

CHAPTER 9: IMPLEMENTATION

9.1 Implementation Principles

In keeping with Bellevue’s heritage of visionary actions, the plan is bold and audacious. Indeed, the Council’s first planning principle is to create a “Remarkable and Memorable Shoreline Experience”. Given that charge, the complexity of the issues, and the diverse and sometimes competing interests, the Steering Committee did an extraordinary job delivering a plan that meets the expectations set by the Community Vision yet reflects a sincere effort to balance competing interests and address neighborhood concerns. Both the Steering Committee and Park Board acknowledged that there are points of contention that are not resolved to everyone’s satisfaction. The Steering Committee and Park Board understood that, at this early planning stage, it’s not realistic or maybe even advisable to specify precise solutions for every concern. The park will be developed in multiple phases over many years, possibly decades, and therefore needs to be flexible. Subsequent to the Steering Committee and Park Board Recommendation, the following Implementation Principles were developed to guide the implementation of the Meydenbauer Bay Park and Land Use Plan over many years and multiple phases.



A Figure 9.1-1: Restored Shoreline Edge Section



Principle No. 1: Recognize that 100th Avenue will have a pedestrian orientation, and will serve as a gateway to the new park. 100th Avenue SE shall remain open to traffic unless all of the following conditions are met:

- a. The City completes enhancements to the NE 2nd Street corridor or other alternative project(s) that produce similar transportation benefits.
- b. A determination has been made that fire and life safety for the area will not be compromised.
- c. Full access to Ten Thousand Meydenbauer Condominium is maintained, including vehicle access to the “front lobby door” and emergency access.
- d. Coordinated redevelopment of the three upland parcels from Ten Thousand Meydenbauer Condominium allows for multiple means of vehicle access to those parcels.
- e. A traffic study of the Southwest sector of downtown is completed to evaluate the impact of closing 100th Avenue SE under 2030 traffic conditions, to inform a decision on the extent to which traffic movements on 100th Avenue can be limited.
- f. The Council takes action to close 100th Avenue SE to vehicle traffic.
- g. 100th Avenue SE shall be developed in such a way as to highlight the historical nature of the road for park visitors.

Principle No. 2: The park shall be developed in phases, as approved by Council and as funding is available.

Principle No. 3: An activity building is part of the park plan but a number of concerns with the proposed size and potential uses need further consideration. Consideration should be given to designing and sizing the building, and determining the amount of parking for the building and appropriate rules such that the impacts of the building will not unreasonably interfere with other park uses or neighborhood quality of life, especially regarding noise. Public uses of the Whaling Building should also be considered.

Principle No. 4: Staff and consultants should evaluate during the project-level design phase additional options for developing an approach to the overlook that reflects the sensitive transition from Main Street to a more “green park” that is respectful to both view corridors and privacy of the surrounding properties.

Principle No. 5: During the project-level design phase, staff and consultants should evaluate additional options for the design of the marina, curved pier, and associated parking that retain more leased moorage slips than currently envisioned in the plan while still providing for public access to the water, shoreline restoration, at least 14 transient moorage slips, boating safety, and protection of youth sailing, while ensuring financial viability.

Principle No. 6: The City will re-engage with the neighborhood and greater community at each phase of any proposed build-out.