



## Management Brief

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**To:** Bellevue Transportation Commission  
**Date:** December 3, 2008  
**From:** Nancy LaCombe  
**Re:** Meydenbauer Bay Park Update/Transportation Elements

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The Meydenbauer Bay Park and Land Use Plan is well underway. With the project moving forward with a Programmatic Environmental Impact Statement (EIS), and several key transportation issues arising, staff felt it was important to not only provide an update, but to identify key dates for possible future Transportation Commission input.

### Background

City leaders have long envisioned a public waterfront easily accessible to Old Bellevue, Downtown Park, and nearby neighborhoods. In the Spring of 2007 the City Council established a Steering Committee and a set of planning principles to guide a public planning process for the 10 acre site with nearly a quarter mile of shoreline. A consultant team was selected to assist with the project. To help fulfill the goal of creating a unique waterfront destination connected to adjacent neighborhoods, the area surrounding the new park is included in the planning process.

### Status

An extensive and inclusive public process has been underway since early 2007. In October 2008, the City determined that park and land use alternatives identified through that process could best be studied and compared in an Environmental Impact Statement (EIS). Work is now getting underway on the Draft EIS, which is anticipated to be issued spring 2009.

### Key Issues

Key issues raised by the public to date include: park character and use (active/vibrant vs. natural/passive, vendors, cafe, structures in general etc.); water quality (sedimentation, milfoil, avoid aggravating or provide improvements); moorage (how much, where, what type, on-water traffic, additional activities).

In addition, specific transportation related issues include:

- Potential closure of 100<sup>th</sup> Avenue SE south of Main Street to enhance the pedestrian environment connecting Old Bellevue to the waterfront
- Since 100<sup>th</sup> is one of the few signalized intersections in this vicinity it is used as vehicle access and circulation to properties south of Main Street and on the south side of the bay
- Impacts to adjacent intersections with possible closure of 100<sup>th</sup> Avenue SE south of Main Street

- What types of changes could/would be made and what effect would they have to the travel patterns and access needs of Main Street, the surrounding neighborhoods, and downtown

Transportation staff is working with the Planning and Community Development (PCD) and Parks staff to help define and determine the traffic analysis requirements as the project moves forward with the EIS. Transportation staff will continue to work with PCD and Parks staff to evaluate the traffic analysis for this project as it becomes available and before it is presented to the public.

### **Key Project Dates**

Spring 2009	Issue Draft EIS
Summer 2009	Issue Final EIS
Summer 2009	Steering Committee recommendation/selection of preferred alternative for Park Master Plan and Comprehensive Plan and Land Use Code amendments
Fall 2009	Joint Boards/Commissions Review/Recommendation
Winter 2009/2010	City Council action

### **Potential Dates for Transportation Commission**

Based on the above schedule, the following dates highlight either staff presentation to the Commission, or opportunities for the Commission to provide input to the Steering Committee and to City Council.

- Spring 2009 – update by staff regarding traffic analysis, impacts, issues
- Summer 2009 – project update (if needed/desired)
- Fall 2009 – Transportation Commission participate in review with Parks Board and Planning Commission, purpose to forward transportation recommendations to City Council

# ALTERNATIVE I

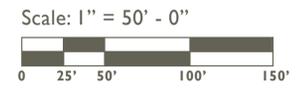
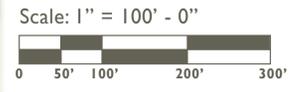
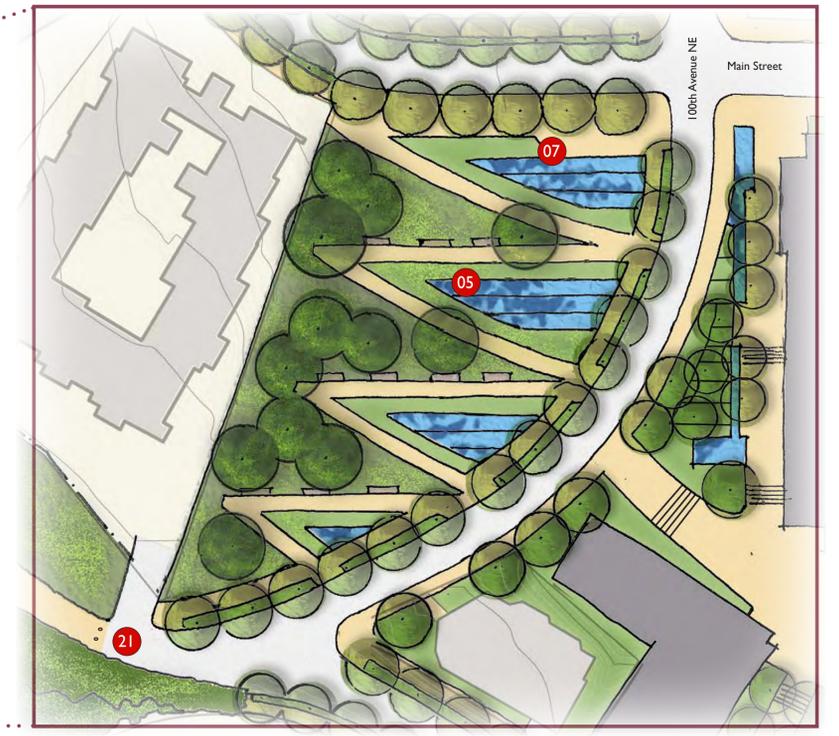


Marina Program	Existing	Alternative I
Pier Removal	NA	Removes Pier 3
Permanent Long-term Moorage	87 slips	43 slips
Not in Service/Transient	25 slips	14 slips South side of public dock and on Pier 1
People Propelled Vessels (PPV)	No facilities	Up to 15 PPV slips North side of public dock and at beach
Boat Storage	No facilities	Limited potential on land

## Park Program Elements

- 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.

## Road Open Variant



# ALTERNATIVE 2

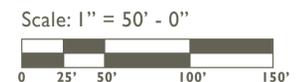
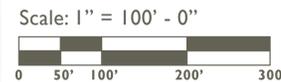
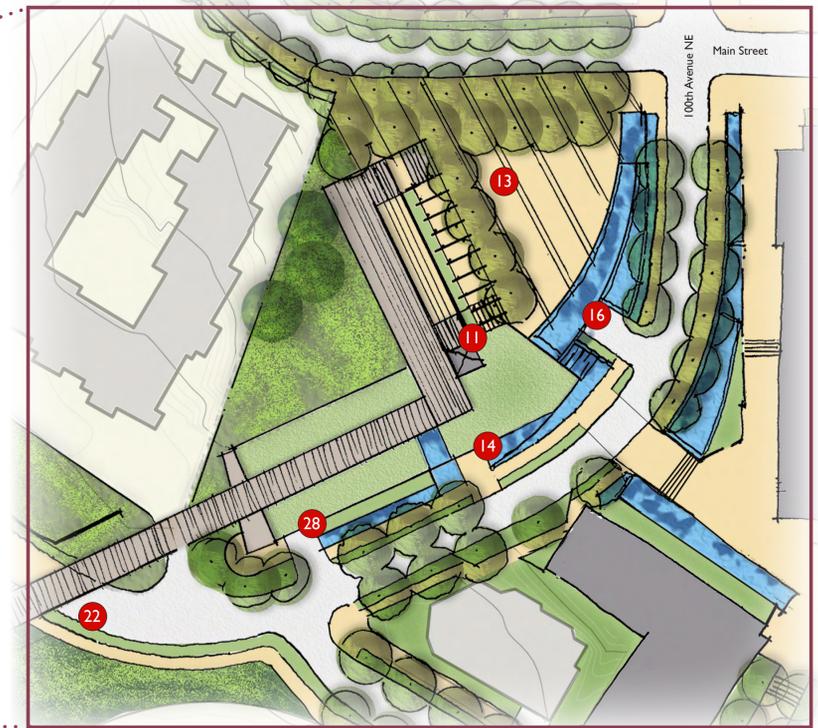
Marina Program	Existing	Alternative 2
Pier Removal	NA	Removes Piers 2 & 3
Permanent Long-term Moorage	87 slips	29 slips
Not in Service/Transient	25 slips	14 slips Pier 1 & public dock
People Propelled Vessels (PPV)	No facilities	Up to 10 PPV slips North side of Pier 1
Boat Storage	No facilities	Limited potential on land

## Park Program Elements

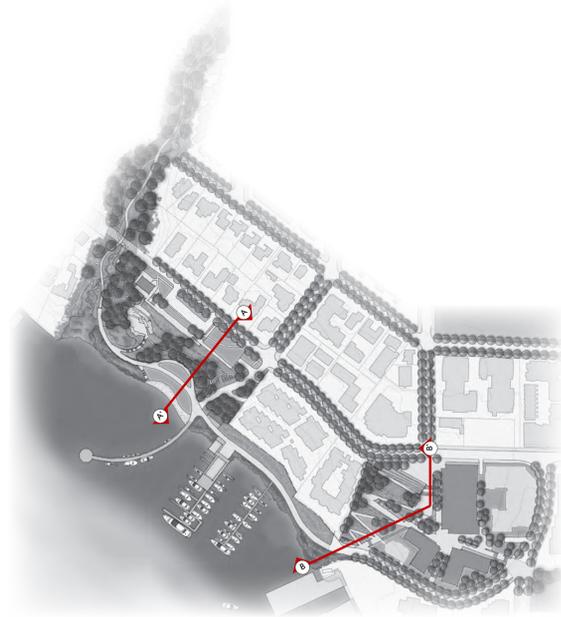
- 01 Partially day-lighted stream with adjacent trails improves quality of water entering the Bay and provides important aquatic habitat (retain existing ravine paths, parking )
- 02 Ravine enhancements (Contiguous canopy forested areas to be retained and enhanced; invasive plants removed) provide improved habitat for key species
- 03 Retain existing paths, roads and parking in Ravine
- 04 Retreat Center with parking below (90 spaces) and grand viewing park terrace above
- 05 Custom designed playground (for school-aged children) blends with other park features and enhances the natural character of the park.
- 06 Large lawn terraces provide seating areas with close visual proximity to the beach and playground
- 07 Shoreline boardwalk with pedestrian & emergency vehicle access
- 08 Waterfront viewing plaza with tucked under restroom below
- 09 Short-term marina parking (4-6 spaces) and drop-off area
- 10 Removal of Piers 2 and 3, additional moorage on Pier 1
- 11 Series of elevators provide ADA access to shoreline
- 12 Public dock with transient moorage slips and people propelled vessel launch
- 13 Main Street plaza / Bay view steps with significant public art feature provides memorable entry point into the park
- 14 Café with green roof near Bay view steps activates the park near Main Street
- 15 Small seasonal vendor kiosks
- 16 Tucked under parking garage with 40-50 spaces
- 17 Floating boardwalk and small scale public pier at south end of the park allows for near-shore upland habitat restoration and boardwalk loop with views of the bay and city skyline
- 18 Whaling Building: Historical/Cultural Maritime Center
- 19 Enhanced hillside woodland (Removal of invasive species, preservation of significant trees, and planting of native forbs, shrubs, and trees)
- 20 Swim beach
- 21 Softened shoreline (Improved near-shore habitat and addition of native riparian vegetation, including overhanging plants and woody debris)
- 22 The Lake to Lake Trail system Downtown connection terminus
- 23 Swim lanes and life guard float near beach create safe swimming areas
- 24 Upper viewing terrace with vehicular pull-off (+/- 10 short-term parking spaces) provides space for future transit stop
- 25 Continuous waterfront promenade extends the full length of the park shoreline with pedestrian & emergency vehicle access behind the marina.
- 26 Retain existing public pier
- 27 Enhanced streetscape with improved sidewalks, additional street trees and site furnishings for added pedestrian comfort along streets connecting to surrounding parks.
- 28 Tucked under canoe and kayak storage with green roof
- 29 Elevated viewpoint



## Road Open Variant



# ALTERNATIVE I



Section Locations



# ALTERNATIVE 2



Section Locations

