

## Meydenbauer Bay Park Design Position Statement

MBNA favors the development of this park, but emphasizes it will be within a secluded, environmentally sensitive residential bay, and should be designed accordingly. The MBNA Board, at its June 2013 and subsequent meetings, considered various elements of the current Park Plan as approved by the City Council. We have focused on those elements of the Plan that affect our neighborhoods, and we have adopted the following positions:

### Phase I:

- a. **Building a Curved Pier** — MBNA approves the idea of a curved pier, but the proposed extension of 350 feet into the navigation channel extends too far towards the south shore of Meydenbauer Bay. The curved pier should extend no further than the existing city marina piers.
- b. **Moving the Beach**—The city should explore merely adding to the existing beach and keeping the swim area clear of the boating activity. MBNA would oppose relocating the beach as proposed in the adopted plan if safety concerns are not addressed.
- c. **Day-lighting the Stream**—MBNA recognizes several reasons for this proposal (improving beauty, creating a more natural, forest-like park at the west end) as well as several reasons against (removal of the restroom building, moving the beach, cost, keeping the stream free of debris and people). In addition it appears the existing 26 parking stalls in the ravine could be lost. The City should explore the impact of day-lighting on the Bay's salmon population.

### Subsequent Phases:

- a. **Closing 100<sup>th</sup> Ave.**—This proposal in the plan has already been criticized by MBNA as a major and unnecessary interference with existing traffic patterns and with access to the 10000 Meydenbauer and Vue condos, the Meydenbauer apartments, the Meydenbauer Bay Yacht Club, and the gas station property. Closure of the street would require City actions in accordance with the City code provisions on street vacation. Furthermore, it is in conflict with Implementation Principles 1 and 4.
- b. **Building an Elevated Structure in the Park**—This proposal has been heavily criticized by MBNA as an unneeded view-destroying intrusion into homeowner privacy. The scale of the proposed structure is inappropriate for the residential neighborhood and the narrow bay. The structure violates Implementation Principle 4 requiring greater sensitivity to “privacy and protection of views” in the design of the proposed overlook.
- c. **Constructing an Event Space**—MBNA questions the need for the building, the proposed size, the means of access to parking off 99<sup>th</sup> Ave., and the hours and noise of events in a residential neighborhood. The proposed 8000 sq. ft. size would be equal to the new Botanical Garden structure now under construction. The proposed amount of underground parking in this structure (75 stalls) should also be reconsidered.
- d. **Reducing Marina Slips**—MBNA questions the proposal to reduce the available moorage, given that this is the only public moorage in Bellevue and is a major revenue producer for the City. Almost every other waterfront city in the state is increasing moorage. This proposal must be reevaluated in light of the City Council's Implementation Principle No. 5. MBNA agrees there is a good case for removing the roof from Piers 2 and 3.
- e. **Providing Sales Kiosks** — Parks should not have a commercial presence. Putting any kind of sales or vendor kiosks in the Park would set a precedent for other parks and should be prohibited. The presence of vendors would disturb the tranquility of the park and the bay, encourage trash accumulation, encourage advertising and attention-getting noise, make maintaining the grounds more difficult, and adversely affect the views and peaceful enjoyment of the park.

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## Meydenbauer Bay Park and Land Use Plan Implementation Principles

**Preamble:** 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.

**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 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.