

CHAPTER 4 – COMMENTS AND RESPONSES ON THE DRAFT EIS

The Draft EIS was published on June 4, 2009. In accordance with SEPA (WAC 197-11-455), the public was afforded an extended public comment period of 45 days; public comments on the Draft EIS were accepted through July 20, 2009. A public hearing and open house for the Draft EIS was held at City Hall on June 23, 2009.

The City received numerous comments on the Draft EIS. Although this chapter uses the term “letter” to refer to individual commentors/comments, comments were received in various media, including letters, emails, and standardized comment forms provided by the City at the public hearing. In addition to the written comments, comments were received at the public hearing via formal verbal testimony, recorded by a court reporter; a complete transcript from the public hearing is in the City’s project files and available to the public upon request. In several cases, people giving formal testimony read from their prepared written comments. Some people or organizations submitted more than one comment letter and/or gave formal testimony at the hearing.

The comments are reproduced in this chapter, along with written responses by the City. Table 4-1 lists the comments received, identifying the source and type of comment (e.g., letter, e-mail). The comments and the City’s associated responses are presented in Tables 4-2 through 4-4. Table 4-2 contains the majority of comments received; Tables 4-3 and 4-4 were prepared separately for two longer comment letters (Letter #3 and #14, respectively). In the tables, reproductions of pages from the comment letters are shown side by side with the associated responses to facilitate review. When formal public testimony at the public hearing was the same as a letter submitted, the testimony is not reproduced in the comment response tables; however, the full public hearing transcript is in the City’s project files and available to the public upon request. Some of the letters received also included attachments or supplemental material, submitted for the record that did not contain specific comments on the Draft EIS or that duplicated other submittals. Examples include materials previously submitted to the City, organizational guidance documents, and copies of letters also submitted by the letter’s author. These attachments are not reproduced in the Final EIS; however, they were reviewed by the City as part of the preparation of the Final EIS and are on file and available for public viewing at City Hall as part of the project file.



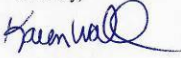
To facilitate and organize responses, each comment has been assigned a unique alphanumeric designation. For example, comment 1-A refers to Letter #1, Comment A (the first comment in Letter #1), followed by 1-B, 1-C, etc. Comment identification numbers are generally shown in the left margin of each comment letter, with the coded response in the right column.

The City received several different types of comments on the Draft EIS. These included letters from affected organizations and professionals on behalf of other parties, although most of the letters and public hearing comments came from neighbors and from City of Bellevue residents and users of the park. Comments that express an opinion or preference, or that do not address a SEPA-related issue, may be acknowledged with a response that indicates that the comment is “noted” and will be directed to appropriate decision makers, if applicable. “Comment noted” does not imply either agreement or disagreement with the comment. Where a comment requests additional information, clarification, or correction, the response provides an explanation of the approach to the analysis or other technical information as it relates to the SEPA analysis.

Table 4-1. Comments Received on the Draft EIS.

Letter #	Individual/Organization	Medium	Response Pg
1	Muckleshoot Indian Tribe, Karen Walter	Letter	4-3
2	Meydenbauer Bay Neighbors Association, Marv Peterson	Letter	4-6
3	Meydenbauer Bay Neighbors Association, Marv Peterson	Letter	See Table 4-3
4	Whalers Cove, Ray Waldmann	Letter	4-8
5	Ten Thousand Meydenbauer, multiple signatures	Letter	4-11
6	Old Main Fueling LLC	Comment Form/ Letter	4-15
7	Tantallon LLC	Comment Form/ Letter	4-18
8	Meydenbauer Yacht Club, Rod Bindon	Letter	4-20
9	Meydenbauer Yacht Club, Rod Bindon	Letter	4-24
10	Bellevue Downtown Assoc., Jill Ostrem and Leslie Lloyd	Letter	4-28
11	PACCAR, Daniel Lewis	Letter	4-30
12	Robert Bernstein	Letter	4-33
13	R.W. Thorpe & Associates	Letter, Testimony	4-42
14	R.W. Thorpe & Associates	Letter	See Table 4-4
15	Patricia Montgomery	Testimony	4-48
16	Aaron Dichter	Testimony	4-49
17	Aaron & Edith Dichter	E-mail	4-51
18	Pam Ebsworth	Testimony	4-53
19	Pam Ebsworth	E-mail	4-56
20	Mildred Barker	E-mail	4-58
21	Madelaine Georgette	E-mail	4-60
22	Sandra Boyd	Letter	4-62
23	Kathleen Hodge	Letter	4-64
24	David Rogoway	Letter	4-68
25	Dahlman	E-mail	4-70
26	John Palevich	E-mail	4-70
27	Afshan Lakha	E-mail	4-71
28	Donald Rowe	E-mail	4-72
29	Pamela Rolfe	Letter	4-73
30	C. Marcus Madison	E-mail	4-74
31	Gordon & Annemarie White	Comment Form	4-74
32	Betty Schwind	Testimony	4-75
33	Betty Schwind	Comment Form	4-77
34	Donald and Betty Mastropaolo	Letter	4-78
35	Betty Kulp	Comment Form	4-79
36	Alyson Goudy	Comment Form	4-80
37	Sue Drais	Testimony	4-82
38	Sue Drais	Comment Form	4-84
39	Lorraine & Alfred Cordova	Comment Form	4-86
40	Louise Brewer	Testimony	4-87
41	Louise Brewer/Robert Drexler	Comment Form/ Letter	4-88
42	Joanne Roddis	Letter	4-91
43	Joanne Roddis	Letter	4-92
44	Jennifer Wilkins	Letter	4-93
45	Denise Jones	E-mail	4-94
46	David Parker	E-mail	4-95
47	Anita Skoog Neil	Letter	4-97
48	Jerry Baruffi	Testimony	4-98
49	Amy Williams	E-mail	4-101
50	David Smukowski	E-mail	4-102
51	Kevin Paulich	E-mail	4-103
52	Frank Klein	E-mail	4-104
53	Mike Burkhalter	E-mail	4-105
54	Peter Marshall	Letter	4-106
55	D.R. O'Hara	Testimony	4-109
56	D.R. O'Hara	Comment Form, E-mail	4-110

Table 4-2. Comments on the Draft EIS and the City’s Responses (for Most Comments).

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="210 373 315 406">Letter #1</p> <div data-bbox="189 406 1039 544" style="text-align: center;">  <p>MUCKLESHOOT INDIAN TRIBE Fisheries Division 39015 - 172nd Avenue SE • Auburn, Washington 98092-9763 Phone: (253) 939-3311 • Fax: (253) 931-0752</p>  </div> <p data-bbox="567 544 672 568" style="text-align: center;">July 20, 2009</p> <p data-bbox="210 609 451 730">Mr. Michael Paine Environmental Planning Manager Development Services Department City of Bellevue, P.O. Box 90012 Bellevue, WA 98009-9012</p> <p data-bbox="210 747 871 771">RE: Meydenbauer Bay Park and Land Use Plan Draft Environmental Impact Statement</p> <p data-bbox="210 787 325 812">Dear Mr. Paine:</p> <p data-bbox="168 828 1018 1015"> A The Muckleshoot Indian Tribe Fisheries Division has reviewed the Draft Environmental Impact Statement (DEIS) for the Meydenbauer Bay Park and Land Use Plan. This project occurs within the Muckleshoot Indian Tribe’s Usual and Accustomed Fishing Area. While we appreciate the inclusion of project elements to help improve fish habitat, especially in Alternatives 1 and 1A, the inwater elements of the project under all proposed Alternatives have the potential to adversely affect the Tribe’s treaty protected fisheries resources and the Tribe’s ability to access these resources. Impacts to Tribal fishing can occur as a result of both construction and operations for this project. Therefore, it is essential that the City work closely with the Tribe as the plan is implemented to avoid potential impacts to the fullest extent possible. The MITFD requests early project review prior to SEPA notice as part of this coordination. </p> <p data-bbox="210 1031 987 1079">We appreciate the opportunity to comment on this proposal and would be happy to meet with the City to discuss these comments. You can reach me at 253-876-3116 to set up a meeting.</p> <p data-bbox="210 1096 283 1120">Sincerely,</p> <div data-bbox="199 1112 378 1169" style="text-align: center;">  </div> <p data-bbox="210 1177 493 1218">Karen Walter Watersheds and Land Use Team Leader</p> <p data-bbox="210 1234 525 1274">Cc: Jacalen Printz, ACOE Stewart Reinbold, WDFW, Region 4</p>	<p data-bbox="1092 844 1879 941">1A. The City will coordinate with the Muckleshoot Indian Tribe Fisheries Division as plan implementation is pursued. See responses to detailed comments below.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter #1</p> <p>Muckleshoot Indian Tribe Fisheries Division Comments to Meydenbauer Bay Park DEIS</p> <p style="text-align: right;">July 20, 2009 Page 2</p> <p>General Comments</p> <p>B As noted in the DEIS, Alternatives 1 and 1A have more beneficial components to protect and restore fisheries resources within the project area and Lake Washington than all of the other alternatives.</p> <p>C There are some inconsistencies in the descriptions of the Alternatives between pages 1-11 through 1-19 and Table 2.5.1. For example, under Alternative 2 on page 3-127 (mislabelled and should be page 1-13), this section indicates that the existing public pier will be removed. However, Table 2.5.1 indicates that this pier will be retained.</p> <p>Page Specific Comments</p> <p>D <u>Chapter 3: Affected Environment, Impacts and Mitigation Measures</u> Page 3-42, Stormwater should be rerouted so that it does not discharge directly to the newly daylighted stream under Alternatives 1, 1A, 2 and 2A.</p> <p>E Page 3-42, The proposed daylighted stream should be constructed using wood for instream habitat elements, grade control, and bank stabilization instead of rock. In addition, the riparian buffer for the daylighted stream should be restored as much as possible to provide the fullest extent of riparian functions including adequate shading and wood recruitment over time as the buffer matures.</p> <p>F Page 3-43, Lake Washington is closed to any new water withdrawals. If a water feature is constructed as proposed, it should only occur within the City's existing water rights.</p> <p>G Page 3-51, The FEIS should also note that piers may also provide salmon fish predators with vertical structure habitat and enable them to use this structure to ambush juvenile salmon rearing and migrating along the lakeshore.</p> <p>H Page 3-52, There are other potential impacts to salmon as a result of stormwater discharges other than impacts from untreated stormwater water quality. For example, stormwater discharges can physically displace juvenile salmon trying to rear in streams during high flow events resulting in an increased risk of mortality due to an inability to feed and maintain station and predation.</p> <p>I Page 3-66, The existing fish work window for the project area overlaps with potential timeframes for Tribal fishing. The in-water plan elements (i.e. new piers, pier removal, shoreline, etc.) have a potential to adversely affect the Tribe's ability to fish due to both construction and operational impacts. It is essential that the City provide project plans early in the permitting process so that the potential conflicts can be addressed.</p> <p>J Page 3-102, The FEIS should discuss why the action alternatives need to fill and relocate the wetland at the north end of the Park.</p> <p>K Page 3-108, Alternative 2 should be modified by getting rid of the proposed floating boardwalk within the Nearshore of Lake Washington. As noted in the DEIS, public access to shallow water already exists at this park and this floating boardwalk will adversely affect juvenile salmon habitat within the Nearshore.</p> <p>L Page 3-109, All new piers and docks should minimize their artificial lighting to avoid providing salmon predators with a feeding advantage at night.</p> <p>M Page 3-109, The FEIS should also note that structures within DNR managed lands will likely require a lease agreement with DNR.</p> <p>N Page 3-264, The Alternatives in the FEIS should also discuss the possibility to relocate the portion of existing sewer line within the Park to an upland location and out of Lake Washington.</p>	<p>1B. Comment noted.</p> <p>1C. Table 2.5-1 was rechecked against Figures 1.3-2 and 1.3-3 in the Draft EIS and was found to be consistent. The existing public pier referred to in Table 2.5-1 is the small pier near the swim beach at the northwest end of the existing park. That pier would be removed in Alternative 1 but retained in Alternative 2, as represented both in the table and the figures.</p> <p>1D. Stormwater conveyance routes will be determined at the project level. If discharge into the daylighted stream is proposed, stormwater treatment options will be evaluated.</p> <p>1E. The value of naturally functioning processes is recognized. Given the site constraints (relatively small site, narrow stream channel, proximity to neighboring privately-owned property), it is likely that a combination of natural and artificial measures would be used to maximize riparian functions.</p> <p>1F. Comment noted.</p> <p>1G. Comment noted. The removal and reconfiguration of some of the existing public moorage and removal of residential docks would reduce the number of vertical structures and the amount of overwater coverage providing this benefit to predators.</p> <p>1H. Comment noted. The intended incorporation of Low Impact Development/Natural Drainage Practices into the project would reduce stormwater discharge impacts on juvenile salmon.</p> <p>1I. The City will coordinate with the Muckleshoot Indian Tribe Fisheries Division as plan implementation is pursued.</p> <p>1J. Information concerning the existing wetlands is provided on Page 3-51 of the Draft EIS. These three wetlands total less than 2,000 sq ft in area, and are rated as Category IV wetlands (the lowest of the categories using the Wetland Rating System for Western Washington, Revised [Hruby 2004]). They contain no features that would make them suitable for wildlife use distinct from a residential lawn extending to the armored shoreline. The City</p>

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	<p>of Bellevue Land Use Code (Part 20.25H LUC – Critical Areas Overlay District) allows the alteration of Category IV wetlands and buffers under some circumstances, when appropriate mitigation and enhancement is implemented to ensure that no habitat, water quality, or hydrologic function is lost.</p> <p>All action alternatives propose to relocate the wetlands to accommodate other park elements. In doing so, the wetlands would be enhanced and potentially enlarged, and opportunities for enhancement of habitat, water quality, and hydrologic functions would be explored. More analysis of the extent to which such enhancements are feasible would occur at the project level.</p> <p>1K. Specific design, placement, materials, and mitigation of the floating boardwalk will be evaluated more closely at the project level.</p> <p>1L. Specific measures to minimize artificial lighting impacts, such as screening and shielding, will be evaluated in more detail at the project level.</p> <p>1M. Comment noted.</p> <p>1N. The City’s preference is to relocate this section of the sewer line to an upland location. This project has been identified as Project S-58 in the City of Bellevue FY 2009 – FY 2015 Capital Investment Program. Effects of the sewer relocation will be analyzed when the project location and other project information is known.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>Letter #2, Marv Peterson, Meydenbauer Bay Neighbors Association</p> <p>Letter #2 June 23, 2009</p> <p>Statement at Public Hearing on DEIS for Meydenbauer Bay Park</p> <p>Good Evening,</p> <p>For the record, my name is Marv Peterson. I am the president of the Meydenbauer Bay Neighbors Association. We are a non-profit Organization founded in the Spring of 2007. The Association’s Mission is to represent the Meydenbauer Bay Community, which is made up of over 1300 families, 8 condo associations, and the Meydenbauer Yacht Club.</p> <p>We have made it clear all along that we support the Park as a True Park and we will continue our efforts to work with the City and others to develop a consensus around the ideal park.</p> <p>I have three points to make tonight.</p> <p>A Number 1. The time period between the release of the EIS two and a half week ago and this Public Hearing is totally inadequate to provide meaningful oral comments. The EIS is over 300 pages long and took the professional consultants months to prepare. Clearly, a mere two and a half weeks later is far too short to provide comprehensive comments.</p> <p>B Number 2. We are greatly concerned with the schedule created for the Steering Committee. The written comment period on the EIS does not end until July 20, and yet the Steering Committee is expected to immediately begin choosing a preferred alternative next week and make the selection by the end of July after 4-5 more meetings. With all do respect, the timing in July when people are gone plus the short time period makes it very difficult for the public to provide fair input. Plus, this approach appears to violate SEPA’s mandate to consider the comments on the EIS before making any decisions.</p> <p>Number 3. Our quick review of the EIS reveals a number of concerns, but I only have time to mention a couple:</p>	<p>2A. A hearing is not always required by SEPA; however, the City can and did opt to conduct a hearing as an added opportunity for the public to comment on the Draft EIS. When a hearing is held, it must occur no earlier than 15 days and no more than 50 days following issuance of the Draft EIS. The hearing was held 19 days after issuance of the Draft EIS and within the designated timeframe. In addition, in recognition of the public interest in the proposal and the Draft EIS, the City extended the comment period from 30 days to 45 days to ensure adequate time for interested parties to provide written comments.</p> <p>2B. SEPA encourages public agencies to integrate the development of alternatives with the preparation of the environmental analysis. SEPA also allows agencies to identify a Preferred Alternative. The City chose to appoint the Steering Committee to work with the public in developing alternatives for evaluation in the EIS, and to recommend a Preferred Alternative for the Final EIS. If a Preferred Alternative is desired, it can be identified at any time in the EIS process—scoping, Draft EIS, or Final EIS. Designating a Preferred Alternative does not restrict the lead agency’s final decision. SEPA mandates that the Final EIS be issued prior to the City Council making any decisions.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="275 248 373 277">Letter #2</p> <p data-bbox="178 375 205 410">C The EIS fails to recognize that traffic on Main Street is already bad, and closing 100th Avenue south of Main Street will only make it worse. Closing 100th Avenue will force the northbound trips onto 101st and then those cars will be stuck at the Main stop sign unable to enter Main Street. A right turn is the only option to avoid accidents and then trying to make a left on 102nd simply causes gridlock behind. Southbound trips on 100th Avenue will be forced on to Main in the backup made worse by the northbound trips turning right.</p> <p data-bbox="178 656 205 691">D There are not enough parking spaces, and so the traffic impact is understated. Alternative 2 provides a staggering 156 parking spaces. But, the EIS claim that only 141 spaces are required appears to understate the need by about 60 spaces. That’s over 200 parking spaces required and only 156 provided. That means 40-50 cars looking for parking spaces on the side streets. Plus, adding 200 cars to Main Street on a Saturday afternoon or weekday after work is clearly a recipe for complete gridlock, will create substantial noise, and is inconsistent with the pedestrian park concept adopted by the City Council.</p> <p data-bbox="270 841 1010 979">The Association will be taking a close look at the Draft EIS and we will submit comprehensive written comments. Again, we support a True Park, but we are concerned with the elements of these Alternatives that seek to turn the Park into a something other than the originally envisioned pedestrian Park for Bellevue residents.</p> <p data-bbox="168 1016 195 1094">E & F I am turning in a copy of these remarks for the record along with our Mission Statement, and a packet of earlier comments for the Steering Committee Walkabout on March 14, 2009.</p> <p data-bbox="270 1125 386 1149">Thank you.</p>	<p data-bbox="1104 228 1934 483">2C. The Draft EIS (page 3-174) acknowledges that “101st Avenue SE and Main Street are not functioning well as arterials if through-traffic diverts to 100th Ave SE to avoid congestion and delay,” Traffic modeling takes into account existing traffic volumes and operations for current conditions and projects future conditions based on anticipated growth and planned transportation improvements, in addition to traffic generated specifically by each alternative. Transportation analysis is found in Section 3.9 of the Draft EIS and Final EIS.</p> <p data-bbox="1104 557 1934 743">2D. City code, the Institute of Transportation Engineers (ITE) trip generation manual, and professional judgment determine the required number of parking spaces necessary to meet the typical daily demand for park users and minimize overflow into adjacent neighborhoods. Specific parking requirements will be refined at the time of project-design and approval to meet project-specific demand and any other needs as determined by the City.</p> <p data-bbox="1104 946 1619 971">2E. Comment and receipt of attachment noted.</p> <p data-bbox="1104 1011 1892 1133">2F. Comment noted. These comments were provided to the Steering Committee for the March 14, 2009 walkabout and were considered along with other information obtained by the Steering Committee as part of its process to develop the master plan and alternatives.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
Letter #3, Marv Peterson, Meydenbauer Bay Neighbors Association	See Table 4-3, page 4-115
Letter #4, Whalers Cove	
<p data-bbox="222 321 310 344">Letter #4</p> <p data-bbox="306 354 831 376">Whalers Cove Comments on Meydenbauer Bay Park</p> <p data-bbox="499 394 638 417">June 23, 2009</p> <p data-bbox="226 435 810 457">Presented by Ray Waldmann, president of Whalers Cove HOA.</p> <p data-bbox="155 496 180 519">A</p> <p data-bbox="226 475 894 597">The 24 Whalers Cove Homeowners will be heavily impacted by Park development. We are the closest neighbors to the Park and the Marina. We will be acutely aware of any noise, traffic, commercial activity, debris, or new structures in the Park. Done correctly, however, a Park can be an asset to the City, our neighbors and our owners.</p> <p data-bbox="163 678 184 701">B</p> <ul data-bbox="247 618 905 789" style="list-style-type: none"> • Develop a peaceful, natural and relaxed Park—This would be in keeping with the character of Meydenbauer Bay and would be a major asset for the City. The outstanding views from the NW end of the park should be enhanced with open areas and low plantings without substantial parking or structures except for needed restrooms. Daylighting the portion of the creek on the lake side of the bridge would enhance the natural feeling. <p data-bbox="172 880 193 902">C</p> <ul data-bbox="247 818 905 989" style="list-style-type: none"> • Provide only limited parking in the NW Portion of the Park – Enhance the peaceful feeling from 99th to the creek by maximizing pedestrian access and limiting parking. Provide the bulk of the parking near the grand entrance on 100th and limit parking in the NW portion to that needed to service the marina, replace neighborhood on-street parking and provide a memorable vehicle accessible viewing area. <p data-bbox="176 1078 197 1101">D</p> <ul data-bbox="247 1016 890 1166" style="list-style-type: none"> • No new structures in the Park—Structures would block views, would be out of scale for the Park, and would duplicate City facilities elsewhere. Retain the existing piers and whalers building and add only restrooms as needed. The Kirkland waterfront parks along Lake Washington Blvd are very popular and successful without park structures except for restrooms. <p data-bbox="180 1247 201 1269">E</p> <ul data-bbox="247 1192 905 1313" style="list-style-type: none"> • No commercial uses in the Park—Vendor kiosks and restaurants would detract from its peaceful and natural character, and cause major conflicts with the Park’s neighbors. The Bellevue downtown park has been very successful without any commercial activity and the new park should extend this non-commercial 	<p data-bbox="1087 472 1310 495">4A. Comment noted.</p> <p data-bbox="1087 602 1913 751">4B. The steep topography of the site will allow the proposed structures to be constructed to provide multiple viewing opportunities and view corridors. Selection and location of landscape materials will occur at the project level. The EIS evaluates options for treatment of the creek in the ravine, including daylighting the portion located below the bridge.</p> <p data-bbox="1087 829 1850 881">4C. Parking quantities and locations were determined by the types and locations of the uses in the park.</p> <p data-bbox="1087 992 1934 1141">4D. See Response 4B, above. All action alternatives, as well as the No-Action Alternative, propose retention of the Whaling Building. The EIS evaluates options for retention, reduction, or reconfiguration of existing moorage. Other structures are unique in the park system, providing gathering and viewing opportunities of the waterfront year around.</p> <p data-bbox="1087 1187 1934 1304">4E. The EIS evaluates options for different types of commercial uses in the park, including vendor carts, leased moorage, small watercraft such as canoe/kayak (referred to as People Powered Vessels or PPVs) rentals, and cafe. Your preferences concerning commercial uses are noted.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="216 261 317 289">Letter #4</p> <p data-bbox="285 321 951 402">nature. The Kirkland waterfront parks along Lake Washington Blvd are an example of well used waterfront parks with no commercial development.</p> <ul style="list-style-type: none"> <li data-bbox="170 435 989 630"> <p data-bbox="170 508 195 535">F</p> <p>• Maintain Whalers Cove Noise Protection from Lake Washington Blvd. – The trees along Lake Washington Blvd protect Whalers Cove from traffic noise. It appears these trees may be on city property and may have to be removed for bike and pedestrian access along Lake Washington Blvd. A noise wall will be required to keep traffic noise to an acceptable level for Whalers Cove residents if these trees and other plantings are removed.</p> <li data-bbox="170 662 989 857"> <p data-bbox="170 735 195 763">G</p> <p>• Improve 99th Ave. below Lake Washington Blvd.—This street presently provides waterfront access and is used by Whalers Cove for access to the property and for additional parking. Curving 99th away from Whalers Cove and eliminating parking on the street would enhance the park experience and provide space for screening plantings of limited height for visual isolation of Whalers Cove from the park.</p> <li data-bbox="170 889 989 1101"> <p data-bbox="170 979 195 1006">H</p> <p>• Replace Existing On-street Parking – The present parking on Lake Washington Blvd and 99th is regularly used by Whalers Cove and other neighborhood residents. It appears this parking may be eliminated by park development and must be replaced. We suggest a 15 to 20 space surface parking lot just below Lake Washington Blvd. accessible from 99th. Plantings should be used to screen this parking from 99th, Lake Washington Blvd and the park.</p> <li data-bbox="170 1133 989 1385"> <p data-bbox="170 1239 195 1266">I</p> <p>• Maintain a working Marina with adequate parking—Retain at least Piers 1 & 2 as the only publicly accessible and leasable moorage in Bellevue. Remove the roof from Pier 2 and from any portion of Pier 3 that is retained. Limited parking near Piers 1 & 2 will be necessary for a usable marina. Our suggestion is to tuck a small short term parking lot, say 12 spaces, back against the bank directly below Whalers Cove (in area shown for vendor kiosks on alternate 2). This would be adequate for the marina and could also provide level disabled access to the waterfront walkway.</p> 	<p data-bbox="1083 459 1308 487">4F. Comment noted.</p> <p data-bbox="1083 654 1927 816">4G. The EIS evaluates options for the treatment of 99th Avenue NE, including curving it away from Whalers Cove in a northwesterly direction. The Master Plan is conceptual, and the actual layout of the road will be determined at the project design level where road standards, shoreline program requirements, and other design considerations will inform the final road configuration.</p> <p data-bbox="1083 881 1864 946">4H. The replacement of parking along 99th Ave NE is among the options evaluated in the EIS (see Alternative 1 and the Preferred Alternative).</p> <p data-bbox="1083 1141 1906 1239">4I. The EIS evaluates options for short-term parking near Pier 1. Final design will occur at the project level. All action alternatives propose the removal of existing pier roofs.</p>



Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="184 245 289 277">Letter #4</p> <ul style="list-style-type: none"> <li data-bbox="163 310 1003 513"> <p data-bbox="163 399 195 431">J</p> <p data-bbox="247 310 1003 513">• Transient Moorage – Limit transient moorage to the 14 slips required by existing agreements and put this moorage NW of the existing piers to keep transient marine boat activity in the outer portion of the bay. Ban SeaDoos and other powered personal watercraft from this moorage and the bay inside Pickle Point. The small parking lot used for the leased marina slips could also serve as the pick up and drop off area for the transient moorage.</p> <li data-bbox="163 545 1003 716"> <p data-bbox="163 626 195 659">K</p> <p data-bbox="247 545 1003 716">• Retain emergency access to serve Whalers Cove—Fire truck access for the lower buildings in our complex is now provided by 99th and the Marina parking lot and must be retained. This could be kept accessible from 99th with the proposed waterfront walkway and the small parking lot suggested for the marina with a minor adjustment of the walkway from the proposed alternates.</p> <li data-bbox="163 748 1003 919"> <p data-bbox="163 829 195 862">L</p> <p data-bbox="247 748 1003 919">• Limit hard surfaces along the lake—The space between Whalers Cove and the water is narrow, and should not be used for a hard surfaced walkway with commercial or any other except emergency uses. Use natural materials on a pedestrian walkway to enhance the natural feeling of the park. The circular walkway at the downtown park is an excellent example of such a walkway.</p> <li data-bbox="163 951 1003 1065"> <p data-bbox="163 992 195 1024">M</p> <p data-bbox="247 951 1003 1065">• Boat Rental – Locate people powered watercraft rentals and launching facilities near the foot of 100th for convenient access from downtown and to encourage investigation of the inner bay by non-obtrusive watercraft.</p> <li data-bbox="163 1097 1003 1179"> <p data-bbox="163 1122 195 1154">N</p> <p data-bbox="247 1097 1003 1179">• Speed Limits in the Bay – Limit speeds to no-wake inside Pickle Point for the safety of swimmers and youth sailing at the Yacht Club and minimization of erosion of softened waterfront edges.</p> 	<p data-bbox="1083 302 1944 423">4J. The transient moorage cannot be located northwest of the existing piers as it is required to be located at the properties purchased with the help of State funding. Essentially, this limits the possible transient moorage location to between 99th Avenue NE and 100th Avenue SE/SE Bellevue Place.</p> <p data-bbox="1083 561 1944 716">4K. All of the alternatives include emergency access to Whalers Cove and other residences in the project study area. 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.</p> <p data-bbox="1083 756 1314 781">4L. Comment noted.</p> <p data-bbox="1083 951 1923 1000">4M. The EIS evaluates different locations for PPVs, including the location you recommend.</p> <p data-bbox="1083 1114 1314 1138">4N. Comment noted.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>Letter #5, Ten Thousand Meydenbauer</p> <p style="text-align: center;">Ten Thousand Meydenbauer</p> <p>Letter #5</p> <p>To: Michael Paine, Environmental Planning Manager City of Bellevue, Developmental Services Department P.O. Box 90012 Bellevue WA 98009 - 9012</p> <p>cc: Mayor Grant Degginger, the City Council, the Steering Committee, Steve Sarkozy, Matt Terry, Patrick Foran, Mike Bergstrom, Robin Cole</p> <p>RE: Draft Environmental Impact Statement: Meydenbauer Bay Park & Land Use Plan</p> <p>Dear Mr. Paine:</p> <p>This email letter is being submitted on behalf of the Homeowners Association of Ten Thousand Meydenbauer. Signatures appear in the hard copy of this letter that will be mailed to you.</p> <p>The DEIS does not adequately address the many concerns repeatedly brought forth by our homeowners and the taxpayer/voter community at large. The document, although properly detailed in some respects, glosses over the real issues and impacts. We wish to comment on the following key areas:</p> <p>1. Closure of SE 100th, our street. Our front door is located here. Our guests, service people, mail carrier, courier services, deliveries, emergency vehicles park on this street and use our front door, the only entry available to them. To expect an elderly or impaired person to walk up the steep grade from Meydenbauer Way is not realistic or proper. The City has repeatedly ignored our request to address as to how we will function without proper access to our front door. Isn't front door access a normal expectation of taxpayers/voters, ie. an inalienable right?</p> <p>The closure of SE 100th neglects to realistically address the magnitude of the traffic problems in our neighborhood in terms of the gridlock on Main Street and the ever increasing density. SE 100th is a cut-off used by our neighborhood, residents of south Bellevue, west Bellevue, and Medina. The parking study prepared by the DEIS is simply untrue.</p> <p>The safety issue is a large concern (ie access by fire department and health emergency vehicles), not only for the residents of our building, but others in the neighborhood. If a resident, park goer, or member/guest of the Meydenbauer Bay Yacht Club were to have a stroke, heart attack, or other medical emergency, OR if there were a fire, how would the emergency vehicle respond without the loop SE 100th provides. Meydenbauer Way will be one constant bottleneck, at best even during tame hours of the day. The emergency</p>	<p>5A. In response to this concern, 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).</p> <p>Visitor and service/delivery access options could include:</p> <ul style="list-style-type: none"> • Visitor parking on the north side of Meydenbauer Way SE, with pedestrian access to the entry. • Delivery vehicle parking in the drop-off/load zone in the turnaround plaza at Meydenbauer Way SE/SE Bellevue Place. • Arranging with building residents in advance to access through the garage and enter via the elevator. • Parking in the park and walking across to the building. <p>5B. Traffic impacts related to the closure of 100th Avenue SE are evaluated in Section 3.9 of the Draft EIS and Final EIS. The original parking study was prepared in 2007, and verified in 2008. It provides a reliable estimate of a typical day.</p> <p>5C. Project-specific design will be required to include retaining emergency access to Ten Thousand Meydenbauer and other affected residences in the project study area.</p> <p>The City has also heard from residents who support closing 100th Avenue SE to vehicles.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="210 251 315 284">Letter #5</p> <p data-bbox="147 373 231 406">C (cont)</p> <p data-bbox="252 300 976 373">access issue has been glossed over for over two years and is glossed over in the DEIS. A ladder truck has great difficulty negotiating the corner now – what would that look like without the presence of SE 100th.</p> <p data-bbox="252 389 976 535">Bottom line: the DEIS fails to address the impact of the closure of our street. The closure of SE 100th in order to have a “grand entrance” is irresponsible. Irresponsible! It goes against the wishes of the tax base. Since the project began, over two years ago, there has been absolutely no public comment asking for this street to be closed. What we have heard is an overwhelming outpouring of sentiment demanding that it remain open. To no avail.</p> <p data-bbox="220 552 976 649">2. The proposed “mini Alaska Way viaduct” structure is inappropriate. It is in bad taste. The DEIS sadly neglects to take into consideration the impact of such an out of scale, inappropriate, utterly tragic “monument” in this tiny cove. The obsession to have a “WOW” has lost touch with reality. The “wow” is the bay itself.</p> <p data-bbox="168 641 210 673">D</p> <p data-bbox="252 665 976 787">The mini Alaska Way viaduct eliminates the view the residents of 10000 paid for. It changes the character of our neighborhood. This isn’t Santa Monica or Sausalito or Kirkland. This is a tiny cove. The park has 1000 feet of waterfront - - 1000 feet isn’t much and it is unrealistic to expect a city to be classified as “waterfront” on such a short space.</p> <p data-bbox="168 836 210 868">E</p> <p data-bbox="220 803 976 901">3. Number 1 and Number 2 drastically reduce the property values of Ten Thousand Meydenbauer. The DEIS makes no comment on this negative impact. Our lifestyle, our view, access to our front door, parking for guests - - what else is there to take? Our rights have not been respected and our concerns repeatedly ignored.</p> <p data-bbox="168 958 210 990">F</p> <p data-bbox="220 917 976 1039">4. Reduction of public moorage. This destroys the character and history of our neighborhood. It also removes a revenue stream to the City. An extensive list of cities in our State are increasing public moorage. The marina is a charming part of the bay and is part of the heritage we wish to preserve. Take the roofs off but keep the moorage. The marina is an important amenity we enjoy and respect.</p> <p data-bbox="168 1144 210 1177">G</p> <p data-bbox="220 1055 976 1339">5. Transient Moorage. The DEIS does not address the enormous negative impact of this transient moorage. Transient moorage is damaging to the environment and lifestyle of the neighborhood. It is thoughtless, and against the green era one would expect a city like Bellevue to uphold. Transient moorage will attract a crowd of people who party, sell drugs, increase litter (litter is already an enormous issue with members of our HOA and other neighbors picking up the leftover McDonald’s containers, wine bottles, etc on a regular basis). Already we have seen used condoms and discarded pantyhose in the middle of our street. Transient moorage will be a dangerous impact to the Meydenbauer Bay Yacht Club’s Youth Sailing Program which is a valuable part of our community. Crime will increase. Presently our neighborhood does not have adequate police protection. This can be shown through the continuous number of cars which repeatedly block our fire hydrant without citation.</p>	<p data-bbox="1092 519 1911 682">5D. The elevated walkway is one of several options evaluated in the EIS to allow the public to experience spectacular views of the bay. The elevated walkway would not eliminate the view from Ten Thousand Meydenbauer. The park shoreline extends 1,250 feet from the existing beach park to the Meydenbauer Bay Yacht Club.</p> <p data-bbox="1092 779 1911 974">5E. SEPA does not address property values. However, it is unlikely that Ten Thousand Meydenbauer property values will decline based on the range of civic improvements proposed under the action alternatives evaluated in the EIS. Property values are influenced by many factors, many of which are subjective; what one person sees as adverse, may be seen by another as beneficial.</p> <p data-bbox="1092 1006 1911 1136">5F. The EIS evaluated alternatives that strike a balance between long-term and transient moorage, public access, and shoreline restoration. All action alternatives broaden the boating community that is served at this public facility.</p> <p data-bbox="1092 1201 1911 1266">5G. We are not aware of studies supporting your concerns about transient moorage.</p>


Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>Letter #5</p> <p>The multiple effects of transient moorage are not properly reviewed in the DEIS. In fact they are ignored.</p> <p>H 6. The DEIS neglects to address the significant amount of noise pollution that will be added to our neighborhood. The DEIS ignores, as has the Steering Committee and City Officials, the narrowness of our cove – the scale of the bay vs. the scale of the project. The residents of Ten Thousand Meydenbauer and our neighborhood live in an echo chamber. The added noise will impact the quality of our lives and will drastically diminish the wildlife populations with whom we share our tiny cove</p> <p>I 7. Our homeowners are firmly against any commercial entities in the park. Bellevue has more than enough commercial development, much of which exists in our immediate vicinity. To defile our beautiful neighborhood, which should highlight nature and the beauty of the Great Northwest, is poor taste. As a neighbor recently noted at the DEIS hearing, food concessions produce rats. Rats and food were not mentioned in the DEIS. Litter from food products was not mentioned in the DEIS. People can buy t-shirts, etc elsewhere.</p> <p>J 8. The DEIS does not reflect the concerns that have been repeatedly voiced by Bellevue’s taxpayers and voters. This is outrageous. What happened to the concept that City employees are public servants. The public pays their salaries. The process violates common sense. We object to the fact that the Steering Committee has voted on their recommendations without benefit of reviewing the taxpayers comments on the DEIS. What does that say for the City of Bellevue’s process and procedures? It is an outrage.</p> <p>K 9. The DEIS does not address cost to taxpayers. We want a park that is a true park. We don’t want to toss out and replace valuable amenities that function well, ie restrooms and other existing structures in Meydenbauer Bay Beach Park. We don’t want our tax dollars wasted, ie spending \$5 to \$10 million to re-route the existing utilities under SE 100th so we can have the ugly mini Alaska Way viaduct destroying the ambiance and beauty of the bay. The DEIS and the City have ignored expense. This is grossly insensitive in any time period. It is unconscionable in today’s economic reality.</p> <p>We close with a few quotes that we believe should serve as a premise for the park.</p> <p>Webster’s definition of park: “A piece of ground in or nearby a city or town kept for ornament and recreation. . . . an area maintained in its natural state as a public property.”</p> <p>Mies van der Rohe: “less is more.”</p> <p>Louis Sullivan: “form follows function”</p> <p>The homeowners of Ten Thousand Meydenbauer warmly welcome a PARK. Most of us purchased our homes with the knowledge that we would be sharing the neighborhood with a public park. Let’s keep it a park. May the DEIS dig deeper and be a realistic.</p>	<p>5H. Noise impacts are evaluated in Section 3.10 of the Draft EIS and Final EIS.</p> <p>5I. Your preferences concerning commercial uses are noted. The EIS evaluates options for different types of commercial uses in the park, including vendor carts, leased moorage, PPV rentals, and cafe. Bellevue Parks are maintained regularly, and food and litter will not be left to attract rodents.</p> <p>5J. The Draft EIS considered the scoping comments pursuant to SEPA. Between April 2007 and August 2009, the Steering Committee held 20 Steering Committee meetings, attended six public workshops, attended the Draft EIS scoping meeting and public hearing, and maintained notebooks of every public comment regarding the project submitted during that time frame, including all Draft EIS comments. The Steering Committee was charged with representing all Bellevue residents in making their recommendations for this community-wide asset. The Steering Committee did not finalize a Preferred Alternative until after the close of the Draft EIS comment period, but its direction was reflected in Alternatives 1 and 2 of the Draft EIS.</p> <p>5K. The Draft EIS did not discuss project cost, because cost is not a SEPA issue. The City has demonstrated a commitment to creating an extraordinary community-wide asset, which will require capital investment. Phasing and grant applications can help minimize impacts to taxpayers of project financing.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p data-bbox="233 248 342 272">Letter #5</p> <p data-bbox="254 293 338 318">Sincerely,</p> <p data-bbox="254 337 680 362">The Homeowners Association of 10000 Meydenbauer</p> <p data-bbox="254 407 380 431">Mildred Barker</p> <p data-bbox="254 456 474 496"><i>Mildred Barker</i></p> <p data-bbox="254 521 359 545">Sandra Boyd</p> <p data-bbox="254 537 527 610"><i>Sandra Boyd</i></p> <p data-bbox="254 634 369 659">Aaron Dichter</p> <p data-bbox="212 651 600 748"><i>Aaron Dichter</i></p> <p data-bbox="254 740 380 764">Edith Dichter</p> <p data-bbox="254 764 527 821"><i>Edith Dichter</i></p> <p data-bbox="254 854 401 878">Pamela Ebsworth</p> <p data-bbox="254 894 600 951"><i>Pamela Ebsworth</i></p> <p data-bbox="254 967 422 992">Madelaine Georgette</p> <p data-bbox="285 1008 789 1032">Ms Georgette is out of the country but has provided her consent</p> <p data-bbox="254 1081 380 1105">Carol Richards</p> <p data-bbox="254 1105 558 1162"><i>Carol Richards</i></p> <p data-bbox="254 1195 401 1219">Gordon Richards</p> <p data-bbox="254 1203 495 1260"><i>Gordon Richards</i></p>	


Comment (Letter Number, Comment Source)	City's Response to Comment												
<p data-bbox="132 233 520 261">Letter #6, Old Main Fueling LLC</p> <div data-bbox="327 272 886 391" style="text-align: center;">   </div> <p data-bbox="291 435 812 516" style="text-align: center;">Draft Environmental Impact Statement COMMENT FORM</p> <p data-bbox="163 537 254 558" style="border: 1px solid red; display: inline-block; padding: 2px;">Letter #6</p> <p data-bbox="394 537 709 558" style="text-align: center;">Return (or Postmark) by July 20, 2009</p> <p data-bbox="163 578 386 599">CONTACT INFORMATION</p> <table border="1" data-bbox="163 602 940 727"> <tr> <td colspan="4">NAME: <i>Old Main Fueling LLC</i></td> </tr> <tr> <td>ADDRESS: <i>PO Box 1607</i></td> <td>CITY: <i>Bellevue</i></td> <td>STATE: <i>WA</i></td> <td>ZIP: <i>98009</i></td> </tr> <tr> <td colspan="4">E-MAIL: <i>nathanr@psolo.creek.com</i></td> </tr> </table> <p data-bbox="163 745 760 768">Please add my name to your project mailing list. <input type="checkbox"/> YES <input type="checkbox"/> NO</p> <p data-bbox="163 787 932 828">COMMENTS: Please provide comments on the Meydenbauer Bay Park and Land Use Plan Draft Environmental Impact Statement.</p> <div data-bbox="163 829 940 920" style="border: 1px solid black; padding: 5px;"> <p><i>See attached sheets for detailed comments</i></p> </div>	NAME: <i>Old Main Fueling LLC</i>				ADDRESS: <i>PO Box 1607</i>	CITY: <i>Bellevue</i>	STATE: <i>WA</i>	ZIP: <i>98009</i>	E-MAIL: <i>nathanr@psolo.creek.com</i>				
NAME: <i>Old Main Fueling LLC</i>													
ADDRESS: <i>PO Box 1607</i>	CITY: <i>Bellevue</i>	STATE: <i>WA</i>	ZIP: <i>98009</i>										
E-MAIL: <i>nathanr@psolo.creek.com</i>													

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="199 235 304 267">Letter #6</p> <p data-bbox="241 267 924 373">As the landowner of the property commonly known as the Chevron station, which lies within the area targeted for a coordinated redevelopment as part of the Meydenbauer Bay Park and Land Use Plan, we have the following comments on the draft EIS:</p> <p data-bbox="157 617 189 657">A</p> <ol data-bbox="294 397 924 1031" style="list-style-type: none"> 100th Ave south of Main Street: Any lost street access that either currently or that could potentially provide access to our property will reduce the incentive to ever redevelop the Chevron site. We oppose any scenario that closes 100th Ave SE/SE Bellevue Place, and restricts our ability to access the property from the western side. With the proper streetscaping, including design of sidewalks, use of trees, street surface materials, etc, 100th Ave SE/SE Bellevue Place can remain as an access point to our property and to the properties of many residents, and also provide an inviting entrance to the waterfront park. One of the tenets of this project has been to recognize the historical importance of Meydenbauer Bay and all of its unique features. The City has cited the historical uses of Meydenbauer Bay as reason for considering a commercial presence within the park. The historical significance of 100th Ave SE/SE Bellevue Place should also be recognized because of its contribution to facilitating past commercial activities such as ferrying and whaling. As indicated in the attached reference, the portion of road contemplated for closure was the first ever road in Bellevue. It was once the primary portal to the entire Eastside; its historical significance should be recognized and improved, not destroyed. In the event that the City of Bellevue adamantly opposes the continued use of 100th Ave SE/SE Bellevue Place to through traffic, we request that the northern portion of 100th Ave NE south of Main Street remain open for local access to the west side of our property with an appropriate transition at the south end to the newly built waterfront park. <p data-bbox="189 1161 220 1201">B</p> <ol data-bbox="294 1055 924 1315" style="list-style-type: none"> Redevelopment potential: In discussing the land use component of the Meydenbauer park plan, the City has recognized the need to use a market based approach to incentivize redevelopment of certain parcels, including the Chevron station site. It was determined by third party consultants that doubling the density is an appropriate level to encourage the desired redevelopment. The preliminary ideas on how to achieve a doubling of density include a reduction in required setbacks and an increase in the available lot coverage, but no increase in height restrictions. While this may be possible to achieve on certain parcels that are currently regulated under the R-30 zoning designation, <p data-bbox="241 1356 924 1412">Meydenbauer Bay Park and Land Use Plan, draft EIS comments, Old Main Fueling LLC 1</p>	<p data-bbox="1081 389 1953 714">6A. Comments noted. The EIS evaluates the impacts of both “road open” and “road closed” alternatives. The action alternatives that would close this road to vehicle traffic would provide new vehicle access from 101st Avenue SE to shared underground parking (for Alternative 2 and the Preferred Alternative). 100th Avenue SE can continue to function as a vital link from Meydenbauer Bay to the adjacent neighborhoods by creating a pedestrian-oriented gateway. Adaptive reuse of the Whaling Building is intended to reflect the historical role that Meydenbauer Bay played in the beginnings of Bellevue. Historical acknowledgements could also be conveyed in public art, the nature of which would be determined at the project level.</p> <p data-bbox="1081 909 1953 1169">6B. An increase in allowable density on the Chevron site is not proposed under any of the alternatives evaluated in the EIS; current FAR limits would remain in place. For the DNTN-OB district, when located in Perimeter Subdistrict A, the maximum allowable FAR is 3.5 with the proper mix of commercial and residential (not 5.0). With respect to lot coverage, although the Land Use Code currently allows a maximum coverage of 100% in the DNTN-OB district, a 20-ft building setback is required from the DNTN boundary (i.e., the south and west boundaries of the Chevron property).</p> <p data-bbox="1081 1201 1953 1396">While the action alternatives evaluated in the EIS do not envision changes to currently allowed uses, density, or building height on the Chevron site, they do suggest the reduction or elimination of the DNTN boundary setbacks. This would allow more flexibility in building siting and footprint configuration on that parcel, assuming a coordinated approach to redevelopment with surrounding properties to incorporate appropriate public benefits.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="205 248 302 272">Letter #6</p> <p data-bbox="176 402 243 427">B (cont)</p> <p data-bbox="285 285 844 573">this is not possible on parcels such as the Chevron site with DNTN-OB zoning. DNTN-OB zoning already allows for 100% lot coverage, no setbacks, and the ability to meet the maximum FAR of 5.0 with the proper mix of commercial and residential. The preliminary land use maps contemplate a coordinated redevelopment on the City owned parcel known as the BayVue Village East parcel, which shares a southern property line with the Chevron station. This is presumably a way of incentivizing redevelopment, however even with full lot coverage on that site the effective density increase would fall well short of the doubling recommended by the consultants. Without some level of height restriction increase, we do not see another way to achieve the recommended density increase.</p> <p data-bbox="170 659 197 683">C</p> <p data-bbox="260 602 844 764">3. Property Usage: As everyone who lives or works in Bellevue west of I-405 knows, fuel is increasingly difficult to come by, especially near downtown. While fueling and auto service activities may not fit the City’s ideal vision of commercial activity near the new park, they are essential services to residents and employees and their importance should be recognized in any coordinated redevelopment land-use overlay that may be recommended.</p> <p data-bbox="176 911 197 935">D</p> <p data-bbox="260 797 844 1057">4. Park: If Alternative 2 or 2A is pursued, it should include much more greenspace at the street level along Lake Washington Blvd. The amount of gray impervious surface shown at the street level in visual simulations figure 3.7-16 and 3.7-17 from the 6/30/09 Steering Committee Agenda Packet, is simply unattractive. If the City truly desires to attract year-round usage at the new park it must include some level of covered areas such as those found in Alternative 2. However, from the visual simulations of Alternative 2, a park user would have almost no opportunity to set foot on natural landscaping; this is not particularly inviting either. A hybrid of Alternatives 1 and 2 should be used that incorporates the best features from each.</p>	<p data-bbox="1087 594 1934 651">6C. No changes to allowable uses in the DNTN-OB district are proposed by any of the alternatives evaluated in the EIS.</p> <p data-bbox="1087 789 1934 878">6D. Comment noted. The EIS evaluates options for weather protection as you recommend. Further refinement of the landscape design of this area will occur at the project level.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment															
Letter #7, Tantallon LLC																
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <h2 style="margin: 0;">Meydenbauer Bay</h2> <p style="margin: 0;">PARK AND LAND USE PLAN</p> </div>  </div> <p style="text-align: center; font-weight: bold; margin-top: 20px;">Draft Environmental Impact Statement</p> <p style="text-align: center; font-weight: bold; margin-top: 10px;">COMMENT FORM</p> <div style="border: 1px solid red; display: inline-block; padding: 2px; margin-bottom: 5px;">Letter #7</div> <p style="text-align: center; margin-top: 5px;">Return (or Postmark) by July 20, 2009</p> <p>CONTACT INFORMATION</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-bottom: 5px;"> <tr> <td colspan="4" style="padding: 2px;">NAME: <i>Tantallon LLC</i></td> </tr> <tr> <td style="padding: 2px;">ADDRESS: <i>PO Box 1607</i></td> <td style="padding: 2px;">CITY: <i>Bellevue</i></td> <td style="padding: 2px;">STATE: <i>WA</i></td> <td style="padding: 2px;">ZIP: <i>98009</i></td> </tr> <tr> <td colspan="4" style="padding: 2px;">E-MAIL: <i>nathan@pistolcreek.com</i></td> </tr> </table> <p style="margin-top: 5px;">Please add my name to your project mailing list. <input type="checkbox"/> YES <input type="checkbox"/> NO</p> <p style="margin-top: 5px; font-size: small;">COMMENTS: Please provide comments on the Meydenbauer Bay Park and Land Use Plan Draft Environmental Impact Statement.</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <tr> <td style="padding: 5px;"><i>See attached sheet for detailed comments</i></td> </tr> <tr> <td style="height: 20px;"> </td> </tr> <tr> <td style="height: 20px;"> </td> </tr> </table>	NAME: <i>Tantallon LLC</i>				ADDRESS: <i>PO Box 1607</i>	CITY: <i>Bellevue</i>	STATE: <i>WA</i>	ZIP: <i>98009</i>	E-MAIL: <i>nathan@pistolcreek.com</i>				<i>See attached sheet for detailed comments</i>			
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<p data-bbox="180 253 285 277">Letter #7</p> <p data-bbox="212 289 890 386">As the landowner of the property at One 100th Ave NE, which lies within the immediate area that will be affected by the new park and any land development that will occur as part of the Meydenbauer Bay Park and Land Use Plan, we have the following comments on the draft EIS:</p> <p data-bbox="170 443 197 467">A</p> <ol data-bbox="264 418 890 516" style="list-style-type: none"> Access: All three site plan alternatives show multiple vehicular access points throughout the study area, none of which recognize our existing primary access on the east side of the property along 100th Ave NE. This appears to be an error on the maps, but it must be revised. <p data-bbox="170 732 197 756">B</p> <ol data-bbox="264 545 890 1000" style="list-style-type: none"> Land Use: The apartment and condo buildings to the immediate west-northwest of our building are all included in the land use component of the Meydenbauer park plan, and are part of the potential redevelopment/overlay district that will provide for a doubling of the density. It is our understanding that increases in density will occur through a combination of setback reductions and lot coverage increases. While this is an effective way of increasing density without increasing the height restrictions, we are adamantly opposed to any variation of existing permitted building allowances (i.e. setbacks, lot coverage, or height restrictions) that will further obstruct views from our building or encroach on our property, particularly to the west and southwest. During the relatively recent construction of our building we were subject to onerous and expensive building restrictions because of City mandated setbacks and height limits. To now possibly allow some of these same mandates that were imposed on us to be waived for neighboring properties, could bring adverse impacts to our property, and possibly influence decisions that we make with regard to our other holdings in the area. <p data-bbox="201 1146 228 1170">C</p> <ol data-bbox="264 1029 890 1308" style="list-style-type: none"> Park: If Alternative 2 or 2A is pursued, it should include much more greenspace at the street level along Lake Washington Blvd. The amount of gray impervious surface shown at the street level in visual simulations figure 3.7-16 and 3.7-17 from the 6/30/09 Steering Committee Agenda Packet, is simply unattractive. If the City truly desires to attract year-round usage at the new park it must include some level of covered areas such as those found in Alternative 2. However, from the visual simulations of Alternative 2, a park user would have almost no opportunity to set foot on natural landscaping; this is not particularly inviting either. A hybrid of Alternatives 1 and 2 should be used that incorporates the best features from each. <p data-bbox="205 1354 890 1396">Meydenbauer Bay Park and land Use Plan, draft EIS comments, Tantallon LLC 1</p>	<p data-bbox="1087 428 1934 516">7A. This oversight is noted. The Tantallon building does have vehicle access from 100th Avenue NE. Site plan figures in the Final EIS have been modified to illustrate this access.</p> <p data-bbox="1087 558 1310 583">7B. Comment noted.</p> <p data-bbox="1087 1045 1654 1070">7C. See response to Old Main Fueling (Response 6D).</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p data-bbox="132 233 573 261">Letter #8, Meydenbauer Yacht Club</p> <div data-bbox="422 285 884 456" style="text-align: center;">  </div> <p data-bbox="264 451 363 475">Letter #8</p> <p data-bbox="264 526 390 550">June 22, 2009</p> <p data-bbox="264 574 531 599">Meydenbauer Bay Yacht Club</p> <p data-bbox="264 623 632 647">Comments in response to City of Bellevue</p> <p data-bbox="264 672 638 696">Meydenbauer Bay Park and Land Use Plan</p> <p data-bbox="264 721 690 745">Draft Environmental Impact Statement June 2009</p> <p data-bbox="264 769 1024 940">Meydenbauer Bay Yacht Club, formed in 1946 and located on the shore of Meydenbauer Bay, strongly supports the proposed new park. Since our formation some 63 years ago, and prior to the incorporation of the City of Bellevue, our members have been using the waters of Meydenbauer Bay in conjunction with the other waterfront residents and citizens of Bellevue. As a result of this long standing familiarity, and our very active participation in the steering committee process, we feel very qualified to comment on certain aspects of the draft EIS.</p> <p data-bbox="170 972 201 997">A</p> <p data-bbox="264 972 1024 1013">In addition to doing our part in contributing to the Park planning process, our main goals from the beginning have been to:</p> <ol data-bbox="289 1045 1024 1330" style="list-style-type: none"> 1. Preserve access and circulation in the immediate area of MBYC and the Park by keeping 100th S.E. open. 2. Retain as much as possible, the current amount of public moorage in Meydenbauer Bay. 3. Ensure minimal impact to our Youth Sailing Program from transient boaters utilizing the Park. 4. Improve the water quality in the Bay by reducing siltation from Meydenbauer Creek and City storm sewer outfalls, and the control of milfoil and other noxious weeds. 	<p data-bbox="1087 786 1310 813">8A. Comment noted.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>Letter #8 Page 2 of 4 – MBYC EIS Comments</p> <p>Therefore, we would first like to comment on these four areas:</p> <p>1. KEEPING 100th AVE. S.E. OPEN – 100th Ave. S.E. provides a vital traffic link to the shoreline residents of Meydenbauer Bay and the South Bellevue community. It provides a traffic by-pass to the extreme congestion on Main St. and the intersection of Main St. and Bellevue Way.</p> <p>The EIS does not address the following, but we believe that the upcoming addition of tolls to the I-520 bridge will increase this congestion significantly, as residents of West Bellevue, Clyde Hill, and Medina choose to take I-90 to avoid these tolls, making the congestion on Main St. worse, and the 100th S.E. by-pass even more necessary.</p> <p>The utilities located under 100th Ave. S.E. include the Grange Sewer Pumping Station and it’s lines, which pumps sewage from the entire North side of Meydenbauer Bay up to Main St. as well as storm sewer, fire mains, water, gas, and more. We have obtained estimates from competent underground utility contractors, and have found that the relocation of these important utilities would add an estimated \$5 – 10 million to the cost of the Park. The EIS barely touches on this and does not address cost. We believe these tax dollars would be better spent on the Park itself, or elsewhere in the City budget, than relocating utilities unnecessarily to widen the Park by 20-30 feet.</p> <p>100th Ave. S.E. was one of Bellevue’s first streets, providing access to and from the Meydenbauer Bay shore for arriving and departing ferry passengers before the construction of the I-90 and I-520 bridges. One of the stated goals of the City Council’s planning principles is to “recognize the heritage of Meydenbauer Bay, from the time of the Native Americans, explorers, and early settlers to the industries of whaling ferrying and today’s residential and pleasure boat moorage.”</p> <p>By keeping 100th Ave. S.E. open, it would provide access to the Easterly portion of the BayVue Apt. Property, which would make an excellent parking lot for Park visitors, in close proximity to the Park.</p> <p>The citizens of Bellevue and the properties with direct access to 100th Ave. S.E. have been enjoying this access for years, since well before the City existed or was incorporated. The closure of 100th Ave. S.E. would be a taking of property rights of these affected properties by diminishing their rights of access. We believe this is in effect the exercising of eminent domain by the City, and goes against the City’s own statements that they would not use eminent domain powers in the building of the Park.</p> <p>This historic, vital vehicular and pedestrian link to the waterfront should be preserved and enhanced, not closed.</p>	<p>8B. Comment noted. The Draft EIS acknowledges that “101st Avenue SE and Main Street are not functioning well as arterials if through-traffic diverts to 100th Ave SE to avoid congestion and delay”. Traffic modeling takes into account existing traffic volumes and operations, as well as projected future conditions based on anticipated growth and planned transportation improvements, in addition to traffic generated by the alternatives reviewed in the Draft EIS. Transportation analysis for the Preferred Alternative is found in Section 3.9 of the Final EIS.</p> <p>WSDOT has delayed implementation of tolls on SR 520 to 2011. There has been no decision to date whether tolls will be implemented on SR 520 only, or also on I-90, or when they would be implemented. If tolls were imposed on both SR 520 and I-90, there would be no diversion of trips from one bridge crossing to the other. If tolls are imposed on SR 520 alone, some diversion of trips could occur. The implementation of tolling is a revenue generation tool, but another objective is to manage the time of travel to reduce the congestion that otherwise impedes flow. Graduated tolls that are highest at the peak time of travel have been shown to be effective in shifting trips to times of lesser demand. Also see Comment Letter 9, Response 9B.</p> <p>Storm sewer, water, and sanitary sewer lines may need to be adjusted at the time of construction, but the steepness of the slope makes adjustment easier. Relocation may or may not be required, based on final project-level design; costs of any relocation of privately owned or operated utilities will be determined by contracts between the City and those utilities.</p> <p>The 100th Avenue SE/Bellevue Place right-of-way is 60 feet wide, and extends about 500 feet. Recognizing the historic significance of the right-of-way as well as other features in the project study area can be done whether or not the road is closed to vehicle traffic. Surface parking is not the best use of the limited public space near the shoreline. Also, please see Comment Letter 5, Response 5A.</p>


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<p data-bbox="233 245 556 300"> Letter #8 Page 3 of 4 MBYC EIS Comments </p> <p data-bbox="163 354 1024 602"> C 2. RETENTION OF PUBLIC MOORAGE IN MEYDENBAUER BAY – Many major cities in Washington embrace the maritime heritage of the region, and recognize the contribution the various marine activities make to the local communities. For example, Seattle has Shilshole Bay Marina, and Leschi Marina. Everett has a fine public marina, as does Bremerton, Bellingham, Poulsbo and others. We think that a modern City marina in Bellevue can coexist with a new and well designed Park. We feel that the City should be seeking ways to preserve as much moorage as possible, rather than the opposite. In the future, over the next 20 to 50 years, there is a good chance that the Park may be able to expand further through the acquisition of additional adjacent properties, but once this moorage is gone, it will be gone for good. </p> <p data-bbox="163 626 1024 875"> D 3. Meydenbauer Bay Yacht Club sponsors the MBYC Youth Sailing program, which is open to children from throughout the community. Over the years since it’s inception this program has taught several thousand children, some as young as 8 years old to sail. In addition to sailing, this program is a big self esteem builder, and has many other educational and social benefits to the children and families that participate. This program operates from the MBYC dock # 3, closest to the City property, and has the potential to be adversely impacted by increased transient boat traffic using the new transient moorage proposed for the new Park. Therefore, we support a final Park design that reduces this impact by locating the transient moorage as far to the West as possible, away from or dock # 3. </p> <p data-bbox="163 899 1024 1222"> E 4. Water Quality in Meydenbauer Bay .In our over 60 year heritage on the shores of Meydenbauer Bay, MBYC has been keenly aware of the deteriorating water quality conditions in the Bay. There has been significant siltation occurring from the various City storm sewer outfalls emptying into the Bay, as well as Meydenbauer Creek., as well as an ever thicker accumulation of invasive milfoil and other noxious weeds. If left unchanged, in the not too distant future, the new Park will be located on a swamp. We at MBYC are so concerned about water quality and stewardship of the Bay, that we have recently implemented our own Adopt a Bay program, where member volunteers patrol the Bay, picking up floating trash and other debris for disposal ashore. The EIS touches on storm water and water quality, and identifies it as a problem. The impact of the new Park will not help improve these conditions. We urge the City to take the lead in a joint effort of public and private entities to improve the water quality of Meydenbauer Bay for Park users, residents, and other citizens around the Bay. </p>	<p data-bbox="1083 363 1310 386"> 8C. Comment noted. </p> <p data-bbox="1083 526 1940 776"> 8D. The EIS evaluates different options for the location of transient moorage. The Final EIS evaluates the Preferred Alternative which provides for transient moorage along the south side of floating boardwalk, and excludes moorage on the east side of the pier neighboring the Yacht Club’s youth sailing program. The transient moorage cannot be located northwest of the existing piers as it is required to be located at the properties purchased with the help of State funding. Essentially, this limits the possible transient moorage location to between 99th Avenue NE and 100th Avenue SE/SE Bellevue Place. </p> <p data-bbox="1083 818 1927 1003"> 8E. The Draft EIS evaluates water quality in Section 3.2 and concludes that water quality in the bay will be improved by the implementation of either action alternative because any development will be required to provide state-of-the-practice site stormwater management and treatment facilities. The Preferred Alternative includes similar provisions as described in Section 3.2 of the Final EIS. </p> <p data-bbox="1083 1045 1940 1325"> The Draft (and Final) EIS acknowledges that the proposal could result in short-term increases in siltation due to construction activity. Long-term siltation impacts are not expected to result from the project. Construction-related activities will be subject to permit requirements, to be determined at the project level, to control potential impacts such as siltation. The City follows Department of Ecology guidelines for noxious aquatic weed control, continually monitoring the marina area to determine if herbicide application is necessary or appropriate. The City maintains a permit for herbicide application so that when treatment is needed it can be applied. </p>


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<p data-bbox="226 253 321 277">Letter #8</p> <p data-bbox="226 285 541 310">Page 4 of 4 MBYC EIS Comments</p> <p data-bbox="159 435 184 459">F</p> <p data-bbox="226 358 993 553">In summary, Meydenbauer Bay Yacht Club believes in and supports the proposed Park, but prefers a hybrid design, taking some from each of the alternatives, keeping the road open, and retaining as much moorage as possible, very much along the lines first proposed by steering committee member Rich Wagner many months ago. We feel that the EIS is generally well written and informative, but while it identifies many impacts on the physical environment relating to fish, ducks, vegetation and the like, it does not go far enough in identifying impacts to the human environment, such as denial of access, traffic, noise, congestion, and their impact on people, and existing neighborhoods.</p> <p data-bbox="159 708 184 732">G</p> <p data-bbox="226 605 982 727">We feel that the rezoning of property, the increasing of densities, the placement of commercial enterprises in the park in competition with private enterprise located nearby, and the closing of streets and denial of access, are beyond the charter of a steering committee. We believe these actions exceed the scope of the project as intended by the City Council when they appointed this committee to help design the Park.</p> <p data-bbox="226 751 957 824">We look forward to a successful completion of the EIS and design process so that the public and citizens of Bellevue can be enjoying this new Park in as short a time as possible. We stand ready to continue our participation to contribute to this end.</p> <p data-bbox="226 849 737 873">Thank you and Regards for consideration of our comments,</p> <p data-bbox="226 898 562 971">Rod Bindon City/Community Relations Committee For Meydenbauer Bay Yacht Club</p>	<p data-bbox="1087 334 1308 358">8F. Comment noted.</p> <p data-bbox="1087 626 1308 651">8G. Comment noted.</p>



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<p>Letter #9, Meydenbauer Yacht Club</p> <div style="text-align: center;">  <p>ON BEAUTIFUL LAKE WASHINGTON MAIL ADDRESS... P.O. BOX 883 BELLEVUE, WASHINGTON 98009</p> </div> <p>Letter #9</p> <p>Michael Paine, Environmental Planning Manager Development Services Department City of Bellevue P.O. Box 90012 Bellevue, Wa. 98009-9012</p> <p style="text-align: right;">July 20, 2009</p> <p style="text-align: center;">Re: Submission of written comments Meydenbauer Bay Park DEIS June 2009</p> <p>Dear Mr. Paine:</p> <p>The following are in addition to our verbal comments previously delivered on June 23, 2009:</p> <p>Since the beginning of the Park planning process almost two years ago, Meydenbauer Bay Yacht Club has had four main goals, in addition to doing our part to help in the planning. These are as follows:</p> <ol style="list-style-type: none"> 1. Preserve access and circulation in the area of 100th Ave. S.E., Main St., Meydenbauer Way S.E. and the new park. A 2. Retain as much public moorage in the Bay as possible. 3. Ensure minimal impact to our Youth Sailing program from transient boaters using the park. 4. Improve the water quality in the Bay by encouraging the City to take responsibility for and reduce siltation from Meydenbauer Creek, the various City storm sewer outfalls, and for the City to take the lead in the control of milfiol and other noxious and invasive weeds. <p>Our comments are as follows:</p> <p>The DEIS does not adequately address the impacts which would result from the closure of 100th Ave. S.E..</p> <p>B It is clear after having read the traffic portion of the DEIS, that the EDAW traffic consultants figures and conclusions in the area of Main St. and 100th Ave S.E. do not approach reality, and their conclusions are flawed. This traffic consultant has publicly stated that his figures are derived from a computer model, not actual studies. These figures differ significantly from the City of Bellevue's own traffic engineers, who have concluded and publicly stated that "The traffic at the intersection of Main St. and 100th Ave. S.E. is bad and going to get worse, and the closure of 100th Ave S.E. will make it worse, not better."</p> <p>The Bellevue Transportation Commission has concluded and publicly stated "It make no sense for the</p>	<p>9A. Comment noted. See responses to Comment Letter 8, Responses 8B through 8E.</p> <p>9B. Use of Traffic Model: The standard practice for identifying future year traffic impacts is to determine the expected future land use change, then use a travel demand forecasting model (like the Bellevue-Kirkland-Redmond, or BKR model) to determine needed transportation network improvements. A traffic operations model (such as Synchro) is often used to determine the predicted intersection level of service, any intersection impacts, and necessary mitigation. The projected background traffic volumes built into the 2020 forecast model are based on existing (year 2008/2009) traffic counts.</p> <p>Impacts on traffic due to closure of 100th Avenue SE: As identified in the Draft EIS, most of the growth in traffic volumes along Main Street by 2020 will be a result of background growth, which will be reflected in the No-Action Alternative. The Level of Service (LOS) at the intersection of Main Street at 100th Avenue SE, during the 2020 p.m. peak No Action scenario is projected to be LOS C. The closure of 100th Avenue SE as described in Alternatives 1 and 2 (and the Preferred Alternative) improves the LOS at this intersection because vehicular movement is reduced (including the elimination of traffic south of Main Street). Under Alternatives 1 and 2 (and the Preferred Alternative), additional trips are diverted to 101st Avenue SE, which degrades the LOS at that intersection. With Alternative 2 (which has slightly higher impacts to traffic as compared to Alternative 1) the LOS at Main Street / 101st Avenue SE worsens from LOS C (under No Action), to a LOS E. There is an increase of 121 vehicles during the p.m. peak hour on 101st Avenue SE (south of Main Street) under Alternative 2, including an additional 72 vehicles in the northbound direction (or 1.2 vehicles per minute), and an additional 49 vehicles in the southbound direction. The Draft EIS identifies potential mitigation that can be used to improve traffic flow on Main Street and at this intersection in particular, including a signal and westbound left turn lane. These improvements would require the removal of some on-street parking on Main Street. Transportation impacts due to the Preferred Alternative would be similar to Alternative 1 and slightly less than Alternative 2. Also see Comment Letter 5, Response 5A.</p>


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	<p>9B (continued). <u>Tolls on SR 520:</u> The Draft EIS analysis years included existing conditions and year 2020. The City’s BKR Travel Demand Model was used for both years of analysis, and neither included the assumption of tolls on SR 520 for either existing conditions or year 2020.</p> <p>WSDOT has delayed implementation of tolls on SR 520 to the year 2011 at the earliest. There has been no decision to date whether tolls will be implemented on SR 520 only, or also on I-90, or when they would be implemented. If tolls were imposed on both SR 520 and I-90, there would be no diversion of trips from one bridge crossing to the other. If tolls are imposed on SR 520 alone, some diversion of trips would occur. The SR 520 Tolling Report Prepared for the Washington State Legislature (January 28, 2009) examined a number of different tolling scenarios ranging from tolling only SR 520 to tolling both SR 520 and I-90, and also analyzed various toll rates and implementation schedules. In general, if tolling is implemented on SR 520 alone in 2011, the peak period traffic on I-90 will increase anywhere from 2 to 9 percent (1,800 to 8,300 additional trips) depending on the rate and schedule. Direct access routes to I-90, such as Bellevue Way, would experience some increases in traffic volumes. The volume on Bellevue Way is projected to increase from 1 to 3 percent (200 to 500 vehicles) during the peak period, dependent on the rate and schedule. A similar traffic volume increase could occur on Lake Washington Boulevard and Main Street due to trips diverted from the Points communities. People will make other travel decisions including changing travel times, shifting to transit or ridesharing, shifting to I-405 or SR 522, or changing their destination (or telecommuting). The overall effect of the route changes are distributed across the transportation system. To minimize the effects of diversion of trips from SR 520, a number of mitigation measures were identified, including system-wide traffic monitoring, advanced traffic technology, and transit service improvements. The implementation of tolling is a revenue generation tool, but another objective is to manage the time of travel to reduce the congestion that otherwise impedes flow. Graduated tolls that are highest at the peak time of travel have been shown to be effective in shifting trips to times of lesser demand. Toll facilities on the Tacoma Narrows Bridge and SR 167 have been well-received by motorists, and no significant diversion of trips has occurred.</p>

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<p>Letter #9</p> <p>↑ City to spend millions of dollars to build a new Park , inviting all the citizens of Bellevue to come and enjoy it, and then make it harder to get to by closing 100th Ave. S.E., and increasing the congestion in the area.”</p> <p>The DEIS traffic studies do not take into account the soon to be imposed tolls on I-520, which will create a massive diversion of traffic through South Bellevue as drivers of cars trucks and buses seek to avoid these tolls by using I-90. This will get even worse during the upcoming construction of the new I-520 bridge. 100th Ave. S.E. provides a small but important relief link in this upcoming major congestion. The State of Washinton DOT has publicly stated “ as many as 50% of commuters may elect an alternate route.”</p> <p>B, cont</p> <p>For the DEIS to ignore these facts is a serious omission that brings into question the accuracy of the entire document.</p> <p>Closure of 100th Ave. S.E. would take away the main entrances of the 10,000 Meydenbauer Condominium, the Meydenbauer Apartments, and seriously impact access to the Vue condominium and Meydenbauer Bay Yacht Club. This reduction of access could cost lives or severe property loss in the event of a medical emergency, structure fire, or marina fire. Both the Bellevue Fire and Police depts. Are opposed to the proposed closure of 100th Ave. S.E..</p> <p>Closure of 100th Ave. S.E. would almost certainly result in legal action by some of the most heavily impacted properties. This could have the effect of delaying the Park for perhaps years in the courts. The citizens of Bellevue do not need a prolonged and devisive legal battle over this issue. They need a Park we can all use, with good access in as short a time as possible.</p> <p>C</p> <p>The DEIS does not address the impact that the reduction of public moorage would have on the boating public, the local economy, or the City budget. The stated goal of making Bellevue a “Waterfront City”, implies a healthy thriving boating presence. It was tax dollars from boaters that facilitated the State grant which accounted for part of the funds used to buy this property. This was free money, given to the City of Bellevue by the State of Washington and paid for by boaters. To now reduce moorage while using these grant monies is highly inappropriate. We believe that a thriving City marina can coexist with a new park.</p> <p>The DEIS does not address the impact of the proposed transient moorage, or the need for additional policing and control. It has been clear from their reaction, that the Bellevue Police Dept. has not been even consulted on this matter. Relating an incident which occurred on the MBYC docks in late June will help illustrate this need.</p> <p>D</p> <p>One weekday evening at approximately 9pm., a skiboat occupied by 3males, 2 females and a pit bull came into our docks, accompanied by loud music and a lot of yelling, and demanded to tie up so they could use the bathroom and go up to 7-11 and buy more beer. They were denied access by some of our members. At this point, our members were cursed at, verbally abused and threatened, the members then called 911. The skiboat departed our docks before the Bellevue police arrived, and sat out in the bay yelling, cursing and playing loud music. The Bellevue police came but could do nothing except call for the King Co. Sheriff boat from Kirkland, which arrived about 10:30. It arrested the driver of the boat for DUI and detained the other male occupants. The females and the pit bull then attempted to take the boat back to Newport in the dark, but had to be rescued again, when they developed mechanical problems in the East Channel.</p> <p>This sort of incident is an almost weekly occurrence on our docks and in Meydenbauer Bay. The providing of 14 transient moorage locations within the new park will exacerbate this situation and require significant additional police presence both ashore and on the water. This may require the addition of a police boat to the City inventory.</p> <p>E ↓ While the DEIS mentions water quality, and the need for it to be improved, there is no recommended plan for doing so. The amount of siltation that has occurred in Meydenbauer Bay over the last 20 years is</p>	<p>9B (continued)</p> <p><u>Impacts on residential access due to closure of 100th Avenue SE:</u> Under alternatives that close 100th Avenue SE, the primary access to the Vue Condominium will remain within the vicinity of its existing primary access, but will require that vehicles use Meydenbauer Way SE. Primary access to Ten Thousand Meydenbauer Condominium is currently from Meydenbauer Way SE. This access point will continue to be open under alternatives that close 100th Avenue SE. The alternatives also assumed eventual redevelopment of the Meydenbauer Apartments, with vehicle access from 101st Avenue SE and Meydenbauer Way SE possible. Access to the Yacht Club is currently from Meydenbauer Way SE, and would continue under alternatives that close 100th Avenue SE. The nearest fire station (Fire Station #1) to the properties of concern is at 766 Bellevue Way SE, located to the south of the study area. Emergency vehicles can access the properties via 101st Avenue SE (from the south) and Meydenbauer Way SE. See also Comment Letter 5, Response 5A.</p> <p>9C. See Comment Letter 5, Response 5F. See also Section 3.2 of the Final EIS. Funds from the State used toward acquisition of the marinas come from the portion of the state motor vehicle tax paid by all recreational boaters.</p> <p>9D. We are not aware of studies supporting the premise that boaters using transient moorage create more problems than boaters at long term moorage.</p> <p>9E. See Comment Letter 8, Response 8E.</p>


Comment (Letter Number, Comment Source)	City's Response to Comment
<p data-bbox="247 253 359 277">Letter #9</p> <p data-bbox="155 380 243 404">E, cont</p> <p data-bbox="264 293 982 472">phenomenal. Most of this is from runoff from Meydenbauer Creek due to development upstream and within the drainage basin. Another significant source is from City of Bellevue storm sewer outfalls which empty unrestricted into the Bay. Up to this point, the City has declined responsibility for any of this, and says that what happens beyond the shoreline of the Bay is the responsibility of the State DNR. This may be, but unless something is done soon, the new City park will be located on a swamp, not a Bay, and Bellevue's goal of becoming a "Waterfront City" will be a "Swampfront City". Further contributing to this is the severe increase in mifoil and other invasive aquatic weeds. Meydenbauer Bay Yacht Club has been leading the way in permitting for and treatment of this problem. The City has been dragging their feet in following up on these actions.</p> <p data-bbox="264 493 982 550">We urge the City of Bellevue as a part of the New Park, to take the lead in a coalition of Meydenbauer Bay neighbors and property owners to deal with these issues before it is too late. We stand ready to assist the City in this endeavor.</p> <p data-bbox="264 591 604 732">Sincerely,  Rod Bindon Meydenbauer Bay Yacht Club Community Relations Committee</p> <p data-bbox="264 769 449 794">CC: Bellevue City Council</p>	


Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="136 233 672 261">Letter #10, Bellevue Downtown Association</p> <div data-bbox="178 310 537 371">  <p data-bbox="247 318 537 371">BELLEVUE DOWNTOWN ASSOCIATION</p> </div> <div data-bbox="787 326 905 358" style="border: 1px solid red; padding: 2px; display: inline-block;"> <p data-bbox="787 326 905 358">Letter #10</p> </div> <p data-bbox="247 435 361 456">July 20, 2009</p> <p data-bbox="247 483 533 618"> Michael Paine Environmental Planning Manager Development Services Department City of Bellevue P.O. Box 90012 Bellevue, WA 98009 </p> <p data-bbox="247 646 699 667">RE: Meydenbauer Bay Park and Land Use Plan Draft EIS</p> <p data-bbox="247 695 380 716">Dear Mr. Paine:</p> <p data-bbox="247 740 919 805"> The Bellevue Downtown Association (BDA) Board of Directors is pleased to respond with general comments on the Meydenbauer Bay Park and Land Use Plan Draft Environmental Impact Statement (EIS) and the two Alternatives presented for review. </p> <p data-bbox="247 833 926 946"> The BDA continues to support the City of Bellevue’s plan to expand and enhance the Meydenbauer Bay waterfront park, along with a well-designed pedestrian connection to Old Bellevue and the Bellevue Downtown Park. Park and open space amenities and the connections they provide are essential to Downtown Bellevue’s success as a strong, vibrant urban center. </p> <p data-bbox="163 922 197 954" style="border: 1px solid red; padding: 2px; display: inline-block;">A</p> <p data-bbox="247 974 898 1039"> At this stage, the BDA does not have a favored Alternative between the two in the Draft EIS. However, we would like to share the following observations and make these requests for response during the next stage of review. </p> <ol data-bbox="283 1065 926 1390" style="list-style-type: none"> <li data-bbox="283 1065 898 1130">1. The BDA commends the past and ongoing work of the Steering Committee and City staff in conducting a thorough planning and public involvement process. <li data-bbox="283 1157 926 1222">2. We fully support the City’s efforts to enhance access to the public waterfront, improve shoreline conditions and water quality, and ensure the future vitality of Old Bellevue and the surrounding neighborhoods. <li data-bbox="283 1250 926 1390">3. The preferred park Alternative must: demonstrate excellence in urban design, architecture, landscaping and environmental stewardship; provide for a functional and well-designed connection to Old Bellevue and the Downtown Park; offer adequate on-site parking supply for park users; improve access to a beach and swimming area; respond to demand for adequate public and private moorage; and prioritize overall mobility and public safety needs. 	<p data-bbox="1087 724 1325 751">10A. Comment noted.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="241 251 367 284">Letter #10</p> <p data-bbox="241 289 735 337">BDA Letter on Meydenbauer Bay Park & Land Use Plan DEIS Page 2</p> <p data-bbox="157 406 241 438">A, cont</p> <p data-bbox="241 381 924 479">4. The proposed zoning change to 60 residential units/acre in the areas detailed in both Alternatives appears to be a good approach to attract redevelopment and enhance the positive characteristics of both the Old Bellevue and waterfront neighborhoods.</p> <p data-bbox="178 544 220 576">B</p> <p data-bbox="241 503 924 641">5. For each Alternative, we request a report of the estimated number of annual and monthly visitors to the different areas of the park and marina and the mode of transportation used. We also request a more detailed analysis of each Alternative’s impacts on traffic operations and parking availability in the neighborhoods around the Bay and parking requirements and availability in the park for park and marina users.</p> <p data-bbox="178 755 220 787">C</p> <p data-bbox="241 665 924 901">6. The BDA recognizes the concerns of nearby residents who would experience the impacts discussed in the Draft EIS. In light of those concerns and the proposed size, location, and environmental sensitivities associated with an expanded park, we understand the opportunity for new commercial or retail uses may be limited. Yet including some amount of commercial use may provide greater vitality for the park and a measure of ongoing income that could help fund park improvements and/or maintenance. Additional environmental, economic and market analyses should report on the feasibility and long-term viability of commercial uses and the degree to which such uses might help in funding the park.</p> <p data-bbox="241 925 966 1023">We appreciate the opportunity to provide input on the City’s planning and environmental review process for the Meydenbauer Bay Park and Land Use Plan. This undertaking will require continued leadership to create a broadly supported Master Plan, as well as an innovative and reasonable finance plan, when the time is right.</p> <p data-bbox="241 1047 336 1071">Sincerely,</p> <div data-bbox="241 1088 451 1153">  </div> <p data-bbox="241 1161 399 1209">Jill Ostrem BDA Board Chair</p> <div data-bbox="546 1096 787 1161">  </div> <p data-bbox="546 1161 682 1209">Leslie Lloyd BDA President</p> <p data-bbox="241 1258 546 1323">cc: Bellevue City Councilmembers Bellevue City Manager Steve Sarkozy</p>	<p data-bbox="1092 487 1911 584">10B. Initial estimates for vehicle trips and parking demand were generated based on methods described Comment Letter 2, Response 2D. A more detailed analysis is not appropriate at this time.</p> <p data-bbox="1092 682 1942 779">10C. Comment noted. Economic and market feasibility is beyond the scope of this EIS. However, it is expected that additional feasibility analysis would be conducted at the project level.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>Letter #11, PACCAR Inc.</p> <div style="text-align: center;">  </div> <p>Letter #11 June 29, 2009</p> <p>City of Bellevue Development Services Department P.O. Box 90012 Bellevue, WA 98009</p> <p>Attn: Michael Paine</p> <p>Subject: Meydenbauer Bay Park and Land Use Plan Draft Environmental Impact Statement <u>File Number: 08-133559-LE</u></p> <p>Ladies and Gentlemen:</p> <p>Following are PACCAR comments on the June 2009 Draft Environmental Impact Statement (DEIS) for the Meydenbauer Bay Park and Land Use Plan.</p> <p>A PACCAR, a global, <i>Fortune</i>-200 company headquartered in Bellevue, has moored our corporate yacht at the Meydenbauer Bay Marina (“Marina”) since 1973. The proximity of the Marina to our corporate headquarters in downtown Bellevue provides our guests excellent access to our corporate yacht. On an annual basis we have approximately 450 guests access the Marina for events on our vessel. PACCAR and our guests appreciate Meydenbauer Bay and feel our use embodies many of the goals expressed in the Comprehensive Plan and Parks and Open Space System Plan 2003 (Comprehensive Plan).</p> <p>While we are generally in favor of the Park and Marina upgrades being developed, we have concerns with the DEIS that we believe should be addressed.</p> <p>B <u>Long-Term Moorage</u> - DEIS Alternatives 1 and 2 reduce the number of long-term moorage slips at the Bellevue Marina from 87 to 40 or 25 to 35 depending on alternative. This is a reduction of up to 70%. The number of transient slips remains the same under all alternatives. The DEIS does not appear to have evaluated impact or benefit of reduction in long-term slips other than a typical remark found under Parks and Recreation, Table 1.4-1 “No significant unavoidable impacts.” Reducing the amount of moorage impacts Land Use, Shorelines, Parks and Recreation and Bellevue Park’s Department revenue. The significant potential impact should be evaluated and considered in the DEIS. PACCAR made this comment during EIS scoping in our letter dated November 11, 2008.</p>	<p>11A. Comment noted.</p> <p>11B. All action alternatives evaluated in the EIS reduce the amount of leased long-term moorage and provide for people-powered vessels (PPVs). All alternatives provide 14 transient slips, broadening the range of boating and public access to the shoreline. Benefits to water quality, near shore habitat, and fish are realized by reducing the extent of hard edge where Piers 2 and 3 connect to the shore and restoring a contiguous stretch of shoreline.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>Letter #11 Environmental Impact Statement File Number: 08-133559-LE June 29, 2009 Page 2</p> <p>DEIS Specific Land Use Questions / Comment:</p> <p>C ➤ What is the impact/benefit on Land Use (DEIS section 3.4.2) of reductions to long-term moorage under Alternatives 1 and 2?</p> <p>D ➤ What is the impact/benefit to Shorelines (DEIS section 3.5.2) of reductions to long-term moorage under Alternatives 1 and 2? Address benefits/impacts to marine and public access.</p> <p>E ➤ What is the impact/benefit to Parks and Recreation (DEIS section 3.6.3) of reductions to long-term moorage under Alternatives 1 and 2? Address benefits/impacts to marine and public access; Bellevue Park’s Department revenue and park and recreation opportunities.</p> <p>F ➤ What is the impact/benefit to Visual Quality (DEIS 3.6.4) of reductions to long-term moorage under Alternatives 1 and 2? Address impact/benefit that boats at the Marina have on the marine nature of the park.</p> <p>G <u>Transportation</u> - The DEIS has not analyzed or planned for the unique requirements of marina vehicle access and parking. The Marina requires vehicle access and parking for tenants, guests and transient users that is close to the berths they serve for people to unload/load gear, perform allowed maintenance, and access boats. The DEIS page 3-112 states that “the current asphalt parking area provides approximately 60 spaces and is fully utilized during summer weekends and special events.” Table 3.9-5, page 3-168 states that in the current condition average utilization is 28%. This conflict in current usage should be resolved. The International Marina Institute and other sources recommend from 0.6 to 0.8 parking spaces per berth. Approximately 50 parking spaces are recommended for 87 slips; approximately 25 parking spaces for 40 slips. All Alternatives including the No Action Alternative reduce parking at the Marina from 60 to 6 spaces that are designated for “passenger drop off”. Additional parking is provided in garages on the upland but this is not close to the piers in distance or grade. Providing only six parking spaces at one end of the Marina is not adequate. Contrary to the conclusion in the DEIS on page 3-128, combined parking changes will make parking less not more accessible to Marina users and should be reevaluated.</p> <p>Further, the six stalls are accessed by driving on the pedestrian promenade. We think this creates a serious safety issue. Also, personal propelled users need vehicle assess and storage close to the point of launch.</p>	<p>11C. The number of long-term moorage slips has little impact on Land Use, except that a reduction in slips requires fewer parking stalls.</p> <p>11D. Draft EIS page 3-103 begins the analysis of impacts and benefits of Alternative 1, which proposes removing Pier 3. Draft EIS page 3-105 begins the analysis of the impacts and benefits of Alternative 2.</p> <p>11E. Reducing and reconfiguring long-term moorage allows a variety of park uses and activities to be accommodated, including over-water access for the non-boating public. It also benefits the environment by decreasing over-water coverage and allowing shoreline restoration. Reducing the number of slips could reduce revenue, but also would reduce the cost of managing moorage and maintaining and replacing aging structures.</p> <p>11F. Reducing the amount of long-term moorage, along with eliminating covered moorage, will open up local views to and from the shoreline. The remaining long-term moorage, along with transient moorage, PPV access and moorage, and pedestrian piers all will contribute to the water-oriented nature of the park and provide more opportunities for water access.</p> <p>11G. The alternatives evaluated in the EIS all recommend short-term parking stalls at the marina for loading and unloading. The parking stalls will not be accessed across the pedestrian pathway. Project-level design will ensure adequate separation. The EIS also evaluates several additional options for parking, including on-street parking along 99th Avenue NE; in addition, parking is in either of two underground garages, accessed from 99th Avenue NE, Meydenbauer Way SE, or Lake Washington Boulevard. Bellevue’s Land Use Code requires 0.5 parking stall for each moorage slip, which has been calculated into the total parking demand for the park. Providing limited short-term parking stalls immediately adjacent to Pier 1, with additional long-term parking located upland, benefits boaters, other park users, water quality, fish, and near shore habitat by reducing the impervious surface immediately adjacent to the shoreline.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter #11</p> <p>Environmental Impact Statement File Number: 08-133559-LE June 29, 2009 Page 3</p> <p>DEIS Specific Land Use Questions / Comment:</p> <ul style="list-style-type: none"> H > Resolve conflict in current parking usage between statement on DEIS page 3-112 and table 3.9-5 on utilization. I > Analyze and provide details on parking demand for the Marina under all Alternatives. Address specific unique requirements and demands of marina parking; demand for long-term moorage users, transient users and PPV users; and demand for short-term and longer-term parking on weekdays, evenings and weekends. J > After Marina parking requirements have been defined, assess benefits/impacts of reductions in Marina parking under all Alternatives. K > Describe how trash and recycling (and used oil if allowed) will be removed from the Marina. L > <i>Traffic Hazard</i> - Analyze and describe how public vehicles will safely move in and out of Marina parking and pedestrians and bikers will move on the waterfront promenade. <p>In summary, PACCAR supports the overall concept of the Meydenbauer Bay Park Plan and we look forward to response to issues we raised in the DEIS.</p> <p>Very truly yours,</p>  <p>Daniel N. Lewis Director of Construction & Corporate Services dan.lewis@paccar.com</p> <p>DNL:</p> <p>cc: M. Bergstrom, City of Bellevue Planning & Community Development R. Cole, City of Bellevue Parks and Community Services R.E. Bangert, II D.K. Williams File</p>	<p>11H. The text on page 3-112 has been corrected to read, “The asphalt parking area provides approximately 60 spaces and <u>experiences heavy use</u> is fully utilized during summer weekends and special events (Sasaki 2008).” The text is accurate regarding special events and some summer weekends. Table 3.9-5 reflects actual parking lot counts, twice daily for two weeks and three weekends in August 2008. The table has been updated to in Section 3.9 of the Final EIS to include the Preferred Alternative.</p> <p>11I. See Final EIS Section 3.9 for an analysis of parking, loading and unloading for all marina boaters.</p> <p>11J. See Response 11G, above. Also, refer to Final EIS Section 3.9.</p> <p>11K. Facilities for removal of trash, recycling, used oil, etc. will be designed and incorporated at the project level.</p> <p>11L. Separation of pedestrian and vehicle traffic is important and will be carefully designed at the project level. Likely, pedestrian traffic will be directed water-ward to avoid conflict with vehicles.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter #12, Bernstein</p> <p>ROBERT BERNSTEIN, P.E. Consulting Transportation Engineer/Planner</p> <p style="text-align: right; border: 1px solid red; padding: 2px;">Letter #12</p> <p>July 20, 2009</p> <p>Mr. Michael Paine, Environmental Planning Manager Development Services Department City of Bellevue P.O. Box 90012 Bellevue, WA 98009-90012</p> <p>Dear Mr. Paine,</p> <p>Attached please find a letter with my comments on the June, 2009, City of Bellevue <i>Meydenbauer Bay Park and Land Use Plan Draft Environmental Impact Statement (DEIS)</i>. This letter was prepared on behalf of the Meydenbauer Bay Neighborhood Association.</p> <p>If you have any questions or if you have any questions or need additional information, please contact me.</p> <p>Sincerely,</p>  <p>Robert Bernstein, P.E.</p>	

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>ROBERT BERNSTEIN, P.E. Consulting Transportation Engineer/Planner</p> <p>Letter #12 July 20, 2009</p> <p>Meydenbauer Bay Neighborhood Assn. c/o Mr. Marvin Peterson, President 227 Bellevue Wy NE PMB 278 Bellevue, WA 98004</p> <p>SUBJECT: Review of traffic and transportation issues associated with proposed Meydenbauer Bay Park and Land Use Plan in Bellevue, WA</p> <p>Dear Mr. Peterson,</p> <p>Per your request, I have reviewed and evaluated the traffic and transportation issues associated with the proposed Meydenbauer Bay Park and Land Use Plan in Bellevue, WA. I am personally and professionally familiar with the study area and environs, having visited the area numerous times over the years, most recently on July 7, 2009. I have reviewed and evaluated the background information made available by the City, including in particular the June, 2009, City of Bellevue <i>Meydenbauer Bay Park and Land Use Plan Draft Environmental Impact Statement</i> (DEIS).</p> <p>Although the DEIS is available, I have not been able to obtain the basic technical background information that should be readily available with any DEIS, including the complete Transportation Technical Report (from which the DEIS transportation sections are excerpted), and the inputs and worksheets for the trip generation, level of service (LOS), intersection queuing and delay, and parking demand calculations whose results are reported in the DEIS. Due to the unique characteristics of the study area (closely-spaced intersections and driveways on Main Street, very limited access into and out of the residential neighborhood south of Main, etc) the completeness and accuracy of the impact analyses cannot be adequately evaluated by City staff, elected officials, or the public without this information.</p> <p>Based on my personal observations and on my review and assessment of the available traffic/transportation-related information, I have the following comments and conclusions:</p> <p>CONCLUSIONS</p> <p>The traffic/transportation analysis, as reported in the DEIS, has significant errors and omissions that prevent the DEIS from achieving its primary purpose of providing affected residents and businesses, city officials, and decision-makers with complete and accurate information about the impacts of the proposed Plan. As a result, the DEIS traffic/transportation analysis is inadequate and misleading.</p>	<p>12A. Technical Report: A transportation technical report was not prepared as part of the scope of work for the EIS. All of the Synchro files have been provided to the City, which include specific data on level of service, intersection queuing, and delay. Trip generation tables and parking demand tables for the alternatives were provided to the City of Bellevue and are available upon request.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="184 261 296 289">Letter #12</p> <p data-bbox="877 237 972 297">MBNA July 20, 2009 Page 2</p> <ol style="list-style-type: none"> <li data-bbox="184 358 953 427">1. Several key inputs to the quantitative traffic analyses reported in the DEIS are inaccurate or inappropriate, which has resulted in an underestimation of impacts and mitigation requirements: <ol style="list-style-type: none"> <li data-bbox="216 451 963 519">a. The intersection analysis software used for the DEIS was not properly calibrated (it did not replicate the existing queuing on Main Street), resulting in an understatement of LOS, delay, and queuing. <li data-bbox="216 544 926 612">b. The DEIS traffic operations analysis does not include the private driveways on Main Street between Bellevue Way and 100th Avenue, and does not account for effects of traffic entering and exiting those driveways. <li data-bbox="216 636 940 678">c. The DEIS intersection LOS analyses do not include and account for the effects of queuing. <li data-bbox="216 703 919 745">d. The DEIS traffic operations analysis does not include the effects of pedestrians crossing at intersections. <li data-bbox="216 769 919 812">e. The DEIS intersection LOS analyses overstate the saturation flow rates for left turns, resulting in an understatement of LOS, delay, and queuing. <li data-bbox="216 836 936 904">f. The DEIS traffic analysis does not account for the traffic increases through the study area that will occur when tolls are imposed on SR 520 and traffic diverts to I-90 to avoid the tolls. <li data-bbox="184 928 930 976">2. The traffic/transportation analysis omits important analyses and ignores significant access, circulation, and safety problems and impacts: <ol style="list-style-type: none"> <li data-bbox="216 1000 963 1068">a. The DEIS overlooks or ignores the impact of Main Street queuing and congestion on neighborhood access: Main Street traffic is an increasingly insurmountable barrier to neighborhood access and egress everywhere east of 100th Avenue. <li data-bbox="216 1092 951 1135">b. The DEIS has no analysis of traffic impacts or parking needs for episodic events at the proposed park. <li data-bbox="216 1159 951 1201">c. The DEIS has no analysis of a.m. peak hour conditions, when Main Street queuing impacts and neighborhood access constraints are significant. <li data-bbox="216 1226 963 1268">d. The DEIS has no analysis of the conditions that will prevail when the proposed park development opens (Year of Opening analysis). <li data-bbox="216 1292 926 1334">e. The DEIS traffic analysis does not report the LOS, delay, and queue lengths for individual movements at study intersections. 	

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="226 269 348 298">Letter #12</p> <p data-bbox="926 245 1024 305" style="text-align: right;">MBNA July 20, 2009 Page 3</p> <p data-bbox="260 367 995 440">f. The DEIS traffic analysis does not account for the traffic to be generated by developments that have been approved by the City but not yet been occupied and generating traffic (i.e., “pipeline” projects).</p> <p data-bbox="260 461 1010 534">g. The DEIS ignores the degradation of emergency access caused by the closure of 100th Avenue and the elimination of a second access to properties on Meydenbauer Way and 100th.</p> <p data-bbox="226 553 1010 643">3. In order to maintain the barest minimum level of safe and convenient access into and out of the residential community south of Main Street, 100th Avenue SE must remain open to vehicular traffic between Meydenbauer Way and the signalized intersection at Main Street.</p> <p data-bbox="226 667 999 789">4. The City should prepare a focused and comprehensive traffic, pedestrian, and bicycle circulation and safety analysis and plan for Main Street between Bellevue Way and 100th Avenue in order to define how the street should be managed and configured to best serve all its neighbors and users. Such a plan should be developed and adopted before any decisions are made on the proposed Park and Land Use Plan.</p> <p data-bbox="226 824 359 849">DISCUSSION</p> <p data-bbox="226 873 1010 946"><i>Conclusion 1. Several key inputs to the quantitative traffic analyses reported in the DEIS are inaccurate or inappropriate, which has resulted in an underestimation of impacts and mitigation requirements:</i></p> <p data-bbox="163 1003 1010 1109">B DEIS traffic analyses are based on a whole series of input data, assumptions and estimates that individually and as a group determine the results of the analyses. The input data, assumptions and estimates used by the Meydenbauer Bay Park and Land Use Plan DEIS contain numerous errors and omissions that prevent the DEIS from achieving its primary purpose of providing affected residents and businesses, city officials, and decision-makers with complete and accurate information about the impacts of the proposed Plan.</p> <p data-bbox="226 1130 1010 1179"><i>1.a. The intersection analysis model used for the DEIS was not properly calibrated, resulting in an understatement of LOS, delay, and queuing.</i></p> <p data-bbox="163 1235 1010 1317">C Currently, queues on eastbound Main Street back up from the Bellevue Way and 102nd Avenue signals on a frequent and recurring basis during morning, noon, and evening peak periods, bottling up through, sidestreet, and driveway access west to 100th Avenue. This queuing and congestion will become markedly worse as approved developments on Main Street are completed and occupied.</p> <p data-bbox="226 1341 1010 1390">The intersection analysis model used for the DEIS underestimated delay and queuing under existing conditions, and did not replicate the existing queuing on Main Street. For this reason, it</p>	<p data-bbox="1079 878 1724 902">12B (Conclusion 1). See responses to specific items, below.</p> <p data-bbox="1079 1105 1934 1357">12C (1a). <u>Calibration of Intersection Analysis Software:</u> The intersection analysis was properly calibrated. To prepare future predicted approach/departure volumes, the difference between the 2020 model and the 2008 model was added to the 2008 existing actual approaches and departures. The 2020 predicted approach/departure volumes were then distributed into turning movements based on the proportions of existing turning movements. Once the volumes were prepared, they were then manually adjusted to arrive at a reasonable balance between intersections.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p data-bbox="226 256 348 289" style="border: 1px solid black; padding: 2px;">Letter #12</p> <p data-bbox="926 240 1024 298" style="text-align: right;">MBNA July 20, 2009 Page 4</p> <p data-bbox="226 358 1008 430">must be concluded that the intersection analysis model's estimates for future traffic volume and street network scenarios also are understated, and that future delay and queuing will be significantly worse than reported in the DEIS.</p> <p data-bbox="226 451 1008 522">1.b. The DEIS traffic operations analysis does not include the private driveways on Main Street between Bellevue Way and 100th Avenue, and does not account for effects of traffic entering and exiting those driveways.</p> <p data-bbox="163 544 1008 685">D Traffic entering and exiting the private driveways on Main Street between Bellevue Way and 100th Avenue significantly degrade Main Street traffic flow, noticeably exacerbating congestion, access, and queuing problems. Because the intersection analysis model used for the DEIS does not incorporate the driveways and does not include the effects of driveway traffic, the intersection analysis results do not represent actual conditions, and therefore are neither applicable nor meaningful.</p> <p data-bbox="226 706 1008 755">1.c. The DEIS intersection LOS analyses do not include and account for the effects of queuing.</p> <p data-bbox="163 776 1008 917">E The LOS and delay calculations used in the DEIS intersection analyses assume that traffic can move smoothly to and through the intersection: i.e., when the light is green, traffic can get to the intersection and can get out the other side. At the Bellevue Way/Main Street and 102nd Avenue/Main Street intersections, however, queues both strangle access to and clog egress from the intersection, preventing them from operating as assumed by the LOS/delay analysis procedure. As a result, delays and queues at the Main Street intersections are underestimated.</p> <p data-bbox="226 938 1008 987">1.d. The DEIS traffic operations analysis does not include the effects of pedestrians crossing at intersections.</p> <p data-bbox="163 1008 1008 1177">F Pedestrian crossings at the Bellevue Way/Main Street and 102nd Avenue/Main Street intersections require that through and left-turning traffic be stopped for enough time to allow people to walk safely across the street. This 'pedestrian walk time' can use up finite intersection capacity (green time) that otherwise would be available for vehicular traffic. There is no evidence presented in the DEIS that the vehicular-capacity-reducing effects of pedestrians and pedestrian-related signal timing requirements were accounted for in the DEIS intersection analyses. The result of this analytical oversight is to underestimate delay and queuing.</p> <p data-bbox="226 1198 1008 1247">1.e. The DEIS intersection LOS analyses overstate the saturation flow rates for left turns, resulting in an understatement of LOS, delay, and queuing.</p> <p data-bbox="163 1268 1008 1307">G ↓ The intersection analysis model used for the DEIS traffic analysis uses a saturation flow rate for turning movements of 1,800 veh/hr as a default value. This flow rate is excessive; actual</p>	<p data-bbox="1081 459 1900 581">12D (1b). Private Driveways: The driveways are accounted for in the model. The imbalance between approaches/departures between intersections indicates the vehicles that are entering or exiting driveways between intersections.</p> <p data-bbox="1081 686 1942 873">12E (1c). Queuing: The Draft EIS identified locations where excessive queuing is expected to occur for the initial alternatives, as noted in Section 3.9.2.2. The results for the Preferred Alternative are presented in Section 3.9 of the Final EIS. In addition, individual queue lengths and LOS for each turning movement for all intersections analyzed for Alternative 2 (the worst case) are shown in the chart below (at the end of this letter).</p> <p data-bbox="1081 914 1942 1133">12F (1d). Pedestrian Crossings: The Synchro model includes pedestrian signal phasing for all signalized intersections. Crosswalks across Main Street, the area with the greatest amount of congestion, are located at 100th Avenue SE, 101st Avenue SE, 102nd Avenue SE, midblock between 102nd Avenue SE and 103rd Avenue NE, 103rd Avenue NE, and Bellevue Way. With the exception of the midblock crossing, all other crosswalks are at intersections that were analyzed as part of the traffic analysis.</p> <p data-bbox="1081 1174 1942 1425">12G (1e). Saturation flow rates for left turns: The Synchro model uses the Highway Capacity Manual (HCM) recommendation of a saturation flow rate of 1,900 veh/hour as the default value (TRB 2000). A baseline Synchro model was provided by the City of Bellevue, and includes the standard practice of using the default value for the saturation flow rate. At intersections where left turns are present, the saturation flow rate ranges from 1,442 veh/hour to 1,540 veh/hour. These saturation flow rates for left turns are automatically adjusted by the Synchro model.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p style="text-align: right;">MBNA July 20, 2009 Page 5</p> <p>Letter #12</p> <p>G ↑ saturation flow rates for turns are in the 1,200-1,500 veh/hr range¹. There is no evidence presented in the DEIS that the correct left turn saturation flow rate was used in the DEIS intersection analysis. Use of a more accurate, reasonable saturation flow rate in the calculations would result in longer queues, greater delay, and poorer LOS.</p> <p><i>1.f. The DEIS traffic analysis does not account for the traffic increases through the study area that will occur when tolls are imposed on SR 520 and traffic diverts to I-90 to avoid the tolls.</i></p> <p>H Traffic analyses prepared by the State Legislature’s 520 Tolling Implementation Committee found that peak period traffic volumes on I-90 will increase 5-8% with the imposition of tolls on SR 520 (<i>November Scenario Evaluation</i>, 520 Tolling Implementation Committee, November 10, 2008). Some of this traffic will divert from SR 520 to I-90 via Lake Washington Boulevard and Main Street. Because even a small volume of additional traffic will severely impact already-clogged Main Street, it is essential that this diverted traffic be incorporated in the DEIS traffic analysis.</p> <p><i>Conclusion 2. The traffic/transportation analysis omits important analyses and ignores significant access, circulation, and safety problems and impacts.</i></p> <p>I Due to the unique characteristics of the study area (closely-spaced intersections and driveways on Main Street, very limited access into and out of the residential neighborhood south of Main, etc) the completeness and accuracy of the DEIS impact analyses cannot be adequately evaluated – by City staff, by elected officials, or by the public – without the information described below.</p> <p>Furthermore, although many of the impacts of closing 100th Avenue would be addressed in a project-specific analysis at some future stage of development, those impacts are significant and cannot be adequately mitigated, and therefore should be addressed in this DEIS so that an informed decision on the [in]feasibility and [un]desirability of the 100th Avenue closure can be made at this time.</p> <p><i>2.a. The DEIS overlooks or ignores the impact of Main Street queuing and congestion on neighborhood access.</i></p> <p>J ↓ Increasingly frequent and longer-duration queuing and congestion on Main Street east of 100th Avenue creates an increasingly insurmountable barrier to neighborhood access and egress by blocking crossing and left turn movements to/from sidestreets and driveways, particularly stop-</p> <hr/> <p>¹ Research and observation over the years has found that the average headway (i.e., the time gap between vehicles) of traffic moving through intersections at maximum flow rates (saturated conditions) is 1.9–2.0 seconds per vehicle, which translates to 1,800–1,900 vehicles per hour. Similar data for turning movements, however, indicate average headways of 2.5–3.0 seconds per vehicle, which translate to saturation flow rates for turns of 1,200–1,450 vehicles per hour.</p>	<p>12H (1f). <u>Effects of Tolls:</u> See Comment Letter 9, Response 9B, above.</p> <p>12I (Conclusion 2). See responses to specific items, below.</p> <p>12J (2a). <u>Main Street queuing:</u> See response to 1a, above.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p style="text-align: right;">MBNA July 20, 2009 Page 6</p> <p>Letter #12</p> <p>↑ sign-controlled 101st Avenue. The only ‘escape’ route for the neighborhood south of Main Street is the signalized intersection at 100th Avenue; there are no other options.</p> <p>2.b. The DEIS has no analysis of traffic impacts or parking needs for episodic events at the proposed park.</p> <p>K Some uses of the proposed park will generate traffic volumes and parking demands significantly greater than the peak volumes on which the DEIS traffic analyses were based. Such “episodic” uses could occur on a regular weekly or monthly schedule, or they could be annual or single non-recurring events. Regardless, the impacts of such events should be analyzed, and mitigation measures identified as necessary.</p> <p>2.c. The DEIS has no analysis of a.m. peak hour conditions, when Main Street queuing impacts and neighborhood access constraints are significant.</p> <p>L Even though the p.m. peak hour may have the highest traffic volumes, and, theoretically, the greatest impacts, the unique characteristics of the street configuration, traffic control, traffic flows, and adjacent development along Main Street result in different but nonetheless significant problems and impacts during the a.m. peak hour. These a.m. peak impacts should be analyzed and addressed.</p> <p>2.d. The DEIS has no analysis of the conditions that will prevail when the proposed park development opens (Year of Opening analysis).</p> <p>M Even though the DEIS was prepared in support of a proposed Master Plan and Comprehensive Plan amendments, it does contain very specific changes to the street system (e.g., the closure of 100th Avenue south of Main Street) that significantly impact local access and circulation. For this reason, a traffic analysis for the year of opening for the proposed park is needed if the very real impacts of the park master plan are to be understood and addressed.</p> <p>The Year of Opening analysis should include explicit representation of “pipeline projects” (developments that have been planned/approved, but not yet occupied; see Comment 2.f., below) and the city street improvement projects that are programmed to be completed at the time. (And of course, the city street improvement projects that are programmed for later years should not be included in the analysis.)</p> <p>2.e. The DEIS traffic analysis does not report the LOS, delay, and queue lengths for individual movements at study intersections.</p> <p>N ↓ Main Street between Bellevue Way and 100th Avenue is a congested street that has multiple closely-spaced sidestreets and driveways, and serves multiple functions (commercial access, traffic collection, local access). In such environments, the overall average LOS and delay for individual intersections – as reported in the DEIS traffic analysis – are not meaningful, and because the overall averages for the intersection often mask serious problems on individual lanes</p>	<p>12K (2b). Episodic Events: The traffic analysis is based on the p.m. peak hour for a typical day. The City’s traffic standards code specifies that the p.m. peak hour be used for traffic analysis to satisfy administrative requirements that are set by policy. Episodic events would occur on rare occasions, and it is difficult to determine the trip generation or parking demand that would occur with these types of events. Like similar events that occur throughout downtown Bellevue (such as the Bellevue Arts and Crafts Fair), it is assumed that a traffic management plan would be used, and that parking would occur at shared spaces near the park. It is also assumed that the City would prepare an overflow parking plan for episodic events, which may include the use of remote or satellite parking lots, such as Park & Ride lots, and transit shuttles. Major activities and special events are more likely to occur on weekends when Park & Ride lots are rarely used.</p> <p>12L (2c). a.m. Peak Conditions: The traffic analysis is based on the p.m. peak hour for a typical day. The City’s traffic standards code uses the p.m. peak to calculate the impacts of the peak period.</p> <p>12M (2d). Year of Opening Analysis: Year of opening analysis is not typically needed for a programmatic level EIS. The alternatives are conceptual, and it has not yet been determined when the park redevelopment or upland parcel sites would be completed. As the project proceeds to a specific design, project-level analysis would be needed prior to permit issuance. The year 2020 traffic analysis generally provides a realistic timeframe for the park to be fully completed and upland parcels to be redeveloped.</p> <p>12N (2e). Individual movements at intersections: Intersection level of service is generally based on the average delay for all approaches at signalized intersections, and for the worst approach delay for unsignalized intersections. While not reported in the Draft EIS, the individual level of service, queue lengths, and delay for individual movements are available from the City. The chart at the end of this letter shows the queue lengths and LOS for individual movements for Alternative 2, the alternative with the worst LOS and delays.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p style="text-align: right;">MBNA July 20, 2009 Page 7</p> <p>Letter #12</p> <p>↑ or approaches, the overall averages often are misleading . In order to understand how intersections are truly functioning and what the actual impacts on adjacent properties and neighborhoods are, LOS, delay, and queue lengths are needed for all the individual movements at study intersections. (This information is readily available in the requested intersection analysis software output reports.)</p> <p>2.f. The DEIS traffic analysis does not account for the traffic to be generated by developments that have been approved by the City but not yet been occupied and generating traffic (i.e., “pipeline” projects).</p> <p>O The traffic forecasts used for the DEIS traffic analysis do not accurately account for the traffic that will be generated by developments that have already been planned/approved, but have not yet been built or occupied (i.e., “pipeline projects,” so called because they are in the development ‘pipeline’). The traffic generated by such development is not loaded onto the road network in adequate numbers at the appropriate locations (i.e., the driveways on Main Street), and as a result, impacts at intersections and along the length of Main Street are understated.</p> <p>2.g. The DEIS ignores the degradation of emergency access caused by the closure of 100th Avenue and the elimination of a second access to properties on Meydenbauer Way and 100th.</p> <p>P Redundancy of access and egress is of critical importance for emergency services. When properties have only a single access, emergency access/egress is much more constrained and susceptible to obstruction and delay (e.g., by traffic accidents, parked vehicles, and many other circumstances) than it would be with multiple access options. The proposed closure of 100th Avenue would leave Meydenbauer Way as the only access to a number of properties, thereby degrading emergency access as described above. The DEIS should address these impacts, but does not.</p> <p>Conclusion 3. In order to maintain the barest minimum level of safe and convenient access into and out of the residential community south of Main Street, 100th Avenue SE must remain open to vehicular traffic between Meydenbauer Way and the signalized intersection at Main Street.</p> <p>Q As stated previously, increasingly frequent and longer-duration queuing and congestion on Main Street east of 100th Avenue creates an increasingly insurmountable barrier to neighborhood access and egress by blocking crossing and left turn movements to/from sidestreets and driveways, particularly stop-sign-controlled 101st Avenue. The only ‘escape’ route for the neighborhood south of Main Street is the signalized intersection at 100th Avenue; there are no other options. Furthermore, none of the mitigation measures considered in the DEIS adequately address the impacts of closing 100th. For these reasons, 100th Avenue must remain open to vehicular traffic between Meydenbauer Way and the signalized intersection at Main Street.</p>	<p>12O (2f). Pipeline Projects: The travel demand model used for the traffic analysis assumes the planned / permitted land uses assumed by 2020, which includes projects currently approved by the City.</p> <p>12P (2g). Emergency Access: The nearest fire station (Fire Station #1) to the properties of concern is at 766 Bellevue Way SE, located to the south of the study area. Emergency vehicles can access the properties via 101st Avenue SE (from the south) and Meydenbauer Way SE. Confirmation of emergency access will be required at final design. See Comment Letter 5, Response 5A. The City’s emergency service providers have reviewed the action alternatives evaluated in the EIS 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. Emergency access will be reviewed again at the project level.</p> <p>12Q (Conclusion 3). Need to keep 100th Avenue SE Open: 100th Avenue SE is classified as a local street by the City of Bellevue, per the City’s Functional Classification. The primary function of a local street is to provide access to adjacent properties of the street. A local street generally should not be used for through purposes.</p>

Comment (Letter Number, Comment Source)

City's Response to Comment

Letter #12

MBNA
July 20, 2009
Page 8

Conclusion 4. The City should prepare a focused and comprehensive traffic, pedestrian, and bicycle circulation and safety analysis and plan for Main Street between Bellevue Way and 100th Avenue in order to define how the street should be managed and configured to best serve all its neighbors and users. Such a plan should be developed and adopted before any decisions are made on the proposed Park and Land Use Plan.

R

Main Street serves as a collector for through and local traffic, as a downtown-style local commercial street for adjacent businesses, and as the primary access for surrounding residential neighborhoods. Main Street also has a multiplicity of closely-spaced sidestreets and driveways. This maelstrom of conflicting traffic, pedestrian, and bicycle activity all happens in a very small area, and properly managing it requires the development of a focused and comprehensive plan for improvements and management measures. This critical task should be undertaken by the City in cooperation with a consortium of local residents and businesses; it should not be left by default to the piecemeal, uncoordinated, and self-interested revisions and modifications proposed by individual developers, both public and private.

Because the condition of Main Street dictates and constrains how access and circulation function in the surrounding area, this Main Street Plan should form the basis for Meydenbauer Bay area Park and Land Use planning, not the other way around, as this process set up. For this reason, the Main Street Plan should be developed and adopted before any decisions are made on the proposed Park and Land Use Plan.

If you have any questions or if you need additional information, please contact me.

Sincerely,



Robert Bernstein, P.E.



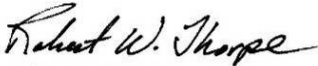

Summary of Qualifications. I have Bachelor's and Master's degrees in Civil Engineering (from Georgia Tech and Northwestern University, respectively), and I am a registered professional engineer in Oregon, Washington, California, Idaho, and New Jersey. I have over 30 years of transportation planning and traffic engineering experience, including five years with the City of Portland and seven years with the Puget Sound Council of Governments. In these positions and as a private consultant, I have prepared the transportation element for a dozen city and county comprehensive plans and numerous downtown plans, and I have conducted a wide variety of regional and subregional travel demand forecasting studies, traffic operations and safety analyses, and neighborhood traffic management studies. In addition, I have provided on-call development review services for several cities in Oregon, Washington, and California, and over the last 25 years I have provided expert assistance on development-related traffic issues to over 100 community and neighborhood groups.

12R (Conclusion 4). Preparation of Comprehensive Circulation and Safety Analysis: Comment noted.

Alternative 2		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
100th Ave NE and NE 1st St	95th Percentile Queue (feet)	1	0	0	8	0	0	57	57	57	13	63	63
	Level of Service	A	A	A	A	A	A	E	E	E	D	C	C
102nd Ave NE and NE 1st St	95th Percentile Queue (feet)	38	38	38	23	23	35	35	35	35	21	55	55
	Level of Service	A	A	A	A	A	A	A	A	A	A	A	A
Bellevue Way and NE 2nd St	95th Percentile Queue (feet)	60	174	6	176	502	502	95	230	230	294	240	80
	Level of Service	E	B	A	D	C	C	E	E	E	F	D	A
99th Ave NE and Lake Washington Boulevard	95th Percentile Queue (feet)	7	7	7	4	4	4	0	0	0	2	2	2
	Level of Service	B	B	B	B	B	A	A	A	A	A	A	A
100th Ave NE and Main St	95th Percentile Queue (feet)				224		10	13	172			120	25
	Level of Service				C		A	A	B			B	A
101st Ave NE and Main St	95th Percentile Queue (feet)	92		92					0	0	12	12	
	Level of Service	E		E					A	A	A	A	
102nd Ave NE and Main St	95th Percentile Queue (feet)	57	57	57	24	60	60	444	444	444	177	177	177
	Level of Service	C	C	C	C	B	B	B	B	B	A	A	A
103rd Ave NE and Main St	95th Percentile Queue (feet)				10		10	1	1			0	0
	Level of Service				C		C	A	A			A	A
Bellevue Way and Main St	95th Percentile Queue (feet)	250	258	258	107	491	491	199	172	172	392	348	64
	Level of Service	F	D	D	D	D	D	F	C	C	E	D	A

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter #13 R.W. THORPE & ASSOCIATES, INC. <i>Seattle • Anchorage • Denver • Winthrop</i> ♦ Planning • Landscape • Environmental • Economics ♦</p> <p>PRINCIPALS: Robert W. Thorpe, AICP, President Stephen Speidel, ASLA, Of Counsel</p> <p>ASSOCIATES: Barbara Baker, AICP Lindsay Diallo L. A. Jennifer Lee, ASLA Lee A. Michaelis, AICP</p> <p>June 23, 2009</p> <p>The City of Bellevue 450 110th Ave NE P.O. Box 90012 Bellevue, WA 98009-9012</p> <p>Attn: City Council Members Hon. Mayor: Grant Degginger Claudia Balducci Don Davidson Patsy Bonincontri</p> <p>City of Bellevue Staff: Michael Brennan Robin Cole</p> <p>Steering Committee Dough Leigh Betina Finley Bob McMillian</p> <p>Michael Paine Shelley Marelli</p> <p>John Chelminiak Conrad Lee</p> <p>Michael Bergstrom</p> <p>Stefanie Beighle Merle Keeney Tom Tanaka</p> <p>Hal Ferris Marcelle Lynde Rich Wagner</p> <p>SUBJECT: DRAFT EIS MEYDENBAUER BAY PARK AND LAND USE PLAN</p> <p><u>Introduction</u></p> <p>A I appreciate the opportunity to speak briefly this evening. As an introduction to our written comments that will be submitted as part of the response to the Draft EIS. I am Robert W. Thorpe, AICP, President of R. W. Thorpe & Associates – Certified Planners, Landscape Architects, Environmental Analysts and Economists.</p> <p>We have been requested by the Meydenbauer Bay Neighbors Association and other citizens groups, to review and comment on the Draft EIS, and make recommendations in the area of our expertise – land use, historical and visual impacts, economics, street design, landscape architecture, etc.</p>	<p>13A. Comment noted.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p data-bbox="262 251 378 276">Letter #13</p> <p data-bbox="262 284 976 332">SUBJECT: DRAFT EIS MEYDENBAUER BAY PARK AND LAND USE PLAN June 23, 2009 Page 2 of 3</p> <p data-bbox="147 446 220 479">A, cont</p> <p data-bbox="262 357 976 609">We bring a long term perspective to this analysis – in the middle 1970's I served as the Assistant Planning Director at Mercer Island as one of the staff members coordinating the Lake Washington Shorelines Management Program including areas like Mercer Island shoreline and Kirkland's waterfront. Meydenbauer Bay was part of discussions about the future uses of the Bay. Later, in 1985 our firm was part of a team to develop the South Bellevue Subarea Plan and EIS, and later the environmental checklist for the citywide park plan. The firm has been involved in numerous planning and development issues in Bellevue, continuously for over 30 years. Our recent experience includes a review of the East Link Light Rail DEIS on behalf of numerous property owners, neighborhood groups and citizens, to aid a proper analysis and protect land uses, transportation, and citizens in the City of Bellevue.</p> <p data-bbox="262 633 976 706">Our goal is to provide an objective look at the issues, suggest mitigation measures for various proposals, for where the impacts may be significant, and not likely "mitigatable", therefore suggest a policy change in the adopted Meydenbauer Bay Park Plan.</p> <p data-bbox="262 722 976 771">R. W. Thorpe & Associates and the Neighborhood Association trust these comments will be a constructive addition to your process.</p> <ul style="list-style-type: none"> <li data-bbox="294 812 976 933">➤ The City of Bellevue Shoreline Master Plan is currently being updated, with final adoption forecast to occur in mid 2010. Not all of the Draft Policies and Regulations which affect the Meydenbauer Bay Park Plan & subsequent Draft EIS have been adopted by the City of Bellevue. Inconsistency may occur between the two plans. <li data-bbox="199 950 231 982">B <li data-bbox="294 974 976 1063">➤ Approval of the updated Shoreline Master Plan must be obtained from the Washington State Department of Ecology. Other legal requirements which the City of Bellevue must fulfill have not occurred, such as the Public Approval Process of the SMP scheduled to begin in August 2009. <li data-bbox="199 1128 231 1161">C <li data-bbox="294 1112 976 1201">➤ The Steering Committee (according to the meeting held last week) was to begin to deliberate on its recommendation of "Preferred Alternative" on June 30, 2009. This date is well before the public comment period closes on July 20, 2009. This is somewhat unusual to weigh the alternatives before public opinion is in. <li data-bbox="199 1291 231 1323">D <li data-bbox="294 1250 976 1404">➤ The City Council adopted twelve planning principles to help guide the Meydenbauer Bay Plan in March 2007. Our review of the resulting Alternatives 1 & 2 in the DEIS including the expanded study rezone area appear to be an expansion (i.e., departure) from the Policy direction given to staff and the Steering Committee by the City Council. The DEIS's qualitative analysis of land use, historical, views, light & glare, and natural systems tends to underestimate the true impacts on this unique historic neighborhood of Bellevue. 	<p data-bbox="1081 454 1942 771">13B. The EIS is a programmatic analysis, and no project-level design is scheduled to occur prior to the adoption of the Shoreline Master Program Update. The alternatives evaluated in the EIS are consistent with Shoreline Management Act goals to recognize and protect the state-wide interest over local interest; preserve the natural character of the shoreline; result in long-term over short-term benefit; protect the resources and ecology of the shoreline; increase public access to publicly owned areas of the shorelines; and increase recreational opportunities for the public in the shoreline. Compliance with specific regulations that will result from the Shoreline Master Program Update process will be ensured through project-level permitting.</p> <p data-bbox="1081 812 1942 1063">13C. The Steering Committee schedule included three meetings to develop a Preferred Alternative. The June 30, 2009, meeting took place after the Draft EIS public hearing, which was attended by all committee members. The July 28 and 30, 2009, meetings took place after the close of the comment period. All Draft EIS comments were received and reviewed by committee members prior to the July meetings and prior to the committee finalizing a Preferred Alternative. The selection of a Preferred Alternative is not an action under SEPA. Also see Comment Letter 2, Response 2B.</p> <p data-bbox="1081 1104 1942 1388">13D. On January 22, 2007, the City Council adopted a land use moratorium covering 13 parcels of land within the study area to enable the planning process to proceed within a stable planning environment. Figure 1.1-2: <i>City Council Approved Study Areas</i> is found on page 1-7 of the Draft EIS (and is also included in the Final EIS). The Council adopted a set of planning principles to guide the project and confirmed a Steering Committee on March 19. The Council also approved the study area boundaries, which incorporate the lands affected by the proposal. The qualitative analysis contained in the Draft EIS is appropriate for a programmatic-level EIS.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter #13 SUBJECT: DRAFT EIS MEYDENBAUER BAY PARK AND LAND USE PLAN June 23, 2009 Page 3 of 3</p> <p>We will be providing written comments on the DEIS prior to the July 20th deadline. Thank you for the opportunity to speak this evening.</p> <p>Respectfully submitted, <i>R. W. Thorpe & Assoc., Inc</i></p>  <p>Robert W. Thorpe, AICP 705 2nd Ave Suite 710 Seattle, WA 98104</p> <p>cc: Meydenbauer Bay Neighborhood Association</p>	
<p>13 Letter #13 ROBERT THORPE: Mr. Paine, good evening. 14 Staff members and steering committee members. I have a 15 letter for you. I appreciate the opportunity to speak this 16 evening.</p> <p>17 I'm Robert Thorpe, AICP president of the 18 [inaudible] of Planning, Landscape Architecture and Analysis 19 and Economics. We've been requested by Meydenbauer Bay 20 Neighbors Association and other citizens groups to view the 21 following draft EIS. I'm going to finish with some comments 22 about the character of the area.</p> <p>23 I'll take you on a journey. When I first 24 moved to the Seattle area I lived in [inaudible] for a while 25 before I started working at Boeing before I went to graduate</p> <p>E ↓</p>	<p>13E. Comment noted.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p data-bbox="268 251 1050 284">Letter #13, Dept. of Land Use Meydenbauer Bay Park Public Hearing, 6/23/2009</p> <p data-bbox="151 516 226 560">E, cont</p> <p data-bbox="304 324 1039 470">1 school. That was 1966. In 1973, I was one of the two staff 2 members -- one in Mercer Island and one in Kirkland -- who 3 worked with Bellevue staff on a model shorelines program for 4 Lake Washington that was adopted by most cities.</p> <p data-bbox="304 487 1039 673">5 One of the critical study areas was 6 Meydenbauer Bay, and it was a real concern around the east 7 side that Seattle [inaudible] east side. So there was a 8 strong emphasis on the Luther Burbank [inaudible] 9 Meydenbauer, and Kirkland and other parks on the east side.</p> <p data-bbox="304 690 1039 966">10 Following that, I worked in a South Bellevue 11 [inaudible] EIS. We spent a year on that, and there was a 12 great deal of focus. In all these years, I would recreate, 13 dine, and shop in this neighborhood. It's unique in the 14 Northwest. It has a character. The street was dedicated in 15 1913. There was a sign when you got off the ferry, "Here's 16 Bellevue."</p> <p data-bbox="304 982 1039 1128">17 You have this unique little neighborhood with 18 all these shops and [inaudible] you go other places, you 19 can't get this here. This is a fragile thing. Several -- a 20 couple of comments for the record.</p> <p data-bbox="304 1144 1039 1291">21 Mr. Paine is correct. An EIS is a disclosure 22 document. I worked on SEPA guidelines [inaudible] full 23 disclosures. That means consider everything. It's for an 24 informed decision by decision makers it's to make an impact.</p> <p data-bbox="304 1307 1039 1339">25 I have three concerns. The shoreline plan is</p> <p data-bbox="151 1242 189 1286">F</p>	<p data-bbox="1081 1006 1942 1364">13F. The qualitative analysis in the Draft EIS is appropriate for the programmatic, or nonproject, nature of the proposal. WAC 197-11-442 recognizes that a nonproject EIS will normally have less detailed information available on its analysis of environmental impacts, and therefore gives the lead agency more flexibility in preparing the EIS. It further provides that impacts and alternatives shall be discussed at the level of detail appropriate to the scope and planning phase of the nonproject proposal. The environmental analysis undertaken for this proposal is conducted at a broad level; it is not intended to document impacts at the project level. Individual development projects that implement the proposal may be required to undergo project-level SEPA analysis after they are formally proposed.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter #13, Dept. of Land Use Meydenbauer Bay Park Public Hearing, 6/23/2009</p> <p>G 1 being drafted. What if the shoreline plan disagrees with 2 this plan? The shoreline plan would have the [inaudible] 3 park on your plan.</p> <p>4 Second concern. It seems like you're moving 5 the alternatives along ahead of the EIS. That's not how 6 it's supposed to work. An EIS is supposed to be a vehicle H 7 for considering alternatives. You're getting down to one 8 alternative before you've got the comments in on the EIS. I 9 think that's a flawed process. It's flawed for citizens, 10 it's flawed for the council, and it's flawed [inaudible].</p> <p>11 And the city council, as I read it, developed 12 12 planning principles for this area. My impression is the I 13 expansion of the study area in addition to water [inaudible] 14 with significant [inaudible], which blocked use, affect 15 property values and may not be in character with this area.</p> <p>16 And I would respectfully disagree with the 17 conclusion of the EIS. I have several degrees in economics, J 18 I'm an expert in this and I teach class in this. I do not 19 believe you need to double the density to get the land 20 converted. I believe you can do it at the present density.</p> <p>21 And what's wrong with having a few buildings 22 that don't get converted? That's the character of the area. K 23 Do you want totally massive redevelopment in this area that 24 will take away the shops, the antique shop, the Japanese 25 restaurant, the seamstress? These are the heart and</p>	<p>13G. See Response 13B, above.</p> <p>13H. See Response 13C, above.</p> <p>13I. See Response 13D, above.</p> <p>13J. Comment noted.</p> <p>13K. The City supports the unique character of Old Bellevue, and is not proposing changes for Main Street where the shops are located.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter #13 e, Dept. of Land Use Meydenbauer Bay Park Public Hearing, 6/23/200</p> <p>K, cont</p> <p>1 character -- this is part of Bellevue, and when the South 2 Bellevue Way study was done and the downtown, there was a 3 deal -- we were going to keep Bellevue Way a unique 4 character. You may be embarking on a journey that undercuts 5 years of history and years of planning [inaudible]. 6 I have been a witness to this for over 40 7 years, and I have a concern here. So, please do this 8 carefully. Take your time. This is a 100-years-old 9 neighborhood. Take an extra month or two or three. Maybe 10 even wait until your shoreline plan is done, and do this 11 right. 12 I live on Mercer Island. I've lived in 13 Renton, and I have a family member who helped plan Coulon 14 Park [inaudible] official. That person would look back and 15 say we got a lot more than we expected. 16 You have a journey. Look at Luther Burbank. 17 People proposed restaurants there, and the Friends of Luther 18 Burbank Park said no, and the city council said no. You can 19 choose to keep what you have someplace between Luther 20 Burbank Park or make a cheap Coulon Park. It is your 21 choice, but you have a lot of neighbors who have lived here 22 a long time, some of them for decades, who have invested in 23 this community. You have a lot of people on the 24 shoreline -- old families who are very involved in this 25 community. I would respect that community, honor their 1 history, and honor your own history. 2 Thank you for listening to me.</p>	<p>13L. Comment noted.</p>
<p>Letter #14, Thorpe</p>	<p>See Table 4-4, page 4-127</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p data-bbox="132 235 1073 267">Letter #15, Montgomery (Public Hearing Transcript)</p> <p data-bbox="153 462 184 500">A</p> <p data-bbox="268 289 1003 394">20 Letter #15 PATRICIA MONTGOMERY: I don't have a script, 21 so I don't have anything to read. I live at 9747 Lake 22 Washington Boulevard Northeast, Bellevue.</p> <p data-bbox="268 414 1003 516">23 I am part of the park property, and I'm just 24 going to go way back, that I really don't mind sharing the 25 park with all of Bellevue. I think it's wonderful for</p> <p data-bbox="268 540 1003 683">1 people to come, but when we moved in our home, I don't know, 2 someplace along the way it came up that the person that gave 3 Meydenbauer Park to the city -- she had one stipulation and 4 that was that nothing can be sold down at the park.</p> <p data-bbox="268 703 1003 1089">5 And so that was fine, and after we lived 6 there a while, there used to be a little shed underneath the 7 bridge and the -- I think probably all the relatives had 8 died and they decided to do use that little shed to sell 9 food. And that was fine. People bought food. They went 10 down, they had a good time. And all of a sudden they had to 11 close it and it was because the rats were so bad. And all I 12 think is -- I live there -- that if you have food on the 13 waterfront, restaurants -- if you have, you know, on the -- 14 out on the floor, anyplace, you're going to have rats.</p> <p data-bbox="268 1109 1003 1252">15 And that's just something that you have with 16 the water. And I don't think that that is something that 17 our park needs. Now, that's just my thought. I'm not going 18 into roads or anything else. I'm just getting into hygiene.</p> <p data-bbox="153 995 184 1032">A</p>	<p data-bbox="1073 280 1927 500">15A. No waterfront restaurants are proposed under any of the alternatives evaluated in the EIS. However, the EIS does evaluate a non-waterfront café in Alternative 2 and seasonal vendor kiosks in both Alternative 2 and the Preferred Alternative, which could provide food items. With Public Health standards, City oversight and regular park maintenance, rodent problems should not arise. Currently, picnic and barbeque facilities are provided and used at the existing Meydenbauer Beach Park without rodent problems.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="275 285 380 310">Letter #16</p> <p data-bbox="375 326 873 347"><u>DEIS HEARING JUNE 23, 2009 - MARINA COMMENTS</u></p> <p data-bbox="275 396 972 461">MY NAME IS AARON DICHTER AND I LIVE AT 10000 MEYDENBAUER WAY SE, A CONDOMINIUM ADJACENT TO THE PARK DEVELOPMENT IN BELLEVUE.</p> <p data-bbox="191 521 218 542">A</p> <p data-bbox="275 488 972 716">TONITE I WISH TO ADDRESS THE MARINA ASSETS THAT THE CITY OWNS. CURRENTLY THIS ASSET PROVIDES NET REVENUE TO OUR CITY OF ALMOST \$100,000/YR AFTER OPERATING COSTS AND DEBT PAYMENTS. AFTER THE DEBT IS RETIRED IT WILL NET CLOSE TO \$350,000/YR IN TODAYS DOLLARS. THIS REVENUE SOURCE WILL PERMIT THE CITY TO USE THOSE FUNDS FOR MARINA AND PARK MAINTENANCE WELL INTO THE FUTURE. THE MARINA HAS BEEN A BENEFIT TO THE COMMUNITY FOR DECADES. THERE IS NOWHERE ELSE TO GO THAT RIVALS THE CHARM, CHARACTER AND HISTORY THAT IS MEYDENBAUER BAY AND THE MARINA. YOU CAN TAKE THE</p> <p data-bbox="191 716 218 737">B</p> <p data-bbox="275 691 957 740">ROOFS OFF BUT KEEP THE MARINA.</p> <p data-bbox="191 886 218 907">C</p> <p data-bbox="275 764 972 1016">THE CITY AND ITS’ CONSULTANTS INDICATE THAT THEY RECOGNIZE THE EXISTENCE AND VALUE OF OUR BOATING COMMUNITY. THIS IS ILLUSTRATED IN CERTAIN ALTERNATIVES ENCOURAGING USE OF KAYAKS, CANOES, ROWBOATS, PADDLE BOATS, RACING SHELLS AND SIGNIFICANTLY, TRANSIENT MOORAGE, WITH ASSOCIATED ACCOMMODATIONS CREATED EXCLUSIVELY FOR SAME SUCH AS STORAGE AREAS AND A NEW TRANSIENT DOCK. HOWEVER THEY SEEM TO TURN A “BLIND-EYE” TO THE VALUE OF PERMANENT MOORAGE WHICH CREATES A SIGNIFICANT REVENUE SOURCE AND ALREADY EXISTS WITHOUT ADDITIONAL DEVELOPMENT COSTS TO SATISFY THE NEEDS OF THAT SECTION OF OUR BOATING COMMUNITY.</p> <p data-bbox="191 1154 218 1175">D</p> <p data-bbox="275 1040 972 1341">IN REVIEWING WHAT OTHER CITIES IN OUR REGION ARE DOING IN THE AREA OF PERMANENT MOORAGE I’LL BRIEFLY MENTION, BUT COULD EXPAND UPON, THAT EXPANSION OF PERMANENT MOORAGE HAS RECENTLY OCCURRED IN TACOMA, EVERETT, KENNEWICK, BELLINGHAM, EDMONDS, OLYMPIA AND BREMERTON. IN THE CASE OF BREMERTON, IT IS INTERESTING TO NOTE THAT THE EXPANSION OCCURRED UNDER A MAYOR, CARY BOZEMAN, WHO HAD PREVIOUSLY SERVED AS A MAYOR OF BELLEVUE AND TODAY IS THE NEW MANAGER OF THE EXPANDED BREMERTON MARINA. THIS “BEGS” THE QUESTION; IF ALL THESE CITIES LEADERS SEE PERMANENT MOORAGE AS AN ASSET TO THEIR CITIES’ LIFESTYLE, NEEDS AND ATTRACTIVENESS WHY WOULD OUR CITY CONSIDER REMOVING OR CURTAILING THIS VALUABLE REVENUE AND LIFESTYLE ASSET. THERE IS ALSO AN</p> <p data-bbox="191 1333 218 1354">E</p> <p data-bbox="275 1325 915 1373">HISTORIC VALUE WHEN ONE LOOKS BACK TO OUR WHALING</p>	<p data-bbox="1087 342 1944 691">16A. The Bellevue Marina was purchased for development of a citywide waterfront park. A marina financial plan was developed in 1998 with the goal of operating the marina over a 20-year period to cover the debt service on general obligation bonds sold for part of the acquisition. Costs for maintenance and operation of the marina and debt service were factored into the plan, but no funding was identified for capital work necessary to maintain the function and integrity of the piers themselves. Cash flow projections for future years are estimates only, and will likely change over time due to potential changes in the marina rental market, additional infrastructure needs at the marina, and changing operating costs for utilities, personnel, and contracted services over the next 10 years.</p> <p data-bbox="1087 732 1944 821">16B. The removal of all pier roofs is proposed under all action alternatives. This will change the immediate marina views, but it does not change the long-term moorage use.</p> <p data-bbox="1087 894 1944 1081">16C. The action alternatives evaluated in the EIS strike a balance between long-term and transient moorage, public access, and shoreline restoration. No exclusive facilities for individuals are proposed for transient boaters or people-powered vessels, although areas will be dedicated to those uses. Only long-term moorage has exclusive use and access of the moorage piers. Also, see Response 16A, above.</p> <p data-bbox="1087 1187 1325 1211">16D. Comment noted.</p> <p data-bbox="1087 1284 1944 1373">16E. All action alternatives evaluated in the EIS acknowledge the historic nature of the marina, through the adaptive reuse of the Whaling Building as a historic and cultural maritime center.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="233 256 352 280">Letter #16</p> <p data-bbox="233 297 338 321">HISTORY.</p> <p data-bbox="174 427 205 451">F THE CITY COUNCILS’ VISION IS TO HAVE THE PARK ACT AS THE CITIES’ CONNECTION TO THE WATER. MOORAGE PROVIDES EXACTLY THAT; AN IMPORTANT LINK FOR BELLEVUE CITIZENS TO MOOR THEIR BOATS AT THE PARK AND HELPS TO BRING THOSE CITIZENS TO THE PARK AND LAKE WASHINGTON TO ENJOY THEIR BOATS WITH THEIR FAMILIES AND FRIENDS, OFTEN BELLEVUE CITIZENS. IT SEEMS BACKWARDS TO US TO FORCE THOSE BELLEVUE CITIZENS TO FIND MOORAGE IN A DIFFERENT CITY AND TAKE THEM AWAY FROM MEYDENBAUER BAY WHEN PART OF THE FOCUS IS TO MAKE THE PARK A WATERFRONT DESTINATION.</p> <p data-bbox="174 727 205 751">G ON A PERSONAL OBSERVATION, AS A BOATER I HAVE VISITED KIRKLAND MANY TIMES BY BOAT TO SHOP AND GO TO DINNER BUT TO DO THAT TODAY I WILL BE CHARGED \$20/ VISIT FOR MY SIZE BOAT FOR THAT PRIVELEGE.</p> <p data-bbox="174 1011 205 1036">H IN TALKING TO ONE OF THE DOCK MONITORS IN KIRKLAND, HE INDICATED THAT MOST BOATERS TO KIRKLAND USE THE ONE HOUR FREE MOORAGE TO STAY ON THEIR BOATS AND THEN LEAVE RATHER THAN PAY A FEE, NOT UNLIKE MYSELF. WHAT THIS SAYS TO ME, IS THAT BELLEVUES’ TRANSIENT MOORAGE WILL BE A MAGNET FOR ALL THOSE BOATERS. THIS IS NOT WHAT SHOULD BE ENVISIONED FOR OUR SMALL BAY.</p> <p data-bbox="233 971 989 1068">THE BELLEVUE MARINA IS THE ONLY PUBLIC MARINA IN THE CITY AND ALL DOCKS, 1, 2 AND 3 SHOULD BE RETAINED TO ACCOMMODATE THE NEEDS OF OUR BOATING COMMUNITY AND THE AMBIENCE IT PROVIDES TO ALL OUR CITIZENS.</p> <p data-bbox="233 1092 995 1141">REMEMBER THAT PERMANENT MOORAGE HOLDERS MAKE FOR GOOD NEIGHBORS AND AN UNOFFICIAL SECURITY PRESENCE.</p>	<p data-bbox="1087 362 1881 427">16F. The action alternatives evaluated in the EIS broaden the spectrum of boaters who can access the park by boat.</p> <p data-bbox="1087 654 1325 678">16G. Comment noted.</p> <p data-bbox="1087 979 1325 1003">16H. Comment noted.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter #17, Dichter</p> <p>Letter #17</p> <p>Bergstrom, Michael</p> <hr/> <p>From: Aaron [adichter@comcast.net] Sent: Monday, July 13, 2009 11:06 AM To: Bergstrom, Michael Subject: DEIS Comments</p> <p>TO: MICHAEL PAINE, ENVIRONMENTAL PLANNING MANAGER CITY OF BELLEVUE, DEVELOPMENT SERVICES DEPARTMENT P.O. BOX 90012 BELLEVUE, WA. 98009-9012</p> <p>CC: MAYOR GRANT DEGGINGER, THE CITY COUNCIL, THE STEERING COMMITTEE, STEVE SARKOZY, MATT TERRY, PATRICK FORAN, MIKE BERGSTROM, ROBIN COLE</p> <p>RE: DRAFT ENVIRONMENTAL IMPACT STATEMENT - MEYDENBAUER BAY PARK AND LAND USE PLAN</p> <p>DEAR MR PAINE:</p> <p>IN COMMENTING ON THE DEIS WE MUST FIRST REFERENCE THE BEGINNING OF THIS RATHER TORTUROUS BUT UNFINISHED JOURNEY. I WOULD LIKE TO REMIND EVERYONE; THE CITY STAFF, THE STEERING COMMITTEE, THE PAID CONSULTANTS, (BOTH PAST AND PRESENT) AND THE TAXPAYERS/CITIZENS/OWNERS OF THE CITY OF BELLEVUE OF THE CONDITIONS ESTABLISHED BY OUR CITY COUNCIL FOR THE REFERENCED PARK.</p> <p>FIRST THE "STEERING COMMITTEE CHARGE" IN PART READS:</p> <p>A ALL ASPECTS OF ANY ISSUE SHOULD BE FULLY CONSIDERED BEFORE DRAWING CONCLUSIONS AND RECOMMENDATIONS. THE STEERING COMMITTEE SHOULD ALSO PARTICIPATE IN BROADER PUBLIC OUTREACH EFFORTS ON THE PROJECT, ENSURING THAT THE WHOLE COMMUNITY IS ENGAGED IN THE PROCESS AND THE RELEVANT INTERESTS ARE CONSIDERED AND APPROPRIATELY ADDRESSED.</p> <p>APPROVED BY THE CITY COUNCIL MARCH 19, 2007</p> <p>ON THE SAME DATE THE COUNCIL ALSO PUBLISHED TWELVE PLANNING PRINCIPLES TO HELP GUIDE THE PARK AND LAND USE PLAN OF WHICH, ITEM TEN OF TWELVE, IS TITLED "NEIGHBORHOOD ENHANCEMENT AND PROTECTION".</p> <p>THE LAND USE COMPONENT SHOULD BE A CATALYST FOR REVITALIZATION OF OLDER USES <i>WHILE MINIMIZING IMPACTS ON NEIGHBORING RESIDENTIAL AREAS</i>. THE LAND USE PLAN SHOULD ENSURE</p>	<p>17A. Comment noted.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>Letter #17</p> <p>↑ THROUGH RULES OR INCENTIVES THAT THESE ACTIONS OCCUR IN A MANNER THAT IS BOTH CONSISTENT WITH THE AREA’S LAND USE VISION <u>AND SENSITIVE TO ADJACENT RESIDENTIAL USES.</u></p> <p>B HAVING ATTENDED MOST OF THE STEERING COMMITTEE MEETINGS AND HEARD THE PUBLIC; THE TAXPAYERS/CITIZENS/OWNERS OF THE CITY MAKE THE SAME COMMENTS, TIME AND TIME AGAIN, IT APPEARS THAT THE CITIZENRY HAS NOT BEEN SERVED BY THIS PROCESS. THE TAXPAYERS WANT 100TH SE OPENED TO TRAFFIC TO SERVE THE COMMUNITY SOUTH OF MAIN AND SPECIFICALLY OUR HOME, WHOSE FRONT DOOR IS ON 100TH SE. THIS SUBJECT HAS BEEN PRESENTED TO THE STEERING COMMITTEE, CITY STAFF AND HIRED CONSULTANTS AND THE MATTER IS NEVER ADDRESSED NOR MITIGATED DURING THE PAST TWO + YEARS. ARE ANY OF THESE ENTITIES DOING THEIR JOB BASED ON THE DIRECTION FROM THE CITY COUNCIL? THEY ALL APPEAR TO BE LIKENED TO THE STEPFORD WIVES AND HAVE TOTALLY IGNORED THE DIRECTION RECEIVED FROM THE CITY COUNCIL WHICH VIOLATES THEIR CHARGE. IT APPEARS NECESSARY THAT THE BASICS OF EVERYDAY LIVING AND ENJOYMENT OF ONES’ HOME MUST BE REGURGITATED TO IMPRESS UPON THEM THE HARM THAT IS BEING PLACED ON THE SANCTITY OF ONES’ HOME. <u>LEAVE VEHICLE ACCESS TO OUR FRONT DOOR IN PLACE!</u></p> <p>C IN ADDITION TO LEAVING 100TH SE OPEN TO VEHICLE TRAFFIC IT IS ALSO NECESSARY TO MAINTAIN THE CURRENT PERMANENT MOORAGE FACILITIES. THIS IS AN IMPORTANT ASSET TO THE COMMUNITY AND ADDS TO THE AMBIENCE OF THE BAY. THE MOORAGE ARE EXPENSIVE ASSETS AND SHOULD NOT BE TRIVIALIZED. THE INCOME DERIVED FROM MOORAGE WILL HELP MAINTAIN THE PARK GROUNDS WELL INTO THE FUTURE AND WILL ALWAYS ATTRACT ALL PARK USERS. ALSO PERMANENT MOORAGE HOLDERS ARE GOOD NEIGHBORS AND REPRESENT AN INFORMAL SECURITY PRESENCE TO THE PARK. THERE HAS BEEN RECENT POLICING ISSUES IN THE BAY ALERTED BY PERMANENT MOORAGE HOLDERS, SPECIFICALLY FROM THE YACHT CLUB, WHICH RESULTED IN AN ARREST AND TICKETING OF SOME TRANSIENT BOATERS FOR THEIR BEHAVIOR. MORE OF THE SAME WILL OCCUR IN THE FUTURE WHEN THE TRANSIENT MOORAGE PIER IS PUT IN PLACE. IT WILL NOT BE A COMMERCIAL ADVANTAGE TO THE CITY WHILE PERMANENT MOORAGE IS AN ADVANTAGE.</p> <p>D THE SUGGESTION TO HAVE AN ELEVATED VIADUCT IN THE VICINITY OF 100TH SE IS AN ABOMINATION TO THE SANCTITY OF THE BAY AND THE IMAGE OF THE CITY OF BELLEVUE. IF IT IS THE INTENTION OF THE CITY TO DESTROY THE VIEWS WE HAVE PAID FOR OVER THE PAST TWENTY YEARS WHILE ALSO TAKING OUR ACCESS TO OUR FRONT DOOR THEN PERHAPS LEGAL COUNSEL WILL BE NECESSARY. THE STEERING COMMITTEE HAVING IGNORED THEIR CHARGE FROM THE CITY COUNCIL. HAVE ALREADY COST MANY CITIZENS NOT ONLY IN TIME BUT DOLLARS OUT OF POCKET TO DEFEND THEIR RIGHTS AND LIFESTYLE.</p> <p>E BE CLEAR, WE ARE IN FAVOR OF A PARK AS A TRUE PARK; NOT A DISNEYLAND OR CONEY ISLAND. THE PLANNING TO DATE IS WORTHLESS UNLESS ONE RECOGNIZES THAT IT REPRESENTS ALL THE THINGS THAT THE CITIZENS DO NOT WANT IN THEIR PARK.</p> <p>RESPECTIVELY SUBMITTED</p> <p>AARON DICHTER EDITH DICHTER</p>	<p>17B. The impacts of road closure 100th SE were evaluated in the Draft EIS. All action alternatives retain access to Ten Thousand Meydenbauer. See Comment Letter 5, Response 5A.</p> <p>17C. Your preference concerning the retention of long-term moorage is acknowledged. All alternatives evaluated in the EIS maintain much of the existing long-term moorage, in addition to providing 14 transient moorage slips as required by State funding sources. The No-Action Alternative evaluates the retention of existing public moorage.</p> <p>17D. Comment noted.</p> <p>17E. Comment noted.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter #18, Ebsworth (Public Hearing Transcript)</p> <p>21 Letter #18 PAM EBSWORTH: Good evening. My name is Pam 22 Ebsworth, and I live at and am representing tonight 10000 23 Meydenbauer Way Condominium. I want to thank Mike, Mike, 24 Jan, Robin and [inaudible]. 25 MR. BERGSTROM: Can you move the mic a little</p> <p>1 closer? 2 PAM EBSWORTH: We fully support and welcome 3 the park. A park to us and most in this room follows 4 Webster's definition: A piece of ground in or near nearby a 5 city or town kept for ornament or recreation. An area 6 maintained in its natural state as a public property. 7 We do not see the park as an extension of 8 downtown commercial atmosphere. We want to see that the 9 historic nature of Meydenbauer Bay is highlighted as well as 10 the bay's natural attributes and plentiful wildlife. Where 11 on this earth do you see eagle, osprey, great blue herons, 12 otters, beavers, muskrats, turtles, et cetera, a few blocks 13 from 40-store buildings? This is a special legacy to 14 preserve and that should be our city's mandate. 15 Our building has deep concerns. For two 16 years the alternative plans have shown the removal of our 17 Street Southwest 100th. Our front door is located on this 18 street and is used by our guests, service people, mail 19 carriers, UPS, FedEx, for delivery of a new refrigerator, 20 medical emergency vehicles, and the fire department. We 21 often have guests who come that may be handicapped and 22 walking up that steep hill from the bottom [unclear] through 23 a wheelchair. 24 Our concern for the closure of our street is 25 shared by those who live in South Bellevue, West Bellevue,</p> <p>A</p> <p>B</p> <p>C</p>	<p>18A. Comment noted.</p> <p>18B. The impacts of road closure were evaluated in the Draft EIS. All action alternatives retain access to Ten Thousand Meydenbauer. See Comment Letter 5, Response 5A.</p> <p>18C. See Comment Letter 8, Response 8B. Additional information on traffic impacts is provided in Section 3.9 of the Draft and Final EIS.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter #18 e, Dept. of Land Use Meydenbauer Bay Park Public Hearing, 6/23/2009</p> <p>1 happens next to them? It's a picture of an old house with a 2 locomotive next door to it, and it kind of reminded me of 3 what 100th would be if we had this mini-Alaska Way Viaduct 4 next door.</p> <p>5 The DEIS elects to look deeply into the 6 issues that remain the core concerns. Words and phrases 7 such as "slightly," "similar," "modest," "minor," "little 8 impact," et cetera, appear continuously. Increased silt and 9 noise pollution are not mentioned. Traffic study was 10 inaccurate and limited in its coverage.</p> <p>11 The steering committee has worked long and 12 hard on this project and needs time to clearly evaluate the 13 possibilities, impacts, and the public comment on the DEIS. 14 [inaudible] make the decision too quickly.</p> <p>15 Those of us who have lived in Meydenbauer for 16 years and decades love this special area. We are happy to 17 share this fragile space, and we look forward to the 18 completion of a beautiful park in the tradition of 19 Bellevue's other beautiful parks.</p> <p>20 The geographic reality of Meydenbauer Bay 21 does not lend itself to be a [inaudible], and we hope this 22 can be recognized. In the meantime, I want to thank you all 23 of you very much.</p> <p>24 MR. BERGSTROM: And after Ms. Brewer, Betty 25 Schwind.</p> <p>E, cont</p> <p>F</p> <p>G</p> <p>H</p> <p>I</p>	<p>18F. Comment noted. (It is recognized that, although the transcript contains the word “elects”, the actual word spoken was “neglects”).</p> <p>18G. <u>Noise</u> impacts were evaluated in Section 3.10 of the Draft EIS. Additional information on noise impacts is provided in Section 3.10 of the Final EIS; also see Comment Letter 14, Response 14V. <u>Siltation/sedimentation</u>: See Comment Letter 8, Response 8E.</p> <p>18H: The transportation analysis presented in the Draft EIS contains the standard or appropriate level of analysis for a programmatic EIS, including access and circulation, traffic operations, collisions/safety, parking, public transportation, nonmotorized transportation, emergency access, and mitigation measures for the future alternatives.</p> <p>18I. Comment noted.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>Letter #19, Ebsworth</p> <p>From: Pamebswort@aol.com Sent: Monday, July 13, 2009 11:40 AM To: Paine, Michael Cc: Degginger, Grant; Balducci, Claudia; Chelminiak, John; Davidson, Don; Lee, Conrad; Bonincontri, Patsy; Sarkozy, Steve; Terry, Matthew; Foran, Patrick; Bergstrom, Michael; Cole, Robin; skbeighle@comcast.net; half@senecagroup.com; BetinaF@aol.com; merlekee@man.com; dougl@mithun.com; mlynde@geoengineers.com; bmacllc@comcast.net; kpaulich@wpblaw.com; davids@sterlingrealty.com; irstocher@comcast.net; stuvhc@nwlink.com; rich@wagnermanagement.com; sandrabmorrison@msn.com; adichter@comcast.net; studiogette@mac.com; Pamebswort@aol.com; crmadison@msn.com; CarandGordo@aol.com Subject: Personal Comments on the DEIS-Meydenbauer Bay Park & Land Use Plan Attachments: 10000DEISComments.doc</p> <p>To: Michael Paine, Environmental Planning Manager City of Bellevue, Developmental Services Department P.O. Box 90012 Bellevue, WA 98009-9012</p> <p>cc: Mayor Grant Degginger, the City Council, members of the Steering Committee, Steve Sarkozy, Matt Terry, Patrick Foran, Mike Bergstrom, Robin Cole</p> <p>RE: Personal Comments on the Draft Environmental Impact Statement: Meydenbauer Bay Park & Land Use Plan</p> <p>Dear Mr. Paine:</p> <p>The following are my personal observations that I wish to add to the comments on the DEIS which you have received from my Homeowners Association, Ten Thousand Meydenbauer. I have attached the Homeowners document to this email. I wish to preface my comments with the fact that I welcome the park. When I bought my condominium in 1996, my realtor explained a park would be developed next door. I was delighted. I look forward to a "park" park and many elements have a true park have been manifest in the planning process.</p> <p>A The DEIS fails to address the issues.</p> <p>I have lived in the Meydenbauer Bay neighborhood for the better part of a number of decades. I remember when QFC was a cow pasture. I recall Bellevue Square as a lovely outdoor park-like assembly of structures with rhododendrons with brass labels noting their sub-species. I remember the old A&P and Reuben sandwiches at the Crabapple Restaurant. Much has changed since that era and a great deal of that change has lacked sufficient planning and taste. Progress, growth, and greed.</p> <p>I have been very proud of the fact, that in the face of enormous change, Meydenbauer Bay has retained its rich wildlife habitat (where in the world, within four blocks of 40 storey buildings, do you find populations of eagles, ospreys, golden eagles, great blue herons, otters, beavers, muskrats, and a salmon spawning stream - -one of only four in Lake Washington?). Turning this small, fragile neighborhood into Sausalito will greatly diminish what is precious and the elements that should be valued and protected by our City. We live in an overdeveloped world obsessed with consumption. It isn't working. Having served on the board of directors of World Wildlife Fund for more than a decade, an organization whose panda logo can be found in well over 100 countries, I know a rare situation when I see one. Don't blow this one. Those aren't the headlines the City of Bellevue wants.</p> <p>B I have attended the majority of Steering Committee meetings, and related events, since the beginning. I should note that our neighborhood was left out of the mailings notifying citizens of the start of the park planning process. The notifications went to Crossroads, Somerset and other areas not in the downtown section – not to west or south Bellevue, those areas most impacted by the park. After learning of the Steering Committee meetings, I started to attend and participate by speaking during the brief public comment section and by sending emails to Mike Bergstrom, Robin Cole, and the Committee members. The answers I received, although prompt, were indirect and vague. I have served on the board of the Meydenbauer Bay Neighbors Association since its inception. The organization was formed because the City was not listening to its taxpayers. A year ago it became clear the City and EDAAW did not want to perform an EIS. What?</p>	<p>19A. Comment noted.</p> <p>19B. The City chose to wait until after the initial alternatives were determined to decide on the appropriate form, content, and process for meeting our environmental review responsibilities under SEPA. The City concluded that a full EIS was the appropriate method by which to evaluate the impacts of the alternatives, centralize environmental information, and disseminate that information for public review and comment.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter #19</p> <p>Meydenbauer Bay has one of four salmon spawning streams in Lake Washington and the City does not want to know what sort of impact will occur when the boats start arriving to partake of the transient moorage? SALMON? Salmon is a call to arms in the environmental world, a common fact that the City neglects to recognize, amongst other common facts. What about the impact to other wildlife species, not to mention the impact to residents in a multitude of forms? Fortunately the taxpayers' voice was loud enough to inspire the necessity of an EIS. The result is an inadequate draft that makes light of the critical issues. This is unconscionable and irresponsible.</p> <p>C The planning process has violated public trust. I am not a lawyer, but it would seem the process has violated proper procedures. The Steering Committee Charge is clear. The Planning Principles are clear. How can the Steering Committee vote on a recommendation to present to the City Council when they have not seen the public comment on the DEIS? I don't blame them for wanting to wash their hands of the whole thing. Process has not been conducted properly and lacks in transparency. The whole thing has been slap/dash - - "lets create Sausalito out of 1000 feet of waterfront and to heck with the taxpayers."</p> <p>D For over two years the comments and concerns of the taxpayers/voters have been ignored. Telephone polls were conducted that were worded in a manner that those surveyed had to respond "yes" or "no" to questions a "yes" or "no" was not adequate. In other words, the poll was rigged. The results of written surveys have been ignored, although some surveys appear gratuitously in the DEIS. Where is the acknowledgment of the enormous public sentiment (passion is a better description) that has been voiced for over two years?</p> <p>E It feels as if many of the Steering Committee members have been influenced by the goals of city officials. A number of the committee members are developers. Some members do not live in Bellevue. Only one lives in, and would be impacted by, the new park. Several committee members have other affiliations with the City by serving on the Planning Commission, Park Department, and Transportation Department -- and those are just the affiliations I am aware of. It appears that the City stacked the deck in its choice of many of the Steering Committee members. In defense of the Steering Committee, they have worked long and hard. There has been sincerity - -so why the blinders? I cannot imagine the Steering Committee, entering this process, had any idea of the level of controversy that was to come. Fondness for the Bay, intelligent traffic flow & planning, and common sense (ie you can't parachute Sausalito into a tiny, fragile cove in a long-established residential neighborhood with limited traffic options) has insighted public outcry. This is only the beginning, Mr. Paine, if a generous douse of reality isn't inserted into the outcome of this project.</p> <p>This is my first venture into city politics. It is my first experience with an EIS. The process and lack the lack of respect shown to taxpayers/voters, property owners, the environment, and the jewel that is Meydenbauer Bay is shocking. When did Bellevue become Myanmar? The process, thus far, has served those with Kirkland envy, those who have waterfront envy, and those who want to make money on this tiny, fragile cove. Are city officials hoping this project will boost their resume? This community is not being served by those who pay their salaries.</p> <p>My specific comments pertaining to the issues included in the DEIS (the closure of SE 100th, the hideous "mini Alaska Way Viaduct" structure, the importance of the marina, the negligent thought of transient moorage, damage to my lifestyle & property value, commercial entities, litter, crime, the traffic fiasco, enormous cost of this project, etc) may be found in the enclosed document from my Homeowners Association.</p> <p>My comments are firm and may seem overly negative due to frustration. They are sincere and I am not alone. have played ball. But the City has not been interested in the views of its taxpayers/voters, which is an outrageously sad reflection on city government.</p> <p>Again, I welcome the park. A park as described by Webster and that preserves this last bit of charm in the City of Bellevue. Let's get an EIS with some depth that addresses the many issues in a realistic manner.</p> <p>Thank you for your consideration.</p> <p>Sincerely,</p> <p>Pamela Ebsworth 10000 Meydenbauer Way SE #3 Bellevue 98004</p>	<p>19C. The Steering Committee did not arrive at a final recommendation until after the end of the public comment period on the Draft EIS. All Draft EIS comments were forwarded to the Steering Committee for their review. Steering Committee members attended the public hearing on the Draft EIS so that they could hear oral comments first hand.</p> <p>19D. The Meydenbauer Bay Park and Land Use Plan did not involve a telephone survey; you may be thinking of the telephone survey that was conducted for the Shoreline Master Program Update project. Except for previously collected parking and traffic information, the Draft EIS does not rely on "survey" information. Early in the planning process (through December 2007), an informal online poll was conducted. Because this was not a scientific survey and was conducted well in advance of the SEPA process, the results were not included in the Draft EIS. However, these results were forwarded to the Steering Committee along with all other public comments received so that they could be fully informed of public comments as the plan evolved and leading into scoping for the Draft EIS.</p> <p>19E. Comment noted.</p>

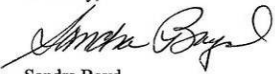
Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>Letter #20, Barker</p> <p>To: Mr. Michael Paine, Environmental Planning Manager City of Bellevue, Developmental Services Department P.O. Box 90012 Bellevue WA 98009 – 9012 Letter #20</p> <p>From: Ms. Mildred E. Barker, Ten Thousand Meydenbauer Way S.E., # 4, Bellevue, WA 98004</p> <p>cc: CITY COUNCIL - Mayor Grant Degginger, C. Balducci, J. Chelminiak, Dr. D. Davidson, C. Lee, P. Bonincontri cc: CITY STAFF - S. Sarkozy, M. Terry, P. Foran, M. Brennan, M. Basick cc: MEYDENBAUER BAY PROJECT - M. Bergstrom, R. Cole, B. Scott, D. Leigh, I. Tocher cc: PUBLIC COMMISSIONS - M. Keeney, T. Smith, N. Harvey, V. Orrico, L. Northey, D. Cieri</p> <p>Subject: <u>Draft Environmental Impact Statement - Meydenbauer Bay Park & Land Use Plan</u></p> <p>Dear Mr. Paine:</p> <p>Although this letter is a personal submission, it is in full agreement with the letter submitted by the Homeowners Association of Ten Thousand Meydenbauer Condominium.</p> <p>A For over two years, fellow homeowners, local residents and business owners have worked diligently and in good faith, with the City of Bellevue on its "Development Project" for Meydenbauer Bay. What brought so many good people around Meydenbauer Bay together so unanimously and in such bleak economical times? A City Project, one that would directly affect each local resident's life and property. In addition, one that would potentially isolate Ten Thousand Meydenbauer Condominium, thus, putting us, our property and very hard earned investments at risk.</p> <p>Taxpayers have literally worked hundreds of hours (in good faith) with the Steering Committee, various City Commission Representatives and have sent/received communiqués to City Council Members. As good citizens, all of us sought to find a reasonable compromise that would minimize the negative impact on Ten Thousand Meydenbauer Condominium, the surrounding neighborhood, the Meydenbauer Bay Yacht Club (that hosts community events such as the Youth Sailing Program), and above all, protect the abundant Wildlife that currently calls this small Bay home. When tempers flared, those of us who have watched this City grow over the years, held out hope that "The City Council" would ultimately do its job and protect the residents' safety and property rights. Especially when the Cities' agenda could be accomplished through compromise. However, after reading the Draft Environmental Impact Statement that trust and hope has been lost.</p> <p>B <u>The Closure of S.E. 100th</u> Emergency Fire, Ambulance and Police vehicles must have unobstructed access to the entrance of this building. Handicap and elderly citizens use our front door entrance as does the mail, utilities and guests. Also, "one to three designated parking spaces" will not suffice. Currently, parking is routinely taken up by construction workers from Main Street. They repeatedly block our fire hydrant (without citation), in fact my daughter had to request "The City" put up basic safety signs on the surrounding streets (approx) two years ago and we are in the middle of Bellevue! We need access to our own property and basic traffic patrol.</p>	<p>20A. Comment noted.</p> <p>20B. See Comment Letter 18, Response 18C.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>Letter #20 Mr. Michael Paine, Environmental Planning Manager Page Two</p> <p>C <u>Crime/Noise</u> Over the past several years, condo’s and homes in our immediate area have seen a rise in break-ins, vandalism, drug/alcohol issues on the streets, aggressive young drivers, groups shouting profanity, and litter that contains <i>items</i> not fit to be touched! A lot of this behavior has taken place on our immediate street (Meydenbauer Way S.E. / S.E. 100th). As bad as it is now, increased population, an elevated footbridge (<i>with a view into our homes</i>), elevators, canoe rentals, washrooms, food concessions, garbage, Transient moorage, etc., will increase this problem tenfold and put us all into further jeopardy.</p> <p>D <u>Environment</u> The City of Bellevue has accepted awards for being environmentally friendly, but are you - not so much. If The City follows through on placing the elevated footbridge (<i>with a view into our homes</i>), elevators, canoe rentals, washrooms, food concessions, garbage receptacles, etc., on the property next to SE 100th – two old growth trees will need to be removed, in addition to drastically disturbing land currently used by an abundance of wildlife.</p> <p>As residents are aware, Eagles love this small pristine bay, they nest in the very two trees that you would need to cut down. The very wildlife you say you “care about” live and nest in the area that you want to dig up for the elevated footbridge and commercial ventures. A compromise would be the low impact “zig zag” park setting and to leave the two old growth trees. In addition, move the other commercial enterprises west (by the whaling station) where it makes sense for public activity to be.</p> <p>E <u>Property Rights/Expectations From Our Leaders</u> You are very bright men and women; you are fully aware what the proposed elevated footbridge (<i>with a view into our homes</i>) and elevators would do to our property values. Most of us in this building and around the Bay are “not in the big leagues” (i.e. not the Bill Gates of this world). We are Taxpayers who have worked very hard all of our lives and saved to have our homes in this area. Most of us have been around a long time and have been instrumental in working hard to make our community what it is today (growth of the Hospital, many charities, various small to medium size businesses, etc.). In turn, we deserve the respect and protection from our elected Leaders in The City of Bellevue.</p> <p>F Mr. Paine (and other City Leaders) your time in reading this letter is very much appreciated. I do ask that you seriously consider the compromise of keeping the street open and elect to go with the “zig zag” park setting, leaving the two trees. Let our neighborhood and Meydenbauer Bay retain the beauty and calm that it has for so many years. Don’t let us down and make Bellevue, WA. just another City that puts commercialism over its own residents and the environment.</p> <p>Looking forward to your response in each area.</p> <p>Respectfully,</p> <p><i>Mildred Barker</i> Mildred E. Barker Ten Thousand Meydenbauer Way S.E., # 4 Bellevue, WA 98004 Contact Email: CRMadison@msn.com</p>	<p>20C. It is acknowledged that park development will result in more visitor activity at the park and through the adjacent areas. The extent to which this would increase criminal or other undesirable activity is not clear. While this may place additional demands on the Bellevue Police Department, it also will provide the additional safety typical of a more vibrant and active public space. Nonetheless, in response to increased use, the Police Department has identified necessary measures to police the park effectively with 100th Avenue closed. Significant impacts upon Police Department services are not anticipated.</p> <p>20D. Comment noted. It is acknowledged that park development will result in the loss of existing vegetation, including large trees, and will disrupt the wildlife that use that vegetation. These impacts are described in Section 3.3 of the Draft EIS and Final EIS. There is no documentation of eagles nesting within the study area.</p> <p>20E. Comment noted.</p> <p>20F. Comment noted.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter #21, Georgette</p> <p>Letter #21 Bergstrom, Michael</p> <p>From: Madelaine Georgette [studiogeorgette@mac.com] Sent: Saturday, July 04, 2009 9:29 AM To: Bonincontri, Patsy; Rich Wagner; Kevin Paulich; Stu VanderHoek; Doug Leigh; Hal Ferris; Degginger, Grant; Stephanie Bieghle; Merle Keeney; Marcelle Lynde; Iris Tocher; Cole, Robin; Belina Finley; Paine, Michael; Bergstrom, Michael; Bob MacMillan Subject: Comments on Meydenbauer Waterfront Park</p> <p>Dear Robin and Mike:</p> <p>A I noted with extreme surprise and displeasure the fact that the Meydenbauer Waterfront Steering Committee voted for and recommended the closure of 100th Ave NE as well as the most extensive building and least natural design for access to the park. This decision is very worrisome in light of the following:</p> <p>B 1. The Committee has heard hours of oral testimony and comments and received numerous written comments from the communities surrounding the proposed park with respect to the adverse impacts of the closure of this street which is a major circulation route.</p> <p>C 2. The Committee has likewise received considerable input as to the public's preference for a park with the least development and which consists of the maximum coverage of natural areas, which necessitate the minimum of a built environment.</p> <p>D 3. The Committee's responsibility is to the citizens of Bellevue and not to themselves and their personal preferences which most likely will not have any daily impact on their lives since they do not live in the immediate vicinity of the park and will not have to endure its lasting adverse impacts if these two measures are finally implemented.</p> <p>4. The Steering Committee's mission statement says: E "In conducting its work, the steering committee should combine their talents to represent the broad interests of the community at large, recognizing that the park will be a community-wide asset. All aspects of any issue should be fully considered before drawing conclusions and recommendations. The steering committee should also participate in broader public outreach efforts on the project, ensuring that the whole community is engaged in the process and the relevant interests are considered and appropriately addressed. Approved by the City Council March 19, 2007</p> <p>F 5. The Committee has not yet reviewed the public's comments on the DEIS prior to voting and making recommendations. 6. The Committee is clearly not following its stated charge and actually is in violation of such by voting prior to the end of the public comment period on the DEIS.</p> <p>G 7. The Committee is not addressing the public's relevant interests nor appropriately addressing them. I would like to take this opportunity to provide some context to my comments: H During the years 1984-1988 I worked as an environmental consultant and designed and facilitated numerous public involvement programs for King County and suburban cities within the county. In 1987-1989 I worked with King County Solid Waste Department who were attempting to locate a garbage incineration plant in the county. After a long environmental review process the original 33 sites were reduced to six sites and I conducted public involvement hearings as part of the EIS scoping process in each of the potentially affected communities. I then compiled the results of all the public oral and written commentary into a 123 page list of issues that the public wanted examined in the EIS. I met with the County and told them to reflect on this and to consider a pilot program in recycling prior to moving forward on the EIS. The public input was overwhelmingly against the project and many suggested recycling. After long and hard consideration, the County decided to defer to the voices of its residents which it took seriously and which it respected and began a pilot recycling program. The</p>	<p>21A. Comment noted.</p> <p>21B. The committee received and considered comments from residents city wide, and relied upon the Council-adopted planning principles for guidance. The Draft EIS concludes that the road closure would result in no significant adverse impacts. The effects of the Preferred Alternative are addressed in Section 3.9 of the Final EIS.</p> <p>21C. The alternatives evaluated in the EIS are intended to balance a variety of interests, and offer a range of options for incorporation into a final Master Plan. The alternatives include natural areas as well as constructed features.</p> <p>21D. Several committee members live, work, and/or own property in the immediate neighborhood.</p> <p>21E. Comment noted.</p> <p>21F. The Steering Committee schedule included three meetings to develop a Preferred Alternative. The June 30, 2009, meeting took place after the Draft EIS public hearing which was attended by all committee members. The July 28 and 30, 2009, meetings took place after the close of the comment period. All Draft EIS comments were received and reviewed by committee members prior to the July meetings and prior to the committee finalizing a Preferred Alternative. The selection of a Preferred Alternative is not an action under SEPA.</p> <p>21G. See Response 21B, above.</p> <p>21H. Comment noted.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter #21</p> <p>public response was tremendous and King County is now proud of it's program considered a model of success around the country. No garbage incinerator was built.</p> <p>The lessons to be learned from this are:</p> <ul style="list-style-type: none"> * A public involvement program is just that - it involves the public in the process and respects their role and their input in the decision-making process. * The department and the County recognized they represented the people. * The majority were against the proposed project. * Democratic decision-making which took in to account the social and political feasibility of the project prevailed. <p>The City of Bellevue, the Parks Department and the Meydenbauer Waterfront Steering Committee are beholden to the public; you represent us; we elect you. The public has spoken; let their voices be heard, respected and seriously taken into account in the final decision making process. Otherwise your entire public involvement program will be perceived as 'simply going through the motions' with no intention of taking the public's opinions into account. Surely all these meetings over the past two years have not simply been theatre - let the final decisions be ones the entire City of Bellevue, both representatives and staff and the public can be proud to say, "The City of Bellevue created a meaningful process that resulted in a carefully considered democratic decision that took into account the voices of the people".</p> <p>Let the final design and implementation reflect the voices of the residents of Bellevue and not be a top-down decision imposed on us.</p> <p>Please be kind enough to pass a copy of this letter on to each and every Steering Committee member.</p> <p>Sincerely, Madelaine Georgette</p>	<p>21I. Comment noted.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter #22, Boyd</p> <p>July 17, 2009</p> <p>Letter #22</p> <p>Mr. Michael Paine, Lead Agency Contact Meydenbauer Marina Park City of Bellevue 450 110th Avenue NE P.O. Box 90012 Bellevue, WA 98000-9012</p> <p>Dear Mr. Paine:</p> <p>A My response to the proposed Meydenbauer Marina Park DEIS is based on the close proximity of our home at Ten Thousand Meydenbauer Condominiums. Clearly, we are the most severely impacted residence in Alternatives I and II. Almost all of the concepts as outlined in the DEIS in the 100th Avenue SE/Bellevue Place corridor are unacceptable.</p> <p>B Undoubtedly, there will be strong pressure on the Bellevue City Council to accept the concept of a "Grand Entry" to the Park where Main Street, 100th Avenue and Lake Washington Boulevard conjoin. The "Grand Entry" is predicated upon the closure of 100th Avenue SE/Bellevue Place. The proposed closure of 100th Avenue SE/Bellevue Place will eliminate access to Ten Thousand Meydenbauer's main entry as well as the drive-through entrance to The Meydenbauer Apartments. While the planners are thrilled with the connection a "Grand Entry" will provide to the Downtown Park and the vistas of the Bay, they fail to mention any solutions to mitigate the closure of 100th Avenue SE/Bellevue Place. At the same time they minimize the traffic impact the closure will bring.</p> <p>C It is incumbent upon the City to consider any and all solutions to the possible closure during the Environmental Impact Study time frame. One suggestion is to create a one-way lane up 100th SE/Bellevue Place to the Bay Vue East property, now owned by the City; then continue the lane across the southern boundary of the above property and (with an easement from The Meydenbauer Apartments and the city's purchase of a small piece of land south of the Astoria condominiums from a willing seller) connect with 101st SE.</p> <p>D Two years ago Robin Cole, Parks Department, and Mike Bergstrom, Planning & Community Development, assured us that if 100th SE/Bellevue Place was closed, the City would provide us with a driveway to our front door with a turn around capacity. The DEIS (in the "road closed" alternative) only mentions a pedestrian path, a totally unacceptable alternative. It is apparent that the consultants and designers are unfamiliar with the access to Ten Thousand Meydenbauer. While the homeowners access the garage from Meydenbauer Way, the only public access to the building (eg. Emergency vehicles, maintenance personnel, delivery trucks, the postman, family & friends) is the main entry on 100th Avenue SE.</p> <p>E Other features of Alternative II that are not compatible with maintaining the residential "feel" to our neighborhood is the proposed Community Building & Café. In fact, we are opposed to any commercial zoning west of 100th Avenue SE. The City need not compete with the existing eateries on Main Street. Meydenbauer Bay is not Kirkland where their waterfront is bordered by commercial enterprises.</p> <p>F ↓ We like the concept of a grassy slope with a switchback trail winding down towards the water.</p> <div style="text-align: right; margin-top: 20px;"> <p>City of Bellevue</p> <p>JUN 17 2009 3:40 PM</p> <p>Service First</p> </div>	<p>22A. Comment noted.</p> <p>22B. Refer to Comment Letter 5, Response 5A.</p> <p>22C. Traffic impacts related to the closure of 100th Avenue SE are evaluated in Section 3.9 of the Draft EIS and Final EIS. The impacts of leaving 100th Avenue SE open to one-way traffic northbound would fall between the No-Action Alternative and the closure of 100th Avenue SE. As described in Section 3.9.2 of the Draft EIS, 2020 traffic volumes and LOS show higher traffic volumes, greater delays, and failure of one intersection, under the No-Action Alternative, compared to existing conditions. Whether or not the project is implemented, traffic problems will occur without City action. Several projects are underway and/or planned by the City to address growing traffic volumes. These projects are described in Section 3.9 of the Draft EIS on pages 3-180 and 3-192.</p> <p>22D. Refer to Comment Letter 5, Response 5A.</p> <p>22E. Your preferences regarding commercial uses and the community building are acknowledged. The EIS evaluates a range of options for types and extent of commercial activity within the park, including vendor kiosks, small watercraft (e.g., canoes and kayaks) rental, boat moorage at the marina, and a café. Alternative 1 and the Preferred Alternative do not include a café.</p> <p>22F. Comment noted. The Vue Condominiums do not front on 99th Avenue NE, and therefore rerouting their access to 99th Avenue is impractical.</p>


Comment (Letter Number, Comment Source)	City’s Response to Comment
<p style="text-align: center;">Letter #22</p> <p>F ↑ However, this slope is interrupted by the driveway entrance into the Vue Condominiums from Meydenbauer Way. If their access was diverted to 99th Avenue SE, there could be a seamless transition of the grassy slope to the waters edge. We also endorse the designers ornamental plantings, but with the caveat that they be low growing, initially and into the future, so as not to obscure views of the Bay.</p> <p>G The kayak/canoe rental concession is misplaced. It should be located on the west end of the Meydenbauer Beach Park, near the beach. If the City keeps the existing parking lot at the Beach Park, the rental boats can be easily accessed by users arriving by car. Kayaking and canoeing are quiet activities that should be as far removed from power boats as possible not only for aesthetics but also for safety.</p> <p>H Without a Community Center & Café or a kayak/canoe concession, there is no need for an underground parking lot in the 100th Avenue SE/Bellevue Place corridor.</p> <p>I Probably the most offensive concept by far in Alternative II is the “flying bridge/elevator.” It is totally out of scale for the most narrow part of the Bay. While the designers glamorize the concept of an elevated platform as well as an “over-the-water” experience, the two can be combined into one structure and located on the west side of the Whaling Buildings to maximize the Bay view to its fullest extent. This farther west location could be accessed from the proposed promenade, thus meeting the requirements of the ADA. It is absolutely not necessary to build a flying bridge in the Alternative II location. The designers have not only chosen the wrong place for their concept but they have shown blatant disregard for the residential component, particularly Ten Thousand Meydenbauer, by creating a view-blocking monstrosity. An example of a popular and well designed elevated, over-the-water walkway in Portland is published in the July-August Sunset Magazine issue (see enclosure),</p> <p>J Lastly, transient moorage must be kept to the minimum requirement. This limit is essential to maintaining some semblance of serenity in the Bay. Often, transient boaters will interfere with kayakers and canoeists and in the case of Meydenbauer Bay, the youth sailing program. Generally, these transient boaters are noisy, sometimes rowdy and have little regard for the neighborhood.</p> <p>K It is possible to create a regional park that can complement the existing parks nearby, without being offensive to the neighborhood and that can meet the needs of recreationists as well as more passive pursuits. Send the designers back to the drawing board.</p> <p>Sincerely,  Sandra Boyd Ten Thousand Meydenbauer Way SE #1 Bellevue, WA 98004 425-450-0671</p>	<p>22G. The EIS evaluates different options for the location of a PPV launch and its relationship to the swim beach and parking, including the location you suggest.</p> <p>22H. Parking will be required based on the uses ultimately approved for the park during project-level design. Dispersing parking throughout the park will provide convenience for users and reduce potential for concentrating congestion.</p> <p>22I. The design details of the elevated pier have not yet been developed. The graphics contained in the Draft EIS are conceptual. The Steering Committee expressed its interest in keeping the design as light and transparent as possible and appropriate in scale to surrounding structures. According to their web page, Portland’s over-water walkway referenced in and submitted with this comment letter is installed 30 feet above the river, similar to the elevated pier proposed in Alternative 2 and the Preferred Alternative.</p> <p>22J. Transient moorage is currently proposed at 14 slips; however, we are not aware of studies supporting claims that transient boaters differ in behavior from boaters at long-term moorage.</p> <p>22K. Comment noted.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>Letter #23, Hodge</p> <p>Letter #23</p> <p>To: MICHAEL PAINE, Environmental Planning Manager City of Bellevue, Development Services Dept PO Box 90012 Bellevue WA 98009-9012</p> <p>CC: Mayor Grant Degginger, The Bellevue City Council, Steve Sarkozy, City Manager, Patrick Foran, Parks Dept, Mike Bergstrom and Robin Cole, the Steering Committee for new Waterfront Park, and Paul Inghram, Transportation Division</p> <p>RE: Meydenbauer Bay Park DEIS (Draft Environmental Impact Statement) response</p> <p>Dear Sirs and Madams,</p> <p style="text-align: center;">“if we build it ... (with gridlock) ... will they come”?</p> <p>You must ask yourselves this question as you ponder the selection of the Park Design sent to you by the Steering Committee of the Park Department for the new Meydenbauer Bay Beach Park.</p> <p>In establishing a wonderful waterfront park the Bellevue City Council should not feel empowered to wreck havoc upon a serene Meydenbauer neighborhood by adding to the gridlock traffic situation that already exists.</p> <p style="text-align: center;">(closing 100th Ave. SE would do that)</p> <p>Instead, the City Council should mitigate the current gridlock situation on Main Street and 101st Ave. SE before the park is built!</p> <p>After reading the EIS on the new Meydenbauer Bay Beach Park I question the Transportation Department’s facts and figures regarding the traffic in the specific area serving the Park. I have lived for 8+ years in THE ASTORIA at the corner of Main Street and 101st SE, the two heaviest used streets in the vicinity of the park. I have seen, witnessed and been a victim of gridlock due to the growing traffic in this area. This traffic is soon to be increased by the ONE ON MAIN</p>	<p>23A. Comment noted.</p> <p>23B. The transportation analysis is based on a 2020 model and includes projected traffic from all known proposed developments, including City plans, private development permits, projects under construction, and anticipated traffic and parking generated by both the land use and park elements of the project.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="296 253 415 277">Letter #23</p> <p data-bbox="191 318 222 342">B</p> <p data-bbox="296 293 1003 423">CONDO nearing completion, with 130 parking spaces and the development of the corner of Main Street and Bellevue Way with an additional 521 parking spaces. Before the Park is built there will be more condos built on the north side of Main Street, on properties owned by the Vanderhook families.</p> <p data-bbox="180 578 212 602">C</p> <p data-bbox="296 456 1024 667">Adding to this already crowded picture is the agreed decision by the Steering Committee to recommend CLOSING 100TH SE, adding that land to the new park. This street is the only escape route many of us living south of Main Street have to travel north or west, when Main Street is gridlocked BOTH WAYS.....which happens to me 3 out of 5 trips out of my garage at any time of the day. I once counted 25 cars passing me before I was able to make a RIGHT turn on to Main St. (and that was at 7:45 AM).</p> <p data-bbox="296 699 982 773">And....you guessed it....the new park will bring more and more traffic, more crowded streets with fewer streets on which to travel, adding to the gridlock with many more pedestrians.</p> <p data-bbox="180 902 212 927">D</p> <p data-bbox="296 805 1014 1097">It troubled me that the traffic tabulations in the DEIS (Pages 3-173 through pages 3-227) were “2008” figures, but it <u>never mentioned on what survey those figures were based!</u> I know there has not been a street counter on Main Street or 100th SE in the past two years (even though the closure of 100th Ave. SE has been controversial and questioned since the beginning of planning). Only one counter was on 101st SE midweek this year, and one on Lake Washington BLVD done in April 2007 (the week Bellevue Schools were on Spring Break. Bellevue High traffic can be up to 20% of the traffic between 7 AM and 4 PM). All the City of Bellevue’s counts were at 5 to 6 PM according to their information.</p> <p data-bbox="191 1195 222 1219">E</p> <p data-bbox="296 1130 1014 1308">The figures provided to the DEIS were low compared to the visual counts I personally did for one entire week from 5 to 6 PM on 100 Ave. SE. My figures were higher than the EIS report each day of the week, starting with 15% higher on Monday graduating each day of the week to 37% higher on Friday. The City of Bellevue Transportation Department has <u>underestimated the current vehicular traffic count</u>, the basis for which they have predicted future vehicular traffic!</p>	<p data-bbox="1073 233 1944 643">23C. 100th Avenue SE is classified as a local street by the City of Bellevue, per the City’s Functional Classification. The primary function of a local street is to provide access to adjacent properties of the street. A local street generally should not be used for through traffic purposes. The Draft EIS acknowledges the impacts to the intersection of Main Street at 101st Avenue SE when 100th Avenue SE is closed. The LOS is expected to degrade from a LOS C under the No-Action Alternative, to a LOS E under Alternatives 1 and 2. Under Alternative 2, The total number of additional vehicles that are projected to use 101st Avenue SE as a result of the closure of 100th Avenue SE is 130 vehicles during the p.m. peak hour (northbound and southbound). In the northbound direction, there would be an additional 72 vehicles. As described in Section 3.9 of the Final EIS, transportation impacts under the Preferred Alternative would be similar to Alternative 1 and slightly less than Alternative 2</p> <p data-bbox="1073 821 1944 1162">23D. The traffic counts for existing conditions were based on traffic counts provided by the City. The City has a comprehensive ongoing traffic count program citywide. The same traffic count locations are used continually to verify changes to counts over a period of time. The traffic counts used for the Draft EIS were conducted between 2007 and 2009. Traffic counts for Main Street at 100th Avenue NE were conducted on June 5, 2008. Traffic counts for Main Street at 102nd Avenue NE were conducted on September 12, 2007. Traffic counts for Main Street at Bellevue Way were conducted on January 14, 2008. Traffic counts for Lake Washington Boulevard at 99th Avenue were conducted on March 16, 2009. The same traffic counts are used in the Final EIS.</p> <p data-bbox="1073 1243 1566 1260">23E. See Comment Letter 23, Response 23D.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="283 243 388 267">Letter #23</p> <p data-bbox="178 349 220 381">F When I also personally tabulated the traffic on 101st SE, the traffic count was likewise higher each day compared to Bellevue’s count...to a <u>whopping 43% higher</u> on Friday. Using inaccurately low figures in the EIS is simply WRONG! We have gridlock already. Add to that high figure on 101st SE would be another 85+ vehicles from the closure of 100th, the added cars from all the new developments AND the added traffic to and from the new park....! The rating of “C” would drop to the lowest “F”(unacceptable to most drivers) ranking.</p> <p data-bbox="178 609 220 641">G And no where in the Transportation section of the EIS does it address pedestrian traffic---how it impedes right and left hand turns now and with more density in this area, how increased pedestrian traffic will further impede vehicular traffic on Main Street and Lake Washington Blvd. The safety of pedestrians, or how many and where new pedestrian walkways servicing park visitors and the new residential developments along Main Street has not been considered.</p> <p data-bbox="178 803 220 836">H And no where in the DEIS report is there mention of the increased traffic due to begin in 2010 (NEXT YEAR!) when SR 520 begins tolling its users, and Medina, Clyde Hill and close-in Bellevue residents <u>select I-90 to commute and travel to Seattle</u>---using Main Street!</p> <p data-bbox="178 1015 220 1047">I Implied throughout the EIS is the future development with bonus incentives of the Chevron and Brandt sites....creating more density, and significant increases in vehicles and pedestrians. And yet, <u>no information was provided to justify the need to increase density which would result again in more increased traffic (up to a 500 car garage with the only entrance on Main Street..</u> Community wide assets such as this new park should be shared by the community without impacting one specific neighborhood as it does the Meydenbauer neighborhood.</p> <p data-bbox="178 1258 220 1291">J The #10 Planning Principal of the Steering Committee states: “Neighborhood enhancement and protection: The land use component should be a catalyst for revitalization of older uses <u>while minimizing impacts on neighboring residential areas.</u> Redevelopment of properties in the study area or conversion of apartment buildings to condos is expected in the foreseeable future. The land use plan</p>	<p data-bbox="1081 235 1564 259">23F. See Comment Letter 23, Response 23D.</p> <p data-bbox="1081 300 1942 876">23G. The Synchro model (for both existing and future conditions) includes pedestrian signal phasing for all signalized intersections. Crosswalks across Main Street, the area with the greatest amount of congestion, are located at 100th Avenue SE, 101st Avenue SE, 102nd Avenue SE, midblock between 102nd Avenue SE and 103rd Avenue NE, 103rd Avenue NE, and Bellevue Way. With the exception of the midblock crossing, all other crosswalks are at intersections that were analyzed as part of the traffic analysis. The Draft EIS does address the improvements to pedestrian facilities within the study area that are expected to be implemented under the No Action Alternative and both action alternatives in Section 3.9.2.2, under the <i>Non-Motorized Transportation</i> element. These include improvements to be constructed through the City’s existing programs and plans (i.e., Bellevue Pedestrian and Bicycle Transportation Plan), improvements to pedestrian facilities anticipated as a result of the redevelopment of the upland parcels, and pedestrian facilities constructed as part of the park project. Furthermore, the <i>Collisions and Safety</i> element addresses the improvement to overall pedestrian safety as a result of the new pedestrian facilities. These same improvements are expected to be implemented under the Preferred Alternative (Section 3.9 of the Final EIS).</p> <p data-bbox="1081 917 1627 941">23H. See Comment Letter 9, Response 9B, above.</p> <p data-bbox="1081 982 1942 1291">23I. No density bonuses or increases are proposed for the Brant Photography and Chevron site under any of the three action alternatives, although the Chevron site will be included within the overly district. A package of development incentives including increased density is proposed for other sites in the study area, and is intended to encourage coordinated redevelopment to create physical and visual corridors and public spaces between structures to provide connections between Downtown Park, Old Bellevue, Wildwood Park, and Meydenbauer Bay. Density increases on those sites were based on economic modeling that identified the minimum incentive needed to encourage redevelopment.</p> <p data-bbox="1081 1331 1323 1356">23J. Comment noted.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="279 240 388 264">Letter #23</p> <p data-bbox="163 329 237 354">J, cont</p> <p data-bbox="279 277 968 431">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 <u>sensitive to adjacent residential uses</u>”. Closing a vital street and adding more traffic without new ways of traveling or improving roads is not minimizing the impact on our residential area. It is doing just the opposite.</p> <p data-bbox="184 505 216 529">K</p> <p data-bbox="279 456 961 610">I urge you to decide to keep 100th Ave. SE open and direct the Transportation Department to rework their numbers in the street surveys and immediately provide better access to Main Street for all the residents who live south of Main Street, find improvements for present and future vehicular traffic in this impacted area whether or not this park is ever built!.</p> <p data-bbox="279 630 531 654">And so I ask you again...”</p> <p data-bbox="453 683 905 708">If you build it (with gridlock) will they come?”.</p> <p data-bbox="184 902 216 927">L</p> <p data-bbox="279 732 951 1032">One last thought: I am in favor of a new waterfront park, with consideration for the neighborhood concerns of traffic, noise, transient boat activity and other issues we neighbors have regarding park development. I am a frequent walker in the Downtown Park , often chatting with other walkers. I contributed money to complete the park more than 20 years ago, but the current Downtown Park is nearly 19 years old.... and not yet finished! The sign “Future Park Expansion” has been up for more than 10 years now, and even on the latest bond renewal the expansion of the Downtown Park was only #4 or #5 on the Park Department’s list of “future park improvements”. Bellevue citizenry are very aware of the Park Department’s past history in park development and completion.</p> <p data-bbox="279 1057 930 1114">Let’s make sure this park is done right, planned right, traffic mitigated before construction, and funded correctly from the start!</p> <p data-bbox="279 1133 405 1157">Respectfully</p> <p data-bbox="279 1182 516 1287">Kathleen Hodge kthodget@comcast.net 10047 Main Street #510 Bellevue, WA 98004</p>	<p data-bbox="1087 459 1325 483">23K. Comment noted.</p> <p data-bbox="1087 719 1325 743">23L. Comment noted.</p>

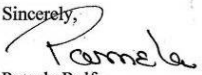
Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="138 233 394 261">Letter #24, Rogoway</p> <p data-bbox="262 284 390 310">July 16, 2009</p> <p data-bbox="262 362 682 488">Mr. Michael Paine Environmental Planning Manager City of Bellevue, Development Services Dept. PO Box 90012 Bellevue, WA 98009-9012</p> <p data-bbox="821 354 926 386" style="border: 1px solid red; padding: 2px;">Letter #24</p> <p data-bbox="262 516 411 542">Dear Mr. Paine:</p> <p data-bbox="180 578 942 643">A Ludicrous describes plans to close 100th Ave SE. The gridlock which exists today on Main Street between 100th and 101st will be exacerbated. The problem will be further compounded when the One On Main condo opens.</p> <p data-bbox="180 670 949 745">B The closing of 100th Ave. SE may address the interests of some to the detriment of many. Traffic on Main Street will come to a halt impacting the livability of “Old Main” and damaging access to local business.</p> <p data-bbox="180 773 949 847">C All of us support a waterfront park, but closing 100th creates more problems than it is intended to solve. The gridlock will not only affect the local residents it will discourage people from visiting the park. To help mitigate the traffic mess you may want to consider a stop light on Main and 101st.</p> <p data-bbox="180 875 936 1002">D Finally, the Steering Committee interest in ...”minimizing impacts on neighboring residential areas...” will be violated if 100st Ave SE is closed. It’s time to listen to the local residents rather than just focusing on the “grand plan.”</p> <p data-bbox="268 1040 569 1182"></p> <p data-bbox="262 1157 464 1234">David Rogoway 10047 Main St. #209 Bellevue, WA 98004</p>	<p data-bbox="1083 277 1940 951">24A. The analysis conducted indicates congestion on Main Street under existing conditions, and in the future under the No-Action Alternative. While the action alternatives result in additional traffic volumes on Main Street, above the volumes under No-Action, the vast majority of traffic volumes under the action alternatives are a result of the background growth, not attributed to the park development alternatives or upland parcel redevelopment. Under the No-Action Alternative, the total p.m. peak volume on Main Street between 100th Avenue SE and 101st Avenue SE is 1,115 vehicles. Under Alternative 2, the total volume is 1,250 vehicles. This represents a 12 percent growth in traffic volumes at this location as a result of the park project, redevelopment of upland parcels, and closure of 100th Avenue SE. In examining the volumes on Main Street under Alternative 2, comparing 100th Avenue SE open or closed, the difference in volumes is relatively minor. As stated earlier, under Alternative 2 (with 100th Avenue SE closed), the total p.m. peak volume on Main Street between 100th Avenue SE and 101st Avenue SE is 1,250 vehicles. Under Alternative 2a (with 100th Avenue SE open), the total p.m. peak volume on the same segment is 1,201 vehicles (a difference of 49 vehicles). This represents a 4 percent growth in traffic volumes at this location as a result of closing 100th Avenue SE. Under Alternative 2, any future development currently underway (including the One on Main condominium) is assumed as part of the future land use assumption in the 2020 BKR model.</p> <p data-bbox="1083 989 1566 1015">24B. See Comment Letter 24, Response 24A.</p> <p data-bbox="1083 1053 1923 1274">24C. See Comment Letter 9, Response 9B, and Comment Letter 24, Response 24A. It is anticipated that many of the visitors to the park will either walk or bike to it, especially residents of downtown Bellevue and Meydenbauer Bay. The pedestrian promenade included in Alternatives 1 and 2 and the Preferred Alternative is designed to encourage more pedestrian activity, and improve pedestrian connections from Old Bellevue and Downtown Park to Meydenbauer Bay Park.</p> <p data-bbox="1083 1313 1919 1404">24D. The Draft EIS identifies potential mitigation measures in Section 3.9.3.1, <i>Traffic Mitigation</i>. One of the potential improvements identified was the installation of a signal at Main Street at 101st Avenue SE.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
	<p>24D (Continued). Under Alternative 2 (with 100th Avenue SE closed), the installation of a signal would improve the northbound delay to 33.9 seconds (as opposed to 43.8 seconds with a stop sign). The overall intersection level of service would improve from a LOS E to a LOS C. However, it was also noted that long delays and backup would occur in the westbound direction through 102nd Avenue due to the absence of a westbound to southbound left-turn lane, which is made worse by a signal. The long delays experienced in the eastbound direction are due to the long vehicle queuing at Main Street and Bellevue Way and the delays due to signalization of the Main Street/101st Avenue intersection. Therefore, the installation of a signal at Main Street / 101st Avenue SE would not improve the delay without a left-turn pocket. Adding a 50-foot left-turn pocket would require the removal of existing on-street parking. Transportation impacts related to the Preferred Alternative are similar to Alternative 1 and slightly less than Alternative 2.</p> <p>24E. Comment Noted. Transportation analysis shows that closing 100th Avenue SE to vehicle traffic will not create significant adverse impacts. Also see Section 3.9 of the Final EIS.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>Letter #25, Dahlman</p> <p>Letter #25</p> <p>From: dahlman1@comcast.net [mailto:dahlman1@comcast.net] Sent: Monday, July 20, 2009 3:30 PM To: Paine, Michael Subject: Meydenbauer Bay deis</p> <p>The Americans With Disabilities Act of 1991 regulates access to public facilities, including parks. Federal courts have had difficulties interpreting the act due to an inadequate definition by congress. Many cases have been heard regarding public housing, access to voting locations, workplace situations and public transportation. Definitions of disabled, handicapped and frail elderly seem to be merging. The test is becoming the ability to perform the requirements of daily living.</p> <p>A A citizens committee has met regarding suggested changes to the act. One meeting involved a son who took his elderly father to an Atlantic Coast Park and subsequently the local government closed the road. He would leave his father for several hours to enjoy the water and then return to pick him up.</p> <p>This brings the discussion to the deis on Meydenbauer Bay Park. There are frail elderly people who have been driven down to the park Under objective #1 it says the park will greatly increase water access to ALL Bellevue residents. I would add "except the frail elderly" They have access now that will be cut off by Alternatives 1 or 2. (See following conclusion)</p>	<p>25A. Accessibility will be improved by the implementation of any of the action alternatives. As a public agency, and in response to requirements of our funding agencies (especially the Washington State Recreation and Conservation Office), we are required to comply with the Americans with Disabilities Act (ADA). Such access will be required to the shoreline and to key elements of the park such as the marina and the swim beach, through the grand entry, along the shoreline, and at least one overwater structure will likely be required. Accessible parking will also be provided near key features, including the marina. (Note: The “following conclusion” referred to in this comment email was not included with the email.)</p>
<p>Letter #26, Palevich</p> <p>Letter #26</p> <p>-----Original Message----- From: jepalevich@gmail.com [mailto:jepalevich@gmail.com] Sent: Tuesday, June 30, 2009 9:50 AM To: Paine, Michael Subject: Meydenbauer Bay Park and Land Use Plan</p> <p>Date Sent: 6/30/2009 9:50:05 AM</p> <p>Name: John E Palevich Comment: Hurry back from La-La Land, get a grip on the current local/state/national/internal economic collapse, stop wasting our tax dollars on meetings, mailings, consultants, studies, statements, etc. relating to a project that cannot be undertaken anytime in the foreseeable future, and expend what little money is left on cleaning up Bellevue's increasing shabbiness. address: 10047 Main Street, Unit 414 mailing list: Yes City, state, zip: Bellevue, WA 98004</p> <p>A</p>	<p>26A. Comment noted.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter #27, Lakha</p> <p>Letter #27 Bergstrom, Michael</p> <p>From: Afshan Lakha [Afshan@lakhainvestments.com] Sent: Sunday, July 05, 2009 9:30 AM To: Paine, Michael; Bergstrom, Michael; Cole, Robin Subject: RE: Park development</p> <p>Dear Michael,</p> <p>A My name is Afshan Lakha and I live directly adjacent to the Bellevue Beach park. My address is 9675 Lake Washington Blvd NE Bellevue WA 98004. I am very concerned that the Meydenbauer Waterfront Steering Committee voted for and recommended the closure of 100th Ave NE, as well as the most extensive building and least natural design for access to the park. We have enjoyed living next to the park for past 10 years and saw the rebuilding of the Meydenbauer bay bridge. I am sure you are aware the environmental impact this bridge caused on the bay. We use to have beautiful osprey that always nested to the tree adjacent to the park. Year after year we saw baby ospreys fly out of the nest but since the development of the bridge that osprey never returned.</p> <p>B</p> <p>C After seeing such an impact on the fragile environment of this bay I wonder what is the motivation of the steering committee. Is it to enhance the park to such extend that it would attract large development and to increase revenue for the city at the cost loosing habitat for these birds? I wonder if you would be able to guarantee that this will not impact any natural habitat that exist with us in this bay?</p> <p>D Another concern I have is why does the steering committee think that this is what the public needs? I frequent the park on a regular basis and have had a chance to speak with several people about how to use this park. They enjoy the serenity and peacefulness of this park. They feel that their children are safe in this environment and a large park with huge developments will prevent them from using this park as large parks attract all kinds of people, including predators.</p> <p>E Also my children, who are 14 and 11 enjoy using this park. They like to go with their friends to this particular park because its quaint, beautiful and safe. We as parents feel safe to send our children there and enjoy this. There are several large parks in this city and we do not need another big park and even more big development around it.</p> <p>F I wanted to let you know that enhancing this park for the children and people of our community is one thing, but what this committee wants for their own personal gain is another. I hope that you would listen to the people of this city and not just the committee regarding this matter.</p> <p>Please contact me if you have any questions.</p>	<p>27A. Comment noted.</p> <p>27B. Osprey are designated by WDFW as a Priority Species and their nesting locations mapped. An osprey nest was once located in an artificial nest box on a pole at Meydenbauer Marina near the end of 99th Avenue NE back in 1998. Under permit, the nest box was moved to a live fir tree in Meydenbauer Beach Park, where the osprey resided through 2004. Since spring 2005, the osprey pair has nested at Hidden Valley Sports Park, about 1.25 miles from the original nest location. Currently, there is no known osprey nesting activity in the vicinity.</p> <p>27C. An early Steering Committee concept was to increase the natural feel of the ravine and west end of the park, gradually increasing public activity and uses toward the east as the park transitions to an urban edge bounded by multi-family and commercial uses on Main Street. An overriding committee goal was to improve the ecology of the site, reflected in contiguous stretches of shoreline restoration and habitat improvement, daylighting of at least a portion of the creek, removal of non-native species in the ravine, wetland enhancement, reduction of impervious surface, introduction of stormwater treatment opportunities, and reduction in overwater coverage. Increasing development or revenue was not a Steering Committee goal.</p> <p>27D. The Steering Committee was provided with 12 planning principles by the City Council, which the committee used to guide its deliberations and to develop a recommended Preferred Alternative that is described and evaluated in the Final EIS.</p> <p>27E. Comment noted.</p> <p>27F. See Response 27D, above.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>Letter #28, Rowe</p> <p>Letter #28</p> <p>Bergstrom, Michael</p> <hr/> <p>From: Donald Rowe [roweoffice@comcast.net] Sent: Friday, July 10, 2009 8:39 AM To: Bergstrom, Michael Subject: Meydenbauer Park Project</p> <p>Good Morning Mike,</p> <p>A We live at 9751 N. E. 1st Street, Bellevue, Wa 98004 and are concerned about the cities plan for Meydenbauer Park. We realize that expanding the park is in the neighborhoods interest, but, wish that the park remain a peaceful, natural true park without any commercial uses. We do not see any reason to remove or replace the existing park structures which provide a rich and family friendly atmosphere. The small beach, picnic tables and play areas are well utilized.</p> <p>B Because the Bellevue Marina is included in the park plan, we strongly urge you to maintain the marina as a working marina. The income that is generated by the moorage helps pay for the purchase of the marina as well as in the future to help pay for the park maintenance. What a sad loss, historically, if that were to be removed. We think that the required transient moorage should be put toward to outer bay area--NW of the existing piers. Also the speed limits in the bay should remain a no-wake zone for the safety of the swimmers, kayakers and youth sailing in the area.</p> <p>C</p> <p>Thank you for your efforts regarding our citizen input.</p>	<p>28A. The EIS evaluates several opportunities for enhancing the natural environment within the park, including enhancing the west side of the park by daylighting part or all of the stream, removing non-native vegetation, preserving a forested hillside, and restoring shorelines and wetlands. Moving east in the park, more active recreation is provided, including the relocated swim beach and picnic facilities. The EIS evaluates a range of options for types and extent of commercial activity within the park, including vendor kiosks, small watercraft e.g., canoes and kayaks (PPVs) rental, and boat moorage at the marina, and a café. Your preference regarding commercial uses is acknowledged.</p> <p>28B. Your preference concerning the retention of long-term moorage is acknowledged. All alternatives evaluated in the EIS maintain long-term moorage, in addition to providing 14 transient moorage slips as required by State funding sources. The No-Action Alternative evaluates the retention of existing public moorage. In addition, a launch and temporary moorage for PPVs is included in the action alternatives, broadening the boating community who will benefit from the public marina.</p> <p>28C. Comment noted.</p>


Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter #29, Rolfe</p> <p style="text-align: right;">101 101st Ave. S.E., #101B Bellevue, WA 98004</p> <p>Letter #29</p> <p>PAMELA ROLFE</p> <hr/> <p>June 17, 2009</p> <p>Councilmembers Bellevue City Council City of Bellevue 450 110th Avenue NE Bellevue, WA 98009-9012</p> <p style="text-align: center;">RECEIVED JUN 19 2009 CITY COUNCIL</p> <div style="border: 1px solid black; padding: 2px; width: fit-content;"> <p>DISTRIBUTION: CITY COUNCIL CITY MANAGER M. TERRY P. FROST M. BERGETT R. COLE CNO</p> </div> <p>Councilmembers:</p> <p>A I am a resident of the Meydenbauer neighborhood and <i>adamantly oppose</i> the current proposed Waterfront Park at Meydenbauer Bay. This is not a "true park" but is an expensive extension of downtown Bellevue.</p> <p>The Bellevue City Council needs to consider the following:</p> <ul style="list-style-type: none"> B 1. The closure of SE 100th west of the Chevron station would add to the traffic gridlock that already exists on Main Street. C 2. Why abandon two piers and then add a moorage? D 3. Adding restaurants, floating docks and tour boats is inappropriate for the neighborhood as well as the lake. E 4. Demolition of all amenities in Meydenbauer Beach Park is certainly not the best use of money in these economic times. <p>The above are only a few of my concerns and the concerns of other residences of the area.</p> <p>F It appears that the Council is moving in a direction that would negatively impact the waterfront and the Meydenbauer neighborhood by turning it into a commercial development. I ask, that as a concerned citizen, to please reevaluate your plans in order to minimize the impact of the new Waterfront Park and the commercial redevelopment in this quiet neighborhood.</p> <p>Thank you for your consideration.</p> <p>Sincerely,  Pamela Rolfe</p> <p>cc: Meydenbauer Bay Neighbors's Assn.</p>	<p>29A. Comment noted.</p> <p>29B. Traffic impacts related to the closure of 100th Avenue SE are evaluated in Section 3.9 of the Draft EIS and Final EIS.</p> <p>29C. Reducing and reconfiguring moorage allows a variety of park uses to be accommodated. In addition, the changes allow the moorage piers to be more consistent with current design standards and regulations, and allow restoration of a sizeable portion of the shoreline.</p> <p>29D. Your preferences regarding these features are acknowledged.</p> <p>29E. Comment noted.</p> <p>29F. Comment noted.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter #30, Madison</p> <p>Letter #30</p> <p>From: CRMadison@msn.com Sent: Wednesday, July 01, 2009 9:56 PM To: Paine, Michael Subject: Meydenbauer Bay Park and Land Use Plan</p> <p>Date Sent: 7/1/2009 9:55:31 PM</p> <p>Name: C. Marcus Madison Comment: I know this is after the due date; however, I just read your study. My mom lives in 10000 Meydenbauer and there would be BIG TROUBLE if emergency vehicles could not respond to her building due to this bloody project as it states in your report. I do not care if it was temporary or not. Should I call the Media now or later? In addition, months ago you were leaning towards the most non invasive Plan A. You have put the non-environmentally friendly, loud, ugly, structure back on the table. After two years of "working with" hundreds of people that trusted you all. You really don't care about keeping things green do you?</p> <p>Do not call yourselves friends of nature, or the citizens of the community.</p>	<p>30A. Comment noted.</p>
<p>Letter #31, White (Comment Form)</p> <p>Letter #31 Return (or Postmark) by July 20, 2009</p> <p>CONTACT INFORMATION</p> <p>NAME: GORDON & ANNEMARIE WHITE</p> <p>ADDRESS: 367 101st SE CITY: BELLEVUE STATE: WA ZIP: 98004</p> <p>E-MAIL: ANEGOR@ROADRUNNER.COMCAST.NET</p> <p>Please add my name to your project mailing list. <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p> <p>COMMENTS: Please provide comments on the Meydenbauer Bay Park and Land Use Plan Draft Environmental Impact Statement.</p> <p>CLOSURE OF 100AVE PAST MAIN ST WILL RESULT IN MUCH MORE DIFFICULTY TO NEATH & BEYOND AND ENTRY TO MAIN ST WHICH HAS A VERY HEAVY FLOW, GOING EAST, NOW. THERE HAVE BEEN A NUMBER OF ACCIDENTS AT THE CORNER OF 102ND & MAIN. SO PLEASE DO NOT "LOCK US IN" BY CLOSING 100A</p>	<p>31A. Traffic impacts related to the closure of 100th Avenue SE are evaluated in Section 3.9 of the Draft EIS. Section 3.9 of the Final EIS addresses impacts related to the Preferred Alternative.</p>

Comment (Letter Number, Comment Source)		City's Response to Comment
Letter #32, Schwind (Public Hearing Transcript)		
<p>A</p> <p>B</p> <p>C</p> <p>D</p> <p>E</p>	<p>3 Letter #32 BETTY SCHWIND: I'm Betty Schwind, and I live</p> <p>4 in Bayshore East also. And one of the -- I don't speak from</p> <p>5 writing; I speak from the heart. And I see that every day</p> <p>6 that the wind constantly comes forth off our condos, and any</p> <p>7 debris that would be caused by a large kiosk, it always ends</p> <p>8 up there. And the water up there is -- you can't even -- in</p> <p>9 a kayak, you stick an oar down and it's solid mud.</p> <p>10 And we have all these birds. We have</p> <p>11 turtles. We have nature, and it's being bothered by the</p> <p>12 excess amount of people that are coming in and not taking</p> <p>13 care of what they should be taking care of, and this is</p> <p>14 causing it [inaudible].</p> <p>15 Another thing is that the traffic on 100th</p> <p>16 where I live is -- you can't get out of where we live</p> <p>17 because you can't -- Main Street blocks you off, and if they</p> <p>18 were to cut off 100th, there's no way to get out. You'd</p> <p>19 have to go up the hill, over in the opposite direction by</p> <p>20 the bar. And I don't see how fire engines could come in and</p> <p>21 service our area with 100th closed.</p> <p>22 I do also feel that any low structure should</p> <p>23 have on the water new structures that were supposedly</p> <p>24 putting on the water, so young children could get out of</p> <p>25 them -- upon the pier and be close to the water. It's very,</p>	<p>32A. Garbage receptacles would be provided in the park to contain debris and litter. The number and location of garbage receptacles will be determined at the project level. Ongoing litter cleanup in the park will be a responsibility of park maintenance staff.</p> <p>32B. Impacts on wildlife are evaluated in Section 3.3 of the Draft EIS and the Final EIS.</p> <p>32C. Traffic impacts related to the closure of 100th Avenue SE are evaluated in Section 3.9 of the Draft EIS. Section 3.9 of the Final EIS addresses impacts related to the Preferred Alternative.</p> <p>32D. The Fire Department has reviewed the alternatives evaluated in the EIS and has concluded that sufficient emergency access will be provided to adjacent properties and the general neighborhood located south of Main Street.</p> <p>32E. Comment noted.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p data-bbox="275 272 974 302">Letter #32, Dept. of Land Use Meydenbauer Bay Park Public Hearing, 6/23/2009</p> <p data-bbox="302 342 961 472">1 very dangerous. You just had a few drownings on something 2 like that because no matter how much the parents watch, 3 there -- the bay is really not a place for small children to 4 be around where there are boats.</p> <p data-bbox="302 488 961 651">5 And one of the best programs is the sailing 6 boats they have for the older people -- older children that 7 can learn how to do sailing, and done the right way -- 8 lessons so that they can really enjoy the water. It's not 9 for small children to come down and be along the water.</p> <p data-bbox="302 667 806 691">10 I guess that's it. Thank you.</p> <p data-bbox="163 513 239 545">E, cont</p>	

Comment (Letter Number, Comment Source)	City's Response to Comment												
<p>Letter #33, Schwind</p> <p style="text-align: center;">COMMENT FORM</p> <p>Letter #33 Return (or Postmark) by July 20, 2009</p> <p>CONTACT INFORMATION</p> <table border="1"> <tr> <td colspan="4">NAME: <i>Betty Schwind</i></td> </tr> <tr> <td>ADDRESS: <i>359 101st Ave S.E.</i></td> <td>CITY: <i>Bellevue</i></td> <td>STATE: <i>Wa</i></td> <td>ZIP: <i>98004</i></td> </tr> <tr> <td colspan="4">E-MAIL:</td> </tr> </table> <p>Please add my name to your project mailing list. <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p> <p>COMMENTS: Please provide comments on the Meydenbauer Bay Park and Land Use Plan Draft Environmental Impact Statement.</p> <p>A</p> <p><i>I am from Bayshore East (Shoreline Resident)</i> <i>The Meydenbauer Bay Park and Land plan (EIS)</i> <i>was well presented and informative with</i> <i>excellent photographs.</i> <i>It is regretful that the Steering</i> <i>Committee for the Meydenbauer Bay Park</i> <i>was misnamed.</i> <i>The steering was all done by a</i> <i>overpowering park director and they</i> <i>never listened to the people who lived</i> <i>in the area.</i></p>	NAME: <i>Betty Schwind</i>				ADDRESS: <i>359 101st Ave S.E.</i>	CITY: <i>Bellevue</i>	STATE: <i>Wa</i>	ZIP: <i>98004</i>	E-MAIL:				<p>33A. Comment noted.</p>
NAME: <i>Betty Schwind</i>													
ADDRESS: <i>359 101st Ave S.E.</i>	CITY: <i>Bellevue</i>	STATE: <i>Wa</i>	ZIP: <i>98004</i>										
E-MAIL:													

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>Letter #34, Mastropaolo</p> <p style="border: 1px solid red; display: inline-block; padding: 2px;">Letter #34</p> <p>A 1. I question the fact that the company that did the Draft Environmental Impact Statement (DEIS) was hired by EDAW, the company that came up with the alternative park plans. This is akin to a pharmaceutical company awarding grants to doctors and scientists to do a study on one of their own newly developed drugs. One must surely view such studies with some skepticism. Why didn't the city seek out an independent third party to do the DEIS?</p> <p>B 2. The impact of the closure of 100th Ave SE was determined by the DEIS to be negligible. The question is negligible to whom. It surely is not negligible to the 1300 plus families living south of Main street. I understand that the traffic study was obtained from some hard data combined with computer modeling software. Is it possible that these models are incorrect? I would have liked to see a worst case scenario where a significant impact to traffic was assumed and then a set of solutions that would mitigate the congestion. If it turns out there are no reasonable solutions then I believe the decision to close 100th Ave. SE would become less desirable. In any case, the Steering Committee would have some additional information on which to base their recommendations.</p> <p>C 3. The noise analysis in the DEIS showed no significant impact to the surrounding neighborhood. The Meydenbauer Community has repeatedly pointed out the short distance between the proposed park and opposing shoreline as well as how sound propagates over water. Common sense tells me that on a busy day with the approach of transient boats, rental canoes and kayaks on the bay and people venturing along the proposed walkways that extend out into the bay, there will be a significant noise impact. I admit that noise level is somewhat subjective but people who live around the bay have a noise baseline as their standard and I submit that there will be a significant increase to that level from the proposed park plans which is unacceptable; contrary to what the DEIS says.</p> <p>D 4. I have mentioned transient boats in my point 3 above. I understand that the proposed park needs to supply 14 transient moorage slots because of grant money the city received from the state. One way to mitigate the noise factor would be to somehow eliminate the transient moorage in the park. The question is would it be feasible or even possible to return the grant money to the state to eliminate the transient moorage requirement?</p> <p>E In summary, I think the DEIS has not considered the impact the alternative park proposals would have on the well being of the entire Meydenbauer Community; and here I mean people, wildlife and lake water quality. It appears that the DEIS was designed to conform to the Bellevue City Council’s set of criteria for the park and the resulting park alternative plans crafted by EDAW, the employer of the company that prepared the DEIS. In my mind it is the total environment that takes precedent in these studies. The DEIS should reflect how the proposed city mandate and resulting alternative park plans conform to it and not the other way around.</p> <p>Respectfully submitted,  Donald Mastropaolo 341 101st Ave SE Bellevue, WA 98004</p>	<p>34A. EDAW has a number of offices and disciplines within the firm. One team of designers and planners is assigned to the master plan and public process, and another team of scientists, planners, and engineers is preparing the SEPA documents. EDAW and its subconsultants, Perteet and Moffat and Nichol, possess the necessary credentials, professional background, and expertise to prepare SEPA documents such as this one. The firm’s familiarity with the proposal allows better integration of the planning and environmental review processes.</p> <p>34B. See Comment Letter 9, Response 9B; Comment Letter 23, Response 23C; and Comment Letter 24, Response 24A.</p> <p>34C. See Comment Letter 14, Response 14V.</p> <p>34D. The funding in question is through the Washington State Recreation and Conservation Office. Based on the requirements of the State funding program, it is not feasible to return the money and eliminate transient moorage.</p> <p>34E. Any of the action alternatives would improve the ecology of the site because they include stream daylighting, native landscaping, shoreline restoration, new storm water treatment facilities, and reduced impervious surfaces and overwater coverage.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment																
<p>Letter #35, Kulp (Comment Form)</p> <p>Letter #35 Return (or Postmark) by July 20, 2009</p> <p>CONTACT INFORMATION</p> <table border="1" style="width: 100%;"> <tr> <td colspan="4">NAME: <i>Betty Lu Kulp</i></td> </tr> <tr> <td>ADDRESS:</td> <td>CITY:</td> <td>STATE:</td> <td>ZIP:</td> </tr> <tr> <td><i>351-101st Ave. S.E.,</i></td> <td><i>Bellevue,</i></td> <td><i>WA</i></td> <td><i>98004</i></td> </tr> <tr> <td colspan="4">E-MAIL:</td> </tr> </table> <p>Please add my name to your project mailing list. <input type="checkbox"/> YES <input type="checkbox"/> NO</p> <p>COMMENTS: Please provide comments on the Meydenbauer Bay Park and Land Use Plan Draft Environmental Impact Statement.</p> <div style="border: 1px solid black; padding: 5px;"> <p>A <i>Turning left from 101st Ave. S.E. onto Main St. is difficult most of the time but anytime after 2 P.M. it is almost im- possible because of all the traffic of moms' driving their kids home from the schools on the west side of Bellevue. We do not need more congestion in that area or 100th closed to vehicular traffic.</i></p> </div>	NAME: <i>Betty Lu Kulp</i>				ADDRESS:	CITY:	STATE:	ZIP:	<i>351-101st Ave. S.E.,</i>	<i>Bellevue,</i>	<i>WA</i>	<i>98004</i>	E-MAIL:				<p>35A. Comment noted.</p>
NAME: <i>Betty Lu Kulp</i>																	
ADDRESS:	CITY:	STATE:	ZIP:														
<i>351-101st Ave. S.E.,</i>	<i>Bellevue,</i>	<i>WA</i>	<i>98004</i>														
E-MAIL:																	

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter #36, Goudy (Comment Form)</p> <p>Letter #36 Return (or Postmark) by July 20, 2009</p> <p>CONTACT INFORMATION NAME: Alyson R. Goudy ADDRESS: 389 101st Ave SE, Bellevue WA ZIP: 98004 E-MAIL:</p> <p>Please add my name to your project mailing list. <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p> <p>COMMENTS: Please provide comments on the Meydenbauer Bay Park and Land Use Plan Draft Environmental Impact Statement.</p> <p>A I believe the ENVIRONMENTAL IMPACT OF THE PLANNED PARK IS THE PROBLEM, AND I am ashamed of the ARROGANCE of the City of Bellevue planners. ARE there any MEMBERS FROM MEYDENBAUER BAY AREA ON THE PLANNING GROUP? WHERE IS OUR REPRESENTATION?</p> <p>B THIS BAY IS FAR TOO SMALL TO HANDLE THE PLANNED CIRCUS! THE NOISE AND POLLUTION FROM THE PARK, RESTAURANTS, ETC. SHOULD NOT BE BOURNE by those who PAID TO LIVE ON THE BAY. A PROPER PARK WOULD BE A REAL ASSET, AN OVERWHELMING</p> <p>Submit comments at the June 23, 2009 public hearing or mail comments by July 20, 2009 to Michael Paine, Environmental Planning Manager, City of Bellevue, Development Services Department, P.O. Box 90012, Bellevue, WA 98009-9012.</p> <p>C and out of scale plan would be an ENVIRONMENTAL DISASTER. THE BIRDS AND CREATURES HAVE A FINE ENVIRONMENT. BRINGING HOARDS OF PEOPLE WILL ADD</p> <p>D CRIME & POLLUTION, PLUS ABSURD COSTS. PLEASE LISTEN & THINK.</p>	<p>36A. Several Steering Committee members live, work, and/or own property in the immediate neighborhood.</p> <p>36B. Comment noted.</p> <p>36C. Any of the action alternatives would improve the ecology of the site over the long term because they include shoreline restoration, reduction in impervious surface, opportunity to provide stormwater treatment facilities, and reduction in over water coverage.</p> <p>36D. Comment noted.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter #36</p> <p>ADDITIONAL COMMENTS:</p> <p>E I PURCHASED MY PROPERTY IN JULY OF 2007. THERE WAS NO INFORMATION ABOUT YOUR PLAN AVAILABLE. I FIND THIS SNEAKY AND GROSSLY UNFAIR. MAKING PEOPLE MOVE AND CHANGE THEIR SETBACKS IS A SLAP IN THE FACE. MOST LAKEFRONT OWNERS ARE CAREFUL AND RESPECTFUL STEWARDS OF THE ENVIRONMENT AND MY EDUCATED GUESS IS THAT THEY ARE GOING TO ACCEPT GOOD SUGGESTIONS FOR IMPROVING ^{THE} LAKEFRONT PROPERTY ENVIRONMENT. THE PRESENT ECOLOGY IS WORKING WHEN SO MANY BIRD SPECIES AND PLANT SPECIES ARE THRIVING. YOUR PLAN IS AN ENVIRONMENTAL HORROR. PUT A WALKING PATH ALONG THE BAY AND WATCH THE CRIME GO !!!</p> <p>F</p> <p>Alyson R Lundy 389 101st AVE SE. BELLEVUE, WA. 98004</p>	<p>36E. The vision to create a signature waterfront park on Meydenbauer Bay and create visual and physical connections from upland areas to the waterfront has been embodied in the City of Bellevue Comprehensive Plan and Parks & Open Space System Plan for more than 20 years. The planning process was begun in early 2007, and a project website was created to provide project and contact information. Public meetings were held May 15 and July 15, 2007. Meeting notices were posted in Old Bellevue, in local grocery stores and coffee shops, published in the newspaper and online, and mailed to local residents. Steering Committee meetings were noticed and held April, May, June, and July of 2007.</p> <p>36F. Comment noted.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="132 233 1066 271">Letter #37, Drais (Public Hearing Transcript)</p> <div style="border: 1px solid black; padding: 5px;"> <p data-bbox="153 451 184 483">A</p> <p data-bbox="310 282 1050 391">4 Letter #37 SUE DRAIS: I hope I'm not duplicating, but I 5 haven't been able to hear a lot, so I'm not sure. Forgive 6 me if I am.</p> <p data-bbox="310 410 1050 513">7 I'm Sue Drais. I live at 393 101st Avenue 8 Southeast in the Bayshore East condos. I have lived there 9 for nine years.</p> <p data-bbox="310 532 1050 834">10 Our areas is quiet. It's as seriously 11 dedicated to the environment as we can possibly be. We have 12 egrets, eagles, blue herons, wood ducks, and many other 13 waterfowl. Beaver families, muskrats, turtles, raccoons, 14 and all the wildlife are a common site. We have no docks or 15 bulkheads or motor boats. We have a perfectly natural 16 shoreline of cattails and whatever else happens to grow 17 there. It is very quiet and peaceful.</p> <p data-bbox="153 992 184 1024">B</p> <p data-bbox="310 854 1050 1156">18 With all of the proposed development of this 19 park, the environment of Meydenbauer Bay -- not only our 20 end -- will change forever. I cannot believe that this 21 large regional park will have little or no effect on this 22 area. This park is intended to attract many people from 23 downtown, but also would allow motorboats from all over to 24 fill the new slips on the new docks. 85 -- I think -- new 25 parking spaces, some in an underground garage, aren't being</p> </div>	<p data-bbox="1073 440 1325 464">37A. Comment noted.</p> <p data-bbox="1073 764 1942 1081">37B. Any of the action alternatives would improve the ecology of the site because they include shoreline restoration, reduction in impervious surface, opportunity to provide stormwater treatment facilities, and reduction in over water coverage. The EIS evaluates a range of alternatives for accommodating long-term moorage. All action alternatives would reduce long-term moorage by varying amounts; all alternatives would provide 14 transient slips for visiting boaters to enjoy the park, visit Old Bellevue, Downtown Park, or Wildwood Park. The number of parking spaces provided will be determined by the facilities and uses included in the final plan and will be need to provide adequate capacity to serve park users on a typical day.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter #38, Drais (Comment Form)</p> <p>Letter #38 Return (or Postmark) by July 20, 2009</p> <p>CONTACT INFORMATION</p> <p>NAME: <u>SOE B. DRAIS</u></p> <p>ADDRESS: <u>393-101 AVE. SE B'VUE WA 98004</u> CITY: STATE: ZIP:</p> <p>E-MAIL: <u>stdrais@gmail.com</u></p> <p>Please add my name to your project mailing list. <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p> <p>COMMENTS: Please provide comments on the Meydenbauer Bay Park and Land Use Plan Draft Environmental Impact Statement.</p> <p>A My deep concerns are as follows:</p> <ol style="list-style-type: none"> 1. the Planning Commission's total lack of interest in shoreline owners' input 2. the intent to change South Meydenbauer Bay's designation from residential to urban 3. the intent to make South M. Bay a wetlands 4. the state does not require all the changes; it only requests them. <p>Submit comments at the June 23, 2009 public hearing or mail comments by July 20, 2009 to Michael Paine, Environmental Planning Manager, City of Bellevue, Development Services Department, P.O. Box 90012, Bellevue, WA 98009-9012.</p> <p>B 5. the planning Commission's "Authorities Studies", such as the traffic study, are fallacious. The Park Commission report was a carefully researched reflection of his own personal interest</p>	<p>38A. See Comment Letter 13, Response 13B regarding the Shoreline Master Program Update process. These comments do not address the Meydenbauer Bay Park and Land Use Plan project.</p> <p>38B. Comment noted.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>↑ in leaving a legacy to the public of Bellevue. His message was astounding.</p> <p>C 6. Closure of 100th Ave. is unnecessary + foolish</p> <p>D 7. A large regional park on M. Bay has been quietly railroaded into being and will environmentally ruin the Bay. If you are so concerned with our environment why are you speaking out of both sides of your mouth? >>> the increased noise factor from increased boats (from increased docks) boom boxes, increased traffic, restaurant and bistros, elevator can't be ignored as you are determined to do. In addition, trash in the Bay, pollution from motors, rats, increased number of people seem to be your blind spot. Obviously you don't care and this large regional park is an "exception" to all the emphasis on environment. Something like an amusement park without the rides.</p> <p>F 8. I have attended almost all the meetings for over a year and I have learned a lot - and am very disappointed.</p> <p>Letter #38</p> <p>Michael Paine, Environmental Planning Manager City of Bellevue Development Services Department P.O. Box 90012 Bellevue, WA 98009-9012</p>	<p>38C. Comment noted.</p> <p>38D. Although the City is currently preparing the Meydenbauer Bay Park and Land Use Plan, the concept and underlying policies for such a plan have been included in the City's adopted Comprehensive Plans and Park and Open Space Plans for more than 20 years.</p> <p>38E. Any of the action alternatives would improve the ecology of the site because they include shoreline restoration, reduction in impervious surface, opportunity to provide stormwater treatment facilities, and reduction in overwater coverage. Noise impacts are evaluated in Section 3.10 of the Draft EIS and Final EIS. Garbage cans and Parks Department maintenance staff will help minimize and control litter.</p> <p>38F. Comment noted.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment												
<p>Letter #39, Cordova (Comment Form)</p> <p style="text-align: center;">COMMENT FORM</p> <p style="text-align: center;">Return (or Postmark) by July 20, 2009</p> <p>CONTACT INFORMATION</p> <table border="1" style="width: 100%;"> <tr> <td colspan="4">NAME: LORRAINE, ALFRED CORDOVA</td> </tr> <tr> <td>ADDRESS: 355 101ST AVE SE</td> <td>CITY: BELLEVUE</td> <td>STATE: WA</td> <td>ZIP: 98004</td> </tr> <tr> <td colspan="4">E-MAIL:</td> </tr> </table> <p>Please add my name to your project mailing list. <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p> <p>COMMENTS: Please provide comments on the Meydenbauer Bay Park and Land Use Plan Draft Environmental Impact Statement.</p> <div style="border: 1px solid black; padding: 5px;"> <p>A In response to the proposed plans for the Meydenbauer Bay Park & Land Use Plan, we are not in favor of commercial facilities, elevated walkways and getting rid of 100th Ave. N.E. or the moorage at the Bellevue Marina.</p> <p>B Losing 100th Ave. N.E. is constantly used to avoid the heavily traffic on Main Street (which is a bottleneck) and optional for future construction sites.</p> <p>Please consider our concerns to continued our quality of life.</p> <p style="text-align: right;">Thank you</p> </div>	NAME: LORRAINE, ALFRED CORDOVA				ADDRESS: 355 101ST AVE SE	CITY: BELLEVUE	STATE: WA	ZIP: 98004	E-MAIL:				<p>39A. Comment noted.</p> <p>39B. Traffic impacts related to the closure of 100th Avenue SE are evaluated in Section 3.9 of the Draft EIS. Section 3.9 of the Final EIS addresses traffic impacts related to the Preferred Alternative.</p>
NAME: LORRAINE, ALFRED CORDOVA													
ADDRESS: 355 101ST AVE SE	CITY: BELLEVUE	STATE: WA	ZIP: 98004										
E-MAIL:													

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter #40, Brewer (Public Hearing Transcript)</p> <p>1 Letter #40 LOUISE BREWER: I'm Louise Brewer, and I live 2 at 391 101st Avenue Southeast, Bellevue. I've lived at 3 Bayshore East Condos since 1993 and have enjoyed the birds 4 and water foul that are a part of the Bay. 5 I viewed the environmental impact study as 6 being very weak in the assessment of low impact on wildlife 7 and water quality. Heavy silting and pollution in this very 8 shallow end of the bay have been ongoing problems. The city 9 seems to have no interest in dealing with these issues. The 10 current plans for the park address only a small number of 11 the streams and drains that flow into the bay. The plan 12 should address all of these in order to improve the water 13 quality of the entire bay. 14 We at Bayshore East are very opposed to the 15 possible closure of 100th east. It is used daily to bypass 16 the heavy traffic on Main Street. We're very concerned 17 about the noise pollution. This is a very small bay and not 18 open water like Kirkland. My observation has been that the 19 City of Bellevue seems to pay very little attention to the 20 wishes and concerns of the taxpayers and voters that live on 21 the bay, so I hope we're really being heard. 22 Lastly, I do support the concept of a park 23 similar to all the other parks in Bellevue. I would define 24 that as a place to escape to to enjoy nature and the beauty 25 of the bay. Commercialism should have no place in this 1 plan. 2 Thank you.</p>	<p>40A. Siltation/sedimentation is recognized as an existing concern of many shoreline residents. Also, see Comment Letter 8, Response 8E.</p> <p>The Draft (and Final) EIS acknowledges that the proposal could result in short-term increases in siltation due to construction activity. Long-term siltation impacts are not expected to result from the project. Construction-related activities will be subject to permit requirements, to be determined at the project level, to control potential impacts such as siltation.</p> <p>40B. Traffic impacts related to the closure of 100th Avenue SE are evaluated in Section 3.9 of the Draft EIS and Final EIS.</p> <p>40C. Noise impacts were evaluated in Section 3.10 of the Draft EIS and Final EIS. Also see Comment Letter 14, Response 14V.</p> <p>40D. Comment noted.</p> <p>40E. Comment noted.</p>


Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter 41, Brewer (Comment Form + Letter)</p> <div style="border: 1px solid black; padding: 5px;"> <p>Letter #41 COMMENT FORM</p> <p style="text-align: center;">Return (or Postmark) by July 20, 2009</p> <p>CONTACT INFORMATION</p> <p>NAME: <u>LOUISE BREWER</u></p> <p>ADDRESS: <u>391 101st AVE SE</u> CITY: <u>BELLEVUE, WA</u> STATE: <u>WA</u> ZIP: <u>98004</u></p> <p>E-MAIL: <u>labrewer1@comcast.net</u></p> <p>Please add my name to your project mailing list. <input type="checkbox"/> YES <input type="checkbox"/> NO</p> <p>COMMENTS: Please provide comments on the Meydenbauer Bay Park and Land Use Plan Draft Environmental Impact Statement.</p> <p><u>see attached</u></p> <p><u>I am in favor of a pedestrian friendly park.</u></p> <p><u>As a resident of Saphores I walk in this area daily. The traffic on main st. is so congested ^{now} that it is very risky to cross the street. DO NOT CLOSE 100th !!!</u></p> </div>	<p>41A. Traffic impacts related to the closure of 100th Avenue SE are evaluated in Section 3.9 of the Draft EIS. Section 3.9 of the Final EIS addresses traffic impacts related to the Preferred Alternative.</p>

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Comment (Letter Number, Comment Source)	City's Response to Comment
<p data-bbox="289 250 407 277">Letter #41</p> <p data-bbox="289 287 422 315">July 10, 2009</p> <p data-bbox="289 342 747 448">Submitted by Louise Brewer and Robert Drexler Bayshore East Condominiums 391 101st Ave. S.E. Bellevue, WA 98004</p> <p data-bbox="155 540 254 613">(see transcript)</p> <p data-bbox="289 475 974 529">We have lived at Bayshore East Condos since 1993 and have enjoyed the birds and waterfowl that are part of the Bay.</p> <p data-bbox="289 557 989 610">We view the preliminary EIS as being very weak in the assessment of low impact on wild life and water quality.</p> <p data-bbox="191 695 226 722">B</p> <p data-bbox="289 638 1045 716">We observe that the City of Bellevue pays little attention to the wishes and concerns of the tax payers and voters that live on the Bay. Citizen input has been dismissed as UNFOUNDED FEARS!</p> <p data-bbox="155 776 254 849">(see transcript)</p> <p data-bbox="289 743 993 878">HEAVY SILTING AND POLLUTION, in this very shallow end of the Bay have been ongoing problems. The City seems to have no interest in dealing with these issues. The current plans for the park addresses only a small number of streams and drains that flow into the Bay. The plan should address all of these in order to improve the water quality of the whole Bay.</p> <p data-bbox="289 906 989 959">We are very concerned about NOISE POLLUTION. This is a very small Bay and is not open water like Kirkland.</p> <p data-bbox="289 987 993 1065">We do support the concept of a park similar to all other parks in Bellevue. We would define that as a place to escape to enjoy nature and the beauty of the Bay.</p> <p data-bbox="191 1109 226 1136">C</p> <p data-bbox="289 1092 968 1170">Our Bayshore East shoreline is sandwiched between two potentially high activity areas: 1) A City park on one side and 2) The doubling of density on the other.</p> <p data-bbox="155 1198 254 1271">(see transcript)</p> <p data-bbox="289 1198 961 1252">COMMERCIALISM SHOULD HAVE NO PLACE IN THE PARK PLAN.</p>	<p data-bbox="1087 686 1325 714">41B. Comment noted.</p> <p data-bbox="1087 1109 1325 1136">41C. Comment noted.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="289 253 401 277">Letter #41</p> <p data-bbox="184 370 216 394">D</p> <p data-bbox="289 305 982 513">1) The present direction of future Meydenbauer Bay development is toward a City park producing noise pollution, and water disturbance at the end of the Bay with a kayak and canoe rental program. These proposed policies will invariably replace the tranquility now enjoyed at the end of the Bay. City policies regarding a commercialized city park conflicts with the preservation of wildlife in our area. This increased activity from such a park will most likely drive wildlife away from Meydenbauer Bay to other more peaceful areas of the lake.</p> <p data-bbox="184 586 216 610">E</p> <p data-bbox="289 540 989 670">2) The city policy is to increase density from 74 units to 156 units at the end of Meydenbauer Bay. Higher density, with more people activity, will also likely increase traffic congestion and drive wildlife to more peaceful areas of the lake. Once again, City policies regarding higher density conflicts with the preservation of wildlife in our area.</p> <p data-bbox="159 699 247 751">(see transcript)</p> <p data-bbox="289 695 898 773">WE, AT BAYSHORE EAST, ARE VERY OPPOSED TO THE POSSIBLE CLOSURE OF 100TH/SE. IT IS USED DAILY TO BYPASS THE HEAVY TRAFFIC ON MAIN ST.</p> <p data-bbox="300 805 594 938"><i>Louise A. Brewer</i> <i>PT Staff</i></p>	<p data-bbox="1087 297 1944 423">41D. Evaluation of the impacts of Alternatives 1 and 2 on water quality, wildlife, and noise is contained in Sections 3.2, 3.3, and 3.10 of the Draft EIS, respectively. Impacts of the Preferred Alternative are evaluated in Sections 3.2, 3.3, and 3.10 of the Final EIS, respectively.</p> <p data-bbox="1087 524 1944 711">41E. The action alternatives evaluated in the Draft EIS, as well as the Preferred Alternative evaluated in the Final EIS, are estimated to increase the number of dwelling units in the study area by a total of 55 over the No-Action Alternative, not from 74 units to 156 units. Evaluation of the impacts of Alternatives 1 and 2 on wildlife are contained in Section 3.3 of the Draft EIS; see Section 3.3 of the Final EIS for an evaluation of impacts of the Preferred Alternative.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>Letter #42, Roddis</p> <p>Letter #42 I am Joanne Roddis 381 101st Ave SE Bellevue Concern :</p> <p>A The life of the lake It is my opinion, that the life of the lake should be the city’s main priority right now. Every year there is more milfoil, waterlillies and other plants that are choking the lake. In all three plans there are many factors that will continue to make the lake more polluted. Particularly the plans that involve eating areas and more structures close to the lake. With these current plans we will get more people, more food debris, more oil, gas, noise, poor air quality, and pollution from the new construction to name a few of the pollution problems. Is this what we want in our waterfront? So please tell me specifically in all three plans how you are going to address these issues?</p> <p>C Safety and traffic In your proposal to close 100th Ave SE. What will be the alternative plan to direct traffic. Even with 100th opened now I have seen on some days at rush hour cars lined up from the corner of Main and 101st to Lake Washington blvd waiting for the lights to change. On 101st ave SE approaching Main, I have seen cars waiting on 101st jammed up as far as 100th.where it intersects with 101st . Where and how will you direct traffic so that it is not worse, once when 100th closes?</p> <p>D On the issue of safety: Because there will be more traffic and people congestion , Will you have a safe pedestrian walk way and lighting system to cross the busy streets going down to the park?</p> <p>E Have you considered the risk of more people being hurt from falling off these new proposed docks?</p> <p>F Have you considered the potential crime problem with fast food places open up all night?</p> <p>G Have you considered the neighborhoods with small children when neighborhood streets will be used for parking and more traffic?</p> <p>H I ask you to please take these issues seriously and give us answers in a document that we can all have as a reassurance your plans are to keep Bellevue the safe and beautiful city it already is.</p>	<p>42A. Comment noted.</p> <p>42B. Most of these impacts were evaluated in Sections 3.2 (Surface and Water Quality), 3.10 (Noise), and 3.11 (Air Quality) of the Draft EIS; additional evaluation is provided in Sections 3.2, 3.10, and 3.11 of the Final EIS. Those sections identify potential measures to mitigate potential impacts. Specific mitigating measures will be identified at the project level. The action alternatives evaluated in the EIS eliminate most of the parking and asphalt at the shoreline edge, and reduce the number of permanent moorage slips. These elements of the proposal should be beneficial to water quality.</p> <p>42C. Traffic impacts related to the closure of 100th Avenue SE are evaluated in Section 3.9 of the Draft EIS. Section 3.9 of the Final EIS addresses traffic impacts related to the Preferred Alternative.</p> <p>42D. Pedestrian crossing routes and lighting systems will be addressed at the project level.</p> <p>42E. Comment noted. Project-specific design will incorporate applicable building code and safety-related standards.</p> <p>42F. See Comment Letter 20, Response 20C.</p> <p>42G. Traffic impacts resulting from Alternatives 1 and 2 are evaluated in Section 3.9 of the Draft EIS; traffic impacts resulting from the Preferred Alternative are evaluated in Section 3.9 of the Final EIS. With respect to parking, the park is intended to provide sufficient parking on-site to accommodate visitors during typical use periods.</p> <p>42H. Comment noted.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>Letter #43, Roddis</p> <p>Letter #43 Contact Information Name Joanne Roddis Address 381 101st Ave SE Bay Shore East Condominiums Bellevue WA 98004 EMAIL Joanneroddis@aol.com Project Mailing List Yes**</p> <p>A Comments: The EIS has a lot of detail in this voluminous book. It would be better for the average citizen to have a summary of each section. Easier to comprehend, could be less money and if one wanted, more information one could spend the extra money to get the large and complete EIS statement.</p> <p>I will make a few general comments. On page 1-1, last paragraph where many objectives are listed. One of which is the identification that Bellevue is a waterfront city. Bellevue can never be another Kirkland and hence identified as a waterfront city. Bellevue has so much more to offer. First of all let’s keep “old Main” as it was. Enlarge upon the HISTORY of Bellevue and its beginnings. I could see redoing old Bellevue as it once was a unique little town. Bellevue is unique because right now it has all of the large city amenities and very few problems that large cities have. That is one area where Bellevue is unique. What the city is trying to do will destroy the uniqueness of Bellevue, bringing in more commercialism to the waterfront, closing 100th, and building larger and taller buildings. All of this will add to more congestion on the neighborhood roads, more pollution in the water, increase the rat population because of added restaurants, and generally destroy any uniqueness Bellevue had in the beginning.</p> <p>C The EIS statement clearly was written as if this is going to happen and this is a forgone conclusion. Where is our democratic system? Please listen to your constituents. We live here; we will live with the congestion, the dirty beaches, the polluted lake, the increase in crime and many other negatives that will develop as the time goes on. Not to mention the years of construction, dirt, increase in taxes and unthinkable congestion during the construction phase.</p> <p>D This project is not the best timing now. Why not wait to see where the economy will lead us in a year or so? Why must we live with more uncertainty as to how and where our tax dollars will be used? Please slow down, give this more thought and help all of us maintain a clean, low crime rate, polluted free beach and waterfront.</p> <p>Thank you  Joanne Roddis 7/20/09</p>	<p>43A. Comment noted.</p> <p>43B. Comment noted.</p> <p>43C. The purpose of the EIS is to disclose and evaluate the impacts of a proposal, so that the decision-making body is as informed as possible about those impacts prior to making a decision. The Preferred Alternative is not a forgone conclusion; the City Council will make the final decision on the proposal.</p> <p>43D. It takes many years for a project such as this to come to fruition; this project has been envisioned in the Bellevue Comprehensive Plan for more than 20 years, and has undergone (to date) more than 2 years of planning. Permitting, financing, and construction will take several more years.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p data-bbox="264 282 369 305">Letter #44</p> <p data-bbox="375 321 869 350">Draft Environmental Impact Statement</p> <p data-bbox="264 358 625 427">Jennifer Wilkins 363 101st Ave. S.E Bellevue Wa. 98004 jenw2@clearwire.net July 19, 2009</p> <p data-bbox="285 448 966 493">To the Meydenbauer Bay Project Managers: Michael Bergtrom, Robin Cole, Brian Scott, Doug Leigh, Iris Tocher, and Michael Paine</p> <p data-bbox="159 561 184 584">A</p> <p data-bbox="264 516 982 672">Last week I read an article in the Bellevue Reporter concerning "critical areas training for homeowners" and I was reminded of the ecologically fragile quality of Meydenbauer Bay. I hope that every decision you are making in regard to our new Meydenbauer Park adheres to the same regulations and permit policies you require of owners. In your hands you hold the future of one of the most beautiful, residential/marina bays in the nation. The shoreline park like the downtown park will be a "treasure" to all citizens if you avoid commercialism and maintain order.</p> <p data-bbox="159 873 184 896">B</p> <p data-bbox="264 695 982 945">One major problem with the shoreline park is noise transfer since any noise from one end of the bay will be amplified to the other areas of the bay. Just yesterday I had a friend visit for a couple hours and <u>one</u> high-speed boat down the lake sounded like an airplane taking off drowning out all conversation for three to four minutes. Imagine what <u>fifty boats</u> with high-powered engines will do to this environment every day from early May to late Oct. each year. Recently, several young boaters cruised slowly around the lake with powerful sound systems blaring rap music (boom, boom, boom=war zone sounds) scaring away blue herons, ospreys, beavers, otters, etc. If you sincerely care about the critical areas and the residents of Bellevue I suggest that you <u>protect Meydenbauer Bay</u> by using the following ideas:</p> <ol data-bbox="264 967 982 1214" style="list-style-type: none"> 1. Several signs need to be posted on buoys close to the mouth of the bay stating the speed limit for boats and that loud music/noise is prohibited. Three knots per hr. would be good speed limit so the noise level is low and accidents averted. Signs could also designate the amount of the fines. 2. The City of Bellevue will need to hire a police boat from May 1 to mid Oct. to enforce boating rules on the lake and maintain a peaceful environment. 3 Limit the day moorage to 10:00 P.M so the party boaters will go to "party docks" in Lake Washington for their drinking parties and not to residential, family oriented, Meydenbauer Bay. <p data-bbox="159 1253 184 1276">C</p> <p data-bbox="264 1240 982 1305">4. The City may want to buy or subsidize a restaurant on main street that specializes in fast food, particularly seafood. It could be popular all year round and eliminate kiosks that produce extra trash near the bay.</p> <p data-bbox="159 1338 184 1360">D</p> <p data-bbox="264 1328 982 1373">5. Reevaluate the the high rise concrete platform viewing station design that is incongruent with the natural state of the bay.</p>	<p data-bbox="1087 506 1919 626">44A. The new park will adhere to all applicable policies and regulations. The action alternatives evaluated in the EIS contain many features intended to improve environmental quality. The EIS evaluates the environmental impacts of potential commercial uses.</p> <p data-bbox="1087 701 1940 821">44B. Noise impacts are evaluated in Section 3.10 of the Draft EIS and Section 3.10 of the Final EIS. Limitations on transient moorage and other park activities will be reviewed at the project level and can be adjusted as appropriate over time.</p> <p data-bbox="1087 1221 1856 1276">44C. The City has no plans to pursue subsidizing or purchasing business interests on Main Street.</p> <p data-bbox="1087 1318 1919 1406">44D. Graphics contained in the EIS are conceptual in nature; design details of park components such as the viewing platform will be determined at the project level.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter #44</p> <p>ADDITIONAL COMMENTS:</p> <p>E 6. Provide weekly cleanup along the shoreline for all the properties impacted by additional boat and park pollution.</p> <p>7. Restrict or eliminate the rental kayaks planned at the park. We do not need to encourage insensitive people scaring off the wildlife and birds along the shoreline.</p> <p>Thank you for your consideration all the above ideas. I welcome the new park if the planning respects nature and the community. Sincerely Yours, Jennifer Wilkins</p>	<p>44E. Comment noted.</p>
<p>Letter #45, Jones</p>	
<p>Letter #45</p> <p>-----Original Message----- From: sql_spice@yahoo.com [mailto:sql_spice@yahoo.com] Sent: Thursday, June 04, 2009 1:53 PM To: Paine, Michael Subject: Meydenbauer Bay Park and Land Use Plan</p> <p>Date Sent: 6/4/2009 1:53:01 PM</p> <p>Name: Denise Jones</p> <p>A Comment: I think the No-Action is the least preferable. Downtown Bellevue is moving from a boring suburban wasteland to a fun vibrant ped-friendly city; that brings more young people and more money to the city. Therefore we should focus on ped walkways, and shared open spaces that can be used for concerts, plays, sports, and picnics. Please don't make the mistake of the Downtown Park and neglect to put in ped trails (there's so much useless space in the middle where there should be walkways).</p> <p>B The visuals from the Alternatives #1 and #2 show greater walking spaces. And please- NO OPEN ROAD. Bellevue needs to get over its myth that cars are a right. It's not healthy, and parking spaces are better used for park open space.</p> <p>C As a Meydenbauer/downtown Bellevue resident, I love the walkways and design of Alternative #2!!! address: 150 102nd Ave SE #204 mailing list: Yes City, state, zip: Bellevue, WA 98004</p>	<p>45A. Comment noted.</p> <p>45B. Comment noted.</p> <p>45C. Comment noted.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>Letter #46, Parker</p> <p>Letter #46</p> <p>From: parkersite@msn.com To: mpaine@bellevue.wa.gov Subject: Re: Comments for the DEIS, East end of Meydenbauer Bay Quality</p> <p>TO: Michael Paine Environmental Planning Manager Development Services Department City of Bellevue CC: Marvin Peterson President Meydenbauer Neighbors Association</p> <p style="text-align: center;">COMMENTS FOR THE DEIS REGARDING MEYDENBAUER PARK EAST END OF MEYDENBAUER BAY QUALITY</p> <p>This correspondence is being sent so that the City of Bellevue, its council members, staff, commissions and interested departments shall better understand important quality issues facing this end of the bay, and to create better awareness and a remediation plan for the water and lake conditions at this <u>East End of Meydenbauer Bay</u>.</p> <p>A The east end, for the purposes of this correspondence, is defined as approximately the last 2,000 ft - 2,500 feet of the bay, just east of the City of Bellevue owned property to the eastern shore of the bay. Only those residents, boaters and recreation participants who live on and use this far east end of the bay understand the problems here, and these voices need to be heard before further planning is made for more development, without including significant remediation of this portion of Meydenbauer Bay.</p> <p>B The Water temperature at the east end of Meydenbauer Bay, is significantly higher than rest of lake because of shallow water due to runoff material and vegetation.</p> <p>C ↓ Shallow water and no circulation at this end contribute to more vegetation in this portion of the lake during warm weather, which turns to bio mass on the lake bottom when treated or at the end of the season. This, along with street sediment run-off and mud near The Meydenbauer Yacht Club on the east side, and that of Meydenbauer Creek</p>	<p>46A. Comment noted. See Response 46C below</p> <p>46B. Comment noted. The City performs routine outfall maintenance which includes removal of accumulated sediments at the mouth of the outfall located at the Meydenbauer Bay Yacht Club property. These City activities reduce siltation and shallow-water conditions. The Draft EIS evaluates water quality in Section 3.2 and concludes that water quality in the bay will be improved by the implementation of any of the action alternatives because any development will be required to provide state-of-the-practice site stormwater management and treatment facilities. Section 3.2 of the Final EIS provides similar analysis related to the Preferred Alternative. Also see Comment Letter 8, Response 8E, and Comment Letter 46, Response 46C and 46D.</p> <p>46C. Siltation/sedimentation is recognized as an existing concern of shoreline residents. The Draft (and Final) EIS acknowledges that the proposal could result in short-term increases in siltation due to construction activity. Long-term siltation impacts are not expected to result from the project. Construction-related activities will be subject to permit requirements, to be determined at the project level, to control potential impacts such as siltation. Also see Comment Letter 8, Response 8E.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p style="text-align: center;">Letter #46</p> <p>C, cont ↑</p> <p>D</p> <p>on the South and Easterly end of the bay, including a street drainage canal dumping run-off between the addresses of 9840 and 9830 SE Shoreland Drive, are combining to make the lake bottom rise over time. The City of Bellevue has somehow reached an agreement with the Meydenbauer Yacht Club to dredge and clean up the area of run-off on the northern side, but has no interest in investigating and dealing with run-off problems on the south and east side of the bay.</p> <p>E</p> <p>Ecosystems similar to this at this end of lake, if nothing is done to intervene, will over time, return this area to a meadow. The lake bottom in this area is a combination soft mud and biomass which layers several feet deep. This several feet of muck makes it impossible to walk out into the lake, as one would sink several feet into this muck. Even in the summer, the lake depth at this end can become as little as 2 - 3 ft. This is evidenced by boats and waterCraft getting stuck in the mud all the time.</p> <p>F</p> <p>Also, floating debris, loose milfoil / other vegetation, and even fuel on the water surface of the lake ends up being pushed by wind to the south and east end of the bay naturally, creating a mess that homeowners have to deal with. Some summers, there is often a foaming algae, several inches thick, floating on the surface of the water which is blown easterly along these shores, making it impossible to use the water. Typically, the homeowners, themselves, have to clean up all of the aforementioned problems.</p> <p>G</p> <p>The potential for exacerbating these problems certainly would exist with further commercialization of the waterfront just west of this area, without first putting a comprehensive plan in place to address not only the area in front of the park, but these significant issues related to the easterly end of Meydenbauer Bay as well.</p> <p>H</p> <p>To begin with, why does the city treat the vegetation at the waterfront park only, a property that they own, and not deal with it as a unit at this end of the bay, where the public expects and wants a desirable and full use of the bay?</p> <p>I</p> <p>The City of Bellevue is interested in governing what happens with the lake in front of private property owners, and even in the first 25 to 50 feet of their property that fronts the lake, but negates their own governance when it comes to meeting their obligations and responsibilities with lake and water quality. I don't believe that this double standard should exist.</p> <p>J</p> <p>The City of Bellevue, King County, The State of Washington, and, if needed, the Army Core of Engineers should provide an effective plan so that further harm to this end of the bay will not occur, and in fact, a remediation of existing issues is dealt with.</p> <p>Thus far, the DEIS has failed to address, discuss or investigate any of these Quality Issues related to the eastern End of Meydenbauer Bay. How can the City of Bellevue Recreation Department create a "Vision of a Beautiful Downtown Waterfront Park" and ignore the obvious environmental and quality issues at this end of the bay, making this "vision" an impossibility?</p> <p>Any plan that is put in place for the development of Bellevue Waterfront Park has to address these problems.</p> <p>David L. Parker PhD</p>	<p>46D. The City has an easement, unrelated to the Meydenbauer Bay Park and Land Use Plan, across the Meydenbauer Bay Yacht Club parking lot for a stormwater outfall. As a condition of the easement, the City performs routine outfall maintenance which includes removal of accumulated sediments at the mouth of the outfall, and provides measures to contain floatable debris during high flow events. The City is undertaking these measures as part of its program to maintain its stormwater facilities and minimize operational effects.</p> <p>46E and 46F. Comments noted.</p> <p>46G. All of the action alternatives would improve long-term water quality, through implementation of shoreline restoration and habitat improvements, daylighting of at least a portion of the creek and removal of non-native species in the ravine, wetland enhancement, reduction of impervious surfaces, introduction of stormwater treatment opportunities, and reduction in total moorage and overwater coverage.</p> <p>46H. The City does not own or control the lake. Permits are required for property owners to apply herbicides. Both public and private waterfront property owners can apply for these permits to control aquatic noxious weeds on their shorelands. Http://www.govlink.org/watersheds/8/action/lakeside-living/aquatic-weeds.aspx describes various methods that waterfront property owners can use to manage aquatic weeds.</p> <p>46I. The Shoreline Management Act is a State law that requires the City to prepare a Shoreline Master Program (SMP) pursuant to Department of Ecology guidelines and in 2003 required cities to update their SMPs in accordance with new Ecology guidelines. The latter process is underway. Shoreline setbacks are part of those guidelines. The new park will be required to comply with the regulations that result from the SMP Update process, and conformance with those regulations will be ensured through the permitting process.</p> <p>46J. See Response 46G, above.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>Letter #47, Skoog Neil</p> <p>Letter #47 Meydenbauer Bay DEIS Comments June 23, 2009</p> <p>I’m Anita Skoog Neil. I moved to Bellevue in 1952, and use two last names, as I’m proud of my family’s contribution to the NW Mountaineering/Skiing Community. I’ve lived directly across from the Meydenbauer Beach Park since 1996.</p> <p>I will touch on 3 areas tonight: 1) one of the environment impacts elements that concerns me - Noise; 2) the relationship between the Park Planning and the Shoreline Masterplan Update; and 3) the Public Involvement Component and its impact on the final outcome.</p> <p><u>First – the Environmental Impact Element - Noise.</u></p> <p>Ski boats rafted in the middle of the Bay are only about 600 ft from our home; the park is about 1200-1300 ft from our house. Recent loud groups have reminded me to pay attention to the noise section of the EIS.</p> <p>A The EIS says that <u>none</u> of the Park alternatives would have an appreciable effect on the surrounding community. I am surprised to find there is <u>no</u> study of the amplifying effect of noise across water, though residents have brought it up repeatedly at Steering Meetings. This is just one example of the need for further study before the EIS can be a meaningful planning document.</p> <p><u>Next Item – Park Planning & Shoreline Master Plan Update</u></p> <p>Many may not be aware, but the Shoreline Masterplan Update appears to be zooming ahead of the Park Planning process. While we are discussing No-Action & Alternative 1&2, the Shoreline Masterplan is suggesting aggressive zoning, called “Environmental Use-Designation”. The proposed Civic Marina Overlay Zone, outlines new Permitted Uses.</p> <p>B Those uses include: Restaurants with water views/decks, Shops Oriented to Water, Multifamily Residential (referred to as “Resorts with uses open to the public”), Signage, Educational Facilities, Possible Public Boat Launch, Fuel Dock, and even “Residential live-aboard” Marine uses. Under proposed allowed Conditional Uses, the zoning also includes: Dry stacked storage and a Ferry Landing.</p> <p>It seems, with the Shoreline Masterplan on such a divergent path from the Park Planning, we are potentially wasting our time - deluding ourselves that we are doing meaningful planning in this forum.</p> <p><u>Last Item – Public Involvement</u></p> <p>Between June 18th and July 30th, there are so far 9 different meetings, or milestones, either on the Park Planning process or the Shoreline Masterplan Update. The goal of this schedule is to have an approved Final Hybrid Alternative from the Steering Committee by July 30th. That schedule will be attached to my written comments.</p> <p>C Most important for us to understand is that the Steering Committee is being asked to narrow down or declare preferences on each Park element at their next two meetings, starting next Tuesday, June 30th. We know the Steering Committee <u>will not</u> have full EIS Comments from this Public Hearing tonight, and realistically, won’t have complete EIS Comments until apx July 20th, and yet 10 days later, the Final Hybrid Alternative is scheduled to be approved.</p> <p>Such a schedule seems designed to discourage even the most devoted. The EIS is an integral part of the planning process, and the Committee is being asked to make decisions/ preferences in an information vacuum.</p>	<p>47A. See Section 3.10 of the Final EIS and Comment Letter 14, Response 14V for additional discussion of noise impacts.</p> <p>47B. Except for signage, none of the uses identified in this comment (restaurants, shops, multifamily residential/resorts, educational facilities, public boat launch [except for PPV launch], fuel dock, residential live-aboard marine uses, dry stacked storage, ferry landing) are included in the shoreline jurisdiction under any of the action alternatives evaluated in the EIS. Signage will likely be provided as necessary to convey park-related information and regulations or directional information. Signage needs will be determined at the project level.</p> <p>The Meydenbauer Bay Park and Land Use Plan has followed the progress of the Shoreline Master Program Update process, and has taken into consideration existing shoreline regulations and policies, as well as Washington State guidelines for the SMP Update. The action alternatives evaluated in the EIS are consistent with the goals of the Shoreline Management Act. The new park will be required to adhere to all applicable shoreline policies and regulations in effect at the time of project implementation.</p> <p>47C. Steering Committee members were each provided with a copy of the Draft EIS, and were presented with a summary of the Draft EIS findings at their June 18, 2009 meeting. The committee attended the June 23, 2009, public hearing on the Draft EIS and heard the testimony first-hand. They were also provided copies of all written comments received on the Draft EIS during the public comment period. The committee developed a Preferred Alternative after the close of the Draft EIS comment period and after receipt and consideration of all comments. While the Steering Committee has recommended a Preferred Alternative, no final decision on an alternative has been made. The City Council will be the decision maker. That decision will be informed, in part, by the EIS, which will be completed prior to the Council taking action.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter #48, Baruffi (Public Hearing Transcript)</p> <p>4 Letter #48 JERRY BARUFFI: I'm Jerry Baruffi. I live at 5 9236 Shoreline Drive. I'm directly across from the existing 6 park and will be directly across from this park when it is 7 built. Some of these -- my comments will be repeated in 8 some way, but I would like to give it my nuance.</p> <p>9 All of your designs show a zigzag pattern to 10 get wheelchair access to this park. My experience tells me 11 that these need to be addressed according to the ADA codes, 12 but they don't have to be -- they don't have to have access 13 to every square inch of the park. If 100th is allowed to be 14 open, and parking is provided at the bottom of that street, 15 that solves the problem.</p> <p>16 There's a 85-foot drop between Lake 17 Washington Boulevard and the lake. The simplest way to get 18 down there is to use that road, and then once people are 19 there, people in wheelchairs can go along the boardwalk that 20 is water level and doesn't have any ups and downs in it.</p> <p>21 If you just think of Chism Park -- something 22 that I would like to see emulated here -- there's a separate 23 access to the south end with parking close to the beach and, 24 this is handicapped access.</p> <p>25 The second point is the bay has already been</p> <p>A</p> <p>B</p>	<p>48A. See Comment Letter 25, Response 25A.</p> <p>48B. Comment noted.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter #48 e, Dept. of Land Use Meydenbauer Bay Park Public Hearing, 6/23/2005</p> <p>1 impacted significantly. This has been addressed earlier. 2 When I moved to our house 23 years ago, we could take a 3 paddle boat and go to the south end of the bay. We can't do 4 that anymore. The silt and the weed growth mire the boat 5 down. You now have the opportunity to solve that problem or 6 make it worse with more drain-off. Somebody has to decide 7 to scoop out the bay or let it just rise up and become a mud 8 cake when they lower the lake every winter.</p> <p>9 The next comment is again about -- I walk my 10 dog at 9:30 every evening. If there is a boat going by, I 11 can hear the conversations reverberating throughout the bay. 12 Changing this quiet, residential bay to a commercial 13 enterprise is an extreme environmental impact. The 14 reverberation from that bay is something that no other place 15 has. If you go to Carillon Point, the closest place is Sand 16 Point, about four and a half miles across the water. If you 17 go to Kirkland, it's the same kind of thing.</p> <p>18 Last comment is I realize that -- I have two 19 more -- I realize that the State of Washington gave you 20 money to buy out a portion of the park right now, and part 21 of that moorage was there and requires 14 transient moorage 22 spaces in return. How will the state, the city, or the 23 country for that matter police the area when that is used as 24 transient moorage?</p> <p>25 Bars on Main Street close at 2:00 in the</p>	<p>48C. The impacts of noise are discussed in Chapter 3.10 in the Draft EIS and Section 3.10 of the Final EIS. Also see Comment Letter 14, Response 14V.</p> <p>48D. The City will develop administrative and operating policies for managing transient moorage.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="289 235 1066 267">Letter #48 e, Dept. of Land Use Meydenbauer Bay Park Public Hearing, 6/23/201</p> <p data-bbox="157 389 220 446">D, cont</p> <p data-bbox="315 308 1050 576">1 morning. Boat traffic will continue until after that, 2 ruining our quiet enjoyment of our once peaceful bay. Who 3 will monitor this use? One of the planners here even had 4 the audacity to state that he would love to listen to jazz. 5 He wanted to have a platform built out over the lake so he 6 could watch the sunset. I would suggest that he buy an iPod 7 and sit with one in the park where it is now.</p> <p data-bbox="315 592 1050 738">8 One possible solution is to give the money 9 back and get rid of the transient moorage. That's something 10 that I haven't heard mentioned, and it might be something to 11 consider.</p> <p data-bbox="157 812 189 844">E</p> <p data-bbox="315 755 1050 941">12 Permanent moorage people are different than 13 transient moorage people. They are more respectful of their 14 spaces. There are over 400 stacked boats underneath the 15 University Bridge. They would just love to come here, and 16 all of them will leave at 2:00 in the morning.</p> <p data-bbox="157 1031 189 1063">F</p> <p data-bbox="315 958 1050 1104">17 As for aquatic grasses, geese love aquatic 18 grasses. A goose processes its weight and more every day, 19 and that is an impact. How will you plan to deal with all 20 the increase in goose poop?</p> <p data-bbox="315 1120 651 1144">21 Thank you.</p>	<p data-bbox="1081 779 1942 844">48E. We are not aware of studies supporting the premise that boaters using transient moorage create more problems than boaters at long-term moorage.</p> <p data-bbox="1081 974 1333 998">48F. Comment noted.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter #49, Williams</p> <p>Letter #49 From: Amywms1@aol.com [mailto:Amywms1@aol.com] Sent: Thursday, June 04, 2009 5:20 PM To: Paine, Michael Subject: Meydenbauer Beach</p> <p>6-4-09</p> <p>Michael:</p> <p>I am writing with my thoughts on the absolute absurdity and tragedy of the city's plan to re-develop an already beautiful park, Meydenbauer Beach Park, and along with it, squander tax payer (hard earned) dollars toward personal gain: so that one interested in doing so can more easily bring oneself to waterfront areas. -Visit Kirkland, Seattle, Chicago, San Antonio, etc. if you want to enjoy a latte, dinner, or spend the night on the waterfront.</p> <p>A The city of Bellevue's government vision, yourself included, is way off on this development project. It is a flawed plan because this part of the city is already developed and people are living their lives in and around this immediate area. You can not just change their lives because you want to see the change there. Again, go to Kirkland, Seattle, Santa Monica, Ocean City, etc. if you are longing to dine on the waterfront. A city developed park is a park and should remain so. Parks are simple and beautiful and open at dawn and close at dusk. You bring your own food to parks to cut down on congestion, pollution, and noise levels. This is Easy-Figuring 101.</p> <p>I find it interesting that everyone who does not live on the water loves to come to the shorelines...including those in city government. But, in all honesty, those same people forget about the neighbors who do live on the water (and pay the tax burden for it). You have to be very careful about coming in and changing a person's lifestyle or comfort zone, especially responsible city residents who pay their bills.] Why so many drastic (and extremely costly!) changes scheduled for some of our shorelines? Is not the absolute splendor and beauty of a park its simplicity? What about the noise (water carries sounds!), increased traffic (how many stop lights does it take for you to get through Bellevue Way on a Saturday or to turn onto or get through Main Street in downtown Bellevue?), the lure of (too many!) non-residents who perhaps care less about the community they are only visiting, and again and again: what about the loss of the absolute beauty of just being able to relax at the park, take a deep breath, and see where the sky meets the water/shoreline?</p> <p>B Bellevue is focused way to much on continued development. Can't you all see that building after building is destroying my -and everyone else's- views of our beautiful sky and the natural beauties that used to be Bellevue, Washington? I can not get anywhere anymore in town on a Saturday. Traffic is already a mess! Did you see <i>Wall-E</i>?</p> <p>What is happening to our world? Especially to many of those in Bellevue? What ever happened to simple pleasures and the best things in life are free? I am growing tired of irresponsible people who make decisions just for themselves, without thinking about others. That is what this shoreline vision has always been, a <i>small</i> group of peoples' visions for themselves and what they would like to do in their leisure time. What about the lives of others/other residents who are very happy with the way the parks are? Bellevue is a city thriving...doing just fine without extreme shoreline revision. Please! Somebody on council come to your senses. Sell the homes acquired around the Bay of Meydenbauer to would be buyers and model to Bellevue citizens saving for a rainy day. Donate to help the Bellevue Boys and Girls Club, Bellevue Public Schools, Hopelink, or other state charities. Let the residents who live in and around the Bay of Meydenbauer enjoy their lives. All residents of Bellevue will still retreat to the waterfront parks Bellevue offers and still enjoy them as they are now...beautiful and picture perfect. There is always Kirkland, West Seattle, East Lake Union in Seattle, or the list goes on where one can bring themselves to for boutique hotels, shopping, and dining on shorelines.</p> <p>C</p>	<p>49A. Comment noted.</p> <p>49B. Transportation and noise impacts are evaluated in Sections 3.9 and 3.10 of the Draft EIS. Sections 3.9 and 3.10 of the Final EIS address impacts related to the Preferred Alternative. The park will accommodate a wide variety of visitors, including those who want to walk, relax, and view the water.</p> <p>49C. Comment noted.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p style="text-align: center;">Letter #49</p> <p>D Do you not expect more than 50 or so (150+) boats to come into the bay on any given day? What about the noise? What about the increased pollution? What about the fish you so carefully discussed at the June 21st planning meeting?</p> <p>E Again, I urge you and the rest of the planning committee on this silly and superfluous project to close the books on it! There is such a process called scrapping a plan. As I mentioned to you at the June 21st planning meeting, after much time and many tax dollars already spent, the Hillary Clinton Health Care Initiative failed. Let us learn from history and recognize when the voice of opposition, reason, <i>and justice</i>, is just too great to continue to go forward and waste any more money (that is not one's to begin with). Not one person or family living around the Meydenbauer Beach area wants this plan to go forward...it will be too destructive to too many lives. You have got to start caring more for these families than you do about the fish you are trying to use as a scapegoat to gain even more money for your plans. By the way, second grade science teaches us all -who were paying attention-that fish die naturally because of the natural process called the life cycle. The fish are not dying because they have to swim around dock pilings.</p> <p>What about the hearts of human beings you are causing to beat faster and to have pain because of this selfish plan to absolutely change/rock their beautiful world they created for themselves and for their families? The plan needs to go. Leave the park the way it is: beautiful and enjoyed by all. Tell me what is the loss in that plan?</p> <p>Amy Williams Bellevue, WA</p> <p>F P.S. I tried to post my comments to the blog you set up but because I do not have a particular account, I cannot post my thoughts. By the way, this is my fourth time submitting my thoughts in writing. You continue to ask for input, but you are not listening to the years' worth of opposition input.</p>	<p>49D. Water quality, fish, and noise impacts are analyzed in Sections 3.2, 3.3, and 3.10 of the Draft EIS and Final EIS, respectively. See also the responses to Comment Letter 1.</p> <p>49E. Comment noted.</p> <p>49F. A blog was not established for the Meydenbauer Bay Park and Land Use Plan. It is possible that the referenced blog is the one established for either the Shoreline Master Program Update project or the Parks & Community Services Park and Open Space Plan update.</p>
Letter #50, Smukowski	
<p style="text-align: center;">Letter #50</p> <hr/> <p>From: David Smukowski [mailto:david@sensorsinmotion.com] Sent: Thursday, June 18, 2009 11:21 AM To: 'mpaine@bellevuewa.gov' Subject: DEIS Meydenbauer Park</p> <p>Mr Paine, Please let this letter serve as public comment from a West Bellevue resident regarding the proposed Meydenbauer Bay Park & Land Use Plan and associated DEIS, which I have reviewed.</p> <p>A We own two homes in West Bellevue, and my wife was born and raised a block away 54 years ago. I use Meydenbauer Park at least four days a week, year around and the downtown Park once weekly (as well as frequent visits to Chism, Clyde Beach and the slough). From my use it is clear the parks are first beautiful and second not used very much. The City is to be congratulated on its development and management of these jewels.</p> <p>I expected no less on the proposed plan and received it. It is a masterpiece and will serve to restore Bellevue residents to its roots by connecting water dependent use and land far ALL to enjoy.</p> <p>Personally, I prefer Alternative 1, with no street. Count us as ardent supporters. Let me be clear the West Bellevue Community Club has rarely represented the thoughts of West Bellevue. I do not know where it will portray the community desires, but I can assure you many of us are thrilled by the proposal. I can't wait for you to build it.</p> <p>B Please construct in phases so portions of the park remain in use.</p>	<p>50A. Comment noted.</p> <p>50B. It is likely that the park will be constructed in phases. A phasing plan will be developed at a later date.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>Letter #51, Paulich</p> <p>Letter #51 Bergstrom, Michael</p> <hr/> <p>From: Kevin Paulich [KPaulich@wpblaw.com] Sent: Saturday, July 04, 2009 4:23 PM To: Bonincontri, Patsy; Rich Wagner; Stu VanderHoek; Doug Leigh; Hal Ferris; Degginger, Grant; Stephanie Bieghe; Merle Keeney; Marcelle Lynde; Iris Tocher; Cole, Robin; Betina Finley; Paine, Michael; Bergstrom, Michael; Bob MacMillan Subject: RE: Comments on Meydenbauer Waterfront Park</p> <p>Dear Steering Committee members and Mayor Degginger and staff:</p> <p>Thank you for recommending the closure of 100th Ave NE. It was an absolutely necessary part of creating a first class waterfront park. The impact the road closure will have on traffic can be mitigated. As most of you know, I make this judgment as someone who is very familiar with the traffic at and around the intersection of 100th & Main Street. I have lived in the Enatai neighborhood since 1979. I have driven through the subject area countless times including the many trips to and from Sacred Heart School on Clyde Hill, where my sons were students K-8th grade.</p> <p>A I am sorry I was unable to continue participating on the committee to the end. I have however been with you all in spirit. As you may have heard, I was hospitalized in February after rupturing a disc in my back. That was the 5th disc I have lost over the years. This rupture caused the worst pain and it has resulted in the slowest recovery. I still have chronic pain, but the attacks of breakthrough pain now occur less than weekly rather than the hourly episodes I dealt with throughout the winter and well into the spring.</p> <p>Again, thank you all for your excellent work.</p> <p><i>Kevin M. Paulich</i></p>	<p>51A. Comment noted.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>Letter #52, Klein</p> <p>Letter #52</p> <p>-----Original Message----- From: frankklein@cbbain.com [mailto:frankklein@cbbain.com] Sent: Sunday, June 28, 2009 9:26 PM To: Paine, Michael Subject: Meydenbauer Bay Park and Land Use Plan</p> <p>Date Sent: 6/28/2009 9:25:32 PM</p> <p>Name: Frank Klein</p> <p>A Comment: Bellevue has no boaters facilities for day use tie up, bathrooms or city access. This is a source of curiosity for those of us that have boats, entertain on the lake and have to continually pass one of the wealthiest communities in the United States.</p> <p>B I have lived in Bellevue for 35 years and I have had a boat the whole time I have lived here. The problems anticipated by the people living along the lake are unfounded. There are ways to control the elements the waterfront owners fear. First, no boats should be allowed in the bay with un-muffled exhaust ports above the water line. There are not many boats like this any more and they are very expensive to operate. When one comes along, it does tend to disturb the experience for everyone. Secondly, water access should be limited to day use. This would severely curtail any party element that uses the cloak of darkness to ramp up noise. Third, you can bring down the no wake limit further out in the bay so you do not have boaters racing into the bay for quick stops and fast exits. As for property values, I have been a professional Realtor the whole time I have lived in Bellevue. If you can find a place where the development of public facilities has brought down property values, I would like to know about it for a case study. It just does not happen. For any one property owner that will find people offensive, you can find two owners that think being exposed to people makes a more fulfilled life.</p> <p>C I was personally very excited when I became aware of the plans for a waterfront park. If you are going to live in one of the best places in the world, it would be nice to be able to share it from a perspective of the water which is always a hot sell for any city. Bellevue has been out of the loop.</p> <p>D The reduction of boat slips seems odd to me, but if space is tight and this must be done to extend the use reach of more people and the enjoyment of a wider range of people, I would endorse it.</p> <p>Thank you, Frank Klein</p>	<p>52A. All alternatives evaluated in the EIS provide moorage for 14 transient boaters, a category that includes day use.</p> <p>52B. Comment noted.</p> <p>52C. Comment noted.</p> <p>52D. Accommodation of a wider range of interests and activities is one of the reasons for the reduction of permanent moorage slips in the action alternatives. Another is to provide access to the water through a variety of means, including access for non-boat owners. Still another is to create the opportunity to restore the shoreline to a more natural condition by removing much of the hardened shoreline edge.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>Letter #53, Burkhalter</p> <p>Letter #53</p> <p>From: Mike Burkhalter [mburk@myworldlink.com] Sent: Tuesday, July 14, 2009 1:15 PM To: Paine, Michael Subject: Waterfront Park Plans</p> <p>Please consider these points as you implement a park design:</p> <ol style="list-style-type: none"> 1. Develop a peaceful, natural and relaxed Park 2. Provide only limited parking in the NW portion of the park 3. No new structures in the Park 4. No commercial uses in the Park, period. A 5. Maintain Noise Protection from Lake Washington Blvd traffic. - The trees along Lake Washington Blvd reduce traffic noise. 6. Maintain a working Marina with adequate parking—Retain at least Piers 1 & 2 B 7. Transient Moorage - Limit transient moorage to the 14 slips required by existing agreements and put this moorage NW of the existing piers to keep transient marine boat activity in the outer portion of the bay. C 8. Retain/improve emergency access to serve residents and park-goers 9. Limit hard surfaces along the lake—Use natural materials on a pedestrian walkway to enhance the natural feeling of the park. The circular walkway at the downtown park is an excellent example of such a walkway. D 10. Speed Limits in the Bay - Limit speeds to no-wake inside Pickle Point for the safety of swimmers and youth sailing at the Yacht Club and minimization of erosion of softened waterfront edges. 	<p>53A. Comments noted.</p> <p>53B. The transient moorage cannot be placed northwest of the existing piers because of State funding source requirements that require the transient moorage to be located at the properties which the State funds helped purchase (essentially, between 99th Avenue NE and 100th Avenue SE).</p> <p>53C. Comments noted. Emergency access will be retained as part of project design.</p> <p>53D. Comment noted.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="132 233 388 261">Letter #54, Marshall</p> <div style="text-align: right; margin-right: 100px;"> <p data-bbox="814 289 982 358">3030 109th Ave. SE Bellevue, WA 98004 July 20, 2009</p> </div> <p data-bbox="289 342 388 367" style="border: 1px solid red; display: inline-block; padding: 2px;">Letter #54</p> <p data-bbox="289 383 716 472">Michael Paine City of Bellevue Department of Development Services P.O. Box 90012 Bellevue, WA 98009-9012</p> <p data-bbox="289 496 856 516"><i>Subject:</i> Comments on Meydenbauer Bay Park and Land Use Plan DEIS</p> <p data-bbox="289 540 415 560">Dear Mr. Paine:</p> <p data-bbox="289 586 982 654">Congratulations to you and all others involved in preparing this DEIS. It’s very thorough and addressed most of the possible impacts. My comments mainly suggest some clarifications, and further detailing of a few discussions that were too general.</p> <p data-bbox="163 716 191 743" style="border: 1px solid red; display: inline-block; padding: 2px;">A</p> <p data-bbox="289 678 982 813">First of all, since the Notice of Availability says the comments can address merits of the alternatives as well as adequacy of the document, Alternative 1 describes most of what I would consider a preferred alternative. Naturally there are some aspects of the alternative as defined at this programmatic phase that could be improved as the park goes into design of actual project features. Examples could include location of the transient moorage, and possible gradual reduction of space allocated to long-term moorage.</p> <p data-bbox="289 837 510 857">Description of Alternatives</p> <p data-bbox="163 979 191 1006" style="border: 1px solid red; display: inline-block; padding: 2px;">B</p> <p data-bbox="289 881 982 1149">This first section is very useful for understanding the unique components of each alternative—numbers of long term moorage slips, size of buildings on the site, length of restored shoreline, etc. This helps in remembering those concepts and project elements in the later discussion of impacts. But one question subsequently bothered me through most of the report: how was the minimum long-term boat moorage requirement established, for at least 25-35 slips in either alternative? Is it explained somewhere in one of the related documents, that the City Council or Steering Committee required such a minimum must be retained? Is the rental revenue considered essential for ongoing park maintenance? I didn’t notice anything explicitly stating those numbers in the various planning guidelines cited in the DEIS. If there is such a specification, maybe the Final EIS should mention that up front, so the stated numbers of slips don’t appear to be negotiable as are many of the other elements described in the alternatives.</p> <p data-bbox="163 1239 191 1266" style="border: 1px solid red; display: inline-block; padding: 2px;">C</p> <p data-bbox="289 1179 982 1336">Aside from the number of long-term moorage slips, most of the graphics show the largest boats similar to those now moored at Pier 1. Was that intentional? I saw elsewhere in the communications sent to the committee, that a prominent firm had long moored its corporate yacht there, and used it often for entertaining clients who enjoyed the marina’s convenience to downtown Bellevue. While this may be a fine deal for such users, how do their interests compare to those of all the Bellevue citizens whose taxes over the years have paid for acquisition and development of this space? Will they be just as pleased to</p>	<p data-bbox="1087 667 1325 686">54A. Comment noted.</p> <p data-bbox="1087 894 1938 1081">54B. The proposal balances the amount of long-term moorage and its desire to continue providing this service with other project goals such as public access, shoreline restoration, and transient moorage. Providing a broader range of services necessitates a reduction in long-term moorage slips. There is no requirement to maintain a certain minimum number of slips (e.g., 25), except for the 14 transient moorage slips required as a condition of funding.</p> <p data-bbox="1087 1187 1938 1341">54C. The specific number of long-term slips will be finalized at project-level design. Slip sizes vary to provide an opportunity to moor a variety of boat sizes. The City has always provided moorage on a first-come/first-served basis. A waiting list is maintained. Policies will be developed to implement the reduction in long-term slips.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p style="text-align: center;">Letter #54</p> <p>C, cont ↑ see these large craft moored between them as pedestrians and the lake they have presumably come to see? The assumptions about vessel sizes as well as pier locations and total <u>minimum</u> numbers of long-term moorage slips should be very clear in the project description.</p> <p>D Even though this is not a project-specific DEIS, it would be helpful to illustrate the kinds of programs that might be accommodated in the smaller community building and environmental education center of Alternative 1, compared to those in the larger spaces proposed for Alternative 2. Even though these might be just illustrative, they would help readers to understand the tradeoffs with open space uses, beyond just providing more year-round uses.</p> <p>E The more detailed summary of alternative features in Table 1.4-1 was very good. It was a little hard to grasp (Surface Water and Water Quality) how Alt. # 1 could have less area covered by overwater structures than Alt. # 2 if it had substantially more moorage slips. The difference must be due to the latter alternative’s floating boardwalk. If so, that should be mentioned in the summary.</p> <p style="text-align: center;">Park and Recreation Impacts</p> <p>Although the text on pages 3-130 and 3-131 makes it clear that Alternative 2 would allow “...slightly more intensely programmed use than Alternative 1...” the recreational effect of certain important features is left perhaps too much to the reader’s imagination. A specific example is the new public pier with a viewing platform and a floating boardwalk. While this might seem like a relatively innocuous supplement to a shoreline pathway in the same area of the park, I could not readily find its possible negative effects mentioned in the impact discussions. To me, such an offshore walkway seems unnecessary, if the park and moorage are designed to allow a pedestrian to get a good view of Meydenbauer Bay from the actual shoreline. So its negative effects might include:</p> <ul style="list-style-type: none"> • Redundancy with shoreline pathway • Creation of a visual <u>obstacle</u> to pedestrians on the shoreline pathway • Unnecessary extra cost of construction and maintenance • Possible hazard for non-swimmers falling off the boardwalk adjacent to deep water • Potential additional shaded area where predatory fish would threaten migrating juvenile salmon <p>F ↓ The discussion of the recreational impacts of this curious boardwalk feature could draw on experience with similar structures. The King County park at Juanita Bay, north of Kirkland, has or once had a structure like that out in Lake Washington. I remember it as an unnecessary thing, not visually interesting and not enhancing the swimming recreation that it was supposed to support. I believe Seattle has or had some over-water structure like that at the former Aqua Theater area of Green Lake. There was a similar structure paralleling the shore at the Navy’s swimming beach at Sand Point Naval Station before the City of Seattle acquired it. Maybe there are examples of floating boardwalks in some</p>	<p>54D. Activities that might be programmed in on-site buildings include summer day camp programs for youth, instruction for boating projects to be carried out at the Whaling Building, other art and recreation programs, community group meetings, and other similar activities. As with all park community buildings, private use can be accommodated if space is available and the purpose and use are consistent with park rules and policies.</p> <p>54E. Comment noted. Overwater coverage reflects all such structures, including moorage, pedestrian access piers, and boardwalks.</p> <p>54F. Comment noted. Benefits of the floating boardwalk include widening the narrowest part of the park, carrying some of the pedestrian traffic farther from adjacent private condominiums, providing space for required transient boating, allowing a contiguous stretch of shoreline to be restored to a more natural condition and providing an over water experience for the non-boating public.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="262 256 380 285">Letter #54</p> <p data-bbox="262 313 978 363">↑ other parks that have had more positive effects. If so, they would be useful to know about in assessing this component of Alternative 2.</p> <p data-bbox="291 386 499 410">Visual Quality Impacts</p> <p data-bbox="159 472 184 500">G</p> <p data-bbox="291 431 1016 573">This section of the DEIS is very well done. The photo simulations of views to the Bay from 100th Ave. SE and Main Street clearly (to me, anyway) illustrate why 100th Ave SE should be closed to vehicle access in that area. The water feature and substantial plaza space clearly suggest continuity with the downtown park. The very clear visual images of how the alternatives differ in these respects should be more thoroughly discussed in the land use and maybe transportation impact narratives.</p> <p data-bbox="159 638 184 665">H</p> <p data-bbox="291 596 1024 735">One additional viewpoint location should be used to illustrate the visual differences of the Alternatives. The viewpoint should be from the shoreline path. This would dramatize the effects of moorage locations and the floating boardwalk features in a way that the other two viewpoints cannot. It would show how typical visitors would see these features from within the space, rather than just from across the bay or above it at the Main Street elevation.</p> <p data-bbox="291 760 982 808">Thank you for the opportunity to comment on the DEIS. I will be interested in the Steering Committee’s further deliberations on park plan alternatives later this month.</p> <p data-bbox="291 829 380 854">Sincerely,</p> <p data-bbox="291 878 436 922">Peter S. Marshall (425) 453-9287</p>	<p data-bbox="1087 431 1325 456">54G. Comment noted.</p> <p data-bbox="1087 591 1325 615">54H. Comment noted.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p data-bbox="132 228 1073 266">Letter #55, O'Hara (Public Hearing Transcript)</p> <div style="display: flex; align-items: center;"> <div style="border: 1px solid red; padding: 2px; margin-right: 10px;">A</div> <div style="border-left: 1px solid red; border-right: 1px solid red; border-bottom: 1px solid red; padding: 5px; flex-grow: 1;"> <p data-bbox="296 289 953 565">6 Letter #55 I'm D.R. O'Hara with Sunset Community 7 Association, Bellevue, Washington. Spoke a number of times 8 on the alternatives. The key issue here is that the two 9 alternatives that are being presented in this draft do not 10 reflect the consensus of the community owners that sit 11 behind me. We have articulated that on a number of 12 occasions, and it is as if we are not even being heard. So 13 I want to make sure we go on the record on the record.</p> <p data-bbox="296 574 953 954">14 I've got a note here from Robin Cole that 15 says the alternatives now being evaluated are essentially 16 the same as those developed in 2008. And you heard from all 17 of us then, and you're hearing tonight that this draft is 18 intended to inform the community's recommendation from an 19 environmental standpoint. When the committee reconvenes 20 after this draft is issued, they'll work toward a consensus 21 scenario or preferred alternative, so there's still 22 opportunity to change the scenarios to reflect what we've 23 been telling you. We own this. We're expecting you to 24 reflect our input.</p> <p data-bbox="296 964 953 1182">25 This final environmental impact statement 1 will address the alternatives developed through that 2 discussion and recommendation. When the committee reaches a 3 consensus, a graphic representation will be presented. So 4 I'm going to hold Ms. Cole to that and the committee as 5 well.</p> <p data-bbox="296 1192 953 1289">6 And I would like to reference previous 7 comments, but they're extensive and lengthy and passionate. 8 Please listen to the city owners. They are here tonight.</p> <p data-bbox="296 1299 953 1328">9 Thank you.</p> </div> </div> <div style="margin-top: 20px; display: flex; align-items: center;"> <div style="border: 1px solid red; padding: 2px; margin-right: 10px;">A, cont</div> <div style="border-left: 1px solid red; border-right: 1px solid red; border-bottom: 1px solid red; padding: 5px; flex-grow: 1;"> </div> </div>	<p data-bbox="1073 277 1325 305">55A. Comment noted.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter #56, O'Hara (Comment Form, E-mail)</p> <p>Letter #56 Return (or Postmark) by July 20, 2009</p> <p>CONTACT INFORMATION</p> <p>NAME: <i>D R O'Hara</i></p> <p>ADDRESS: <i>T.O. Box 984</i> CITY: <i>Mercer Island</i> STATE: <i>WA</i> ZIP: <i>98040</i></p> <p>E-MAIL: <i>d.r.o'hara@boeing.com</i></p> <p>Please add my name to your project mailing list. <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO</p> <p>COMMENTS: Please provide comments on the Meydenbauer Bay Park and Land Use Plan Draft Environmental Impact Statement.</p> <p>A <i>Comments attached to be included as part of the DEIS record. The DEIS alternative "Baseline" is currently the only acceptable option. Alternative 1 and 2 do not reflect the collective input provided by myself and my fellow city owners and stakeholders the past several years. You MUST now provide a reasonable alternative 3 that does. We expect nothing less.</i></p>	<p>56A. Comment noted. The Steering Committee received substantial public input, and considered that input along with the Steering Committee charge and the planning principles approved by Council, in identifying a Preferred Alternative which is evaluated in this Final EIS. The two action alternatives (Alternatives 1 and 2, including 1A and 2A) and the No-Action Alternative evaluated in the Draft EIS reflect a wide range of choices that have been evaluated and configured by the Steering Committee into a Preferred Alternative that in their collective judgment best meets the charge and planning principles.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>Letter #56</p> <p>From: O'Hara, D R Sent: Sunday, May 03, 2009 3:09 PM To: 'RCole@bellevuewa.gov' Cc: MBergstrom@bellevuewa.gov; GKost@bellevuewa.gov Subject: RE: Meydenbauer Bay Park & Land Use Plan Comments</p> <p>Importance: High</p> <p>Robin,</p> <p>Thank you for responding and sharing the input with our Steering Committee membership. I agree, the written form does have its benefits, especially to clearly and accurately reflect the articulated stakeholder comments.</p> <p>The committee charge you referenced below includes the statement, "...will involve the development of draft alternatives for both the Park Master Plan and the <u>neighboring upland area</u>, evaluating those alternatives, and ultimately selecting final <u>land use</u> and park master plan alternatives and identifying actions to implement the vision. The project will culminate with final reports summarizing the recommendations of the committee on both the <u>land use</u> and park master plan project components." (emphasis added)</p> <p>As evidenced by overwhelming city owner responses to date, the marina and water use vision continue to be a sensitive subject for a majority of stakeholders, including those whose primary concern pertain to the land use, parking, and traffic mitigation. Further, based on the committee's charge, the marina and related aquatic usage is out of scope and its continued discussion and reflection within the contractors presentation materials is a material overstep. Its continued inclusion within project scenario drafts remain a cause for alarm and basis for proactive stakeholder action and possible intervention - a glimpse of which have been demonstrated during the previous three public sessions and the recent "nature" walk. The message has yet to bear fruit by being adequately addressed by the committee, city staff, and contractor consultants.</p> <p>B The revenue figures you shared are incomplete and summary level. As currently presented, they fall short of the test of reasonableness and fully inadequate to support a detailed accounting audit. We can not even determined where the net revenue is currently being diverted and consumed. Further, since marina acquisition, unexplained and suspicious slip vacancies continue and have actually increased. Obviously this situation artificially skews the financial reports.</p> <p>I'm confident the answers can be found within the financial accounting details, which should be readily available from city employees and staff who are vested with fiscal oversight responsibility and accountability. If this information already exists, please clarify where it can be obtained. An independent audit, conducted in the open, can easily put to bed an appearance of impropriety, mismanagement, and secretiveness on the part of city staff, employees, committee members, consultants, and/or contract labor.</p> <p>A more realistic cost analysis would include repairs and upgrades that should permit full occupancy, plus the retirement of the debt. For the moment, it is clear to most stakeholders that the marina DOES represent a valuable revenue stream that will increase substantially once renovations and improvements, along with debt retirement is achieved. The use of this increased marina-generated revenue is reasonably expected to provide a surplus that can benefit the desired <u>land use</u> component of the park master plan - a benefit to all city owners.</p> <p>Respectfully awaiting your reply,</p> <p>- - - - -</p>	<p>56B. Comment noted. These comments were submitted earlier and were considered in the Draft EIS, to the extent applicable.</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p>First of all, a copy of your email has been forwarded to the Steering Committee members, as is our practice with all written comments we receive. The meeting summary really is just a summary and not intended to capture comments verbatim.</p> <p>Steering Committee members represent a variety of Bellevue neighborhoods and their expertise varies widely. They have worked hard to be thorough and responsible in their deliberations and in pursuing their assignment in a manner consistent with the Planning Principles and Steering Committee charge approved by the City Council in March of 2007. Among other guidance, the Council charged the Committee to "combine their talents to represent the broad interests of the community at large, recognizing that the park will be a community-wide asset." The Planning Principles and Steering Committee charge, Project Managers' contact information and the process diagram (schedule) are on the website at http://www.bellevuewa.gov/meydenbauer_project_intro.htm.</p> <p>The marina remains a key element in all the alternatives, and long term moorage is included in all the alternatives. The six private docks (now City-owned) you asked about, are left in place in order to maximize the potential for future overwater coverage. Once a plan is in place and permits are applied for, the decision can be made regarding their disposition. At the March meeting I indicated that 2008 annual revenue was projected at \$322,000. In addition to misinterpreting some of the revenue information, I provided a 2008 projection rather than actual, which will not be available for several months. However, actual figures for 2007 are available, and the net revenue from 2007, after debt service and including all three piers was \$96,694. This is a more realistic indication of the revenue the marina provides. The marina revenue is used to redeem the general obligation bonds sold for acquisition of the Meydenbauer Bay Marina and for maintenance and operation of the Bellevue Marina at Meydenbauer Bay.</p> <p>The alternatives now being evaluated in the draft environmental impact statement (DEIS) are essentially the same as those developed in 2008, because the DEIS is intended to inform the Committee's recommendation from an environmental standpoint. When the Committee reconvenes after the DEIS is issued, they will work toward a "consensus scenario", or a preferred alternative. The final environmental impact statement (FEIS) will address the alternative developed through their discussion and recommendation. When the Committee reaches consensus a graphic representation will be prepared.</p> <p>B If you have further questions, feel free to contact me. Again, thank you for your comments; they are part of the project record.</p> <p>Robin Cole 425-452-6195 Rcole@bellevuewa.gov</p> <p>-----Original Message----- From: O'Hara, D R [mailto:d.r.o'hara@boeing.com] Sent: Saturday, March 28, 2009 11:43 AM To: Cole, Robin Subject: Meydenbauer Bay Park & Land Use Plan Comments Importance: High</p> <p>Robin,</p> <p>First of all, thank you for the hard work and dedication to the Meydenbauer Bay Park project. It appears we share much passion for the project scope. As a program manager, with over thirty years experience participating in or managing large projects, I know a lot of dedicated effort can go unnoticed. Time is precious during the meetings, so I often fail to voice or demonstrate this, which may give a false impression to some. I do appreciate the process and associated efforts.</p> <p>I have researched and completed a review of all material you have currently made available on the subject. As evidenced during last week's steering committee meeting (March 19), many city-owner stakeholders continue to exhibit frustration with the process results. Their vital input remains absent from the EDAW alternative scenarios. It appears to many, that the three alternative scenarios presented in 2008 are set, with only minimal change possible. Some city owners characterize comments of committee members, staff, and consultants to be biased, patronizing, and demeaning, if not outright rude and condescending. I continue to believe we're all striving to work together toward a common goal and critical thinking and input is vital to the process. I, and many others also believe the consensus scenario remains conspicuously absent in the draft alternative scenarios presented on March 19, 2009.</p> <p>B As I reviewed the minutes from prior meetings I have attended and presented, I find our scribes fail to adequately capture and reflect verbal statements at times. For this, and in support of improving team communication with our volunteers, paid staff, and consultants, I offer this written version of my comments, transcribed from my notes, for inclusion in the draft minutes for the Meydenbauer Bay Project Regular Meeting, conducted March 19, 2009:</p> <ul style="list-style-type: none"> • The steering committee was chartered April 2007. Two years is far too long for the simple use plan covering a bay park conjoined with a land park. • Steering committee members have aptly voiced and demonstrated their biases. <ul style="list-style-type: none"> • It appears many committee members are playing fast and loose with land owned by this audience of city owners. • The continued lack of city owner input reflected within the prior and current EDAW concepts, alternatives, and scenarios, is <p style="text-align: center;">2</p>	<p style="text-align: center;">Letter #56</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>viewed as unresponsive and irresponsible.</p> <ul style="list-style-type: none"> • As evidence by the frustrated audience of city owners, patience is running out. <ul style="list-style-type: none"> • Where are the Requirements Document, Groundrules & Assumptions, Program Work Breakdown Structure (WBS), Responsibility Assignment Matrix (RAM), Cost & Schedules? • These are basic and essential elements for any project of this scope. These are NOT design elements, rather they are dynamic project anchors around which detail design phases pivot and evolve. • The steering committee has a requirement and obligation to city owners to incorporate their collective input into the alternative scenarios, or direct the consultants (i.e., EDAW) to do so ASAP! <ul style="list-style-type: none"> • If the steering committee, paid staff, or consultants expect the city owners to provide these, it should now be quite evident we are proactively able and willing to respond. • Be realistic regarding the marina component of the bay park. <ul style="list-style-type: none"> • The marina must remain a key element in the “Bay Park” complement to the “Land Park” project component. • The marina is vital source of revenue that should be maintained and improved - not diminished or discarded to satisfy a select and possibly ignorant or biased few. <ul style="list-style-type: none"> • Estimates of annual net revenue approaching \$1m indicate an opportunity to retain or increase this vital asset - not destroy it. • Any loss of revenue would be shouldered by city owners - not the messengers, although the messengers will be held accountable. • Where is this revenue being spent today? • The committee cannot shirk responsibility to marina residents, who are also residents and city owners if only by virtue of their tenant status. • Don’t kill the “golden goose”! • It isn’t broke, so don’t fix it! • The removal of the six private docks without recouping the footage in the proposed plan is fiscally and environmentally irresponsible. <ul style="list-style-type: none"> • A number of creative uses that combine the bay park and land park components have been proposed by city owners. • No conceptual renderings have been developed by committee members, paid staff, or consultants. <ul style="list-style-type: none"> • If the steering committee, paid staff, or consultants expect the city owners to provide these, it should now be quite evident we are proactively able and willing to respond. • Footage removed can be exchanged and converted to the closed-loop bay park boardwalk, transient moorage, or expanded renovation of Pier 3. <ul style="list-style-type: none"> • This configuration effectively and dramatically separates swimmers from boaters. • Throwing away prior capital investment is irresponsible and indefensible. <ul style="list-style-type: none"> • The swim area is near the stream because this was and remains the appropriate placement for it. • The stream affords a shallower, more natural beach environment, in large part due to the runoff delta. • Proposals to throw away this capital investment and relocated the beach farther west, toward the narrow end of the bay, is based on ignorance or personal agenda. <ul style="list-style-type: none"> • It places swimmers closer to boaters, and especially those with propellers. • It would require an artificial beach be created and maintained. • It’s an environmental quagmire. • It isn’t broke, so don’t fix it! • Be fiscally responsible. <ul style="list-style-type: none"> • Buy-in from the city council is only one of many gates ahead. You must also receive city owner buy-in! <ul style="list-style-type: none"> • Serious challenges await that will ensure committee members, paid staff, and consultants are held accountable for continued unresponsive and irresponsible behavior. • ~\$1.2m has been spent on this project to date, and the EIS (ecd May09-Jun09) costs another \$300k, then ~\$1.5m has been spent of city owner funds. <ul style="list-style-type: none"> • Why go forward with the two unacceptable alternative scenarios? <ul style="list-style-type: none"> • What’s behind this urgency? We’ve already spent two years, and still don’t have viable alternative scenarios presented. • The plan submittal must represent a consensus or majority buy-in of city owners while a value that reflects the time, money, and labor expended. • Collectively, we must ensure the use plan for the bay park and conjoined land park is reasonable, palatable, and achievable. <ul style="list-style-type: none"> • If we fail, the package will be tossed in a drawer somewhere, never to be seen again. • City owners are indicating their collective time may yield better results if spent with the city council or media. <ul style="list-style-type: none"> • Current alternative scenarios do not even reflect city council input. • Formation of a Citizen’s Action or Advisory Group may amplify and compel inclusion of city owner concerns and input. <ul style="list-style-type: none"> • Wasn’t this the intended purpose of the steering committee? • The current status of this project is that of a fire hydrant. Dogs love them, but also bite! <p>The steering committee, staff, and consultants have heard and received this input on multiple occasions from many stakeholders. It’s now imperative they proactively and responsibly reflect that input in the draft scenarios - before submitting anything to the EIS phase!</p> <p>Respectfully submitted,</p> <p>Letter #56</p>	

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>Letter #3</p> <p>B, cont ↑ Plan.” This November 12th letter is not included in the Draft EIS Appendix A, and is attached hereto as Appendix 2. The Additional Comments letter raised another two dozen issues that needed to be addressed in the Draft EIS.</p> <p>C The Draft EIS in Appendix A includes a different letter submitted by MBNA addressed to The City of Bellevue dated November 12, 2008, with the subject line “The City of Bellevue’s Waterfront Park – A Park for the 21st Century.” The purpose of that letter was for MBNA to present an alternative Park Plan.</p> <p>D In addition to those letters submitted during the scoping process, MBNA has been attending the Steering Committee meetings and making its concerns known. In particular, MBNA prepared a detailed analysis of concerns entitled Steering Committee Walkabout dated March 14, 2009: Points of Impact. A copy of the Walkabout document is attached as Appendix 3. MBNA also provided oral comments on the Draft EIS at the public hearing held June 23, 2009. Then at the Steering Committee meeting on June 30, 2009, MBNA submitted a document entitled Preliminary Review of Park Alternatives and Options (Appendix 4). Finally, with this comment letter, MBNA is submitting technical comments by planning consultants R.W. Thorpe & Associates, Inc. (Appendix 5) and traffic consultant Robert Bernstein, P.E. (Appendix 6).</p> <p>E</p> <p>F</p> <p>G</p> <p>H MBNA requests that the Final EIS Response to Comments address the comments in this letter as well as the comments by MBNA made in the oral comments at the public hearing and in the attached documents which are hereby incorporated by reference. With that background, the following are MBNA’s separate written comments on the Draft EIS:</p> <p>1. The Draft EIS failed to respond to the detailed issues and questions set forth in our letter of October 15, 2008 and supplemental letter of November 12, 2008.</p> <p>MBNA submitted two letters specifically related to scoping for the Draft EIS dated October 15 and November 12, 2008. These letters raised dozens of issues mostly in form of questions that MBNA requested to be addressed in the Draft EIS. MBNA was informed by City Staff that each of these concerns was to be dealt with in the Draft EIS.</p> <p>I The Draft EIS fails to address a substantial number of these concerns. The Additional Comments letter submitted in the scoping process dated November 12, 2008 is not even included as part of the Draft EIS. Thus, it appears that the EIS Consultants were not even provided all the information that MBNA provided in the scoping process.</p> <p>A cursory review of MBNA’s scoping letters demonstrates that the Draft EIS failed to address numerous issues or barely touched on many of concerns raised by MBNA. The Final EIS must fully consider all those issues.</p> <p>MBNA Comments on Draft EIS - July 20, 2009</p> <p>Page 2 of 9</p>	<p>3C. The November 12, 2008, letter from MBNA titled “The City of Bellevue’s Waterfront Park—A Park for the 21st Century” was submitted during the scoping period (October 10, 2008 –November 12, 2008) and was considered as a scoping comment.</p> <p>3D. MBNA’s concerns regarding the walkabout also were included in MBNA’s June 23, 2009 Comment Letter, as noted in response to Comment Letter 2.</p> <p>3E. MBNA’s oral comments at the Draft EIS public hearing were submitted in writing at the hearing, along with attachments; see responses to Comment Letter 2.</p> <p>3F. Comment noted. See response below to Attachment 4.</p> <p>3G. Comment letters from R. W. Thorpe & Associates, Inc. and Robert Bernstein P.E. were submitted separately by each consultant. Responses to these letters are provided as responses to Comment Letters 12, 13, and 14.</p> <p>3H. Comment noted.</p> <p>3I. The purpose of scoping is to help focus the EIS on significant environmental issues and identify alternatives. Although the November 12, 2008, scoping letter was inadvertently omitted from the Draft EIS appendix, all scoping comments received were forwarded to EDAW, the lead consultant for the Draft EIS, and they have confirmed receipt and consideration of the comments. The Draft EIS addresses SEPA issues at a programmatic level. Much of the October 15, 2008, and November 12, 2008, requested analysis is included in the Draft EIS; some of the other analyses will be conducted later at the project-specific level, as applicable.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>Letter #3</p> <p>2. The Draft EIS fails to make comparisons to the existing conditions and instead compares the new alternatives to a No Action Alternative that involves major changes. The result is a distorted analysis of impacts.</p> <p>The No Action Alternative assumes major changes to the Park when compared with the Existing Park. Pages 2-3 to 2-4. Put another way, the No Action Alternative is not a no action plan, but rather assumes major actions that are not now programmed to occur.</p> <p>The City has no Park Plan beyond the existing park accessed off 98th Place NE, and instead the City owns a number of parcels that could be included in a new Park. The purpose of this planning process is to prepare such a Park Plan for the new Meydenbauer Bay Park. Yet, the Draft EIS assumes as part of the No Action Alternative that major new park components will be constructed as listed on page 2-4 under the bullet “Park parcels.” The so-called No Action Alternative includes: constructing 5.5 acres of new park improvements, installing 70 new parking spaces, constructing a new shoreline pathway, providing new public access, and removing the existing residences and piers. The land use portion of the No Action Alternative assumes major redevelopment of upland parcels with substantial additional commercial and retail square footage, and dozens or hundreds of new residential units.</p> <p>J As a result, the Draft EIS creates a false No Action Alternative that does not represent the existing conditions, or does not represent existing conditions plus authorized new developments. Since there is no Park Plan for the new parcels, all new park improvements go beyond the No Action threshold and constitute a new alternative. A proper No Action Alternative should be based on the existing park conditions, and should not be based on a major new Park Plan that has not been approved or studied. Similarly, a proper No Action Alternative should be based on the existing land uses and should not be based on massive new redevelopment of existing parcels that City Staff admits will not occur under the existing zoning.</p> <p>The difference is very important. The Draft EIS creates the No Action Alternative as the baseline of impacts for comparison to impacts caused by Alternatives 1 and 2. The No Action Alternative in the Draft EIS sets a much higher baseline of impacts than should have been established and that makes all the comparisons for Alternatives 1 and 2 fundamentally in error.</p> <p>3. The Draft EIS fails to address the 12 Planning Principles established by the City Council.</p> <p>K The Draft EIS begins at page 1-2 with the listing of the 12 Planning Principles for the Park Plan formally adopted by the City Council. These Planning Principles are clear and unambiguous. Yet, throughout the Draft EIS, the Planning Principles are ignored and the Draft EIS fails to address the inconsistencies between the Alternatives and these clear Planning Principles. The letter by planning consultants R.W. Thorpe & Associates, Inc. attached as Appendix 5,</p> <p>MBNA Comments on Draft EIS - July 20, 2009</p> <p style="text-align: right;">Page 3 of 9</p>	<p>3J. SEPA requires the evaluation of the No-Action Alternative, which provides a benchmark from which the other alternatives can be compared.</p> <p>The No-Action Alternative is typically defined as what would most likely happen if the proposal did not occur. The No-Action Alternative in the Draft EIS reflects the most likely development under existing zoning in the project study area. The No-Action Alternative also reflects conditions required by various park funding sources, such as decreasing impervious surface, providing waterfront access, and including transient moorage. This most likely future without the proposal is not the same as existing conditions.</p> <p>3K. Comment noted. The planning principles were approved by Council to help guide the Steering Committee in its work. They are qualitative and subjective. As such, they are subject to differing interpretations of their intent, relative importance, and implementation. The Steering Committee spent substantial time discussing the planning principles and their charge. They considered options for balancing various principles and developed a Preferred Alternative that, in their collective judgment, is consistent with the principles. The City Council will ultimately determine consistency with the planning principles.</p>


Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="241 235 336 267">Letter #3</p> <p data-bbox="241 276 945 324">↑ provides a comprehensive analysis of the inconsistencies between the Alternatives and the Planning Principles, and those comments are incorporated herein by reference.</p> <p data-bbox="241 373 945 657">For example, the Draft EIS starts off on page 1-1 stating that the concept is to provide “unique recreation, retail, and tourism opportunities.” Yet, there is nothing in the 12 Planning Principles that can remotely support the creation of retail and tourism opportunities at the Park. To the contrary, Planning Principle #3 only goes so far as to suggest that the Park should “serve the broader community” and does not mention serving tourists presumably from outside Bellevue. See also #1 listing a “community-wide public asset.” The Planning Principles discussion of activities at #2 lists “active recreation such as swimming and sailing to passive enjoyment of intimate, green, natural areas.” Retail uses in the Park are completely inconsistent with these listed and adopted activities. Similarly, under #6 Economic Vitality, the City Council Planning Principle lists, “support the nearby business community,” which is inconsistent with new retail uses in competition with those existing businesses. This theme of ignoring the Planning Principles is carried on throughout the Draft EIS.</p> <p data-bbox="241 673 945 771">The Draft EIS describes the City Council adopted Planning Principles as part of the fundamental basis for the Draft EIS. The Draft EIS should have carefully analyzed all inconsistencies between the Alternatives and the Planning Principles. The Draft EIS failed to do so, and the result is an inherently defective Draft EIS that utterly fails in a primary aspect of its mission.</p> <p data-bbox="262 787 945 876">4. The Steering Committee process is fundamentally flawed because the Committee is making decisions prior to completion of the Final EIS, and because the Committee should have at least waited to review comments submitted by interested persons and organizations such as MBNA.</p> <p data-bbox="241 893 945 1201">The Draft EIS was issued by the City on June 4, 2009. The Draft EIS is more than just a Draft EIS in that the document also provides for the first time detailed information on the proposed Park Plan Alternatives. This situation is different than an application submitted by a private entity in which months go by prior to issuance of the Draft EIS. The combined nature of this Draft EIS makes the commenting period far too short to effectively review the entirety of the alternatives and analysis, and to engage professional consultants to fairly undertake a comprehensive review. In particular, the State regulations provide that the public hearing for accepting comments can be up to 50 days after issuance of the Draft EIS, and yet the City selected the incredibly short time period of 19 days from issuance of the Draft EIS to the public hearing—a time period that is insufficient to fairly allowed time to disseminate the Draft EIS to interested persons, read the hundreds of pages long document, and form rational comments. Similarly, the 45-day time period for written comments was constricted since the City issued the Draft EIS without notice, rather than providing courtesy notice to the public that the Draft EIS</p> <p data-bbox="241 1234 588 1258">MBNA Comments on Draft EIS - July 20, 2009</p> <p data-bbox="850 1258 945 1282">Page 4 of 9</p>	<p data-bbox="1092 909 1921 1104">3L. See Comment Letter 2, Responses 2A. and 2B. Formal Notice of the Draft EIS availability was provided per SEPA rules. Between April 2007 and August 2009, the Steering Committee held 20 Steering Committee meetings, attended six public workshops, attended the Draft EIS public hearing, and maintained notebooks of every public comment regarding the project submitted during that time frame, including all Draft EIS comments.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="241 235 336 259">Letter #3</p> <p data-bbox="168 406 210 454">L, cont</p> <p data-bbox="241 267 945 316">would be issued in a few weeks, and again without any notice of the details of the proposed alternatives.</p> <p data-bbox="241 332 945 641">Nevertheless, with substantial effort and speed, MBNA reviewed the Draft EIS including the newly detailed alternatives, and put together the Preliminary Review of Alternatives and Options (Appendix 4) and presented this Preliminary Review to the Steering Committee at its June 30th meeting. The Steering Committee was scheduled for two additional meetings after the written comment period ended for the Draft EIS on July 20, 2009. Yet, despite having just received the input of MBNA—the only association representing the entire directly affected community, the Steering Committee was directed by the City consultants to start making decisions without any discussion of MBNA’s Preliminary Review document, and the Committee did so. Of course, this meant that the Steering Committee was making decisions without even waiting for the July 20, 2009, conclusion of the formal written comment period on the Draft EIS (and thus on the newly detailed alternatives), let alone waiting for completion of the Final EIS with the required Response to Comments that would detail the comments and provide a formal response for consideration by the Committee.</p> <p data-bbox="241 657 945 844">It should be noted that the City Staff handling of the Steering Committee has further exacerbated the fairness of the process. The public has generally been allowed only “public comment time” to make its concerns known to the whole Steering Committee, with no formal public hearing held. The general public has thus not been notified that that a hearing is being held by the Steering Committee to accept the public’s input, or that the Steering Committee is otherwise interested in accepting public input. Despite the restriction of the process, members of the public made numerous comments, but the City consultant and so-called facilitator cut-off the public input on more than one occasion for arbitrary reasons.</p> <p data-bbox="241 860 945 958">For all these reasons, the Steering Committee decision-making is tainted because it was done prematurely without full and fair consideration of public input on the alternatives and Draft EIS. In addition, the Steering Committee actions fail to properly consider the City Council Planning Principles and the City Council Charge to the Steering Committee (Appendix 7).</p> <p data-bbox="262 974 945 1015">5. The Draft EIS fails to adequately analyze adverse environmental and shoreline impacts.</p> <p data-bbox="168 1071 210 1104">M</p> <p data-bbox="241 1031 945 1128">MBNA provides the full technical comments by planning consultants R.W. Thorpe & Associates, Inc. incorporated by reference in Appendix 5. These comments detail the inadequacy of the Draft EIS on a number of subjects, in particular land use, shorelines, visual, and noise.</p> <p data-bbox="241 1144 945 1193">MBNA wants to highlight the point that the Park Planning process should not proceed prior to completion of the Shoreline Master Plan (SMP) process. The SMP is the mandated planning</p> <p data-bbox="241 1226 588 1250">MBNA Comments on Draft EIS - July 20, 2009</p> <p data-bbox="850 1250 945 1274">Page 5 of 9</p>	<p data-bbox="1081 1006 1921 1071">3M. Robert Thorpe also submitted this comment letter and it is included and responded to as Comment Letter 14.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="241 240 331 264">Letter #3</p> <p data-bbox="241 277 945 394">document and State regulation for all shoreline development. The SMP is designed to supercede all other planning efforts, and yet, the Park Planning process is proceeding before the SMP process is completed. The Draft EIS inadequately addresses this inconsistency and also fails to address the inconsistencies with the existing SMP that City Staff states is woefully outdated and completely inadequate for current planning purposes (SMP Open House).</p> <p data-bbox="163 480 212 524">M, cont</p> <p data-bbox="241 412 945 667">Furthermore, the Draft EIS fails to adequately address the major inconsistencies with the City’s adopted critical area ordinance (CAO) as applied to shorelines. The Draft EIS treatment of the CAO demonstrates the utter absurdity of the CAO as applied to shorelines. The CAO prohibits all development within a 25-foot buffer area with an additional 25-foot building setback from the buffer (the buffer is extended to 50 feet for vacant parcels which may apply to the redevelopment here with torn down buildings). The proposed Alternatives and Draft EIS completely ignore the point that development within 25 feet is supposed to be prohibited by the CAO except in certain circumstances. The Draft EIS solution to the problem is to assume that the City will be able to obtain a Critical Area Permit for the development even though the Draft EIS does not look at alternatives to the buffer impacts or any other of the typical standards considered in such a permit review.</p> <p data-bbox="241 688 945 943">The CAO is absurd on its face because it conflicts with several major principles of the Shoreline Management Act, in particular the goal to continue private shoreline access and promote public access. For this reason and others, the State Supreme Court held that it is illegal to apply the CAO to the shoreline without a comprehensive SMP update process—the precise approach taken by Bellevue. The CAO seeks to prohibit shoreline improvements, including access even on existing sites that have no native shoreline where any development would create no new impact. That is true for the Park since, for example, the paved area by the piers would be converted to a walkway with green space. But according to the CAO, a new walkway and all other new improvements within the 25-foot buffer are generally disallowed. Thus, the Draft EIS must assume that the City will grant special critical area permits for this development even though the City would never even think of telling a private owner in advance that the permit will be issued.</p> <p data-bbox="241 964 945 1027">The City should follow the proper process and finish the SMP update first before completing the Park Planning process. At a minimum, the Draft EIS must address the impacts on the shorelines as defined by the CAO</p> <p data-bbox="268 1049 726 1068">6. The Draft EIS fails to adequately address noise impacts.</p> <p data-bbox="174 1117 201 1146">N</p> <p data-bbox="241 1089 945 1206">Planning consultants R.W. Thorpe & Associates, Inc. also address the inadequacy of the Draft EIS on the subject of noise impacts. As stated in that letter (Appendix 5), the Draft EIS fails to provide sufficient quantitative data to back up the largely qualitative analysis. In other words, the Draft EIS is very subjective in nature and does not use adequate real noise impact studies. In addition, the Draft EIS uses general analysis without any consideration of site specific issues,</p> <p data-bbox="241 1235 588 1255">MBNA Comments on Draft EIS - July 20, 2009</p> <p data-bbox="856 1263 945 1282">Page 6 of 9</p>	<p data-bbox="1087 1076 1381 1101">3N. See response m. above</p>

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<p data-bbox="241 235 325 259">Letter #3</p> <p data-bbox="157 300 220 349">N. cont</p> <p data-bbox="241 267 945 430">↑ namely the basic fact that the Bay creates a unique amphitheatre effect that magnifies all noise. Numerous people have commented that conversations from boats or the opposite shore carry clearly all the way across the Bay. Any and all proposed Park components that add to noise levels will have a devastating multiplying effect and thus a severe adverse impact on the community, wildlife, and the environment. The Draft EIS utterly fails to fully and fairly address these unique and massive noise impacts caused by the intense components of the proposed Alternatives.</p> <p data-bbox="262 446 903 470">7. The Draft EIS fails to adequately analyze adverse traffic and parking impacts.</p> <p data-bbox="241 487 945 698">MBNA provides the full technical comments by traffic consultant Robert Bernstein, P.E. incorporated by reference in Appendix 6. These comments detail the inadequacy of the Draft EIS on the subject of traffic impacts. Of particular concern, Mr. Bernstein notes that the Draft EIS fails to contain the “basic technical background information that should be readily available with any DEIS.” Furthermore, despite Mr. Bernstein’s requests, the City has so far been unable to produce that basic background information including: complete technical report; inputs and worksheets for trip generation, LOS, intersection queuing and delay; and, parking demand calculations. He states that adequate impact analysis cannot be done without this information. It should be noted that the Steering Committee was not provided traffic impact materials either.</p> <p data-bbox="168 673 199 706">O</p> <p data-bbox="241 714 945 950">MBNA is greatly concerned that the Draft EIS has been completed without this necessary background information. The information is not in the Draft EIS even as an appendix and the information is otherwise not readily available. The inference is that the information does not exist. If the information does not exist, then the Draft EIS is seriously flawed by failing to use the basic common information needed for adequate traffic impact analysis, and misleading the public about doing so. If the information does exist but was not provided to MBNA’s traffic consultant, then the City has failed to allow proper comment on the Draft EIS since the Draft EIS would have relied on information that is not included as part of the Draft EIS and is not readily available within the commenting time period. If that is the case, MBNA will add to these comments within a reasonable time after the information is provided.</p> <p data-bbox="241 966 945 1112">Another failure is in the area of parking calculations. The City’s own parking requirements in the Land Use Code would require many more parking spaces than provided for in the alternatives. In short, the Draft EIS is justifying the shortage of parking spaces without adequate basis instead of describing the code requirements and considering the impacts. Properly considered, the Draft EIS would then need to look at mitigation measures designed to reduce parking demand, such as eliminating or reducing the size of buildings, etc.</p> <p data-bbox="241 1128 945 1193">Specifically, the Draft EIS provides no detail of how the parking demand is calculated so it is difficult to reconcile the analysis. Rather, the Draft EIS simply relies on vague references such as “based on a combination of factors.” Page 3-217. The Land Use Code requirements are: one</p> <p data-bbox="241 1226 588 1250">MBNA Comments on Draft EIS - July 20, 2009</p> <p data-bbox="861 1250 945 1274">Page 7 of 9</p>	<p data-bbox="1092 487 1911 552">30. Robert Bernstein also submitted this comment letter, and it is included and responded to as Comment Letter 12.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="241 235 336 259">Letter #3</p> <p data-bbox="241 267 945 552">↑ space of every two docking slips, assembly room at 10 spaces for every 1000 square feet, and restaurant/café at 16 spaces for every 1000 square feet. The Draft EIS lists 28 spaces for 3 acres currently compared to 8.5 acres proposed so two times the existing spaces or 56 additional spaces for general park usage would seem conservative. Using the Land Use Code requirements and the two times standard results in 146 spaces needed for Alternative 1 and 196 to 202 spaces needed for Alternative 2. Yet, the Draft EIS never discusses the actual Land Use Code requirements and instead simply justifies the proposed number of parking spaces by concluding that demand is 98 spaces for Alternative 1 and 141 spaces for Alternative 2, and then claims an oversupply of 18 and 15 spaces respectively. For Alternative 2, that means 40-50 cars looking for parking spaces on the side streets. Adding 200 cars to Main Street on a Saturday afternoon or weekday after work is clearly a recipe for complete gridlock, will create substantial noise, and is inconsistent with the pedestrian park concept adopted by the City Council.</p> <p data-bbox="157 527 220 576">O, cont</p> <p data-bbox="241 568 945 617">Finally, the Draft EIS fails to address pedestrian impacts and proper movement by pedestrians including safety concerns.</p> <p data-bbox="241 633 945 706">In short, the analysis of traffic and parking is inadequate and backwards. The Draft EIS fails to provide the necessary background information, fails to address existing requirements, and justifies the existing proposal rather than analyzing the proposal’s shortcomings.</p> <p data-bbox="262 722 945 771">8. The Draft EIS fails to adequately address all the concerns noted in the document entitled Walkabout: Points of Impact</p> <p data-bbox="157 812 199 844">P</p> <p data-bbox="241 779 945 901">MBNA has done a considerable amount of effort to bring the concerns of the neighborhood to the City. In particular, MBNA prepared the Walkabout: Points of Impact document and submitted that document to the Steering Committee in March 2009 (Appendix 3). The Draft EIS fails to address numerous specific concerns described in that document and should do so in the Final EIS.</p> <p data-bbox="262 917 945 966">9. The Draft EIS fails to adequately address the areas of special concern raised repeatedly by MBNA, especially closing 100th Avenue and loss of moorage.</p> <p data-bbox="157 1071 199 1104">Q</p> <p data-bbox="241 982 945 1120">MBNA submits for consideration the Preliminary Review of Alternatives and Options as Appendix 4. That document contains three pages of concise comments about the Alternatives as presented in the Draft EIS. Each of the 20 bullet points in that document express comments directed in part at the Draft EIS and the lack of adequate consideration for the impact or options presented. The Draft EIS does not fully consider all these options, which have less adverse impacts as explained in the Walkabout document (Appendix 4).</p> <p data-bbox="241 1136 945 1209">For example, the Draft EIS inadequately addresses the adverse impacts of: closing 100th Avenue south of Main Street; constructing large civic and other buildings in the Park; loss of moorage, and, rezoning of upland areas.</p> <p data-bbox="241 1226 588 1258">MBNA Comments on Draft EIS - July 20, 2009</p> <p data-bbox="850 1258 945 1282">Page 8 of 9</p>	<p data-bbox="1081 714 1942 844">3P. The Walkabout Points of Impact were not submitted as scoping comments or as comments on the Draft EIS. The Points of Impact were, however, submitted to the Steering Committee and the project team and were considered during development of the initial Master Plan alternatives.</p> <p data-bbox="1081 974 1795 1006">3Q. Comment noted. See specific response below to Appendix 4.</p>

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<p>Letter #3</p> <p>R Another important issue is the failure to properly address moorage. The Draft EIS has apparently been prepared without any input by professionals with knowledge of marinas, marina operations, and other moorage issues. As a result, the Draft EIS is making arbitrary conclusions about the effects of removing piers, accessing piers, and all other related issues. The City should carefully consider the comments presented by the Meydenbauer Bay Yacht Club on the Draft EIS on these issues and on adverse impacts to boating safety, which are hereby incorporated by reference. The Draft EIS fails to adequately consider the impacts caused by loss of moorage and the inconsistency with historical boating heritage caused by reducing the moorage available to Bellevue residents.</p> <p>In conclusion, MBNA respectfully requests the City to fully address all these comments by MBNA in the Final EIS or in a Supplemental EIS.</p> <p>Respectfully,</p> <p>MEYDENBAUER BAY NEIGHBORS ASSOCIATION</p>  <p>By: Marvin B. Peterson, President</p> <p>S Appendix 1 – MBNA Mission Statement</p> <p>T Appendix 2 – MBNA Letter Re: Additional Comments to Letter Submitted October 15, 2008 by MBNA Regarding the Scope of Environmental Impact Statement – Meydenbauer Bay Park and Land Use Plan dated November 12, 2008</p> <p>U Appendix 3 – MBNA Steering Committee Walkabout: Points of Impact dated March 14, 2009</p> <p>V+ Appendix 4 – MBNA Meydenbauer Bay Park: Preliminary Review of Park Alternatives and Options</p> <p>PP Appendix 5 – R.W. Thorpe & Associates, Inc. Letter Re; Meydenbauer Bay Park & Land Use Plan Draft Environmental Impact Statement dated July 20, 2009</p> <p>QQ Appendix 6 – Robert Bernstein, P.E. Letter Re: Review of traffic and transportation issues associated with proposed Meydenbauer Bay Park and Land Use Plan in Bellevue, WA dated July 20, 2009</p> <p>RR Appendix 7: Steering Committee Charge</p> <p>MBNA Comments on Draft EIS - July 20, 2009</p> <p>Page 9 of 9</p>	<p>3R. Comment noted. The Draft EIS identifies both benefits and impacts associated with modifying the amount of available moorage.</p> <p>3S, 3T, 3U. Receipt of Appendices 1, 2, and 3 noted.</p> <p>3V+. Comments and responses for Appendix 4 follow.</p> <p>3PP, 3QQ, 3RR. Receipt of Appendices 5, 6, and 7 noted.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p style="border: 1px solid red; display: inline-block; padding: 2px;">Letter #3, Attachment/Appendix 4</p> <p>MEYDENBAUER BAY NEIGHBORS ASSOCIATION</p> <p>Meydenbauer Bay Park: Preliminary Review of Park Alternatives and Options</p> <p>The following represents the Association’s preliminary analysis of Alternatives, parts of Alternatives, and new options that should be carefully considered by the Steering Committee and the Community:</p> <p><u>BIG POINTS</u></p> <p>V 1. Keep 100th Avenue Open South of Main—Alternatives 1A/2A. The road open variant is proposed in Alternatives 1A and 2A. Everyone in the Meydenbauer Bay community recognizes the devastating impact on traffic circulation that will be caused by closing 100th Avenue south of Main.</p> <p>W 2. Use the Bayvue Village East Parcel for Parking. The City owns the Bayvue Village Apartments located at the southwest corner of Main and 100th, but Bayvue Village also includes a parcel east of 100th Avenue south of Main—Bayvue Village East. Bayvue Village East provides an excellent and economical location to provide public parking for the new Meydenbauer Bay Park, and could also provide future parking for Wildwood Park that currently has no off-street parking (after redevelopment of adjacent parcels).</p> <p>X 3. Great Entrance at 100th Avenue South of Main. The City should create a great entrance to the new Park at the southwest corner of 100th Avenue and Main potentially including an arch over 100th Avenue similar to historic ferry entrances. The Great Entrance at the Bayvue Village West site should not include a restaurant, underground parking, elevator, or viewing platform—all of which would commercialize the site and take away from the basic park elements.</p> <p><u>EAST PORTION OF PARK: MODIFIED ALTERNATIVE 1A</u></p> <p>Y 4. Focus on Alternative 1A. Alternative 1A should be supported because it includes the potential for a Great Entrance at the southwest corner of Main and 100th Avenue, but keeps 100th Avenue open south of Main.</p> <p>Z 5. Add Handicap Parking at Bottom of 100th Avenue. The parking garage and elevators in Alternative 2 are designed to provide handicap access down the hill to the new Park. The parking garage should be rejected in favor of parking at the Bayvue Village East parcel plus adding handicap parking at the bottom of the hill where 100th Avenue meets Meydenbauer Bay SE at the road end for 100th Avenue. A number of handicap parking spaces can be provided and will provide even better access to the new Park compared to a parking garage and multiple elevators.</p> <p>AA ↓ 6. Improve Park Functions at Bayvue Village West. Alternative 1A should be modified to provide a grand viewing plaza with focus on improving park functions</p> <p>Meydenbauer Bay Neighbors Association: Preliminary Review of Park Alternatives and Options</p> <p style="text-align: right;">Page 1 of 3</p>	<p>3V. Comment noted.</p> <p>3W. Comment noted.</p> <p>3X. Comment noted.</p> <p>3Y. Comment noted.</p> <p>3Z. Comment noted.</p> <p>3AA. Major pathways within the park need to meet ADA requirements, regardless of parking opportunities.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p style="border: 1px solid red; padding: 2px;">Letter #3, Attachment/Appendix 4</p> <p>such as grass picnic space. The proposed ADA walkway could be modified if handicap parking spaces are provided at the bottom of hill.</p> <p>BB 7. Alternative 1A Pedestrian Connection Along Waterfront Preferred. Alternative 1A includes a pedestrian walkway along the waterfront between 100th Avenue and 99th Avenue NE. The commercial vendor kiosks proposed in Alternative 2 in this waterfront area in front of the Whaler’s Cove Condominiums are unacceptable.</p> <p>CC 8. Pier 3 Should be Retained and Improved. Alternative 1A proposes removal of Pier 3. Instead, Pier 3 should be retained and improved by elimination of the canopy etc.</p> <p>DD 9. Pier 2 Canopy Should Be Removed. Alternative 1A proposes removal of canopy for Pier 3. That action should be implement to improve views.</p> <p>EE 10. Access to Piers 2 and 3 Needs To Be Considered. The existing access allows vehicle loading and unloading to occur at the end of Piers 2 and 3. Each of the Alternatives appears to block vehicle access along that portion of the waterfront in favor of pedestrian only. While pedestrian needs are important, the access needs at the piers should also be considered through design elements and/or limited loading and unloading by permission, times of day, or other means. It should be noted that this issue appears to exist with access to Pier 1 as well since the access to the short-term marina parking is shown as shared with pedestrians off 99th Avenue.</p>	<p>3BB. Comment noted.</p> <p>3CC. Comment noted.</p> <p>3DD. Comment noted.</p> <p>3EE. Comment noted. Several ADA parking spaces and short term parking spaces for loading and unloading would be provided near the moorage piers under each action alternative. Longer term parking would be located farther away. Specific solutions to separating pedestrians and vehicles will be developed as part of the project level design.</p>
<p><u>MIDDLE PORTION OF PARK: MODIFIED ALTERNATIVE 1</u></p>	
<p>FF 11. Great Entrance II. The City should create a second Great Entrance to the new Park from Lake Washington Boulevard. The views here are spectacular so a grand viewing plaza should be strongly considered.</p> <p>GG 12. Eliminate Community Buildings and Parking Structure. The community buildings and underground parking structure proposed in both Alternatives 1 and 2 should be eliminated. These structures take away from the pedestrian orientation of the new Park.</p> <p>HH 13. Vehicular Pull-Out Along Lake Washington Blvd. The vehicular pull-out and small parking lot along Lake Washington Boulevard in conjunction with a viewing terrace may be acceptable. However, the City will need to focus on unacceptable loitering activities possibly through park hours, gates, and strict enforcement.</p> <p>II 14. Maximize Grass Picnic Area on Hillside. The hillside below Lake Washington Boulevard and above the relocated swim beach should be designed to maximize picnicking and other passive enjoyment of the Bay views. Each Alternative proposes an “enhanced hillside woodland” for this area which may limit passive enjoyment if the area is set aside as a native growth area with forest shrubs and no grass. In addition, the City should use care in tree selection for this area and on the street since tall growing trees may block views of the Bay not only from the viewing terrace or</p>	<p>3FF. Comment noted.</p> <p>3GG. Comment noted. The action alternatives include a range of public uses and parking options. The details of pedestrian access and orientation will be key considerations during project design.</p> <p>3HH. Comment noted.</p> <p>3II. Comment noted.</p>
<p>Meydenbauer Bay Neighbors Association: Preliminary Review of Park Alternatives and Options</p> <p style="text-align: right;">Page 2 of 3</p>	

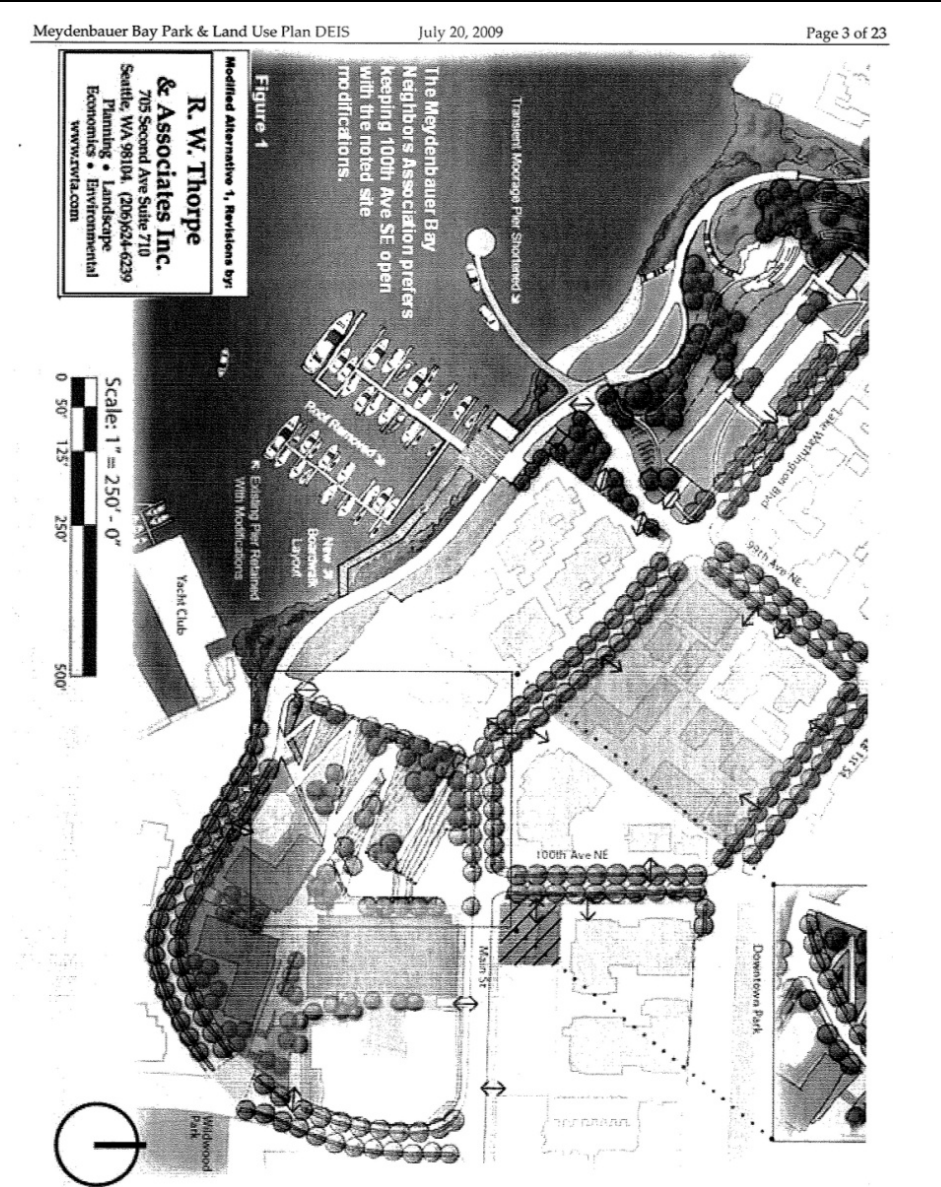
Comment (Letter Number, Comment Source)	City’s Response to Comment
<p style="border: 1px solid red; padding: 2px;">Letter #3, Attachment/Appendix 4</p> <p>grand viewing plaza along Lake Washington Boulevard, but may also block views of from the Whaler’s Cove Condominiums and homes across Lake Washington Blvd.</p> <p>JJ 15. Implement Alternative 1 Swim Beach and Public Dock. The Alternative 1 relocated swim beach and new public dock should be implemented. However, the new public dock extends too far into Bay.</p> <p>KK 16. Add Small Parking Lot/Designated Drop Off Down 99th Avenue. The No-Action Alternative indicates a small parking lot down the hill and west of 99th Avenue. A small parking lot and designated drop off area at this location or further down the hill could provide access near the new public dock and swimming area. A lot at this location could provide additional handicap parking. In addition, while pedestrian access should be encouraged, a designated short-term loading and unloading area would greatly benefit families with small children and others.</p> <p>LL 17. Transient Moorage Requires Proper Controls. Any public transient moorage needs to be located at a new public dock as proposed in Alternative 1 to avoid mistaken attempts to moor at Meydenbauer Bay Yacht Club. In addition, the City needs to implement proper controls including on-site harbormaster, short-term transient only, limited hours of the day by season, no alcohol, etc. The focus needs to be on loading and unloading of family and friends, and not a place to party.</p> <p>MM 18. Boating Safety Is Paramount. The City must keep in mind that Meydenbauer Bay is a small area that is used for such activities as the youth sailing program at Meydenbauer Bay Yacht Club. The City needs to consider adjustments to the No Wake area and enforcement options to ensure that transient moorage uses maintain high standards of boating safety.</p>	<p>3JJ. Comment noted. Specific details, like precise dock length, will be addressed during project design.</p> <p>3KK. Comment noted.</p> <p>3LL. Comment noted.</p> <p>3MM. Comment noted.</p>
<p><u>WEST PORTION OF PARK: ALTERNATIVE 2 SUPPORTED</u></p> <p>NN 19. Keep Parking in Ravine As Shown in Alternative 2. The existing parking lot should be retained as shown on Alternative 2/2A. This lot already provides handicap access to the west side of the park, and the dispersal of parking may help avoid traffic congestion.</p> <p>OO 20. Partial Stream Restoration. The partial stream restoration/daylighting proposed in Alternative 2/2A should be implemented to preserve the existing parking lot. However, some consideration should be given to retaining the existing bathrooms rather than destroying that existing asset.</p>	<p>3NN. Comment noted. The EIS evaluates options for both eliminating and retaining parking in the ravine.</p> <p>3OO. Comment noted. The EIS evaluates options for both partial and total daylighting of the stream through the park.</p>

Table 4-4. Comments on the Draft EIS and the City’s Responses (Letter #14).

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>Letter #14, R.W. Thorpe</p> <p>Letter #14 R.W. THORPE & ASSOCIATES, INC. <i>Seattle • Anchorage • Denver • Winthrop</i> ❖ Planning • Landscape • Environmental • Economics ❖</p> <p>PRINCIPALS: Robert W. Thorpe, AICP, President Stephen Speidel, ASLA, Of Counsel</p> <p>ASSOCIATES: Barbara Baker, AICP Lindsay Diallo Lee A. Michaelis, AICP</p> <p>July 20, 2009</p> <p>Michael Paine, Environmental Planning Manager Development Services Department City of Bellevue P.O. Box 90012 Bellevue, WA 98009-9012</p> <p>City of Bellevue JUL 20 2009 Service First</p> <p>RE: Meydenbauer Bay Park & Land Use Plan Draft Environmental Impact Statement</p> <p>Dear Mr. Paine:</p> <p>On behalf of the Meydenbauer Bay Neighbors Association, R.W. Thorpe & Associates, is submitting these comments on the Draft Environmental Impact Statement (DEIS) for the Meydenbauer Bay Park & Land Use Plan. While the City of Bellevue views this as a community benefit that will establish Bellevue as a waterfront city, our review of the document concludes that the residents of Meydenbauer Bay will be impacted significantly more than other Bellevue residents. These impacts are related to both the proposed activities to be located at the park, and the increase of density and commercial activity that would result in an increase in traffic, noise, light, glare, etc.</p> <p>R.W. Thorpe & Associates, Inc. has a long history of preparing and providing peer review for both Draft Environmental Impact Statements and Final Environmental Impact Statements. The following are our comments regarding the adequacy of the DEIS as well as substantive comments on the information presented in the DEIS.</p> <p>Our review of the DEIS concluded that there are several shortcomings/defects that will need to be addressed either in the Final Environmental Impact Statement (FEIS) or a Supplemental Draft Environmental Impact Statement (SDEIS).</p> <ol style="list-style-type: none"> Compatibility with adopted guidelines. In our review we have found that neither of the proposed alternatives is compatible or consistent with the City Council’s 12 Planning Principles adopted in March of 2007 or the Steering Committee’s June 30th, 2009 vote on 9 key issues. Our recommendation is that a new hybrid alternative be created through the FEIS process that would be consistent with the adopted guiding policies. Hybrid Alternative – in Addition to Alternatives 1 & 2. It appears that there are other factors that should have been considered when designing the alternatives. The alternatives should have considered the following: number of docks kept, length of piers, location of 	<p>14A. Comment noted.</p> <p>14B. The Steering Committee developed a hybrid alternative on July 30, 2009. That hybrid is the recommended Preferred Alternative analyzed in the Final EIS.</p> <p>14C. These factors were considered in the development of alternatives. A hybrid is included in the Final EIS.</p>

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<p data-bbox="231 235 346 267">Letter #14</p> <p data-bbox="231 267 546 289">Meydenbauer Bay Park & Land Use Plan DEIS</p> <p data-bbox="598 267 693 289">July 20, 2009</p> <p data-bbox="976 267 1060 289">Page 2 of 23</p> <p data-bbox="168 349 252 381">C, cont</p> <p data-bbox="283 316 1039 462">↑ beach areas, uses and appropriateness of structures in the park (including size & location) and the upland properties in terms of density of rezones, uses, building size, scale, and “no Commercial” uses west or south of Main Street (except where currently permitted). A hybrid alternative component, compatible with the adopted 12 Planning Principles and existing Comprehensive Goals and Policies should be included in the final EIS or a SDEIS created to address these shortcomings.</p> <p data-bbox="283 479 556 511">Modified Shoreline Alternatives:</p> <p data-bbox="283 511 1039 609">In response to comments from local residents, and a review of the proposed Alternatives 1 & 2 in the DEIS, RWTA has prepared two modified alternatives that attempt to provide equal benefit to the public, while providing a significant cost savings, lessening construction impacts to the shoreline environment and incorporating community preferences.</p> <p data-bbox="189 609 231 641">D</p> <p data-bbox="283 625 1039 771">This is accomplished by modifying the proposed boardwalk route to allow the existing eastern pier to be retained. The piers would then be modified to allow all slips to be accessed from a single secured gate, and remove some of the over water coverings currently located on the eastern pier. These alternatives significantly lessen the project’s impact on the shoreline ecosystem, while still providing a significant public viewing area and a substantial amount of transient and permanent moorage.</p> <p data-bbox="283 787 871 820">These two Alternatives are graphically depicted on the next two pages.</p> <p data-bbox="189 950 231 982">E</p> <p data-bbox="283 836 1039 1096">3. “Qualitative” vs. “Quantitative” Approach. The only quantitative data provided in the DEIS relates to traffic. All other issues received only qualitative analysis. State Environmental Policy Guidelines (WAC 197-11) calls for a full disclosure document that provides detailed information for decision-makers. It is our professional opinion that this document does not provide that level of detail and information. Key to this is enough detail on each issue in a quantitative form, i.e. numbers and statistics, to provide for meaningful mitigation measures. The quantitative data needs to be expanded in all Scoped Elements. Any proposed mitigation measures need to clearly set forth how the impacts will be mitigated, and demonstrate that the impacts will not be significant. The mitigation measures need to be specific enough to provide specific conditions for Local, State, and Federal applications to implement the Meydenbauer Bay Park development phases.</p> <p data-bbox="189 1226 231 1258">F</p> <p data-bbox="283 1112 1039 1356">4. An Analysis of the Cumulative Impacts in the DEIS. The DEIS takes each individual element as a separate entity. There is very little or no discussion of the cumulative effects of all of the elements together. This shortcoming ties into the quantitative/qualitative analysis. For example, the proposed rezones and the doubling of residential density in certain upland areas around Meydenbauer Bay Park are not carried forward into the review of other elements of the environment such as view blockage, parking and traffic impacts, loss of historical and neighborhood character, and loss of businesses. (note: see <i>Barrie I & II v. Kitsap County – Wa. State Supreme Ct.</i>, and <i>Concerned v. Kitsap County</i> on the need to show the cumulative effect of loss of businesses, residences, etc. in both primary and secondary/tertiary study areas in the EIS.)</p>	<p data-bbox="1081 479 1333 511">14D. Comment noted.</p> <p data-bbox="1081 706 1953 1071">14E. The qualitative analysis in the EIS is appropriate for the programmatic, or nonproject, nature of the proposal. WAC 197-11-442 recognizes that a nonproject EIS will normally have less detailed information available on its environmental impacts, and therefore gives the lead agency more flexibility in preparing the EIS. It further provides that impacts and alternatives shall be discussed in the level of detail appropriate to the scope of the nonproject proposal and to the level of planning for the proposal. The environmental analysis undertaken for this proposal is conducted at a broad level; it is not intended to document impacts at the project level. Individual development projects that implement the proposal may be required to undergo project-level SEPA analysis after they are formally proposed.</p> <p data-bbox="1081 1096 1953 1388">14F. Cumulative effects for this nonproject action are relevant to the transportation impacts. To the extent that increased density has a cumulative effect, it is reflected in the contribution to traffic within the study area. By design, the transportation analysis is based on a 2020 model and includes projected traffic from all known proposed developments, including City plans, private development permits, projects under construction, and anticipated traffic and parking generated by both the land use and park elements of the project. Therefore, cumulative effects are reflected in the transportation analysis summarized in Section 3.9 of the Draft EIS and Final EIS.</p>

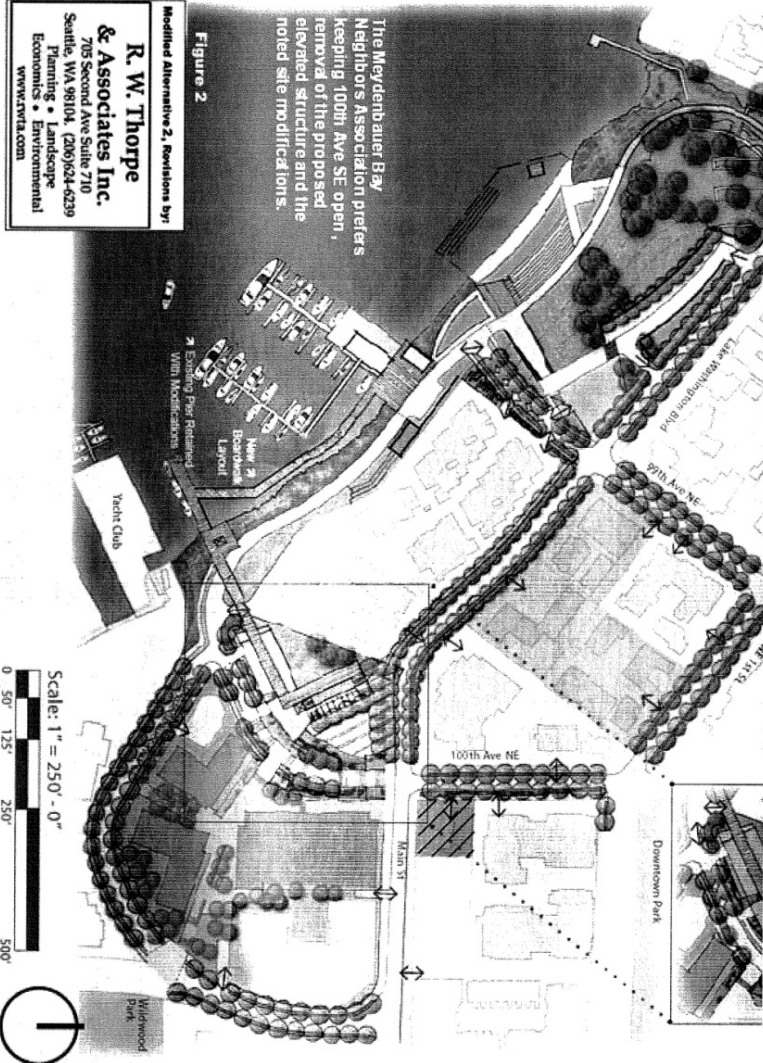
Comment (Letter Number, Comment Source) City's Response to Comment



Comment (Letter Number, Comment Source)

City's Response to Comment

Meydenbauer Bay Park & Land Use Plan DEIS July 20, 2009 Page 4 of 23



Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="201 245 310 266">Letter #14</p> <p data-bbox="201 277 512 293">Meydenbauer Bay Park & Land Use Plan DEIS</p> <p data-bbox="575 277 663 293">July 20, 2009</p> <p data-bbox="959 277 1041 293">Page 5 of 23</p> <p data-bbox="226 331 1012 422">The following comments are a result of our analysis and how the proposed park, residential, and commercial activities will have direct impacts on the Meydenbauer Bay Neighbors. These comments detail where the DEIS is inadequate in reviewing the proposal, identifying known impacts, and mitigating the known impacts.</p> <p data-bbox="258 448 1012 492">5. Neighborhood Character/Historical Significances/Mix of Land Uses/Impact on Buildable Lands.</p> <p data-bbox="176 553 205 581">G</p> <p data-bbox="317 498 1012 660">(1) This has been a primary focus of all comprehensive planning practices in the City of Bellevue starting in the early 1960’s. In the mid-1980’s, i.e., 1985, 1988 – Bellevue developed subarea plans for South Bellevue¹ and the CBD. Essential to the goals and policies of both of those plans was the preservation of the historical character, business mix and scale of Main Street. These goals remain in numerous policies in the City of Bellevue’s current Comprehensive Plan and are reflected in the Meydenbauer Bay Park and Land Use Plan Planning Principles.</p> <p data-bbox="176 729 205 756">H</p> <p data-bbox="317 662 1012 849">(2) The preservation of this historic/cultural area is called for in the Comprehensive Plan and Shorelines Plan. The preservation of this area, unique from the Central Business District, Overlake, and neighborhood community centers (i.e., Factoria, etc.). This calls for pedestrian-friendly areas, the preservation of unique shops, cafes, and restaurants, for the experience of people traveling from downtown to the Meydenbauer area, and for citizens within that community to experience and enjoy their neighborhood. Changes in this area will affect over 1,500 families along Meydenbauer Bay, and a like number in the secondary EIS study area.</p> <p data-bbox="176 865 205 893">I</p> <p data-bbox="317 850 1012 943">(3) The DEIS has not analyzed the effect that the proposed higher density would have on affordable housing, the opportunities lost and impacts created to the Buildable Lands Element of the Comprehensive Plan. A detailed Buildable Lands analysis should be performed and any impacts created should be mitigated.</p> <p data-bbox="258 971 1012 1015">6. Effect of Change of Zoning on Adjacent Properties (Functional Utility/ Highest & Best Use/Land Values and Income Streams</p> <p data-bbox="176 1127 205 1154">J</p> <p data-bbox="285 1016 1012 1323">A DEIS can, but is not required to look at economic issues. While the DEIS does discuss the benefits of doubling the residential zoning density in certain areas of the primary study area, it cites that incentives are needed in order to promote the redevelopment of these sites. (Note: RWT/A’s areas of expertise include the impacts of economic development and rezoning analysis on surrounding properties.) In our professional opinion, in unique historic communities like this an increase in density of no more than 25% (i.e. by increasing lot coverage) provides adequate economic incentive for these areas to transition while maintaining the character of the area. Specific site uses at one or two stories, which do not maximize density, are intrinsic to the character and vitality of this area. Allowing those properties to remain in their present state, with adequate income streams to perpetuate their use in the future, is consistent with the long-standing goals of Bellevue’s Comprehensive Plan, South Bellevue Subarea Plan, and CBD Plans. We do agree that a 50% increase in the number of Dwelling Units per Acre, may be necessary for</p>	<p data-bbox="1094 237 1335 259">14G. Comment noted.</p> <p data-bbox="1094 302 1335 324">14H. Comment noted.</p> <p data-bbox="1094 367 1944 972">14I. To the extent that existing dwelling units are removed to accommodate redevelopment in the future as a result of the proposal, and to the extent that those dwelling units are defined as affordable at the time of redevelopment, their removal will result in a reduction in the City’s affordable housing stock unless replaced with new affordable housing either on site or elsewhere in the city. However, the alternatives evaluated in the EIS are not expected to have a significant adverse impact on the City’s ability to achieve either its affordable housing or household and employment goals. Affordable housing goals are addressed in the City’s Comprehensive Plan, as mandated by the Washington State Growth Management Act (GMA). The City is planning for a housing supply that will meet the needs of all economic segments of the community, and is working toward achieving the housing targets established in coordination with the King County Growth Management Planning Council and adopted in the Countywide Planning Policies. Similarly, the GMA planning framework includes the establishment of 20-year household and jobs targets for the City. Bellevue’s targets are 10,117 additional housing units and 40,000 additional jobs by the year 2022. The City has determined, based in part on a Buildable Lands Report (City of Bellevue 2008), that it has the zoning capacity to meet these targets.</p> <p data-bbox="1094 1015 1944 1200">14J. The current density of individual parcels in the areas where increased density is proposed ranges from 30 to 60 dwelling units per acre. As described in Section 2.6.1 of the Draft EIS, 60 units per acre was determined through market analysis to be the minimum density needed to facilitate, although not ensure, redevelopment. Properties will not be required to redevelop; they can remain in their present state if the owners so choose.</p> <p data-bbox="1094 1242 1944 1362">Density, height, and FAR increases are not proposed for “underutilized” parcels (i.e., Brant Photography and Chevron) (in fact, no height increases are proposed for any parcel), as the City expects these parcels will redevelop over time consistent with their DNTN-OB(A) zoning.</p>

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<p>Letter #14 Meydenbauer Bay Park & Land Use Plan DEIS July 20, 2009 Page 6 of</p> <p>redevelopment of “under-utilized” projects; other incentives, like increase in building height or FAR may not be required for redevelopment to occur.</p> <p>K 7. Historic Character. 100th Ave SE was one of Bellevue’s first streets. It connected the ferry dock to Main Street and the emerging Bellevue suburban area. The historic character is seen in the waterfront development and surrounding older apartments and condominiums, and the local pedestrian character of Main Street extending east, not only to Bellevue Way, but also to 112th. According to County records, 100th Ave SE was dedicated in 1913, the dedication language calling for utilization of a road. This raises a question—Does it’s historic character and function argue that it qualifies for Historic Designation under King County’s review process? Closing 100th Ave SE not only creates a traffic circulation issue, but it closes down an important element of the Meydenbauer Bay history.</p> <p>L 8. Land Use/Transportation/Parking development in the area. The combination of significant increases in density in some sites and the loss of smaller scale buildings will result in significant impacts on affordable housing, the mix of median/moderate income residents in the area, and create a significant increase in traffic.</p> <p>M The closing of 100th Ave SE will significantly impact circulation and access. We question whether the DEIS traffic analysis adequately analyzes the potential over 20 years of all the transitional land uses around Meydenbauer Bay Park and activities in the park. The road closure of 100th Ave SE would impact several properties’ future Highest and Best Use. This action could “take on the cloud of a partial take”, which may in turn have significant impact on the long-term use and viability of those properties.</p> <p>N Examples would include the 10000 Meydenbauer Condominiums – the loss of access to 100th Ave SE would be to move their front door to the garage off of Meydenbauer Way. This would impact access for handicapped, the elderly and emergency vehicle access. This option is also not structurally viable due to the fact that the interior elevator shaft adjoins the existing entrance door. In addition, access may be significantly impacted for the Vue Condominiums north of 100th Ave SE whose access is directly onto 100th Ave SE at Meydenbauer Way. Access for fire trucks, solid waste vehicles, emergency vehicles, and police would be impacted by 100th Ave SE closure in either alternative. These issues and concerns are not discussed in the DEIS, nor does the conceptual design have details showing mitigation that would be necessary to offset these impacts. (See attached photo inventory, Appendix A.)</p> <p>O</p>	<p>14K. 100th Avenue SE will continue to function as a vital link from Meydenbauer Bay to the adjacent neighborhoods, by creating a pedestrian-oriented gateway. Adaptive reuse of the Whaling Building is intended to reflect the historical role that Meydenbauer Bay played in the beginnings of Bellevue. Historical acknowledgements could also be conveyed in public art, the nature of which would be determined at the project level. The impacts of road closure on traffic circulation were evaluated in Section 3.9 of the Draft EIS. Additional information specific to the Preferred Alternative is contained in Section 3.9 of the Final EIS.</p> <p>14L. Traffic impacts are analyzed in Section 3.9 of the Draft and Final EIS. Also see Response 14I, above.</p> <p>14M. The traffic analysis in the Draft EIS and in the Final EIS evaluates transportation impacts to the year 2020, and takes into account redevelopment of currently underdeveloped parcels. Adverse impacts on “Highest and Best Use” are speculative and not considered likely.</p> <p>14N. The City has considered access and emergency access to surrounding properties, in particular Ten Thousand Meydenbauer. Access is available from Meydenbauer Way SE and from the bottom of 100th Avenue SE with bollards or other methods to limit access to emergency vehicles. Specific solutions will be developed at the project-design level. See Comment Letter 5, Response 5A.</p> <p>14O. Emergency access to the Vue Condominiums is available from both Lake Washington Boulevard and the shoreline promenade. Emergency service providers have reviewed the action alternatives evaluated in the EIS and are satisfied that adequate emergency service can be provided in the event of emergency.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>Letter #14</p> <p>Meydenbauer Bay Park & Land Use Plan DEIS July 20, 2009 Page 7 of 23</p> <p>In addition to commenting on issues found throughout the DEIS, we looked at the three most affected Environment Elements:</p> <ol style="list-style-type: none"> 1. Chapter 3.4 Land Use 2. Chapter 3.5 Shorelines 3. Chapter 3.7 Visual Quality 4. Chapter 3.10 Noise <p>Land Use</p> <p>The basis of this review is the 12 adopted planning policies and the City of Bellevue Comprehensive Plan to include North Bellevue, Southwest Bellevue and Downtown Subarea Plans.</p> <p>Planning Principles</p> <ol style="list-style-type: none"> 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. <p>P Waterfront access can be accomplished with the removal of the Single Family Residences on city owned property. There is no need for an increase in either density of residential units or the closing of 100th Ave SE. The proposal appears to go beyond the city council’s vision in the adopted policies.</p> <p>Community wide assets should be shared by the community without impacting one specific neighborhood (Meydenbauer Bay). No information has been provided to justify the need to increase density which would result in increased traffic and other services.</p> <p>A pedestrian friendly corridor can be provided between Downtown Park and Meydenbauer Bay via either 100th Ave SE or the existing Meydenbauer Beach Park access (98th Pl NE – the “Ravine”) without a change in land use or closing of public streets. An additional option that needs to be explored is a one way street system utilizing 100th Ave SE. Half of the right of way could be used for pedestrian and bicycle access.</p> <ol style="list-style-type: none"> 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 area. 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. <p>All proposed passive recreational opportunities should be focused in those areas that are adjacent to single family residential homes. Other “new urban experiences” that would attract visitors year round should be focused in areas that are currently centers of vehicle and pedestrian traffic (Main St. and 100th Ave SE). Locating these uses in appropriate places will facilitate the protection of the established single family neighborhoods and concentrate traffic in areas where there currently is a higher volume of traffic.</p>	<p>14P. The planning principles were approved by the Council to guide the Steering Committee in its work. The principles are qualitative and subjective. As such, differing interpretations of their intent or the extent to which they are fulfilled by any alternative is expected. The Steering Committee spent substantial time discussing the planning principles and studying options and arrived at a Preferred Alternative that they determined is consistent with their charge and with the principles. The City Council will ultimately determine whether the principles have been fulfilled and appropriately balanced.</p> <p>In response to some of the specific questions/concerns raised in this section, this added information or clarification is provided:</p> <p><i>Comment: “No information has been provided to justify the need to increase density which would result in increased traffic and other services”.</i></p> <p>Response: The density increase is based on market research and economic modeling conducted by the City’s economic consultant (EPS, Inc.) during the land use phase of this project. EPS determined that 60 dwelling units per acre was the minimum density needed to entice redevelopment in the affected areas.</p> <p><i>Comment: “Bonuses or incentives should be focused on those few properties with transitional land uses, such as the gas station or photography studio, already zoned CBD-OB-SubA.”</i></p> <p>Response: Because these two properties are located in the DNTN-OB(A) district, which allows a wide range of uses, FAR of up to 3.5, and building heights of up to 55 feet, no additional incentives in terms of uses, density, or heights were determined necessary to encourage their redevelopment.</p> <p><i>Comment: “The type of vegetation proposed in the development scenarios will also eliminate the potential for views from residences along Lake Washington Blvd.”</i></p> <p>Response: A landscape/vegetation plan has not been developed. That will occur at the project level.</p>

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<p data-bbox="226 237 338 261">Letter #14</p> <p data-bbox="226 272 548 293">Meydenbauer Bay Park & Land Use Plan DEIS</p> <p data-bbox="604 272 695 293">July 20, 2009</p> <p data-bbox="989 272 1073 293">Page 8 of 23</p> <p data-bbox="159 634 233 659">P, cont</p> <p data-bbox="289 326 1045 443">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.</p> <p data-bbox="260 467 1045 584">The City of Bellevue Land Use Code currently has regulations that can accomplish this policy without new zoning districts, overlays, or design regulations. Bonuses or incentives should be focused on those few properties with transitional land uses, such as the gas station or photography studio, already zoned CBD-OB-SubA. Proposed incentives may encourage the redevelopment of these properties consistent with the goals and policies of the Comprehensive Plan.</p> <p data-bbox="289 609 1045 703">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.</p> <p data-bbox="260 727 1045 821">By increasing the lot coverage or significantly reducing the setbacks on residential lots, view corridors along property lines will be eliminated. The type of vegetation proposed in the development scenarios will also eliminate the potential for views from residences along Lake Washington Blvd.</p> <p data-bbox="289 846 1045 940">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 area are necessary, they should be designed and located to promote a "pedestrian first" message.</p> <p data-bbox="260 964 1045 1032">A safe pedestrian walkway and narrow meandering vehicle route can be accomplished within the Bayvue Village West properties and adjacent public right of way. The intent of this policy can be met without the closure of 100th Ave SE.</p> <p data-bbox="289 1057 1045 1151">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.</p> <p data-bbox="260 1175 1045 1243">By incorporating new commercial activity, the plan will be creating an atmosphere for competition with the nearby commercial enterprises. No new commercial activity should be incorporated into the plan.</p>	<p data-bbox="1094 237 1871 293"><i>Comment: "No new commercial activity should be incorporated into the plan."</i></p> <p data-bbox="1094 334 1913 521">Response: Your preference regarding commercial uses is noted. The EIS evaluates a range of options for types and extent of commercial activity. Limited expansion of retail activity is envisioned east of 100th Avenue SE (south of Main Street); options evaluated for commercial activity within the park itself include vendor kiosks, small watercraft (e.g., canoe and kayak [PPV]) rental, and boat moorage at the marina, and a cafe.</p> <p data-bbox="1094 561 1934 618"><i>Comment: "However, extensive use of building structures throughout the park is not in line with the intent of the Council."</i></p> <p data-bbox="1094 659 1934 748">Response: The Council has not expressed its intent concerning buildings. Few buildings are proposed, although a range of structures is evaluated under the action alternatives.</p> <p data-bbox="1094 789 1850 878"><i>Comment: "Incorporation of an elevated boardwalk does not "improve shoreline characteristics"; disruption of the bay through demolition and construction of new piers does not "improve water quality"."</i></p> <p data-bbox="1094 919 1934 1203">Response: The plan overall represents improved shoreline characteristics and water quality conditions over the long term due to the opportunity for new stormwater treatment facilities, shoreline restoration, stream daylighting, conformance with current regulations applicable to over-water structure design, and other features. The EIS recognizes that there will be short-term impacts associated with in-water/over-water construction, and that not every individual component of the proposal will improve water quality conditions. No adverse impacts on the shoreline or water quality have been identified with respect to the elevated boardwalk.</p> <p data-bbox="1094 1243 1829 1300"><i>Comment: "The city should consider appropriate uses in the historic preservation of the Whaling Building and related structures."</i></p> <p data-bbox="1094 1341 1913 1398">Response: That is the intent. Specific uses will be determined at the project level.</p>

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<p data-bbox="218 237 327 261">Letter #14</p> <p data-bbox="226 267 546 287">Meydenbauer Bay Park & Land Use Plan DEIS</p> <p data-bbox="604 267 693 287">July 20, 2009</p> <p data-bbox="982 267 1068 287">Page 9 of 23</p> <p data-bbox="153 464 224 488">P, cont</p> <p data-bbox="289 321 1039 414">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.</p> <p data-bbox="260 440 1039 485">The plan as proposed meets the intent of this planning principal. However, extensive use of building structures throughout the park is not in line with the intent of the Council.</p> <p data-bbox="289 511 1039 604">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.</p> <p data-bbox="260 630 1039 696">Incorporation of an elevated boardwalk does not “improve shoreline characteristics”; disruption of the bay through demolition and construction of new piers does not “improve water quality”. The plan, as proposed, should be re-evaluated.</p> <p data-bbox="289 722 1039 837">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.</p> <p data-bbox="260 863 1039 1003">With the exception of the removal of major moorage (which is an immediate tie to the maritime past of the site), the closing of 100th Ave SE (which was the primary route of travel for the historical eras mentioned in the planning principal) and some areas proposed for increased density causing the conversion of historical uses and structures, the proposed plan makes efforts to recognize the historical significance of the area. The city should consider appropriate uses in the historic preservation of the Whaling Building and related structures.</p> <p data-bbox="289 1029 1039 1187">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.</p> <p data-bbox="260 1213 1039 1352">The proposed increase in multiple family density is neither consistent with the three Subarea Plans nor does it protect the existing single family residential neighborhood west of 99th Ave NE, or the single family neighborhoods south of the bay (due to increased traffic congestion and noise). If bonus incentives are needed to facilitate redevelopment of older uses, then the multiple family residential properties should be rezoned to a more compatible density such as R-45 and other incentives, if needed, should be limited to those properties located within the Downtown Subarea</p> <p data-bbox="233 1357 520 1377">▼ (Brandt and Chevron Properties).</p>	<p data-bbox="1094 237 1948 394"><i>Comment: “If bonus incentives are needed to facilitate redevelopment of older uses, then the multiple family residential properties should be rezoned to a more compatible density such as R-45, and other incentives, if needed, should be limited to those properties located with the Downtown Subarea (Brant and Chevron Properties)”.</i></p> <p data-bbox="1094 431 1948 589">Response: As stated in Section 2.6.1 of the Draft EIS, the option of an R-45 density was eliminated from consideration because it did not provide sufficient financial incentive to cause redevelopment. Density incentives are not necessary for the Brant Photography and Chevron sites due to the current use, density, and height allowances of their DNTN-OB(A) zoning.</p> <p data-bbox="1094 626 1948 719"><i>Comment: “Any modifications to allowable land uses as a result of the Meydenbauer Bay Park Plan must be consistent with and be allowed under the existing and proposed Shoreline Master Program.”</i></p> <p data-bbox="1094 756 1948 946">Response: At the Master Plan level, the alternatives evaluated in the EIS are consistent with the state guidelines and will be required to be consistent with the goals and policies for Shoreline Master Program (SMP) Updates. Implementation of the plan will require conformance with any specific regulations that result from the City’s SMP Update process. Such conformance will be determined at the project level.</p> <p data-bbox="1094 984 1948 1044"><i>Comment: “In addition, final decisions have been made by the Steering Committee prior to receipt of finalized EIS Comments from the public.”</i></p> <p data-bbox="1094 1081 1948 1336">Response: The Steering Committee’s selection of a recommended Preferred Alternative occurred at the end of July 2009, after the close of the Draft EIS comment period. The committee attended the June 23, 2009, public hearing on the Draft EIS, and was forwarded all public comments received during the comment period prior to arriving at its recommendation. Identification of a Preferred Alternative is not a decision or an action under SEPA. A final decision on the proposal has not yet been made, and can only be made by the City Council after completion of the environmental review process.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="226 237 342 261">Letter #14</p> <p data-bbox="226 272 541 293">Meydenbauer Bay Park & Land Use Plan DEIS</p> <p data-bbox="604 272 695 293">July 20, 2009</p> <p data-bbox="974 272 1064 293">Page 10 of 23</p> <p data-bbox="237 326 1035 375">↑ The properties within the Downtown Subarea are also the farthest away from the single family zones which reduces the impacts resulting from increased commercial activity.</p> <p data-bbox="256 396 1035 488">Additionally, the Meydenbauer Plan is directly contrary to the notion of “neighborhood enhancement and protection” by introducing elements such as: 1) structures blocking existing residential views (proposed bathrooms, conference/community building, elevated pier with/without elevator) and 2) removal of existing necessary infrastructure (closure of 100th)</p> <p data-bbox="159 508 233 532">P, cont</p> <p data-bbox="289 513 1035 581">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.</p> <p data-bbox="256 607 1035 743">The Planning Policies neglected to mention the update of the Shoreline Master Program. Any modifications to allowable land uses as a result of the Meydenbauer Bay Park Plan must be consistent with and be allowed under the existing and proposed Shoreline Master Program. The SMP update should be completed prior to finalizing the EIS. In addition, final decisions have been made by the Steering Committee prior to receipt of finalized EIS Comments from the public.</p> <p data-bbox="289 769 1035 813">12. Commitment to implement. The Waterfront Plan should include an implementation strategy that leads to the fulfillment of the vision.</p> <p data-bbox="256 841 1035 932">There is no specific chapter in the DEIS specific to project implementation; it is assumed that upon adoption by City Council, those properties held in private ownership would redevelop at the will of the owner and at a time more economically favorable. Public property would redevelop when funds are available.</p> <p data-bbox="256 958 495 979">North Bellevue Subarea Plan</p> <p data-bbox="256 982 1035 1073">The following are the Land Use Policies from the North Bellevue Subarea Plan. Following each policy is a review of the proposed Meydenbauer Bay Park and Land Use Plan. This analysis is for that area within the Meydenbauer Bay Park and Land Use Plan that is west of 100th Ave SE and northwest of SE Bellevue Place.</p> <p data-bbox="159 1027 191 1052">Q</p> <p data-bbox="256 1099 1035 1143"><i>“POLICY S-NB-1. Protect single-family residential areas through the rehabilitation and maintenance of the existing housing stock and other methods.”</i></p> <p data-bbox="256 1146 1035 1282">Rezoning the residential property from R-30 to R-60 would have a direct impact on the residences directly west of 99th Ave NE which is inconsistent with this policy which calls for protection of these areas. To assist in resolving the nonconforming structures and uses that are present and to provide a limited amount of additional residences, a new R-45 zone would be more compatible with the single family area to the west. The proposed zone should maintain current height requirements, but allow reduced setbacks and increased lot coverage while maintaining view corridors.</p> <p data-bbox="226 1260 247 1284">↓</p>	<p data-bbox="1073 943 1944 1360">14Q. The EIS acknowledges that amendments to the City’s Comprehensive Plan and Land Use Code will be needed to implement the proposal. These amendments include laying the foundation in the Comprehensive Plan and developing the implementing regulations in the Land Use Code to accommodate changes to land use, density, and dimensional regulations in exchange for public benefits. Whether this will be accomplished through a new land use district, overlay district, or other zoning tool has not yet been determined. In addition, Comprehensive Plan Amendments may be needed to reconcile any differences between existing policies and the Master Plan in its final version as adopted by the Council. It is possible that amendments to the Downtown, North Bellevue, and Southwest Bellevue subarea plans (of the Comprehensive Plan) will be necessary, since portions of the study area are located in all three.</p>

Comment (Letter Number, Comment Source) City’s Response to Comment

Letter #14

Meydenbauer Bay Park & Land Use Plan DEIS

July 20, 2009

Page 11 of 23

“POLICY S-NB-2. Provide for land uses and a range of density on undeveloped land in North Bellevue that will not over-burden its ability to remain a viable residential area.”

Currently there are no vacant parcels within the study area; however there are parcels that potentially could be redeveloped. To create a minimal amount of new units that would achieve the goals of the Meydenbauer Bay Park Plan and to protect the existing single family neighborhoods, a new R-45 zone should be created to allow those properties that have potential to redevelop to maintain their current nonconforming densities. The proposed zone should maintain current height requirements, but allow reduced setbacks and increased lot coverage while maintaining view corridors.

“POLICY S-NB-3. Scale down multifamily and office development as it approaches single-family areas so as to create an appropriate transition.”

No commercial development or community activity (community building, education center, vender kiosks, storage warehouse, parking structures or cafes) should be proposed in the area south of Lake Washington Boulevard or in front of, or west of, Whaler’s Cove Condominiums. This is an area with a long history of single family residences and park activity. Locating a community center in this area would impact the neighborhood with additional traffic, noise, and visual intrusion. If these activities are an essential part of the Meydenbauer Bay Park Plan, a more suitable location would be in the present location of the Bayvue Village Apartments. This location is more accessible from the arterials and provides a location meeting the intent of the 12 planning policies. The taller buildings adjacent would assist in eliminating additional noise created by visitors to the center; further protecting the single family residences to the west.

Q, cont

“POLICY S-NB-4. Limit all future retail and commercial (which excludes office) development to areas presently established as retail and commercial centers.”

Similar to the analysis above, locating the proposed community and education centers closer to the established commercial arterials of 100th Ave SE and Main Street is consistent with the Policy of the North Bellevue Subarea Plan.

“POLICY S-NB-5. Prohibit strip commercial development on Bellevue Way from N.E. 12th Street to SR 520.”

This Policy is not relevant to the analysis of the Meydenbauer Bay Park & Land Use Plan

Southwest Bellevue Subarea Plan

This analysis is for that area within the Meydenbauer Bay Park and Land Use Plan that is southeast of SE Bellevue Place and south of the Chevron and Astoria Properties.

“POLICY S-SW-1. Support the existing land use patterns and densities as shown on the Land Use Plan (Figure S-SSW.1) with the maintenance of capital facilities and services.”

Any proposed changes to the properties within the Southwest Bellevue Subarea would be inconsistent with this policy. Many of the properties are zoned multiple family and have multiple family uses on them; numerous other properties are zoned single family and have single family uses on them. The existing land uses and zoning should remain as required by this policy.

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="226 240 342 264">Letter #14</p> <p data-bbox="226 277 548 293">Meydenbauer Bay Park & Land Use Plan DEIS</p> <p data-bbox="606 277 699 293">July 20, 2009</p> <p data-bbox="982 277 1073 293">Page 12 of 2</p> <p data-bbox="254 329 1050 375"><i>“POLICY S-SW-2. Protect single-family residential neighborhoods from the adverse impacts of multifamily and commercial development.”</i></p> <p data-bbox="254 376 1050 469">There are numerous single family residences on the properties within the Southwest Bellevue Subarea that will be impacted by: traffic from any increased development, increased congestion associated with the closure of 100th Ave SW, noise related to increased traffic and noise related to commercial use of any structures in the Park.</p> <p data-bbox="254 495 1050 540"><i>“POLICY S-SW-3. Limit expansion of retail service and professional office uses to locations where permitted by this subarea plan.”</i></p> <p data-bbox="254 542 1050 634">The proposed Meydenbauer Bay Park Plan-Alternatives 1 and 2 propose new commercial activity for the Chevron and Bayvue East site, and potentially for the Meydenbauer Apartment site. Except for the Chevron site (currently zoned CBD-OB-SubA), no further consideration for commercial zoning should take place in this Subarea.</p> <p data-bbox="149 639 226 667">Q, cont</p> <p data-bbox="254 660 1050 706"><i>“POLICY S-SW-4. Support neighborhood business areas to provide convenient local shopping opportunities.”</i></p> <p data-bbox="254 708 1050 873">The proposed Meydenbauer Bay Park Plan-Alternatives 1 and 2, if the option to close 100th Ave is included, will prohibit residents in the Southwest Bellevue Subarea from accessing local shopping opportunities. Residents will be forced to drive to SE 8th to access Bellevue Way to gain “reasonable” access to Old Bellevue and/or Downtown. If residents can get directly to Main St, it will be so congested to no longer qualify as “reasonable or convenient”. Do not propose the closure of 100th or any new commercial activity for those properties within the Southwest Bellevue Subarea Plan. No further consideration for commercial zoning should take place.</p> <p data-bbox="254 899 1050 945"><i>“POLICY S-SW-5. Residential development up to 15 units per acre (R-15) is appropriate on the land designated Multifamily-Medium (MF-M) at 1108 and 1110 Bellevue Way S.E.”</i></p> <p data-bbox="254 946 955 967">This Policy is not relevant to the analysis of the Meydenbauer Bay Park & Land Use Plan</p> <p data-bbox="254 993 1050 1062"><i>“POLICY S-SW-6. Zoning designations of R-2.5 and R-3.5 are appropriate to reflect the existing development density on the land designated Single-family - Medium on the west side of 104th Avenue S.E. in the vicinity of S.E. 16th Street.”</i></p> <p data-bbox="254 1063 955 1084">This Policy is not relevant to the analysis of the Meydenbauer Bay Park & Land Use Plan</p> <p data-bbox="254 1110 1050 1179"><i>POLICY S-SW-7. Zoning designations of R-2.5 and R-3.5 are appropriate to reflect the existing development density on land designated Single-family - Medium in the vicinity of S.E. 19th Street, S.E. 20th Street, 104th Avenue S.E., and 107th Avenue S.E.</i></p> <p data-bbox="254 1180 955 1201">This Policy is not relevant to the analysis of the Meydenbauer Bay Park & Land Use Plan</p> <p data-bbox="254 1227 1050 1273"><i>POLICY S-SW-8. Maintain the borders of the Downtown Bellevue Subarea as established by the 1979 Subarea Plan to prevent the spread of Downtown into adjacent residential neighborhoods.</i></p> <p data-bbox="254 1274 1050 1367">The Meydenbauer Bay Park Plan proposes to provide a link between downtown and the waterfront. This link should be a visual connection with pedestrian linkages for visitors. By providing additional commercial and civic activity, the plan is inconsistent and violates the original intent of this policy. The borders should be recognized and no new overlay or subarea should be created to</p>	

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>Letter #14 Meydenbauer Bay Park & Land Use Plan DEIS July 20, 2009 Page 13 of 23</p> <p>fit the Meydenbauer Bay Park Plan. The Planning Principles recognized the need to coordinate plans; not to modify existing plans.</p> <p><i>POLICY S-SW-9. Retain significant trees adjacent to the Single-family area east of future multifamily development along the east side of Bellevue Way between S.E. 10th Street and S.E. 11th Street.</i> This Policy is not relevant to the analysis of the Meydenbauer Bay Park & Land Use Plan</p> <p>Q, cont <i>POLICY S-SW-10. Ensure through design review that Single-family access is separated from multifamily parking by a landscaped buffer strip.</i> This Policy is not relevant to the analysis of the Meydenbauer Bay Park & Land Use Plan</p> <p>Downtown Subarea Plan This analysis is for that area within the Meydenbauer Bay Park and Land Use Plan that is north of Main St and east of 100th Ave SE and includes the Chevron and Astoria Properties.</p> <p><i>“POLICY S-DT-1. Emphasis shall be placed on Downtown livability, with provisions made for the needs, activities, and interests of Downtown residents, employees, shoppers, and visitors.”</i> By maintaining the existing zoning and not creating an additional overlay district, the Meydenbauer Bay Park Plan complies with this policy.</p> <p><i>POLICY S-DT-2. Encourage a variety of land uses to occur in mixed-use buildings or complexes where appropriate.</i> By maintaining the existing zoning and not creating an additional overlay district, the Meydenbauer Bay Park Plan complies with this policy</p> <p><i>“POLICY S-DT-3. Develop Downtown as an aesthetically attractive area.”</i> The existing Perimeter Design District A complies with the intent of this policy. No new design requirements are needed and therefore are not being proposed.</p> <p><i>“POLICY S-DT-4. The highest intensity development shall be located in the core of Downtown, with diminishing intensities towards the edges of Downtown (see Figure A for delineation of Core Area and Perimeter Area).”</i> By maintaining the existing zoning and not creating an additional overlay district, the Meydenbauer Bay Park Plan complies with this policy</p> <p><i>“POLICY S-DT-5. Organize Downtown to provide complementary functional relationships between various land uses.”</i> By maintaining the existing zoning and not creating an additional overlay district, the Meydenbauer Bay Park Plan complies with this policy</p> <p><i>“POLICY S-DT-6. Develop Downtown as the Eastside’s most concentrated and diverse regional retail district.”</i> By creating new zoning and a new overlay district, the Meydenbauer Plan is not consistent with this policy; the plan fosters the extension of Downtown retail into adjacent residential Subareas.</p>	

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<p data-bbox="226 240 336 263">Letter #14</p> <p data-bbox="226 272 541 289">Meydenbauer Bay Park & Land Use Plan DEIS</p> <p data-bbox="598 272 688 289">July 20, 2009</p> <p data-bbox="961 272 1052 289">Page 14 of 23</p> <p data-bbox="151 565 220 587">Q, cont</p> <p data-bbox="260 347 1024 389"><i>“POLICY S-DT-7. Encourage Downtown to continue to serve surrounding residential areas as a neighborhood retail district.”</i></p> <p data-bbox="260 393 1024 480">By maintaining the existing zoning and not creating an additional overlay district, the Meydenbauer Bay Park Plan complies with this policy. A major exception is the provision to close 100th Ave SE, which will severely restrict access to Downtown, especially to residents south of Main St.</p> <p data-bbox="260 506 1024 552"><i>“POLICY S-DT-8. Locate major office development in the Downtown core in order to complement retail activities and facilitate public transportation (see Figure A).”</i></p> <p data-bbox="260 555 940 571">This Policy is not relevant to the analysis of the Meydenbauer Bay Park & Land Use Plan</p> <p data-bbox="260 597 1024 643"><i>“POLICY S-DT-9. Provide bonus incentives (related to permitted intensity, height, etc.) for private developments to accomplish the public objectives outlined in this Plan.”</i></p> <p data-bbox="260 646 1024 734">The two properties within this Subarea that are most likely to redevelop are the ideal locations to provide incentives for higher density residential and commercial uses. The City of Bellevue may want to re-evaluate this area and include incentives in this area rather than the multiple family zoned properties closer to the single family residential neighborhood.</p> <p data-bbox="260 760 1024 805"><i>“POLICY S-DT-10. Require design review to ensure high quality, aesthetically pleasing Downtown development.”</i></p> <p data-bbox="260 808 1024 850">The existing Perimeter Design District A complies with the intent of this policy. No new design requirements are needed and therefore are not being proposed.</p> <p data-bbox="260 876 1024 922"><i>“POLICY S-DT-11. Encourage the development of major civic, convention, and cultural uses within Downtown.”</i></p> <p data-bbox="260 925 1024 987">The Meydenbauer Plan’s proposed conference/community center, consisting of a 4,000 to 8,000 sf building, could be deemed contrary to this policy. Development of this size is not compatible with the surrounding residential and mixed use development.</p> <p data-bbox="260 1013 1024 1058"><i>“POLICY S-DT-12. Expand the convention center as a resource for convention and community uses, and explore opportunities for complementary uses.”</i></p> <p data-bbox="260 1062 940 1078">This Policy is not relevant to the analysis of the Meydenbauer Bay Park & Land Use Plan</p> <p data-bbox="260 1104 1024 1149"><i>“POLICY S-DT-13. Encourage private participation in development of Downtown community facilities.”</i></p> <p data-bbox="260 1153 940 1169">This Policy is not relevant to the analysis of the Meydenbauer Bay Park & Land Use Plan</p> <p data-bbox="260 1195 1024 1240"><i>“POLICY S-DT-14. Encourage visual and performing arts organizations to locate Downtown.”</i></p> <p data-bbox="260 1243 940 1260">This Policy is not relevant to the analysis of the Meydenbauer Bay Park & Land Use Plan</p> <p data-bbox="260 1286 1024 1331"><i>“POLICY S-DT-15. Encourage the assembly of land or coordination of development as appropriate to facilitate a quality built environment.”</i></p> <p data-bbox="260 1334 1024 1377">The two properties most likely to redevelop (Chevron and Brandt Properties) cannot be consolidated, due to the right of way. Coordinated development of the Chevron and Bayvue East</p>	

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<p data-bbox="226 240 331 263">Letter #14</p> <p data-bbox="226 272 1054 292">Meydenbauer Bay Park & Land Use Plan DEIS July 20, 2009 Page 15 of 23</p> <p data-bbox="151 396 222 418">Q, cont</p> <p data-bbox="256 328 1029 393">↑ sites is not compatible with the surrounding residential and mixed use development, as this proposal is ultimately an extension of the boundary of Downtown Zoning into the adjacent Subarea (the Bayvue East site is zoned R-30).</p> <p data-bbox="256 418 1029 464"><i>“POLICY S-DT-16. Restrict the location of drive-in and drive-through activities within the Downtown Subarea.”</i></p> <p data-bbox="256 467 940 490">This Policy is not relevant to the analysis of the Meydenbauer Bay Park & Land Use Plan</p> <p data-bbox="256 513 919 535">Recommended Land Use Revisions to the Meydenbauer Bay Park & Land Use Plan</p> <ol data-bbox="289 539 1029 1318" style="list-style-type: none"> 1. Rezone the specified family properties within the North Bellevue and Southwest Bellevue Subareas to R-45 and not the proposed R-60. <ol style="list-style-type: none"> a. This would allow a minimal amount of new units within an area already zoned for multiple family. b. This zone would assist in converting some nonconforming sites to conforming sites c. A potential zone of R 45 would protect the single family residences by minimizing traffic impacts and reducing the potential noise created by future residents. d. Establish additional incentives for redevelopment other than an increase in density. Connectivity between downtown and the waterfront will be utilized more by visitors than by residents. 2. No new commercial, civic, or educational activity should be created in the residential area that is now zoned R 3.5. <ol style="list-style-type: none"> a. This will further protect the remaining residences across Lake Washington Boulevard NE. 3. A new 3,000sf Community Center should be located on the current location of the Bayvue Village Properties (West). 4. 100th Ave SE should remain open for existing residences and for new users of the relocated community/educational center. <ol style="list-style-type: none"> a. Incorporate a pedestrian walkway into the community center on the corner property. A narrower roadway is possible to provide a more pedestrian friendly atmosphere. 5. Parking for park use and other proposed civic activities can be accommodated on the eastern property of the Bayvue Village Apartments, south of the Chevron site. <ol style="list-style-type: none"> a. County records show that the Bayvue Village Apartments site, located at 114 100th Ave SE, is approximately 18,540 square feet in area and could provide approximately 40-50 parking spaces to accommodate the relocated community/education center, on the Bayview (West) site. b. This would further protect the single family residences and locate new traffic on already existing traffic areas. 6. Maintain existing commercial zoning designations. <ol style="list-style-type: none"> a. Do not expand commercial activity into residential zones. b. Do not create a new overlay district that would establish new commercial activity 7. Concentrate bonuses and incentives for redevelopment on the properties zoned Downtown-Old Bellevue. <p data-bbox="151 721 184 743">R</p>	<p data-bbox="1087 526 1541 548">14R. Comments/recommendations noted.</p>

Comment (Letter Number, Comment Source)	City’s Response to Comment
<p>Letter #14</p> <p>Meydenbauer Bay Park & Land Use Plan DEIS July 20, 2009 Page 16 of 23</p> <p>Shorelines The basis of this review is the 12 adopted planning policies.</p> <p>Planning Principles</p> <p>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.</p> <p>A “remarkable and memorable shoreline experience” is understood but hard to identify, much like the word “community”. The City of Bellevue is by definition a waterfront city and also a community.</p> <p>The Program Elements presented in the park plan and land use alternatives will support the shoreline experience. For some, this community wide asset would best be developed as a busy shoreline with lots of activity; for others a tranquil family beach and walking experience in the middle of an urban center would be extraordinary.</p> <p>These experiences can be remarkably good and memorable, or remarkably not good and just as memorable. Often what is wrong with a plan does not show up until after the fact.</p> <p>Figures 3.6.2 Park photos show the <u>existing</u> Meydenbauer Beach Park Pier. This pier protects swimmers in the park from incoming boat traffic. In Alternative 1 this protection is removed and although a pier is present in Alternative 2, the swimming area has moved east. The reconfigured Pier 1 puts dock traffic maneuvering toward this eastern swim area and lifeguard float.</p> <p>The Meydenbauer Bay Yacht Club believes the transient moorage should not be next to the Meydenbauer Bay Yacht Club western pier because of a safety issue related to the sailing education program located on their western pier. Keep moorage for transients to the west of the Whaler building or eliminate it from the plan.</p> <p>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 area. 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.</p> <p>The addition of commercial food kiosks, a café, additional storage warehouses and/or community buildings (rented for public use, including catered food service) to the park has been a concern of the Meydenbauer Bay community. These concerns include; increased food trash which could be thrown into the Bay, and increase in pest animals in search of food. The existing and historic warehouse facilities appear to be underutilized and should be adequate to support any intended rental activities.</p>	<p>14S. The planning principles were approved by the Council to guide the Steering Committee in its work. They are qualitative and subjective. As such, differing interpretations of their intent or the extent to which they are fulfilled by any alternative is expected. The Steering Committee spent substantial time discussing the planning principles and studying options and arrived at a Preferred Alternative that they determined is consistent with their charge and the principles. The City Council will ultimately determine whether the principles have been fulfilled and appropriately balanced. In response to some of the specific questions/concerns raised in this section, added information or clarification is provided:</p> <p><i>Comment: “Keep moorage for transients to the west of the Whaler building or eliminate it from the plan.”</i></p> <p>Response: Requirements of the funding sources used to purchase the marina properties require that transient moorage for at least 14 boats be provided on/at the property the funds helped purchase. It must be provided between 99th Ave NE and 100th Ave SE/SE Bellevue Place. It cannot be eliminated.</p> <p><i>Comment: “The addition of commercial food kiosks, a café, additional storage warehouses and/or community buildings (rented for public use, including catered food service) to the park has been a concern of the Meydenbauer Bay community...”</i></p> <p>Response: Concerns of the community with respect to these uses are acknowledged. The EIS evaluates a variety of uses and their impacts at a programmatic level.</p> <p><i>Comment: Various comments relating to visual quality, visual simulations, and renderings.</i></p> <p>Response: A number of graphics and visual simulations were included in the Draft EIS to illustrate concepts represented by the various alternatives. They are not intended to cover every possible vantage point, nor are they intended to convey final design or landscape treatments or details. Graphics have been updated where appropriate to reflect the Preferred Alternative (see Chapters 1 and 2 and Section 3.7 of the Final EIS).</p>

Comment (Letter Number, Comment Source)	City's Response to Comment
<p data-bbox="226 237 342 261">Letter #14</p> <p data-bbox="226 269 1066 293">Meydenbauer Bay Park & Land Use Plan DEIS July 20, 2009 Page 17 of 2</p> <p data-bbox="153 532 226 557">S. cont</p> <p data-bbox="289 326 1066 448">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.</p> <p data-bbox="258 467 1066 540">A design which is seamless, enjoyable, inviting, and has a compelling transition represents a very subjective design ideal. The resulting "design" should be supported by neighborhood residents who also share the shoreline on Meydenbauer Bay.</p> <p data-bbox="289 565 1066 662">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.</p> <p data-bbox="258 686 1066 760">3.5.1.1 & (2) Existing Condition & Public access: Increased physical access to the shoreline for ADA park clients is "Qualitatively" enhanced by being able to drive down 100th Ave to confirm access before exiting the car.</p> <p data-bbox="258 784 1066 873">Fig 3.7-15 – View 2 Alternative 1A - Visual access to the shoreline appears to be downgraded, as compared to Alternative 1 because of the artist rendering of strategically placed trees. A rendering which shows a landscape of low shrubs as a buffer from the road should be completed for comparison.</p> <p data-bbox="258 898 1066 1019">Figure 3.7-14, 15, 16 & 17 The Elevator Tower and Elevated Viewpoint of Alternative 2 are a potential visual barrier to the "View of Water" because the arbor structure and the elevation the Café with green roof foreshortens the shoreline view, especially to 10000 Meydenbauer and the Vue Condominiums, and presents visual impacts to Meydenbauer Bay Yacht Club, as well as 101 Meydenbauer, Bayshore East and single family residents directly across the bay.</p> <p data-bbox="258 1044 1066 1084">A comparison of pedestrian movement <u>down to the shoreline via Alternatives is not included in the DEIS.</u></p> <p data-bbox="258 1109 1066 1141">Additional visual corridor impacts & mitigation are assessed under item 3.7 below.</p> <p data-bbox="258 1166 1066 1255">Figures 3.7-14, 15.16 & 17 Artistic renderings <u>do not show</u> the view from across Main Street at the intersection of 100th Ave SE, looking south toward the park, for any of the alternatives. An informed comparison cannot be assessed between the alternatives without this view being represented.</p> <p data-bbox="258 1279 1066 1352">A dead end at the end of 101 Ave NE could cause motorist to turn around in the middle of the street or in private driveways such as the Meydenbauer Bay Yacht Club or the Vue Condominium parking lots. Impact of this occurring has not been included in the DEIS.</p>	<p data-bbox="1087 237 1938 293"><i>Comment: "A dead end at the end of 101 Ave NE could cause motorist to turn around in the middle of the street or in private driveways..."</i></p> <p data-bbox="1087 326 1938 456">Response: This is a speculative concern and therefore not appropriate for review in the EIS. It should be noted that any project-level design would be required to accommodate adequate vehicle turn-around at the terminus of Meydenbauer Way SE.</p> <p data-bbox="1087 488 1938 618"><i>Comment: "The permits to construct Program Element no. 15; a public dock with viewing platform as proposed in Alternative 1 and many other components of the alternatives are inconsistent with the 25 foot buffer area required in the Critical Area Ordinance."</i></p> <p data-bbox="1087 651 1938 878">Response: The Critical Areas Overlay District (Part 20.25H LUC) allows "New or expanded City and public parks" within a critical area, critical area buffer, or critical area structure setback, subject to performance standards contained in LUC 20.25H.055.C.3.g, 20.25E.080.B, and 20.25E.080.R. Where compliance with those performance standards cannot be demonstrated, the underlying requirement of the Critical Areas Overlay District will apply. This will be determined at the project level.</p> <p data-bbox="1087 911 1938 976"><i>Comment: "The Floating pedestrian boardwalk program Element no. 17 of Alternative 2 is also not predictable due to permitting questions..."</i></p> <p data-bbox="1087 1008 1938 1365">Response: The Draft EIS recognizes that the floating boardwalk "may be more difficult to permit with state and federal agencies as it proposes overwater cover of shallow water habitat (more critical for juvenile salmonids)." (Draft EIS, page 3-108). The Draft EIS recognizes that such construction might trigger habitat creation to address adverse effects on habitat, and that the design might be required to consider increased light transmission through over-water structures, minimizing the number of pilings, or other measures. Alternative 1 contains no floating boardwalk. The Preferred Alternative shifts the floating boardwalk farther from the shoreline, thereby reducing its nearshore impacts compared to Alternative 2. Permitting requirements will be determined at the project level.</p>

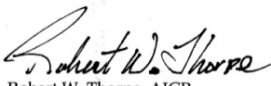
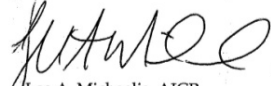
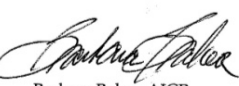
Comment (Letter Number, Comment Source)	City’s Response to Comment
<p data-bbox="226 272 331 293">Letter #14</p> <p data-bbox="226 305 533 321">Meydenbauer Bay Park & Land Use Plan DEIS</p> <p data-bbox="596 305 680 321">July 20, 2009</p> <p data-bbox="957 305 1041 321">Page 18 of 23</p> <p data-bbox="285 358 1016 444">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 area are necessary, they should be designed and located to promote a “pedestrian first” message.</p> <p data-bbox="256 472 1016 651">3.5.2.3 Pedestrian access to Shoreline- The permits to construct Program Element no. 15; a public dock with viewing platform as proposed in Alternative 1 and many other components of the alternatives are inconsistent with the 25 foot buffer area required in the Critical Area Ordinance. Therefore, according to the Critical Areas Ordinance (LUC 20.25H.230), the proposal would require a special permit and the DEIS provides no basis upon which the special permit could be granted. In addition, the dock as presently depicted in Alternative 1 intrudes into navigable waters a significant distance into the bay. This will contribute to boating congestion and boating safety issues.</p> <p data-bbox="153 651 222 672">S, cont</p> <p data-bbox="256 678 1016 764">The Floating <u>pedestrian</u> boardwalk Program Element no. 17 of Alternative 2 is also not predicable due to permitting questions. “The floating boardwalk may be more difficult to permit with state and federal agencies as it proposes overwater cover of shallow water habitat (more critical for juvenile salmonids).”(3-108)</p> <p data-bbox="256 792 1016 857">The omission of an alternative which could be currently permitted, does not allow the decision makers to choose between valid options; especially when the permitting of either of the two urban design alternatives are questionable.</p> <p data-bbox="285 885 1016 971">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.</p> <p data-bbox="256 998 1016 1084">The shoreline of Meydenbauer Bay supports the park and vitality of the area as whole. Marina occupancy contributes to the economic vitality of the waterfront; however each Alternative 1 & 2 significantly diminishes the number of marina slips. Does this reduction lead to an impact with an economic consequence to either/ or both city budgets and local commercial centers?</p> <p data-bbox="256 1112 1016 1177">The DEIS does not address access to the shoreline by persons who use the Canoe & Kayak storage area presented in Alternative. 2, or the route represented in Alternative. 1 at point 19. This omission does not allow the evaluation of alternatives by the decision makers.</p> <p data-bbox="285 1205 1016 1291">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.</p> <p data-bbox="256 1318 1016 1383">The placement of restrooms in Alternative 1 puts young swimmers out of sight of watching parents, and near the intersection of transient loading. Police / kidnapping issues could result. In the proposed location, the restrooms are more likely to be used by transient boaters which is contrary to</p>	<p data-bbox="1096 235 1871 326"><i>Comment: “The placement of restrooms in Alternative 1 puts young swimmers out of sight of watching parents, and near the intersection of transient loading.”</i></p> <p data-bbox="1096 365 1934 488">Response: The EIS evaluates different locations for restrooms, some closer to the swim beach than others. Similarly, the EIS evaluates transient moorage location options that reflect different relationships to both the swim beach and the restrooms.</p> <p data-bbox="1096 527 1892 618"><i>Comment: “The elimination of significant moorage erases a chapter in the history of Meydenbauer Bay and should be addressed in the Final EIS as an unmitigated impact.”</i></p> <p data-bbox="1096 657 1934 781">Response: Comment acknowledged. Leased moorage will be reduced at this location. Nonetheless considerable moorage will remain in the bay. The effects of reducing public moorage are analyzed in Sections 3.5 and 3.6 of the Draft and Final EIS.</p> <p data-bbox="1096 820 1829 846"><i>Comment: “A lighting mitigation plan should be included in the FEIS.”</i></p> <p data-bbox="1096 885 1661 911">Response: This will be addressed at the project level.</p> <p data-bbox="1096 950 1913 1040"><i>Comment: “A City application for Enviro Stars Clean Marina Certification is underway, & the City anticipated receiving the 2 year certification by August 2009”. Please define.</i></p> <p data-bbox="1096 1079 1934 1391">Response: EnviroStars is a program available to businesses across the Puget Sound region certifying companies based on their practices and policies that demonstrate commitment to protecting the environment by properly managing and reducing hazardous waste. The program is sponsored by government agencies, and in King County the program is a service of the Local Hazardous Waste Management Program, King County Department of Natural Resources & Parks. Certification is based on the agency’s hazardous waste storage and disposal practices, spill prevention, record-keeping systems, and pollution prevention practices which go beyond requirements. The City received certification for the Bellevue Marina on August 24, 2009.</p>

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<p data-bbox="220 235 325 267">Letter #14</p> <p data-bbox="220 267 1060 300">Meydenbauer Bay Park & Land Use Plan DEIS July 20, 2009 Page 19 of 23</p> <p data-bbox="252 324 1029 446">the intent of bringing people to Meydenbauer Bay from Downtown. The proposed restrooms are elevated above and away from the swimming area, and are adjacent and directly in view of existing residents. The existing restrooms (west end of beach park) are proposed to be eliminated in Alternatives 1 and 2, however they have none of the problems of the proposed restrooms and therefore should remain as close to the current location as possible.</p> <p data-bbox="283 462 1029 560">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.</p> <p data-bbox="252 576 1029 673"><u>3.5.1.1. / 3.5.2.2 / 3.5.2.4</u> Affected Environment – Sedimentation – There is no qualitative evaluation of the impacts or mitigation for full or partial day-lighting of the stream. Increased turbidity and sedimentation and their effect on the shallow end of the closed bay do not provide decision-makers with enough information to choose a preferred alternative.</p> <p data-bbox="147 690 220 722">S, cont</p> <p data-bbox="252 698 1029 771"><u>3.5.2.3 Alternatives</u> – The reduction of overwater cover anticipated by the removal of Pier 3 has not been compared to the addition of overwater cover added by the floating boardwalk of Alternative 2.</p> <p data-bbox="252 787 1029 860">Although Alternative 2 shows the removal of Pier 3, no new or combination of Alternatives is added to assess what would happen if the floating boardwalk was denied by state and federal agencies as alluded to page 3-108, 5th paragraph.</p> <p data-bbox="252 885 1029 998">3.5.2.3 pg 3-103 Piers, Docks & Moorage “[The] related effects to water surface circulation attributable to boat traffic would be subject to the level of use of the in-water improvements”. Both Alternative 1 and Alternative 2 change the in-water improvement configuration. The impact of waves & currents from a change of in-water improvement does not appear in the DEIS. Even though this is a programmatic DEIS this information is necessary in choosing a preferred alternative</p> <p data-bbox="283 1023 1029 1144">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.</p> <p data-bbox="252 1161 1029 1234"><u>Table 1.4-1</u> under “Shorelines” claims that there will be a.) “Long-term improved marina infrastructure compared to No-Action, b) and improved overall water-related recreational opportunities”</p> <p data-bbox="252 1258 1029 1372">Response: a) False - the Marina will undergo regular care in a No-Action alternative. b) The reduction from 87 long term moorage slips to 25- 40 does not support the long History of residential and pleasure boat moorage; neither Alternatives 1 nor 2 preserves Pier 3, and Alternative 2 eliminates Pier 2 as well. Use by transient boaters or as a kayak/boat rental facility will increase the maintenance and repair requirements compared to current moorage.</p>	

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<p data-bbox="226 245 331 269">Letter #14</p> <p data-bbox="226 280 1052 298">Meydenbauer Bay Park & Land Use Plan DEIS July 20, 2009 Page 20 of 23</p> <p data-bbox="254 334 1024 401">The most notable recent historical aspect of the Park is its history as a Whaling Center. The elimination of significant moorage erases a chapter in the history of Meydenbauer Bay and should be addressed in the FEIS as an unmitigated impact.</p> <p data-bbox="289 427 1024 583">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.</p> <p data-bbox="254 610 1024 725">3.5.2.2 (.3) (.4) Impacts – Public Access: consistent with vision & sensitive to adjacent residential uses. There are no light fixtures appearing in any of the graphics and no discussion of outdoor lighting in the DEIS. Creation of Shoreline Viewing Plaza with restrooms and Waterfront Promenade are components of the shoreline use which require lighting that affects the neighbors across the Bay and above the park. A lighting mitigation plan should be include in the FEIS.</p> <p data-bbox="254 751 1024 932">Intensity of Impacts to residential uses - There are no attempts in DEIS to estimate the number of quests to the shoreline; either by boat, auto, or pedestrian. No reference is made to potential special events such as triathlons, marathons, concerts, regattas, or firework shows. According to Bellevue officials, the downtown corridor, which housed 39,000 workers in 2008, will have 49,000 by the end of 2010 and nearly double by 2030. The core population is also expected to swell from 5,000 residents in 2008 to 19,000 by 2030. These changes will impact the Bay environment and therefore hours of operation – dusk to dawn closure, etc. should be included in the MBP & LU Plan of the shoreline /overwater elements.</p> <p data-bbox="289 958 1024 1024">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, necessitation close coordination.</p> <p data-bbox="254 1050 1024 1190">3.5.1.2 <u>Regulatory Setting</u> – By requirement of the Washington SMA, Bellevue’s SMP is currently being updated. Not all of the Draft Policies and Regulations which affect the Meydenbauer Bay Park Plan & subsequent Draft EIS have been adopted by the City of Bellevue. Inconsistency may occur between the two plans. The DEIS is ahead of this regulation hierarchy. (pg. 3-105) It appears the SMP is already on a divergent path from the Meydenbauer Bay Park and Land Use Plan; a coordinated effort is difficult to achieve when done in reverse order.</p> <p data-bbox="254 1216 1024 1258">3.5.1.2 pg3-105 “A City application for Enviro Stars Clean Marina Certification is underway, & the City anticipated receiving the 2 year certification by August 2009”. Please define.</p> <p data-bbox="254 1284 1024 1351">Modification to the LUC to allow a pier of approx 300 foot into the Bay as shown in Alternative 1 may be denied because it can not show ecological benefit. Due to the narrow nature of the bay, and the effects of boat traffic congestion, we suggest a shorter length be considered. The DEIS does not</p>	

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<p data-bbox="220 243 325 267">Letter #14</p> <p data-bbox="220 276 1060 300">Meydenbauer Bay Park & Land Use Plan DEIS July 20, 2009 Page 21 of 23</p> <p data-bbox="220 332 1039 446">↑ address the type of amendment or weight the impact of changing the LUC throughout the City of Bellevue. There could be a “Qualitative impact” for other city shorelines. Approval of the updated Shoreline Master Plan must be obtained from the Washington State Department of Ecology. Other legal requirements which the City of Bellevue must fulfill have not occurred, such as the Public Approval Process of the SMP scheduled to begin in August 2009.</p> <p data-bbox="147 470 220 503">S, cont</p> <p data-bbox="283 470 1039 511">12. Commitment to implement. The Waterfront Plan should include an implementation strategy that leads to the fulfillment of the vision.</p> <p data-bbox="252 535 1039 657">3.5.2.2 The “Shoreline” regulatory compliance journey will be long and include local, state and federal permits from the City, Corps, WDFW and Ecology. Commitment to the final design will require additional lengthy SEPA review. A time line for the phasing by the City is not represented in the Meydenbauer Park and Land Use Plan; this results in an omission of strategy to fulfill the vision.</p> <p data-bbox="252 673 409 706">Visual Quality</p> <p data-bbox="252 706 1039 771">This section was reviewed based on the information provided as it relates to the two viewpoints that were simulated and discussed in the chapter. A detail analysis of the planning principles is not appropriate for the Visual Quality Environment.</p> <p data-bbox="147 803 178 836">T</p> <p data-bbox="252 795 672 820">Light & Glare (ALTERNATIVE 1 – VIEWPOINT 1)</p> <p data-bbox="252 820 1039 1006">Although “the removal of numerous buildings west of 100th Ave SE” will eliminate light and glare from those structures, the removal of significant amounts of mature vegetation and additional lawn area will open up views to surrounding streets and expose this view to traffic light and glare in the short-term (until new plantings mature). Also, the vehicle pull-off/short-term parking area is visible from this viewpoint. Light from car headlights parking in this area will be directed toward this viewpoint. Additionally, security lighting for proposed structures within the park are likely to remain on, even after park hours, creating light and glare impacts, which the DEIS identifies as “decreased.”</p> <p data-bbox="252 1031 640 1055">Visual Simulation (ALTERNATIVE 1A & 2A).</p> <p data-bbox="252 1055 1039 1169">Visual simulation from viewpoint 1 for Alternatives 1A and 2A should be provided. The DEIS states that this viewpoint will be similar (in both alternatives) to the No Action Alternative, but does not account for removal of buildings and mature vegetation west of 100th Ave SE, nor does it account for enhanced streetscape along the street. Some additional light and glare will be visible from this viewpoint.</p> <p data-bbox="252 1193 1039 1307">Description of light and glare impacts from viewpoint 2 for Alternatives 1A and 2A states that “light and glare from vehicles using 100th Ave SE would be the same as the No Action Alternative.” However, it will not be the “same”, since the buildings directly west of the street will be removed, changing traffic flows and volume and eliminating light and glare produced by vehicles using those driveways.</p> <p data-bbox="220 1331 672 1356">↓ Light & Glare (ALTERNATIVE 2 – VIEWPOINT 1)</p>	<p data-bbox="1081 779 1932 974">14T. Comments noted. A number of graphics and visual simulations were included in the Draft EIS to illustrate concepts represented by the various alternatives. They are not intended to cover every possible vantage point, nor are then intended to convey final design or landscape treatments or details. Graphics have been updated where appropriate to reflect the Preferred Alternative (see Section 3.7 of the Final EIS).</p>

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<p data-bbox="226 240 331 264">Letter #14</p> <p data-bbox="226 277 1058 297">Meydenbauer Bay Park & Land Use Plan DEIS July 20, 2009 Page 22 of 23</p> <p data-bbox="233 329 1031 444">↑ This section states that new structures within the park will have lower lighting levels than existing buildings. However, these lights may be more visible from this viewpoint, since proposed buildings within the park are closer in proximity to the shoreline, significant amounts of mature vegetation will be removed, and lower plantings (i.e. lawn areas) between the viewpoint and lit buildings leave the view open to light and glare exposure.</p> <p data-bbox="258 469 520 488">Viewpoint 2 – ALTERNATIVE 2</p> <p data-bbox="258 495 1031 560">Although the view to the Bay is increased in this alternative when compared to the No Action Alternative, the view is significantly less than Alternative 1. The DEIS should compare the two alternatives, rather than discussing view quality from within the project area.</p> <p data-bbox="258 584 394 604">Visual Summary</p> <p data-bbox="258 610 1031 743">Although the DEIS states that visual and aesthetic changes associated with the project alternatives would be consistent with the 12 planning principles and City of Bellevue policies and Land Use Code, this Chapter does not discuss <i>how</i> the alternatives meet the relevant principles and policies. The beginning of the Chapter identifies the regulatory settings, but the summary should identify how the alternatives comply with the regulations. (i.e. Do the alternatives “create a remarkable and memorable shoreline experience?”)</p> <p data-bbox="153 703 222 727">T, cont</p> <p data-bbox="258 773 1031 954">The statement near the end of the first paragraph of the Summary states: “Alternative 2 would create more locations for view opportunities both north of 100th Ave SE and north of 99th Ave NE than Alternative 1 due to increased ease of circulation and accessibility. This statement is inaccurate in two regards. First, these streets run relatively north-south. It does not make sense that view opportunities will be created north of these streets. Secondly, it is clear from visual simulations and discussion within the chapter that Alternative 1 creates more open view to Meydenbauer Bay than Alternative 2, and access to the shoreline appears to be more direct in the first alternative. This statement should be re-evaluated or its intent made more clearly in the FEIS.</p> <p data-bbox="258 979 1031 1112">Additionally, discussions of regulatory settings provided in the Bellevue Parks & Open Space System Plan, Chapter 2 states: “Bellevue’s park system should preserve and enhance the City’s beauty and provide visual relief from the impacts of urban living . . .” Visual simulations in the DEIS clearly depict Alternative 2 as a more urban setting than Alternative 1. Does Alternative 2 meet this guidance principle, when compared with the other alternatives? Again, summary should include discussion of how the alternatives meet relevant City principles and policies.</p> <p data-bbox="258 1141 443 1161">Graphic Discrepancies</p> <p data-bbox="153 1179 191 1203">U</p> <p data-bbox="258 1169 1031 1255">In graphic depictions of the Alternatives, the section provided by EDAW for Alternative 1 Section A-A’, the section line crosses the grassy picnic area and swim beach on the plan. However, the section itself depicts a vegetated shoreline in these areas. This section should depict a grassy area and beach materials in this area.</p> <p data-bbox="258 1284 317 1304">Noise</p> <p data-bbox="153 1321 191 1346">V</p> <p data-bbox="258 1312 1031 1377">Our review of the Noise Chapter concluded that the material and information presented is inadequate to provide decision makers with sufficient information to determine if there will be impacts to the surrounding area as a result of the proposed action alternatives. This conclusion was</p> <p data-bbox="233 1360 247 1385">↓</p>	<p data-bbox="1094 300 1938 386">14U. Although the Draft EIS does not contain section drawings, the inconsistency between the separately prepared Section Location map and the Section drawing is noted.</p> <p data-bbox="1094 427 1938 1101">14V. As described in Chapter 2 of the EIS, most elements of the environment are evaluated in a qualitative, not quantitative, approach because of the programmatic nature of the project. SEPA does not require site-specific, quantitative noise modeling as part of the environmental review process. Based on professional judgment and review of the project, site-specific noise modeling is not proposed as part of the environmental analysis in the EIS based on the fact that the project would not create any new noise sources or substantially alter existing sources. However, general quantitative noise estimates were incorporated into the analysis where appropriate based on industry-accepted professional standards. 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, and, as stated below, no new noise sources (including additional motor-powered watercraft) or changes to existing noise sources that would substantially increase noise would occur along the waterfront. While the action alternatives would increase the numbers of park users and upland residents, as stated in the Draft EIS, no new noise sources would be created by the project; noise levels would remain similar to existing conditions at all receivers surrounding the project site, including those across water, under all alternatives.</p> <p data-bbox="1094 1141 1938 1360">The methodology to evaluate noise-related impacts involved site characterization, consideration of applicable noise standards and regulations, analysis of potential noise-related impacts associated with the alternatives, and determination of significance. As presented in the analysis, two potential noise sources would exceed the 57 dBA threshold for Environmental Designations for Noise Abatement (EDNA) for EDNA zone A parcels, which are established by zoning area.</p>

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<p>Letter #14</p> <p>Meydenbauer Bay Park & Land Use Plan DEIS July 20, 2009 Page 23 of 23</p> <p>↑ based on two important factors that were not considered in the Noise Study. The first deficiency is the lack of quantitative data and only qualitative data. The second factor is the topography and unique physical features of the bay having land on three sides of the water.</p> <p>V, cont</p> <p>The presented information lacks a quantitative data analysis. This does not meet the adequacy test for a DEIS and does not provide decision makers the needed information to identify and mitigate environmental impacts.</p> <p>The amphitheater like setting of the Meydenbauer Bay will amplify noise more than if the setting were a typical waterfront situation where noise would disseminate out to the body of water. In this situation, the noise will reverberate or bounce back off the houses and sloped terrain on the south side of the bay. Failure to discuss these issues results in an inadequate document in which decisions are to be based on. This deficiency must be addressed in the FEIS.</p> <p>Closing Comments</p> <p>The goal of this letter has been to bring a wide range of interested parties and technical consultants together into one common document and to present this information in a coordinated effort. The research, analysis and comments involved have been a broad-based, intensive, highly involved process. We trust the need for additional information and identified mitigation, recommended by a wide range of contributors and interested parties will be given serious consideration so that a Draft SEIS or Final EIS addresses all the issues raised and meets the NEPA and SEPA requirement for a Full Disclosure Document.</p> <p>If you have any questions regarding our findings, please feel free to contact any of the undersigned.</p> <p>Sincerely, R.W. Thorpe & Associates, Inc.</p> <p> Robert W. Thorpe, AICP President</p> <p> Lee A. Michaelis, AICP Planning Director</p> <p> Barbara Baker, AICP Associate</p> <p>Enclosures: Appendix A- Qualifications of Robert W. Thorpe, AICP Appendix B-Photograph Inventory</p>	<p>14V (continued). These two sources include motorboat noise (estimated using source noise levels from Latorre and Vasconcellos [2001] and sound propagation formulas from the Federal Transit Administration [2006]) and landscape maintenance (estimated using source noise levels from EDAW [1997] and sound propagation formulas from the Federal Transit Administration [2006]). These noise sources (which are also present under existing conditions) are estimated to result in periodic, short-term noise levels of 59 dBA (for motorboats) and 80 dBA (for landscape maintenance) to the nearest sensitive receptors under the project alternatives. Personal watercraft (e.g., jetskis) were not specifically evaluated, as distinct from other motor-powered watercraft; however, this existing use would not change as part of the proposal. Activities related to watercraft would be reduced some under all action alternatives, which reduce the amount of moorage at the marina.</p> <p>Noise associated with Meydenbauer Bay Park is exempt from EDNA noise standards under BCC 9.18.020 during normal park hours, and the local police jurisdiction would typically enforce quiet hours to reduce disturbance and annoyance after hours. Noise-producing activities would be exempt during daylight hours, restricted by local city code during night time hours, and enforced by local police. Therefore, sleep disturbance, human annoyance, and noise in excess of applicable standards would be mitigated to less-than-significant levels. The analysis conducted is appropriate for the program-level review and provides sufficient information for decision-makers.</p>

CHAPTER 5 – REFERENCES

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CHAPTER 6 – LIST OF PREPARERS

City of Bellevue

Michael Paine, Environmental Planning Manager
Michael Bergstrom, Senior Planner
Robin Cole, Project Manager

EDAW AECOM

David Blau, Principal in Charge
Jan Mulder, Project Manager
Glen Mejia, Assistant Project Manager, Contributing Author (Plants and Animals, Public Services and Utilities)
Robert Lloyd, Contributing Author (Land Use, Parks and Recreation)
Marilee Stander, Contributing Author (Visual Quality)
Jake Weirich, Contributing Author (Noise, Air Quality)
Nancy Bird, Contributing Author (Cultural Resources)
Peter Carr, Technical Editor, Assistant Project Manger

Moffat & Nichol

Sally Fischer, Contributing Author (Earth)
John Gage, Contributing Author (Surface Water and Water Quality)
Margaret Schwertner, Contributing Author (Shorelines)
Emy Carpenter, Contributing Author (Shorelines)

Perteet

Steve Sindiong, Contributing Author (Transportation)
Naveen Juvva, Contributing Author (Transportation)
Kris Liljeblad, Contributing Author (Transportation)

Cultural Resource Consultants, Inc.

Jim Schumacher, Contributing Author (Cultural Resources)

CHAPTER 7 – DISTRIBUTION LIST

U.S. Environmental Protection Agency
Region 10
Attn: Krista Rave-Perkins
1200 Sixth Avenue (ETPA-081)
Seattle, WA 98101

Federal Highway Administration
Evergreen Plaza
711 S. Capitol Way, Ste 501
Olympia, WA 98501-1284

Housing and Urban Development
Washington State Regional Office
John W. Meyers, Regional Director
909 First Avenue, Ste 200
Seattle, WA 98104

U.S. Army Corps of Engineers
Environmental Review Section
P.O. Box 3755
Seattle, WA 98124-3755

Washington State Dept of Fish and Wildlife
600 Capitol Way N.
Olympia, WA 98501-1091

Washington State Office of Archaeology and
Historic Preservation
1063 S. Capitol Way, Ste 106
Olympia, WA 98501

Washington State Dept of Transportation
15700 Dayton Avenue N
P.O. Box 330310
Seattle, WA 98133-9710

Washington State Dept of Trade & Economic
Development
Ninth & Columbia Building
c/o Growth Management
P.O. Box 48300
Olympia, WA 98504-4151

Washington State Social and Health Services
King County Eastside Services Office
805 156th Avenue NE
Bellevue, WA 98007-4614

Washington State Department of Ecology
Environmental Review Section
P.O. Box 47703
Olympia, WA 98504-7703

Washington State Office of Community
Development
906 Columbia Street SW
Olympia, WA 98504-8300

Washington State Department of Natural Resources
P.O. Box 47000
1111 Washington St SE
Olympia, WA 98504-7000

Washington State Recreation Conservation Office
Attn: Ms. Laura Moxham
P.O. Box 40917
Olympia, WA 98504-0917

Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104-1035

Puget Sound Clean Air Agency
Attn: Air Pollution Control Officer
110 Union Street, #56
Seattle, WA 98101-2038

Office of the King County Executive
Suite 800
401 Fifth Avenue
Seattle, WA 98104-1818

Gary Kriedt, Senior Environmental Planner
Metro Transit
201 South Jackson Street
MS KSC-TR-0431
Seattle, WA 98104-1900

Joe Miles, Manager
King County DDES
900 Oakesdale Avenue SW
Renton, WA 98055-1219

Mr. David Tiemann
King County Open Space Acquisitions Unit
Suite 600
201 South Jackson Street
Seattle, WA 98104-3855

Andrea Avni, MLS
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Karen Codiga
Environmental Review Committee
City of Renton
200 Mill Avenue South
Renton, WA 98055

City of Mercer Island
Development Services
9611 SE 36th Street
Mercer island, WA 98040

City of Kirkland
Planning Department
123 fifth Avenue
Kirkland, WA 98033

Redmond Planning Department
Attn: Judd Black
15670 NE 85th Street
Redmond, WA 98052

Town of Hunts Point
3000 Hunts Point Road
Hunts Point, WA 98004

Beaux Arts Village
Clerk/Treasury
10550 SE 27th Street
Bellevue, WA 98004

City of Issaquah
Attn: Trish Heinonen, Planning Manager
P.O. Box 1307
Issaquah, WA 98027-1307

Town of Clyde Hill
Mitch Wasserman, Administrator
9605 NE 24th Street
Clyde Hill, WA 98004

City of Newcastle
Attn: Planning Department
13020 SE 72nd Place
Newcastle, WA 98059-3002

City of Medina
Doug Schulze, City Manager
P.O. Box 144
Medina, WA 98039-0144

Bellevue School District #405
Attn: Rubie Sanborn
P.O. Box 90010
Bellevue, WA 98009-9010

Assistant Superintendent
Issaquah School District
565 NW Holly Street
Issaquah, WA 98027

Bellevue Downtown Association
Attn: Leslie Lloyd
500 108th Avenue NE, #210
Bellevue, WA 98004

Bellevue Chamber of Commerce
10500 NE 8th Street, #750
Bellevue, WA 98004-4332

Old Bellevue business Association
c/o Johan Lysne IV, Branch Manager
Home Street Bank
10047 Main Street, Suite 103
Bellevue, WA 98004

Greater Seattle Chamber of Commerce
Suite 2500
1301 5th Street
Seattle, WA 98101-2611

West Bellevue Community Club
Attn: Joy Stewart
107 94th Avenue NE
Bellevue, WA 98004

Meydenbauer Bay Neighbors Association
Attn: Marvin Peterson
227 Bellevue Way NE
PMB 278
Bellevue, WA 98004

Lake Hills Library
15228 Lake Hills Blvd.
Bellevue, WA 98007

Bellevue Public Library
Main Branch
1111 110th Avenue NE
Bellevue, WA 98004

Newport Way Library
14250 SE Newport Way
Bellevue, WA 98006

Seattle Public Library
Documents Unit
1000 4th Avenue
Seattle, WA 98104

Environmental Review
Muckleshoot Indian Tribe Fisheries Division
39015 172nd Avenue SE
Auburn, WA 98092

The Honorable Chairman Joseph Mullen
Snoqualmie Nation
c/o Karen Suyama
8130 Railroad Ave, Ste 103
Snoqualmie, WA 98065

The Honorable Chairman Cecile Hansen
Duwamish Tribe
c/o James Rasmussen, Cultural Resources
4717 West Marginal Way SW
Seattle, WA 98106

The Honorable Chairman Leonard Forsman
Suquamish Tribe
15838 Sandy Hook Road
P.O. Box 498
Suquamish, WA 98392-0498

Puget Sound Energy
Attn: Amy Tousley, Municipal Land Planning
P.O. Box 90868 MER-04
Bellevue, WA 98009-0868

College of Architecture & Urban Planning Library
University of Washington
334 Gould Hall, J030
Seattle, WA 98105

Joe Nappafeld
Daily Journal of Commerce
83 Columbia Street
Seattle, WA 98104

Bellevue Reporter
Attn: Josh Hicks
919 124th Avenue NE, #104
Bellevue, WA 98005

Seattle Times
P.O. Box 70
Seattle, WA 98111



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PARK AND LAND USE PLAN

City of Bellevue

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