that during the summer months the lilies are so thick that there is no sunlight entering the water which is something that is potentially detrimental to the aquatic life that tries to live in the waters of Lake Washington and in Meydenbauer Bay.

By incorporating changes to the park's waterfront and by tearing out the new marina, the city just built, for a yet newer version of it, there will be adverse effects to the very protected and vulnerable environment of Meydenbauer Bay. This is home to Osprey, Geese, variety of Ducks, Catfish, Salmon, Eagles, Hawks, Lake Snails, Turtles, Beavers, Muskrats, Other fish, Swallows, Herons, Mud Hens, and numerous birds to name some of the animals that rely on the stability of the bay's ecosystem for their existence. Eagles and hawks fish each day during the summer, how will the added traffic effect their existence. The Ducks and Geese feed off the grass in the bay, how will that change when excess people feed them Cheetos?

I have just mentioned the immediate yet long term effect of the purposed construction. I did not mention the effect of the added people you intend to draw to the park. I am sorry but people bring trash and disruption. Trash often gets away from the most conscience person, no to

mention all the people who will just litter because it is easier and they don't care. The things we fish out of the lake on any summer day are generally enough to fill a five gallon pail by the end of the week and this is just in front of my house, 50 feet of shoreline.
Meydenbauer Bay is a CLOSED IN bay where everything from the entrance and back is pushed to the back of the bay and then it settles into the mud along the east and southeast shoreline. This is not and exposed area like Kirkland or Renton's waterfront. On those break waters the trash goes into Lake Washington., Mile wide and miles long and well over a hundred feet deep. In Meydenbauer Bay the same trash will end up in a lagoon, couple hundred feet wide, couple thousand feel long and typically less than 30 feet deep. The size difference is a factor in excess of a hundred times. It is merely a small lagoon where you want to create activity in excess of what it's ecosystem can handle. Everything you choose to do at the waterfront and into the water will greatly change the water and shoreline across the bay from your endeavors.

Too often we make choices that later have an effect that we didn't see in the months we did our evaluation. Well you have a whole shoreline of residence who can tell you from experiences what you can reasonably expect from your purposed changes.

I have mud at least 4 feet deep. the mud starts just a couple feet below the water surface. If you rent canoes, and someone gets out to try to swim in these areas they can easily get their feet caught in the mud and be unable to get out without assistance. If they were careless they could get stuck with their below water and drown. That could be someone swimming down and then thinking they can push off the bottom, but gets their legs stuck in the mud. This would be a law suit the city and a family would not soon forget.

I can not stress enough that Meydenbauer Bay is a small closed in body of water that can not take too much stress. Have people come down like they do to the city park. Keep buffers to keep the people away from the sensitive water that you can not clean up at night with a crew. Keep it sparse, this limits the ill effect visitors can invoke. No food concessions, no boat rentals, no game type activities. You can not clean the damage and pollution you allow into the lake. You though this through with the city park by having burms that keep people from dirtying up the water features. You still have necessary filters and necessary cleaning program for that water which you can not do for the bay.

Please consider these things. They come from one person's monitoring of the bay for 10 years, which is probably more days than all your designers or your consultants have been at the waters edge combined, and I am just one shoreline resident.

The bay is sensitive and is a small enclosed area with a very sensitive ecosystem. The city is planning a major intrusion on that closed ecosystem and there will be adverse effects both from the short term development and the long term increase in people and the adverse effects they bring with them.

Make a path to the waterfront from the city park, improve the surrounding areas, but don't create a destination location to attract masses within the bay. It is too small and sheltered for the ecosystem to absorb the excessive intrusion.

Paul Burg
9624 SE Shoreland Drive
Bellevue, WA 98004

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY
Northwest Regional Office • 3190 160th Avenue SE • Bellevue, Washington 98008-5452 • (425) 649-7000

October 29, 2008

Michael Paine
City of Bellevue
mpaine@bellevuewa.gov

RE: Meydenbauer Bay Park and Land Use Plan 08-133559-LE (Ecology #08-7597)

Dear Mr. Paine:

Thank you for the opportunity to comment on the Scoping Notice for the Meydenbauer Bay Park and Land Use Plan as proposed by the City of Bellevue. The Department of Ecology (Ecology) reviewed the environmental checklist and has the following comment(s):

Shorelands and Environmental Assistance Program:
Dave Radabaugh, Shoreline Planner 425/649-4260

Ecology notes that portions of the planning and eventual plan implementation for the Meydenbauer Bay Park are within shoreline jurisdiction. The City of Bellevue is presently engaged in planning for Meydenbauer Bay Park as well as updating its shoreline master program. It would be advisable that coordination occur between the two planning efforts in order to minimize the potential for inconsistencies between the two plans.

Ecology's comments are based upon information provided by the lead agency. As such, they do not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments please contact the appropriate reviewing staff listed above.

Greta Stough
SEPA Coordinator
Department of Ecology
Northwest Regional Office
(425) 649-7131

(S#: 08-7597)

CC: Dave Radabaugh, SEA

October 29, 2008

Honorable Mayor Grant Degginger
gdegginger@bellevuewa.gov
450 110th Ave NE
PO Box 90012
Bellevue Wa, 98009-9012

CC: Michael Brennan MBrennan@bellevuewa.gov
Michael Paine MPaine@bellevuewa.gov
Michael Bergstrom MBergstrom@bellevuewa.gov

City Council Members
Claudia Balducci Cbalducci@bellevuewa.go
John Chelminiak JCheminiak@bellevuewa.gov
Phil Noble PNoble@bellevuewa.gov
Don Davidson DDavidson@bellevuewa.gov
Conrad Lee CLee@bellevuewa.gov
Patsy Bonincontri PBonincontri@bellevuewa.gov

Subject: Environmental Impact Statement for the Meydenbauer Park and Land Use Plan

Dear Mayor Degginer:

My husband and I are most pleased that you will be doing the Environmental Impact Statement for the proposed Park on Meydenbauer Bay and Land Use Plan. I would like to go on record with my concerns as a neighbor who has lived on the Bay since 1974. The following are my concerns after following many steering committee meetings and plans for the Park.

1. The water level of the Lake was lowered in 1914, creating a "bowl" in the area we now call Meydenbauer Bay. This unique eco system creates the potential for a perfect Park but not R-60 development or transient moorage. The "Bowl" is a wonderful conductor of noise. We hear the birds, the wind, and wonderful natural sounds. It also conducts boat noise to a level that is unbearable if a newer type engine is in use.
I am also worried about the pervious parking area in the new Park mentioned in the last plan. This could really add to the noise level. Consider the use of a quiet plan that includes large grassy areas, trees, kayaks, and boats. Restricting incoming and outgoing traffic and fast boats is a must for noise level control. Keep 100th open, with the traffic diverted from the Bay. Create more parking in the lots that exist at the Downtown Park and please restrict party people in noisy boats who are typical transient moorage users.

   After listening to several of the Steering committee meetings it is obvious that there is no understanding of the Meyenbauer Bay environment by the people planning the Park. We have lived on the Bay for years and are very aware of the unique problems that exist for development of any kind, whether referred to as a "Park" or not.

2. This unique structure of the Bay is a waterfront "dead end", for want of better words. The Bay stops at SE 101st, where the Yacht Club and the Bayshore Condominiums are located, plus 101 Meydenbauer and Several houses. There is also a salmon spawning stream in this location. Through the years, silt has been building up in this area, smothering the salmon spawning stream and suffocating the Bay. This silt comes from construction on the Bay and upland a few blocks. This must be controlled when the Park is constructed. Debris thrown into the lake accumulates in this "dead end" from boats and the existing parks. This debris must be controlled.

3. Eagles, Osprey, Sharpshin Hawks, Kingfishers, Great Blue Herons, Peregrine Falcons, several duck species, Otters, Beavers, Muskrats, Turtles, and many more all call this Bay home. We have seen all of these Species. Even two coyotes. The City has allowed the drains from car washes, construction sites, oil changes, and street run off to pollute our Bay. This would be an excellent time to bring the Bay back with a storm Water run-off treatment facility.

   Let this new Park be a place that teaches children about their environment and makes a statement to everyone that Bellevue is progressive in environmental issues. I have lived in Bellevue since 1952. I learned how to swim in this lake when it was polluted. Lake Washington was held up as a wonderful example of a City that learned how to clean up its waters, through the implementation of a sewer system. This Park should be a fine example of clean water management, noise management, and habitat protection of our unique estuary by the City of Bellevue.

Respectfully,
Rondi Egenes Holm

I/We welcome the idea of having a Meydenbauer Bay Waterfront Park that all Bellevue residents and visitors can enjoy. We live nearby at Bayshore East Condominiums and enjoy walking in this area. This park could be a daily destination point for us, and even for our visitors. The vision that the City Council and Parks Department have in planning such a park is highly commendable. We are grateful that we can participate in the planning sessions of the City's Steering Committee and that we can contribute our ideas and concerns since the nearby location of the park will impact our every day quality of life.

Our major concerns are:

- Transportation – Main St. is currently severely congested during commuter rush hours and when residents drive to their shopping or errand destinations. We would like to see a comprehensive transportation plan that would assess both vehicular and pedestrian traffic congestion along Main Street that would address current conditions and future conditions with the addition of the Park. Along with this idea, we oppose the closure of 100th/SE Bellevue Place.
- We do not support the loss of permanent moorage at Bellevue Marina. Going from 87 permanent moorage slips down to 18-58 slips will displace 29 to 69 boats. Safe boating in the Bay should be encouraged. Preserving space for the Meydenbauer Yacht Club's program for young sailors each year is important. Transient boaters often create a disruptive, unsafe environment for families. + Kayakers.
- We do not support commercial/retail development in the park or in the residential areas near the park. Because of our amphitheater-like location, these types of development could create noise that would be bounced around the Bay and destroy our tranquility.
- Parking – Parking spaces currently used by residents should be maintained and parking for park users should be created without increased traffic flow to the currently clogged Main St.
- We support a limited number of new low profile structures built in the Park.
- Water quality – The water quality of the Bay needs to be addressed. The build-up of silt has long been a problem. Noxious weeds such as milfoil, water lilies, purple loosestrife, and yellow iris need to be contained. Private money has been spent to treat these noxious weeds, whereas public funds should be used to treat the entire Bay. Meydenbauer Creek, which flows into the Bay from our shoreline, and many aged storm drains empty into the Bay causing pollution of the water. The current conceptual plans for the park address only a small number of the streams and drains that flow into the Bay and should address all of these in order to improve the water quality of the whole Bay.
- Pollution - During periods of heavy rain, water gushes through this creek looking like a mini-Snoqualmie Falls. During periods of no rainfall, the water along the shore becomes stagnant. Prevailing winds flow directly at our buildings so any garbage or diesel spills get trapped along our shoreline.

Please do not close this Street →

The new Waterfront Park should be designed to allow Bellevue residents and visitors to visit and escape the busy hustle and bustle of daily life and connect with nature. A low profile display of the historical value of Meydenbauer Bay would be enriching to everyone.

Signed: Carol Elsner

Address: 347 - 101st Ave SE
Bellevue, WA
98004

Don't Carillon Meydenbauer Bay
Please Keep it as natural as possible so the Birds, Waterfowl + animals that call it home are not evicted.

From: Anita Skoog [askoog@gvakm.com]
Sent: Monday, October 27, 2008 1:51 PM
To: Degginger, Grant; Balducci, Claudia; Chelminiak, John; Noble, Phil; Davidson, Don; Lee, Conrad; Bonincontri, Patsy; Sarkozy, Steve; Terry, Matthew; Foran, Patrick; Bergstrom, Michael; Cole, Robin; Brennan, Mike; Paine, Michael; dougl@mithun.com; iristocher@comcast.net
Subject: Meydenbauer Bay

Follow Up Flag: Follow up
Due By: Wednesday, October 29, 2008 12:00 AM
Flag Status: Red
Forwarded on behalf of citizen below.

From: Pat Flug [mailto:paflug@comcast.net]
Sent: Thursday, October 23, 2008 11:05 AM
To: Anita Skoog
Subject: Meydenbauer Bay

October 21 2008

To whom this may concern,

Last evening I attended a meeting of concerned citizens having to do with possible changes in the use of Meydenbauer Bay and its environs. I am a resident of Medina with no say in matters concerning Bellevue. I am, however, a tax paying member of the Meydenbauer community and feel the right to share with you my observations concerning future development in the area. It is, after all, my neighborhood as well.

During my many years on this earth I have lived in several waterfront communities around the country; some that celebrated their location, some that did not. Bellevue, from its inception, seems to have been a town which undervalued the need for the business community to have a waterfront presence. In that light, major commercial development was undertaken a distance upland of Meydenbauer Bay. That development could have reasonably started in other areas on Lake Washington or perhaps on Lake Sammamish. It did not.

Fortunately, in the course of private development of the Meydenbauer waterfront, there were two thoughtful and beautiful parks established for the enjoyment of the local citizenry. For many years these parks have been cherished neighbors with little to no impact on either our little eco system or the peace and tranquility of the contiguous neighbors.

There was historical precedent for establishing moorage and as a result many Bellevue citizens happily avail themselves of the small number of public slips or membership in the yacht club allowed in our little bay.

Fast forward to last night: Many of the speakers at the gathering fear the behemoth that has become 'The City of Bellevue' has suddenly awakened to a need for a commercial presence on the waterfront. May I submit to you: That boat has sailed.

Meydenbauer Bay, while being the closest body of water to the commercial core, is not an appropriate target. It's entirely too small for a commercial presence. It's barely a pond. Apparently there are those who dream of an "iconic" structure. It's possible for such a structure to become known as 'The Bellevue Folly'.

There is nothing, of a commercial nature, that Bellevue could accomplish in Meydenbauer Bay that wouldn't be a sad waste of taxpayer dollars. No amount of additional parking or suggested activities or entertainment or boutique hotels or trendy eateries will alter the fact that Bellevue is too large, Meydenbauer is too small, and the time for Bellevue having a commercial waterfront, has passed. There seems no justification for such an undertaking. The tragedy of even a modest portion of such a scheme would be the loss to the local community.

In this the era of thinking green, let us proceed with a more realistic and reasonable ideal. Let's clean up the bay, extend the parks, leave the dedicated streets and moorage as they are, accept our lot as a missed opportunity and move on.

Sincerely, Patricia Flug

My mailing address is PO Box 596 Medina, WA 98039.
I live in Medina at 322 Overlake Drive East.

Bergstrom, Michael

From: Madelaine Georgette [studiogeorgette@mac.com]
Sent: Wednesday, October 29, 2008 2:22 PM
To: Degginger, Grant; Bergstrom, Michael; mpaine@bellevue.gov; Cole, Robin
Subject: EIS scoping for Meydenbauer Waterfront Park

Dear Ms. Cole, Mr. Bergstrom and Mr. Paine:

The following questions and comments related to the EIS for the Meydenbauer Waterfront Park:

1. While I applaud the City's decision to do a full EIS rather than a SEPA checklist on this project, I would like to know how this decision was arrived at? Who made this decision? What was it based on, i.e. what inputs did you have?

2. How do you reconcile instructing the Steering Committee at their September meeting that were to be thinking about this decision which they were to make at their next meeting October 30th and then have the City make the decision? What does this say about your process? What does this say regarding your credibility with the public with respect to statements we hear and contradictory actions that are taken by the City?

3. Formerly I worked for a variety of local cities and King County as a public involvement facilitator and have been responsible for numerous EIS scoping meetings. In order to truly serve the public interest and to make the public involvement process meaningful, it was general acceptable practice to hold the Scoping meeting on a proposed project at least ten days to two weeks prior to the final deadline for comments. The scoping meeting was to inform the public of the project's final alternatives and the EIS process and how the public could participate in the scoping process.

Personally, I'm not only extremely disappointed but outraged that the City is holding this meeting tonight, 24 hours before final comments are due. How do you expect the public to digest the final alternatives as well as the scoping/EIS information and to respond in 24 hours?

Is this really serving the public or are you just following the law, but it's all for appearances and ends up manipulating the public into believing they have opportunities for input, but that in reality, these opportunities are actually very difficult to exercise in a meaningful way? You really have subverted the intent of the law even though you have conformed to it's requirements. Is this how the City of Bellevue wishes to be perceived?

By handling the process this way, what does this say about your genuine intentions and credibility? How do you expect to 'work with the public' when your process, in reality, only confuses and irritates the public and actually limits public input rather than allowing for a reasonable time frame in which to respond.?

Please don't address these questions by telling me the information was on the website; this may fulfill your legal requirements, but let's face it most people don't follow these types of projects on-line. Please address who designed the public involvement program and explain why you have implemented it in such a way as to minimize opportunities for public input? Who is responsible for doing this?

Sincerely,

Madelaine Georgette

Meydenbauer Bay
PARK AND LAND USE PLAN

EIS SCOPING COMMENT FORM (optional)

You may use this form to write down your comments/suggestions regarding the scope of the Environmental Impact Statement to be prepared for this project. Drop your completed form in the box by the entry prior to leaving tonight's meeting, or drop off at the Service First desk, 1st floor City Hall, by 5:00 pm Thursday, October 30, 2008, c/o Michael Paine, SEPA Responsible Official, Development Services Department.

Your name: A. SCOTT GILSON

Your full address: 9340 SHORELAND DR SE
BELLEVUE WA 98004

Comments:

(1) CONDITION OF MEYDENBAUER BAY
— SEDIMENT AND WEEDS IN THE BAY NEED TO BE REMOVED

(2) NO COMMERCIAL USE OF PROPOSED PARK
— INCREASE IN NOISE LEVELS
— INCREASE IN POLUTION

(3) NO TRANSIANT BOAT USE OF PROPOSED PARK
— INCREASE IN NOISE LEVELS
— INCREASE IN POLUTION

(4) KEEP 100TH OPEN FOR RESEDINTIAL ACCESS

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10/31/08

CITY OF BELLEVUE WASHINGTON

Meydenbauer Bay
PARK AND LAND USE PLAN

EIS SCOPING COMMENT FORM (optional)

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Your name: Susan Gilson

Your full address: 9340 S.E. Shorcland Dr.
Bellevue, WA 98004

Comments:

1. my highest EIS priority is the quality of the waters in the bay & the danger of silt & weeds that will choke the beauty of the bay
2. Keep 100th open
3. do not increase density allowed in structures
4. consider before it is too late the ramifications of traffic, congestion, noise

As population grows, residents need a tranquil setting to enjoy. Downtown Bellevue has

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lost that - our only hope is to keep the bay as a balance to the hub-bub in the city.

CITY OF BELLEVUE WASHINGTON

Meydenbauer Bay
PARK AND LAND USE PLAN

EIS SCOPING COMMENT FORM (optional)

You may use this form to write down your comments/suggestions regarding the scope of the Environmental Impact Statement to be prepared for this project. Drop your completed form in the box by the entry prior to leaving tonight's meeting, or drop off at the Service First desk, 1st floor City Hall, by 5:00 pm Thursday, October 30, 2008, c/o Michael Paine, SEPA Responsible Official, Development Services Department.

Your name: Peter Marshall

Your full address: 3030 109th Ave. SE
Bellevue, WA 98004

Comments: The EIS should definitely address the visual and recreational as well as habitat impacts of the public dock / transient moorage structure in Alt. 1. Also these impacts should be addressed for retaining the marina facilities over the water in both alternatives 1 and 2. (A reasonable alternative is to phase out those marina moorage facilities to leave the water view from the shoreline completely open).

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CITY OF BELLEVUE WASHINGTON

Bergstrom, Michael

From: Betty Mastropaolo [bmastro@gmail.com]
Sent: Sunday, October 26, 2008 1:51 PM
To: Bergstrom, Michael; Brennan, Mike; Paine, Michael; Foran, Patrick
Subject: comment on 08-133559-LE

Bayshore East Condominiums, which was established in 1973, has forty owners. Our location is quite unique. Our property is made up of four 3-story buildings, built around the very end or bottom tip of Meydenbauer Bay, an outdoor swimming pool, a cabana, a little bridge over Meydenbauer Creek and an extensive lawn area along the shoreline. This area along the shore is just above the water level of Lake Washington, and the ground gradually gets higher as it reaches the street level. As we look out toward the Bay, the land elevation rises steeply to the left along Shoreland Drive and to the right along Lake Washington Blvd., giving us an amphitheater-type view. Sitting on our decks or patios, we enjoy views of the Bay, watch the osprey, herons, eagles and kingfishers hunt and listen to the songs of the red-winged blackbirds. Each season brings numerous waterfowl to the Bay, such as gadwalls, mergansers, wood ducks, buffle heads, and of course, coots, mallards and Canadian geese. Turtles enjoy the shoreline, even the parking lot. In the evenings we enjoy the silence of the Bay.

We welcome the idea of having Meydenbauer Bay Waterfront Park nearby that all Bellevue residents and visitors can enjoy. We enjoy walking in the area and this park could be a daily destination point for our visitors and us. The vision that the City Council and Parks Department have in planning such a park is highly commendable. We are grateful that we can participate in the planning sessions of the City's Steering Committee and that we can contribute our ideas and concerns since the nearby location of the park will impact our every day quality of life.

Our major concerns are:

- **Transportation** – Main St. is currently severely congested during commuter rush hours and when residents drive to their shopping or errand destinations. We would like to see a comprehensive transportation plan that would assess both vehicular and pedestrian traffic congestion along Main Street that would address current conditions and future conditions with the addition of the Park. Changing the traffic lights to include a four-way pedestrian only crossing would streamline foot traffic. We strongly oppose the closure of 100th/SE Bellevue Place. We call this our "escape route" to get into or across Main Street. Instead of using 100th/SE Bellevue Place for a pedestrian plaza, it would be better to leave this street open to one-way vehicular traffic AND to tear down the apartment complex the City recently purchased to create a gorgeous vista of the Bay. It could also be the pedestrian

plaza that was in the conceptual plans, have no tall trees, only low shrubs and grass… a viewpoint from the street inviting people to walk down to the water and enjoy the peaceful nature of Meydenbauer Bay.

- We do not support the loss of **permanent moorage** at Bellevue Marina. Going from 87 permanent moorage slips down to 18-58 slips will displace 29 to 69 boats. This is almost as nasty as displacing people from their homes since boaters often live on their boats during a voyage. **Safe** boating in the Bay should be encouraged. Preserving space for the Meydenbauer Yacht Club's program for young sailors each year is important for future boaters to learn water safety and protection of the environment.
- We do not support **commercial/retail development** in the park or in the residential areas surrounding the park. Because of our amphitheater-like location, these types of development could create noise that is bounced around the Bay, destroy our tranquility and add to the pollution along our shoreline. If people want to shop or eat, there are many shops and cafes already along Main St. competing with Bellevue Square, the Bellevue Collection, and the other shops and restaurants along Bellevue Way. All of the new buildings under construction in the downtown area also include office, retail and residential plans and would add to the growing list of shops and restaurants within walking distance. So there would be no reason to expand the shopping and eating areas; after people do their shopping and eating in the upland area, they can walk to the Waterfront Park to rest, meditate, and enjoy the water view.
- **Parking** – Parking spaces currently used by residents should be maintained and parking for park users created without increased traffic flow to the currently clogged Main St.
- We support one or **no new** low-profile structures to be built in the Park.
- **Water quality** – The water quality of the **whole** Bay needs to be addressed. The build-up of silt has long been a problem. Noxious weeds such as milfoil, water lilies, purple loosestrife, and yellow iris need to be contained. Private money has been spent to treat these noxious weeds, whereas public funds should be used to treat the entire Bay. Meydenbauer Creek, which flows into the Bay from our shoreline, and many aged storm drains empty into the Bay causing pollution of the water. The current conceptual plans for the park address only a small number of the streams and drains that flow into the Bay (those on City owned property only) and should address all of these in order to improve the water quality of the whole Bay.
- **Animals** – We do not support a lot of noisy activity in the park. This will discourage the eagles, osprey, herons, kingfishers, many types of ducks, otter, etc. from visiting the Bay. Isn't the viewing of these animals one of the main reasons for creating access to the waterfront?
- **Pollution** - During periods of heavy rain, water gushes through this creek looking like a mini-Snoqualmie Falls. During periods of low to no rainfall, the water along the shore becomes stagnant. Prevailing winds flow directly at our buildings so any

garbage or diesel spills get trapped along our shoreline.

- During the early planning stages of the park, documents from the July 2007 Open House show a **public pedestrian path** or connector trail that went through private property. We do not support a public path through our property. What has happened to this idea?

The new Waterfront Park should be designed to allow Bellevue residents and visitors to share the same tranquil quality of life that we, at Bayshore East, and our neighbors along Shoreland Drive and Lake Washington Blvd. enjoy. A low profile display of the historical value of Meydenbauer Bay would be enriching to everyone. In summary, I quote words from the Sept. 18th meeting of the Steering Committee: ["*Bellevue's Meydenbauer Bay Park should be a waterfront oasis for all citizens*"] so visitors to the park could escape the busy hustle and bustle of daily life and connect with nature.

Thank you.

Betty Mastropaolo
341 101st Ave SE
Bellevue, WA 98004

Meydenbauer Bay Neighbors Association
227 Bellevue Way Northeast -- PMB 278
Bellevue, Washington 98004

October 15, 2008

Honorable Mayor Grant Degginger
gdegginger@bellevuewa.gov
450 110th Ave. NE
PO Box 90012
Bellevue WA, 98009-9012

CC: Michael Brennan MBrennan@bellevuewa.gov
Michael Paine MPaine@bellevuewa.gov
Michael Bergstrom MBergstrom@bellevuewa.gov

City Council Members
Claudia Balducci Cbalducci@bellevuewa.gov
John Chelminiak JChelminiak@bellevuewa.gov
Phil Noble PNoble@bellevuewa.gov
Don Davidson DDavidson@bellevuewa.gov
Conrad Lee CLee@bellevuewa.gov
Patsy Bonincontri PBonincontri@bellevuewa.gov

Subject: **Scope of Environmental Impact Statement – Meydenbauer Bay Park and Land Use Plan**

Dear Mayor Degginger:

We are pleased to see that the City has decided to do an Environmental Impact Statement on the proposed Meydenbauer Waterfront Park expansion and Land Use Plan. We know that the environmental review process provides for a full and thorough analysis of issues of concern to citizens regarding the proposed project. The Meydenbauer Bay Neighbors Association would like to submit this list of issues and questions -- which we believe must be addressed by the City and their consultants -- regarding the potential impacts of the Meydenbauer Bay Park and Land Use Plan to Meydenbauer Bay and other surrounding communities and that need to be included within the scope of the EIS.

Please note that this letter contains questions pertaining to the three proposed alternatives (as currently provided to the public) and we trust that each question will be addressed under the analysis of each individual alternative. We may follow up with some additional questions related to each specific alternatives following the **October 29th** and **30th** meetings.

Definitional items. When using the following terms in this letter:

"Adjacent Properties" shall refer to all properties inside the Primary Study Area (including without limitation, The Astoria, The Seasons/Amli, Bayside Place, The Vue, Ten Thousand

Meydenbauer, The Meydenbauer Apartments, Whalers Cove Condominium, Bay View Village, Blvd. 99, Meydenbauer Bay Terrace, The Tantallion, The Oasis, Lochleven, Bauer Crest, One on Main, The Meydenbauer Building, The Heller Building and all City-owned residences (apartments and single family homes) within the Primary Study Area); and those properties directly adjacent to the Project (including The Meydenbauer Bay Yacht Club, 101 Meydenbauer, Bayshore East, Meydenbauer Bay Condominiums, Klahanie Apartments, and all single-family houses directly bordering the Park).

"Bay" shall refer to Meydenbauer Bay, including the cove identified by the USGS as Whalers Cove.

"Marina" shall refer to the existing Bellevue Marina and the proposed waterside areas of the Project that are to be used for marine activities of any type.

"Park" shall refer to the existing Meydenbauer Beach Park and the proposed park-like areas of the Project.

"Primary Study Area", ***"Secondary Study Area"*** and ***"Uplands"*** shall refer to the areas specified by the City. We may also refer to the Primary and Secondary Study Areas, collectively, as the ***"Study Areas."***

"Project" shall refer to the Meydenbauer Bay Park and Land Use Plan;

"Surrounding Properties" shall refer to properties both inside and outside the Study Areas, including, without limitation, Old Bellevue and all properties in the Uplands, on the shores of Meydenbauer Bay and in the communities South, West, East and North of Meydenbauer Bay.

If no specific reference is made, the applicable concern should be deemed to refer to the Study Areas and the Bay, collectively.

A. LAND USE

1. What is the current and proposed zoning inside the Study Areas? Please specify exact boundaries of any proposed zone changes and proposed commercial locations (office, retail and mixed use)

2. How many people currently, and at the completion of the Project are expected to, use, live and work in the Study Areas, considering any potential rezoning and incentives proposed to be provided by the City to developers of properties inside the Study Areas?

3. What homes, apartments and condominiums inside the Primary Study Area are to be removed, demolished or converted to non-residency use (such as the City-owned residences (apartments and single family homes) and Bayvue Village Apartments)? And when will this occur?

4. How many citizens have been and will be displaced by the removal, demolition, conversion or redevelopment of residences in the Primary Study Area for or in connection with the full

build-out of the Project, including through rezoning and incentives provided by the City to developers? When will these citizens be removed from their homes, and under what processes? What accommodation is being made to relocate these citizens? What requirements will be placed on builders and developers and apartment owners to assist in the relocation of these citizens?

5. How many low-to-medium-income housing units (including those used by senior citizens on fixed incomes) have been and will be eliminated by the full build-out of the Project, including through rezoning and incentives to developers? When will these units be eliminated? What accommodation is being made to build equivalent and replacement housing units in Bellevue? What requirements will be placed on builders, developers and apartment owners to provide the same number of equivalent and replacement housing units?

6. What other structures inside the Study Areas and in the Bay are to be removed or demolished and when?

7. Which structures will remain in the Study Areas and are any of them to be relocated within the Study Areas?

8. What new structures are proposed for the Park?

9. What new structures are proposed and likely in the Primary Study area due to the full build-out of the Project?

10. How many docks will be removed from the Bay?

11. How many new docks will be added, and for what purpose?

12. What is the current number of permanent and transient public, private and government (City, County, State, Federal) moorage slips at the Marina and Park? What will be the final number of permanent and transient public and government (City, County, State, Federal) moorage slips in the Project?

13. How many boats will be displaced by the permanent removal of any docks in the Bay?

14. What is the plan for the temporary removal and relocation of boats due to any dock reconstruction and/or reconfiguration?

15. What is the plan for the permanent removal and relocation of boats due to any dock removal?

16. Is any commercial boating use planned or intended in the Park or otherwise by the Project?

17. Please provide specific configurations for the final dock configurations (including any new docks and any existing docks being retained or modified).

18. Please demonstrate the compatibility of the proposed Park with the anticipated development of the Uplands.

B. AESTHETICS

1. What is the maximum height and square footage of any proposed new structures inside the Park?

2. What is the maximum height and lot coverage of any potential new structures allowed by the Project?

3. What views will be impacted by the proposed and potential structures identified in **#1** and **#2** and/or by the relocation of existing structures (i.e. viewing platforms, elevated access structures, additional docks, boardwalks, storage facilities, community buildings, retail establishments, new residential, office, retail and mixed use buildings etc.)?

4. Please describe impacts to the views from the Adjacent Properties.

5. Please describe the impacts to the views from properties in the Secondary Study Area and other Surrounding Properties, including across the bay from the Park

6. What mitigation plans does the City plan to implement to minimize and/or ameliorate potential loss of views or the creation of unsightly views from each of the properties and locations listed in **#4** and **#5** above?

7. What does the City propose to do to establish the value of the homes listed in question **#4** and **#5** pre and post construction of the Project in order to assess whether property values are affected by changes to the views?

8. Does the City have a compensation plan to mitigate any losses in value to Surrounding Properties and if so, please describe what this plan is and how it will be implemented?

9. Please describe the impact to Surrounding Properties from the mass of any new docks extending into the Bay and intruding into current open space, and how this impact is to be mitigated.

10. What impact will the new docks and any other overwater walkways have on water quality? How will any detrimental effects be mitigated?

C. LIGHTING

1. What kind of lighting is proposed for the Project? Please demonstrate its appropriateness for a residential setting? Please indicate the hours that lights would be on during the different seasons of the year.

2. To what extent is the proposed lighting sufficient to provide good security yet remain appropriate for a residential area?

3. What type of lighting is proposed for the shoreline areas of the Project and for any docks extending into the Bay?

4. Please describe the impact of the lighting to the views from the Adjacent Properties.

5. Please describe the impact of the lighting to the views from the Surrounding Properties.

D. HISTORICAL AND CULTURAL PRESERVATION

1. What plans are there to preserve the historic structures related to the historic whaling station, boat building, military and marina activities inside the Park?

2. Are any of the older homes inside the Park, that might be considered of historic status, to be kept as community buildings, and if so, please identify the homes and the uses to which they would be put?

3. What plans does the city have for archaeological protection of Native American and other historic remains known to be on site?

E. EARTH

1. What are the slopes with respect to the proposed terracing of the Project?

2. What will be the steepest slope inside the Project?

3. What filling or grading will be required to complete the Project?

4. How many estimated truck and barge trips will there be during construction to complete the required filling and grading?

5. What mitigation measures will be used to limit the noise and air pollution impacts of these specific construction trips?

6. Are there any existing underground storage tanks for oil or other liquids inside the Study Areas or in the Bay?

7. Will these be removed? And if not, what guarantees are there that these will not leach into the soils and/or the lake?

8. Are there any septic tanks presently within the Study Areas? What are plans for the venting of these or will they be removed?

9. During construction, what plans are there for preventing and/or mitigating erosion due to steep slopes and/or soil types?

10. What percent of the proposed Project site will be impervious surfaces?

11. If there is any open parking to be provided, what measures will be taken to deal with runoff?

F. AIR

1. What types of emissions would result from construction? Include impacts to Surrounding Properties, boats, pedestrians, vehicles in transit and people residing and working both inside and outside the Study Areas from the dust, dirt and air pollution?

2. Specify and estimate what the increased environmental health hazards from dust and other airborne substances generated during construction might be on people residing and working both inside and outside the Study Areas?

3. What types of mitigation measures are being planned to reduce these impacts; e.g. use of tarps to cover trucks carrying soil/debris into/out of the Project site? Please specify the mitigation measures for people residing both inside and outside the Study Areas; to Surrounding Properties and en route to the Project which construction trucks will be using; to the boats in the Bay; and to pedestrians.

4. What is the estimated number of truck and barge trips to and from the Project site during construction for demolishing, bringing in soil, new construction materials, etc?

5. Post-construction, what plans does the City have to mitigate damage to surrounding buildings/structures/boats as a result of the dirt/air pollution and wave/wake activity generated by construction of the Project? e.g. plans for the City to pay for the cost to clean and/or repaint surrounding buildings/structures/boats/docks? Plans for the City to pay for the cleaning of windows, etc.? Plans for the City to pay for the cleaning of boats at the Marina, at the Meydenbauer Bay Yacht Club and at private residences?

G. NOISE

1. What will be the increased noise from traffic due to changes in circulation patterns and increased noise from the traffic associated with the intensified use of the roads inside the Study Areas and Surrounding Properties?

2. What will be the increased noise from marine traffic, including transient moorage, associated with the intensified use of the Bay?

3. What types and levels of noise will be generated during the construction phases of the Project?

4. What mitigation measures are proposed to reduce these impacts indentified in **#1**, **#2**, and **#3**?

5. What additional noise will be generated by maintenance of the Project, including in the Park due to the use of maintenance equipment such as leaf blowers, street cleaners, etc.? Would the city consider not using leaf blowers in the course of Park maintenance?

6. What other mitigation measures would be put in place to reduce noise impacts post construction?

7. Is there a plan for limiting the hours for Park use and Park maintenance to restrict them to the same hours as those of existing residential noise guidelines? Please specify the current residential noise guidelines and any differences to those that will apply to the Project. Please include schedules for weekends as well.

8. What are the types and levels of noise to be permitted post construction; i.e., operational hours of the Park? Are there mitigation measures to reduce/control these to daylight hours?

9. Are there any plans for buffering noise to the Adjacent and Surrounding Properties due to the amplification of noise due to the effect of noise on water?

H. WATER

1. Describe any and all construction activity that will affect surface water bodies in and around the Project site, including the Bay, lake, streams, wetlands, storm drains, etc.?

2. Please provide the construction steps the City will take in order to open up the stream and any potential impacts on the Uplands.

3. Regarding any fill and dredge materials to be used, please describe the materials themselves, the volumes, the duration of this activity and the noise, air and other impacts associated with these activities.

4. What mitigation measure is the city planning to take to reduce and/or ameliorate these impacts?

5. What water withdrawals and/or diversions will have to be taken? Describe the impacts of these and mitigation measures?

6. Describe plans for the relocation of the existing in-lake sewer lines and/or other discharge waste facilities currently inside the Project site and in the Bay, or proposed as additions by the Project?

7. What plans are there to incorporate filtration for existing and/or new storm drains on the Project site and/or flowing into the Bay?

8. What will be the impacts to moorage and marine traffic during construction/relocation of existing and/or proposed sewer lines? What mitigation measures are proposed to minimize these impacts to boats currently moored in the Bay (including the Yacht Club and private residences)?

9. What would be the increased load on the storm drainage system from increased vehicular traffic changes in traffic patterns, and any increased housing density, during construction and following Project completion?

10. What are the City's plans to better control the milfoil, water lilies and other noxious weeds and the potential loss of oxygen in the Bay?

11. Please describe the impacts on fish, turtles, otters, and other animals from the lack of control of oxygen due to poor maintenance?

12. Does the Project include plans to re-circulate water from any streams to the lake and vice versa? If so, please describe this plan and any adverse impacts that might affect the Surrounding Properties and the Bay in order to accomplish this?

13. Please describe the City's proposed coordination plans with all relevant, State, Federal and local agencies regarding the maintenance of the Bay? e.g. Washington State Department of Fisheries, EPA, etc. but not limited to these. We are fully aware that the City does not have complete responsibility for maintenance of the Bay, but we are eager to understand what specific plans the City has to work with and bring together the relevant organizations to improve the maintenance of the bay. Since the proposed Project is designed to be Bellevue's main waterfront park to serve the entire city, we are anticipating the City will take a strong leadership role in coordinating and managing this interdepartmental coordination. Please demonstrate how the City plans to accomplish this. Which agency will have the ultimate responsibility for maintenance and what plans are there for oversight of this role?

I. FLORA

1. What amount of vegetation will be removed or altered by the Project? Please provide annotated sketches to assist with the description?

2. What is the tree retention plan inside the Study Areas?

3. For any trees to be removed, please list the anticipated impacts on the birds which currently nest in these trees and on birds which forage in these trees?

4. Are there proposed height limits to the mature vegetation whether newly proposed or now existing in order to preserve and protect current views of the Surrounding Properties?

G. ANIMALS

Mammals

1. What does the City propose to do to prevent the risk that temporary and permanent disturbance to animals (beavers, otters, etc.) residing along the shoreline and in wetlands adjacent to the Park and Project?

2. Please describe the impact on the Adjacent Properties from the increase of rodents, insects and other animals attracted by any food and beverage sales in the Park or increased food and beverage sales caused by the Project, and increased garbage caused thereby or from the intensified use of the Park.

3. Please describe the impact on the animals (mammals, fish, birds, etc.) from the increase of rodents, insects and other animals attracted by any food and beverage sales in the Park or increased food and beverage sales caused by the Project, and any increased garbage caused thereby or from the intensified use of the Park.

4. What mitigation measures are proposed by the City to reduce these impacts described in **#2** and **#3**?

Fish

1. With respect to Fish - what will be the impact to Sockeye salmon and Chinook salmon with respect to their migration routes and spawning sites?

2. What mitigation measures are proposed to reduce these impacts and protect the current volumes of each species of fish currently living in the bay?

3. What will be the time frames for construction such that they will take into account fish migration patterns?

4. What are the plans for daylight diffusion of existing and proposed docks?

Birds

1. With respect to Birds - please describe the degree of disturbance to bird habitat during construction?

2. What does the City propose to do to prevent the risk that temporary disturbance to rare bird species, e.g. Osprey, Great Blue Heron and Eagles, could result in permanent loss of these or other species from the Project site and larger Lake Washington community? The City should note that this might be a permanent irreversible adverse impact.

3. What does the City propose as mitigation to possible permanent irreversible adverse impacts due to either the permanent or temporary removal of habitat?

4. How will the proposed increased land use density and intensity affect birds, animals and fish populations?

5. What is the impact of construction noise on birds?

6. Please describe the impact on the resident bird population from the increase of any scavenger or predatory birds attracted by any food and beverage sales in the Park or increased food and beverage sales caused by the Project, and any increased garbage caused thereby or from the intensified use of the Park.

J. PUBLIC SERVICES

1. Please explain the plan to provide security, police and emergency services to users of the Park and aquatic activities and to residential neighbors of the Park due to the increased use of the Park and any increased density in the Study Areas from the Project? Specifically describe the safety and security features that will be employed such as patrol services, surveillance cameras, etc.

2. What plans are there to establish a Bellevue City Marine Safety Patrol (Police, Fire and Rescue) to ensure a safe boating and marine environment inside Bellevue waters because of increased marine traffic and transient marine use of the Park? What equipment (boats, zodiacs, fireboats, jetskis, emergency medical equipment) will need to be acquired by the City? How many additional Police Officers and Firefighters/EMT's will be hired? Where will the required marine safety and rescue support facilities be located?

3. What plans are there to establish a Bellevue City Environmental Response Unit to maintain the marine environment inside Bellevue waters and respond to emergency environmental issues (spills, collisions, sinkings) arising from the increased marine traffic and transient marine and any commercial (marine, barge and service vehicles) use of the Park? Where will the required support facilities be located? What equipment (boats, zodiacs, jetskis, booms) will need to be acquired?

4. How will emergency evacuation services be provided for the Park and for the Adjacent Properties (especially those bordering the Park or whose accesses will be or have been altered)?

K. FUNDING

1. What is the total budget for the completed Project? Please provide line items for major components of the Project development for each phase of the Project from construction through final completion and full build out of the properties within the Primary Study Area?

2. What is the time frame for each phase of the Project from construction through final completion? Please provide dates by month/year, and not just overall length of time for

each phase, showing estimated dates of construction and estimated dates of completion for each phase?

3. What specific actions are to be taken under each phase? i.e. what is being done, by whom and when?

4. How much capital has been invested in the Project, to date, including for the purpose of acquiring and maintaining properties in the Primary Study Area?

5. What are the City's sources of revenue for the Project?

6. What sources of revenue will be terminated due to the Project?

7. How does the City propose to fund this Project specifically?

8. How does the City propose to fund the capital equipment, personnel (uniformed and other), training costs and facilities necessary for the additional security, police and emergency services due to any increased use of the Park and increased density and intensity of use of the Park and Surrounding Properties?

9. How does the City propose to fund the capital equipment, personnel (uniformed and other), training costs and waterside facilities necessary for marine safety patrol (police, fire and rescue) activities?

10. How does the City propose to fund the capital equipment, personnel (uniformed and other), training costs and waterside facilities necessary for emergency marine environmental response team?

11. If there is to be a general park bond issue(s) that is/are to include revenues to support portions of the construction of this proposed Project, please specify what exact amounts are being sought for this Project? What would be the estimated amount per $1,000 assessed value JUST FOR THIS SPECIFIC PROJECT?

12. We request the city provide a detailed funding/expense plan for the proposed Project so the community knows exactly what we are paying for, what we can expect to get for these expenditures and in what time frame they are expected to occur, and to ensure the community that the Project can be completed in full, once started?

L. TRANSPORTATION

1. Given 100th Ave SE/SE Bellevue Place may be closed under each alternative, what is the proposed access and circulation plan?

2. If 100th Ave SE/SE Bellevue Place is closed or one way, what is the proposed access and circulation plan?

3. What will be the main and secondary vehicular access to the Park?

4. What will be the main and secondary vehicular access to the Marina?

5. What will be the main and secondary vehicular access to the Project?

6. What will be the main and secondary, tertiary pedestrian access routes to the Park, the Project and the Marina?

7. Will any vehicular or pedestrian access require land use changes? Please explain in detail what these land use changes will be?

8. What are the anticipated construction impacts on traffic circulation? What mitigation plans will be implemented to reduce these impacts?

9. Please show in annotated drawings the access to The Vue condominiums?

10. Please show in annotated drawings the access for emergency services, other services and visitor parking for the Ten Thousand Meydenbauer condominiums?

11. Please show in annotated drawings the access for emergency services, other services and visitor parking for the Whaler's Cove condominiums?

12. Please show is annotated drawings the ingress and egress for the Meydenbauer Apartments?

13. For the prior four items please provide annotated drawings for both the construction phase(s) and the completed Project state?

14. What changes, if any, are proposed for Old Main Street? Please include changes of direction, number of lanes, number of on-street parking spaces, and changes in ingress/egress?

15. Will the proposed Project require the construction of any new roads/streets or any improvements to or limitations/restrictions to existing roads, whether public or private, during either construction (i.e. temporary changes) or after Project completion (i.e. permanent improved state).

16. What is the estimated number of vehicular trips per day generated by the completed Project? What is the basis for this estimate? i.e. please provide underlying assumptions and recorded and other data used in completing this analysis?

17. When will peak volumes occur? What are these peak volumes estimated to be?

18. Will there be public transportation provided to the Park?

M. PARKING

1. What is the estimated number of new parking spaces to be? Please describe type (surface, underground or raised structure) location and number of spaces?

2. How many parking spaces will be eliminated by the Project and any other City projects inside the Study Areas (Downtown Park reconfiguration, Great Streets Project, planned and proposed sidewalks in lieu of parking)?

3. If off-site parking (parking lots or structures) is a part of the plan, where will it be located? How many spaces will there be? What will be the impacts on circulation in the surrounding streets and neighborhood?

4. What provisions will the city make for temporary unload and loading zones for boaters and handicapped persons?

5. Will parking be allowed on 100th Ave SE/SE Bellevue Place?

6. What parking accommodations will be made for handicapped residents of the Adjacent and Surrounding Properties and for Marina and Park visitors?

7. What is the "net" increase or decrease in parking spaces in the Primary and Secondary study areas proposed between the date hereof and the completion of the Project?

8. What parking spaces and locations are designed to serve the Park? What parking spaces and locations are designed to serve the Marina? What parking spaces and locations are designed to serve the Project, not including the Marina and the Park? What parking spaces and locations are designed to support Old Bellevue?

[Signature Page Follows]

We trust that the City will carefully analyze each and every one of these issues for **each of the three proposed alternatives**. In this way, the City and the community will be able to proceed with the proposed project in an atmosphere of complete transparency with opportunities for full and fair public input and appropriate City response.

Respectfully,

Marvin B. Peterson
President

Madelaine Georgette
Advisor for Environmental Affairs

cc: City Manager, Steve Sarkozy SSarkozy@bellevuewa.gov
City Planning Director, Matt Terry MTerry@bellevuewa.gov
City Parks Director, Patrick Foran PForan@bellevuewa.gov
City Clerk, Myrna Basick MBasich@bellevuewa.gov
David Bricklin, Esq. Bricklin@bnd-law.com
EDAW, Brian Scott, Director of Urban Design, brian.scott@edaw.com

MBNA ALTERNATIVE I

- Partially Daylight stream
- Retain 20+ parking spaces

Marina Program	Existing	Alternative I
Pier Removal	NA	Removes Pier 3
Permanent Long-term Moorage	87 slips	43 slips
Not in Service/Transient	25 slips	14 slips South side of public dock and on Pier 1
People Propelled Vessels (PPV)	No facilities	Up to 15 PPV slips North side of public dock and at beach
Boat Storage	No facilities	Limited potential on land

- Eliminate Vehicular Viewing Terrace + Parking
- Eliminate historic house
- Reduce parking to 40 spaces max + access from 99th (No retreat)

Enviromental Redevelopment District

- ROAD OPEN 100th Ave SE SE Bellevue Pl

Rezone as Parkland

- Limit Length of Pier

Retain Piers 1, 2 & 3

- Pedestrian Bridges

Environmental Redevelopment District

- Environmental Education Center
- Terraces, Plaza, coffee shop
- Underground Parking (150 stalls max)

- Path to Wildwood Park

- Terracing Zig-Zag Pathway

Road Open Variant

Scale: 1" = 100' - 0"

Scale: 1" = 50' - 0"

Park Program Elements – See Narative for Changes

01 Fully day-lighted stream with interpretive/education nodes along adjacent pedestrian path provides important pedestrian experience.

02 Ravine enhancements (Contiguous canopy forested areas to be retained and enhanced; invasive plants removed) provide improved habitat for key species.

03 Shade/rain structure provides cover for pedestrians at mid-level terrace

04 Relocated Wetland (Incorporation of wetlands with the stream/shoreline delta to form a contiguous surface water structure) provides improved aquatic habitat

05 Significant stormwater feature extending from Downtown Park along 100th Ave. NE through the park terraces provides a visual connection between the two parks.

06 Upper viewing terrace with vehicular pull-off (+/-10 short-term parking spaces) provides space for future transit stop. Retreat center tucked under provides additional space for community activities.

07 Grand viewing plaza at 100th AVE NE and mid-slope terraces with ADA path to the shoreline allows pedestrians to enjoy multiple views of the bay.

08 Custom designed playground (for school-aged children) blends with other park features and enhances the natural character of the park.

09 Grass picnic area with shade structure provides close visual proximity to the beach and playground.

10 Youth Environmental Education Center: restrooms, gathering space, outdoor education green, and terraced garden

11 Continuous waterfront promenade extends the full length of the park shoreline with pedestrian & emergency vehicle access behind the marina.

12 Restrooms (with green roof)

13 Short-term marina parking (4-6 spaces) and drop-off area

14 Removal of Pier 3

15 Public dock with viewing platform and transient moorage

16 Parking garage tucked into hillside (90 spaces) and grand viewing park terrace above

17 Whaling Building: Historical/Cultural Maritime Center

18 Enhanced hillside woodland (Removal of invasive species, preservation of significant trees, and planting of native forbs, shrubs and trees)

19 Swim beach with people propelled vessel launch

20 Softened shoreline (Improved near-shore habitat and addition of native riparian vegetation, including overhanging plants and woody debris)

21 The Lake to Lake Trail system Downtown connection terminus

22 Enhanced streetscape with improved sidewalks, additional street trees and site furnishings for added pedestrian comfort along streets connecting to surrounding parks.

EDAW | AECOM Heydenbauer Bay Perteet

MEYDENBAUER BAY PARK & LAND USE PLAN

BELLEVUE, WASHINGTON EDAW - 08100030.01 October 2008

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- Retain 20+ parking spaces

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EDAW | AECOM Meydenbauer Bay Perteet

MEYDENBAUER BAY PARK & LAND USE PLAN

BELLEVUE, WASHINGTON EDAW - 08100030.01 October 2008

Meydenbauer Bay Neighbors Association
227 Bellevue Way Northeast -- PMB 278
Bellevue, Washington 98004

November 12, 2008

The City of Bellevue
450 110th Ave. NE
PO Box 90012
Bellevue WA, 98009-9012
Attn: Michael Brennan MBrennan@bellevuewa.gov
Michael Paine MPaine@bellevuewa.gov
Michael Bergstrom MBergstrom@bellevuewa.gov

City Council Members
Hon. Mayor: Grant Degginger GDegginger@bellevuewa.gov
Claudia Balducci CBalducci@bellevuewa.gov
John Chelminiak JChelminiak@bellevuewa.gov
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Don Davidson DDavidson@bellevuewa.gov
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Patsy Bonincontri PBonincontri@bellevuewa.gov

Subject: **The City of Bellevue's Waterfront Park - A Park for the 21st Century**

The Meydenbauer Bay Neighbors Association (MBNA) would like to propose a new alternative to be addressed in the Environmental Impact Statement for the proposed Meydenbauer Waterfront Park expansion and Land Use Plan. The new alternative is a variation of **Alternative 1** - known as the **"Environment and Educational Alternative"**, but it further minimizes the impact that the proposed park and land use will have on the environment.

Concept:

Bellevue is growing into a cutting-edge 21st Century City and has a consistent history of providing a truly exceptional parks system along with extensive programs to raise awareness and educate their citizens on the importance of the environment. In keeping with these two concepts and now faced with rapid global climate change, environmental stewardship and education become major urgent priorities for all.

MBNA has developed a conceptual plan which melds these realities and priorities into a waterfront park and land use plan that is fully consistent with, and promotes to the fullest, the City's twelve planning principles. A primary goal of creating connections between the park and the downtown through the intervening 'upland' area is achieved in ways that visually and physically connect the waterfront to the downtown, create pedestrian-oriented spaces, and enhance and protect neighboring residential areas and the environment, consistent with these principals and the City's goals and objectives.

Description of Alternative:

This alternative preserves most of the basic elements of Alternative 1 with the changes set forth below and in the attached drawings.

MBNA proposes creating an enlarged grand entrance to the park and connecting it to a dedicated permanent Environmental Education Center. The center is to be used to educate citizens on the importance and means to enhance environmental stewardship, to learn about the impacts, dangers and ways to mitigate global climate change, to become informed about new technologies that will be employed to deal with this challenge to our very way of life and to draw on the myriad of high tech businesses and professional expertise within our own community to create a major city amenity, and to show that man and nature can co-exist in the urban setting. This grand entrance, connected to such an amenity, will give the City the **'wow experience'** they have been striving so hard to achieve and will simultaneously meet the City's goals, and the residential and environmental needs of the greater community.

Advantages:

This plan has numerous advantages over what has been proposed to date. By adopting this alternative, you can ensure the following results:

- Bellevue develops a waterfront park with a stunning grand entry that cascades down from Main Street to the waterfront in an unusual, sweeping, terraced landscape with easy access for pedestrians, ADA and transportation.
- Bellevue achieves linkages of waterfront and downtown in a way that demonstrates environment stewardship in conjunction with new 21st Century global climate change realities.
- Circulation patterns are not disrupted and traffic flows can continue unimpeded.
- The "Uplands" and developable areas South of Main Street become a new Environmental Development District, showcasing Bellevue's ability to be a leader in 21st Century environmental urbanization.
- The essential character and charm of Old Bellevue will be preserved, regardless of development pressures.
- The City will showcase its new high tech Environmental Education Center; complete with permanent and changing exhibitions thus providing year round use of the park.
- Citizens and visitors to our fair City, alike, will be able to enjoy the park and its views with exceptional ease of access - a real bonus to seniors, the disabled (ADA) and those who may not wish to actually enter and use the park.
- Bellevue showcases its marine history in a setting that is unrivaled in Puget Sound.
- The City of Bellevue becomes a "financial" steward as well as an "environmental" steward by eliminating the need to spend public funds removing and then rebuilding existing infrastructure.

MBNA PROPOSAL:

MBNA's proposal begins with the **City's Alternative #1 (Road Open Variant)** and makes the following changes:

Park Features:

1. Rezone and use the parcel now known as the Chevron station as parkland.
2. Since the City has purchased both the large and small Bayview properties as park, rezone both parcels and use them as parkland.
3. Utilizing these two parcels and as set for forth in the City's **Item 10 (**of Alternative 1**)**, create an Environmental Education Center, not to exceed two stories in height, on the Chevron parcel, with underground parking consistent with the shared parking regime proposed in the Preferred Land Use Plan alternatives presented in May of 2008; however, the number of parking spaces should not exceed 150 spaces (instead of the 500 proposed under the Preferred Land Use Plan). The City should consider public-private partnerships in developing this center in order to create a state-of-the-art Environmental Education/Resource Center that will serve as a major destination amenity for the City.
4. Create a grand plaza with terraces, benches, fountains and public art consistent with the City's **Item 07,** but locate this around the Education Center, adding a cafe (also located on the Chevron property) providing an easily accessible viewing point and place where people can enjoy the views of and from the park.
5. Extend the terracing and zig-zag pathways on both sides of 100th Ave SE/SE Bellevue Place and connect them with two pedestrian bridges across 100th Ave SE. This will provide for a more gradual, gentle slope with which to access the waterfront, ADA access and stunning viewing points. This can be accomplished more easily by re-grading the slope of the parcel on the west side of 100th Ave SE.
6. Continue with ADA pathways connecting the park to Wildwood Park as proposed.
7. Eliminate all structures from the park properties west of 99th Ave SE (i.e. no historic housing structures; no retreat/conference center and no shade or rain structure as set forth in the City's **Items 03, 10** and **06**; creating additional usable natural parkland.
8. Eliminate the Vehicular Viewing Terrace/Vehicular Pull-off along Lake Washington Boulevard set forth in the City's **Item 06**, and create additional usable natural parkland.
9. Partially daylight the stream consistent with the City's **Items 01, 02** and **03** of Alternate 2, in order to retain the 20+ parking spaces and additional access to the park. This minimizes changes to this already sensitive area, and also enhances safety and security in this area of the park.
10. Consistent with the City's **Item 16**, create underground parking for approximately 40 parking spaces (maximum) on the north side of 99th Ave SE with access from 99th (or Lake Washington Blvd) to support park visitors, residents and marina users.
11. Retain on-street parking on 99th Ave SE, but as "permit" parking (as exists further up 99th) to support delivery, service and visitors to adjoining residential properties.
12. Retain on-street parking on 100th Ave SE, but as "permit" parking (as exists on 99th) to support delivery, service and visitors to adjoining residential properties.
13. With respect to **Item 14**, retain Pier 3 (as well as Piers 1 and 2). Remove all dock roofs, and install dock access ramps to improve the near shore habitat, consistent with **Item 20**. Pier 3 should be retained in a low profile configuration for smaller boats. The City should

perform such maintenance as is necessary without removing existing pilings and disrupting the existing habitat.

14. With respect to **Item 12**, locate any restrooms a sufficient distance away from existing residential properties to support the Marina and Swim Beach areas.
15. With respect to **Item 15**, limit the length of the public dock with viewing platform (and transient moorage) to extend no further into the Bay than existing Pier 1.

Retain **all** other features of Alternative 1

Upland Features:

In support of the "Preferred Land Use Plan" alternatives presented to the community in May of 2008 – Develop the areas identified as the Uplands and areas South of Main Street as follows:

1. Create a New District (Overlay) under Bellevue Land Use Code identified as "**The Environmental Redevelopment District"** demonstrating and implementing development policies that are suitable for a cutting-edge 21st Century City in a climate of rapidly accelerating global climate change. The Overlay would include the areas identified as the Upland Block and the areas South of Main Street and East of 100th that are inside the Primary Study Area (excluding the Chevron and Bayview (East) properties which will have been designated parkland).
2. All new construction and major renovation projects in this Overlay must achieve a LEED™ Gold rating.
3. All rezoning in this Overlay shall not exceed R45, with no change to existing allowable building heights and allowable uses.
4. Rezone the parcel (currently occupied by a photography studio) on the NE corner of Main and 100th Ave NE as parkland, creating a gentle connection as one walks from the Bellevue City Park down 100th Ave NE toward the waterfront.

[Signature Page Follows]

We trust that the City will carefully consider our proposals with respect to Alternative #1, and will analyze this additional environmental alternative within the scope of its Environmental Impact Statement. The members of the Meydenbauer communities have participated in all meetings to date, and have studied, analyzed and considered the best way to build a park and develop this district (our community) as a cutting-edge 21st Century Environmental and Urban Standard.

Respectfully,

Marvin B. Peterson
President

Madelaine Georgette
Advisor for Environmental Affairs

cc:
City Manager, Steve Sarkozy	SSarkozy@bellevuewa.gov
City Planning Director, Matt Terry	MTerry@bellevuewa.gov
City Parks Director, Patrick Foran	PForan@bellevuewa.gov
City Clerk, Myrna Basick	MBasich@bellevuewa.gov
David Bricklin, Esq.	Bricklin@bnd-law.com
EDAW: Brian Scott, Director of Urban Design	brian.scott@edaw.com
David Blau, Regional V.P.	david.blau@edaw.com

Bergstrom, Michael

From: ETNJR@aol.com

Sent: Monday, October 27, 2008 2:18 PM

To: Degginger, Grant; Brennan, Mike; Paine, Michael; Bergstrom, Michael; Balducci, Claudia; Chelminiak, John; Noble, Phil; Davidson, Don; Lee, Conrad; Bonincontri, Patsy; Sarkozy, Steve; Terry, Matthew; Foran, Patrick; Basich, Myrna; Bricklin@gnd-law.coEDAW; brian.scott@edaw.com

Subject: Meydenbauer Bay Park

October 27, 2008
Hello to all of you,

My husband, Tom, and I attended the meeting on Monday evening of the Meydenbauer Bay Neighbors Assoc. at Overake Golf and Country Club. Everyone there is concerned about the Plans for the Meydenbauer Bay Park. We have been to two of the meetings held to involve Bellevue residents in the plans. At those meetings the people there were all from this neighborhood that will be impacted by the plans. People listened very carefully to what we all said at the first meeting. At the second meeeting it was the same format ... very careful listening, but seemingly spouting the same plans ie: closure of 100th SE, (south of Main St.), Dock removal. Commercial enterprises, perhaps a hotel!!!, Increased noise and polution, And all this in a residential area! The plans # 1,2 and 3 were not modified, as far as we could tell.

We were surprised that You were not represented at this meeting. We feel this project is being forced down our throats. We support the park project concept, BUT not with the addition of commercial entities. Traffic on Main street is horrendous now, and parking is very limited and this project sounds as if it would be gridlock personified! A parking garage using residential property should not be an option. And more commercial 'stuff' in this area of Bellevue is not necessary. We don't want boats coming in from 'abroad' to mess up our park and Bay. The Bay needs attention soon or it will be only a swamp! We have always been good supporters of parks in Bellevue and we do use them. Wildwood Park at 101st Ave and S.E 3rd is a jewel and the Downtown Park is super ... I walk there every morning and Tom and I walk together every afternoon. We hate it when we have to miss our walk because of other activities. Another great park is Chisim ... we used it often when we lived on Killarney Way. Enatai, Chesterfield, and Killarney are also GREAT!

However, We are voting NO on Bellevue Parks this year. The story in todays Times (Monday, Oct 27) mentioned all the good things the money would be used for, and to buy new property ... no mention of the Meydenbauer Bay project ... but we suspect it is included and we don't want it as planned right now. I think lots of people would vote NO if they realized what you have in mind. Leave the residential areas alone in that particular spot. The Ospreys will leave for sure!

VOTE NO ON BELLEVUE PARKS! Save Old Bellevue! Save Meydenbauer Bay!

Thank you for hearing me out!

Ellenor Naden
10 1 Medenbauer, Bellevue, WA 98009

****

PACCAR Inc

November 11, 2008

City of Bellevue
Development Services Department
P.O. Box 90012
Bellevue, WA 98009

Attn: Michael Paine

Subject: Environmental Impact Statement
File Number: 08-133559-LE

Ladies and Gentlemen:

The following are PACCAR comments on scoping for the Environmental Impact Statement (EIS) for the Meydenbauer Bay Park and Land Use Plan.

PACCAR, a multinational, *Fortune*-200 company headquartered in Bellevue, has moored our corporate yacht at the Meydenbauer Bay Marina ("Marina") since 1973. The proximity of the Marina to our corporate headquarters in downtown Bellevue provides our guests with excellent access to our corporate yacht. On an annual basis we have approximately 450 guests access the Marina for events on our vessel. PACCAR and our guests appreciate Meydenbauer Bay and feel our use embodies many of the goals expressed in the Comprehensive Plan and Parks and Open Space System Plan 2003 (Comprehensive Plan).

While we are generally in favor of the park and Marina upgrades being studied, we have some concerns with the plans that we believe should be addressed.

First, PACCAR supports the vision of a Meydenbauer Bay Park with good public and pedestrian access and strong visual and physical connection to Meydenbauer Bay. However, PACCAR is disappointed in the apparent lack of analysis, planning and development behind the Marina portion of the project. The two alternatives presented greatly reduce the amount of moorage provided in the Marina. The amount and type of moorage has a significant impact on the character of the park and park economics. Marina operations require access, parking and infrastructure different from that required for other areas of the Park. Analysis, planning and development for the Marina should be addressed in the EIS. Specific comments follow.

P.O. Box 1518 Bellevue, Washington 98009 Telephone (425) 468-7400
PACCAR Building 777-106th Avenue N.E. Bellevue, Washington 98004

Land Use - Pursuant to the Steering Committee Agenda Package dated October 30, 2008 the Marina has 25 "not in service/transient" slips (the documents are unclear as to what these slips are), 87 long-term moorage slips and no people propelled vessels (PPV) slips. Alternatives 1 and 2 add 14 transient slips and 10 to 13 PPV slips. Long-term moorage is reduced to 43 slips under Alternative 1 and 29 slips under Alternative 2. One goal expressed by the Comprehensive Plan is the provision of a significant waterfront destination. Long-term moorage slips are an important means of providing Bellevue residents access to the Park and to make the Park a waterfront destination. We believe that a reduction of long-term moorage slips harms that goal. How does the mix of type of slips, long-term moorage, transient moorage, PPV affect meeting this goal? How do they relate from a historical perspective? How do they affect park economics?

- *Alternatives* - Both alternatives have a significant reduction in the number of long-term moorage slips. The EIS should include and analyze an alternative that provides a similar number of long-term slips to the current Marina.

- *Asthetics, Water Front Access, Historical Significance, Recreation and Use* - The EIS should analyze the impact of reducing the number of long-term moorage slips and adding transient and PPV slips on Comprehensive Plan goals. Impacts that should be analyzed include aesthetics; water front access; historical significance; impact of transient moorage on surrounding land use; impact on recreation; impact on park economics and how economics will be mitigated; impact on Bellevue residents and businesses.

- The EIS should analyze where vessels displaced by a reduction in number of slips will be relocated.

- *Safety and Security* - The EIS should analyze needs for safety and security of pedestrians and transient and long-term moorage vessels.

- *Construction* - The EIS should analyze impacts of dock construction or reconstruction on moorage and provide a plan for temporary relocation.

Transportation - Neither of the alternatives reflects a depth of analysis or planning for marina operations, particularly for vehicle access and parking. A marina requires public vehicle access to the head of the pier and parking for tenants, guests and transients. Neither alternative provides vehicle access to the head of the piers. The only access is via a waterfront promenade labeled for

pedestrian and emergency vehicle traffic. Alternatives 1 and 2 show an area with 4-6 short-term parking spaces and drop off at the head of Pier 1, but without a clear safe route to access the parking or drop off area. Both alternatives show a 90 car parking garage tucked into the hillside some distance from the Marina.

- *Public Vehicle Access to Marina* - The EIS should analyze and describe what public vehicle access is needed to the Marina.
- *Traffic Hazard* - The EIS should analyze and describe how public vehicles will safely move to the Marina and pedestrians and bikers will move on the waterfront promenade.
- *Parking* - The EIS should analyze and describe parking needs and locations for Marina users including transient boaters and long-term Marina tenants and guests. The analysis should cover short and longer term needs on weekdays, evenings and weekends.
- *Construction Traffic* - The EIS should analyze traffic during construction and describe how impacts will be mitigated.

In summary, PACCAR supports the planning process for the Meydenbauer Bay Park and we look forward to a thorough and complete analysis of the issues we have raised in the EIS.

Very truly yours,

Daniel N. Lewis

Director of Construction & Corporate Services
dan.lewis@paccar.com

DNL:

cc: M. Bergstrom, City of Bellevue Planning & Community Development
R. Cole, City of Bellevue Parks and Community Services
R.E. Bangert, II
D.K. Williams
File

I/We welcome the idea of having a Meydenbauer Bay Waterfront Park that all Bellevue residents and visitors can enjoy. We live nearby at Bayshore East Condominiums and enjoy walking in this area. This park could be a daily destination point for us, and even for our visitors. The vision that the City Council and Parks Department have in planning such a park is highly commendable. We are grateful that we can participate in the planning sessions of the City's Steering Committee and that we can contribute our ideas and concerns since the nearby location of the park will impact our every day quality of life.

Our major concerns are:

- Transportation – Main St. is currently severely congested during commuter rush hours and when residents drive to their shopping or errand destinations. We would like to see a comprehensive transportation plan that would assess both vehicular and pedestrian traffic congestion along Main Street that would address current conditions and future conditions with the addition of the Park. Along with this idea, we oppose the closure of 100th/SE Bellevue Place.
- We do not support the loss of permanent moorage at Bellevue Marina. Going from 87 permanent moorage slips down to 18-58 slips will displace 29 to 69 boats. Safe boating in the Bay should be encouraged. Preserving space for the Meydenbauer Yacht Club's program for young sailors each year is important. Transient boaters often create a disruptive, unsafe environment for families.
- We do not support commercial/retail development in the park or in the residential areas near the park. Because of our amphitheater-like location, these types of development could create noise that would be bounced around the Bay and destroy our tranquility.
- Parking – Parking spaces currently used by residents should be maintained and parking for park users should be created without increased traffic flow to the currently clogged Main St.
- We support a limited number of new low profile structures built in the Park.
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Signed: Laurie C. Knott Oct. 24-08

Address: 331-101st Ave. S.E.

Bellevue, WA. 98004

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Our major concerns are:

- Transportation – Main St. is currently severely congested during commuter rush hours and when residents drive to their shopping or errand destinations. We would like to see a comprehensive transportation plan that would assess both vehicular and pedestrian traffic congestion along Main Street that would address current conditions and future conditions with the addition of the Park. Along with this idea, we oppose the closure of 100th/SE Bellevue Place.
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LOUISE BREWER

Signed: Louise Brewer 10/29/08

Address: 391 1st Ave SE

Bellevue, Wa. 98004

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Signed: John Oneil 10-28-08

Address: 377 101st Ave SE
Bellevue Wash
98004-6130

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Signed: Ann S O'Neil 10.28.08

Address: 377 101st Ave S.E.

Bellevue, Wash 98004

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Signed: Sue B. Drais Nov. 3 '08

Address: 393-101 Ave. SE
Bellevue, WA 98004

I have been out of town for the last 2 weeks or I would have been at the ~~Nov~~. OCT. 29 meeting, but I did want you to have this.

I/We welcome the idea of having a Meydenbauer Bay Waterfront Park that all Bellevue residents and visitors can enjoy. We live nearby at Bayshore East Condominiums and enjoy walking in this area. This park could be a daily destination point for us, and even for our visitors. The vision that the City Council and Parks Department have in planning such a park is highly commendable. We are grateful that we can participate in the planning sessions of the City's Steering Committee and that we can contribute our ideas and concerns since the nearby location of the park will impact our every day quality of life.

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Signed: Betty L. Schwind

Address: 359 101st Ave SE

Bellevue WA 98004

October 29, 2008

To: Meydenbauer Project Workshop
Re: EIS Scoping Comments
From: Jim and Susan Powell
9903 Lake Wash Blvd NE
Bellevue WA 98004

We recognize that the proposed Meydenbauer Park plans represent what could be a great asset to our community. However, we, like so manly others, have concerns that we hope will be seriously considered when the environmental impact of the park project is being studied. Our wish is that this project be totally ***non*** commercial and that it retain its peaceful, parkland nature.

As residents of Whalers Cove Condominiums, on the westerly end of the complex facing and adjacent to 99th, the proposals under consideration would have a significant adverse impact on our neighborhood, both with noise and physical activity. There are three particular areas of concern that we share:

1. Car traffic or access via 99th will create tremendous disturbance, affecting the peace and serenity that we value.

2. If a public boat landing is incorporated, the impact on our neighborhood would be very disruptive. Noise carries across the water like no other. This past summer, just one boat, filled with party-goers, was so noisy at 2AM we considered calling the police. We did not realize at the time, that the noise was coming from the lake; we never had that type of disruption on land.

3. Main Street traffic congestion is already untenable too much of the time. The impact of yet additional traffic needs to be studied; a solution to the present mess needs to be implemented before a destination that will create even further congestion is considered.

We value the opportunity for proving input and assume that it is meaningful.

Jim and Susan Powell

Bergstrom, Michael

From: dahlman1@comcast.net

Sent: Wednesday, November 12, 2008 4:49 PM

To: Degginger, Grant; Council; Terry, Matthew; Foran, Patrick; Brennan, Mike; Bergstrom, Michael; Cole, Robin; Paine, Michael; iristocher@comcast.net

Subject: Meydenbauer Bay Park and Land Use Plan-Environmental Impact Statement

I favor the Meydenbauer Bay Neighbors Association MBNA Alternative to Alternative 1 Road Open Variant.

This would include three concerns:

1. Under Park Features #3 it should read Bayview/Chevron. Chevron avalability is unknown at this time for use as an Environmental Education Center or a Grand Plaza. Any building should not exceed one story in height since it is directly west of the Astoria.

2.Advantage #5 Preserving the character and charm of Old Bellevue should be much stronger. If you have tried to find the Old Frontier Village in Scottsdale lately you know what I mean.

3. A general concern about public safety in the park. A good vegetation plan is essential.

Sincerely,

Bill Reams
a Main Street resident

Jan & John Roehr
P O Box 675 Medina, WA 98039
Ph: 425-454-1431 Fax: 425-451-9513
Email: papadoc.jr@gmail.com

October 30, 2008

Michael Paine *MPaine@bellevuewa.gov*
SEPA Responsible Officer
Development Services Dept.

Dear Mr. Paine:

We attended the meeting last night of the EIS Scoping committee as well as the following public comment portion of the meeting. However, we would like to comment further on the proposal for the Maydenbauer Bay Waterfront Park, since we sense there are more impacts than currently being discussed as well as possible unintended consequences.

It seems in formulating park plans that some of the planning principles outlined by the Bellevue City Council have been ignored and others have been added that were not originally intended, specifically parts of items #9 and #10.

The current marina, particularly the newer section, is a premier marina on Lake Washington and most parts are relatively new. It would be the height of folly & unnecessary expense to eliminate covered docks or move parts of it, particularly the newer docks. If anything, the plan should include rebuilding the older dock to enhance its appearance & improve safety. There are few marinas on Lake Washington as it is and to contemplate removing docks when there are waiting lists for moorage space is not consistent with either items #9 or #10 noted above.

If marina roofs are not aesthetically pleasing to some people, it is possible to disguise or otherwise camouflage them with some types of realistic artwork or green plants, or some combination of the two, to make them look like a roof-top garden or other more atheistically pleasing sight. Most people come to watch the boats & activity on the bay & hardly notice the roofs of the docks, if they are aware of them at all.

Even with the revised proposals, the elimination of parking at the marina site overlooks the fact that boat owners often move items to and from their boats, that service vehicles need access to the boats often for several hours at a time, that boat owners may be gone anywhere from hours to days at a time & need long-term parking, that handicapped boat

owners need accessible parking and emergency vehicles need access. The current parking lot serves the needs of the marina tenants & will be needed at its current site even if some park improvements are ultimately made to the area. Lack of long-term parking & covered docks for marina tenants will devalue the marina & rents.

The current area around the bay is residential & boating oriented and there is need for both to be continued into the future. The Planning Principles incorporate the wording "minimizing impacts on residential areas." The proposal to increase zoning from R-30 to R-60 & add retail in certain areas would be a major impact on the residential areas, as it would increase auto, truck & pedestrian traffic & cause noise & other impacts as well as increase congestion on Main Street. Increased density & more retail is not compatible with the residential character of the area.

If the marina is used by more transient boaters, rather than long-term moorage tenants, there will be more demand for sewage pump out stations, restroom facilities, as well as more wake damage, marine debris, boating accidents &water contaminates from portable fuel tanks, spills, etc. In addition, more employees could well be required to manage transient boaters & activity, increasing the costs to the city compared to the current status.

The proposed street changes to make the area more pedestrian friendly & to connect the dispersed park properties do not seem to take into account the fact that the yacht club has several social functions on a more or less continuing basis that cause multitudes of car traffic, plus there are organizations or groups that rent or use the yacht club space that also have large numbers of attendees that would have to use narrower streets, have less parking available and impact the intersections on Main Street, particularly at 101st, if the intersection at Main & 100th was closed. Groups going to a social function at the yacht club are unlikely to use a parking garage several blocks away.

Several of the proposals for the park have merit & there is no doubt that it would be an attractive area that would invite people, but it would be wrong to ignore the current uses and users who have a vested interest in the marina & a tranquil atmosphere around the bay. It would make more sense to offer more passive types of viewing & activities that don't require so much upheaval and change or destruction of current facilities.

Respectfully submitted by Jan & John Roehr

Cc: Mayor G. Degginger, Michael Brennan, Michael Bergstrom, M.B Peterson

Robin J. Savage
9804 Lake Wash. Blvd. NE.
Bellevue, WA 98004
November 3, 2008

Anita Skoog Neil
Madelaine Georgette
Bellevue, WA
RE: Meydenbauer Bay Park Plan

Please excuse the tardiness of these inputs to the EIS. I would like to add some comments to the EIS about the proposed parking lot and transit stop on Lake Washington Blvd. NE across from our house at 9804 Lake Washington Blvd. NE.

As your team has written the EIS perhaps you could add language to the letter that would address these issues. These sections may be the place to address the proposed parking lot and the proposed transit stop envisioned on Lake Washington Blvd NE but I will leave that up to you.

We don't want the added noise, traffic, parking, congestion, light and glare, and pollution from this proposed parking lot and proposed transit stop in the two park plans. How would the proposed parking lot and transit stop fit into the proposed peaceful green space where people can relax and enjoy the peace and quiet with the starting and stopping of cars and busses?

The proposed parking lot on Lake Washington Blvd NE would be an impediment to the traffic on an arterial road like Lake Washington Blvd NE. This arterial handles the overflow traffic from Bellevue Way and is vital to moving traffic through Bellevue, especially at rush hour. Commuters are trying to get to the 520 bridge or the Mercer Island Bridge to get home. Increased traffic from the proposed parking lot would increase traffic accidents. The transit stop would impede the traffic flow and would contribute to congestion and noise. Lake Washington Blvd NE provides an avenue for residents to exercise themselves and their pets. Increased traffic would compete with the recreation of downtown dwellers.

The proposed parking lot on Lake Washington Blvd NE would precipitate turning cars into the proposed parking lot impeding the flow of Lake Washington Blvd NE traffic. There is no room on Lake Washington Blvd. NE for a turn lane because of the Meydenbauer Bridge. The Meydenbauer Bridge was rebuilt and there is no room for any more lanes. The City of Bellevue will have to learn to live with the limitations of the existing structures and terrain in this small neighborhood.

The proposed parking lot and the proposed transit stop on Lake Washington Blvd. NE would precipitate increased starting and stopping of cars, more noise from traffic, more light and glare from cars in the parking lot, more pollution in the air, and increased polluted water runoff into Lake Washington. The proposed parking lot and proposed

transit stop will precipitate the degradation of the neighborhood and Lake Washington. The lighting and glare from the parking lot will shine into our houses and the houses across the Bay. It will affect the quality of life for the existing residents and neighborhood.

The headlights and glare from the cars will beam across the Lake to the living rooms on the other side of the Meydenbauer Bay and up into our houses. The view from the parking lot will be into the living rooms of the houses across Meydenbauer Bay. Has the company EDAW actually gone down to the street of Lake Washington Blvd NE, and looked in person to see the actual view across the Bay? The parking lot view will be of residents cooking dinner, taking out the garbage, sweeping their sidewalks, and cutting their lawns. The sounds of the increased traffic starting and stopping will reverberate in the Bay and the sounds will bounce around the Bay.

A better way to access Meydenbauer Bay Park would to combine with an entrance close to the marina, providing access to the two different sections of the Park. In this manner, you would be providing the visitor an easier way to enjoy park.

Meydenbauer Bay should be cleaned up before launching into a large, extensive, and encompassing project.

I think that we should ask for a transportation study from Perteet Company for Lake Washington Blvd. NE; the same type of transportation and traffic flow that they did for 100th Avenue SE. This traffic study would show that there is no room for increased capacity, that it interferes with the function of the arterial flow, and increases pollution of all kinds to the neighborhood.

H. Water

- Increased water runoff of pollution from the proposed parking lot into the Lake
- Increased water runoff of pollution from the proposed transit stop into the Lake
- Increased noise pollution from the proposed transit stop and proposed parking lot
- What would be the limitation of the schedule of the proposed transit stop?
- What would be the limitations of the transit vehicles used at the proposed transit stop?

L. Transportation

- Please address the added noise, traffic, congestion, light and glare, and pollution from the proposed parking lot on Lake Washington Blvd NE
- Please address the added noise, traffic, congestion, light and glare, and pollution from the proposed transit stop on Lake Washington Blvd. NE

M. Parking

- Please address the added noise, traffic, congestion, light and glare, and pollution from the proposed parking lot on Lake Washington Blvd NE
- Please address the added noise, traffic, congestion, light and glare, and pollution from the proposed transit stop on Lake Washington Blvd. NE

Please let me know if this is sufficient or needs work. Please feel free to rewrite, add or change this information. Thank you for your time and help.

What will be the plan for the existing million dollar houses on Lake Washington Blvd? and the existing landscaping and trees? The two remaining plans from EDAW show that all the existing landscaping has been torn out and replaced with sterile modern buildings with a few paltry trees?

We had said that we wanted a green open space, and yet the two remaining plans from EDAW show sterile modern buildings. The pier that juts out into the Meydenbauer Bay will be looking into the living rooms of the houses across the Bay. There is no view into Lake Washington or not much.

Bergstrom, Michael

From: Robin Savage [RSavage@appraisalgroupnw.com]

Sent: Thursday, November 06, 2008 10:39 AM

To: Degginger, Grant

Cc: Council; Balducci, Claudia; Chelminiak, John; Noble, Phil; Davidson, Don; clee@bellevuwa.gov; Bonincontri, Patsy; Sarkozy, Steve; Terry, Matthew; Foran, Patrick; Brennan, Mike; Basich, Myrna; merlekee@msn.com; Smith, Terry; Harvey, Nancy; PlanningCommission; Cieri, Dave; Bergstrom, Michael; Cole, Robin; dougl@mithun.com; iristocher@comcast.net; Paine, Michael; Stroh, Dan; bricklin@bnd-law.com; brian.scott@edaw.com

Subject: MeydenbauerLetter.pdf (SECURED) - Adobe Acrobat Standard

Attachments: MeydenbauerLetter.pdf

Thursday November 6, 2008

All parties concerned:
Here are some inputs about the proposed Meydenbauer Park Plan from a resident living at 9804 Lake Washington Blvd NE since 1966. We are not happy about the proposed parking lot and proposed transit stop across from our house. It is disruptive to the neighborhood and traffic flow.

Robin J. Savage
Editor/Researcher
Rsavage@appraisalgroupnw.com
Fax No. 425-455-9740

Robin J. Savage
9804 Lake Wash. Blvd. NE.
Bellevue, WA 98004
November 6, 2008

Honorable Mayor Grant Degginger
City of Bellevue
City Hall
450 110th Avenue NE
PO Box 90012
Bellevue, WA 98009-9012

RE: Meydenbauer Bay Park Plan

Dear Mayor Degginger:

This letter is written to address issues that are of concern to us regarding the proposed Meydenbauer Bay Park plan. We see some relevant issues that show shortsightedness in this project, and I will bring them to your attention. I have lived at 9804 Lake Washington Blvd. NE since 1966, attended Bellevue High School. You could say that I am familiar with the area, and have been involved with the growth of the City of Bellevue as a concerned citizen and resident.

Meydenbauer Bay should be cleaned up before launching into a large, extensive, and encompassing project. I don't see much thought, will, or plans to clean up Meydenbauer Bay before launching into a massive, extensive remodel of our neighborhood. The City of Bellevue and the City Council don't seem to be moving toward any action on cleaning up the Bay. There seem to be only more grandiose plans to add volume and degradation to an already overburdened infrastructure. You have a vision; we live in the already overburdened infrastructure and we are asking our government, elected and hired, to respond to our requests.

Why did the Mayor appoint people to the Committee who do not live in the area in question? What was the selection process the Mayor used to appoint the Committee members to the Meydenbauer Bay Park Committee? How was the pool of people decided and established to populate the Meydenbauer Bay Park Committee? Why were there no residents from the Meydenbauer Bay area are included in the pool of people considered by the Mayor to be appointed to the Committee? The residents of this area would be able to contribute their knowledge of the area to the work on the Park Plan. I find the representation lopsided.

The proposed parking lot and transit stop on Lake Washington Blvd NE across from our house at 9804 Lake Washington Blvd NE shows shortsightedness and a lack of regard for the environment. The proposed parking lot on Lake Washington Blvd NE would be an impediment to the traffic on Lake Washington Blvd NE, an arterial road. This arterial handles the overflow traffic from Bellevue Way and is vital to moving traffic through Bellevue, especially at rush hour. Commuters are trying to get to the 520 bridge or the Mercer Island Bridge to get home after work. Increased traffic from the proposed parking lot would increase traffic accidents,

starts and stops, and increase travel time on Lake Washington Blvd NE. Buses at the proposed transit stop starting and stopping on Lake Washington Blvd NE will impede traffic flow.

The proposed parking lot on Lake Washington Blvd NE would precipitate turning cars into the parking lot which would impede the flow of Lake Washington Blvd NE traffic. Lake Washington Blvd NE provides an avenue for residents to exercise themselves and their pets, and provides a recreational outlet for the downtown dwellers. Turning cars into the proposed parking lot would compete with the recreation of downtown dwellers. There is no room on Lake Washington Blvd. NE for a turn lane because of the Meydenbauer Bridge. The Meydenbauer Bridge was rebuilt and there is no width for any more lanes. The City of Bellevue will have to learn to live with the limitations of the existing structures and terrain in this small neighborhood.

The proposed parking lot and proposed transit stop on Lake Washington Blvd. NE would precipitate increased starting and stopping of cars, more noise from traffic, more light and glare from cars in the parking lot, more pollution in the air, and increased polluted water runoff into Lake Washington. The proposed parking lot and transit stop will precipitate the degradation of the neighborhood and Lake Washington, and will also affect the quality of life for the existing residents and neighborhood. What kind of restrictions on the schedule of the transit vehicles will be implemented? What restrictions on the size of the transit vehicles would be established so that we would not be getting the double-car buses in our small neighborhood streets? I think that we should initiate a transportation/traffic study for Lake Washington Blvd. NE. and the neighborhood it runs through to get an idea of the limitations that should be implemented for this arterial.

The headlights and glare from cars in the proposed parking lot will beam across the Lake to the living rooms on the other side of the Meydenbauer Bay as well as houses on Lake Washington Blvd. NE. The view from the parking lot will be into the living rooms of the houses across Meydenbauer Bay. Has the company EDAW actually gone down to the street of Lake Washington Blvd NE, and looked in person to see the actual view across the Bay? The view will be of residents cooking dinner, taking out the garbage, sweeping their sidewalks, and cutting their lawns. The sounds of the increased traffic starting and stopping will reverberate in the Bay and the sounds will bounce around the Bay. The pier that juts out into the Bay will be looking into the living rooms of the houses across the Bay on Pickle Point. The pier is very intrusive to such an enclosed area as the Bay.

A better way to access Meydenbauer Bay Park would to combine an entrance at 99th Avenue close to the marina, providing access to the two different sections of the Park: to the right the beach park, and to the left, the marina park. In this manner, you would be providing visitors an easier way to enjoy park. And why not have two beaches in the Park? There is waterfront but not much width to the parcels and there is a slope. 100th Avenue SE is the logical entrance to the other side of the Park at the marina.

We stated that we wanted a green open space for people to be in the nature; yet the plans from EDAW show sterile modern buildings in the park with a few trees here and there. We stated no café; one plan has a café in it. Alternative #1, which was widely liked, has disappeared into 2 plans which both have buildings in the Park. Meydenbauer Park doesn't have that much depth;

where are the buildings going to go? And what about the existing landscaping and buildings? What will be done with this portion of the neighborhood?

The Meydenbauer Bay has existing activities/features like the sailing school and permanent moorage which should be grandfathered in; why throw the baby out with the bathwater? The Lagen red building should be used for a whaling museum and it would have future use for the Eastside Heritage Group. In the same vein, the marina and moorage should retain permanent moorage. Look to Kirkland to see all the problems they have with transient moorage: drinking, selling drugs from the boats, more pollution, more noise, more traffic. The Bay is an enclosed area; it is very different from the open vista that Kirkland has onto Lake Washington. The pollution from more transient boat traffic will quickly degrade the Bay and promote the growth of milfoil and algae.

Main Street was never meant to be used as a thoroughfare; it is a restaurant/condo/neighborhood street. NE 1rst was meant to take some of the through traffic from Main Street. NE 1rst accesses the Downtown Park and winds its way into the downtown area via 2nd Street. The City of Bellevue is not making NE 1rst Street happen. We had hoped to have Main Street be a walking/shopping/eating street as they have in Europe but that hasn't happened in Bellevue. Car is King in Bellevue.

We have enough hotels in downtown Bellevue; it seems every part of the downtown area has hotels or motels; even by the Bellevue Club there is a motel. We don't need any more hotels, especially one on Meydenbauer Bay which is a residential neighborhood.

It would seem that this process is on the fast track for a slap dash finish, rather than taking the time to really figure out what the existing terrain has to offer, and to enhance what currently exists in these areas. Shouldn't we take the time to really discuss everything, rather than worrying about the clock and the calendar?

As per Agenda Item #2.b, I don't see that the 2 remaining EDAW plans are responding to the picture painted in this Agenda Item #2.b. We had Alternative #1 which was a green open space as the most popular Alternative; that has been merged into 2 plans, both having sterile modern buildings, intrusive piers, an elevator, superfluous and gratuitous concrete slabs with a few paltry trees here and there...not very green, relaxing or responsive. I don't find modern sterile buildings matching very well in a passive green open space.

There doesn't seem to be much interest by the Committee in keeping the Lagen's red boathouse; the residents of the neighborhood are very interested in keeping the boathouse as a whaling museum, keeping historical Bellevue information herein. The Committee doesn't seem to have much interest or respect for the existing sailing club; the sailing school is valued by the residents and the people using the sailing school. There is enthusiasm by the Committee for transient motorized moorage in the EDAW plans but not much support for the existing boat owners in the Bellevue Marina, and in the Bay. The existing boat owners could be grandfathered into this Park plan. I think the sailing club, red boathouse, and existing boat moorage should be grandfathered into the Park plan.

I don't see the parking question being addressed very adequately. Where is the discussion about putting underground parking into the Downtown Park? Finishing the remaining ¼ of the Downtown Park has been on the books for awhile; the Parks bond has been passed so I assume that will be completed. Use your imagination and put underground parking there. People can walk from the Downtown Park to Main Street and down to Meydenbauer Park; people will find their way to the Park.

I don't see much interest by the Committee, City of Bellevue, or the City Council in a passive green space for people to relax and enjoy the nature. I see intrusive piers jutting out into the Bay, imposing on house dwellers across the Bay, and modern sterile buildings. Having glass elevators jetting up and down is not contributing to a passive green space. People in the Northwest don't need a lot of props to enjoy nature; we just need an open space and we are easily amused. The powers that be seem to be pushing the motto "Bellevue, a Waterfront City", but we were under the impression that we were opening the discussion for a green open space where people could relax in the nature. Over time, I have seen the City of Bellevue evolve into tall towers, with no pre-planning for traffic and cars, just more traffic lights. Even New York City has Central Park which is an open green space for city dwellers to relax in the nature. This is turning out to be an expensive mistake at the taxpayers' expense and I am not amused.

All the best,

Robin J. Savage

Meydenbauer Bay Park Program

(Revised per July 31, 2008 comments)

Meydenbauer Bay Park offers the citizens of Bellevue an opportunity to reconnect their community to Meydenbauer Bay and Lake Washington. Located just blocks from downtown Bellevue, Old Bellevue, and Downtown Park, Meydenbauer Bay Park offers a respite from urban intensity at the same time it represents the community's most important access to a remarkable and memorable shoreline experience.

The park's design should fundamentally be grounded in environmental stewardship. Our first question should be, "how does the site function ecologically?" The park's development should improve and enhance natural drainage and the bay's water quality, at the same time it offers a visual amenity to surrounding properties and downtown Bellevue. Specific restorative actions, such as day-lighting the creek at the west end of the site, improving natural filtration, improving water quality in the bay, and native vegetation should be high priorities. The park should enhance the bay, both visually and ecologically.

While grounded in our environmental vision, we also see Meydenbauer Bay Park as a remarkable shoreline experience for all of Bellevue's citizens. A successful design solution for the park will balance environmental stewardship with enhanced access for everybody in Bellevue. We see lots of people using the park in summer and in winter, but not in ways that ~~disrupt~~ degrade natural systems, interfere with native species, or annoy the park's neighbors. We envision the park as a place that downtown Bellevue users can walk to for a break from the pressure of an intense urban environment – to contemplate a quiet stream; to stick their toes in the lake; to stroll and reflect; to watch or participate in boating activities.

Specifically, we see a variety of activities in the park, including a beach, swimming, picnicking, trails and paths, children's play, ecological and historical interpretation, and a water's-edge promenade. The park will continue to host a marina for moorage, as well as new uses such as rowing, canoeing, and kayaking. The whaling building also offers opportunities for programming of activities featuring water-related trades such as boat restoration.

The park should be inclusive of all age groups, pedestrian accessible, and easily reached by water. We should welcome non-motorized marine craft. While the park might be home to a vendor or two, it shouldn't try to replicate the active, intense, and major events use of Downtown Park.

The park should be inspired by the area's history, both ecologically and culturally, but the interpretation of this history should not be in the form of a museum.

Perhaps in summary, Bellevue's Meydenbauer Bay Park should be "a waterfront oasis for all citizens of a burgeoning 21st century city."

Bergstrom, Michael

From: Cole, Robin
Sent: Wednesday, October 29, 2008 8:55 AM
To: Beighle, Stefanie; Ferris, Hal; Finley, Betina; Keeney, Merle; Leigh, Doug; Lynde, Marcelle; MacMillan, Bob; Paulich, Kevin; Schooler, David; Tanaka, Tom; Tocher, Iris; Vande Hoek, Stu; Wagner, Rich
Cc: Bergstrom, Michael
Subject: FW: Meydenbauer Bay Park concerns

Please see the comments from Ms. Stoll regarding the project.

From: Sharen Stoll [mailto:bellevuesharen@yahoo.com]
Sent: Tuesday, October 28, 2008 6:30 PM
To: Degginger, Grant; Balducci, Claudia; JChelmminiak@bellevuewa.gov; Noble, Phil; Davidson, Don; Lee, Conrad; Bonincontri, Patsy; Sarkozy, Steve; Terry, Matthew; Foran, Patrick; MBersgstrom@bellevuewa.gov; Cole, Robin; Brennan, Mike; Paine, Michael; dougl@mithun.com; iristrocher@comcast.net
Subject: Meydenbauer Bay Park concerns

I live on SE Shoreland Dr. and like most of my neighbors, welcome the park concept but have some concerns that you have not addressed.

I am concerned about the environment and see you are now going to an EIS. The issues I feel need to be addressed are

Traffic- with the increased pollution that will occur and with traffic circulation especially if 100th is closed off. What is the plan if there is an evacuation order? Do we have one and how will this be impacted with this closure. We are currently held hostage when the city allows a marathon to run though our neighborhood. Is this what we could expect when there was a real emergency?
Parking.
Noise especially if the plan allows for "events" at the park. Remember noise carries easier across waters. It is great to hear children learning to sail but band concerts, souvenir hawkers or drunk and disorderly transient boaters is not acceptable.

Water quality of the bay. There is silt built up now and we do not have a plan to clean it up on a regular bases. Salmon habitat. Noxious weeds removal?

Safety. We do not even have street lights on our street. We would be using the police much more if we felt our families safety was at risk.

Moorage - Why should residents do without moorage so transient boaters can use new ones?

History- Meydenbauer Bay has a charm because there is such diversity of people and homes. It would be ruined.

Environment- We have come to the understanding that we must manage our resourses-- we have to become stewards of the planet. We need to really look at what we are doing and make sure if we do put a shovel in the dirt or remove a tree we know the consequences. The same goes for more steel and cement buildings. Do we really need all this?

Sharen Stoll

9417 SE Shoreland Dr.

Bergstrom, Michael

From: Ed Sweo [edsweo@comcast.net]
Sent: Friday, October 31, 2008 10:29 AM
To: 'Ed Sweo'; Degginger, Grant; Brennan, Mike; Paine, Michael; Bergstrom, Michael; Balducci, Claudia; Chelminiak, John; Noble, Phil; Davidson, Don; Lee, Conrad; Bonincontri, Patsy; Terry, Matthew; Foran, Patrick
Cc: Rich Wagner; Ray Waldmann; 'Kevin Austin'
Subject: RE: Meydenbauer Bay Park
Attachments: Suggested Park Alternate 103108.docx

Attached is a suggested 3rd alternate to be considered in the EIS. This alternate increases the size of the park by including the Chevron station and the photographer property across from the Chevron into the plan replacing the commercial building south of Main on the Chevron and city property below it with added park and a relocated two lane 100th avenue. This plan allows 100th to be used for access as the area residents desire while providing a walkway from the bay park to Wildwood without crossing 100th. It also integrates the park with Main street far more than the existing alternates 1 & 2 and provides a more attractive connection along 100th to the downtown park.

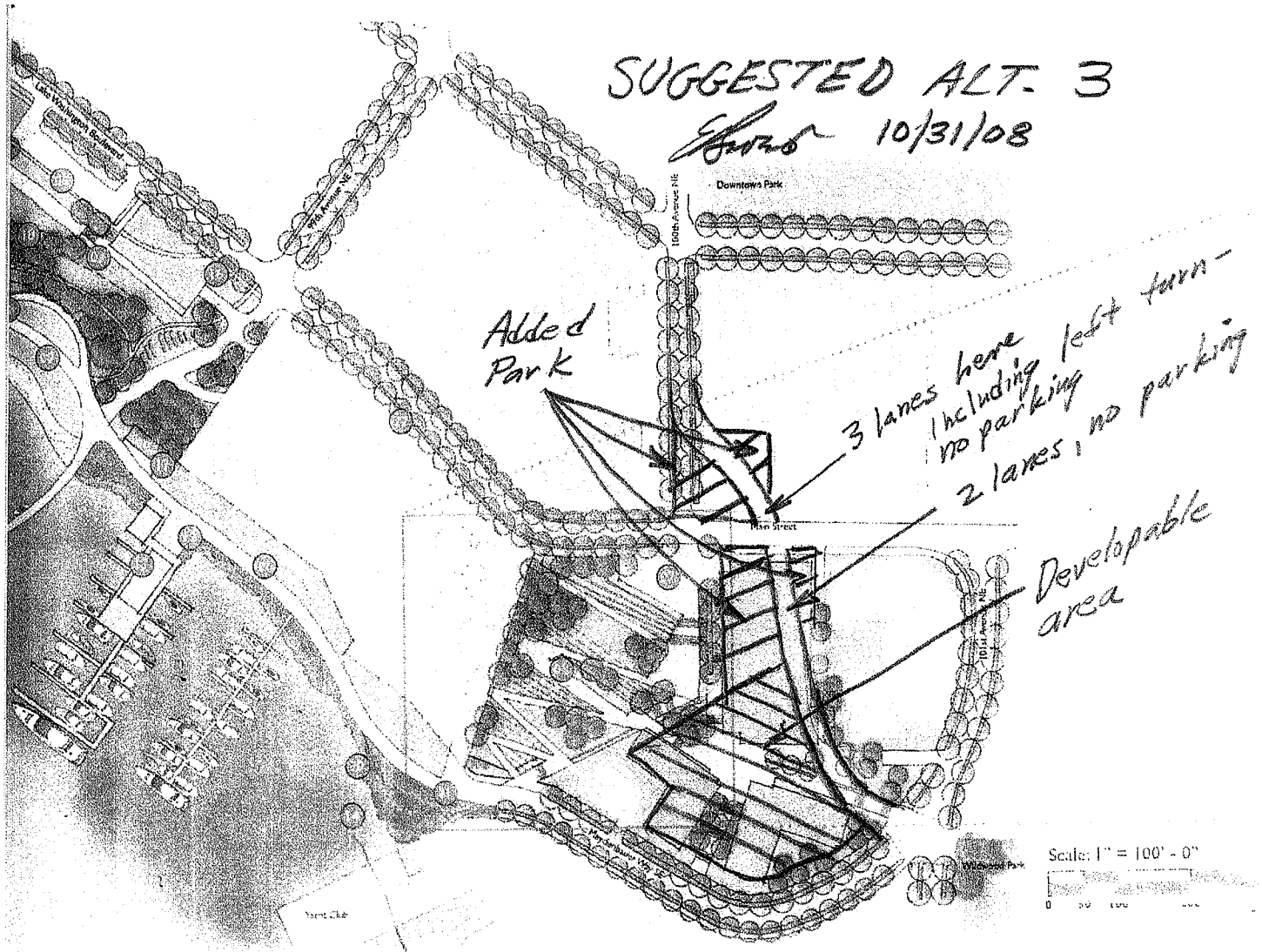
Ed Sweo

From: Ed Sweo [mailto:edsweo@comcast.net]
Sent: Friday, October 24, 2008 12:03 PM
To: 'gdegginger@bellevuewa.gov'; 'MBrennan@bellevuewa.gov'; 'MPaine@bellevuewa.gov'; 'MBergstrom@bellevuewa.gov'; 'Cbalducci@bellevuewa.gov'; 'JChelminiak@bellevuewa.gov'; 'PNoble@bellevuewa.gov'; 'DDavidson@bellevuewa.gov'; 'CLee@bellevuewa.gov'; 'PBonincontri@bellevuewa.gov'; 'MTerry@bellevuewa.gov'; 'PForan@bellevuewa.gov'
Cc: Rich Wagner (rich@wagnermanagement.com); Ray Waldmann (rwaldmann1@mac.com)
Subject: Meydenbauer Bay Park

I am a resident of Whaler's Cove on 99th and Lake Washington Blvd, a member of Meydenbauer Bay Yacht Club and a contributing member of the Meydenbauer Bay Neighbors Association. My wife and I regularly walk in the neighborhood and at the downtown park.

I believe Bellevue will miss a wonderful opportunity to tie the waterfront park to Main Street and the downtown park if all the several hundred feet distance on Main Street between the Astoria condo and the Vue condo is not made an unobstructed view of the water in the park plan. All the alternatives to date have had buildings, raised covered walkways or other obstructions to what would be a beautiful park and water view from this heavily travelled street. There is no better way to make the waterfront a part of the city than by making it visible to the greatest degree possible to all the walkers and drivers on Main Street. Take a stroll along this area of Main to see what I mean!

Ed Sweo



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MEYDENBAUER BAY PARK & LAND

Submission by Whaler's Cove Homeowners Association

Meydenbauer Park

Whaler's Cove Visit

November 4, 2008

Background

24 resident families,

Preliminary ideas for the park August 20, 2008 and August 17, 2007.

Issues of Concern to Whaler's Cove

1. **Overall Character of the Park Should be Peaceful –**
   - **a.** sounds
   - b. Intensity of Intended Uses (Retreat Structure, Alternate #2 item #4), Commercial Buildings
2. **Preserve Whaler's Cove Views –**
   - **a.** Screening plantings which blocks the view
   - **b.** current landscaping problem with park property
   - **c.** proposed bathroom (Alternate 1 item #12)
6. **Parking –**
   - **a.** Current problems – Christmas Boats and Blue Angels
   - **b.** should be "invisible" to those using the Park. Current proposals (Alt 1 # 16 and Alt 2 #4)
     - i. noise,
     - ii. traffic hazard at 99th and Lk Wash Blvd intersection,
     - iii. after hours concerns.
   - **c.** 99th Ave. should provide only (Whaler's Cove visitor parking)
     - i. limited parking as it does now.
     - ii. drop off zones reserved solely for Marina users.

d. Service –

i. restricted in size of vehicle and time of day

ii. Noise The same is true regarding leaf and trash blowers and other gas powered gardening equipment

7. **Retain Access for Emergency Vehicles to Whaler's Cove** – Continued access must be included in the plans.
8. stairs and recycle garbage
9. **Avoid Commercial Uses**
10. **Maintain the marina** – limited amount of transient moorage.

PARK SUGGESTIONS **Nov 4, 2008**

Ed Sweo, 9905 Lake Washington Blvd NE, Bellevue, WA 98004

1. **Prefer Alternate 1 for Whalers Cove**

   No vendors nearby condo

   Peaceful waterfront park between condo & lake

   Retains both high quality docks

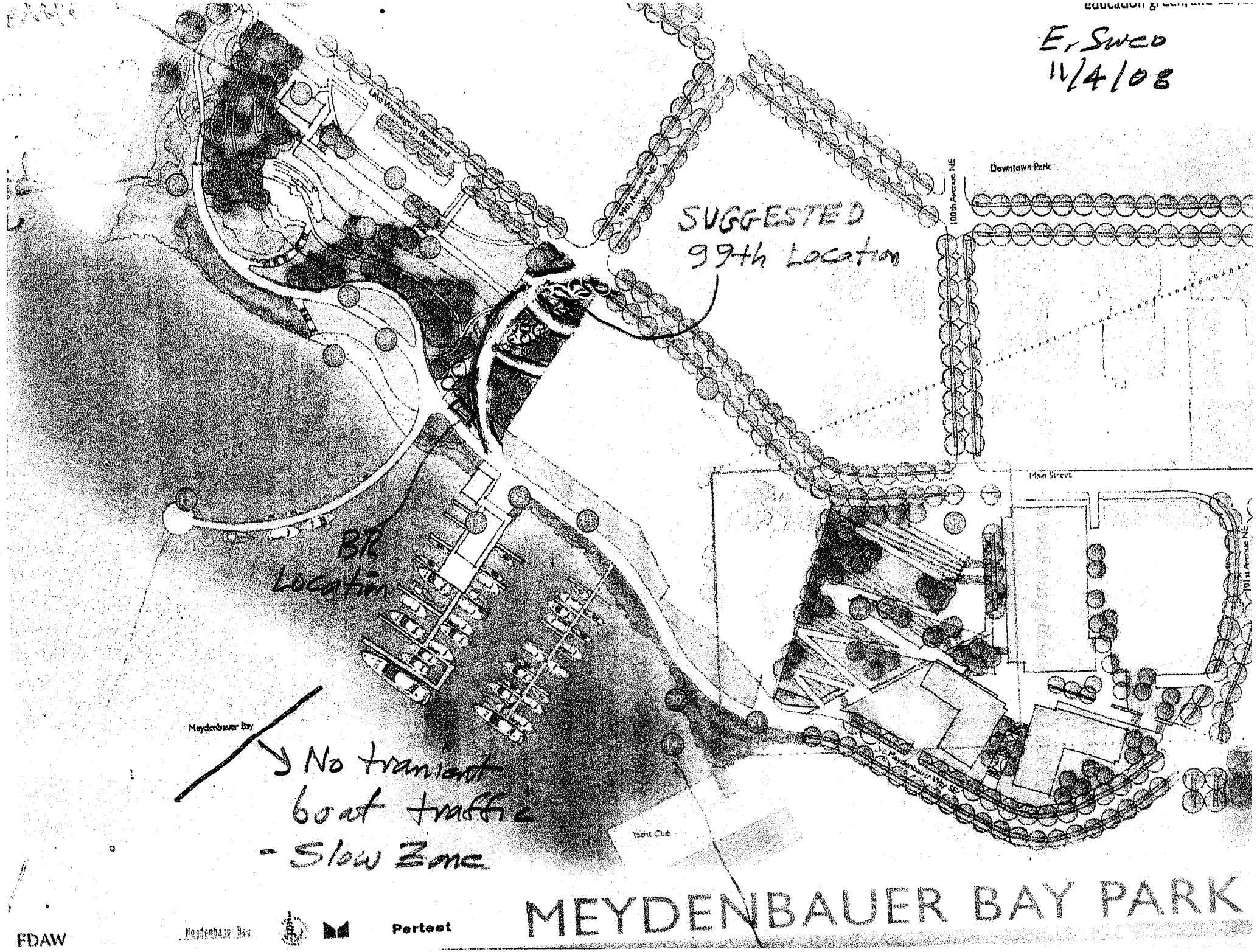
   Keeps transient boats outside inner bay

   Avoids ugly high viewing pier of Alternate 2

2. **Suggested Improvements**

   Change location of road to marina per sketch, this increases buffering of condo from park and garage entry while also providing direct access to marina short term parking without driving down pathway.

   Move bathroom to west of this road to increase isolation from condo.


E, SWCD
11/4/08
Lake Washington Boulevard
99th Avenue NE
100th Avenue NE
Downtown Park
SUGGESTED
99th Location
Main Street
101st Avenue NE
BR
Location
Meydenbauer Bay
No transient
boat traffic
- Slow Zone
Yacht Club
MEYDENBAUER BAY PARK
FDAW
Perteet

Bergstrom, Michael

From: Ed Sweo [edsweo@comcast.net]
Sent: Thursday, November 06, 2008 1:11 PM
To: 'Ed Sweo'; Degginger, Grant; Brennan, Mike; Paine, Michael; Bergstrom, Michael; Balducci, Claudia; Chelminiak, John; Noble, Phil; Davidson, Don; Lee, Conrad; Bonincontri, Patsy; Terry, Matthew; Foran, Patrick
Cc: Rich Wagner; Ray Waldmann; 'Kevin Austin'; Bob Buckley; Anita Skoog
Subject: RE: Meydenbauer Bay Park
Attachments: Suggested Park Alternate 110108.docx; Suggested Park Alternate 103108.docx

Attached is Alternate 4, an underground variation on the 3rd alternate submitted October 31. Both of these suggested re-routings of 100th Ave provide access from the neighborhoods south of Main to 100th Ave north of main and Lake Washington Blvd west of 100th without increasing congestion on Main Street. Both use the photographer property on the NE corner of Main and 100th for a re-routed 100th that connects to a two lane 100th south of Main. The suggested Alternate 4 undergrounds 100th south of main by combining it with the parking garage entries under the proposed new building adjacent to the Astoria on Main. The suggested Alternate 3 previously submitted routes 100th south of main on the surface in place of this new building.

Ed Sweo

From: Ed Sweo [mailto:edsweo@comcast.net]
Sent: Friday, October 31, 2008 10:29 AM
To: 'Ed Sweo'; 'gdegginger@bellevuewa.gov'; 'MBrennan@bellevuewa.gov'; 'MPaine@bellevuewa.gov'; 'MBergstrom@bellevuewa.gov'; 'Cbalducci@bellevuewa.gov'; 'JChelminiak@bellevuewa.gov'; 'PNoble@bellevuewa.gov'; 'DDavidson@bellevuewa.gov'; 'CLee@bellevuewa.gov'; 'PBonincontri@bellevuewa.gov'; 'MTerry@bellevuewa.gov'; 'PForan@bellevuewa.gov'
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Ed Sweo

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'DDavidson@bellevuewa.gov'; 'CLee@bellevuewa.gov'; 'PBonincontri@bellevuewa.gov'; 'MTerry@bellevuewa.gov'; 'PForan@bellevuewa.gov'
Cc: Rich Wagner (rich@wagnermanagement.com); Ray Waldmann (rwaldmann1@mac.com)
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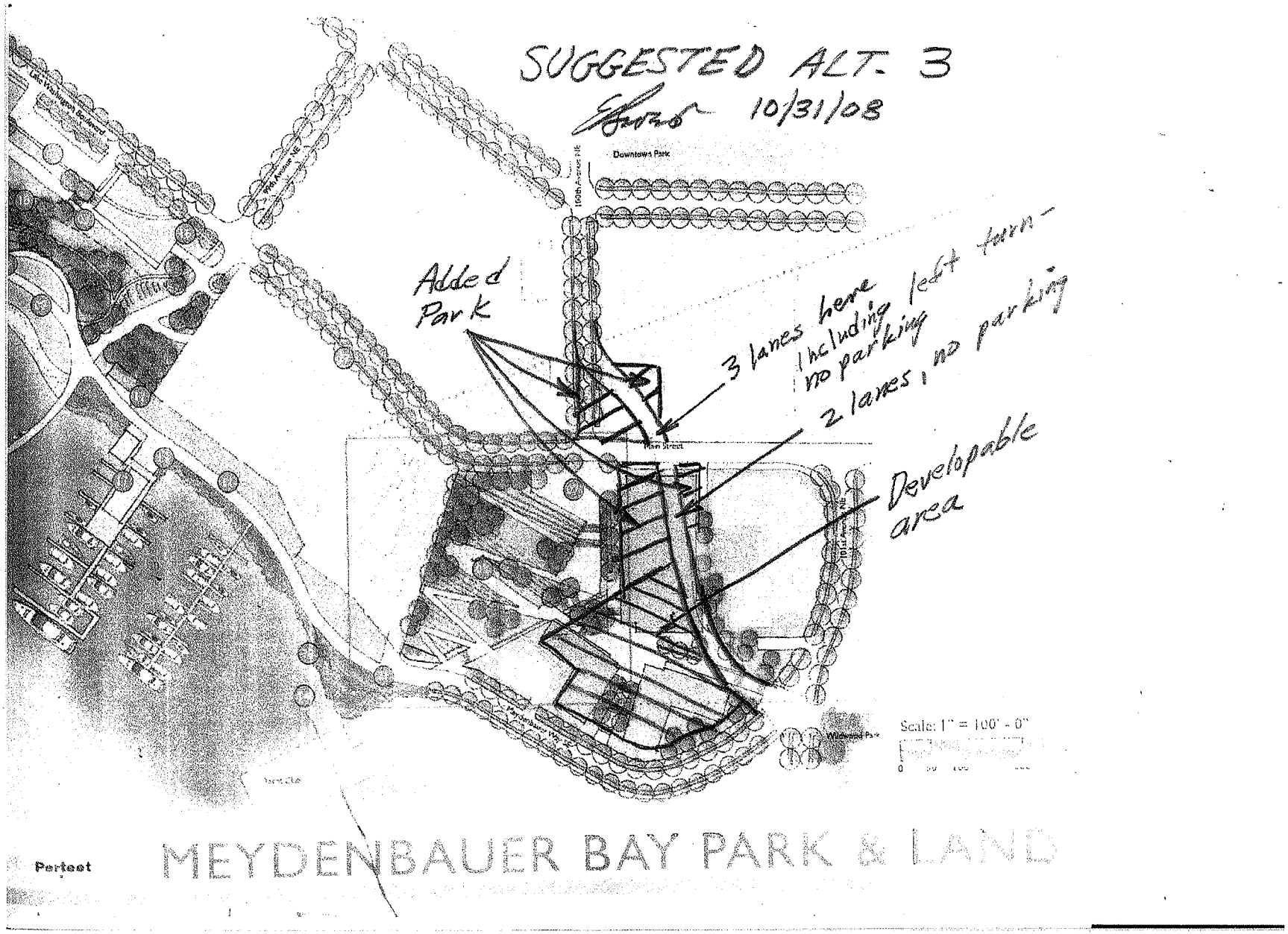
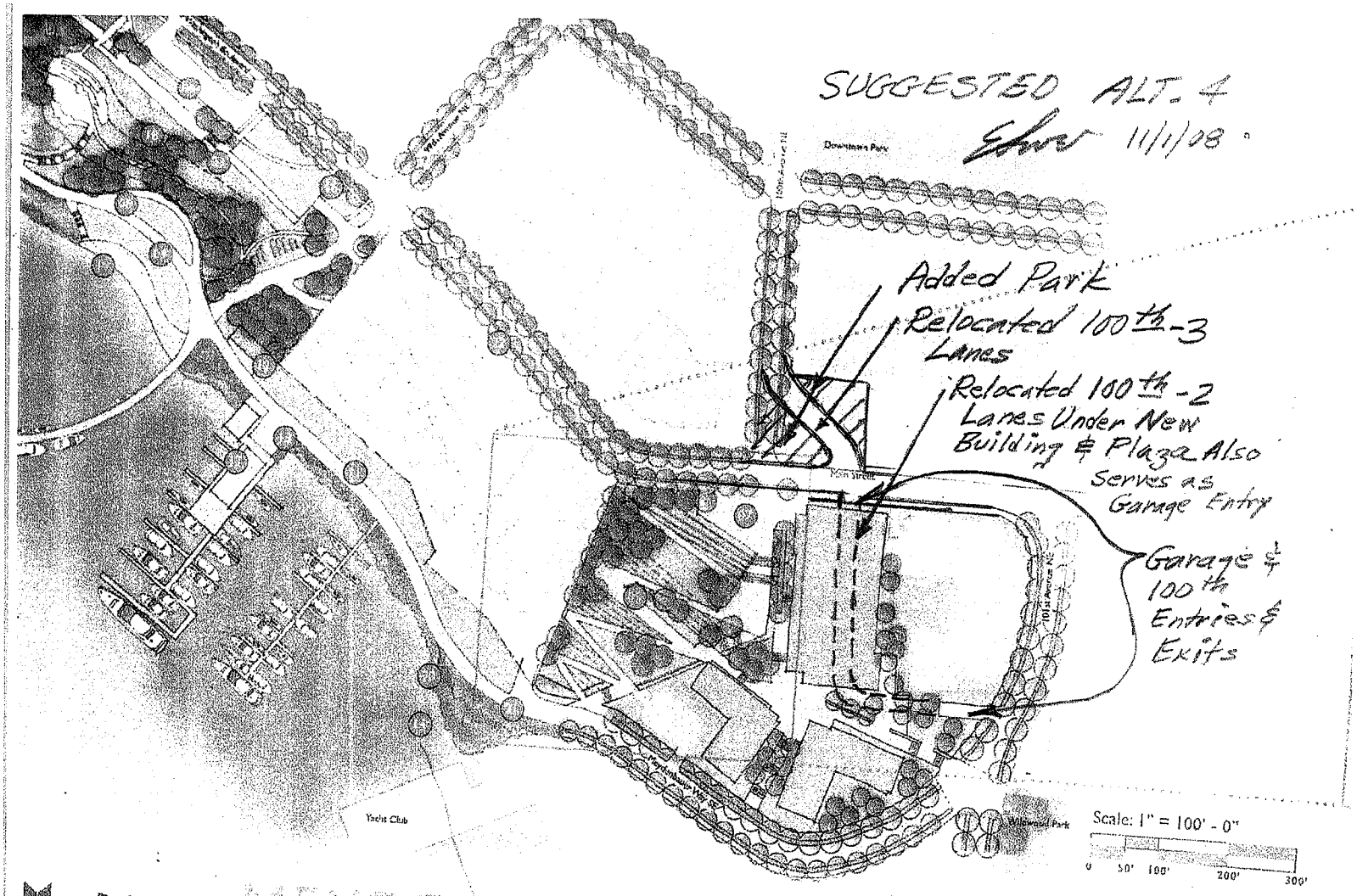
Ed Sweo


SUGGESTED ALT. 3
10/31/08
Added Park
3 lanes here including left turn - no parking
2 lanes, no parking
Developable area
Downtown Park
Main Street
Scale: 1" = 100' - 0"
Perteet
MEYDENBAUER BAY PARK & LAND


SUGGESTED ALT. 4
Ehrr 11/1/08
Added Park
Relocated 100th -3 Lanes
Relocated 100th -2 Lanes Under New Building & Plaza Also Serves as Garage Entry
Garage & 100th Entries & Exits
Downtown Park
Yacht Club
Scale: 1" = 100' - 0"
0 50' 100' 200' 300'
Perteet
MEYDENBAUER BAY PARK & LAND US

Bergstrom, Michael

From: Jim Voelker [Jim.Voelker@infospace.com]

Sent: Monday, October 27, 2008 2:44 PM

To: Degginger, Grant; Balducci, Claudia; Chelminiak, John; Noble, Phil; Davidson, Don; Lee, Conrad; Bonincontri, Patsy; Sarkozy, Steve; Terry, Matthew; Foran, Patrick; Bergstrom, Michael; Cole, Robin; Brennan, Mike; Paine, Michael; Doug Leigh; Iris Tocher

Cc: voelkerfam@yahoo.com

Subject: Meydenbauer Bay

All:

We are writing to express our concerns pertaining to the proposed park development at Meydenbauer Bay. Our home is located on Lake Washington approximately one quarter mile south of the bay. We have owned the property for ten years.

Certainly expansion of the public park in Meydenbauer is desirable. The acquisition of the land adjacent to the park demonstrates solid long term planning and should serve as an excellent method to connect "Old Bellevue" to the lake. However in our opinion, the expansion of commercial activity past its current boundary should be examined very carefully and the introduction of commercial development on the lake should be rejected.

The upside of a few more restaurants and a few more tax dollars does not outweigh the potential for the long term negative environmental impact, the devaluing of the property and lifestyle for those residents near the park and the added congestion and associated problems in the bay. And as currently proposed, the plan to close 100th would significantly diminish traffic flow in an area that is already fairly congested. The expansion of the park along existing lines would allow more people to enjoy the area, without diminishing the enjoyment of current residents. This seems like a reasonable use of the land.

Initially, we were favorable to the idea of a more "lively" public area; yet on further reflection have determined that the City's proposals are too aggressive and would likely do irreparable harm.

Regards,

Jim and Patty Voelker
415 Shoreland Dr SE
Bellevue, WA. 98004

Jim Voelker | Chairman and Chief Executive Officer

infospace

InfoSpace, Inc. | 601 108th Ave NE, Ste 1200 | Bellevue, WA 98004 USA
Office +1 425.201.8989 | Mobile +1 206.601.8901 | Fax +1 425.201.6165
jimv@infospace.com | www.infospaceinc.com

Bergstrom, Michael

From: Jennifer Wilkins [jenw1@msn.com]

Sent: Monday, November 10, 2008 10:37 PM

To: Claudia Balducci; Lee, Conrad; Davidson, Don; Doug Leigh; Degginger, Grant; Iris Tocher; Chelminiak, John; Terry, Matthew; Bergstrom, Michael; Brennan, Mike; Paine, Michael; Foran, Patrick; Bonincontri, Patsy; Noble, Phil; Sarkozy, Steve; Cole, Robin

Subject: Bellevue City Park environment

Dear Honorable Mayor Grant Degginger and City Officials,

During the next couple weeks you will be making important decisions regarding the new city park located on Meydenbauer Bay.

As you are aware, Meydenbauer Bay is a narrow, quiet residential bay nestled in the heart of the city. **This new bay park could become a natural retreat from** the commercial buildings, Bellevue Mall, and all the condominium high-rises that are being developed all over the city. Our citizens need a peaceful bay park to unwind with families and friends. The Bellevue Downtown Park has been a spectacular success with it's elegant, natural beauty and during the warm months it attracts thousands of people who love it.

I hope that you will continue to keep the natural beauty of Bellevue parks so they will attract our residents instead of the high-speed boat crowd from other areas. Meydenbauer Bay is very vulnerable to any change in its environment. Any loud noise from boats or loud people will reverberate all through this quiet, natural reserve/residential area. A commercial park with many transient boaters could be very disruptive to all people who live around the bay. Our other residents: the osprey, eagles, blue heron, red-winged blackbirds, beaver, otter, turtles, and fish would be negatively affected as well.

Please do everything possible to respect this precious bay and all of its Bellevue residents.

Sincerely,
Jennifer Wilkins

363 101st Ave. S.E.
Bellevue, Wa. 98004
425 453-9229

I/We welcome the idea of having a Meydenbauer Bay Waterfront Park that all Bellevue residents and visitors can enjoy. We live nearby at Bayshore East Condominiums and enjoy walking in this area. This park could be a daily destination point for us, and even for our visitors. The vision that the City Council and Parks Department have in planning such a park is highly commendable. We are grateful that we can participate in the planning sessions of the City's Steering Committee and that we can contribute our ideas and concerns since the nearby location of the park will impact our every day quality of life.

Our major concerns are:

- Transportation – Main St. is currently severely congested during commuter rush hours and when residents drive to their shopping or errand destinations. We would like to see a comprehensive transportation plan that would assess both vehicular and pedestrian traffic congestion along Main Street that would address current conditions and future conditions with the addition of the Park. Along with this idea, we oppose the closure of 100th/SE Bellevue Place.
- We do not support the loss of permanent moorage at Bellevue Marina. Going from 87 permanent moorage slips down to 18-58 slips will displace 29 to 69 boats. Safe boating in the Bay should be encouraged. Preserving space for the Meydenbauer Yacht Club's program for young sailors each year is important. Transient boaters often create a disruptive, unsafe environment for families.
- We do not support commercial/retail development in the park or in the residential areas near the park. Because of our amphitheater-like location, these types of development could create noise that would be bounced around the Bay and destroy our tranquility.
- Parking – Parking spaces currently used by residents should be maintained and parking for park users should be created without increased traffic flow to the currently clogged Main St.
- We support a limited number of new low profile structures built in the Park.
- Water quality – The water quality of the Bay needs to be addressed. The build-up of silt has long been a problem. Noxious weeds such as milfoil, water lilies, purple loosestrife, and yellow iris need to be contained. Private money has been spent to treat these noxious weeds, whereas public funds should be used to treat the entire Bay. Meydenbauer Creek, which flows into the Bay from our shoreline, and many aged storm drains empty into the Bay causing pollution of the water. The current conceptual plans for the park address only a small number of the streams and drains that flow into the Bay and should address all of these in order to improve the water quality of the whole Bay.
- Pollution - During periods of heavy rain, water gushes through this creek looking like a mini-Snoqualmie Falls. During periods of no rainfall, the water along the shore becomes stagnant. Prevailing winds flow directly at our buildings so any garbage or diesel spills get trapped along our shoreline.

The new Waterfront Park should be designed to allow Bellevue residents and visitors to visit and escape the busy hustle and bustle of daily life and connect with nature. A low profile display of the historical value of Meydenbauer Bay would be enriching to everyone.

Signed: Jennifer Wilkins

Address: 363 101st AVE SE.

Bell. WA. 98004

MEYDENBAUER BAY PARK & LAND USE PLAN - STEERING COMMITTEE 10-30-08

> ALTERNATIVES SHOW DEVELOPMENT THAT WE CAN'T CONTROL

> CONSIDER ROUND ABOUT @ 101ST + MAIN

LOWER PIER 1 MORE LEVEL

LT. MOORAGE "PAYS" - 14 REQ'D · 1AC GRANT

BOND ACQUIRED MARINAS · LEASE PAY OFF

SAILING SCHOOL SHOULD NOT DRIVE DESIGN

TRANSIENT COULD CONVERT TO WINTER MOORAGE

RETAIN # (REMOVE 2+3 BEHIND) - 2 BEACHES?

TRANSIENT MOORAGE TO WEST

CITY NOT OBLIGATED FOR MOORAGE

? MOORAGE POLLUTES + IS COMMERCIAL

TAKE ANOTHER TOUR - SUPPORT!

CHRISTMAS SHIPS - VIEW THIS! TRADITION

x2 NEED LT MOORAGE

✓ NEED TRANSIENT MOORAGE

+ GOOD TO SHOW RD OPEN

CONSIDER 1 WAY - NARROWER - ADA

HOW DOES ADA FIT KITE PARCEL?

NEED FOR CONF CTR? NEED?

USE OF WHALING? MUSEUM, CANOES, RESTAURANT

LIKE CASCADING WATER ???

VALUE OF OPENING UPPER STREAM? + COST

KEEP NATURAL ✓ EXPORE CHANGING ACCESS TO CONDOS

RENT FOR WEDDINGS

+ FULL BOARDWALK

CLOSE ½ ST? PK

— OPPOSE CAFE - SHORT TERM PARKING @ PIER EXPLORE

— NO KIOSKS - SM. CONCESSION "RR" USE CARTS

☐ MITIGATE 100TH CLOSURE VS. LEAVING OPEN

MORE OPEN INFO ON MARINA - BECAUSE IT WORKS

? STORAGE OF BOATS

? WHERE LAUNCH

MULTI PURPOSE VS CONF. SPACE

ACCESSIBLE ROUTES - HOW MANY? ALT ROUTES?

DISLIKES ELEVATORS

EIS SHOULD EVAL CARBON FT PRINT

EVAL 1 WAY LOOP, MOONEEF, CLOSURE + MITIGATION

LIKES FLOATING BD WALK

UNDERGROUND WILL LIMIT VIEWS + ACCESS

PROGRAM PARK - ALL AGES

LACE ENVIR.

NEIGHBORHOOD CONCERNED ABOUT PARKING IN PARK (95TH)

— FAVOR RESTORATION — FILL

+ 2 BEACHES

+ WALKWAY OVER WATER

CLOSE 100TH FOR "SIGNATURE" ENTRY

CLOSE 100TH - "MEMORABLE + REMARKABLE" "PEOPLE PRIORITY"

↑ WITH MITIGATION + RESEARCH

PUBLIC COMMENTS

- [illegible] - NEED VP IF BLOCK VIEWS
- DON'T MOVE BEACH or DAYLIGHT
- + SEA SCHOOL
- + WHALE HOUSE - RENT BOATS - NO PETROL SYS - NO DIESEL or GASOLINE
- + BURIED PARKING - DISPERSE 30 TO 50 - 2 LOCATIONS - 99TH + 100TH
- - DON'T REPLACE MOORAGE - CAN'T REPLACE - PEOPLE THERE NOW CAN'T BE/ WATERFRONT
- ☑ EIS MUST LOOK @ LANDUSE IF MODIFY ZONING
- ☑ EVAL IMPACT + MITIGATION
- ☑ TRAFFIC HERE IT YRS TO SHORT - EXPAND
- ☑ IMPACT ANAL - TRAVEL TIMES? ROUTES?
- ☑ PRESCRIBE LAND USE N + S OF MAIN
- MOORAGE FOOD TO DEPARTURE
- + KEEP 100TH OPEN - IMPACTS OK LIVES"
- RETAIN 1 + 2, REBUILD - PER

PAY ON CURVED DOCK

- NO DIESEL or GASOLINE
- KEEP MARINA (LEE CONDOS)

ELEV OR IF TILTED IN.

NO CLOSED KEEP WALKTHRU STORES ACROSS BUFFER

PUBLIC HEARING

ENVIRONMENTAL IMPACT STATEMENT

MEYDENBAUER BAY PARK AND LAND USE PLAN

October 29, 2008
5:09 p.m.
450 110th Avenue Northeast
Bellevue, Washington

TAKEN AT THE INSTANCE OF THE CITY OF BELLEVUE

REPORTED BY:
EVA P. JANKOVITS, CCR NO. 1915

APPEARANCES

BRIAN SCOTT
MICHAEL PAINE
MIKE BERGSTROM

BE IT REMEMBERED that on Wednesday, October 29, 2008, at 5:09 p.m., at 450 110th Avenue Northeast, Bellevue, Washington, the following proceedings were taken before Eva P. Jankovits, a Certified Court Reporter and Notary Public:

PROCEEDINGS

MR. SCOTT: Welcome to the Halloween edition of the Meydenbauer Bay Park and Land Use Plan. We're glad you're all here. My name is Brian Scott. I'm with EDAW. I've been the facilitator of the last few steering committee meetings and public meetings. And we're glad to have you all here tonight. And I see a lot of familiar faces. I'm glad you're here.

There's been one kind of twist in the road since the last steering committee meeting. And that is that the City, based on the input they've been getting from the community, decided that they were going to do a full environmental impact statement for this project. And that is basically to allow the community, all of you, more opportunity for input into the project.

What that does is have an impact on the schedule, however, but it means we're going to have more community meetings and more analysis of the project than in the original plan that we gave you.

So tonight the meeting has two purposes. The first purpose, which I'm going to turn over in just a second, is the formal, official scoping meeting for the City's environmental impact statement. And Michael Paine with the City of Bellevue is going to lead that.

The second half of the meeting is really a separate meeting, but we told you we were going to have a public meeting on the alternatives tonight, so we're doing it. And so for the next hour and a half or so, Michael's going to lead us in the formal scoping meeting for the EIS, and then in the second half of the meeting, starting at about 6:30, we're going to move into a further discussion of the alternatives for the Meydenbauer Bay Park and Land Use Plan. And we'll have a presentation of those and then break out at various tables to talk about various aspects of that and get your input. So it's kind of two meetings tonight. And the first half is the formal scoping meeting for the EIS, so I'm going to turn it over to Michael Paine to lead that.

MR. PAINE: Good evening. My name's Michael Paine. I work for the Department of Health and Services, and I am the environmental coordinator which simply means that in this case, I'm responsible for

the integrity and the process by which the EIS is put together, so eventually it will be my name on the bottom line when the EIS goes out for the City of Bellevue.

So we're going to start off a little bit just talking briefly about what this process is about, what SEPA is, and another little bit about what we can expect to talk about tonight with respect to the scope, the precise scope of the EIS.

So, first, what's SEPA? Well, SEPA is the State Environmental Policy Act. That was an act for the state of Washington that was passed after a citizen initiative in the '70s. And it effectively obligates state and local government to policies of environmental concern and protection. It sets up elaborate procedural frameworks for considering environmental consequences in actions that cities or agencies take. They're typically permitting agencies.

In this case, we're looking at a master program or a master plan for a -- for park and land use changes, and we're looking at it with what's called a programatic standpoint which simply means we're looking at it in a very general way and not a specific way as we might if we were looking at a specific project for which permits will be issued.

And what SEPA does is it gives authority to the local government to make decisions on the basis of environmental quality and values. And there's an elaborate mechanism by which that happens. We don't need to talk about that. But, nevertheless, the overall impact is that decision-makers, your council, for example, must consider environmental issues before they make a decision.

So when is an EIS required and what is it? An EIS is a comprehensive analysis of environmental impacts of a range of alternatives, including a no action alternative, which means everything sort of stays the same. So the idea is you pick a series of alternatives and you compare them against the baseline of no action.

An EIS is required when there's a likelihood of more than a moderate adverse impact or when a city chooses to review the issues in more depth. And we've chosen to do that because of the latter case.

It typically identifies the impacts of each alternative on various elements of the environment, always going back to the no action alternative as a grounding. You know, that's the baseline. We typically issue the draft EIS first. There's a comment period after the draft EIS. And then we issue

an FEI, so a final EIS.

Now, we may choose to hold a public hearing like this. It's a little more formal. This is a scoping meeting, but a little more formal public hearing to go over comments and to take testimony about the adequacy and the impacts and the issues addressed in the draft EIS.

The draft EIS takes quite a while to do, so I think the project team can tell you that the consultants will go away, work on this for quite a while, come back, the City will review it in depth, will finally issue it, and then at some previous -- at some point, then we may hold an additional meeting.

Okay. The process of -- what is scoping? So scoping is a process by which we try to narrow the range of issues that we've discussed in the EIS. And, you know, when you -- when you're doing an environmental impact statement, there is an infinite number of issues that you could address. The environment is a very complex concept, and there's an enormous number of interactions that one can spend time on. Our whole purpose here in the scoping is to try to narrow the analysis to the most important issues, the issues for which we're most concerned about.

So I guess I'll skip the second bullet, but generally, comments should be confined, and in this purpose -- you know, in this circumstance, comments should be confined to the range of alternatives, the environmental elements identified for study, the need for additional meetings, and the likely mitigation measures.

So, for example, tonight, if you're not satisfied with the range of alternatives that are addressed, in other words, you'd like to see a different alternative, you can get up and make an argument for that. What we don't want to hear is, Gee, I don't like any of them. That's just not very useful in this process. It might be useful in another process, but it's not useful in this process.

We need to hear specific precise information. We think this alternative is fine. This alternative really doesn't address the range of impacts appropriately. We'd like to see you put in another alternative, that sort of thing. You might also say, Gee, I know something that you don't. There's all kinds of problems here that you have not addressed to date in the planning process, and we think the EIS ought to address that.

And now I'm going to pass it back to Michael

Bergstrom, and he will talk about the proposed action.

MR. BERGSTROM: If I can avoid that beep. Electronics.

So I'm Mike Bergstrom. I'm one of the project managers for this proposal. And we came up with -- I'm going to call this a nutshell description even though it looks pretty wordy of what this project is about. Basically, this is a project which is based on many years of comprehensive plan language that the City has adopted through the various processes since the 1980s. But it's to develop a long-range master plan for, A) a public park along the waterfront of Meydenbauer Bay and, B) to study land uses on nearby upland properties in order to improve visual and physical access from downtown and adjacent areas to that waterfront park but in a manner -- and this is the last -- kind of last half of that paragraph -- in a manner that is consistent with the City of Bellevue comprehensive plan policies, policies contained in our park and open space system plan, as well as the planning principles that are approved by the city council for this project.

The planning principles are referenced in our determination of significance and scoping notice. They're just kind of headlined in there in a long

paragraph. Copies of that notice are on the table if you don't have one. The 12 planning principles are also on a separate sheet in their full text on that table if you'd like to review those.

Next slide.

This is a map showing city owned properties. Outlined in white, you can see Downtown Park pretty much in the center of the slide. And then the properties kind of down toward the right edge of this drawing is Wildwood Park, an existing park that I think you're all familiar with. And then the properties that the City owns along the waterfront and leading up to past 100th Southeast up toward Main Street. And it's those properties in the white outline south of Main Street primarily to South Lake Washington Boulevard where we're focusing most of our attention, but not all.

The land use plan that I referred to with the last slide addresses the intervening properties between that waterfront area and Downtown Park generally. And we -- over time, we came to review a couple subsets of that area as the upper block and the area south of Main. This is giving me all sorts of things.

So upper block is generally in this area. North

Lake Washington Boulevard, south of Northeast 99th -- or Northeast First Street, and between 99th Avenue Northeast and 100th Avenue Northeast. The area that we called south of Main, generally, in that area, kind of the reference point would be the Chevron station, and there's property that's around that primarily to the south.

What we are doing in looking at those two areas -- next slide -- is we wanted to get to look at the land use patterns and see if those might be modified through zoning incentives to help them create certain public aspects that would support and interact with the new waterfront park.

So, again, that might be view corridors. It might be pedestrian corridors that are midblock. It might be other types of public amenities that kind of tell you or convey a message that there's a waterfront park nearby and makes you want to go down there and kind of communicate that interaction.

So early on we looked at a variety of what those -- variety of possible incentives, but in the upper block what -- where we've ended up at least temporarily, there's no recommendation or decision yet, but where we are in that upper block is to look at increasing density to the extent that it might tip

the balance to make somebody want to redevelop an older property. A lot of the old -- a lot of the properties in that block contain older buildings built in the 1950s and 1960s. They're not very attractive, so maybe there's some way of enticing them to build new.

And the -- what's reflected in the alternatives which shows an -- a possible increase in density, the zoning in that -- in the majority of that block currently allows 30 dwelling units per acre, so it's mostly a multifamily zone. There's a portion of it that's some office. But allowing 30 units per acre, a lot of the properties are developed to a higher density than that. In fact, there's one that's developed to 60 units per acre already. And some are, like, around 40 and then some down to the 30 area. So what could be offered to get those properties to tear down and build something new and improve the street state, the pedestrian experience walking around the block.

So the alternative in that area -- next slide -- the -- again, the existing zoning is mostly R30. There's a portion adjacent to 100th Northeast which is "O," which means "office," but the potential reflected by the alternatives would establish a new zone or an

overlay zone or a similar mechanism to allow them to develop up to approximately 60 units per acre on that R30 portion.

However, they could not increase the allowable height, so that the current height limitations in that lot would remain, which are about 40 feet is how you could -- the height you can build to now. And, also, no changes to the range of uses that could be -- that can occur within that block. So it's strictly a density thing. There would likely be corresponding changes to setbacks or lot coverage to allow that extra density to fit within existing height limits.

The area south of Main, this is kind of a combination, again, looking at increasing the density on some of the parcels in that block, allowing some retail expansion but no change to, again, allowable building height, so whatever rules are in place now, parcel by parcel, will remain in place.

But in exchange for some features such as shared underground parking, pedestrian connections to Wildwood Park over to the new waterfront park, provisions for public places whether they're overlooks or plazas, similar features, art and water features, and activation of the pedestrian environment. As people walk down to the park, are they going by

something interesting that makes that journey pleasant?

Next slide.

So, again, this block is divided into two zoning districts currently. The parcels that front Main Street, the Chevron, the Astoria, are in a downtown zone. And it's a subzone of downtown called Old Bellevue. And there's a variety of subzones through the downtown. And that zone allows a wide range of uses: Retail, office, hotel, residential. And then the remainder is R30, similar to the bulk of the upper block that I described.

So the potential reflected on the alternatives is as follows: The zoning on Chevron would stay as is, but a new zone or overlay zone would extend down across two other ownerships. The -- one of the City owned parcels, which is the Eastern Bayview Village Apartment site, which is directly south of Chevron, and then an ownership south of that, which is Meydenbauer Apartments.

And what the zoning envisions here is that on that Bayview parcel, around both parcels, the -- the density would be increased to roughly 60 units per acre. And why I say roughly or approximately is because we may address this through a different

mechanism such as floor area ratio, FAR, which measures things -- measures development potential differently than a strict number of units per acre. It has more to do with kind of matching the volume of built space under the site where it sits, but we're aiming for about that target, 60 units per acre, and then again on the Bayview Village piece but not on the Meydenbauer Apartment piece, allowing some retail on that property to help activate the pedestrian experience. And, again, no change of heights, and other than the Bayview piece, no change in the allowable uses.

I'll turn this over to David.

MR. BLAU: Hello. I'm Dave Blau, representing the planning design consultant team. We have a number of members here in the audience.

There were a number of questions before folks sat down about what's the difference between tonight and tomorrow night, the steering committee meeting, and let me just try to clarify that a bit.

Part 1 tonight is formal scoping. And that takes input on both the upland land use area that Michael just described, as well as the park alternatives. In the second hour and a half tonight, we will go into more depth in how those park

alternatives have be refined, and we will also show you the pros and cons of keeping 100th Avenue open or closed as part of the park plan. We will also get into a very light overview of the traffic analysis work that our team has done. Tomorrow night, where the steering committee will be all focused on the park at 100th Avenue and the traffic and park study with a little more depth tomorrow night, but essentially we'll give you a preview tonight of the materials that -- it will be the same materials that we'll use for tomorrow night.

So as far as the EIS goes, we have upland use action, we have the park master plan as an action, two interrelated actions. So here again there will be a no action that would be analyzed, as well as several alternatives. And if you have attended past workshops, the first alternative puts a heavy emphasis on education. It daylights the entire ravine and creek, creates a new wetlands area at the mouth of the creek. There's adjustments in a new pier. There is stormwater daylighting at both ends of the park. And it's used in these terraces and as one progresses down to the water.

So this scheme will be analyzed, Brian, as well as a second alternative which put more of an emphasis

on the civic and urban edge theme. We do a partial daylighting here, a different configuration and study of the mooring, a very different approach to coming down and out over the water, scaled down from our last drawings at our last set of workshops.

And then we will also examine the pros and cons of 100th Avenue, open or closed, inside of these two alternatives. So we will show that in the second half of tonight's workshop.

MR. PAINE: Well, I wanted to say a little bit about how we should proceed tonight. And one of the things to remember is that you don't -- if you want to make a verbal comment, that's wonderful, and you can do so. We'll have the microphone set up here, and we'll have you come up and make a comment. You also have comment sheets over here you can fill out.

If you've already sent a letter, don't repeat what you've already said in the letter. That doesn't really make any difference. Sometimes numbers means a lot in different forums. They don't mean anything in this forum. What we're really interested in here is specific pieces of information about the alternative. So keep your comments specific and to the point.

And as I mentioned before, you want to talk about the range of reasonable alternatives, so, you

know, if you're going to talk about alternatives, one of the most important things to say is have we -- whoa.

MR. SCOTT: Too much?

MR. PAINE: Too much.

Have we got the range in there that you think's appropriate. And by "range," I mean sort of the bookends. So, you know, something at one end and something more at the other end. So low development, high development, just as an example.

And then are there environmental impacts that were on the initial description of the project that we announced the scoping meeting on with -- are there some that weren't there and that you think should be considered, so raise that issue. Raise the issue about a methodology and, by that, simply, you know, do you have some clear picture about how we ought to go about looking at certain types of impacts and alternatives. And is there other information that you'd like to provide us that you think would make the document better?

And then, of course, are there some mitigation measures? If you've already identified in your mind certain impacts, do you have some ideas about how they might be mitigated?

So if you want to comment on the scope, I'm going to have you come up to the microphone. You need to begin by identifying yourself because we want -- we're keeping a record which will show up in a scoping report in the EIS, so you will actually see your initial scope and your name, perhaps anyway. Spell your name. Give your address. If you represent an organized group, say so. Limit your comments to the three minutes. And we may -- we may be more flexible depending on how many of you really want to speak. And remember, it's a scoping meeting, so focus on the issues that are appropriate tonight.

Now, how many people think they want to give a verbal comment tonight?

Well, I think what we'll do is just start over here and go from there, okay? Remember to identify yourself.

MR. SCHWEET: Okay. My name is Rick Schweet.

MR. PAINE: Hold the mic up to your...

MR. SCHWEET: Rick Schweet, S-c-h-w-e-e-t. Closer? Okay. Could we leave the lights down, please? It just helps it.

I'm supposed to identify where I live. I live right there. I own a unit at The View at Meydenbauer

Bay. That's probably as close to this project as anybody. And first of all, I want to say that it's a great opportunity for the city. I appreciate the effort that the paid and unpaid professionals that put into that whole project. It's a great opportunity, and I'm certainly behind it 100 percent.

My only concern is -- you know, the reason I purchased here -- or the residents of this little community here enjoy a serenity and tranquility that is, you know, really the benefits of living on the bay. And I invite anybody to come and sit in my unit 24 hours a day. It's a very tranquil, serene setting.

And one of these alternatives to me is -- maintains that better than the other, and I just want to bring up that concern that whatever you do, if possible, it would be nice for us that the people that have purchased units here and paid considerable sums to have this serene environment, that you consider maintaining that environment for us.

And, specifically, I just -- I know that Alternative 1, you know, takes away the pier here, which is a terrific idea, it's a little bit ugly, but this is really a serene area because boating, by definition, is finished by, you know, dark, and, you know, it's quiet all the time.

So my opinion is Alternative 1 for me is more interesting just from the fact Alternative 2 has this additional pier and public-use docking --

MR. BERGSTROM: One minute.

MR. SCHWEET: Okay. Thank you. -- that, you know, without safeguards on when people can use this, would people be allowed to use this pier at midnight or one in the morning regardless, you know, I just -- my personal opinion is Alternative 1 maintains the serene and tranquil environment for the residents of these units here.

So thank you very much.

MR. BERGSTROM: Thanks.

MS. GEORGETTE: Good evening. My name is Madelaine -- want me to spell that? M-a-d-e-l-a-i-n-e, Georgette, G-e-o-r-g-e-t-t-e. I live at 10,000 Meydenbauer Way, Unit 6, Bellevue, 98004.

I'm speaking as an individual as well as on behalf of the Meydenbauer Neighborhood Association. And my first comment is regarding process.

In my former career, I was involved in environmental consulting and worked as a public involvement facilitator. And while I know that the City of Bellevue is well within the law, the

requirements of SEPA with regard to notification and everything, I'm deeply disappointed and upset, and I'd like other people to, if they agree with me, to please stand up that you're only allowing 24 hours for comment from the scoping meeting.

I personally have held scoping meetings for projects in the Greater Puget Sound area for small cities on the Eastside, as well as King County, and you're following the process -- the SEPA process by law. You are conforming with the law, but you're not conforming to the spirit of the law, which is to maximize opportunities for public input.

Basically, most people will not track this project online. And so they're here tonight to get the information, and you're giving them 24 hours to provide comment. I really don't think that that is fair. And I'm very disappointed. And I'd like to know if there's anyone in this room who agrees with me, and would they please stand up.

Thank you.

Twenty-four hours isn't enough. This is a complex project.

My second point, if I may quickly, is, I would like to see an alternative because, putting the park aside, the upland zoning, you're proposing going from

R30 to R60. I would like to see a compromise alternative that might go to R45. You're providing us with the two -- two good alternatives for the park that show a variety of development, but you're not giving us any alternative on the master plan. And I feel that's very unfortunate and would like to request that one be provided. Thank you.

MR. BLAU: How much time would you think you'd need for -- as opposed to 24 hours?

MS. GEORGETTE: I think the public's entitled to at least a week, personally. I think that would be fair, gives the people an opportunity to study these.

Now, I personally went online. I printed all of the alternatives and I couldn't see -- I couldn't read them. They were unreadable as printed off -- off of the screen. So you'd have to go down to Kinko's, blow them up.

I also know that the scoping meetings that I held on behalf of King County Solid Waste Department with regard to the siting of an incinerator, which fortunately was never developed, and it led to the great recycling program that King County now provides, that we gave people two weeks input after a scoping meeting.

Because these are complex projects, we also provided people with handouts of the alternatives and such information in paper form. And I think that the public's entitled to that. Thank you.

MR. PAINE: If you need two weeks, you have two weeks.

MS. GEORGETTE: Thank you. Much appreciated.

MR. EVANS: My name is John Evans, and I live in Whaler's Cove, which is a condominium just above the marina, so I have a pretty good feel for that area.

The first thing I'd like to talk about is the demand --

UNIDENTIFIED SPEAKER: Would you hold that to your mouth a little bit?

MR. EVANS: -- the demand for access to this particular area of the lake. Twice a year we notice people coming to our area for a matter of about four hours each time. One time is when the Blue Angels fly over, the people drive down 99th, and they park at the bottom and they watch the Blue Angels fly over, and then they hop in their automobiles and they depart as soon as the Blue Angels depart.

The other time that we see a lot of activity is

when the Christmas ship comes around. And the Christmas ship comes to the head of Meydenbauer Bay, and they stop and they sing. And I don't know how many of you have heard this, but it's really quite remarkable, because singing over water doesn't work very well. So you get this kind of a low murmur and rumble and so on. And then after they have satisfied themselves -- I assume that it sounds quite good if you're on the ship, but they sing to each other and then they take their ship and they go away, and we know that we're going to be without musical excitement for a whole year.

The point that I'm going to make is that this has to be one of the silliest things I have ever looked at. There is no demand for anything on Meydenbauer Bay. There is plenty of -- there are plenty of moorages, and most of the time most of them are empty.

MR. BERGSTROM: One minute.

MR. EVANS: What?

MR. BERGSTROM: One minute remaining.

MR. EVANS: Okay. Well, suffice it to say, I don't think I have ever seen anything that is as amusing in concept and performance as this little development that we're looking at here. Foolish is

not the word for it.

MR. NADEN: I was just told to stand up. I think I speak better if I'm sitting down, but I will try to be as brief as possible.

My name is Tom Naden. I live at 101 Meydenbauer. It's a very secret place just south of the Meydenbauer Bay Yacht Club. And you can't get there from the street. You have to turn down the alley. We're right on the end of Meydenbauer Bay.

I'm concerned about Meydenbauer Bay filling in and becoming a nonbay. The things that do that, of course, are siltation and washing of materials down the various waterways. I think it would be very important in your -- in your study to address siltation -- silt -- yeah, siltation of the bay.

I oppose transient boats coming in because I think it should be a park for Bellevue people and not for the boating public from the other part of Lake Washington. There are plenty of places for them to go. And this is a residential area.

I feel that you should study the effect of transient boats, garbage, noise, fumes, and so forth. I think that you should be very careful as to how you use fertilizer on all of the grass you're going to put in there because it does wash down into the bay. That

should be a primary concern. And I'm sure there are ways of taking care of that.

On the lower block, adding additional retail I feel results in additional pollution from noise, garbage, fumes, and so forth. And I would like to have a very close study on the effect of retail outlets down in that area. I think there are plenty of them up on Main Street, where they ought to be.

The last thing that really disturbs me is traffic. I go up to the intersection of Main Street and 101st Southeast every day, day in and day out, and that's a horrible intersection. And I am sure that with the present building that we have, plus changing the density in the upper block from 30 to 60 is going to make Main Street a zoo of cars, probably as bad as Northeast 8th, if not worse.

And I must tell you, the only way to navigate around this part of the area that I live in down there is to stay on foot. And then you look at all those traffic jams and you feel good about taking care of your health and keeping away from the traffic. Thank you.

MR. PAINE: Is there anybody else that wants to speak?

There are more of you suddenly wanting to speak

than you said.

MR. HANNAH: Yeah. Scott Hannah, Meydenbauer Bay Yacht Club.

THE COURT REPORTER: Can you spell your name?

MR. HANNAH: Meydenbauer Way, of course. I won't mention a couple of things --

MR. SCOTT: Sir, can you spell your name, please?

MR. HANNAH: Okay. If it's already been discussed. Of course, 100th, the closure would be a great imposition on the yacht club as we only have two ways to get in and out of the yacht club now, and so you'd be eliminating 50 percent.

The other one, of course, is moorage. We have members that have boats over in the moorage. And we just plain love boats. I think everybody else does. It's just that simple.

The two items that are probably touched on a little lightly is that we like the alternative that gets the daily visitors away from our yacht club, and that's our Pier 3, which is adjacent to the city marina. The reason is that our youth sailing team is a club that is at the end of that pier. And you've got kids in eight-foot plywood sailboats with lessons

tipping over in the water all around that area. And if you use the east end of the city marina for daily, you know, moorage, you'd have speedboats and little kids in sailboats into each other, and that'd be a mess.

Another thing that's touched on, the last man just mentioned, and it's goes under the idea of care of the bay. And besides dredging, it's also weed control. Weed control is Parks Department, dredging is Utilities Department. We've received written word that the City does not want to touch dredging. We don't want to go there, don't want to talk about it.

We have one agreement with the City that they dredge on our property just outside on the water, of course, where there's an outfall. We gave them an easement through the property for an outfall. And when the level of the dirt, the silt gets up to a certain level, then they come and dredge it. And they recently hauled out somewhere between 15 and 18 truckloads of silt and stuff, so there is runoff. And there's several more outfalls that are on City property. These need to be addressed.

As far as this care of the bay, I would like to see some comprehensive --

MR. BERGSTROM: One minute.

MR. HANNAH: -- program or agreement that would be done between, you know, the yacht club, the residents, and the City. I mean, the residents -- the shoreline owners and the City. It's kind of a coalition of people.

Or just to back up a minute, I've had several people, architects and city people say, What does this have to do with the park? And, simply, what it has to do with the park is that we're going to be looking at a swamp if we don't take care of this bay. So I think it's an integral part of the whole program. Thank you.

MR. PAINE: Who's next? Remember to identify yourself.

MR. ROEHR: John Roehr, R-o-e-h-r. I live in Medina, 2233 77th Avenue Northeast, for 45 years. I do have a boat in Bellevue Marina. I'm concerned about two things, and already one has been mentioned, and that is access.

The streets are relatively narrow. Obviously more accoutrements and plants are going to be making it more pleasant, but fire trucks, emergency medical vehicles are two things that occasionally use the street. And with higher density, there will be more turnaround space. Over in our area there are

clear-cut specifications for turnarounds for fire trucks.

The other thing that bothers me is the devaluation of an asset by limiting access. And of course, that would affect the -- the yacht club. More important, the Bellevue Marina will have no value if it has no parking. If you limit it to a few minutes, there's no way boats could be loaded, unloaded, cars can be left for day runs over at the fuel dock, et cetera, et cetera. So access and ability to get through there.

It appears that the road is an extension from the -- in front of the yacht club through the marina. Well, that'd be one way. How would it be utilized for people who use the marina? Thank you.

MR. PAINE: This gentleman first.

MR. PETERSON: Good evening. My name is Marvin Peterson. I'm the president of the Meydenbauer Bay Neighbors Association. I live at 9840 Southeast Shoreline Drive in Bellevue.

First I want to thank this whole group here because we, as a group, as an association, we really respect what you folks are doing, and we are for a park. I want to say that again: We are for a park. And sometimes the messages out there seems to think

that we're in conflict with you, but we're not.

And we last week had a meeting at the Overlake Golf and Country Club. We mailed 1,300 mailers out. We had well over a hundred people show up for this meeting. And it was very, very informative. And we hit on four subjects, and the four subjects are bullet points that we feel we would like to be working practically with you to resolve these issues so each will benefit.

The first one happens to be, as many people discussed, the closure of 100th. As we all know, we're very concerned about the future traffic problems on Main Street, a two-lane road that allows us to be restricted and traffic I can see in the future. I believe you have plans. It'll be a one-way, perhaps eastbound, and then Northeast Second might be one way the other way. I don't know.

But closing 100th restricts you from using any arterial going from south to north using a light at 102nd, and it's 20 feet wide, and there's no way to expand on that. It's a big issue, and we certainly love the idea that you've added the option with the alternative one-on-two package.

The second issue again is retail and commercialization of the park. And, you know, the

last steering meeting we had, it was, again, very unanimous in the audience that people did not want to have retail in the park. And tonight, and as we go forward, gentlemen, if you'd show to us the building and facilities that you have in these designs what you really plan there. That has concern for us, and I'm sure we can get that resolved.

Moorage: Well, you know what; I have a boat out. I live on a lake. I'm not over at the marina, but I can tell you that what we need to worry about is you can't replace moorage.

MR. BERGSTROM: One minute.

MR. PETERSON: Thank you. Thanks, Mike.

And we need to do the moorage. And we need to keep it as much as possible. I don't know what the answer is there. I would love to see Pier 3 stay. We would love to have everybody that rents that space stay. It adds to the bay. Looking at the lines in the scape is something really nice to look at.

The other issue is the quality of water. Scott talked about that. That's a big issue. The other one is, again, rezoning. And we need to be very careful about the rezone issues and understanding where we're going with that. Once we have clarification on that, we'll be with you I'm sure and you'll be with us.

And I'd like to thank you. We have a scoping clause we sent to the City, and I have copies of it. If anybody wants it, it's very helpful for you to understand what kind of questions we ask. It's to the benefit of the city and the residents, and we thank you again for all your hard work.

MR. PAINE: I think this gentleman was first.

MR. SWEO: My name is Ed Sweo. I live at Whaler's Cove along Meydenbauer Yacht Club.

I'm involved in youth sailing, and the particular detail of Plan 1 that shows the land extended at the bottom of what's now 100th cuts off our ability to put those floats in the little indent which you can see on the plan. I can go over that with somebody, but, essentially, you stretch the land out and cut off our access, which I'll go over in detail with anybody that wants to do that.

I like the park so well, I'd like to see it go further and extend it over where the Chevron station is, perhaps across the street where the photographer is. And if you wanted to, you can even push 100th over a couple hundred feet and you can have an even bigger park with lots of views from the street which isn't real -- isn't much in the present plans.

And I'd like to -- and I'd like to then see us eliminate all commercial activity within the park. Thank you.

MR. PAINE: Remember, if you're going to propose a new alternative, call it out so we know you're serious.

MS. NEIL: I'm Anita Skoog Neil, 9302 Southeast Shoreline Drive, Bellevue, Washington.

I just wanted to briefly highlight because Marv mentioned that we had done a pretty extensive letter to the City -- I'm in the way -- but anyway, I wanted to tell you because a lot of us -- most of us have never been through this kind of process before, so the kind of items in this letter, and there's several questions.

There's land use that's addressed, and this thing is 13 pages long. Aesthetics; lighting; historical and cultural preservation; earth; air; noise; water; flora; animals, which includes, of course, mammals; fish, and birds; public services; funding; transportation; and parking.

And like Marv said, we did bring some extra copies, and if we don't have enough, you can mail us your e-mail address and we can e-mail it to you.

I think, for those of you that have never been

involved in this, to see what we wrote up will give you a pretty good idea of if there are items missing that are really of importance to you. So we think we did a, you know, pretty complete job, but we probably missed some things, so anyway. So Marv and I are back here, and that's what I wanted to add.

MR. PAINE: Anybody else?

MS. STOLL: I'm Sharon Stoll, 9417 Southeast Shoreline Drive in Bellevue, Washington.

The one thing I've not heard is anything about safety. I don't have a boat. I just like driving my car. What I have found, though, is that noise carries quite -- well, if you're on land, it carries across the water. And I've heard that in one thing that there was going to be a band concert at the park, so I think what I would ask is your definition of a park, what you see as happening at this park from all of the things.

The other thing is safety. We have no street lights. We don't have any street lights on Shoreline Drive. And I do believe that with the increased boat traffic coming in from transients, we can see more challenges to the property. And the police would be used greatly. I think they need to know that this could be a potential problem for them, too. Thank

you.

MR. PAINE: Okay. We've got a few more maybe and then we'll close this part of the meeting -- scoping meeting and let the meeting continue in a more informal way.

MR. REEVES: I am Bill Reeves, 10047 Main Street.

I am wondering what will determine whether there's another meeting like this after the draft EIS. You said there may be another meeting. How will we know if there is going to be one, and what will determine if there's going to be one?

MR. PAINE: Is that a question you want me to answer?

MR. REEVES: Yes.

MR. PAINE: Oh, okay.

MR. REEVES: Whoever wants to answer it. I just think we --

MR. PAINE: Right.

MR. REEVES: -- we need to know that for ground rules.

MR. PAINE: Okay. The City's rules allow a meeting, in other words, they say a meeting may be held. It's not mandatory. With a project of this size and scope and complexity and controversy, it will

probably be held.

MR. REEVES: How are we going to find out if it will be held and will there be some kind of notice?

MR. PAINE: I see. So when the draft is published, okay, when the draft is published, there's a 30-day comment period. And you will get notice of that, and it will, in that 30-day comment period somewhere, we will schedule a meeting, a public hearing to talk about the EIS.

MR. REEVES: Okay. So there will be one.

MR. PAINE: That's -- I think it would be impossible for us to say there wouldn't, but, yes, absolutely.

MR. REEVES: I don't -- you know, I don't understand what you're saying to me.

MR. PAINE: Yes.

MR. REEVES: Is there going to be --

MR. PAINE: We will --

MR. REEVES: -- a meeting or isn't there?

MR. PAINE: We will have a meeting.

MR. REEVES: Okay. Fair enough.

MR. PAINE: And I think there's one other thing to mention that if people ask -- if people request in writing that that comment period be extended, that also can happen. And that's one of

the -- one of the requirements that -- or one of the options that we have, when enough people make it clear they can't get sufficient comments in on the draft that -- sometimes drafts are difficult to review, I readily admit it. They're big documents. So you can also do that, but you need to request that in writing.

So is that clear on the process?

MR. REEVES: Not really.

MS. GEORGETTE: Could you please address another problem question? You said that this is a programatic EIS.

MR. PAINE: Yes.

MS. GEORGETTE: Could you explain what happens between the final problematic EIS and the time in which you would develop specific alternatives for parks development. And would that then have an EIS as well?

MR. PAINE: This will probably be the only EIS for this project, but we can't know that until we know what the Parks Department wants to do in the future. In other words, they -- they've got alternatives that they're analyzing in the documents. They may, ten years from now, finally have the funding to do it. SEPA still will apply and will have to go through a process of looking at whether or not it's

appropriate to do an EIS or not on whatever it is that they actually end up building.

MS. GEORGETTE: So at this point in time, there's no identifiable time frame between the final programatic EIS and park development.

MR. PAINE: I think you need to address that question to the -- to the Parks Department and to Mike Bergstrom, the project manager. But I would assume it's very much dependent on funding.

MR. BERGSTROM: There's no definite time frame at this point.

MS. GEORGETTE: Thank you very much.

MR. PAINE: Yes.

UNIDENTIFIED SPEAKER: Question on notification. We just started watching the permit notices and noticed when the -- when the notice came out about the EIS. Are we going to get better notification about the meeting on the draft EIS?

MR. PAINE: That is the notification that the City provides. So --

UNIDENTIFIED SPEAKER: It comes out in the permit notices?

MR. PAINE: The permit notice. What you -- what you ought to do as well is watch the project Web site where most of this information will be

regurgitated and you'll -- you'll actually get notices there about changes.

For example, since you have been rather adamant about extending the scoping period until the 12th, that will come out on the Web site. Mike will probably post that so that -- that you are reminded that you have until the 12th.

Yes.

MS. GEORGETTE: Would it be possible to send a notice to all people who've made scoping comments in the scoping process that the draft EIS is available?

MR. PAINE: That is -- whoever makes comments on the draft EIS gets that specific notice. That's correct.

MS. GEORGETTE: Thank you.

UNIDENTIFIED SPEAKER: Oh, just -- but in addition to that, since the Parks Department does have a whole lot of our e-mail addresses, wouldn't it be pretty easy to e-mail us and let us know?

MR. PAINE: That's something can -- they're welcome do.

UNIDENTIFIED SPEAKER: Okay.

MR. PAINE: You just need to -- but as far as our legal requirements, that's not how we do the notice.

Yes.

UNIDENTIFIED SPEAKER: Is there funding for this in this proposition for -- that's coming up that we vote for on Tuesday?

MR. BERGSTROM: No. No.

UNIDENTIFIED SPEAKER: It isn't.

MR. SCOTT: The question was, is funding for this in the current parks levy. The answer was no.

MR. PAINE: Last question.

UNIDENTIFIED SPEAKER: Is it appropriate to have in the scoping pedestrian access amenities? I walk down there all the time, and that's a concern of mine.

MR. PAINE: Is it appropriate to have pedestrian amenities in the scoping process to raise that question? Absolutely.

UNIDENTIFIED SPEAKER: She said scope -- she said access and amenities.

MR. PAINE: Access and amenities. So would you like that recorded?

UNIDENTIFIED SPEAKER: Mm-hm (answers affirmatively).

MR. PAINE: So why don't you make that comment and then we'll -- give your name.

MS. WORTHEN: My name is Jean Worthen,

W-o-r-t-h-e-n. I live at 10011 Northeast First. And my question was, is pedestrian access and pedestrian amenities, is it appropriate to include those in the scoping process. And you indicated that it was, and I think that is an important aspect.

MR. PAINE: All right. I'd like to formally close the scoping process, but before I do, or the scoping meeting, but before I do, I just want to announce again that we will extend the scoping period till November 12th at 5 p.m., and after that we're not going to extend it again.

Fair enough?

UNIDENTIFIED SPEAKER: What will be the type -- how will we put our comments in until November?

MR. PAINE: You can e-mail me, the environmental coordinator. You can e-mail Mike Bergstrom. But they should probably -- whatever you do, however you communicate, by letter or by e-mail, my name, Michael Paine, Development Services Department, should be on that so that -- that I make sure that I see it as well.

UNIDENTIFIED SPEAKER: And what's your e-mail address?

MR. PAINE: It's mpaine@bellevewa.gov. And

I'm quite certain it's on the -- on the Web site because I'm getting a lot of your e-mails, so somebody knows.

MS. COLE: Michael, there's also comment forms, scoping comment forms that you can take with you and return prior to November 12th. They're on the table by the door.

MR. PAINE: They're on the table as you go out. So just remember the issues -- this is -- this is a process that's best suited to focusing on the issues that we've talked about, you know, alternatives, impacts, mitigation, missing information, that sort of thing.

Okay. I'd like to formally close the scoping meeting.

(THE PROCEEDINGS WERE CONCLUDED AT 6:06 P.M.)

C E R T I F I C A T E

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

This is to certify that I, Eva P. Jankovits, Certified Court Reporter and Notary Public in and for the State of Washington, reported the within and foregoing deposition; said deposition being taken before me as a Notary Public on the date herein set forth; that MR. SCOTT was first by me duly sworn; that said examination was taken by me in shorthand and thereafter under my supervision transcribed, and that same is a full, true and correct record of the testimony of said witness, including all questions, answers and objections, if any, of counsel.

I further certify that I am not a relative or employee or attorney or counsel of any of the parties, nor am I financially interested in the outcome of the cause.

IN WITNESS WHEREOF I have set my hand and affixed my seal this day of , 2008.

EVA P. JANKOVITS, CCR
CCR NO. 1915
Notary Public in and for the State of Washington
Commission expires on September 9, 2009

Appendix B
Noise – Background and Analysis Basics

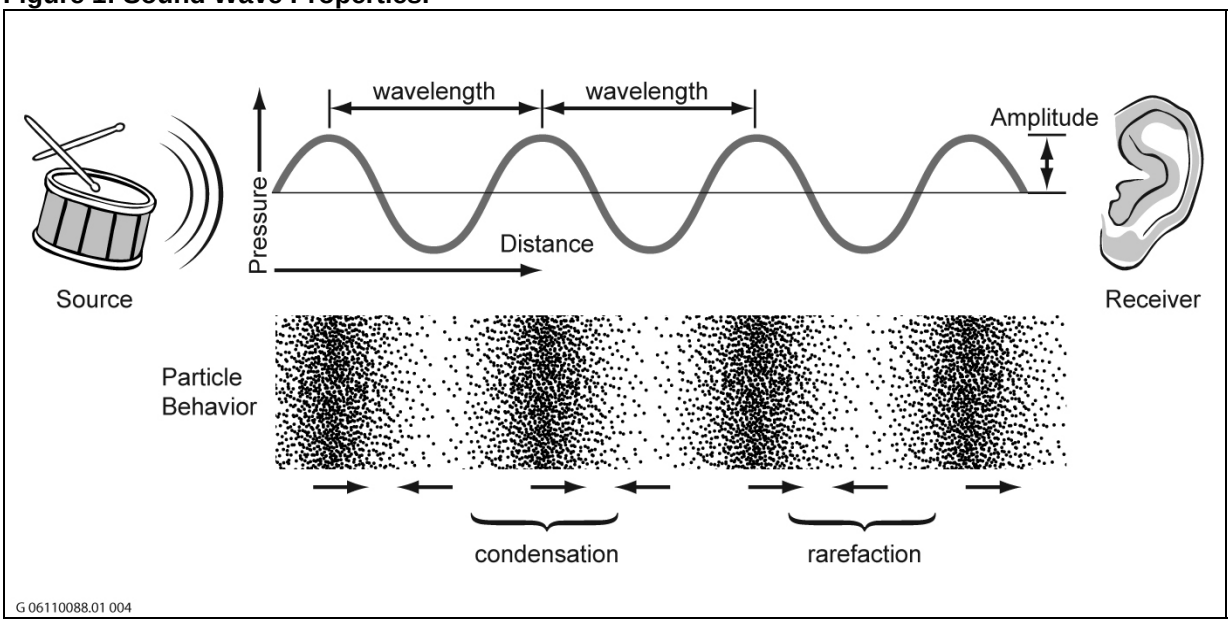
Appendix B – Noise Basics

Noise is generally defined as sound that is loud, disagreeable, unexpected, or unwanted. Sound, as described in more detail below, is mechanical energy transmitted in the form of a wave by a disturbance or vibration that causes pressure variation in air that the human ear can detect. Throughout this analysis, the terms "sound" and "noise" are analogous.

Sound Properties

A sound wave is introduced into a medium (air) by a vibrating object. The vibrating object (e.g., the string of a guitar) is the source of the disturbance that moves through the medium (Figure 1). Regardless of the type of source creating the sound wave, the particles of the medium through which the sound moves are vibrating in a back-and-forth motion at a given rate (frequency). The frequency of a wave refers to how often the particles vibrate when a wave passes through the medium. The frequency of a wave is measured as the number of complete back-and-forth vibrations of a particle per unit of time. One complete back-and-forth vibration is called a cycle. If a particle of air undergoes 1,000 cycles in 2 seconds, then the frequency of the wave would be 500 cycles per second or Hertz (Hz).

Figure 1: Sound Wave Properties.



Source: Developed by EDAW.

Each particle vibrates as a result of the motion of its nearest neighbor. For example, the first particle of the medium begins vibrating at 500 Hz and sets the second particle of the medium into motion at the same frequency (500 Hz). The process continues throughout the medium; hence, each particle vibrates at the same frequency, which is the frequency of the original source.

A wave is a phenomenon that transports energy along a medium. The amount of energy carried by a wave is related to the amplitude (loudness) of the wave. A high-energy wave is characterized by a large amplitude; a low-energy wave is characterized by a small amplitude. The amplitude of a wave refers to the maximum amount of displacement of a particle from its rest position.

Sound and the Human Ear

Because of the ability of the human ear to detect a wide range of sound-pressure fluctuations, sound-pressure levels are expressed in logarithmic units called decibels (dB) to avoid a large and awkward range in numbers. The sound-pressure level in decibels is calculated by taking the log of the ratio between the actual sound pressure and the reference sound pressure and then multiplying by 20. The reference sound pressure is considered the absolute hearing threshold (Caltrans 1998). Figure 2 presents typical indoor and outdoor noise levels.

Because the human ear is not equally sensitive to all audible frequencies, a frequency-dependent rating scale was devised to relate noise to human sensitivity. An A-weighted dB (dBA) scale performs this compensation by favoring frequencies that humans are more sensitive to. This dBA scale has been chosen by most authorities for regulating environmental noise.

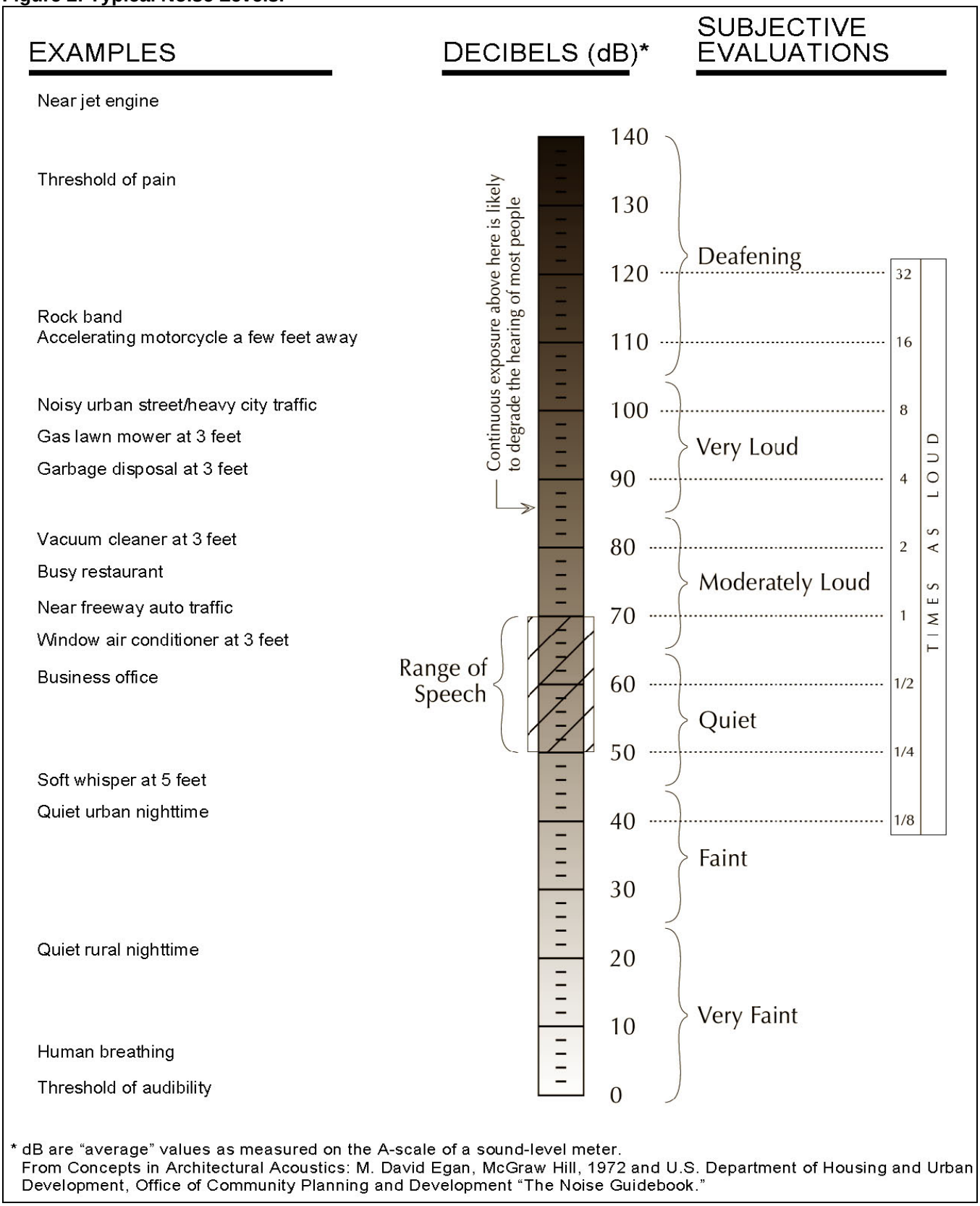
With respect to how humans perceive and react to changes in noise levels, a 1-dBA increase is imperceptible, a 3-dBA increase is barely perceptible, a 6-dBA increase is clearly noticeable, and a 10-dBA increase is subjectively perceived as approximately twice as loud (Egan 1988), as presented in Table 1. Table 1 was developed on the basis of test subjects' reactions to changes in the levels of steady-state pure tones or broadband noise and to changes in levels of a given noise source. It is probably most applicable to noise levels in the range of 50–70 dBA because this is the usual range of voice and interior noise levels. For these reasons, a noise level increase of 3 dBA or more is typically considered a substantial degradation of the existing noise environment.

Table 1. Subjective Reaction to Changes in Noise Levels of Similar Sources.

Change in Level (dBA)	Subjective Reaction	Factor Change in Acoustical Energy
1	Imperceptible (Except for Tones)	1.3
3	Just Barely Perceptible	2.0
6	Clearly Noticeable	4.0
10	About Twice (or Half) as Loud	10.0

Note: dBA = A-weighted decibels
Source: Egan 1988.

Figure 2: Typical Noise Levels.



Source: Developed by EDAW.

Sound Propagation and Attenuation

As sound (noise) propagates from the source to the receptor, the attenuation, or manner of noise reduction in relation to distance, depends on surface characteristics, atmospheric conditions, and the presence of physical barriers. The inverse-square law describes the attenuation caused by the pattern in which sound travels from the source to the receptor. Sound travels uniformly outward from a point source in a spherical pattern with an attenuation rate of 6 dBA per doubling of distance (dBA/DD). However, from a line source (e.g., a road), sound travels uniformly outward in a cylindrical pattern with an attenuation rate of 3 dBA/DD.

Noise Descriptors

The noise descriptors most often used when dealing with traffic, community, and environmental noise are defined below in Table 2.

Table 2. Common Noise Descriptors and their Definitions.

Descriptor	Definition
L_{max} (maximum noise level)	The maximum instantaneous noise level during a specific period of time. The L_{max} may also be referred to as the "peak (noise) level."
L_{min} (minimum noise level)	The minimum instantaneous noise level during a specific period of time.
L_{eq} (equivalent noise level)	The energy mean (average) noise level. The instantaneous noise levels during a specific period of time in dBA are converted to relative energy values. From the sum of the relative energy values, an average energy value is calculated, which is then converted back to dBA to determine the L_{eq}. In noise environments determined by major noise events, such as aircraft overflights, the L_{eq} value is heavily influenced by the magnitude and number of single events that produce the high noise levels.
L_{dn} (day-night noise level)	The 24-hour L_{eq} with a 10-dBA "penalty" for noise events that occur during the noise-sensitive hours between 10 p.m. and 7 a.m. In other words, 10 dBA is "added" to noise events that occur in the nighttime hours, and this generates a higher reported noise level when determining compliance with noise standards. The L_{dn} attempts to account for the fact that noise during this specific period of time is a potential source of disturbance with respect to normal sleeping hours.

Source: Caltrans 1998; Lipscomb and Taylor 1978.

Community noise is commonly described in terms of the ambient noise level, the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average (equivalent) sound level, L_{eq}, which corresponds to a steady-state sound level that contains the same total energy as a time-varying signal over a given time period (usually 1 hour). The L_{eq} is the foundation of the composite noise descriptors such as L_{dn}, as defined above, and shows a positive correlation with community response to noise.

Negative Effects of Noise on Humans

Negative effects of noise exposure include physical damage to the human auditory system, interference, and disease. Physical damage to the auditory system can lead to gradual or traumatic hearing loss, leading to permanent hearing damage. In addition, noise may interfere with or interrupt sleep, relaxation, recreation, and communication. Although most interference may be classified as annoying, the inability to hear a warning signal is considered dangerous.

Noise may also contribute to diseases associated with stress, such as hypertension, anxiety, and heart disease. The degree to which noise contributes to such diseases depends on the frequency, bandwidth, noise level, and duration of exposure (Caltrans 1998).

Vibration

Vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Both natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) and human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment) can result in ground-borne vibration. As is the case with airborne sound, ground-borne vibration may be described by amplitude and frequency.

Vibration amplitude is typically expressed in peak particle velocity (PPV) or root mean square (RMS), as in RMS vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is the metric often used to describe blasting vibration and other vibration sources that result in structural stresses in buildings (FTA 2006; Caltrans 2002).

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude. The RMS of a signal is the average of the squared amplitude of the signal, typically calculated over a period of 1 second. As with airborne sound, the RMS velocity is often expressed in decibel notation as velocity decibels (VdB), which serves to compress the range of numbers required to describe vibration (FTA 2006). This velocity decibel scale is based on a reference value of 1 microinch per second (μin/sec).

The background vibration-velocity level typical of residential areas is approximately 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels (FTA 2006).

Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of human perception of vibration is from approximately 50 VdB (the typical background vibration-velocity level) to 100 VdB (the general threshold where minor damage can occur in fragile buildings). Construction activities can generate ground-borne vibrations, which can pose a risk to nearby structures. Constant or transient vibration can weaken structures, crack facades, and disturb occupants (FTA 2006).

Construction-generated vibration can be transient, random, or continuous. Transient construction vibration is generated by blasting, impact pile driving, and wrecking balls. Random vibration can result from jackhammers, pavement breakers, and heavy construction equipment. Continuous vibration results from vibratory pile drivers, large pumps, horizontal directional drilling, and compressors. Table 3 summarizes the general human response to different levels of ground-borne vibration.

Table 3. Human Response to Different Levels of Ground-borne Vibration.

Vibration-Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there is an infrequent number of events per day.

Note: VdB = velocity decibels referenced to 1 μinch/sec and based on the root mean square vibration velocity.
Source: FTA 2006.

Underwater Noise

Noise behaves in much the same way in air and in water (WSDOT 2009). Water currents bend noise waves upward when propagated into the current and downward downstream when observed over long distances. Noise waves bend toward colder denser water. Bottom topography and underwater structures can block or refract noise waves.

Several descriptors are used to describe underwater noise (WSDOT 2009). Two common descriptors are the instantaneous peak sound pressure level (dBpeak) and the Root Mean Square (dB_{RMS}) pressure level during the impulse, sometimes referred to as the peak and RMS level, respectively. The peak pressure is the instantaneous maximum overpressure or underpressure observed during each pulse and can be presented in Pascals (Pa) or sound pressure level (SPL) in decibels (dB) referenced to a pressure of 1 micropascal (dB re: 1 μPa). The RMS level is the square root of the energy divided by the impulse duration. This level is the mean square pressure level of the pulse. It has been used by NMFS to describe disturbance-related effects (i.e., harassment) to marine mammals from underwater impulse-type noises. When evaluating potential injury impacts on fish, peak sound pressure (dB_{peak}) is often used. Underwater noise that may affect fish is analyzed in Section 3.3 (*Plants and Animals*).

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Meydenbauer Bay
PARK AND LAND USE PLAN

City of Bellevue
Departments of Planning & Community Development and Parks & Community Services
Bellevue, Washington

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