



Meydenbauer Bay Park and Land Use Plan

Final Environmental Impact Statement (EIS)

November 2009



Meydenbauer Bay
PARK AND LAND USE PLAN

City of Bellevue

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

EDAW | AECOM

Meydenbauer Bay Park and Land Use Plan Final Environmental Impact Statement (EIS)

Prepared for

City of Bellevue

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

Prepared by

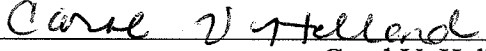
EDAW AECOM

Seattle, Washington

This Final Environmental Impact Statement (EIS) has been prepared in compliance with the State Environmental Policy Act of 1971 (SEPA), 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, Bellevue City Code), which implement SEPA.

This Final EIS has been prepared for the purpose of review 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 Final EIS is not an authorization for an action, nor does it constitute a decision or recommendation for an action; it will accompany the Proposed Action and will be considered in making the final decision for the Proposed Action.

Date of Issue: November 12, 2009



Carol V. Helland
City of Bellevue Environmental Coordinator



November 12, 2009

Dear EIS Recipient:

The City of Bellevue has completed an addendum format Final Environmental Impact Statement (Final EIS) for the Meydenbauer Bay Park and Land Use Plan in accordance with the Washington State Environmental Policy Act (SEPA) and Chapter 197-11 of the Washington Administrative Code (WAC). In the addendum format, the Final EIS does not include the full text of the Draft EIS, only an updated Introduction and Summary, Description of Alternatives, Analysis of the Preferred Alternative, and Comments and Responses on the Draft EIS. Together, the Final EIS and the June 4, 2009 Meydenbauer Bay Park and Land Use Plan Draft EIS constitute a complete programmatic-level evaluation of the effects of adopting the Meydenbauer Bay Park and Land Use Plan and adopting new policies, land use designations, and zoning through amendments to the City of Bellevue's Comprehensive Plan and the Bellevue City Code.

This programmatic, or "nonproject," analysis is used to evaluate the impacts of adopting planning documents and other agency actions that do not involve constructing specific projects. Although the Preferred Alternative could support the development of a new waterfront park on Meydenbauer Bay, changes to the transportation system, and redevelopment of properties within the study area, 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 reaching a decision on the proposal to guide future development of the park and the surrounding area in accordance with project objectives. Individual projects will be required to undergo project-level SEPA analysis.

Draft EIS Alternatives Considered and Public Comment

No-Action Alternative: The No-Action Alternative is used as a baseline against which to measure the impacts of the action alternatives. It maintains the existing land use designations and zoning for the upland properties, and proposes changes to the City-owned park 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 curved pedestrian 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.

Public comments on the Draft EIS were accepted over a 45-day period from June 4, 2009 through July 20, 2009, and a public hearing and open house for the Draft EIS was held on June 23, 2009. A total of 56 comment letters, emails, forms, and oral statements were received by the City during the comment period.

Final EIS Preferred Alternative

The Final EIS designates a Preferred Alternative, identified by the Meydenbauer Bay Steering Committee in July 2009. The Preferred Alternative treats the Upper Block and area South of Main in a manner identical to Alternatives 1 and 2. Within the park, the Preferred Alternative is largely a “hybrid” of Alternatives 1 and 2, combining elements of each, but

also including some unique features. Like Alternatives 1 and 2, the Preferred Alternative includes the closure of 100th Avenue SE/SE Bellevue Place to vehicle traffic and incorporates the right-of-way into the park design. The Preferred Alternative partially daylights the culverted stream in the Meydenbauer Beach park ravine, relocates the swim beach, provides a new curved pedestrian pier with viewing platform, removes Piers 2 and 3, reconfigures Pier 1, provides boat moorage for 38-48 long-term and at least 14 transient slips, restores/softens approximately 800 lineal feet of shoreline, provides a new public pier with elevated viewing platform and floating boardwalk, includes an 8,000 square foot community building (4,000 square foot footprint), provides a weather-protected enclosable gathering structure, accommodates up to six portable vendor carts, and provides parking for approximately 156 vehicles. The environmental impacts of the Preferred Alternative are evaluated in Chapter 3 of this Final EIS.

Document Format

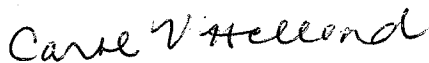
This Final EIS is being distributed to agencies in electronic format as a compact disk (CD). Paper copies can be requested from the City of Bellevue at the cost of \$10.00, available at the Service First desk on the first floor of City Hall, 450 110th Avenue NE, Bellevue, WA 98004. The CD is also available at the Service First desk at no charge.

Next Steps

The Meydenbauer Bay Steering Committee will meet in November to formalize its recommendation of the Preferred Alternative. The recommendation will be forwarded to the City Council, who will in turn transmit it to the Parks & Community Services Board for deliberation, public hearing, and recommendation. The Parks & Community Services Board's recommendation will be presented to the City Council in early 2010 for final action. Amendments to the Bellevue Comprehensive Plan and City Code to implement portions of the plan will be developed by the Planning Commission and presented to the City Council for action in late 2010.

For further information about this EIS, please contact Mike Bergstrom in Planning & Community Development (425/452-6866 or mbergstrom@bellevuewa.gov), or Robin Cole in Parks & Community Services (425/452-6195 or rcole@bellevuewa.gov). You may also find additional project information at www.bellevuewa.gov/meydenbauer_project_intro.htm.

Sincerely,



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 98 th Place NE/Meydenbauer Beach Park on the west, NE 1 st Street on the north, 101 st 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 three action alternatives that reflect a mix of programs, uses, structures, and design elements for park and upland development. 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 V. 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 Draft EIS Issue:	June 4, 2009
Date of Hearing on DEIS:	June 23, 2009
Date of Final EIS Issue	November 12, 2009
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 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 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:	\$10.00 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
BCC	Bellevue City Code
BKR	Bellevue-Kirkland-Redmond
BMP	best management practice
CAO	Critical Areas Ordinance
CO	carbon monoxide
Corps	U.S. Army Corps of Engineers
DAHP	Department of Archaeology and Historic Preservation
dB	decibels
dBA	A-weighted dB
DNR	Washington Department of Natural Resources
DNS	Determination of Nonsignificance
DS	Determination of Significance
Ecology	Washington State Department of Ecology
EDNA	Environmental Designations for Noise Abatement
EIS	Environmental Impact Statement
ESA	Endangered Species Act
ESU	Evolutionarily Significant Unit
FAR	Floor Area Ratio
FTA	Federal Transit Administration
GMA	Growth Management Act
HAPs	Hazardous air pollutants
HCM	Highway Capacity Manual
HVAC	heating ventilation air conditioning
I-90	Interstate 90
ITE	Institute of Transportation Engineers
L _{dn}	day-night noise level
L _{eq}	equivalent noise level
lf	linear feet
LID	Low Impact Development
LOS	levels of service
LUC	Land Use Code
N ₂ O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NHPA	National Historic Preservation Act of 1966
NMFS	National Marine Fisheries Service
nsf	net square feet
OHW	ordinary high water
PM ₁₀	particulate matter less than 10 microns in diameter
ppm	parts per million
PPLUP	Preliminary Preferred Land Use Plan
PPV	people-propelled vessel
PSCAA	Puget Sound Clean Air Agency
SEPA	State Environmental Policy Act
sf	square foot
SIP	State Implementation Plan
SMA	Shoreline Management Act
SMP	Shoreline Master Program

SR	State Route
T-BACT	toxic best available control technologies
TRB	Transportation Research Board
USFWS	U.S. Fish and Wildlife Service
VdB	velocity decibels
VMT	vehicle miles traveled
VOC	volatile organic compound
WAC	Washington Administrative Code
WDFW	Washington Department of Fish and Wildlife
WSDOT	Washington State Department of Transportation

Errata

The following represents edits/revisions to the June 2009 Meydenbauer Bay Park and Land Use Plan Draft EIS based on review of and comments received on that document. The edits and revisions presented below fall into two categories: (1) factual corrections, typos, and revisions to grammar; and (2) clarifications to material presented in the Draft EIS.

To facilitate review and comparison of revised text, deleted words are formatted as ~~strike-through text~~, and additions to the text are underlined.

As explained in Chapter 1, the Final EIS includes fully revised Chapters 1 and 2, with new information incorporated to describe the Preferred Alternative. Edits and revisions to these two chapters are therefore not included in the Errata sheet; rather, Chapters 1 and 2 have been revised to reflect any necessary corrections from the Draft EIS.

Errata, “global” revision:

Estimates of impervious surface were provided throughout the Draft EIS. As described below (for the p. 3-40 *Errata* item), these quantitative estimates were prepared based on a specific methodology. To better allow a relative comparison among the alternatives and to more consistently account for conditions in the study area, the methodology – and subsequent results obtained – have been refined for the Final EIS. Therefore, the estimates of impervious surface presented throughout the Draft EIS (expressed in square feet) should be disregarded, and the reader should use the following revised estimates of impervious surface associated with the various alternatives (estimates are also presented for the Preferred Alternative for comparison):

	No-Action Alternative	Alternative 1	Alternative 2	Preferred Alternative
Impervious Surface for Upland Parcels	458,625 sf	422,850 sf	422,850 sf	422,850 sf
Impervious Surface for Park Parcels	74,000 sf	104,300 sf	138,300 sf	136,200 sf
Impervious Surface for Road Right-of-Way	164,500 sf	159,400 sf	159,700 sf	158,900 sf
Impervious Surface - Total	697,125 sq ft	686,550 sq ft	720,850 sq ft	717,950 sq ft

Errata, Chapter 3:

p. 3-40, second paragraph:

In general, qQuantitative 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 amount of impervious surface (in square feet) was estimated separately for upland and park parcels. The same methods and assumptions were used for all alternatives. The estimates for the park parcels applied the following criteria (percent impervious) to three categories of lands use design features:

- 100 percent for roofs, paving, etc. (i.e., all of these areas were considered impervious surface).
- 0 percent for landscaping, park areas, water, etc. (i.e., none of these areas were considered impervious surface).
- 50 percent for certain features that could incorporate low impact design features such as permeable paving, green roofs, etc. (i.e., half of the total of these areas was considered impervious surface).

For the upland parcels, 75 percent of the redeveloped mixed-use areas was considered impervious surface, based on industry standard accepted methodologies (e.g., Hill et al. 2003).

For roads in the study area that would be influenced by park design (i.e., 99th Avenue and 100th Avenue from Lake Washington Boulevard to the water), the above criteria were used to calculate impervious surface area. For roads in the study area that would remained unchanged by park design (e.g., all roads except those listed in the bullet above), impervious surface was calculated as 75 percent of the right-of-way.

For purposes of this analysis of impervious surface, the study area was assumed to be 1,212,300 square feet, an area that includes the park parcels, the upland parcels, and the roads and associated rights-of-way.

p. 3-60, between paragraphs 4 and 5, insert four new paragraphs:

Calculations of overwater coverage factored in the demolition of the six existing residential piers, the swim beach pier, and any marina piers (included covered piers) proposed for removal (representing a decrease in overwater coverage relative to existing conditions), as well as the estimated area associated with new pier or boardwalk structures (representing an increase in overwater coverage). The presence of boats was not included in these calculations (i.e., boats were not considered overwater coverage).

At this programmatic level of design, an estimate of the littoral zone (i.e., shallow water near the shore) was determined using the hydrographic survey conducted by PGS, Inc (2008). Based on a review of the hydrographic survey, all of the existing and proposed redevelopment within the Meydenbauer Bay study area is within the littoral zone. Future project-level design and environmental permitting would include an assessment of the littoral zone, fish habitat, and water depth associated with overwater coverage.

The extent of shoreline restored to a more natural condition was estimated (in linear feet) and compared with the amount of hardened shoreline such as riprap or bulkhead that remained. These less natural areas also include swim beach shoreline which, while not restored, would function somewhat better than hardened shoreline edges. Although the benefit is difficult to quantify at this time, project-level design and permitting would incorporate habitat enhancement to the extent feasible in the redeveloped swim beach.

The amount of restored shoreline is also presented as a percent of the total study-area shoreline (approximately 1,250 linear feet) and as a percent of the total shoreline of Meydenbauer Bay (approximately 10,000 linear feet). The total shoreline length of Meydenbauer Bay was estimated as the distance along the shore between Groat Point and Pickle Point. Waves in Lake Washington are generated by local winds, and these two points protect the site from northerly and southerly winds (M&N 2008). At this programmatic level of analysis, finer-scaled considerations of ecological functioning and values of various types of shoreline configurations are not presented. However, reducing structures within and over the shallowest water areas (littoral fringe) would be beneficial to juvenile fish mobility and predator avoidance as would the addition of native aquatic vegetation. The absence of native aquatic vegetation and presence of associated prey along the shoreline (such as within the maintained swim beach area) decreases foraging habitat for juvenile fish. The presence of aquatic vegetation along the shoreline improves habitat quality by providing natural cover, food, and organic debris, which are all important to juvenile salmonids (NMFS 2009).

p. 3-61, Table 3.3-4, revise the following row:

Habitat	No-Action Alternative	Alternative 1	Alternative 2
Armoring	Retain shoreline armoring	Restore 950 lf of shoreline <u>(76% of the study area shoreline and 10% of the bay shoreline)</u>	Restore 800 lf of shoreline <u>(64 % of the study area shoreline and 8% of the bay shoreline)</u>

p. 3-86, last paragraph:

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 45 to 110 ~~40 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.

p. 3-88, paragraph 4:

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-estimated 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 estimated 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).....

p. 3-90, paragraph 4 – End of paragraph:

~~The community uses Any non-recreation use proposed within the a city park are requires conditionally use permitted approval, which is a mechanism by which the City may require special conditions on development or on the use to ensure uses or activities are compatible with other uses in the vicinity. 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.~~

p. 3-112, paragraph1, final sentence:

The asphalt parking area provides approximately 60 spaces and ~~is fully utilized~~ experiences heavy use during summer weekends and special events (Sasaki 2008).

p. 3-117, top paragraph:

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~~ connection from downtown to the lake.

p. 3-125, paragraph 4, (under Recreation Demand):

Under the No-Action Alternative, it is assumed that ~~the incremental~~ redevelopment of underdeveloped properties within multifamily parcels would occur within and in the vicinity of the study area (Chevron and Brant parcels) would occur, and 14 residential units would be removed from City-owned shoreline parcels. This would result in ~~an net~~ an net increase of approximately 45 to 110 additional ~~10 to 80~~ dwelling units within the study area, compared to existing conditions.

p. 3-126, top paragraph:

...would be approximately 87 long-term moorage slips and at least 14 transient slips. Seasonally available slips would continue to be offered during periods of adequate water depth. 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. The No-Action Alternative would not change the number of slips currently offered for long-term moorage.

p. 3-127, last paragraph:

Similar to the No-Action Alternative, Alternative 1 assumes ~~incremental~~ redevelopment of ~~multifamily parcels underdeveloped parcels (Chevron and Brant sites) within and in the vicinity of the study area, and the removal of 14 dwelling units from City-owned shoreline parcels.~~ As described in Section 3.4 (*Land Use*), this alternative also assumes the conversion of the west Bayvue Village Apartments parcel to park use (including the removal of 39 apartment units), 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 net increase of approximately 125 to 200-55 additional dwelling units within the study area two blocks of Meydenbauer Beach Park., as compared to the No-Action Alternative. 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.

p. 3-145, paragraph 4 (1st paragraph under 3.7.3):

In general, visual and aesthetic changes associated with the project alternatives would be consistent with the 12 planning principles (City of Bellevue 2007).~~;~~ In addition, redevelopment of study area parcels that are located in the DNTN-OB land use district (Chevron and Brant parcels) would be required to be consistent with 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 for the Chevron and Brant parcels.

p. 3-146, paragraph 1:

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.~~ Alternative 1 would, however, have fewer built structures that may affect both public and sensitive viewer views.

p. 3-164, paragraph 2:

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

(the American Pacific Whaling Fleet Building [1930-31]) has been recorded on an historic structures inventory prepared for the City of Bellevue (Tobin and Pendergrass 1993 [updated 1997]). There are no known Indian Allotments or Traditional Cultural Places recorded within the study area.

p. 3-199, paragraph 4:

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 which could result in changes to some driveway locations, and vehicular access would likely be from 100th Avenue NE.

p. 3-201, Table 3.9-8:

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	112 113	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 Pertee.

3-201, 2nd paragraph below table:

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 ~~SE NE~~ open to two-way traffic south of Lake Washington Boulevard. With the closure of 100th Avenue ~~SE 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.

3-217, 1st paragraph:

The estimated peak demand for the park uses in Alternative 1 is ~~98~~110 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 Pertect, Inc. where no ITE or Land Use Code information was available. Therefore, the parking demand of 110 spaces slightly exceeds the 106 public parking spaces being provided at the park in Alternative 1. ~~would exceed the estimated peak parking demand for the park.~~

3-217, 6th paragraph:

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 ~~144~~165 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 Pertect, Inc. Therefore, the parking demand of 165 spaces exceeds the 156 public parking spaces provided in Alternative 2 ~~exceeds the estimated peak parking demand.~~

3-226, new subsection:

3.9.3.4 Parking Mitigation

Final project-level design will ensure that parking demand is accommodated on site.

Errata, Appendix A:

A letter from the Meydenbauer Bay Neighbors Association (MBNA), dated November 12, 2008, was inadvertently left out of Appendix A of the Draft EIS. However, the letter was received and considered during the analysis. It is on file, with the other scoping letters received, in the City's project files.

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. The City issued a Draft EIS on June 4, 2009. This Final EIS has been prepared based on agency and public comments received on the Draft EIS during the formal public comment period. It also reflects a Preferred Alternative that was developed by the Meydenbauer Bay Park and Land Use Plan Steering Committee (Steering Committee) following issuance of and close of the public comment period for the Draft EIS.

This Final EIS is not considered a stand-alone EIS document; rather, it incorporates the contents of the Draft EIS by reference. To facilitate comparison of the alternatives under consideration, Chapter 1 (*Introduction and Summary*) and Chapter 2 (*Description of the Alternatives*) are presented in full in the Final EIS (except as noted); any corrections, clarifications, or necessary revisions to these chapters as presented in the Draft EIS have been incorporated in the Final EIS. In addition, Chapters 1 and 2 of the Final EIS contain information on the Preferred Alternative, which was not included in the Draft EIS. However, Chapter 3 of the Final EIS focuses on the anticipated impacts associated with the Preferred Alternative. For information on existing conditions, methodology, regulatory environment, impacts associated with the three other alternatives (i.e., No-Action Alternative, Alternative 1, and Alternative 2), and mitigation measures, the reader is referred to the Draft EIS; this information is not reproduced in the Final EIS.

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.



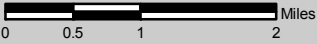


Figure 1.1-1: Vicinity Map

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



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.
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.”

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.

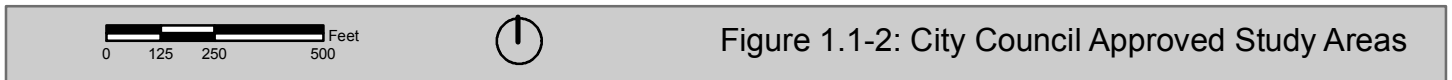


Figure 1.1-2: City Council Approved Study Areas

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 wrap 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).

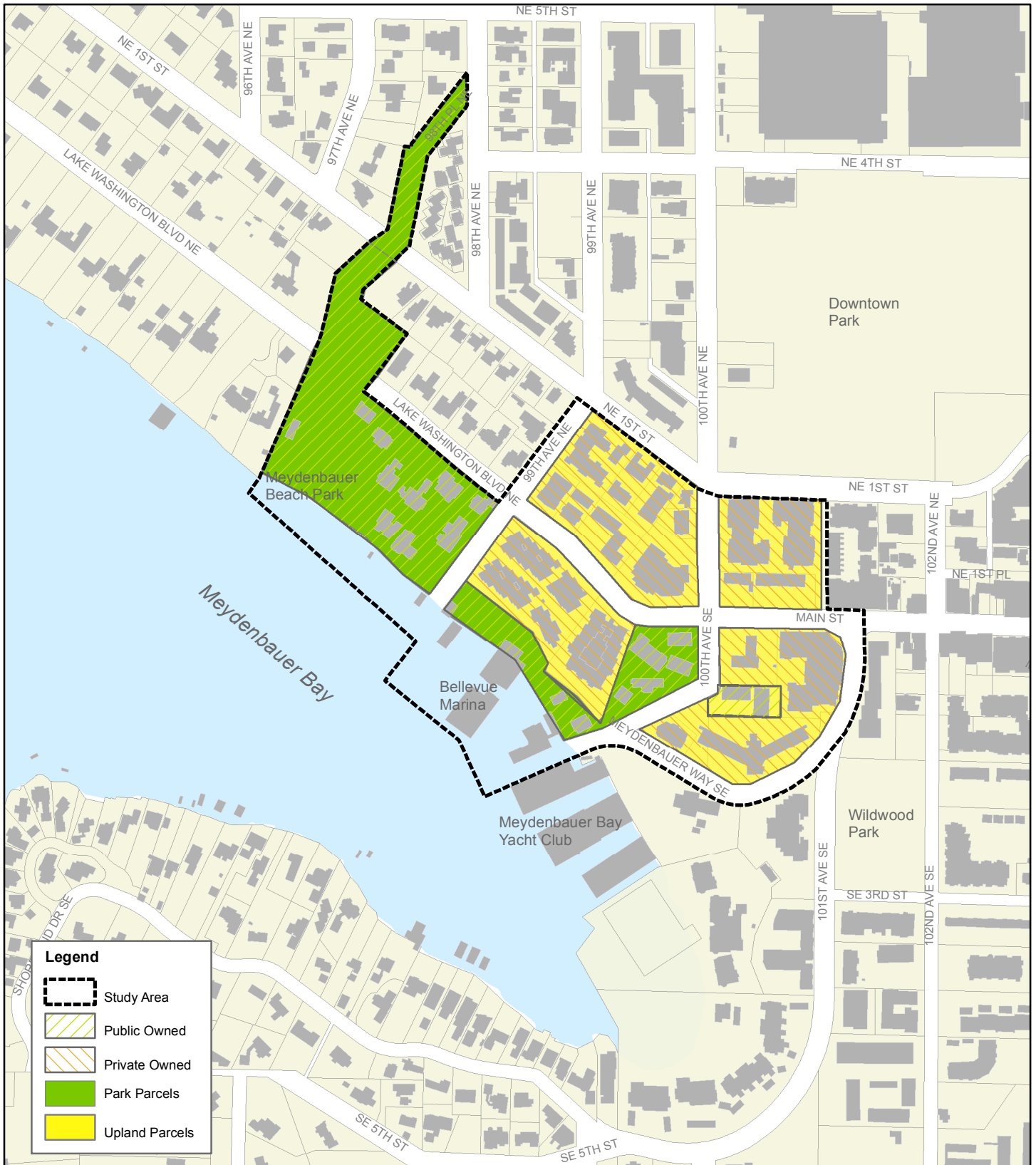
1.2 PUBLIC INVOLVEMENT

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, an informal 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. Following issuance of the Draft EIS in June 2009, the City conducted a formal 45-day public comment period, which included a public hearing on the Draft EIS. The Steering Committee also held several additional meetings following issuance of the Draft EIS to take comments and to work to develop a Preferred Alternative. Analysis in the Final EIS was revised based on comments received during the formal comment period. The Final EIS also was revised to analyze effects of the Preferred Alternative. The Final EIS provides decision-makers with environmental information to help them decide whether to approve the proposal, approve it with conditions (mitigate), modify it, or deny it.

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. The recommended plan will be presented to the City Council, who will forward it to the Parks & Community Services Board (Parks Board). Following its review of and deliberation on the proposal, the Parks Board will forward its recommendation to the City Council. Ultimately, the City Council will make the final decision on the recommended plan.



Source: City of Bellevue GIS 2009



Figure 1.1-3 Park and Upland Parcels

Meydenbauer Bay Park and Land Use Plan EIS
City of Bellevue

The City could begin to implement some components of the Meydenbauer Bay Park and Land Use Plan following master plan adoption by Council resolution. Implementation of other components (i.e., land use changes in nearby upland areas) will first require the adoption of 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 Draft EIS evaluated potential impacts associated with two action alternatives compared to a no-action alternative. The Final EIS has been revised to include an additional action alternative, the Preferred Alternative, which was developed after publication of the Draft EIS. The Preferred Alternative was developed by the Steering Committee as representatives of various community interests and values, and it also reflects issues raised and comments received during the public review period. The Preferred Alternative reflects a mix of programs, uses, and design elements for park and upland development that would achieve the City's goals and planning principles. As described in the Draft EIS, both of the initial two action alternatives (i.e., Alternatives 1 and 2) envisioned closing 100th Avenue SE/SE Bellevue Place to vehicle traffic (between Main Street and Meydenbauer Way SE) to create a significant pedestrian entry and downtown connection; each of these two initial action alternatives also included a variant in which the road would remain open to vehicles (referred to as Alternatives 1A and 1B). The Preferred Alternative does not include a "road open" version.

The park portions of the three action alternatives emphasize different planning visions; however, the upland land use scenarios would be the same under all three 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. To facilitate review and comparison against the Preferred Alternative, full information for each of the alternatives, as presented in the Draft EIS, is included in Chapters 1 and 2 of this Final EIS. However, the analysis presented in Chapter 3 focuses on the Preferred Alternative; for full analysis of the No-Action Alternative and the initial two action alternatives, including their road open variants, the reader is referred to the Draft EIS, which is incorporated into this Final EIS by reference. 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 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 alternatives, the action alternatives (that is, Alternative 1, Alternative 2, and the Preferred Alternative) place greater emphasis than the No-Action Alternative 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 land use 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.



No Action

Figure 1.3-1 Site Plan for No-Action Alternative



Alternative 1

Figure 1.3-2: Site Plan for Alternative 1

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 of 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 curved public pedestrian 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, was also considered in the Draft EIS in analyzing effects on certain elements of the environment (e.g., transportation, parks and recreation), but was not considered in analyzing effects on most other elements.

1.3.3 Alternative 2

Alternative 2, like Alternative 1 and the Preferred Alternative, emphasizes the provision of shoreline access and public facilities associated with a waterfront park, and on strengthening connections between the waterfront and downtown. The three action alternatives differ primarily in the program and design of open space and recreational elements. Relative to Alternative 1, 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 land use regulations to allow redevelopment within an overlay district or through some other zoning mechanism, and minor redevelopment under existing zoning (i.e., Brant Photography). The proposed regulatory changes and redevelopment of the upland parcels are identical to Alternative 1 and the Preferred Alternative. Provisions for landscaping and pedestrian improvements to connect the study area and downtown also are identical to Alternative 1 and the Preferred Alternative.

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.



Alternative 2

Figure 1.3-3: Site Plan for Alternative 2

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 of 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.
- Expand Pier 1 to include a finger pier to the north.
- 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, was also considered in the Draft EIS in analyzing effects on certain elements of the environment (e.g., transportation, parks and recreation), but was only analyzed where the effects are sufficiently distinct from Alternative 2.

1.3.4 Preferred Alternative

Following publication of the Draft EIS in June 2009 and extended public review and comment period, the City developed a “hybrid” alternative in response to Steering Committee direction following their consideration of public input and the City’s goals and planning principles. The hybrid alternative – designated as the Preferred Alternative in the Final EIS and illustrated in Figure 1.3-4, combines complementary components of the previously developed alternatives.

The intent of the Preferred Alternative is to balance the multiple and sometimes competing objectives of resource management, recreation opportunities, development, enhancement, preservation, and restoration. The ultimate goal of the Preferred Alternative is to create a signature park and waterfront destination, while connecting this key waterfront area to the downtown area and enhancing the surrounding area, including the shoreline and critical area environments.

The Preferred Alternative, like Alternatives 1 and 2, calls for the development of a memorable waterfront park that will attract people year round with a variety of uses and thoughtfully designed places that respect the setting, express community environmental values, and support a range of active and passive activities. The waterfront and park are planned to be both a respite within the city and a connection between the city and the lake.



Preferred Alternative

Figure 1.3-4: Site Plan for the Preferred Alternative

The park will be a pedestrian place that encourages contemplation, socializing, and recreation; welcoming visitors who arrive by boats, car, bus, and bicycle or on foot.

As described for Alternatives 1 and 2, the Preferred Alternative 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-related components of the Preferred Alternative are:

- Daylight stream through park between Lake Washington Boulevard and bay.
- Provide a street-level public plaza at the corner of Main Street and 100th Avenue SE (the entry plaza).
- Provide a lower-level plaza at the intersection of Meydenbauer Way SE and 100th Avenue SE, shared by vehicles and pedestrians.
- Provide a gathering space/weather shelter with outdoor terrace seating.
- Remove Piers 2, 3, and the public pier at the beach park.
- Expand Pier 1 to include finger pier to south.
- Install a new curved pedestrian pier with viewing platform (east edge of the swimming beach).
- Install a new public pier with elevated viewing platform and floating boardwalk; note: the Preferred Alternative shifts the floating boardwalk farther from the shoreline relative to Alternative 2.
- Provide moorage for approximately 38-48 long-term and at least 14 transient slips.
- Accommodate up to six portable vendor kiosks.
- Restore approximately 800 lf of shoreline to more natural conditions.
- Provide an approximately 8,000 sf community building (with a maximum footprint of 4,000 sf).
- 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.

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 of the Draft and Final EIS documents for the original three alternatives and the Preferred Alternative, respectively. As 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. For project-level approvals, the project as a whole will be required to demonstrate overall functional improvement to satisfy state and federal agencies with jurisdiction that significant environmental benefits will be realized in exchange for in-water or over-water development, particularly development involving overwater coverage of shallow, nearshore areas.

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, Open 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 Washington State Shoreline Management Act (SMA) was adopted by the public in a 1972 referendum, and regulates shoreline development around broad policy areas intended to encourage water-dependent uses, protect shoreline natural resources, and promote public access. In Bellevue, the SMA is implemented by the City's Shoreline Master Program (SMP), adopted in 1974. In 2003, the Washington State Department of Ecology (Ecology) adopted new SMP guidelines, and the City is currently in the process of updating its SMP to comply with those guidelines; the SMP update is scheduled to be completed mid-2010. Components of the Meydenbauer Bay Park and Land Use Plan located within the shoreline jurisdiction will be required to comply with the updated SMP and related regulations that are in effect at the time of project development.

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 the new waterfront 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	Preferred Alternative
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.	Same as Alternatives 1 and 2. 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. 697,125 sf of impervious surface area (458,625 sf for the upland parcels, 74,000 sf for the park parcels, and 164,500 sf for the road right-of-way*). 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. 686,550 sf of impervious surface area (422,850 sf for the upland parcels, 104,300 sf for the park parcels, and 159,400 sf for the road right-of-way*). No significant, unavoidable adverse impacts.	Similar to Alternative 1. 720,850 sf of impervious surface area (422,850 sf for the upland parcels, 138,300 sf for the park parcels, and 159,700 sf for the road right-of-way*). No significant, unavoidable adverse impacts.	Similar to Alternatives 1 and 2. 717,950 sf of impervious surface area (422,850 sf for the upland parcels, 136,200 sf for the park parcels, and 158,900 sf for the road right-of-way*). 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.	Similar short-term and long-term effects as Alternative 1 and especially Alternative 2. 800 lf of shoreline and 360 lf of stream restoration. Reduction to 30,000 to 31,000 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.	Similar short-term construction and long-term impacts as Alternative 2; slightly greater than Alternative 1 given the level of development. Same long-term beneficial impacts as Alternatives 1 and 2. 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 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 (76% of the study area shoreline and 10% of the bay shoreline). Greater long-term benefits than No-Action. With implementation of appropriate measures and BMPs, no significant unavoidable adverse shoreline impacts.	Similar to Alternative 1. 800 lf of shoreline restoration (64% of the study area shoreline and 8% of the bay shoreline). With implementation of appropriate mitigation and BMPs, no significant unavoidable adverse shoreline impacts.	Similar to Alternative 2. 800 lf of shoreline restoration (64% of the study area shoreline and 8% of the bay shoreline). With implementation of appropriate mitigation and BMPs, no significant unavoidable 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 curved pedestrian pier, 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 new pier with elevated viewing platform and 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.	Similar short-term (adverse) and long-term (beneficial) effects as Alternatives 1 and 2; slightly lower level of intensity of park redevelopment and opportunities as Alternative 2. Long-term beneficial impacts, including new pier with elevated viewing platform and boardwalk, curved pedestrian pier, and community building. Approximately 38-48 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.	Similar to Alternative 2. 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.	Similar to Alternative 1, but with slightly different interpretation and education opportunities. No significant unavoidable adverse impacts.	Similar to Alternative 2. No significant unavoidable adverse impacts.

Resource Area	No-Action Alternative	Alternative 1	Alternative 2	Preferred Alternative
		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 (100 th Ave NE at NE 1 st 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 100 th Avenue SE. In the long term, slight additional impacts relative to No-Action, including moderate increase in delay at Main Street/101 st Avenue SE, decreasing level of service from LOS C to LOS E. Intersection at 100 th Ave NE at NE 1 st Street would operate at LOS E (LOS F 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 100 th Avenue SE remains open to traffic (under Alternative 1A). No significant unavoidable adverse impacts.	Similar to Alternative 1. No significant unavoidable adverse impacts.	Similar to Alternatives 1 and 2. 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.	Same as Alternatives 1 and 2. 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.	Same as Alternatives 1 and 2. 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.	Same as Alternatives 1 and 2. No significant unavoidable adverse impacts.

* For a description of the calculated estimates of impervious surface, see the *Errata* for page 3-40 and the “global” revision.
 Source: Developed by EDAW 2009, based on analysis presented in Chapter 3 of the Draft EIS and Chapter 3 of the Final EIS.

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 four alternatives: a No-Action Alternative and three action alternatives (Alternative 1, Alternative 2, and the Preferred Alternative), 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. The Preferred Alternative was developed as a hybrid alternative after receiving public comment on the alternatives and analysis presented in the Draft EIS.

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 connecting 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 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-block 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 apartments 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 and the Preferred Alternative.

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 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 adverse consequences of an action or plan, 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. The transportation modeling incorporates

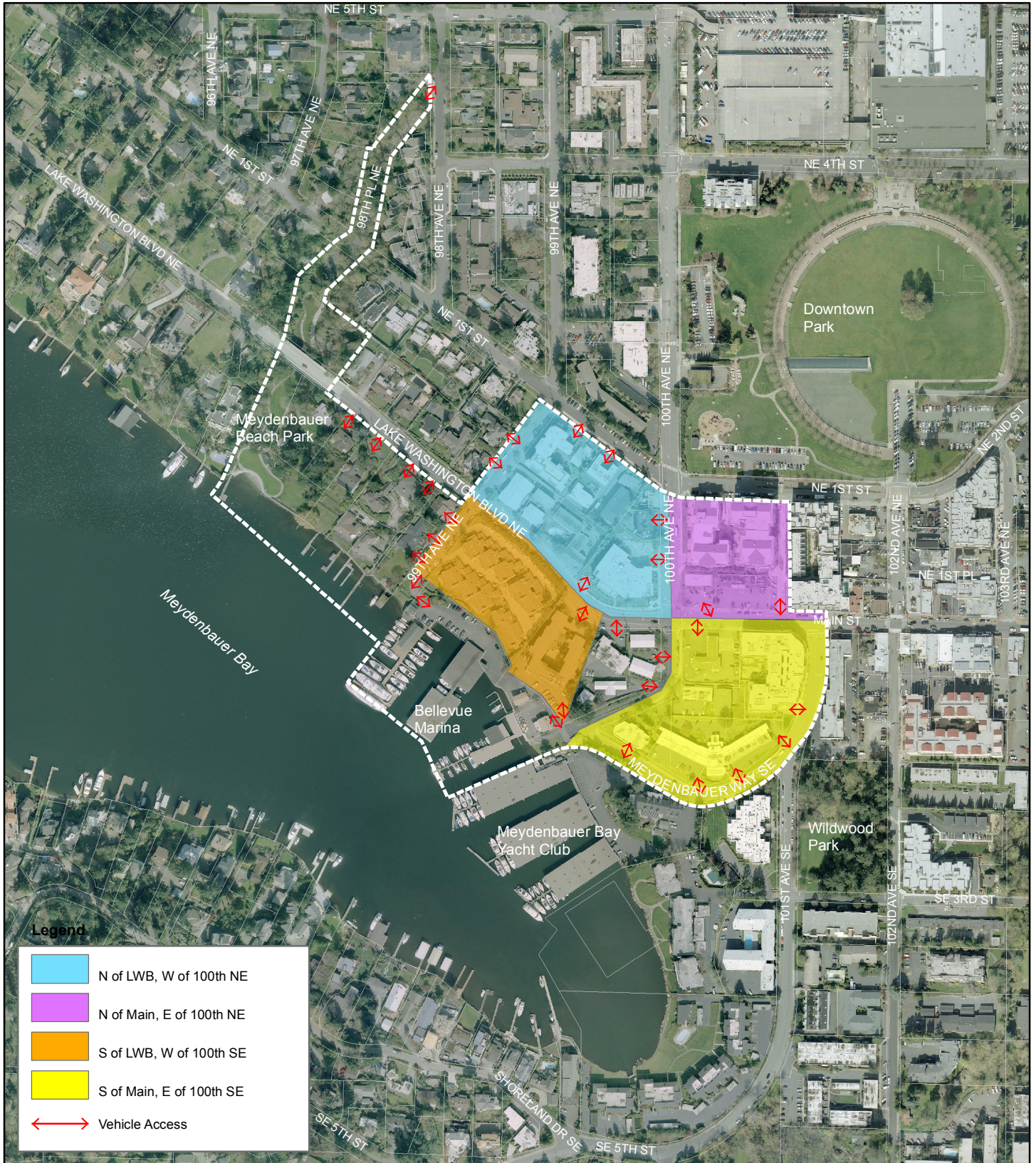
assumptions of future (2020) growth and, as a result, the effects of the four alternatives are considered in the context of their cumulative contribution. This approach for transportation was chosen to provide a more objective basis for comparing the project alternatives. Depending on the magnitude of 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 local, state, and federal 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.

Similar to the transportation analysis, the EIS includes a quantitative assessment for the following design components of the various alternatives: impervious surface, overwater coverage, and shoreline restoration. For these specific components, rough estimates have been prepared for each alternative. The estimates are based on the programmatic-level design features associated with each alternative and should not be considered final or definitive values but used for relative comparisons between alternatives. During the future project-level design phase, these estimates will be revised and refined. However, the rough estimates are presented in this EIS to facilitate comparison among the alternatives, allowing the reviewers and decision-makers to evaluate the relative benefits or impacts of each alternative.

The City of Bellevue is evaluating four alternatives in this programmatic EIS, a No-Action Alternative and three action alternatives, for future development of the new waterfront park and adjacent City-owned parcels and nearby privately owned 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.



Source: City of Bellevue GIS 2009

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

Meydenbauer Bay Park and Land Use Plan EIS
City of Bellevue

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 resulting new 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 on specific parcels 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
- Reduce overwater coverage to 46,000 sf by the elimination of existing accessory residential docks
- Provide approximately 70 parking spaces for park use and marina uses

2.3 ALTERNATIVE 1

While many elements are common to all project alternatives, the action alternatives (i.e., Alternative 1, Alternative 2, and the Preferred Alternative) place greater emphasis than the No-Action Alternative 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.

For the block north of Lake Washington Boulevard and west of 100th Avenue NE, the estimated 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 block south of Main Street and east of 100th Avenue SE, the estimated 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 Ten Thousand Meydenbauer Condominium would continue to be provided by Meydenbauer Way SE. Pedestrian access to Ten Thousand 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 addition of a 4,000-sf community building and a 3,000-sf environmental education center would add year-round activity. 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, construction of shallow water habitat, and viable vegetative communities. Additional below-grade 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 on specific parcels to 15 percent; retain at least 14 slips for transient moorage)
 - Provide comprehensive park improvements, entry plaza, trail system, and new curved pedestrian pier
 - 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
 - Reduce 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 curved pedestrian 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 the Draft EIS (and incorporated into the Final EIS by reference), Alternative 1A was 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 an ecologically improved 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 (and the Preferred Alternative) differ primarily in the program and design of open space and recreational elements. As in all other alternatives, the park area between Lake Washington Boulevard and the shoreline would be expanded southeastward to 99th Avenue NE. As in Alternative 1 and the Preferred Alternative, the Bayvue West parcel would be converted from apartments to a hillside entry plaza for public open space use. While there are differences among the action alternatives 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 of retaining this existing access and parking lot, only a portion of the creek (approximately 360 lf) would be daylighted through the park under Alternative 2 (and the Preferred Alternative).

As in Alternative 1 and the Preferred Alternative, the entry plaza would provide a public connection from Main Street to the shoreline, but in a more structured architectural manner than Alternative 1. 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 on specific parcels to 15 percent; retain at least 14 slips for transient moorage)
 - Provide comprehensive park improvements, entry plaza, trail system, and new pier with elevated viewing platform and 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
 - Expand Pier 1 to include a finger pier to the north
 - Reduce overwater coverage to 28,000 to 29,000 sf
 - Provide moorage for approximately 25-35 long-term and at least 14 transient slips
 - 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 portable 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 the Draft EIS (and incorporated into the Final EIS by reference), Alternative 2A was 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 PREFERRED ALTERNATIVE

For the Final EIS, the City developed a “hybrid” alternative as the Preferred Alternative, combining complementary components of Alternatives 1 and 2. The Preferred Alternative was based on Steering Committee direction following their consideration of public input and the City’s goals and planning principles. The intent of the Preferred Alternative is to balance the multiple and sometimes competing objectives of resource management, recreation opportunities, development, enhancement, preservation, and restoration. The ultimate goal of the Preferred Alternative is to create a signature park and waterfront destination, while connecting this key waterfront area to the downtown area and enhancing the surrounding area, including the shoreline and critical area environments. Components of the Preferred Alternative include (also see Figure 1.3-4).

- 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 on specific parcels to 15 percent; retain at least 14 slips for transient moorage).
 - Provide comprehensive park improvements, entry plaza, lower-level plaza, trail system, new pier with elevated viewing platform and floating boardwalk, and new curved pedestrian pier. Note: the Preferred Alternative shifts the floating boardwalk farther from the shoreline, relative to Alternative 2.
 - Increase park acreage from approximately 3 acres to approximately 9.5 acres.
 - Relocate swimming beach and playground.
 - Daylight stream through park between Lake Washington Boulevard and lake.
 - Relocate and improve wetland at mouth of stream.
 - Remove Piers 2, 3, and the public pier at the beach park.
 - Expand Pier 1 to include a finger pier to the south.
 - Reduce overwater coverage to 30,000 to 31,000 sf.

- Provide moorage for approximately 38-48 long-term and at least 14 transient slips.
- Restore approximately 800 lf of shoreline to more natural conditions.
- Use the Whaling Building as an historical/cultural maritime center.
- Use the Ice House as the harbormaster residence and storage or marina office.
- Provide an approximately 8,000 sf community building (with a maximum footprint of 4,000 sf).
- Provide gathering space/weather shelter with outdoor terrace seating on the kite parcel (i.e., the kite-shaped parcel at the southeast portion of the intersection of Main Street and 100th Avenue) (element unique to the Preferred Alternative)
- Accommodate up to six portable 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 (with access split between Lake Washington Boulevard and Meydenbauer Way SE).

2.6 COMPARISON OF ALTERNATIVES

Table 2.6-1 provides a detailed side-by-side comparison of the four 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 all three action alternatives. Also see Figures 1.3-1, 1.3-2, 1.3-3, and 1.3-4.

Table 2.6-1. Comparison of the Project Alternatives.

Component	No-Action Alternative	Alternative 1	Alternative 2	Preferred Alternative
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	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 [same as Alternatives 1 and 2]
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	Redevelopment within new land use district or overlay district; minor redevelopment under existing zoning [same as Alternatives 1 and 2]
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	Provide consistent street landscaping and pedestrian improvements to connect park and downtown [same as Alternatives 1 and 2]
North of Lake Washington Boulevard, west of 100 th 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	153 dwelling units 25,785 nsf commercial/retail [same as Alternatives 1 and 2]
North of Main Street, east of 100 th 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	306-323 dwelling units 12,500 nsf commercial/retail [same as Alternatives 1 and 2]
South of Main Street, east of 100 th 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	238-286 dwelling units 25,583 nsf commercial/retail [same as Alternatives 1 and 2]
South of Lake Washington Boulevard, west of 100 th Avenue SE	57 dwelling units No commercial/retail	57 dwelling units No commercial/retail	57 dwelling units No commercial/retail	57 dwelling units No commercial/retail [same as Alternatives 1 and 2]

Table 2.6-1. Comparison of the Project Alternatives.

Component	No-Action Alternative	Alternative 1	Alternative 2	Preferred Alternative
Park Parcels				
Acquisition funding or grants	Meet all requirements (e.g., remove residences, associated structures and docks; limit impervious surface on specific parcels to 15 percent; retain at least 14 transient slips)	Meet all requirements (e.g., remove residences, associated structures and docks; limit impervious surface on specific parcels to 15 percent; retain at least 14 transient slips)	Meet all requirements (e.g., remove residences, associated structures and docks; limit impervious surface on specific parcels to 15 percent; retain at least 14 transient slips)	Meet all requirements (e.g., remove residences, associated structures and docks; limit impervious surface on specific parcels to 15 percent; retain at least 14 transient slips) [same as other alternatives]
Residential units	39	0	0	0
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	Comprehensive park improvements on approximately 9.5 acres [similar to Alternatives 1 and 2 but with different combination of elements]
Trails and paths	Limited trails; new shoreline path between 99 th Avenue NE and beach park	Comprehensive trail system, entry plaza, and curved pedestrian pier	Comprehensive trail system, entry plaza, and elevated pier, and floating boardwalk	Comprehensive trail system, entry plaza, curved pedestrian pier, elevated pier, and floating boardwalk [Combination of Alternatives 1 and 2]
Swimming beach	Retain swimming beach	Relocate swimming beach	Relocate swimming beach	Relocate swimming beach [same as Alternatives 1 and 2]
Playground	Retain playground	Relocate playground	No playground	Relocate playground [similar to Alternative 1]
Picnic facilities	No picnic facilities	Provide picnic facilities	No picnic facilities	Provide picnic facilities [same as Alternative 1]
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)	Daylight stream between Lake Washington Boulevard and lake (approximately 360 lf) [same as Alternative 2]
Wetland	Retain degraded wetland	Relocate improved wetland to mouth of stream at lake	Relocate improved wetland to mouth of stream at lake	Relocate improved wetland to mouth of stream at lake [same as Alternatives 1 & 2]

Table 2.6-1. Comparison of the Project Alternatives.

Component	No-Action Alternative	Alternative 1	Alternative 2	Preferred Alternative
Piers	<p>Retain public pier at beach park;</p> <p>Retain moorage Piers 1, 2, and 3;</p> <p>Remove existing residential accessory docks</p>	<p>Remove public pier at beach park;</p> <p>Provide new curved pedestrian pier with viewing platform east of swim beach;</p> <p>Retain moorage Pier 1;</p> <p>Remove roof from moorage Pier 2;</p> <p>Remove moorage Pier 3</p> <p>Remove existing residential accessory docks</p>	<p>Retain public pier at beach park;</p> <p>Provide new public pier with elevated viewing platform and floating boardwalk;</p> <p>Expand moorage Pier 1 with finger pier to north;</p> <p>Remove moorage Piers 2 and 3</p> <p>Remove existing residential accessory docks</p>	<p>Remove public pier at beach park;</p> <p>Provide two new public piers - one with elevated viewing platform and floating boardwalk, and one curved pedestrian pier with viewing platform east of swim beach [similar to Alternative 1, but shorter];</p> <p>Expand moorage Pier 1 with finger pier to south;</p> <p>Remove moorage Piers 2 and 3</p> <p>Remove existing residential accessory docks</p> <p>[combines elements of Alternatives 1 and 2]</p>
Overwater Coverage	46,000 sf	22,000 to 23,000 sf	28,000 to 29,000 sf	30,000 to 31,000 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	Provide 38-48 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 south side of new curved pedestrian pier	<p>Provide PPV launch and moorage for 10 PPVs at new public pier;</p> <p>Potential below-grade PPV storage at south end of park</p>	<p>Provide PPV launch and moorage for 10 PPVs on south side of new curved pedestrian pier;</p> <p>Potential below-grade PPV storage at south end of park</p> <p>[combines elements of Alternatives 1 and 2]</p>

Table 2.6-1. Comparison of the Project Alternatives.

Component	No-Action Alternative	Alternative 1	Alternative 2	Preferred Alternative
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	Restore approx. 800 lf of shoreline to more natural conditions [same as Alternative 2]
Whaling Building	Retain use as storage/marina support	Renovate as historical/ cultural maritime center	Renovate as historical/ cultural maritime center	Renovate as historical/ cultural maritime center [same as Alternatives 1 and 2]
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	Retains harbormaster residence above; remodels as storage or marina office below [same as Alternatives 1 and 2]
Community Building	No community building	Provide approx. 4,000 sf community building	Provide approx. 8,000 sf community building	Provide approx. 8,000 sf community building with maximum 4,000 sf footprint [similar to Alternative 2]
Education Center	No education center	Provide approx. 3,000 sf education center	No education center	No education center [same as Alternative 2]
Café	No café	No café	Provide 3,000 sf café	No café [same as Alternative 1]
Vendor kiosks	No vendor kiosks	No vendor kiosks	Provide up to 6 vendor kiosks	Accommodate up to 6 portable vendor kiosks [similar to Alternative 2, but portable]
Restrooms	Retain public restrooms at beach park; allow public access to single Americans with Disabilities Act (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	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 [same as Alternative 2]

Table 2.6-1. Comparison of the Project Alternatives.

Component	No-Action Alternative	Alternative 1	Alternative 2	Preferred Alternative
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 (10 spaces in pull out along Lake Washington Blvd, 6 spaces at marina, 90 spaces in one underground garage)	Provide approx. 156 parking spaces for park use (10 spaces in pull out along Lake Washington Blvd, 6 spaces at marina, a total of 112 spaces in two underground garages, retain 28 spaces of existing parking in ravine)	Provide approx. 156 parking spaces for park use (10 pull out along Lake Washington Blvd, 8 short-term spaces at the marina, 2 underground garages (a total of 110 spaces), retain existing parking (28 spaces) in ravine) [between Alternatives 1 and 2]
Adjacent on-street parking along 99 th Avenue NE and Lake Washington Blvd	Retain approx. 15 spaces along 99 th Avenue NE	Replace approx. 10 spaces along 99 th Avenue NE	No on-street parking along 99 th Avenue NE	Replace approx. 8 spaces along 99 th Avenue NE [similar to Alternative 1]

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

2.7 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 objectives 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 complement 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. Additional information about alternatives initially considered but eventually eliminated from full analysis is presented in Section 2.6 of the Draft EIS and is not reproduced here.

CHAPTER 3 – ANALYSIS OF THE PREFERRED ALTERNATIVE

As explained in Chapters 1 and 2, the full analysis of the affected environment, impacts, and mitigation measures for the No-Action Alternative, Alternative 1, and Alternative 2 (and Alternatives 1A and 2A) is presented in the Draft EIS; the full analysis is not reproduced in this Final EIS; rather, the analysis is incorporated by reference. Chapter 3 of the Final EIS presents the analysis of potential impacts on the human and natural environment associated with implementation of the Preferred Alternative. Because the Preferred Alternative is in many cases a hybrid of Alternatives 1 and 2, combining the desired elements of each, the analysis below frequently describes potential impacts of the Preferred Alternative compared with the impacts of Alternatives 1 and 2, as described in the Draft EIS. In addition, Table 1.4-1 summarizes the potential impacts of all alternatives.

Interested readers are referred to the Draft EIS for information on the affected environment, regulatory considerations, and methodology for the resources examined. That information has not been revised (except as noted in the *Errata* section) and is not duplicated in the Final EIS.

3.1 EARTH

3.1.1 Impacts of Preferred Alternative

The potential for short-term construction impacts from the activities of the Preferred Alternative would be greater than the No-Action Alternative and similar to the other action alternatives (most similar to Alternative 2, with the similar degree of proposed park improvements). The Preferred Alternative would require more in-water work than the other alternatives, a portion of the stream in the ravine would be daylighted (as in Alternative 2), and a wetland would be relocated. The redevelopment in the nearby upland areas would involve a greater area and be more extensive than for the No-Action Alternative, but would be the same as Alternatives 1 and 2.

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

Construction Impacts

Demolition

Demolition of existing upland and in-water structures would be required for the Preferred Alternative. Upland demolition activities associated with the Preferred Alternative would include the 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 the Preferred Alternative 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 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 (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 in the Draft EIS. BMPs such as complying with in-water work window requirements, 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 the Preferred Alternative than for the No-Action Alternative, and comparable to that of the other action alternatives because of the degree of demolition associated with each alternative.

Earthwork

Earthwork activities associated with the Preferred Alternative 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 the Preferred Alternative. 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 of 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 the Preferred Alternative would be relatively greater than the No-Action Alternative and comparable to that of the other action alternatives. Potential impacts on slope stability, settlement, groundwater, and erosion associated with the Preferred Alternative are expected to be minor and similar to those described in the Draft EIS for Alternatives 1 and 2.

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 Critical Areas Ordinance (CAO) and Land Use Code (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 the Preferred Alternative 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 impacts associated with the Preferred Alternative would be comparable to that of Alternatives 1 and 2.

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 slightly less for the Preferred Alternative than the No-Action Alternative because the new buildings/structures would be designed and built in accordance with current seismic standards and codes. The potential impacts associated with the Preferred Alternative would be comparable to that of Alternatives 1 and 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 impacts would be slightly less for the Preferred Alternative than for the No-Action Alternative because the new buildings/structures would be designed and built in accordance with current standards and codes. The potential impacts associated with the Preferred Alternative would be comparable to that of Alternatives 1 and 2

3.1.2 Summary of Impacts

Implementation of the Preferred Alternative 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 Preferred Alternative relative to the No-Action Alternative, given the greater level of development proposed; however, such impacts are considered slight and insignificant.

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 the Preferred Alternative 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 the action alternatives. The potential for impacts under the Preferred Alternative is considered similar to Alternatives 1 and 2 because of the similarity of the proposed elements.

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

3.2 SURFACE WATER AND WATER QUALITY

3.2.1 Impacts of the Preferred Alternative

The Preferred Alternative would reconfigure and expand the park to include additional walking paths and parking, but would reduce vehicle access to, and long-term boat moorage in, 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 partially daylighted and restored (as in Alternative 2). 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, similar to the design for 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.

New development and redevelopment projects of any scope must comply with construction stormwater pollution prevention requirements. Projects 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. The Preferred Alternative would exceed these thresholds (approximately 717,950 sf of impervious surfaces [422,850 sf for the upland parcels, 136,200 sf for the park parcels, and 158,900 sf for the road right-of-way]) and would therefore need to comply with all City of Bellevue stormwater requirements. Direct discharge to the lake of treated stormwater is allowed, provided that discharge is conveyed to the lake in a closed conduit designed for a 100-year storm event.

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, addressed at the project level. 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 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 the Preferred Alternative would require routine maintenance to maintain treatment performance. Maintenance typically includes inspections, removal of accumulated sediments and floatables, and replacement or cleaning of any filter media. 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 the Preferred Alternative would need to address the following stormwater- and water-quality related issues.

Ravine Stream Hydraulic Design

The design to partially daylight the 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 currently use flow control facilities to limit their peak flows into the stream. 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.

Daylighting a portion of 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. Given the City's commitment to environmental stewardship for this project, all opportunities to control and mediate stormwater flows and associated pollution to create a biological asset will be explored at the project design level.

Buildings, Vehicle Access, Lawn, and Landscaped Areas

Under the Preferred Alternative, 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 the Preferred Alternative, 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

Like Alternative 1, the Preferred Alternative includes a stormwater feature in the vicinity of 100th Avenue NE and 100th Avenue SE. Such a feature would need to undergo additional definition at the project level 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. The City of Bellevue does not have water rights to draw from Lake Washington, and there are no known available rights to purchase at this time. Therefore, supplemental pumping of lake water is unlikely. 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).

3.2.2 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 the Preferred Alternative 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 due to more strict controls on runoff generated by construction sites. From a water quality perspective, the Preferred Alternative is similar to Alternatives 1 and 2 and would likely have similar stormwater impacts. Differences in impervious surface area may be offset by different surface configurations and treatment methods (which would be selected on a case-by-case basis to address localized site conditions at the project design level). Any future stormwater design for any of the alternatives would need to comply with all City of Bellevue stormwater requirements.

As with Alternatives 1 and 2, the installation of new treatment facilities under the Preferred Alternative 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. Effects associated with changes in flow, pollutant loads, and concentrations could be minimized by a formalized stormwater management plan and potential implementation of infiltration, dispersion, or biofiltration BMPs (Ecology 2005). No significant, unavoidable adverse impacts would result, and the impacts from the Preferred Alternative would be comparable to Alternatives 1 and 2, 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.

3.3.1 Impacts of the Preferred Alternative

This section analyzes the short-term and long-term effects of the Preferred Alternative on plants and wildlife, fish, and their habitats within the study area. As stated in Chapter 2 (*Description of Alternatives*), this analysis is generally qualitative because of the programmatic nature of the document. Analysis of the No-Action Alternative, Alternative 1, and Alternative 2 is presented in the Draft EIS, and is incorporated here by reference.

Key elements of the Preferred Alternative with the potential to affect plants and animals are listed in Table 3.3-1, followed by a narrative summary of the potential impacts.

Table 3.3-1. Actions Associated with the Preferred Alternative with the Potential to Affect Study Area Habitats.

Habitat	Preferred Alternative Actions
<i>Forested Ravine</i>	
Forest and Open Space Connection	Expand park and connect shoreline to a new lower plaza (approximately 9.5 acres total) [Same as Alternative s1 and 2]
Stream Restoration	Daylight stream between Lake Washington Blvd and the bay approximately (360 lf) [Same as Alternative 2]
<i>Wetlands</i>	
Wetland Enhancement	Fill wetlands and replace near mouth of daylighted stream [Same as Alternatives 1 and 2]
<i>Shoreline</i>	
Shoreline Armoring	Restore 800 lf of shoreline [Same as Alternative 2]
Park Pier	Provide two new park piers – one with elevated viewing platform and floating boardwalk, and one with viewing platform east of swim beach (curved pedestrian pier); remove existing beach park pier [Combination of public piers unique to Preferred Alternative]
Residential Docks	Remove 6 residential docks [Same as Alternatives 1 and 2]
Bellevue Marina	Remove Piers 2 and 3 Add finger pier to Pier 1 Provide new public pier with elevated viewing platform and floating boardwalk with transient moorage [Similar to Alternative 2 but design unique to the Preferred Alternative]
Overwater Cover	30,000-31,000 sq ft [greatest among action alternatives (2,000 sq ft greater than Alternative 2)]
<i>Urban Environments</i>	
Impervious Surface ¹	717,950 sf of impervious surface area (422,850 sf for the upland parcels, 136,200 sf for the park parcels, and 158,900 sf for the road right-of-way)

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). See the *Errata* (for page 3-40 and the “global revision”) for additional information on the methodology used to calculate impervious surface area.

Plants and Wildlife

As with all of the alternatives, construction noise associated with project-specific development under the Preferred Alternative would generate short-term effects on plants and wildlife. General construction noise would be associated with heavy equipment, such as jack hammers, bulldozers, and backhoes. Construction-related activities and related noise could disturb birds inhabiting or nesting in the study area, which could reduce nesting success. In the long term, migratory birds would continue to use the area for nesting, roosting, foraging, and dispersal. Small mammals would continue to use the small patches of habitat for feeding, reproduction, and dispersal; construction effects would be limited in duration.

Habitat improvements in the forested ravine portion of the park represent an improvement in habitat conditions relative to existing conditions. As with the other action alternatives, the Preferred Alternative includes increasing the park to a total area of 9.5 acres. Each of the action alternatives also proposes filling existing wetlands and replacing their function and habitat values at the mouth of the stream.

As with all alternatives, construction effects on plants and wildlife under the Preferred Alternative would likely be minimal and considered less than significant.

Fish

Similar to all alternatives, impacts associated with future project-specific development anticipated under the Preferred Alternative on non-listed fish species 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. As with all alternatives, the Preferred Alternative includes removing the six existing residential docks. Like Alternative 2, the stream running through the forested ravine would be partially daylighted (approximately 360 lf). Also like Alternative 2, the Preferred Alternative includes approximately 800 lf of shoreline restoration; restoring shoreline habitat would benefit juvenile salmon rearing habitat as well as provide the opportunity for sockeye salmon spawning habitat that was historically present.

In-water or shoreline construction activities would generate intermittent, short-term increases of in-water noise. Pile driving is likely for the Preferred Alternative; specific project-level details of pile driving activities such as pile installation method, pile diameter, or type are not available but would be considered under future project-specific analysis. Underwater noise and vibration from pile driving and the potential for fish kills are of concern to both the National Marine Fisheries Service (NMFS) and the U.S. Fish and Wildlife Service (USFWS) (WSDOT 2008). With its curved pedestrian pier and floating boardwalk elements, the Preferred Alternative represents the greatest amount of in-water or shoreline work among all alternatives. Overwater coverage would be reduced to 30,000-31,000 square feet and represents the greatest amount among the action alternatives. Mitigation measures to reduce noise and vibration would likely be a condition of any necessary in-water work permit or approval. Construction effects would be limited in duration. With the implementation of the required mitigation measures specified under permit conditions (e.g., in-water work windows), short-term construction effects on non-listed fish under the Preferred Alternative would likely be minimal and considered less than significant.

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. Both the reduction of overwater structures and the restoration of the shoreline to mimic natural shallow water habitat would have a beneficial effect on juvenile salmonids. The restoration of the 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 minor beneficial effect on water quality, given the fact that no stormwater treatment facilities exist within the study area. Overall, the Preferred Alternative would have a beneficial effect on fish over the long term.

Threatened and Endangered Species

Listed Chinook salmon, 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. Compliance with the Endangered Species Act (ESA) and consultation with the USFWS and/or NMFS would be initiated for future projects associated with the Preferred Alternative. As with all alternatives, terms and conditions of a subsequent biological opinion, combined with project-level SEPA review, would identify and minimize potential effects on listed species. Of the four alternatives analyzed, the Preferred Alternative represents moderate improvements to aquatic habitat, similar to Alternative 2 (more benefit than the No-Action Alternative, less benefit than Alternative 1). Under the Preferred Alternative, there would be a long-term minor beneficial effect on listed Chinook, steelhead, and bull trout.

Overwater Cover

Some of the new design elements (in particular, the new curved pedestrian pier and floating boardwalk) could introduce new areas of site-specific overwater cover, which could have negative effects on juvenile fish (both listed and non-listed species). Any new overwater structures would incorporate design elements that minimize effects on fish while reducing damage to the environment. Overwater structures such as piers and floats should be no longer or wider than needed for the specified function. Project-specific design should minimize the footprint of overwater structures to reduce shading impacts. Potential design elements to reduce shading impacts include the use of grating, transparent glass blocks, prisms, or floors.

The Preferred Alternative would decrease overwater coverage, which would likely decrease opportunities for predation on juvenile fish in the study area. However, at the programmatic level, it is not possible to quantify a change in predation mortality because: (1) it is not possible to predict precisely how much predator density would change; and (2) it is not possible to determine if decreased density in the study area represents an actual decrease in predator population, or merely a relocation of existing predators to more favorable habitats with no attendant change in predation mortality. Future project-level design would include a detailed assessment of predation opportunities on juvenile fish and opportunities to improve conditions through design.

3.3.2 Summary of Impacts

Implementation of the project-specific development anticipated under the Preferred Alternative 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 Preferred Alternative (and the other action alternatives) relative to the No-Action Alternative, given the greater level of development proposed; however, such impacts are considered nominal and insignificant. 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 Preferred Alternative relative to Alternatives 1 and 2, 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. The Preferred Alternative would expand 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, the Preferred Alternative includes wetland and stream habitat restoration efforts with associated water quality and habitat improvements and reduced shoreline armoring. The Preferred Alternative would result in 800 lf of shoreline restoration, which represents approximately 64 percent of the study area shoreline and 8 percent of the bay shoreline and is a considerable increase from no shoreline restoration in the No-Action Alternative. Shoreline restoration under the Preferred Alternative is similar in linear feet to Alternative 2. The Preferred Alternative would have a slight lower beneficial effect than Alternative 1, which includes 950 lf of shoreline restored (representing approximately 76 percent of the study area shoreline and 10 percent of the bay shoreline). Such restoration efforts would be particularly beneficial to nearshore fish and wetland-dependent species. As with the other alternatives, the Preferred Alternative would reduce overwater structures and cover, which in combination with development of shallow water habitat and viable vegetative communities would slightly improve habitat for juvenile fish; under the Preferred Alternative, the reduction would be from 46,000 square feet under the No-Action Alternative to 30,000 to 31,000 square feet.

In summary, the project-specific development anticipated under the Preferred Alternative would result in no significant unavoidable adverse impacts on plants or animals in the study area. The Preferred Alternative would provide long-term minor beneficial effects on plants and animals. Future project-specific development would be subject to permit requirements associated with wetlands and listed fish species.

3.4 LAND USE

3.4.1 Impacts of the Preferred Alternative

The Preferred Alternative strives to respond comprehensively to the Council-adopted planning principles related to the creation of a waterfront district with high-quality civic open space and appropriate adjacent development. The three action alternatives are identical in terms of the proposed regulatory change and redevelopment of upland parcels and the designation of a new overlay district. Similar to Alternatives 1 and 2, the Preferred Alternative emphasizes shoreline access and public facilities associated with a waterfront park, strengthening connections between the waterfront and downtown, and enhancing the surrounding area, including the shoreline and critical area environments. Land use impacts associated with the Preferred Alternative are summarized below.

Residential and Commercial Redevelopment

Under the Preferred Alternative, Comprehensive Plan policies and Land Use Code regulations would be revised to accommodate the desired redevelopment of portions of the study area. This may be accomplished through a new land use district, new overlay district, or similar mechanism. Several parcels in the study area would be subject to the new standards, which would provide incentives to encourage redevelopment to create a transition between downtown and the waterfront. Density would be controlled by a Floor Area Ratio (FAR) rather than by units per acre, which it is under current Land Use Code regulations. Increased density would be allowed in exchange for public amenities that support a higher quality pedestrian realm or provide other public benefits. While current building height limitations would be retained, other development restrictions, such as building setbacks and lot coverage, would be eased to accommodate the increased density. In the area South of Main, east of 100th Avenue SE, some expansion of pedestrian-oriented retail would be allowed.

The Preferred Alternative would increase the allowable development intensity for two sections of the study area. For the block north of Lake Washington Boulevard and west of 100th Avenue NE, the estimated unit count would increase by approximately 38 units (from approximately 115 units in the No-Action Alternative to approximately 153 units in the Preferred Alternative). For the block south of Main Street and east of 100th Avenue SE, the estimated 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 the Preferred Alternative). 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. 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 the Preferred Alternative, the Brant Photography parcel would not be part of a new overlay district and would be expected to redevelop under existing zoning.

This development program for the upland parcels under the Preferred Alternative, and associated land use impacts, is the same as for Alternatives 1 and 2, as described in the Draft EIS.

Parks and Public Facilities Redevelopment

The action alternatives differ primarily in the program and design of open space and recreational elements; program development details are described in Chapters 1 and 2. In general, the park area between Lake Washington Boulevard and the shoreline would be expanded eastward to 99th Avenue NE and along the Bellevue Marina. The Bayvue West parcel would be converted from apartments to a hillside entry plaza for public open space use. The Preferred Alternative would include a community building sited in the park area west of 99th Avenue NE; this community building would be approximately 8,000 sf, as in Alternative 2, although the building footprint would be limited to 4,000 sf.

While there are many differences among the project alternatives 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 perspective, 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 Alternatives 1 and 2, the entry plaza would provide a public connection from Main Street to the shoreline, but in a more structured architectural manner most like Alternative 2. 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. The Preferred Alternative would include below-grade flexible space for programming such as storage and/or rental for people-propelled vessels (PPVs) and other park support uses located in structures integrated into the hillside entry plaza south of Main Street along the alignment of 100th Avenue SE. The underground structure would include 40 parking spaces. 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. Any non-recreation use proposed within a city park requires conditional use permit approval, which is a mechanism by which the City may require special conditions on development or on the use to ensure that uses or activities are compatible with other uses in the vicinity.

Policy Conformance

Compared to the No-Action Alternative, the addition of the hillside entry plaza in the Preferred Alternative 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 community-wide significance. City park uses are currently permitted in the R-30 district; therefore, the change in use would be consistent and would not conflict with existing regulations. Policy conformance issues are essentially identical among the three action alternatives.

3.4.2 Summary of Impacts

Implementation of the Preferred Alternative 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 the action alternatives compared to the No-Action Alternative, with the Preferred Alternative (and 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 more completely address the policy goals and objectives articulated in the Comprehensive Plan and the 12 planning principles.

In summary, the Preferred Alternative would result in no significant unavoidable adverse land use impacts in the study area. However, the City will need to amend the Comprehensive Plan and Land Use Code to reflect redevelopment incentives for targeted upland areas; with the amendments, redevelopment under any of the four project alternatives would be consistent with applicable policies and regulations. The Preferred Alternative 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

3.5.1 Impacts of the Preferred Alternative

The Preferred Alternative includes the following future project-specific elements in the vicinity of the shoreline area: demolishing nine single-family residences; regrading and landscaping the site; removing the swim beach pier, relocating the beach park restroom and picnic facilities; relocating the playground; 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; removing the six timber residential docks; expand Pier 1 to include a finger pier, with the provision of 38 to 48 long-term moorage slips and at least 14 transient public day-use slips; and constructing two new public piers, one with an elevated viewing platform and floating boardwalk, and one with a viewing platform east of the swim beach, to provide public access over the water and PPV use. The Preferred Alternative includes constructing outside of the designated shoreline jurisdiction an 8,000-sf community building with a maximum footprint of 4,000 sf, two below-grade parking garages, and terraces and paths as part of the park expansion. The Preferred Alternative also includes constructing multi-family and mixed-use structures, most of which are outside the designated shoreline jurisdiction.

Potential impacts on the shoreline from implementation of the Preferred Alternative are described below for waves and currents, sediment, shoreline interface, wetlands, piers/docks/moorage, public access, ecological function, and regulatory compliance.

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 the Preferred Alternative. Impacts on and 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 at the project level as part of the state permitting. 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 the Preferred Alternative 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. Potential impacts would be similar to Alternatives 1 and 2.

Shoreline Interface

Future project-specific actions for the Preferred Alternative would require excavation, fill, demolition, and construction to restore and modify the shoreline, construct a new pedestrian pathway, move and expand the swimming beach, and modify 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.).

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. Measures to address shoreline protection would be determined as part of the project-specific permitting process based on final project design. As part of the Preferred Alternative, approximately 800 lf of shoreline would be restored to a more natural condition – the same as proposed for Alternative 2 but less than the 950 lf proposed under Alternative 1.

The potential short-term impacts on the shoreline interface associated with the Preferred Alternative would be greater than the No-Action Alternative and would be similar to Alternatives 1 and 2.

Wetlands

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

The potential short-term (construction) and long-term impacts on wetlands associated with the relocation and restoration proposed for the Preferred Alternative would be similar among all three action alternatives.

Piers, Docks, and Moorage

The Preferred Alternative includes the removal of Piers 2 and 3 including the roof structures; removal of the public pier at the beach park; removal of the six timber residential docks; expansion of Pier 1 with a new finger pier and reconfigured moorage; and the installation of two new public piers, one with an elevated viewing platform and floating boardwalk, and one with a viewing platform east of the swim beach (the curved pedestrian pier).

The Preferred Alternative would require more in-water work (demolition and installation of piers and docks) than Alternatives 1 or 2, and the relative potential impacts would be somewhat greater.

Long-term moorage at the Bellevue Marina would be reduced from 87 usable slips under the No-Action Alternative to between 38 and 48 long-term slips under the Preferred Alternative. In addition, at least 14 slips would be provided for transient moorage along the south side of the new floating boardwalk. Additional moorage and boating-oriented opportunities would include hand-launching of PPVs, such as canoes or kayaks, between the curved pedestrian pier and Pier 1, and guest tie-ups along the south side of the curved pedestrian pier. Construction at the marina would be subject to performance standards included in the City's updated Shoreline Master Program (SMP).

Similar to Alternatives 1 and 2, the Preferred Alternative would also provide opportunities for public amenities for boaters. A sewage pump-out facility could be incorporated onto Pier 1. 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 renovated and expanded in this alternative, the net result to moorage in the marina would be fewer slips overall, relative to the No-Action Alternative; however, the Preferred Alternative includes the potential for the most moorage slips among the action alternatives. The Preferred Alternative simplifies the public moorage configuration and slightly reduces potential conflicts between users of adjacent docks. The Preferred Alternative provides greater separation between public moorage and the Meydenbauer Bay Yacht Club, and the curved pedestrian pier effectively separates boaters from the swimming beach.

Public Access

Similar to Alternatives 1 and 2, 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 Alternatives 1 and 2.

The addition of the public pier with a fixed elevated viewing platform and floating boardwalk would provide new viewing opportunities and public access to the water. It would also provide guest moorage and tie-up opportunities in a location different from the No-Action Alternative. The addition of the new curved pedestrian pier near the swimming beach would provide additional viewing opportunities, public access to deeper water, and new launch facilities for small PPVs.

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. Project-specific design of new piers will comply with building codes and safety standards that include provisions for structural soundness and for public safety of children and other users.

With the incorporation of two new public piers, the Preferred Alternative represents the greatest benefits to public access among all of the alternatives.

Ecological Characteristics and Functions

The short-term impacts from demolition and construction along the shoreline and within the water for the Preferred Alternative are anticipated to be similar to those associated with Alternatives 1 and 2. Short-term disruption from construction of the proposed pathway, demolition of Piers 2 and 3, renovation and expansion of Pier 1, and construction of the two new public piers (the curved pedestrian pier and the floating boardwalk) 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. Such shoreline impacts would be the greatest among all alternatives because of the greater extent of proposed shoreline facilities.

Long-term changes for the Preferred Alternative include a reduction in the total number of in-water structures (from ten to three) with the removal of the six small timber residential docks and the public pier at the beach park. The existing piers, docks, and slips may be inhibiting juvenile salmonid migration along the shoreline and providing habitat and protection for species that prey on juvenile fish. Overwater cover for this alternative would be reduced from 46,000 square feet under the No-Action Alternative to between approximately 30,000 and 31,000 square feet (the least reduction among the action alternatives). The installation of two new public piers would provide more overwater cover over shallow water habitat, relative to the other action alternatives.

In general, the impacts from the Preferred Alternative would be beneficial because of the reduction in overwater coverage relative to the No-Action Alternative. However, there would be more overwater cover than Alternatives 1 or 2. Sloping the shoreline and creating shallow water habitat will ensure that shoreline restoration also would benefit ecological functions of the nearshore area.

Regulatory Compliance

Local, state, and federal permits such as those from the City, U.S. Army Corps of Engineers (Corps), Washington Department of Fish and Wildlife (WDFW), Ecology, and Washington Department of Natural Resources (DNR) would be required for all work within 200 feet of the OHW mark and all affiliated in-water work.

The floating boardwalk and (to a lesser extent) the curved pedestrian pier proposed under the Preferred Alternative may be more difficult to permit with state and federal agencies as they involve overwater cover of shallow water habitat (more critical for juvenile salmonids) and provide potential habitat for predators. 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 and curved pedestrian pier might trigger habitat creation requirements and/or design, location, or alignment modifications to address adverse effects on habitat. Pier length, especially the extent of the curved pedestrian pier, also may require modification as part of project-specific review by resource agencies. For project-level approvals, the project as a whole will be required to demonstrate overall functional improvement to satisfy state and federal agencies with jurisdiction that substantial environmental benefits will be realized in exchange for in-water or over-water development, particularly development involving shallow overwater coverage. For

example, Pier 1 would likely be required to comply with current standards or to achieve or demonstrate environmental benefits, such as incorporation of grated decking or other measures where possible.

Consistency with SMA and Bellevue SMP

Similar to Alternatives 1 and 2, the Preferred Alternative 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, the Preferred Alternative provides fewer ecological improvements to the site compared to Alternative 1 (which proposes the greatest length of shoreline restoration as well as less overwater cover and total impervious surface). The Preferred Alternative provides the most shoreline public access opportunities and shoreline-dependent recreational use of all alternatives.

Ecological conservation, improved ecological function, and improved recreational opportunities on or along the shoreline are key priorities of the State Shoreline Management Act and the City's SMP. The Preferred Alternative best reflects these key priorities.

3.5.2 Summary of Impacts

Implementation of the Preferred Alternative would have shoreline impacts, 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, could reduce water quality in the study area. Such impacts would be more pronounced under the Preferred Alternative 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 laws or codes. Impacts could also be mitigated for by habitat creation at the site. The long-term benefits of the Preferred Alternative 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. Like Alternatives 1 and 2, the Preferred Alternative would include the replacement of the existing shoreline with more natural shorelines, and would daylight sections of the stream at the west end of the park. The Preferred Alternative would reduce the total overwater cover associated with the marina (although less relative to the other two action alternatives), improve existing marina infrastructure condition and function compared to the No-Action Alternative, and improve overall water-related recreational opportunities at the site. The Preferred Alternative accommodates more diverse shoreline uses and access compared to the No-Action Alternative. Although the Preferred Alternative would reduce long-term moorage compared to the No-Action Alternative, this reduction is not considered significant; the City does not have standards related to the provision of public moorage.

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

3.6 PARKS AND RECREATION

3.6.1 Impacts of the Preferred Alternative

Based on the full description of project elements for the Preferred 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 piers; limit impervious surface of specific properties to 15 percent; retain at least 14 slips for transient/public day-use moorage).
- Provide comprehensive park improvements, entry plaza, multi-level, terraced structure, 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.
- Expand Pier 1 to include finger pier to the south, providing moorage for 38-48 long-term slips.
- Construct new public pier with elevated viewing platform and floating boardwalk, providing at least 14 slips for transient moorage.
- Construct new public pier with viewing platform at the east edge of the swimming beach (the curved pedestrian pier).
- Restore approximately 800 lf of shoreline to more natural conditions.
- Use the Whaling Building as an historical/cultural maritime center.
- Use the Ice House as the harbor master residence and storage or marina office.
- Provide an approximately 8,000 sf community building, with a maximum footprint of 4,000 sf.
- Accommodate up to six portable 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 (below the kite parcel) with access split between Lake Washington Boulevard and Meydenbauer Way SE.
- Gathering space/weather shelter with outdoor terrace seating.

Impacts of the Preferred Alternative are summarized below for recreation demand, opportunities, and conformance with applicable policies.

Recreation Demand

Upland redevelopment would be the same as proposed under both Alternatives 1 and 2. Any increase in recreation demand would come from redevelopment within the study area and the greater downtown core, as well as from the community as a whole. 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 the Preferred Alternative on recreational opportunities and provision of open space are relatively similar to those under both Alternatives 1 and 2. All three action 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 the action alternatives vary more in regard to shoreline implications and specific ecological issues, which are addressed as appropriate in other sections of this chapter.

Nonetheless, the Preferred Alternative does differ in some ways with respect to recreation opportunities. As a hybrid alternative, the Preferred Alternative includes a mix of components of Alternatives 1 and 2, as well as some unique elements. The Preferred Alternative includes two public piers (the elevated walkway with a floating boardwalk and the curved pedestrian pier), whereas Alternatives 1 and 2 each only includes one such component; the Preferred Alternative thus would provide the greatest public access to open lakefront of the action alternatives. Unlike Alternative 2, the Preferred Alternative does not include a café, but instead includes an enclosed or enclosable gathering space. Like Alternative 1, the Preferred Alternative includes a smaller footprint (4,000-sf) for the community building, although the maximum size (8,000 sf) would be the same as Alternative 2. Like Alternative 2, the Preferred Alternative accommodates up to six vendor kiosks, although they would be portable (unlike Alternative 2).

The design of the entry plaza and tucked-under parking garage are similar between the Preferred Alternative and Alternative 2, differing substantially from the terraced design in Alternative 1; in particular, this element makes the Preferred Alternative most similar to Alternative 2 from a recreation opportunity and pedestrian access perspective. Alternative 2 contains a unique feature: the gathering space/weather shelter with outdoor terrace seating area.

Although similar to the redesign in Alternative 2, the expanded Pier 1 is a unique design element of the Preferred Alternative and includes the most moorage capacity among the action alternatives, with 38 to 48 long-term moorage slips. Relocating the swimming beach to the east would provide the same benefit as in Alternatives 1 and 2 by segregating seasonally active beach use from adjacent single-family homes.

Overall, the intensity of programmed use is most similar to Alternative 2, and slightly more than Alternative 1. The intent of the program mix is to benefit park users by providing some activities associated with an active urban waterfront, while still providing a waterfront experience as a retreat or escape from urban life. Like Alternatives 1 and 2, the Preferred Alternative proposes a developed recreational destination of community-wide appeal. With its combination of active program elements, natural areas, and increased waterfront access and viewing opportunities, the Preferred Alternative 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. The Preferred Alternative 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. State and local policies promote the development of recreation opportunities consistent with urban development. The park expansion under the Preferred Alternative 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, the Preferred Alternative (like Alternatives 1 and 2) 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 2009).

The Preferred Alternative 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. Like Alternative 2, the Preferred Alternative would provide a structured urban approach to developing the entry plaza and hillside connection. 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) relative to Alternative 1, especially over the short-term before site landscaping has matured.

The park must meet applicable Land Use Code criteria. The Preferred Alternative does not appear to conflict with existing Land Use Code requirements. Bellevue’s Land Use Code allows Lake Washington beachfront parks as a conditionally permitted use in single-family residential zones. The Preferred Alternative would have to comply with conditional use criteria as part of project-specific approval.

The Preferred Alternative 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), the Preferred Alternative meets the standards for a community park (serving a broader public purpose than a neighborhood park and with a city-wide service area) and for waterfront access (serving a citywide need for public access to Lake Washington).

3.6.2 Summary of Impacts

Implementation of the Preferred Alternative 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 similar among all action alternatives and greater than the No-Action Alternative. Redevelopment of the park parcels would be consistent with applicable policies and regulations. Like Alternatives 1 and 2, the Preferred Alternative 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. Similar to Alternative 2, the

Preferred Alternative would provide a broader range of park redevelopment and opportunities for serving a wider user community.

As proposed, the Preferred Alternative is programmatically consistent with existing City policies. 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 under the Preferred Alternative.

3.7 VISUAL QUALITY

3.7.1 Impacts of the Preferred Alternative

The Preferred Alternative is a hybrid of the other two action alternatives. Visual simulations from three viewpoints are included in Figures 3.7-1 through 3.7-6 to demonstrate the visual impacts associated with the Preferred Alternative compared to the No-Action Alternative. Interested readers are referred to the Draft EIS to review the visual simulations presented in that analysis for Alternatives 1 and 2.

For the Preferred Alternative, park landscape areas, non-park building character, and streetscapes would be most similar to those under Alternative 2. In general, new park landscape areas would have a softer, more natural character than the highly manicured residential landscapes they would replace. Some new structures in the park would have larger building footprints than the buildings that would be removed but, because there would be fewer of them, the buildings would occupy less total ground area than the existing condition, although more than the No-Action Alternative. New structures would comply with currently established height limits. Streetscape improvements along Lake Washington Boulevard, 99th Avenue NE, 100th Avenue NE, Main Street, Meydenbauer Way, and NE 1st Street would improve visual continuity throughout most of the study area. Portions of the Upper Block and area South of Main would redevelop with multi-story buildings (within currently allowed height limits), providing increased streetscape continuity and public amenities. Relaxation of building setback and lot coverage requirements in these upland areas to accommodate increased density would likely result in larger building footprints as compared with the No-Action Alternative. The park buildings would be larger than those in Alternative 1 (and similar to those under Alternative 2), 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. However, views from Lake Washington Boulevard near 100th Avenue SE would be substantially improved compared to the No-Action Alternative because the Preferred Alternative would provide a street-level entry plaza where the No-Action Alternative would retain above grade multi-family structures.

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 as compared to the No-Action Alternative. The structure would be most visible from the Ten Thousand Meydenbauer Condominiums due to the primarily westward view orientation of that building.

View from the South Shore of Meydenbauer Bay

Views from the south shore of Meydenbauer Bay would be considerably modified in the Preferred Alternative compared to the No-Action Alternative (see Figures 3.7-1 and 3.7-2, presented at the end of the chapter). With the removal of Piers 2 and 3, views of the water and the shoreline would be more open. The expansion of Pier 1 with a finger pier on the south side (rather than the north side as under Alternative 2) would shift views of boats more toward the inside of the bay. Under the Preferred Alternative, the resulting views from across the bay would appear similar to Alternative 1. Views of the curved pedestrian pier also would be similar to views under Alternative 1. 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. 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 structure with a gathering space/weather shelter with outdoor terrace seating, as well as flexible space for program support such as boat storage/rental tucked underneath. The 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 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. Night-time park lighting would comply with current standards to be shielded and directed downward to minimize spillover.

View from the Intersection of 100th Avenue SE and Main Street, Looking South Toward the Bay

In the Preferred Alternative, the greatest visual contrast would be experienced along 100th Avenue SE, between Main Street and Meydenbauer Way SE (see Figures 3.7-3 and 3.7-4). A large public entry plaza would extend from the existing road elevation of Main Street/Lake Washington Boulevard 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 of Main Street/100th Avenue SE 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.

View from the Western Terminus of Meydenbauer Way SE, Looking North Toward Lake Washington Boulevard

Views from the western terminus of Meydenbauer Way SE would be markedly different from the No-Action Alternative, due to the closure to vehicles of 100th Avenue SE/SE Bellevue Place and the presence of the large public entry extending from Lake Washington Boulevard to the shoreline (see Figures 3.7-5 and 3.7-6). The multi-level terraced structure provides a variety of opportunities to view the park, bay, and views beyond. The lower plaza at the west terminus of Meydenbauer Way SE provides broader view corridors to the north and west than the No-Action

Alternative. The proposed elevated viewing platform structure would be located on the west side of 100th Avenue SE and, as stated above, may be visually prominent from windows and balconies of neighboring condominiums. The view along 100th Avenue SE would be similar to that of Alternative 2. The photo-simulation shows a portion of the elevated walkway in relation to Ten Thousand Meydenbauer Condominiums. Views of the entry structure are similar to Alternative 2, but the structure is at a smaller scale, retaining the gathering space/weather shelter but not the second level café.

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/SE Bellevue Place would be eliminated. Traffic on SE Meydenbauer Way after dusk would be limited to the Vue Condominium vehicle access to and egress from their parking area. New plaza lighting would illuminate the lower plaza, water features, and landscaping but would be designed to minimize spillover.

3.7.2 Summary of Impacts

Implementation of the Preferred Alternative 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 public views of the dramatic natural features that make Bellevue a truly memorable place. Such improvements would be pronounced under the Preferred Alternative due to two primary factors. Like all of the action alternatives, the Preferred Alternative would create usable space at important view opportunity locations and would remove built structures that currently obstruct public views. Likewise, 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 among the action alternatives varies because of the degree to which they incorporate the two primary factors listed above. The Preferred Alternative (and 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, have fewer built structures that may affect both public and sensitive viewer views.

The improvements in aesthetic quality of the overall park setting would be more pronounced in the action alternatives than in the No-Action Alternative. The action alternatives (including the Preferred Alternative) 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 2 and 3. Many of the private views from across the bay looking back toward the study area and downtown would be improved under the action alternatives as all three would create a more picturesque and natural foreground.

The visual impacts of the upland area development would be the same among the action alternatives but would be more pronounced than the No-Action Alternative, which incorporates fewer changes to the upland areas. The proposed upland development in the action alternatives (including the Preferred Alternative) would create more view opportunity spaces for the public, not only of the bay but also of the park. The bulk and scale of the upland redevelopment would

likely be greater than that under the No-Action Alternative due to the accommodation of increased density by easing setback and lot coverage requirements, but (with the exception of parcels currently located in the DNTN-OB district) would be less than that of the adjacent existing development along Main Street.

In summary, the Preferred Alternative 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 2009) 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, together with other City development regulations and design standards, would mitigate any adverse visual quality impacts resulting from future redevelopment to less than significant levels.



Figure 3.7-1: Visual Simulation View 1, No-Action Alternative.



Figure 3.7-2. Visual Simulation View 1, Preferred Alternative.

(Note: These photo simulations provide representative views of the alternatives from properties across the bay and are not intended to depict the view from any specific property.)



Figure 3.7-3: Visual Simulations View 2, No-Action Alternative.



Figure 3.7-4. Visual Simulation View 2, Preferred Alternative.



Figure 3.7-5: Visual Simulations View 3, No-Action Alternative.



Figure 3.7-6. Visual Simulation View 3, Preferred Alternative.

3.8 CULTURAL AND HISTORIC RESOURCES

3.8.1 Impacts of the Preferred Alternative

Under the Preferred Alternative, 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, the Preferred Alternative 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, similar to the extent and scale of Alternatives 1 and 2. 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 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 requirements of Section 106 of the National Historic Preservation Act (NHPA) prior to any public sector land alterations, in consultation with the Department of Archaeology and Historic Preservation (DAHP) as necessary.

The residences, commercial structures, and piers proposed for demolition under the Preferred Alternative 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 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.

The Preferred Alternative 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 Summary of Impacts

The Preferred Alternative is not expected to result in adverse impacts on cultural or historic resources in the study area. Relative to the No-Action Alternative, the Preferred Alternative (like all of the action alternatives) would result in minor beneficial impacts, as it envisions using the existing Whaling Building for historic interpretation of the unique history of the site and/or other cultural purposes. Interpretive opportunities among the three action alternatives represent similar levels of potential for interpretation and education (e.g., historic or cultural interpretation or working boathouse). Significant unavoidable adverse impacts on cultural or historic resources are not anticipated under any of the project alternatives, including the Preferred Alternative.

3.9 TRANSPORTATION

3.9.1 Impacts of the Preferred Alternative

This section provides an overview of the impacts associated with the Preferred Alternative, as well as a comparison to the other project alternatives. 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 (Bellevue City Code [BCC] Chapter 14.10).

Vehicle Access and Circulation

The access and circulation to all of the upland parcels in the Preferred Alternative are the same as under Alternatives 1 and 2, as described in the Draft EIS. Access and circulation to the park are the same as Alternative 2. 100th Avenue SE/SE Bellevue Place would be closed to vehicular traffic south of Main Street, and a pedestrian entry plaza and promenade would be built in its place, linking Main Street to the shoreline. The existing parking lot would remain in the ravine portion of the park with access from 98th Avenue NE. A new 70-space garage would be built with access from 99th Avenue NE, and a second 40-space garage would be built with access from Lake Washington Boulevard and Meydenbauer Way SE, and with access potentially limited to right-in and right-out. A surface parking lot would be located off of Lake Washington Boulevard (west of 99th Avenue NE) with two driveway access points. In addition, the terminus of 99th Avenue NE would include a drop-off, loading zone, and Americans with Disabilities Act (ADA) parking for the marina and Whaling Building. These key access points are illustrated in Figure 1.3-4.

Trip Generation

The number of trips generated during the p.m. peak hour for the upland parcels (585 trips) is the same as Alternatives 1 and 2, as described in the Draft EIS and shown in Table 3.9-1. For the park site, the number of p.m. peak hour trips under the Preferred Alternative is most consistent with Alternative 1. The uses within the park under the Preferred Alternative are estimated to generate 82 p.m. peak hour trips (as compared to 67 p.m. peak hour trips in Alternative 1). There would be a total of 667 p.m. peak hour trips under the Preferred Alternative (91 more than the No-Action Alternative). The methodology for determining the trip generation is consistent with the methodology used for the alternatives in the Draft EIS.

Traffic Operational Analysis

The Preferred Alternative traffic volumes, level of service (LOS), and channelization are shown in Figure 3.9-1. All intersections studied would operate at acceptable LOS, and would operate at the same LOS as under Alternatives 1 and 2 (Table 3.9-2). Under the Preferred Alternative, delay at all of the intersections would be slightly improved over Alternative 1 at most of the intersections, with the exception of Main Street at 101st Avenue. At this location, the delay would be slightly worse (40.4 seconds, as compared to 39.9 seconds under Alternative 1). The delay at the intersection of Main Street/100th Avenue NE would be reduced by 7.4 seconds under the Preferred Alternative compared to the No-Action Alternative because of the closure of 100th Avenue south of Main Street. However, the delay would increase by 16.5 seconds at the intersection of Main Street/101st Avenue SE, when compared to the No-Action Alternative.

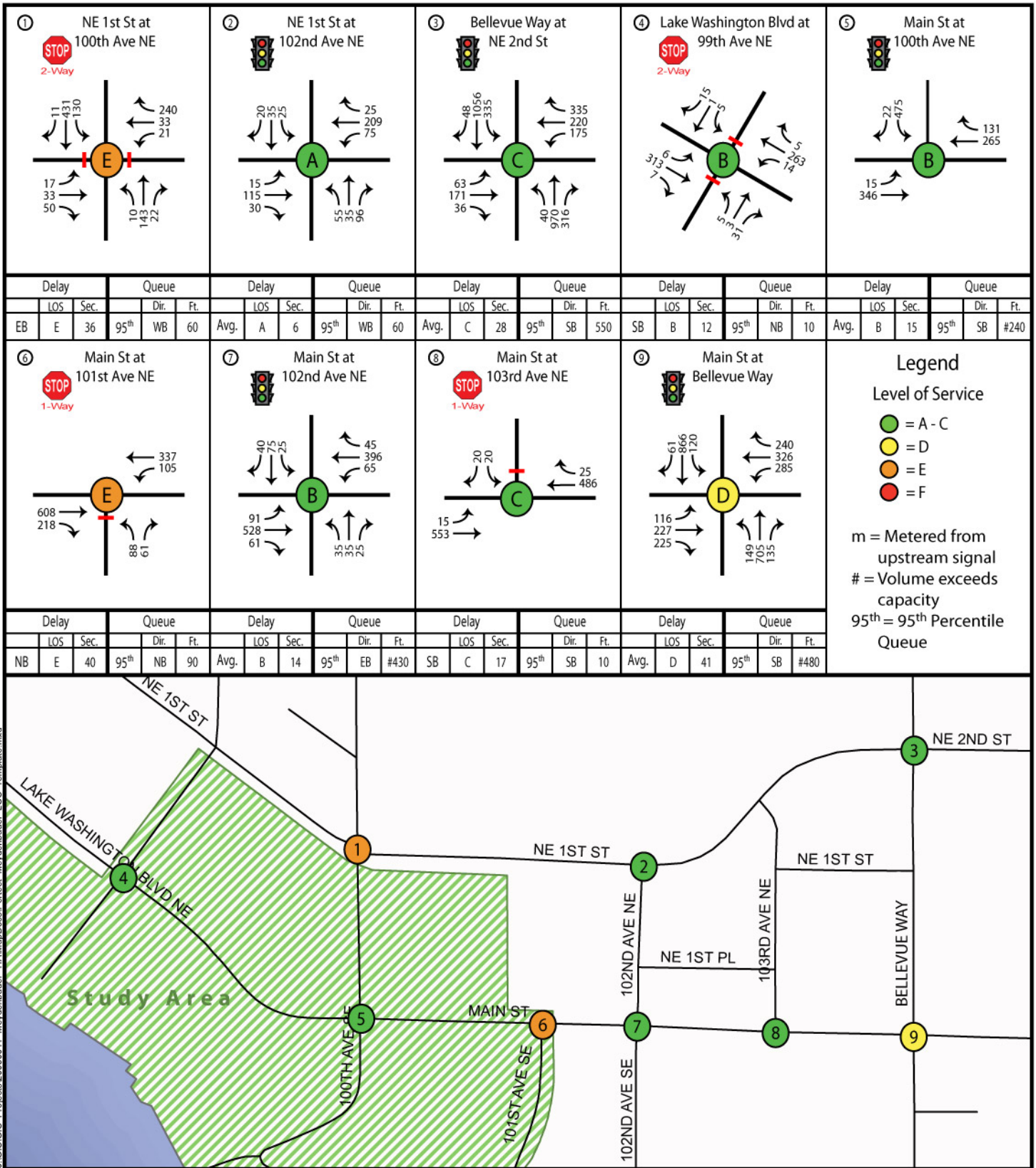


Figure 3.9-1: 2020 Preferred Alternative (100th Ave Closed) PM Peak Hour Level of Services and Volumes

Table 3.9-1. Trip Generation Comparison of Alternatives (Traffic Analysis Zones 16, 44, and 138).

Land Use	No-Action		Alternative 1		Alternative 2		Preferred Alternative	
	Land Use	p.m. Peak Hr Trips	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	57,175	68
Retail	29,450 sf	75	34,950 sf	89	34,950 sf	89	34,950 sf	89
Warehousing, Commerce, Transportation, Utilities, Manufacturing	2,950 sf	4	2,950 sf	4	2,950	4	2,950	4
Institutional	42,382 sf	45	42,382 sf	45	42,382 sf	45	42,382 sf	45
Single-Family Dwelling Units	113	54	113	54	113	54	113	54
Multi-Family Dwelling Units	625	299	679	325	679	325	679	325
Meydenbauer Beach Park	Varies	31	Varies	67	Varies	114	Varies	82
Total Trip Generation		576		652		699		667

Source: Developed by Pertect.

Under the Preferred Alternative, 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 40.4 seconds, compared with a delay of 23.9 seconds under the No-Action Alternative. The LOS at the 101st Avenue SE /Main Street intersection would worsen from a LOS C under the No-Action Alternative to a LOS E (the same as in Alternatives 1 and 2).

The delay would worsen at the intersection of Main Street and 102nd Avenue NE, from 9.5 seconds under the No-Action Alternative to 13.6 seconds under the Preferred Alternative (similar to Alternative 1). This is because of the closure of 100th Avenue SE. Some vehicles that would have continued north on 100th Avenue would be redirected to 101st Avenue NE, to Main Street, and to northbound on 102nd Avenue NE. The additional vehicles making eastbound to northbound left turns result in a longer delay at this intersection.

Traffic Queuing

The queues in the Preferred Alternative are similar to those identified for Alternative 1, described in the Draft EIS. In most cases, the queue lengths would be the same or slightly shorter than in 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 235 feet under the Preferred Alternative (as opposed to 250 feet under Alternative 1) as a result of the closure of 100th Avenue south of Main Street. Excessive queue lengths (i.e., when delays at intersections cause vehicles to back up beyond turn lanes and through adjacent intersections) are predicted at

the following intersection under the Preferred Alternative compared to the No-Action Alternative and Alternative 1:

- **Eastbound Approach of Main Street at 102nd Avenue NE:** The queue would increase from 260 feet under the No-Action Alternative to 434 feet under the Preferred Alternative. This is nearly identical to Alternatives 1 and 2, where the queue lengths are 430 and 440 feet, respectively. The longer queue (compared to No-Action) is largely because of the increased number of vehicles turning left onto 102nd Avenue NE and a higher number of vehicles on Main Street associated with the park land use.

Parking Demand and Utilization

Public Parking

Public parking spaces are listed in Table 3.9-3 for each project alternative, including the Preferred Alternative. For the park site, peak periods were used to estimate the parking demand. Because different uses have different peak periods, the total parking demand 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 estimated parking demand needed was reduced by a factor of 25 percent.

Under the Preferred Alternative, there would be a total of 156 public parking spaces within the Meydenbauer Beach Park, the same as in Alternative 2. 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 (north garage), a 40-stall below-grade public parking garage (south garage) accessed from Lake Washington Boulevard and Meydenbauer Way SE, and eight short-term parking spaces at the marina. There is a minor difference when compared with Alternative 2, in that there are two fewer spaces in the south garage in the Preferred Alternative, but two additional 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 the Preferred Alternative is 149 spaces, based on a combination of factors including a review of the Institute of Transportation Engineers (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 the Preferred Alternative slightly exceeds the estimated peak parking demand.

Outside of the park, the public parking would be similar to that in Alternative 2, with minor differences. On 99th Avenue, south of Lake Washington Boulevard, there would be eight parallel parking spaces, similar to the ten parking spaces provided under Alternative 1. There would be no on-street parking spaces on Bellevue Place/100th Avenue SE since the street would be closed.

Table 3.9-2. 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 100 th Open			Alt 2A 100th Open			Preferred Alt. 100th Closed		
			Delay	Dir	LOS	Delay	Dir	LOS	Delay	Dir	LOS	Delay	Dir	LOS	Delay	Dir	LOS	Delay	Dir	LOS
1	Stop	100th & NE 1 st	54.2	EB	F	38.2	EB	E	39.6	EB	E	55.8	EB	F	61.3	EB	F	36.4	EB	E
2	Signal	102nd & NE 1 st	5.3		A	6		A	6		A	5.3		A	5.3		A	6		A
3	Signal	2nd & Bellevue	30		C	30.2		C	30.3		C	33.5		C	33.5		C	28		C
4	Stop	Lake Wash. Blvd & 99th	11	SB	B	12	SB	B	12.2	SB	B	12.2	NB	B	12.3	NB	B	11.6	SB	B
5	Signal	Main & 100 th	22.8		C	15.6		B	15.4		B	26.9		C	27.4		C	15.4		B
6	Stop	Main & 101 st	23.9	NB	C	39.9	NB	E	44.1	NB	E	23.8	NB	C	24.5	NB	C	40.4	NB	E
7	Signal	Main & 102 nd	9.5		A	13.5		B	14.1		B	10.5		B	10.9		B	13.6		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	17.3	SB	C
9	Signal	Main & Bellevue	41.1		D	41.5		D	42.3		D	44.9		D	45.4		D	41.2		D

EB = eastbound; SB = southbound; NB – northbound.

Table 3.9-3. Public Parking Spaces by Alternative.

Location	Existing Spaces	No-Action	Alternative 1	Alternative 1A	Alternative 2	Alternative 2A	Preferred Alternative
Meydenbauer Beach Park Site (within and adjacent to park)							
Beach Park surface parking lot	28	28	0	0	28	28	28
Meydenbauer Park garage w/of 99th Ave NE	0	0	90	90	70	70	70
Meydenbauer Park garage w/of 100th Ave SE	0	0	0	0	42	42	40
Bellevue Marina surface parking lot (both sides)	60	6	6	6	6	6	8
Surface lot west side of 99 th Ave NE, south of Lake Washington Blvd.	0	36	0	0	0	0	0
Lake Washington Blvd on-street (south side)	10	10	0	0	0	0	0
Surface Lot on south side Lake Washington Blvd	0	0	10	10	10	10	10
99th Ave NE on-street (west side)	5	5	10	10	0	0	8
TOTAL	103	85	116	116	156	156	164
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	4
TOTAL	4	4	4	4	4	4	4
Upland Parcels Site (North of Main Street and east of 100th Avenue NE)							
Main Street on-street (north side to 102nd) ¹	13	13	13	13	13	13	13
NE 1st Street on-street (south side to 102nd)	12	12	12	12	12	12	12
TOTAL	25	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	20
Bellevue Place/ 100th Ave SE on-street (east side)	9	9	0	9	0	9	0
TOTAL	29	29	20	29	20	29	20
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	9
99th Avenue NE on-street (east side) ²	9	9	0	0	0	0	0
TOTAL	18	18	9	9	9	9	9
TOTAL PUBLIC PARKING SPACES	179	161	174	183	214	223	222

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.

Overall, there are a total of 222 public parking spaces when combining the park and off-site (i.e., the upland parcels) public parking spaces. This compares with 174 spaces under Alternative 1, and 214 spaces under Alternative 2 (Table 3.9-3).

Private Parking

The Preferred Alternative includes the same amount of development of the upland parcels as in Alternatives 1 and 2, and therefore the parking is consistent with Alternatives 1 and 2.

Collisions and Safety

Collisions and safety are expected to be very similar to those conditions under Alternative 1, as described in the Draft EIS. 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 (similar to Alternative 1). 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.

Public Transportation

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, as described in Section 3.9.1 of the Draft EIS. Under the Preferred Alternative, transit service would be the same as Alternatives 1 and 2. There would be 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 of the Draft EIS.

Non-Motorized (Pedestrian/Bicycle) Circulation

Under the Preferred Alternative, nonmotorized circulation would be very similar to Alternative 2. New sidewalks would be constructed along the south side of Lake Washington Boulevard. Future trails include 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, and linking the 10-stall surface parking lot off Lake Washington Boulevard to the shoreline. A pedestrian esplanade would link 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.

Emergency Access

Under the Preferred Alternative, emergency access would be similar to 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. The Preferred Alternative 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.

The City's emergency service providers have reviewed the action alternatives and have concluded that the looped circulation route provided by Meydenbauer Way SE and the shoreline promenade will allow sufficient emergency access to adjacent properties. In addition, the City has reviewed options for access to Ten Thousand Meydenbauer; final project design will retain direct vehicle access to the building's garage for building residents and emergency service vehicle access to the south side of this building from Meydenbauer Way SE and to the west side from 100th Avenue SE (retractable bollards south of the building would restrict non-emergency access). Project-specific design will ensure that adequate emergency access is provided to Ten Thousand Meydenbauer and other affected residences in the project study area.

3.9.2 Summary of Impacts

Implementation of the Preferred Alternative would not have significant 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 temporarily increase response times for police, fire, and emergency services if routes are detoured or disrupted. Construction impacts would be slightly worse under the Preferred Alternative than the No-Action Alternative, given the greater level of proposed development. The construction impacts of the Preferred Alternative would be similar to Alternatives 1 and 2, none of which are judged significant. A traffic management plan would be created prior to construction to outline methods of minimizing traffic impacts during construction.

Over the long term, traffic operating conditions in the study area would change somewhat from the No-Action Alternative to the Preferred Alternative. Nine intersections were analyzed for p.m. peak hour LOS. Under the Preferred Alternative, five would remain the same as the No-Action Alternative, two would improve, and two would get worse. The two intersections that would improve are 100th Avenue NE/NE 1st Street, and Main Street/100th Avenue NE. The 100th Avenue NE / NE 1st Street intersection would operate at LOS F in the No-Action Alternative, but the LOS and delay would improve to LOS E under the Preferred Alternative, similar to Alternatives 1 and 2. The intersection of Main Street and 100th Avenue NE would improve from LOS C under the No-Action Alternative to LOS B under the Preferred Alternative. 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 40.4 seconds (LOS E) under the Preferred Alternative (similar to Alternative 1). Like

Alternatives 1 and 2, the non-motorized environment would improve under the Preferred Alternative (compared to the No-Action Alternative) because of the added network of trails and pedestrian facilities. This is especially the case along 100th Avenue SE, which would be closed to vehicular traffic.

In summary, the Preferred Alternative would result in no significant unavoidable adverse impacts on transportation facilities in the study area. It has similar impacts as Alternative 1 on the transportation system (including circulation and access, traffic operations, emergency access, and non-motorized impacts) and slightly fewer impacts as compared to Alternative 2.

3.10 NOISE

3.10.1 Impacts of the Preferred Alternative

Potential noise-related impacts associated with the Preferred Alternative include short-term construction noise, long-term operational noise, and ground-borne vibration, as described below.

Short-Term Construction Noise

As in all project alternatives, under the Preferred Alternative, short-term construction intensity would vary over the duration of development within the study area. 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 activities under the Preferred Alternative would include the construction of sidewalk and trail networks, piers, picnic areas, parking garages, and the community building; roadway removal; and landscaping. 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). (Note: for a detailed description of the scientific characterization of noise, please refer to Section 3.10 and Appendix B of the Draft EIS.) Calculating 10 hours of work at 80 dBA L_{eq} equates to approximately 76 dBA L_{dn} at 50 feet. 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. Construction noise levels associated with the Preferred Alternative adjacent to and in the study area would exceed 57 dBA L_{dn} .

While this would exceed the Environmental Designations for Noise Abatement (EDNA) noise limits established by the City of Bellevue for Class A zoned areas, the City of Bellevue under Bellevue City Code (BCC) 9.18.020 exempts construction activities from these 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. However, construction activities would typically occur during exempted hours, unless otherwise authorized, and mitigation measures (as described and listed in the Draft EIS) would be implemented to 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. While these sources of noise exist currently, some sources would increase somewhat due to expected increased activity at the new park. Other noise sources, such as those related to boat moorage, would decrease somewhat due to decreased activity.

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 and jet-ski engines. Noise levels related to upland activities are expected to be higher under the Preferred Alternative (as well as the other action alternatives) relative to the No-Action Alternative given the level of park and residential/commercial redevelopment proposed and subsequent user activity expected.

Public moorage would be reduced under the Preferred Alternative compared with the No-Action Alternative, and the resulting noise level associated with the reduction in boat traffic would be less. Noise propagates over water at the same rate as over any hard surface (-6 dB per doubling of distance), such as parking lots (CalTrans 1998). However, the analysis does not specifically take into account the topography of the project region because no substantial changes to topography would occur under any alternatives; in addition, as stated below, no new noise sources (including additional motor-powered watercraft) would occur along the waterfront. The Preferred Alternative does not include an increase in the general boat and jet-ski activity in the bay; therefore, noises attributed to those activities would not adversely change as a result of the Preferred Alternative.

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 1st Street) around the study area would increase. To increase noise a substantial amount (+3 dBA) above baseline traffic noise levels, trips related to the project would need to be twice the baseline traffic quantities. The Preferred Alternative traffic is currently estimated as 910 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 the Preferred Alternative. 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 would 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 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 the park is open for day-use recreation. Noise from motorboats would be 59 dBA L_{eq} at 120 feet (estimated using source noise levels from Latorre and Vasconcellos [2001] and sound propagation formulas from FTA [2006]), the distance of the nearest sensitive receptor to the marina. Noise levels from landscaping would be

80 dBA L_{eq} at 10 feet (estimated using source noise levels from EDAW [1997] and sound propagation formulas from FTA [2006]), 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 the 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 the Preferred 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 the Federal Transit Administration (FTA) 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. Thus, the Preferred Alternative would not expose any sensitive receptors to excessive levels of vibration and would have no effect from ground-borne vibration and noise.

3.10.2 Summary of Impacts

Implementation of the Preferred Alternative 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 all 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 season, 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, including the Preferred Alternative.

In summary, no significant unavoidable adverse noise-related impacts are expected to occur as a result of the Preferred Alternative.

3.11 AIR QUALITY

3.11.1 Impacts of the Preferred Alternative

Short-Term Emissions of Criteria Air Pollutants and Precursors

It is important to note that individual projects (i.e., commercial/retail buildings) associated with implementation of the Preferred Alternative would undergo subsequent environmental review to ensure that emissions would not exceed established thresholds.

Construction-related activities under the Preferred Alternative would result in emissions of criteria air pollutants (e.g., particulate matter less than 10 microns in diameter [PM_{10}]) and precursors (e.g., volatile organic compounds [VOC] and nitrogen oxides [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 the Puget Sound Clean Air Agency (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 National Ambient Air Quality Standards (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, if unmitigated. However, 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 implemented, short-term effects would be less than significant.

Long-Term Emissions of Criteria Air Pollutants and Precursors

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 910 trips per day above baseline (5,760 trips per day) are expected to be generated by the Preferred Alternative. Thus, the vehicle operations related to the alternative would result in negligible amounts of vehicle miles traveled (VMT), VOCs, NO_x , and PM_{10} or local CO emissions. Possible new stationary sources from 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 the Preferred 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 described 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 the Preferred Alternative.

Exposure of Sensitive Receptors to Hazardous Air Pollutants

The Preferred Alternative 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 hazardous air pollutants (HAPs) would be related to the demolition of piers and existing residential and commercial structures. The possible sensitive receptor exposure period for individual projects associated with the Preferred Alternative 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, the criteria for the long-term exposure standard). 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 Preferred Alternative would not result in an increase of long-term operation-related HAP emissions relative to the No-Action Alternative, increased vehicle traffic, or new stationary sources from park and upland redevelopment implementation. Thus, Preferred Alternative-generated operation-related HAP emissions would not expose sensitive receptors to substantial pollutant concentrations. As a result, implementation of the Preferred 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 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 the Preferred 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 Preferred 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 effect on odors under the Preferred Alternative.

3.11.2 Summary of Impacts

Implementation of the Preferred Alternative 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 Preferred Alternative (and the other 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 Preferred Alternative (and the other 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 any of the project alternatives, including the Preferred Alternative.

3.12 PUBLIC SERVICES AND UTILITIES

3.12.1 Impacts of the Preferred Alternative

Public Services

Under the Preferred Alternative, 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; 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 2008). Project-specific review will require that the City's standards for emergency access are satisfied as part of permit approvals. Effects on public services under the Preferred Alternative would likely be short in duration and considered less than significant.

Utilities

Under the Preferred Alternative, underground, overhead, and in-water utilities could be affected by construction activities such as excavation, foundation construction, and earth-moving activities. 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 outage 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. The termination of Meydenbauer Way SE at SE Bellevue Place would limit access to the Sewer Lakeline pipe. The proposed redesign of the paved area northeast of Bellevue Marina would be required to accommodate utility vehicle loads and clearance as part of project-specific design and approval (pers. comm., Taylor 2009). The Sewer Lakeline pipe would need to be protected during construction, and maintenance vehicle access to the Grange sewer station at 100th Avenue SE and Meydenbauer Way SE would need to be maintained. In general, effects on utilities under the Preferred Alternative would likely be short in duration and less than significant.

3.12.2 Summary of Impacts

Future project construction associated with the Preferred Alternative 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 Preferred Alternative (and the other 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.

With appropriate mitigation of future projects during project-level design and review, no significant unavoidable adverse impacts on public services and utilities are expected under any of the project alternatives, including the Preferred Alternative.