



City of Bellevue

Meydenbauer Bay: Park and Land Use Plan

Steering Committee Meeting #7

MEETING SUMMARY

DATE: October 11, 2007

TIME: 4:00 PM

LOCATION: Highland Community Center, Bellevue

ATTENDEES:

Steering Committee

Doug Leigh
Iris Tocher
Stu Vander Hoek
Kevin Paulich
Bob MacMillan
Merle Kenney
Stefanie Beighle
Betina Finley
Marcelle Lynde
Rich Wagner
David Schooler
Hal Ferris

City Staff and Consultants

Mayor Grant Degginger
Matt Terry, City of Bellevue
Dan Stroh, City of Bellevue
Patrick Foran, City of Bellevue
Robin Cole, City of Bellevue
Mike Bergstrom, City of Bellevue
Mike Ingram, City of Bellevue
Owen Lang, Sasaki
Jim Jacobs, Sasaki
David Zehnder, EPS
Marcia Wagoner, PRR
Kirsten Hauge, PRR

SUMMARY:

I. Welcome and review of the agenda

Iris Tocher, Steering Committee co-chair, welcomed committee members and the public to the seventh meeting of the Meydenbauer Bay Park and Land Use Plan Steering Committee. She said the purpose of the meeting was to serve as a follow-up working session focused on the park and land use alternatives.

II. Review and approval of September 20, 2007 Meeting Summary

Iris asked if Steering Committee members had any changes to the summary from the September 20th Steering Committee meeting. No changes were requested and the summary was approved.

III. Reports

a. September 20th Meeting Follow-up

b. Moratorium Update

c. Revised Parking Inventory/Utilization Survey

Mike Bergstrom, Planning and Community Development Project Manager, reported that at the end of the last Steering Committee meeting the committee directed staff to follow up on several questions. The memorandum related to agenda item #3 speaks to a number of those issues. That memorandum contained information about study area zoning, but some of that information was incorrect. He then distributed a new correction memorandum that relates specifically to the zoning information.

Mike Bergstrom added that as many of the committee members were aware, the City Council approved extension of the moratorium until January 30, 2008. He also stated that revisions have been made to the parking study, specifically distinguishing between public and private spaces available. He then introduced Mike Ingram to speak to some of the questions members posed at the September meeting about traffic issues.

Mike Ingram, City of Bellevue Transportation Planner, outlined traffic conditions during a one-hour peak period on key roadways in and near the study area. Some of the highlights of his presentation are as follows:

- An average of 8400 vehicles travel along 100th Avenue adjacent to the park each day.
- An average of 6800 vehicles travel along Main Street each day; the measurement is taken just west of 100th Avenue.
- By comparison, there is three times as much traffic on Bellevue Way and on Main Street east of Bellevue Way.
- These Old Bellevue traffic volumes have remained fairly even for the last six years.
- Counts at the locations noted outside Old Bellevue have grown in recent years, due to growth and increased activity in Downtown.
- Primary traffic movements on Main Street in Old Bellevue are east-west.
- Significant movement also occurs between 100th Avenue and Main Street:
 - During the p.m. peak hour, 400 vehicles make a left turn from southbound 100th Avenue to eastbound Main Street.
 - And approximately 200 vehicles make a right turn from Main Street onto 100th Avenue.
- During the p.m. peak hour, approximately 100 vehicles use the south leg of the intersection of 100th Ave and Main. Approximately 600-700 vehicles use each of the west and north legs of the intersection and 1200 vehicles use the east leg

(these numbers are totals of all vehicles passing in either direction on one side of the intersection, e.g., 100th Avenue south of Main Street).

- It is technically feasible to signalize the intersection at Main Street/101st Ave, but it is not an ideal location for a signal, due to its proximity to the existing signal at Main Street/102nd Ave.

He noted that there are a couple of features in the alternatives that would require further study due to traffic considerations, such as the narrowing of 100th between Main Street and NE 1st Street. It could be problematic if there are continued left turns at Main and it may require a turn pocket. A reduction from the existing four lanes to three may be possible. If the water feature in Alternative 3 is pursued, it may be necessary to place the runnel between the curb and the sidewalk rather than down the center of the right-of-way.

Comments/Questions:

- Bob MacMillan identified a significant safety issue for vehicles traveling north on 101st Avenue and trying to make a left onto Main St. Due to the safety concern, it forces a lot of people to loop around Meydenbauer Way. *We recognize that is a difficult movement, and that if 100th Avenue is closed off south of Main Street, traffic will disperse to other locations.*
- A committee member asked if it was possible to do a traffic study based on the different alternatives. *Yes, we will conduct a traffic analysis.*
- Doug Leigh noted that at the intersection of NE 1st and 100th Ave the primary movement is north to south. If more pedestrians are introduced to the area, it may be necessary to look at how to address the heavy traffic flow. *Yes, accommodating higher volumes of pedestrians and the impact on traffic at this location will need to be part of the evaluation.*
- David Schooler asked about the LOS from 100th Ave southbound to NE 1st Street eastbound. *We don't measure LOS at that location because it is a two-way stop.*
- Rich Wagner stated that the numbers don't tell queuing time which equals congestion, and asked how often traffic counts were conducted. *Every year we conduct traffic counts, but it is less frequent at the unsignalized intersections.*
- Bob MacMillan asked how long the traffic counts remained steady. For the past six years at the locations cited in Old Bellevue.
- David Schooler asked about whether a light at 100th and 1st that prohibited left hand turns would be adequate. *We would have to look at this further.*
- David Schooler added that some traffic is heading east not south. Growth could change the roadway network. *There is a prospective I-405 overcrossing and freeway access at 2nd Street. There is currently work underway to identify the future footprint of a five-lane configuration for NE 2nd Street east of Bellevue Way. These changes are elements of the Downtown Implementation Plan.*
- Betina Finley commented that there was some discussion about a one-way street on Main and asked about staff's perspective. *There is potentially an operational advantage, but it something we haven't explored or plan to pursue at this time.*
- Hal Ferris commented that the committee needed to circle back after identifying a preferred option and then look at each intersection and how it may influence the solution. He asked how we would be able to accommodate a circulator with roadway modifications considered in the alternatives. *Plans call for no separate stop outside the travel lane.*

- Iris Tocher asked about accommodations for a circulator due to the interest in access for seniors. *One alternative does show a turn-around that could be a load/unload location.*
- Doug Leigh asked what was possible to do to reduce demand since increased traffic was not necessarily complementary to pedestrian uses. *It is a difficult challenge, but it has to do a lot with the quality of the space. If it is a successful site, people will not mind having to walk from a further distance to get there.* Doug also suggested surface texturing and plants to improve the pedestrian experience.

IV. Public Involvement Update

Mike Bergstrom then provided an overview of recent public involvement activities. Since the last committee meeting, the city hosted an open house on September 25 to gather additional feedback on the concepts. A summary of the feedback received as well as a compilation of the on-line survey results was provided in the meeting packets. Mike added that they also received recent e-mail comments that they would forward to committee members. The packets also included a summary of input from a recent Parks Board meeting.

Comments/Questions:

- Betina Finley asked whether people could vote more than once using the on-line survey. *There is unfortunately no way to track whether or not someone has voted multiple times, so this is a consideration to keep in mind.*

V. Discussion of Alternatives

Owen Lang, Sasaki, introduced the alternatives discussion by noting that so far the team and the committee have looked at many different things and are now ready to get basic direction toward a preferred plan. The key questions he posed to the Steering Committee were to identify their desired approach for land use, circulation/access/parking, and land use/zoning standards. Owen said the committee's comment on those topics will inform the team and staff in order to perform due diligence and return to the committee with more clear options. He invited the committee to come up and view a model that highlighted the various building heights, massing, and locations that exist today as well as what was involved as part of each alternative. After reviewing the model, committee members would have the opportunity to ask clarifying questions and then assess the strategic ways of approaching the primary topics at hand. Jim Jacobs, Sasaki, then presented the model, with additional input and considerations from David Zehnder, EPS.

Comments/Questions:

**Note: Much of the discussion immediately below was focused on the area under moratorium north of Lake Washington and the possible tradeoff of increased lot coverage allowance in return for additional access for pedestrian pathways.*

- Kevin Paulich noted that one of the original thoughts was to provide a view corridor from Downtown Park to Meydenbauer Park and he didn't see that accomplished in any of the alternatives. He was interested in seeing a viable solution for this view corridor.
- Hal Ferris asked where the pedestrian pathway on the north end of the site would lead. *The idea is that the pedestrian accessway doesn't have to have views of the back of a building. In Portland, pedestrian cut-throughs are activated with front doors and porches with eyes on*

the street. We could promote a controlled crossing at 99th and Lake Washington into the park space.

- David Schooler commented that he couldn't not focus on the water. As shown in Alternative 3, people will follow this type of water feature to the park and it does away with the overriding need to go through the block to accomplish additional access. Using space above the boulevard doesn't accomplish as much. He said he doesn't have a problem with more massing. Below the boulevard, it is a pretty big block and he wanted to look at something different. The easterly Bayvue site lends itself to parking and he suggested identifying the measures in which to trade with the owner of the gas station in exchange for underground public parking on the east side of 100th.
- Rich Wagner said he had a very hard time accepting a meandering path through buildings and thought it didn't help create an inviting gateway to the park because of the busy street at Lake Washington Blvd. Also, the neighbors would strongly object to this proposal. It was energy wrongly spent.
- David Schooler said that an idea may be to follow the model of Park Guell in Barcelona. Park Guell has a huge plaza with a railing along the edge. From the intersection of 100th and Main you could provide another level below street grade and in that way the entrance accomplishes more.
- Iris Tocher agreed with David that water is the driver. She loves that concept, in addition to using the connection to Wildwood Park well. She thought it brings wholeness to the concept.
- Doug Leigh suggested trying to make the street experience better with plantings, eyes on the street and creating a consistent experience.
- Hal Ferris noted the opportunities available due to the significant elevation drop at the corner of 100th and Main. It would be easier to incorporate a building on the downhill elevation that doesn't interrupt the view.
- Doug Leigh added that it was a very flexible space, but it may be tough for somebody to operate a commercial use year round there.
- Stu Vander Hoek stated that if anyone has seen pictures of Barcelona's pavilion, what can happen underneath is just as interesting as what's happening above.
- David Schooler said it takes a special place in the Northwest environment in order for it to be used 12 months a year.
- Doug Leigh said it was important to think about people first without having so much of a focus on getting cars through the site.
- Betina Finley said she liked the idea of parking close to the park.
- Doug Leigh suggested looking at family/accessible parking at the marina.
- Doug Leigh preferred encouraging people to walk and would hate to see a parking structure where David proposed.
- Bob MacMillan suggested dialogue with the owner of the gas station piece if it was desired to get access or parking on the site.
- Merle Kenny stated there was an opportunity to do public/private development and the committee should think about what they want and how to get there.
- Stu Vander Hoek said that he was sensing a bigger idea than a path through the buildings and wanted to hear the idea from the consultant team.

- David Schooler said it would not pass constitutional muster in this state for the city to buy properties and then resell to a private entity.
- Kevin Paulich said if there was significant public benefit it may be worth exploring.
- Merle Keeney said the park is going to have a variety of interests and the surrounding properties could offer a different experience and he wasn't ready to give up on the possibility of doing something through that area.
- Hal Ferris stated that given the moratorium, it seems that they would at least want to increase lot coverage and create set backs.
- Kevin Paulich said a walking corridor would have to be broad to fit into the park and it should have a sightline from Downtown Park to the corner.
- Rich Wagner requested that the footprint of Whaler's Cove condos be brought back a bit on the model.
- Doug Leigh suggested that the group stop thinking about the car and getting out of the car to look at the possibilities from a 50 year perspective to create better walking opportunities. He was in favor of increased density to reduce the number of cars.
- Iris Tocher suggested implementing a radical method to calm and reduce traffic on Lake Washington Blvd to the west, maybe even dead-ending the road before Medina.

VI. Direction to Staff

After the alternatives discussion, the consultant team identified what they thought they heard in response to the key topics posed and presented them to the committee for their feedback. Steering Committee members then confirmed or added to the list to provide direction to staff. The following are the primary points from the committee.

1. Land Use Concept Approach

- Biggest priority is 100th/Main access to waterfront park
- Second priority to explore linkage through upper parcels (100th & 99th/1st & Lake Washington Boulevard)
- Look at integrated planning strategies for parcels south of main and east of 100th, but need to define and be specific about strategies/policies to incentivize changes
- Focus on the water (views, connections, linkages)
- Consider mechanisms to achieve public/private partnerships in Washington State
- Provide amenities that support the park function
- Explore the area shown by Kevin's "white swath" for the purpose of achieving open space and vistas
- Include Wildwood Park and connection to Downtown Park as part of considerations (perhaps moving the Lagen residence)
- Consider options to improve water quality and pumping water from the bay
- Remove Bayvue apartments at the corner to create excitement through opening up views to the water
- Look at potential amenities such as a restroom or community gathering space at NE corner
- Invite key property owners to participate in process

2. Circulation/Access/Parking Approach

- Reduce auto dependency (implications of land use and zoning)
- Employ traffic calming measures, such as no left turn southbound 100th to eastbound Main
- Accommodate shuttle and transit service
- Look at parking and traffic as an integrated element
- Explore right-of-way after this round
- Consider centralized versus dispersed parking, and use of circulator to transport visitors from parking (to help reduce vehicle traffic)
- The project is a pedestrian priority project and should also be bike friendly
- Ensure on-street parking is still available for existing residents
- Provide accessible parking for disabled and families
- Like vista parking, as shown in Alternative 2
- Maintain guest parking for condos

3. Change Zoning Standards

- Increased lot coverage preferred over increased height (need to consider change in impervious surface)
- Changing setbacks for vistas and view corridors
- Keep area above Lake Washington Blvd organic/residential and look at integrating mixed use in master plan area at 100th and Main.
- Allow museums in R30
- Look carefully at what would allow existing property owners to explore incentives
- Incorporate “Great Streets” down to park

VII. Public Comment

Iris Tocher then called on the public audience members who signed up to provide comment.

- Ellie Austin: I’m wondering about what is the foreseeable future use of the Whaling Building and how soon underground parking will be implemented at Wildwood. It seems like a possible option. I would like to see the Whaling Building for rowing and to store both 8-oar and 4-oar shells. A launching facility is needed that is almost level to the water. There are no rowing facilities in Bellevue; the closest option is Lake Sammamish. A lot of kids have to go over the bridges to row.
- Peter Marshall: I like what I heard on multiple access options, and the alternatives that show primary pedestrian and little vehicular focus. Consider maximizing the entry points on a linear nature as much as possible. Provide parking for seniors or people stopping for just a brief time, with some surface parking off of Lake Washington Boulevard. I think the emphasis on not bringing in additional traffic is good.
- Bill Pickard: I’m here on behalf of the Pocock Rowing Foundation. Rowing is the fastest growing sport for women over 40 and a number of athletic scholarships are given to young

women. Given that Bellevue High School is so close to Meydenbauer Park, it could be an idea opportunity for rowing. We consult on how to implement rowing facilities and I would invite any members to visit our rowing center.

- Wendy Lehman: I like what I see in the final three diagrams and the attempt to find a middle road. I noticed not much was mentioned about moorage. Moorage will impact parking, so don't leave it out of the equation. Clyde Beach Park could be used for some water sports.

VIII. Adjourn

Mike Bergstrom said the next Steering Committee meeting is tentatively scheduled for November 15th at City Hall. Steering Committee members requested that there be time for the committee to have a more informal opportunity to interact and discuss, to provide a future time to discuss the planning principles in more depth, and that future meeting agendas include more specific discussion topics so they have time to focus their thoughts around the issues. The meeting was then adjourned.

ACTION ITEMS:

- Incorporate direction from the Steering Committee in the next alternative iteration (Project team)
- Include information on agenda about future meeting topics (City staff)
- Identify potential for an informal Steering Committee meeting (City staff)
- Confirm November Steering Committee date (City staff)

PUBLIC PARTICIPANTS (who signed in):

- Rondi Holm
- Mike McCannel
- Mark Williams
- Mike Griffith
- Jeff Adair
- Pamela Ebsworth
- Ellie Austin
- Rod Bindon
- Jennifer Outzs
- Eileen Schulte
- Carol Starr
- Eleni Stoneman
- Peter Marshall
- George Whyel
- David Browne
- Dan Lewis
- Paul Burg
- Bill Pickard