

Chapter 3

Comments and Responses on the DEIS

The DEIS was published on November 4, 2004. Public comments were accepted through December 6, 2004. A public hearing and open house for the DEIS was held on November 18, 2004 at Bellevue City Hall.

The City received a total of 19 written comments on the DEIS. All of the comments are reproduced in this chapter, along with written responses by the City. Reproductions of pages from the comment letters are shown side by side with the responses. Comment identification numbers are shown alongside each letter to distinguish separate comments, and the responses are numbered correspondingly.

Comments

Comment on NE 10th provided by anonymous phone call:

1

I would certainly, at some point, as a citizen like to hear more information on NE 10th. My initial reaction to this is - has anyone planning this actually looked at a street map of Bellevue so that they can justify 55 million for this? Thank you!

Responses

Comment 1, Anonymous (phone call).

The number \$54.65 million is a preliminary estimate to construct the NE 10th Street extension from 112th to 116th Avenue NE, not including any future freeway ramps. This estimate was not published in the DEIS. The role of the EIS is to disclose environmental impacts of the proposed action to allow consideration by decision-makers within a broader context of social, economic, and political factors within the community. The EIS is not intended to “justify” the proposed action. Information is provided however, that summarizes the near-term and long-term need for the project and its purpose (see Project Purpose and Need, pages 1-3 and 1-4 of the DEIS).

The NE 10th Street extension is part of a series of improvements necessary to improve mobility along the I-405 Corridor while serving the travel demand related to the planned growth of Downtown Bellevue, a designated metropolitan center within the Puget Sound Regional Council's long-range plan, *Vision 2020*. Without the added access provided by this project, other improvements to the I-405 corridor will not be as beneficial and city streets will not operate effectively, potentially compromising both the functionality of the freeway and the desired economic expansion of the downtown. The project also provides a direct route for patients and emergency vehicles using enhanced regional medical and trauma-care services, and creates a key east-west link serving the Bel-Red Corridor. Therefore, the proposed NE 10th Extension project represents one of many necessary investments critical to supporting growth in Bellevue's primary business district.

DEIS Chapter 10, Economics, (page 10-6) describes the impacts of the No Action Alternative and the economic impacts common to all 2030 action alternatives. As described on page 10-7, “Transportation investments can contribute to growth in three ways:

- “Internal growth, which is an increase in the economic use of resources already in a region, such as increases in a region's employment rate or labor participation rate.
- “External growth, which is an inflow of labor resources and businesses from other regions.
- “Increased efficiency, or more efficient use of labor and capital resources already in place in the region, thereby resulting in productivity gains.”

As described by the project's purpose and need, and demonstrated by the proposed private investment by Overlake Hospital and Group Health in the medical campus expansion, all three of these elements of economic growth are anticipated as a result of the NE 10th project.

Comments

Responses



NOV. 18, 2004
Ret. / Mail by Dec 6 '04
Overlake Hospital Master Plan
and NE 10th Street Extension
Open House and Public Hearing
Post - DE IS
BELLUVUE
WASHINGTON

COMMENT FORM

CONTACT INFORMATION (OPTIONAL)

NAME:			
ADDRESS:	CITY:	STATE:	ZIP:
E-MAIL:			

Please add my name to your mailing list. YES NO

COMMENTS

1. Please provide comments on the Overlake Hospital Master Plan. (Specify if comment pertains to 2007 or 2030 plan.)

2. Please provide comments on the NE 10th Street Extension Alternatives. (Specify if comment pertains to 2007 or 2030 plan.)

3. Other comments:

1 (A) Give extra attention to provision for bicycle facilities. Currently the downtown crossing of I-405 north of Main or deficient for cyclists. NE 12th is designated a Primary (top-class) bike route in the city Non-motor plan. Do provide bike lanes on both NE 10th crossing + on NE 12th if the later has ramps added.

2 (B) Also, 112th is a primary bike route, as is also 116th north of 12th. Similarly to (A), add bike lanes or wide curb lanes at the intersection along these streets with the NE 10th Extension will modify.

Submit comments at the meeting or mail comments to Carol Helland, Environmental Coordinator, City of Bellevue, Department of Planning and Community Development, P.O. Box 90012, Bellevue, WA 98009-9012
For further information, go to our website: www.ci.bellevue.wa.us

Comment 1, Anonymous (comment form).

As described on page vii of the DEIS under Description of the Proposed Action, NE 10th Street would be extended across I-405, creating a new public right-of-way that will pass through the hospital campus. NE 10th Street is not designated as a bicycle route by the City of Bellevue's *Pedestrian and Bicycle Transportation Plan*; however, the *Downtown Subarea Plan* includes a policy (S-DT-73) recommending pedestrian and bicycle connectivity across I-405 at NE 10th Street. Sidewalks will be provided on both sides of the new NE 10th Street, but it will not be possible to include bike lanes due to constrained right-of-way width. The distance between the new Overlake Hospital south tower on the north side of NE 10th Street and the Group Health Cooperative Ambulatory Care Center on the south side of the street was limited to 75 feet in order to minimize travel time for patients being moved from one facility to the other.

Although NE 12th Street has been considered as an alternative for the future location of freeway ramp connections, there are no proposed improvements to NE 12th Street under this project that would offer an opportunity to build bike lanes. The City's Comprehensive Plan designates NE 12th Street/Bel-Red Road as the primary east-west bicycle route across the northern end of the downtown area. Because the bridge over I-405 at NE 12th Street will have to be replaced to widen I-405, it will provide a future opportunity to incorporate bike lanes consistent with the Comprehensive Plan.

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RECEIVED
NOV 16 2004
TRANS / BUSINESS SYSTEMS

Pacific Regent
919 109th Ave. N.E., #1805
Bellevue, WA 98004
November 10, 2004

City of Bellevue
Dept. of Transportation
301 116th Ave. S.E.
P.O. Box 90012
Bellevue, WA 98009-9012

Gentlemen:
I strongly oppose extending N.E. 10th thro
the Overlake Hospital Campus with access to S-405
and SR 520.

We live in a residential area densely populated
with apartments and any possibility of quiet, serene
living would be lost. An extension of N.E. 10th
would greatly increase traffic and create an
impossible situation for vehicles attempting to enter
and exit our driveway:

There is direct access to Overlake Hospital
on N.E. ¹²th, just one street away.

Creating access to 405 on N.E. 10th would
also create a more dangerous access because of the
520 exit being so close, and feeding in to center
lanes of 405 even more difficult than it is now
from N.E. 8th.

Very truly yours,
Jean C. Austin

Comment 1, Jean Austin.

The Transportation chapter (page 11-1) of the DEIS summarizes the traffic-related impacts within the study area. The study area for the DEIS included the area bounded by 112th Avenue NE on the west, NE 4th Street on the south, 116th Avenue on the east, and NE 12th Street on the north. Under the 2007 Alternative B (Completion of NE 10th Across I-405), overall traffic within the study area increases by approximately 380 vehicles during the p.m. peak over the No Action Alternative (see pages 11-18 and 11-19). Subsequent to the published DEIS, the City conducted additional traffic analyses to determine the project-related changes to traffic volumes and level of service within downtown Bellevue, including the Ashwood neighborhood, which is located west of the original study area. This additional analysis is included in the appendices to the Final EIS.

The most significant finding was that by 2007, without any improvement to either NE 10th Street or the hospital, approximately 2,200 vehicles will use NE 10th Street (between 108th Avenue NE and 110th Avenue NE) during the PM peak hour, as compared to 1,580 in 2003. This is a 39 percent increase, which is primarily due to the growth in development that is expected to occur within downtown over the next several years. Under the 2007 Alternative B (NE 10th Extension to 116th Ave NE) there is a more modest 12 percent increase (or 270 additional vehicles over the 2,200 No Action) at that same location.

Under the No Action condition for the year 2030, there are an estimated 3,000 vehicles that would use NE 10th Street between 108th Ave. NE and 110th Ave. NE during the p.m. peak hour. This constitutes a 90 percent increase compared with the 1,580 vehicles using that same roadway during the p.m. peak hour in 2003. With the full extension of NE 10th Street across I-405, there are an estimated 3,240 vehicles at that same location, or an 8 percent increase over the 2030 No Action. This indicates that most of the projected increase in traffic volume on NE 10th in the Ashwood District will happen regardless of whether NE 10th is extended across I-405. The addition of ramps connecting to the freeway at NE 10th Street (Alternative 2) would add another 140 vehicles, or a 13 percent increase over the No Action Alternative.

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The most significant change in traffic volume on NE 10th Street will result from the land use change within downtown Bellevue between today and 2030, even without the NE 10th extension. The relative change in volume attributed to the full roadway extension and ramps is minor compared with the background growth. Although unsignalized driveways like the Pacific Regent's were not specifically analyzed, the existing traffic signals at the intersections of NE 10th Street/110th Avenue and NE 10th Street/108th Avenue should create adequate gaps in the traffic stream to allow vehicles to pull in and out. The existing two-way center turn lane also provides a refuge for left turns in or out of the site.

As noted in the Noise chapter of the DEIS (page 7-10), the full NE 10th extension for 2007 (Alternative B) would result in a 64-dBA Leq (or equivalent sound level) near Ashwood Park. This is a 3-dBA increase in noise level over the No Action alternative, due to added traffic resulting from the NE 10th Street extension. As indicated in the DEIS, this is a minor increase that would not be noticeable to most people, and Bellevue's requirements to assess noise mitigation would not be triggered.

The 2030 alternatives 1 (NE 10th extension to I-405), 3 (NE 10th Extension plus ramps at NE 12th), and 4 (NE 10th extension with ramps at NE 10th and NE 12th) (see Figure 7-1 and Table 7-5) result in a 65-dBA Leq near Ashwood Park during roadway operation. This is a 4-dBA increase in noise level over the No Action alternative. This level would not trigger Bellevue's requirements to assess noise impacts, and no significant noise impacts would be expected. Alternative 2 (NE 10th extension with ramps at NE 10th) would result in a 66-dBA Leq near Ashwood Park, or a 5-dBA increase in noise level over the No Action Alternative. This increase would trigger Bellevue's requirement to assess the efficacy and cost-effectiveness of noise mitigation for the Park. However, because noise barriers are not feasible along NE 10th Street (due to existing driveways), the noise impacts related to Alternative 2 would be unavoidable.

Comment 2, Jean Austin.

The current (2005) access ramp from NE 8th Street to I-405 northbound and the exit ramp from I-405 northbound to SR 520 are too close together, resulting in congestion and safety issues from high volumes of traffic attempting to merge and weave across each other. The Washington State Department of Transportation (WSDOT) is currently designing solutions to this problem as part the I-405 Corridor Program. The only way to solve the problem is to physically separate the conflicting flows. Ramps from NE 10th or NE 12th are potentially part of a solution to the problem. By providing new ramps from NE 10th or NE 12th to SR 520 only, the ramps from NE 8th could be directed to I-405 separately, allowing all movements from

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downtown Bellevue while eliminating the merge/weave conflict. WSDOT has assisted the City of Bellevue in analyzing the four ramp alternatives (described in the 2030 programmatic level evaluation of the DEIS) to determine their geometric and operational impacts, and overall compatibility with the I-405 Corridor Program. The following summary by alternative is based on the WSDOT analysis:

- Alternative 1 (NE 10th Extension from 112th Avenue to freeway ramps) would be unlikely to gain Federal Highway Administration (FHWA) approval because of safety issues related to the curve over I-405. In addition, it does not provide direct freeway access to the east side of I-405 (Overlake Hospital campus), and the existing NE 10th St. is not wide enough to physically separate the two ramps (to and from the north) at the ramp terminus to FHWA standards.
- Alternative 2 (NE 10th Extension with ramps at NE 10th) provides the most safety, relative to the weaving distance between the northbound I-405 off-ramp to the SR-520 ramps, and the NE 10th ramp to the SR-520 ramps. The weaving distance meets WSDOT design guidelines and would likely be approved by FHWA.
- Alternative 3 (NE 10th Extension with ramps at NE 12th) allows for less weaving maneuverability due to the reduced distance between the northbound NE 12th ramp and the ramps to SR-520. While the weaving distance meets WSDOT design guidelines, it is not known if it would be approved by FHWA.
- Alternative 4 (NE 10th Extension with ramps at NE 10th and NE 12th) has the same weaving distance issues as Alternative 3, but there would also be significant right-of-way impacts on the west side of the Overlake Hospital campus (as well as numerous homes and businesses north of the campus). This alternative would not be approved by FHWA due to the combination of issues.

The results of the WSDOT ramp alternatives analysis are included in Appendix C of this FEIS.

Comments

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December 6, 2004

Steve Sindiong
City of Bellevue
Transportation Department
Delivered via email @ ssindiong@ci.bellevue.wa.us

RE: Overlake Hospital Medical Center
Group Health Cooperative of Puget Sound
DEIS Comments

Dear Steve:

The purpose of this document is to provide consolidated commentary on behalf of both organizations to the draft EIS. The DEIS is generally very complete successfully outlining many of the issues, options and considerations for the project.

However, both Overlake and Group Health believe that additional commentary is warranted regarding NE 10th street and the potential for freeway ramps at NE 10th street. Specifically, the planned construction methods for NE 10th, the operations of NE 10th given certain engineering designs, and the operations of ramps at NE 10th may have significant impact on the planned surgery and patient care activities planned for the building space immediately adjacent to the proposed NE 10th and / or the proposed ramps.

I. *Potential Impacts of NE 10th Street during Construction*

- **Vibration.** The DEIS calls for Mechanically Stabilized Earth (MSE) construction type for NE 10th from the Overlake internal access road to a location just before or just after the proposed Overlake / Group Health grade-level patient, physician, and pedestrian connection. The planned patient care activities, many of which are conducted on a 365/24/7 basis, may be infeasible during portions of the construction process, particularly the compaction phase. Attached is a letter from Terry Lundeen of CPL which identifies some of the technical issues which need to be addressed. Other construction methods should be considered, and driven piles must not be used adjacent to the campus. In particular, between East Campus Drive and I-405, NE 10th Street should be constructed as an elevated roadway rather than the proposed MSE construction type.
- **Noise.** If construction of 10th occurs after occupancy of the Phase I hospital expansion, fully one third of Overlake patients will be located in the South Tower, and one third of those will be immediately adjacent to the construction activity. Any of the overnight patients in the Overlake facility will be located in patient rooms located near the construction site. Numerous medical studies have outlined the importance of sleep in the healing process and construction activities will either adversely impact patient healing or have significant economic impact on the hospital due to the inability to occupy these patient rooms. It will be critical to adequately address these issues in order to maintain quality patient care. Because of the code requirements for access to natural light in patient rooms, as well as its documented benefit for patient healing, typical noise mitigating techniques of barriers cannot be used without requiring complete closure of the patient rooms
- **Dust.** Both the Overlake and Group Health facilities will be designed to accommodate significant air pollution which results from the close proximity of the campus and I-405. Dust during construction will need to be carefully managed so as not to overload these significant systems.
- **Construction Coordination.** Given the pending construction of the South Tower, Group Health Ambulatory Care Center, and the new Medical Office Building, both Overlake and Group Health feel strongly that a coordinated effort for the construction of NE 10th is critical. Either party is willing to manage the construction of the road as part of their individual projects under the appropriate guidance from the City of Bellevue.

Comment 1. Capstone.

Subsequent to the DEIS, the City had a vibration analysis conducted to determine the potential vibration impacts to Overlake and Group Health operations during both construction and operation of the NE 10th Street extension. The full vibration analysis report is included in Appendix E of this FEIS.

Construction vibration caused by pile driving or vibratory rollers may be expected to impact sensitive surgical operations, especially those using a ceiling-mounted or floor-mounted operating room microscope. This would only be an issue if the full NE 10th extension could not be built before the new South Tower and Group Health facility are occupied and fully utilized. Mitigation measures should be explored, including the use of constant vibratory hammers, static pile drivers, and static rollers. Tracked dozers should be operated in second gear or lower. Vibration produced by haul trucks, dozers, graders, and the like would not present a significant impact. In addition, construction activities could be scheduled to occur during periods that the operating rooms are not in use. Construction vibration should be monitored at the building foundation or operating theater floor.

Comment 2, Capstone.

Comment acknowledged. If NE 10th is not built until after occupancy of the Phase I hospital expansion, the resulting noise levels would have the potential to affect patient care. The construction schedule for NE 10th Street has not been finalized at this time. If it is not possible to build the new roadway concurrently with the new hospital facilities, the City of Bellevue is committed to working closely with Overlake Hospital and Group Health Cooperative to find ways of mitigating the potential impacts.

Comment 3, Capstone.

Comment acknowledged. If NE 10th is constructed after the facilities' air filtration systems become operational, the City will work with Overlake Hospital and Group Health to identify mitigation measures to maintain acceptable operation of the systems. These may include measures such as those described on pages 4-13 and 4-14 of the DEIS to control dust and other air pollutants during construction.

Comment 4, Capstone.

Table 1-1 on pages 1-6 through 1-13 of the DEIS summarizes the temporary construction and ongoing operating impacts of the NE 10th Street extension and hospital campus expansion projects. Because the NE

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II. **Potential Impacts of a functioning NE 10th Street on Overlake and Group Health Operations**

- **Vibration** The DEIS calls for MSE construction type for NE 10th from the Overlake internal access road to a location just before or just after the proposed Overlake / Group Health grade-level patient, physician, and pedestrian connection. The planned patient care activities (particularly surgeries in the Group Health facility) may be infeasible in certain locations within the building as a result of vibration from vehicles being transmitted directly into the Group Health structure. Attached is a letter from Terry Lundeen of CPL which identifies some of the technical issues which may need to be addressed.
- **Impacts of Non-natural Light and Noise.** Night-time vehicular traffic (particularly east bound traffic) that crosses the freeway on NE 10th will generate light pollution from headlights which may significantly impact patients' ability to sleep in patient rooms located in the South Tower. Vehicle noise may also be an issue depending on how much traffic NE 10th is designed to accommodate.

III. **Potential Impacts of Ramps at NE 10th Street.** It is infeasible to clearly articulate the impacts of either the construction or operations of ramps at NE 10th Street until such time as these structures are at least preliminarily designed. That said, the close proximity of these ramps may impact emergency vehicle access to the hospital or existing Overlake or Group Health structures in such a way as to severely impair either organization's ability to operate. The most significant impact of ramp construction will be on Overlake facilities which exist today rather than the facilities proposed for construction by 2007. At minimum, it is clear that impacts from noise, light pollution, elimination of natural light from patient rooms, and vibration will severely impact one or more of the critical facilities on the campus and that such impact may be so severe as to necessitate one or both the organizations changing their operational patterns as well as requiring significant reconstruction of existing facilities. Overlake and Group Health understand that the City of Bellevue and WSDOT will engage in significant study in order to assess the options and the impacts of the same prior to making a decision to construct ramps at 10th.

On pages 7-14 and 7-15 of the DEIS under the discussions of Alternative 4 and Alternative 2, it is suggested that the noise and vibration impacts from the extension of NE 10th Street through the hospital campus should be considered in the design of the building foundations and choice of building finestrations materials. This is not feasible or appropriate as the designs of the potential ramps have not been completed at this time. It is unrealistic to expect Overlake and Group Health to design their buildings to accommodate the impacts of freeway ramps that have not yet been designed or approved. The impacts of those ramps must be addressed by the City and WSDOT at the time the ramps are designed and constructed.

Both organizations recognize that the scope of 10th which will open concurrently with the campus in late 2007 will vary based on funding. Both Overlake Hospital and Group Health are supportive of 10th in the minimum "stub road" configuration as well as strategies which may provide for 10th crossing I-405 and connecting to 112th for 2007 opening. However, both Overlake Hospital and Group Health withhold support for freeway ramps on the east side of 405 leading from 10th to either I-405 or SR 520. Once the design of these ramps and the associated mitigation impacts of these ramps can be assessed, both organizations will then be in a position to render an opinion.

In addition to the foregoing comments regarding vibration and noise, there are a number of revisions that should be made to the text of the DEIS. Those revisions are as follows:

IV. **Pages 2-11 and 2-12**

- The first two sentences of the discussion under "Alternative A" should be deleted and replaced with the following: "In this alternative, the first phase of the NE 10th street extension should be developed and constructed concurrently with the construction of the Overlake Hospital South Tower and the Group Health ACC. The new roadway would connect 116th Avenue NE, but would not extend across I-405. Construction of this portion of NE 10th is required concurrent with the construction of the Overlake Hospital South Tower and the Group Health ACC in order to avoid expensive future impacts that the City would be required to mitigate."

10th roadway will be needed to provide access to the new Overlake Hospital and Group Health buildings when they open, it must be constructed almost simultaneously. Therefore, the City acknowledges that it will be critical to coordinate the construction activities of all parties, to provide for rational and cost-effective construction staging activities, and to minimize adverse impacts on transportation system users, the hospital, and other area land uses. The existing four-party interagency agreement (see DEIS Appendix B, *Agreement for Coordinated Planning of NE 10th Street Extension and Overlake Hospital Medical Center Expansion*) provided a mechanism to accomplish the coordinated planning and design of the hospital campus expansion and roadway improvement projects; however, it does not provide for coordination of construction activity. This may be accomplished through a subsequent agreement between the parties. Because federal funding is involved with the NE 10th Street project, the lead agency to manage project construction would need to adhere to federal guidelines. The Washington State Department of Transportation recommends that construction be led by the City or State.

Comment 5, Capstone.

As noted in the response to comment 1, subsequent to the DEIS, the City had an analysis conducted to determine the potential vibration impacts to Overlake and Group Health operations during both construction and operation of the NE 10th Street Extension. The full vibration analysis report is included in Appendix E of this FEIS.

The results of the analysis indicate that normal automotive traffic running on a well-maintained pavement surface should not impact the operating theaters. Current plans for the Group Health ACC indicate that the operating theaters and MRI equipment will be located 30 feet or more from the edge of the NE 10th right-of-way; vibration from NE 10th traffic would be less than that caused by traffic in the building's parking garage. Overlake Hospital's surgical and MRI facilities are much farther from the NE 10th right-of-way and would not be affected by vibration. Surgical microscopes supported on adequate structures for controlling footfall-induced vibration should also not be affected significantly by highway traffic. No mitigation measures other than maintenance of the road surface would be required.

Comment 6, Capstone.

The DEIS acknowledges that vehicle headlights from NE 10th Street could cause glare impacts to the lower patient rooms of the new campus buildings (see pages 9-11 and 9-16). The DEIS identifies mitigation measures to reduce glare, including using interior window coverings to block exterior light and glare from the patient care environment.

Comments

- 9 V. **Page 6-11.**
The last sentence under the discussion of “Overlake Campus Development” should be revised by replacing the word “hospital” with the words “Overlake Hospital Medical Center Campus”. This revision is required in order to ensure that all of the medical facilities are included and not just the hospital.
- 10 VI. **Page 8-12**
• The second sentence in the discussion under “Setbacks and Landscaping” should be revised to read as follows: “Along NE 10th Street and particularly along 116th Avenue NE, the proximity of these large buildings would create a pedestrian impact and a visual impact to the streetscape (Chapter 9 includes graphics simulating the visual impacts of these setback requirement changes), but the impacts will be mitigated through provision of the pedestrian amenities described below.”
- 11 VII. **Table 11-4.**
• The figures under Demo Area and Net Area for Group Health ACC are incorrect under both the 2007 Master Plan and 2030 Net. The correct figures are 68,100 for the Demo Area and 231,900 for the Net Area. As is pointed out on Page 8-13, there are 64,300 square feet of medical office buildings that will be demolished in addition to the Taste of Tokyo building in order for the Group Health ACC to be constructed.

Thank you very much for the opportunity to comment on the DEIS. If you have any questions regarding our comments, we would be pleased to answer those questions.

Sincerely,

CAPSTONE PARTNERS

Mike Hubbard
Principal

cc: Janet Donelson, Bill Biggs, Phil Wood, John Longbotham, Sarah Langton

Responses

Noise impacts are described in Chapter 7 of the DEIS. The operational impacts of the project are discussed on pages 7-10 through 7-15. To summarize, the existing exterior sound level from I-405 is in the mid to upper 70s dBA. This is quite a high level; however, simultaneous interior and exterior noise measurements (pages 7-8) indicated a 28-dBA or greater reduction due to the building structure, such that “interior sound levels were due more to the HVAC system and activities in the building (I-405 traffic was barely audible)”. The noise contribution from the new NE 10th roadway will be slight by comparison to existing sound levels, so the overall sound level will not impact the hospital’s interior environments. The projected future noise levels due to the action alternatives (for both 2007 and 2030) would not trigger Bellevue’s requirement to assess noise mitigation for the hospital, and no significant noise impacts would be expected.

Comment 7, Capstone.

See response to comment 6 above. The DEIS acknowledges that headlights of vehicles on NE 10th Street could cause glare impacts to the lower patient rooms of the new campus buildings (pages 9-11 and 9-16). The DEIS recommends mitigation measures to reduce glare, such as using interior window coverings to block exterior light and glare from the patient care environment.

As a supplement to the noise analysis presented in the DEIS, further modeling was conducted using the FHWA Traffic Noise Model to determine the noise impacts of ramps at the NE 10th extension (2030 Alternative 2). See Appendix D for documentation of the supplemental noise analysis. The modeling indicated that I-405 will continue to be the dominant source of noise in the future, with or without the NE 10th Street extension or ramps, and that the freeway noise would overwhelm the comparatively minor noise contributions from these other roadways. The exterior sound level from I-405 is in the mid to upper 70s dBA, while the projected exterior sound level from the NE 10th Street ramps would be in the low to mid 60s dBA. The lower sound level (NE 10th ramp) contains so much less energy that it would have little if any effect on the overall sound level. Because existing noise from I-405 does not unduly impact interior noises of the hospital facility today, it is not expected to impact the interior hospital locations in the future.

It is not expected that vibration from the ramp operation will result in any effects on either routine or sensitive activities on the hospital campus. It is reasonable to assume that, as indicated on page 7-11 of the DEIS, “design measures used for building construction would be based on existing conditions related to I-405 and at least the potential for vibration from this

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new roadway (NE 10th Street), and would maintain vibration levels below those that could disrupt sensitive activities.” As demonstrated by the vibration analysis in Appendix E, existing levels of vibration on the Overlake campus from the large volumes of traffic on I-405 are not high enough to interfere with sensitive procedures and equipment except within 10 feet of the highway right-of-way. Since the design of building foundations and the choice of building and fenestration materials in hospital environments must account for vibration from footfalls and other sources, vibration from other more distance sources would also be minimized by these measures.

Comment 8, Capstone.

Comment acknowledged. The requested revision has been incorporated into the Final EIS.

Comment 9, Capstone.

Comment acknowledged. The requested revision has been added to the Errata sheet.

Comment 10, Capstone.

Comment acknowledged. The requested revision has been added to the Errata sheet.

Comment 11, Capstone.

Comment acknowledged. The requested revision has been added to the Errata sheet.

Comments

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Overlake Hospital Medical Center Master Plan / NE 10th Street
Extension SEPA Environmental Impact Statement
Public / Agency Scoping Meeting

COMMENT FORM

RECEIVED

JUN 11 2004

Planning & Community
Development

Do you have any comments on any of the following?:

- Project Alternatives
- Elements of the Project / Scope of Work
- Mitigation Measures
- Probable significant impacts
- Potential conditions on any license or permit to be approved by the City

I have attended a number of city meetings on transportation and other matters. I have followed the Overlake Hospital Master Plan, I have followed transportation projects in Bellevue and beyond involving I 405, SR 520 and I 90. I have seen all the construction on 112th NE and NE 8th plus the construction involving I 405. I have spoken about the Ramada Hotel at 112th NE 8th. All the construction activity on 112th NE and construction going on behind the Ramada is major. It does not seem to be mentioned that the bulldozer may be going through the Ramada to expand NE 10th St. This has been a very special place to many people over the years. The location is excellent in every way. I'm sure people visiting people at Overlake Hospital have stayed there. The people working there have and do excellent care to people coming there people of all situations and people from all over the country and the world. Recently an organization for the blind was there. What care they received from the staff there are some to stay in, meet in and a restaurant plus parking is available.

You may also mail your comments to the City of Bellevue Environmental Coordinator

Carol Helland
City of Bellevue
Planning & Community Development
P.O. Box 90012
Bellevue, WA 98009-9012

Or, you may e-mail your comments to either
Carol Helland at: CHelland@ci.bellevue.wa.us
Steve Sindiong at: SSindiong@ci.bellevue.wa.us

again location, location and location and a choice in people for a place to stay!

Comment 1, Arlene Darby.

The potential displacement of the Ramada Hotel as a result of the NE 10th Street extension is noted on page 8-14 of the DEIS. On page 8-16, the Mitigation Measures section indicates "Direct land use impacts – acquisition of property and/or structures – for the extension of NE 10th will be mitigated through adherence to City of Bellevue policies and regulations concerning right-of-way acquisition. Property owners will be compensated at fair market value, with relocation assistance provided for businesses that would be permanently displaced as a result of roadway construction."

There are a number of similar or moderately priced hotels within the surrounding area that could be used by visitors if the Ramada Hotel were displaced. These include, among others, the Red Lion Hotel on 112th Avenue NE/Main Street, Coast Bellevue Hotel on 116th Avenue NE/NE 8th Street, and the Silver Cloud Hotel on NE 12th Street/106th Avenue NE.

Comments

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EASTSIDE

www.kingcountyjournal.com (c)

Sisters keep customers happy at Cityside

WORTH IT: Fight your way through the Bellevue construction to Cityside, the restaurant at the Ramada Inn on 112th and Northeast Eighth in Bellevue. It's worth it if you get to meet two waitresses who have been there for 65 years combined.

The two sisters, **Carol Kent** and **Diane "Dinee" Graham**, have been waiting tables together since they were 16, before they graduated from Sammamish High School.

Graham started at what is now the Ramada 34 and a half years ago. She ticks off its history: "Thunderbird, Red Lion, Doubletree, Promise and Hilton before now."

"We tell people we don't know what it will be next. We're just here to serve you food," says Kent.

Mainly, they just wanted to help out with expenses at their homes and to put their children — three between them — through Bellevue Christian School.

They should have quit and opened a comedy club together. The two are Laverne and Shirley, Abbott and Costello, Roseanne and Tom — salty, quick, tender and very funny.

"We are standup comics," they tell me, one starting the sentence and the other finishing, "only poorly paid."

Don't let them fool you. They are vested in their work and their customers. It's a family now.

"Our customers don't leave us. They die," says Graham. They've seen people through from weddings to grandkids and funerals. In fact, Kent got tears in her eyes talking about visiting one of her dearest regulars — former UW regent **Taul**

Watanabe — in the hospital before he passed away. "It's tough getting to know people that well, but we wouldn't have it any other way," says Graham.



Patti Payne
Journal
Columnist

Their grandparents, **Lena and Eric Lundquist**, homesteaded here. Their father owned Van Dyke Trucking. They roll their eyes, having listened to city planners decades ago "during their three-martini lunches."

Worst tip ever? Fifteen cents. Best? "We got \$547 each for a Christmas party. I get 'em drunk and Dinee serves 'em food."

One of the best stories about these two happened one day when the restaurant was packed and their

father came in. "I went right to him," says Kent, "and a guy stood up clear across the room and said, 'Excuse me, I've been here for a while. How come he gets waited on before I do?' I told him, 'There's a simple answer to that, sir. This is our father. We like him more than we like you. And he will leave a better tip than you will.'"

Their favorite eateries? These two like Canlis, the Met, Palisades, Scott's, Luigis in Magnolia and their own workplace. "We have absolutely wonderful food here," Kent says. "This is the best-kept secret in Bellevue."

BIONIC MAN: Who was that man hiking miles on the Burke-Gilman Trail Thursday, barely six weeks after double knee replacement surgery? That was the unsinkable **Dan Evans**, governor, senator, college head, regent — the list goes on and on, like the man.

That wasn't his first major outing since surgery. He met his goal to lead his grandchildren on a two-mile hike from Sunrise to Shadow Lake on Mount Rainier at the end of August, while his three sons, **Dan, Bruce** and

Mark, summited the mountain. Evans was about four weeks into his recuperation by then.

"Actually, I felt pretty good about having done this, until it hit me that my 3-year-old granddaughter **Grace** made it all the way," he said, chuckling.

SPOTTED: At Larry's in Kirkland, a shiny black Cobra sat parked, top down, in the hot sun. Everyone who walked by gawked at the license plate, HHHFFLX, which had some bamboozled, and others — mostly guys — giving the thumbs up.

BREATHE UP: The Eastside's only oxygen bar is holding its grand opening on Sept. 18. "Essentials For Daily Living" in Issaquah is the brainchild of **JoAnne Mendenhall**, a licensed practical nurse for 23 years who also owns the Pelage Spa next door.

At Essentials, folks can buy "what I consider things necessary for daily life," she says. That list included the best chocolates, daily wear for active people, journals, watches, natural cleaning supplies, water and air. Folks will belly up to the oxygen bar and, for \$1 a minute, get hooked up to 98-percent purified oxygen mixed with aromas through brightly colored tubes that fit in the nostrils.

The airy cocktails have intriguing names like "Death by Chocolate," "The Beach," "Allure," "So Vine," "Zen," "Sugar Cookie," and — my favorite — "Calming," which combines the aroma of lavender and tangerine.

Patti Payne's column appears Wednesdays, Thursdays, Fridays and Sundays. Call 425-453-4602, fax 425-482-6800, write King County Journal, P.O. Box 90130, Bellevue 98009-2251 or e-mail pppayne@msn.com.

Comments

C. ROBERT FORD
919 109TH AVENUE SUITE 1408
BELLEVUE, WASHINGTON 98004-4496
(425) 646-3894
E-Mail: flivvertoo@msn.com

December 2, 2004

Re: COMMENTS: "Overlake Hospital Master Plan And NE 10th Street Extension"

The November 18, 2004 Open House Clearly and Concisely Presented the Projects on Site Alternatives. The planning for the hospital site and the adjacent vehicular traffic flow appear acceptable in either "Proposal".

At the "Open House" presentation my discussions with staff members and others led me to conclude that inadequate environmental mitigation considerations had been developed for the "Ashwood District". Projected pedestrian and vehicular traffic safety and volume appeared to be considered beyond the scope of the "Overlake Hospital Master Plan". Answers provided to my questions regarding the project completion especially related to your projected pedestrian and vehicular traffic safety and volume impacts on The "Ashwood District" development seemed incomplete or evasive.

Our Pacific Regent Community's concerns are long standing, dating to the "Local Property Improvement District", LID #280, which required a restricted group of property owners to fund the NE 10th Street improvement. Since its completion our concerns for traffic and pedestrian safety have increased. On numerous occasions our concerns have been voiced to City Of Bellevue planning and traffic authorities and we receive responses which fail to consider our concerns.

An example being Goran G. Sparman, Director Transportation Department letter to John Hummer, dated July 14, 2003 wherein he cites how "...Nicely ... residential and commercial buildings that are truly assets to the community." developed. Data supporting this statement has not been offered to demonstrate the benefits or negative impacts on owners in "Ashwood District" or the Total LID #280 population paying for this project. Continuing his letter states, "The addition of high traffic volumes to more fully utilize the capacity of 10th Street undeniably will change the environment. However there are many examples in the metropolitan area where high traffic volumes and quality residential developments co-exist side by side ...". It is my opinion Mr. Sparman would be hard pressed to locate another comparable metropolitan area meeting the uniqueness of those that currently exist in the "Ashwood District". Further many Advanced Design Review projects continue to be approved or announced causing property owners' concerns for the further deterioration of pedestrian and vehicular traffic conditions.

The residents and owners at Pacific Regent Retirement Community will welcome information on current and projected traffic conditions from responsible representatives from the Department Of Planning and Community Development and The Transportation Department.

Very truly yours,



Enclosure: Hummer Letter

cc. Fran Sherwood
David Hardin
John Hummer
Susan Quigley
Duncan Robertson
Ken Short

Responses

Comment 1, C. Robert Ford.

The Transportation chapter (page 11-1) of the DEIS summarizes the traffic-related impacts within the study area, which focused on the area between 112th Avenue NE and 116th Avenue NE. However, subsequent to the published DEIS, the City conducted additional traffic analysis to determine the changes to traffic volumes and level of service within the downtown Bellevue area, including the Ashwood neighborhood, which is located west of the original study area. See response to Jean Austin Comment 1 above for more detailed traffic analysis results regarding NE 10th Street and the Pacific Regent driveway.

Regarding pedestrian safety, the DEIS notes that accident rates within the study area are expected to decrease slightly for both the 2007 and 2030 alternatives, due to reduced congestion (pages 11-24 and 11-33). It can be assumed that this reduction would also include pedestrian related accidents. For the Ashwood area, the subsequent analysis described above and more thoroughly described in the response to Jean Austin Comment 1, the primary increase (90%) in PM peak volumes on NE 10th Street within the Ashwood neighborhood by the year 2030 are a result of land use change within downtown Bellevue (No Action Alternative). The Overlake Hospital campus expansion and extension of NE 10th Street over I-405 would be responsible for a 13 percent increase in traffic volume on 10th in the Ashwood vicinity over the No Action Alternative.

While the City cannot predict accidents, it does track accident history and traffic volume at all intersections and conducts ongoing collision safety programs to monitor intersections, pedestrian crossways, and driveways. The City routinely addresses traffic safety issues with a selective combination of education, enforcement, and engineering solutions, depending on the situation.

Comments

Responses

Attached to Ford letter

July 8, 2003

John Hummer
919 109th Ave Ne #506
Bellevue, WA 98004

Goran G. Sparrman,
Director of Transportation Dept. City of Bellevue

Over fifty years in the close-in North Bellevue area and now 6 years in the Ashwood Neighborhood, I realize this is what it has been intended to be - a neighborhood.

We've got a wonderful regional library as a core. There are condos and apartments and retirement facilities. Then there is the Ashwood Park. A large grassy open area - an unexpected welcome gem of a location. Benches to watch the kids and parents run and play ball on this gigantic lawn. Walking there is a true neighbor to neighbor experience.

Now the city wants to make 10th into a major East West Arterial - and death defying to cross. It's a speedway now with it's long blocks and racing the signal lights. It will be a speedway to nowhere!

We have good access now to the Overlake Medical Complex via NE 12th. It goes East onto Bel-Red road. Let our neighborhood remain what it is instead of making NE 10th into a speedway which slams into a dead end at 116th Ave. Dollar for dollar it would surely be cheaper to make an on-ramp to 405 Northbound at 116th Westbound and NE 12th.

NE 4th overpass is months away. Southbound 116th at 8th has just been multi-laned and signaled for North on 405 and into downtown Bellevue. That's before the new 8th overpass is finished. Eastbound 8th at the 405 overpass to North 405 is tricky now but will be smoothed out when that project is completed.

In view of the above I do not understand the reasoning behind plans for NE 10th.

Best Regards,


John Hummer

Comments

Responses

Attached to Ford letter



City of
Bellevue
July 14, 2003

Post Office Box 90012 • Bellevue, Washington • 98009 9012

Mr. John Hummer
919 - 109th Ave. NE
#506
Bellevue, WA 98004

Dear Mr. Hummer:

Thank you for sharing your concerns about increased future traffic on NE 10th Street and its potential consequences for the character of the Ashwood neighborhood. The potential extension of NE 10th Street to 116th Avenue came about because the initial consultant's (DKS) idea was only to extend it to the freeway in order to make that connection. The further extension through the Overlake campus to 116th came later after another consultant (CollinsWoerman) suggested that it might fit within the hospital's master planning process. Subsequent analysis confirmed that the extension to 116th would improve hospital access while reducing congestion at intersections in and around downtown. It is important to point out that the hospital is already a very big trip generator, and is planning a major expansion. As a growing part of a growing downtown, they are contributing to the demand for more transportation investment.

We know that we don't have all the answers yet about how to make the roadway and the campus fit together, because the design is still very conceptual. However, the City and the staff at Overlake Hospital have both committed to work jointly on solutions, and we will.

The ramp connections to I-405 at NE 10th, along with its counterpart at NE 2nd Street, are quite simply the best solution for a majority of the community, both within downtown and the surrounding neighborhoods. These connections fit very well with the planned I-405 expansion program and the primary access to downtown Bellevue that most people are familiar with.

Lastly, I agree that the Ashwood District has really filled in nicely with the Regional Library, Ashwood Park, and residential and commercial buildings that are truly assets to the community. The addition of high traffic volumes to more fully utilize the capacity of 10th Street will undeniably change the environment. However, there are many examples in this metropolitan area where high traffic volumes and quality residential developments co-exist side by side, and I fully expect the Ashwood District to thrive over the coming decades. Its close proximity to a regional job center should continue to make it an attractive location. As a long time resident, you have already observed lots of change in your neighborhood. I think you recognize that all change is not bad, and hope that you will help to make it a better place.

Sincerely,

Goran G. Sparrman, P.E.
Director, Transportation Department

Comments

City of Bellevue
Dept. of Transportation
301 116th Avenue SE
PO Box 90012
Bellevue, WA 98009-9012

Subject: NE 10th Street Extension and Being One Way

When the proposal to make NE 8th & NE 10th one way streets or build & the other Apartment didn't exist from NE106 to almost NE1012. Now we do in Apartment Builds.

In the Pacific Regent alone, we have 102 Suits occupied with approximatly 40 employees. Plus our 2nd & 3rd floors being a Nursing Facility for older people open to others than ourselves. There are nurses on duty all the time with others too.

We have and average of 115 vehicles a day that sign in each day, that are working or visting us or those in the Nursery Facility. We and 15 staff members have assigned parking spots. On the normal day we can have 3 or 4 Emergency vehicles arrive, and 4 delivery trucks or vans.

Now, if NE 10th was a one way street, it would be very difficult for Emergency vehicles, and trucks and vans to come and leave. As it would fore the rest of use.

Ted C. Hacker
919 109th avenue NE #906
Bellevue, WA 98004-4493

(425) 454-9399

Responses

Comment 1, Ted Hacker.

NE 10th Street is not planned to be a one-way street. The original Downtown Plan, completed in 1989, did recommend that NE 10th Street and NE 8th Street operate as a one-way couplet. However, since then, the downtown subarea plan has been updated and adopted into the City's Comprehensive Plan. The new plan maintains NE 10th Street as a two-way street.

Comments

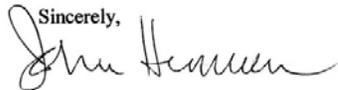
November 17, 2004

John Hummer
919 109th Ave NE #506
Bellevue, WA 98008

Steve Sindiong, Department of Transportation

- 1 | It is impossible for me to believe that the project to extend NE 10th to 116th has been revived. This idea is no more feasible now than it was in 2003.
- 2 | There is absolutely no merit to this plan. It would cost millions and accomplish nothing. Property costs and construction costs would be huge.
- 3 | We have access to NE 10th Where there is not signal. Heavier and faster traffic ever would make it impossible.
- 3 | NE 12th handles all the traffic and can do it into the future with no strain. Access to the hospital seems to be a major concern. Have you considered the inexpensive option of adding a compulsory right turn lane just west of 116th on NE 12th. Since there are no buildings involved, all that is necessary is to remove bolders and dirt and relocate the sidewalk south just a little. Now you've got room for a compulsory right turn lane and no slowdown of eastbound traffic.

Please see my attached letter to Mr. Goran G. Sparrman dated July 8, 2003. It further covers my opinions and ideas on this subject.

Sincerely,


John Hummer

Responses

Comment 1, John Hummer.

See response to Anonymous Comment # 1.

Comment 2, John Hummer.

See response to Jean Austin Comment # 1.

Comment 3, John Hummer.

The primary purpose of the NE 10th Street extension project is to improve overall downtown mobility, including reducing congestion on existing east-west streets (especially NE 4th and NE 8th Streets) and providing additional access to the regional transportation network (I-405/SR 520). An added benefit of the project is that it provides more direct access to the Overlake Hospital campus and helps to reduce emergency vehicle delays. While a right turn lane from NE 12th to 116th Avenue might be useful, it would not satisfy the primary purpose identified above. A right turn lane from NE 12th to southbound 116th Avenue NE is not needed to accommodate the hospital traffic. As shown by Table 11-12 on page 11-20 of the DEIS, the intersection would operate at LOS D under all 2007 alternatives and at LOS E or better under all the 2030 alternatives except No Action and Alternative 1, which are not consistent with the Downtown Implementation Plan.

Comments



JOHNSMONROEMITSUNAGA
P L L C

▲ Robert D. Johns ▲ Michael P. Monroe ▲ Darrell S. Mitsunaga ▲ Duana T. Koloušková ▲

Via Messenger Delivery

Carol Helland, Environmental Coordinator
City of Bellevue, Dept. of Planning and
Community Development
P.O. Box 90012
Bellevue, WA 98009-9012

December 6, 2004

Re: Overlake Hospital Master Plan and NE 10th Street Extension

Dear Ms. Helland:

I am the attorney for Overlake Internal Medicine Associates, Inc. PC, (“OIMA”) the tenant in the 1011 116th Avenue NE building (the “1011 Building”). This letter is submitted as a comment on the draft Environmental Impact Statement for the Overlake Hospital Master Plan and NE 10th Street Extension.

The ten OIMA physicians with offices at the 1011 Building provide medical services to 18,000 to 22,000 patients annually. The 1011 Building also houses administrative support, medical record facilities and MIS support for a total of 30 physicians located in the immediate vicinity of Overlake Hospital. Approximately 60,000 patients are dependent on OIMA for basic medical services.

OIMA is deeply concerned about the proposed NE 10th Street Extension project because it will require demolition of the 1011 building, which will inevitably disrupt medical services to a significant segment of the Bellevue/Greater Eastside community unless suitable arrangements are made to relocate OIMA in a timely and orderly manner.

Until 1999, the 1011 Building was owned by OIMA. In 1999, OIMA sold the building to Overlake Hospital and leased it back from the Hospital. The lease provides OIMA with a ten-year lease and an option on an additional ten years. More importantly, the lease also provides that in the event the 1011 Building is demolished, the Hospital (in its role as Landlord) will provide OIMA with comparable space at comparable rates within one-half mile of the 1011 Building. The lease further provides that the Hospital will not demolish the building prior to January 31, 2010 and that the Hospital will give OIMA at least one year’s notice of its intent to demolish the building.

Our review of the DEIS and associated information issued by the City indicates that the City anticipates that construction of the NE 10th Street extension will commence in 2006 or 2007. We have also reviewed City of Bellevue Resolution No. 7084, which indicates that the City intends to negotiate in good faith with Overlake Hospital to acquire the right-of-way for the NE 10th Street extension, and that if those negotiations are unsuccessful, the City intends to condemn the property.

Responses

Comment 1, Johns Monroe Mitsunaga.

The potential displacement of the 1011 Building as a result of the NE 10th Street extension is noted on page 8-14 of the DEIS. On page 8-16 the Mitigation Measures section indicates, “Direct land use impacts – acquisition of property and/or structures – for the extension of NE 10th will be mitigated through adherence to City of Bellevue policies and regulations concerning right-of-way acquisition. Property owners will be compensated at fair market value, with relocation assistance provided for businesses that would be permanently displaced as a result of roadway construction.”

The Overlake Hospital Master Plan anticipates the construction of 200,000 square feet of medical office space in 2007, which will result in a net increase of 91,400 square feet of new medical office space (after demolition of existing medical office space, including the 14,500 square foot 1011 Building, on the campus). This additional space would be sufficient to replace the loss of the 1011 Building.

Comments

Responses

Carol Helland, Environmental Coordinator
December 6, 2004
Page 2

Neither the City of Bellevue nor Overlake Hospital has contacted OIMA to discuss relocation of OIMA's facilities. Disruption of basic medical services to a significant portion of the community will occur if the NE 10th Street Extension project proceeds without making adequate provision for the relocation of OIMA in accordance with the terms of its lease with Overlake Hospital.

1 One of the issues that must be reviewed in an EIS prepared pursuant to the State Environmental Policy Act is the potential impact of a proposed project on public services, including health care. The DEIS on the Overlake Hospital Master Plan and NE 10th Street Extension fails to address the significant impact on health care in the Bellevue/Greater Eastside area that will occur if the 1011 Building is demolished and basic health care service for 60,000 residents of the area is interrupted. At a minimum, the EIS should be revised to identify this as a potential significant adverse impact of the NE 10th Street Extension project. Adequate mitigation of this impact should also be addressed in the EIS. The obvious mitigation is the provision of alternative facilities for OIMA in compliance with the terms of its lease. However, it must also be acknowledged that the relocation of OIMA will require timely action by the City and Overlake Hospital. A major medical facility such as OIMA cannot relocate overnight. It will be necessary to locate suitable new space in the vicinity of the current building, design and construct the required tenant improvements, and arrange for an orderly transfer of equipment and personnel.

OIMA is prepared to discuss these issues in greater detail with both the City of Bellevue and Overlake Hospital and urges both to contact OIMA immediately to begin discussions on how to address the concerns raised in this letter.

If you have questions or wish to discuss any aspect of this situation, please contact the undersigned at 425-467-9960.

Very truly yours,



Robert D. Johns

cc: D. Chris Douglas, CEO, OIMA
Executive Committee, OIMA

1511-1 Comment Ltr Helland 12-06-04

Direct Tel: (425) 467-9960
Email: johns@jmmllaw.com

Comments

Responses

Nov. 11 2004

City of Bellevue
Department of Transportation
301 116th Ave. S. E.
P. O. Box 90012
Bellevue, Wa

Dear City:

1 Please do not extend 10th Street.
I live in a retirement home on 10th
Street and am afraid I would find
it very difficult to enter and exit our
parking lot. Many in our building
feel the same way.

Thanks you
Helen Lindsey

919-109th Ave. N. E.
Bellevue, Wa 98004

Comment 1, Helen Lindsey.

The Transportation chapter (page 11-1) of the DEIS summarizes the traffic-related impacts within the study area, which focused on the area between 112th Avenue NE and 116th Avenue NE on the west and east, and between NE 4th and NE 12th Streets on the south and north. Subsequent to the published EIS, the City conducted additional traffic analyses to determine the changes to traffic volumes and level of service within the downtown Bellevue area, including the Ashwood neighborhood, which is located west of the original study area. The subsequent analysis was focused on the 2030 alternatives. This additional analysis is included in Appendix C to the Final EIS.

In the subsequent analysis described above, the primary increase (39%) in volumes on NE 10th Street within the Ashwood neighborhood between 2003 and 2007 (No Action Alternative) is the result in land use growth within downtown Bellevue over the next several years. By 2030 (No Action), the traffic increases by 90% over 2003 volumes.

The proposed expansion of the Overlake Hospital campus and the extension of NE 10th Street across I-405 are projected to increase traffic volumes on NE 10th Street in the Ashwood neighborhood by 12 percent over the No Action in 2007, and 8 percent over the 2030 No Action Alternative. The addition of freeway ramps at NE 10th Street would increase traffic volumes by 13 percent over the 2030 No Action Alternative. This information is more thoroughly described in the response to Jean Austin Comment 1.

It can be assumed that the added volumes between existing conditions and forecasted 2030 conditions would result in some increased delays for vehicles entering or exiting the Pacific Regent parking lot. However, the existing traffic signals at the adjacent intersections of NE 10th Street/110th Avenue and NE 10th Street/108th Avenue should provide adequate gaps to allow vehicles to pull in and out, and the existing center turn lane on NE 10th provides a refuge for left turns in or out of the driveway. As stated above, most of the increased delay would be attributable to overall background traffic growth, and not due to the NE 10th Street extension.

Comments

Responses

From: PETER E MAXIM [camaxim@msn.com]
Sent: Sunday, December 05, 2004 9:22 PM
To: Helland, Carol
Subject: comments on Overlake DEIS
Hello,
Here are some comments regarding the Overlake Hospital Master Plan based on review of its summary.

1 I don't see baselines given for the *current* air quality, level of noise, and traffic congestion/levels of service in the NE 8th corridor near 405 (e.g., at 116th and 120th Avenues NE at NE 8th Street). I am confident that for each of these measures, quality is now low. It seems certain the proposed action(s) would lower air quality, increase noise, and massively affect traffic. Is there a point at which development cannot begin because of the further difficulties it will create?

- 2 • Is economic development, here jobs at the expanded Overlake, awarded a higher priority than other public goods?
 - 3 ○ How is the admittedly negative economic impact on other local businesses weighed?
 - 4 ■ Is it equitable to call out the needs of Overlake and Group Health without referring to those of other businesses? If not, what will mitigate their costs?
 - 5 ○ Are there long term public costs to embarking on actions that conflict with the current Comprehensive Plan and Land Use Code, under circumstances such as apply to this proposal?
 - 6 ○ Is the decrease in access of emergency vehicles adequately factored into the analysis of costs and benefits of this initiative? Can it be successfully mitigated? Delay of emergency vehicles could be deadly.
- 7 • Why is no mitigation of noise and vibration's impacts offered during construction? The site is not far from residential areas north and east, as well as southeast, of the hospital.
- 8 • "Dewatering" of the foundation will be necessary, with water to go into the creek. What will be the impacts of that, and do they include salmon downstream? Would another mode of construction remove the need for "dewatering"?
- From what base do hazardous materials increase 30-45%, and is the "minimized" (not neutralized) risk acceptable?
- The Air Quality section of the summary states that mitigation measures are not proposed or warranted "during operation". Why? Traffic will increase markedly.

9 In the summary of aesthetic impacts and their mitigation, no discussion addresses the aesthetic impacts of proposed changes on the area around Overlake, only on the hospital campus. However, the expanded building and campus and especially the needed changes proposed to widen 116th Avenue NE substantially add to hardscape but remove most of the scarce greenery buffering the already very wide roads. Bellevue's Comprehensive Plan includes policies aimed at keeping Bellevue attractive to people living and working here.

- 10 • How could redesign add needed lanes to 116th Avenue NE while preserving existing mature trees, a scarce and valuable public good.
 - 11 ○ If not, will they be replaced with other mature trees of a size commensurate to the width of the arterials or freeways (or the height/mass of the buildings)?
- For the project as a whole, will landscaping or mitigations ensure that the initiative as a whole contribute to the good urban design of a subarea within a city that aims to be "a city within a park"? Aesthetics receives only passing reference in Table 1-1 and that refers only to the hospital campus itself, not the larger area to be changed.

Carolyn Maxim
12405 NE Second Street
Bellevue, WA 98005

Comment 1, Carolyn Maxim.

Baseline (existing) conditions for air quality, noise, and traffic are provided in chapters 4, 7, and 11, respectively, of the DEIS. Air quality and traffic conditions are predicted to stay within acceptable ranges and/or improve for both 2007 build alternatives and all but one 2030 build alternative. Noise levels in the project area are now influenced by the presence of I-405, which would remain the dominant noise source in the area even if Overlake Hospital were expanded and NE 10th Street were built.

Comment 2, Carolyn Maxim.

The NE 10th Street project is a project that is included within the City's Comprehensive Plan, based on analysis completed as part of the Downtown Implementation Plan (see response to Anonymous Comment #1). As described in the Purpose and Need section of the DEIS (page 1-3), it is important to begin implementation of the NE 10th Street extension in a manner that integrates the roadway development with the Overlake Hospital campus master planning and does not foreclose future options for access to I-405 and/or SR 520. Coordination with the hospital at an early stage is imperative to minimize future impacts to the hospital (at an additional cost to the City) and to maintain the integrity of the Comprehensive Plan.

As described under the Economics chapter of the DEIS (page 10-5), increased traffic congestion, noise, dust, and perceived changes in visual quality during construction of the NE 10th Street extension could impact businesses. Construction-related economic effects would be temporary and minor, and mitigation measures during construction were identified (page 10-9). These measures may include notices to the public regarding construction activities, scheduling high-impact work during low-volume periods, providing adequate signage to detour accesses to businesses, and planning construction to minimize delays on the road network. On pages 8-16, the Mitigation Measures section indicates "Direct land use impacts – acquisition of property and/or structures – for the extension of NE 10th will be mitigated through adherence to City of Bellevue policies and regulations concerning right-of-way acquisition. Property owners will be compensated at fair market value, with relocation assistance provided for businesses that would be permanently displaced as a result of roadway construction."

Comment 3 - Carolyn Maxim.

The proposed Comprehensive Plan Amendment and LUCA amendments are intended to facilitate the community vision articulated in the Downtown

Comments

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Implementation Plan update to provide a connection between the Downtown and 116th Avenue NE in the vicinity of NE 10th Street. In order to accomplish this vision, changes were necessary to the Overlake Hospital Master Plan to accommodate the construction of the NE 10th Street alignment across the Overlake Campus. In order to accommodate the level of development anticipated in the previously adopted Master Plan for Overlake Campus on land area reduced by the square footage necessary for NE 10th Street, CPA/LUCA amendments are being considered. These amendments are being reviewed by the Planning Commission which will balance the costs and benefits to the City and ensure the proposal is consistent with the overall vision of the Comprehensive Plan.

Comment 4, Carolyn Maxim.

Impacts to emergency vehicle delays are described under the Transportation chapter of the DEIS. It is important to understand the complexity in developing a model that can evaluate emergency vehicle performance or impact to traffic. The DEIS analysis that was performed to compare emergency vehicle delay used a set of fixed routes for comparative purposes only. The travel times that are identified in the DEIS for each alternative assume that the emergency vehicles are the same as any other vehicle, and therefore, the results may seem to show little improvement, especially related to the 2007 alternatives. In reality, impact on emergency vehicles is directly influenced by variables such as intersection spacing, lane capacity, signal phasing, controller capability, congestion, time of day, and pedestrian volume. In addition, emergency vehicles can move faster and more freely by using their emergency lights and siren; they can pass traffic in the oncoming lanes, alert other traffic to get out of the way, and travel through red lights. Thus, the true travel time for emergency vehicles would likely be significantly better than described in the Transportation chapter.

For the 2007 (project-level analysis) alternatives, emergency route travel times vary by alternative and route. As described on page 11-23 of the DEIS, the greatest impacts under the full NE 10th extension (Alternative B), when compared to the No Action Alternative, are from SR 520 to Overlake Hospital, and from the southwest to Overlake Hospital along 112th Avenue NE. However, travel time would improve between downtown and Overlake Hospital. For the 2030 alternative (as described on page 11-32), travel times for emergency vehicles generally improve under Alternatives 2 (NE 10th Extension with ramps at NE 10th), 3 (NE 10th Extension with ramps at NE 12th), and 4 (NE 10th Extension with ramps at NE 10th and 12th) when compared to the No Action Alternative. The greatest average emergency

Comments

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delay occurs with Alternative 1 (NE 10th Extension to I-405) due to excessive queue lengths occurring along 116th Avenue NE.

Page 11-34 identifies mitigation to improve traffic conditions for the 2007 alternatives, including the following:

- Add a northbound left turn lane on 112th Ave NE to westbound NE 10th St.
- Add a northbound right turn lane on 116th Ave NE to Eastbound NE 12th St.
- Extend the existing southbound right turn lane on 116th Ave. NE at NE 8th to the existing hospital signal entrance.
- Provide dual southbound left turn lanes at the intersection of NE 8th St. and 116th Ave. NE.

Following completion of the DEIS, the City conducted additional analyses that showed that dual northbound to westbound left-turn lanes on 116th at NE 10th would be needed for both Alternatives A and B.

Comment 5, Carolyn Maxim.

As discussed in Chapter 7 of the DEIS, the 2007 build alternatives would not create significant noise level increases at nearby residences. Of the 2030 alternatives, Alternative 2 could result in noise level increases at residences on NE 10th Street west of I-405 that would be large enough to warrant consideration of noise mitigation.

Comment 6, Carolyn Maxim.

As described in Chapter 5 of the DEIS, discharge of flows from construction dewatering would be done under the conditions of an NPDES construction stormwater permit from the Washington State Department of Ecology and a clearing and grading permit from the City of Bellevue. Both of these permits specify best management practices that are designed to minimize impacts on aquatic species such as salmon. The discussion of mitigation measures on pages 5-8 and 5-9 includes some measures that could be used to minimize the amount of dewatering discharge. As noted in this section, if dewatering discharge were to exceed 10 percent of the flow in the receiving water body (Sturtevant Creek) and studies determined that these flows could have adverse impacts on the creek, other potential methods to dispose of dewatering flows would be identified.

Comments

Responses

Comment 7, Carolyn Maxim.

Chapter 6 of the DEIS provides information on existing levels of hazardous materials used by Overlake Hospital. The storage and handling of these materials is strictly controlled in accordance with applicable law, and their benefits to hospital operation and patient care are considered to far outweigh the minor risks associated with their use.

Comment 8, Carolyn Maxim.

As described in Chapter 4 of the DEIS, air quality under all build alternatives would comply with the National Ambient Air Quality Standards. Therefore, no mitigation would be required.

Comment 9 - Carolyn Maxim.

The DEIS evaluated aesthetic impacts in the “Aesthetics” chapter, Chapter 9 of the DEIS (pages 9-1 through 9-23). The proposed Land Use Code Amendment (LUCA) mitigates the aesthetics impacts identified in Chapter 9.

The photo montages within Chapter 9 of the DEIS illustrate potential changes in public views for the 2007 and 2030 campus development. Views of the downtown Bellevue skyline and Cascade Mountain range would be limited due to the location, mass and height of the proposed campus development in 2007 and 2030.

A LUCA is necessary to allow for a more urban form of development on the hospital campus (high rise buildings with underbuilding parking) than the current suburban form of development (low-rise buildings with large surface parking lots) for reasons articulated in Response 3 - Carolyn Maxim. The new form of development will include larger and taller buildings, increased lot coverage, and reduced setbacks to achieve a more unified campus environment and give the hospital greater visual prominence from I-405 and surrounding areas.

The requirements of the LUCA considers building design features that add interest or variation to the form of the building, such as stepbacks between towers and diminishing floor plates above a height of 40 feet. The building design guidelines of the LUCA address quality design and avoid blank wall facades. For buildings above 75 feet within the Medical Office Perimeter Area, the guidelines are to provide a distinctive identity and sculptural effect on the campus skyline by shaping the upper floors through stepbacks and by utilizing distinctive and integrated roof top appurtenances. These requirements help to address the mass of the buildings and to minimize adverse visual impacts.

Comments

Responses

Streetscape and perimeter landscape requirements along 116th and NE 10th Street will also help mitigate adverse visual impacts due to the loss of views. The required gateways, sidewalk plantings (trees, shrubs and groundcover) and plantings that face I-405 will help to soften the environment and mitigate visual impacts of buildings.

Comment 10, Carolyn Maxim.

There are 40 London plane street trees along the west side of 116th Avenue NE between NE 8th and NE 12th Streets. The trees are generally in good health and most are approximately 12" caliper (but range in size from 2" caliper to 22" caliper), according to the City of Bellevue Parks & Community Service Natural Resource staff. During the infrastructure work along 116th Ave. NE, the Natural Resource staff will re-inspect these trees and provide recommendations if they can be saved and will survive being moved. If the trees cannot be saved, new trees will be purchased and installed. If new trees must be purchased, appropriate street tree species will be determined through the Master Development Plan process.

The proposed Land Use Code Amendment (LUCA) states that new street trees along 116th Ave. NE shall be a maximum of 25 feet on center and a minimum of 3" in caliper (or as approved by the Director of the Department of Planning & Community Development). If new street trees will be required at 25 feet on center, then approximately 75 new tree trees (min. 3" caliper) will be required versus the 40 existing trees, which is almost twice as many trees as existing.

Comment 11, Carolyn Maxim.

The Land Use Code Amendment (LUCA) for the Medical Institution District provides landscaping along the street frontages and along the campus perimeter. The landscaping along the streetscape of 116th Ave. NE includes 3 gateway features (at NE 8th Street, NE 10th Street and NE 12 Street). These gateway features are new requirements not currently in the Land Use Code. In addition, special streetscape plantings will be required within 4' wide planting islands next to the sidewalk (between pedestrians and vehicles).

The LUCA also includes new perimeter landscaping requirements that include vertical landscape features, terraced planters, or a combination of these features to mitigate the mass of a building wall adjacent to the I-405 ramps. The perimeter landscape requirements outlined in the LUCA require more plantings than the current Institutional District landscaping requirements. Hence, the planting requirements of the LUCA provide for more landscaping than currently required and will contribute to good urban design for the City. The planting requirements along 116th Ave. NE will be a

Comments

Responses

benefit to passers-by as well as those persons going onto the hospital campus.

Comments

Responses

Comment 1, Shirley Nagy.

See response to Helen Lindsay Comment #1.

1

J. Shirley Nagy
Department of Transportation Nov. 11, 2004
City of Bellevue
As a resident at Pacific Regent, a
retirement home, I strongly oppose the
N. & 10th St. extension. We have many
visitors throughout the day and it
would make it hazardous entering
and leaving our facility.
Thank you for your consideration
in this matter. Sincerely,
J. Shirley Nagy

Comments

RICHARD G. & SUSAN F. NELSON
919 – 109th AVENUE N.E. #1602
BELLEVUE, WA 98004

City of Bellevue
Department of Transportation
301-116th Avenue S.E.
P.O. Box 90012
Bellevue, WA 98009-9012

Re: N.E. 10th Street Extension

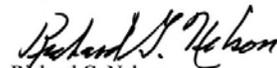
Gentlemen:

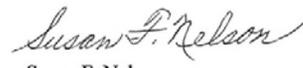
1 | The purpose of this letter is to register our objection to the above referenced project. We live at the Pacific Regent retirement community. Our parking lot entrance is in the middle of the block fronting on N.E. 10th Street between 108th and 109th Avenue N.E. The potential of increased auto traffic as a result of the proposed extension is of great concern to us. We foresee a safety problem when we try to exit the parking lot and when we try to use the left-hand turn lane upon returning to the parking lot.

2 | There is already access to Overlake Hospital from N.E. 8th Street. We do not see the need spend more money on another overpass just two blocks north of the overpass on N.E. 8th. Emergency vehicles use their sirens to clear the intersections at 112th and 116th Avenues so we don't see any significant time advantage to another overpass.

3 | As for improving access to I-405 and SR 520: a major, new improvement at the N.E. 8th Street overpass has helped improve access to I-405. It appears to us that access to SR 520 would become more crowded if you add another overpass at N.E. 10th Street.

Yours truly,


Richard G. Nelson


Susan F. Nelson

Responses

Comment 1, Richard, Susan Nelson.

See response to Robert C. Ford Comment # 1.

Comment 2, Richard, Susan Nelson.

As described in the Transportation chapter of the DEIS (page 11-1), traffic operations will improve as compared to No Action with both action alternatives (A and B) in 2007, and with three of the four action alternatives in 2030. The analysis of the No Action alternative shows that intersection congestion will increase substantially without the proposed NE 10th Street extension, and that even without the proposed Overlake Hospital expansion, by 2007 NE 8th Street intersections at 112th and 116th Avenues NE would operate at LOS F. The extension of NE 10th Street across I-405 would help improve the NE 8th Street and 112th Avenue intersection from LOS F to E in 2007 (even with the increased traffic from the hospital expansion). One of the important benefits provided by the NE 10th extension is the creation of an alternate route in case NE 8th Street or NE 12th is blocked. The NE 10th extension would provide more direct access to the Overlake Hospital campus and help to reduce emergency vehicle delays.

Comment 3, Richard, Susan Nelson.

In addition to improving traffic flow on I-405, access to SR 520 will be improved by this project in two ways. First, SR 520 drivers who would otherwise be sharing the NE 8th ramp with other vehicles going to I-405, will now have their own dedicated ramps to SR 520 from NE 10th St. Second, the ramps at NE 10th will include a "braided" ramp system replacing the current "weaving" section for traffic traveling from I-405 to SR 520. With braided ramps, vehicles are physically separated from each other by a bridge, so congestion will be relieved by no longer having this weaving occur on I-405.

Because the existing collector-distributor lane will be located slightly below the surface (to preserve property on the Overlake Hospital campus), the connection from I-405 to SR 520 will stay at its current elevation while traffic from the collector-distributor lane (SE 8th, NE 8th, etc.) will pass underneath. Once vehicles from the collector-distributor have passed the I-405 to SR 520 connection, the roadway will elevate to the surface to connect with I-405.

The ramps at NE 10th have been part of the publicized I-405 Corridor Program concept for several years and were included in the Record of Decision that was issued by the Federal Highway Administration (FHWA) in October 2002.

Comments

Howard D. Noyd, JD (Ret.)
Pacific Regent
919 109th Ave. N. E.
Bellevue, WA 98004
425-454-5394

November 27, 2004

Department of Transportation
City of Bellevue
301 116th Ave. S. E.
P. O. Box 90012

Attention: Steve Sindiong
Dear Mr. Sindiong,

Let me introduce myself. I have lived in Bellevue 41 years, in Woodridge, Devonshire and presently Pacific Regent, a retirement facility. This letter is in reference to the N. E. 10th Street extension/Overlake Hospital master plan which I strongly oppose.

TRAFFIC CONGESTION DILEMMA

1 The city of Bellevue's Transportation Department has been very successful in creating a congested in and out traffic quagmire at Bellevue Square. This was the result of the construction of N. E. 4th, N. E. 6th and N. E. 8th interchanges from I-405. The critical economic consequences are shoppers' frustration from being stalled, wasting time and expensive usage of gasoline and breathing exhaust fumes. Any chance of pleasant shopping is dead.

The coming on-line of Lincoln Plaza accelerates the need to re-prioritize solutions to include parks, financing and neighborhood concerns at the council level, not just a transportation diagram marked "solutions for you" (as thrust upon our neighborhood and the Overlake Hospital campus).

OTHER POSSIBLE SOLUTIONS

2 Seattle has parking and bussing all over the region for shoppers and workers. It is increasingly popular from Bellevue's transit center. Would parking lots in strategic locations east of the freeway eliminate some of the traffic that now causes congestion in downtown Bellevue? Free shuttle buses that would take shoppers to and from downtown Bellevue would make the use of those eastside parking areas attractive. Locating another post office east of the freeway would alleviate traffic on Bellevue Way at N. E. 12th.

Responses

Comment 1, Howard Noyd.

The NE 10th Street extension and added access to the freeway network was recommended in the Downtown Implementation Plan, completed in 2003 and adopted into the City's Comprehensive Plan in 2004. The goal of that plan was to develop land use/urban design measures and the needed transportation improvements to support the land use, while also improving overall mobility and access within downtown over a 20-year period. The traffic analysis was based on existing land use and the forecasted changes through 2020, totaling approximately 7,000 new residences and 28,000 new jobs. Changes include the ongoing development of Lincoln Square, the completed expansion of Bellevue Square, City Center 2 and the Summit that are currently in-progress, as well as projected future developments.

Comment 2, Howard Noyd.

The Downtown Implementation Plan (DIP), completed in 2003 and adopted into the City's Comprehensive Plan in 2004, included an alternative that assumed the development of a large parking ramp on the east side of I-405 with transit shuttles connecting into the downtown. This alternative was known as Alternative 3, or the "Major Intercept Package". It was not selected because it was not shown to improve congestion. In fact, Alternative 1 of the DIP (Major New Roadway Access) and Alternative 4 (Hybrid) resulted in a lower level of congestion and a lower level of traffic intrusion to adjacent neighborhoods. The Major Intercept Package alternative did not show a noticeable improvement in level of service at the intersections within downtown. Also, operation of intercept parking facilities might present a sizable implementation challenge in order to prevent the use of the garages as park-and-ride facilities for the Bellevue Transit Center and any future high-capacity transit system. Finally, inventories of downtown parking indicated a surplus of parking within the downtown, with an occupancy rate of 63 percent for existing condition, and a peak occupancy rate of 71 percent by 2020, thereby reducing the likely use of the parking ramp.

Comments

ENVIRONMENTAL IMPACT ON NORTHWEST BELLEVUE NEIGHBORHOOD

- 3 City government's policy focuses to insure that residential neighborhood quality of living is maintained and enhanced. N. E. 10th serves the neighborhood. It is not a primary street like eighth or 12th. Project ideas for improvements and funding for our neighborhood cycles up for February to August 2005. This has priority before permits are granted that impact the neighborhood environment.

COMPOSITION AND QUALITY OF NEIGHBORHOOD

- 4 North of N. E. 12th there are homes. South has a concentration of apartments and condominiums, mostly from 106 N. E. and adjacent to N. E. 10th and on east to 112th Ave. N. E. The community includes a museum, McCormick Park, a large playfield and the library complex. Pacific Regent is an 18 story building housing 182 elderly people who enjoy the surrounding area which faces N. E. 10th.

CAPITAL INVESTMENT

- 5 The city is the steward of the taxpayers' money and requires estimated costs of each project such as the N. E. 10th extension or for enhancement and how to be funded.
- The decision making process involves weighing advantages and disadvantages and the specific benefits long or short term against the costs. (taxpayers have a right to know).

NEIGHBORHOOD ENHANCEMENT

- The Downtown Park is an outstanding nationally recognized model of long term benefit in the interest of the public use for recreation and visual relaxation and quality living.
- We strongly suggest the idea of an UPTOWN PARK.
- 6 The acquisition of property bounded by N. E. 8th and N. E. 10th between 106th Ave. N. E. and 108th Ave. N. E. suggests an opportunity for acquisition by the city or private investors. One quarter of the block is now an open area of trees and greenery which is used for parking. The remainder of the lot is under-utilized as to its potential value. Surrounding structures are used mostly for parking. The city's acquisition of the land for the purpose of developing the Uptown Park could be financially off-set in return from the potential value of an UNDERGROUND PARKING FACILITY. There would be financial incentives for merchant participation in its operation. Shuttle buses could transport shoppers and workers to the Square and other retail outlets.
- Entries and exits could be designed to fit existing intersections and traffic patterns. It should significantly relieve traffic and parking congestion at Bellevue Square.

Responses

Comment 3, Howard Noyd.

See responses to Jean Austin Comment # 1 and Robert Ford Comment #1.

Comment 4, Howard Noyd.

Comment acknowledged.

Comment 5, Howard Noyd.

See response to Anonymous Comment #1.

Comment 6, Howard Noyd.

The area bounded by NE 8th Street & NE 10th Street and 106th Ave. NE & 108th Ave. NE is the location of the current proposal by Wasatch Development for this superblock. A Design Review application has been submitted for a portion of this property along NE 10th Street for two 20-story residential towers with a total of 442 units (file number #04-136256-LD, site address of 10620 NE 8th St). The City staff contact person is Mike Upston at (425) 452-2970. The City of Bellevue is not considering this site for a new city "Uptown Park" with underground parking and a shuttle to Bellevue Square or other retail areas.

The City does not have a park designated as an "Uptown Park." However, the Downtown Subarea Plan shows Ashwood Park within the "Multiple Use Area" of this Subarea. Policy S-DT-100 encourages recreation and open space within the "Multiple Use Area" which the Ashwood Park fulfills. Ashwood Park is also mentioned in the *City of Bellevue Parks & Open Space System Plan* as the one park in the northeast quadrant of downtown that should be considered for further development. Ashwood Park is located between NE 10th Street & NE 12th Street, just east of 108th Ave. NE between 108th Ave. NE and the Bellevue Regional Library. This park is located approximately 1-2 blocks away from the Wasatch superblock. Ashwood Park is located approximately 8-9 blocks west of the Overlake Hospital campus.

Mr. Noyd commented about the possible need for a skybridge somewhere over NE 8th Street to help pedestrians safely cross NE 8th Street. Kemper Freeman has proposed a skybridge on NE 8th Street just east of Bellevue Way at Bellevue Place, connecting to the Lincoln Center development currently under construction. The skybridge has been approved by City Council and will be built October 2005.

Comments

Responses

6 | If the intersections do not allow pedestrian crossing, an overpass should be considered somewhere over N. E. 8th.

TRAFFIC SAFETY ON N. E. 10th.

The city provides a traffic calming program that concerns safety and speed and compliance with posted signs and directions.

7 | Pacific Regent is vitally concerned about the safety of the in and out traffic from their parking lot and underground parking onto N.E. 10th. A total of 400 cars including those of deliveries, workers, employees and residents are coming and going all day. Also, many residents use the surrounding area as a safe place to walk. Those who live in the many apartments and condominiums also use N. E. 10th as a safe way to walk. The playfield across the street is used by children participating in athletic events.

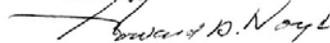
CONCLUDING COMMENTS REGARDING THE N. E. 10th /OVERLAKE HOSPITAL PROJECT

8 | Overlake Hospital has an exclusive campus from N. E. 12th to N. E. 8th and from the boundary of I-405 to 116th N. E. The hospital board is pursuing expansion plans for the hospital and medical facilities within the campus. The campus area is ideal for creating and controlling a quiet and secure environment for the well being of patients, visitors and staff.

Noise from I-405 traffic could be reduced by construction of a noise absorbing wall running parallel to the west boundary of the campus. The city's duty is to enhance and protect the space of the Overlake campus so as to ensure a clean air environment.

9 | In my opinion, there is little or no support from the residential neighborhood and the consensus of the residents at Pacific Regent is no support whatsoever for the N. E. 10th/Overlake Hospital project.

Sincerely,



Howard D. Noyd

Copies to: Susan Quigley, Executive Director, Pacific Regent
Ken Graham, Managing Director, Overlake Hospital Medical Center
David Hardin, resident Pacific Regent
Fran Sherwood, resident Pacific Regent

Comment 7, Howard Noyd.

See responses to Robert Ford Comment #1 and Jean Austin Comment #1.

Comment 8, Howard Noyd.

See responses to Capstone Comments 2 and 6.

Comment 9, Howard Noyd.

The NE 10th Street project and associated ramps at I-405 were recommended in the City's Downtown Implementation Plan, which was completed in 2003. This project involved a Citizens Advisory Committee (CAC), and a significant public outreach component that extended over more than two years. David Hardin, a Pacific Regent resident, was a regular participant on the CAC, and although he opposed the NE 10th Extension, it was supported by a majority of the CAC members, and subsequently by the Bellevue Transportation and Planning commissions and the City Council. In December 2004, the Downtown Subarea Plan, including the NE 10th Extension, was adopted by the Bellevue City Council into the City's Comprehensive Plan.

Comments

Responses



CITY OF BELLEVUE

1 WE, THE UNDERSIGNED RESIDENTS OF THE PACIFIC REGENT CONDOMINIUM ASSOCIATION, LOCATED AT 919 109TH AVE N.E. IN BELLEVUE, DO NOT SUPPORT THE EXTENSION OF N.E. 10TH STREET TO OVERLAKE HOSPITAL, WHICH, IN EFFECT, WOULD CREATE A VERY BUSY THOROUGHFARE IN WHAT HAS BEEN A QUIET RESIDENTIAL NEIGHBORHOOD.

2 A NUMBER OF YEARS AGO, AN LID WAS ASSESSED, SUPPOSEDLY TO ENHANCE THE QUALITY OF LIFE IN THE ASHWOOD DISTRICT. IN ACTUALITY, IT HAS HAD THE OPPOSITE EFFECT. WE HAVE BEEN PAYING INTO THE LID FOR 10 YEARS (ONE OF THE FEW ASSESSED IN THIS AREA), AND, TO WHAT AVAIL?

3 WITH THE INCREASED TRAFFIC THAT WOULD OCCUR WITH A N.E. 10TH STREET EXTENSION, IT WOULD BE VIRTUALLY IMPOSSIBLE FOR BOTH PEDESTRIANS AND MOTORISTS TO NEGOTIATE THE HEAVIER TRAFFIC IN A SAFE MANNER. ADDED TO THIS WOULD BE THE INCREASED NOISE THAT HEAVY TRAFFIC GENERATES, IMPACTING OUR TWO SKILLED NURSING FLOORS THAT FACE N.E. 10TH STREET. OUR FACILITY HOSTS IN EXCESS OF 100 VISITORS PER DAY, MOST OVER THE AGE OF 80. WE ALSO HAVE LARGE VEHICLES MAKING DELIVERIES THAT NEED TO MAKE THEIR WAY INTO OUR LOADING DOCKS.

FOR ALL OF THE REASONS LISTED ABOVE, WE URGE YOU TO RECONSIDER THE PLAN TO EXTEND N.E. 10TH.

- | | |
|------------------------------------|--------------------------------|
| 1. <u>Frances M. Ashwood</u> | 2. <u>Charles Roberto Ford</u> |
| 3. <u>Theodore Hucker</u> | 4. <u>Ruth Troubner</u> |
| 5. <u>Virginia Brame</u> | 6. <u>Barbara C. Thompson</u> |
| 7. <u>Laura Koster</u> | 8. <u>Denise Waller</u> |
| 9. <u>Carole Meyer</u> | 10. <u>Helene Lindsey</u> |
| 11. <u>Bills Miller</u> | 12. <u>Polly McLeod</u> |
| 13. <u>Ruth Del Campbell</u> | 14. <u>Janet Maden</u> |
| 15. <u>Robert M. Campbell M.D.</u> | 16. <u>Ruth Skelman</u> |
| 17. <u>E. Anderson</u> | 18. <u>Jean Gustaf</u> |
| 19. <u>L. Selena Grant</u> | 20. <u>Dennis B. Kay</u> |
| 21. <u>L. Stanley Nagay</u> | 22. <u>Wiley S. Campbell</u> |
| 23. <u>Marjorie Smith</u> | 24. <u>Ruth #12 Taylor</u> |
| <u>Benny P. Smith</u> | _____ |

919 109th Avenue N.E., Bellevue, Washington 98004-4493
(425) 646-9808 Fax (425) 453-8274

Comment 1, Pacific Regent Condominium Association.

The Transportation chapter (page 11-1) of the DEIS summarizes the traffic-related impacts within the study area, which focused on the area between 112th Avenue NE and 116th Avenue NE on the west and east, respectively, and between NE 4th and NE 12th Streets on the south and north. Subsequent to the published EIS, the City conducted additional traffic analyses to determine the changes to traffic volumes and level of service within downtown Bellevue, including the Ashwood neighborhood, which is located west of the original study area. The subsequent analysis was focused on the 2030 alternatives. This additional analysis is included in Appendix C to the Final EIS. Please refer to response to Jean Austin Comment 1 above regarding traffic and noise impacts to the Ashwood neighborhood.

Comment 2, Pacific Regent.

The goal of the Local Improvement District assessment, which began in 1990, was to improve mobility through downtown Bellevue. NE 10th Street was extended to complete the grid system and was upgraded to arterial standards, including a concrete 5-lane street with curbs, gutters, sidewalks, street lighting, signal improvements, landscaping, pedestrian crossings, and underground utilities. The improvements were made in anticipation of a direct ramp connection to I-405 as recommended in the 1989 CBD Implementation Plan. In the 1989 plan, NE 10th was envisioned as the westbound half of a one-way street system. The street improvements were intended to support the growth of downtown Bellevue, and they have done so, even though the one-way street system idea was not pursued. The Bellevue Regional Library and Ashwood Park are important neighborhood assets along NE 10th Street, which is continuing to serve a growing number of residential and commercial addresses along its downtown length, as it was intended to do.

Comment 3, Pacific Regent.

See responses to Jean Austin Comment # 1 and Capstone Comments 2 and 6.

Comments

Responses



25	Zora Lee Henderson	51	Marilyn Parsons
26	Eloise Dalloway	52	Alvin Parsons
27	Robert B. Siegfried	53	Margaret C. Wender
28	Richard J. Apple	54	Tom L. Hunter
29	Doris E. Ford	55	Helen Lindsay
30	Jacqueline Harden	56	Patricia Miller
31	David F. Harden	57	Jordan
32	Debra B. Bazel	58	E. Patricia Smyton
33	Kenneth P. Short	59	Sharon K. Kinnear
34	Maryoni Short	60	Lyne F. Lyle
35	Hermine Ahenson	61	Ruth E. Swannell
36	Carol B. Tolue	62	Fred & Alice Kimball
37	Catherine L. Johnson	63	Elizabeth & Howard Noyd
38	Erna Poliak	64	Georgine & Cameron
39	Robertson	65	Billy Hedberg
40	Mary Robertson	66	Ruth Allen
41	H. B. Kern	67	Jane Dehn
42	John Hemenway	68	Susan F. Nelson
43	Roberta Eastman	69	Barbara K. Flynn
44	Mary E. Hunsbrack	70	Mary J. Kelly
45	Thelma Horsfield	71	John A. Kelly
46	Barbara L. Ripplin	72	John A. Kelly
47	Edna C. Becke	73	Helen Oliver
48	Mary Rose Meserve	74	Richard P. Jones
49	Elara Benson	75	Barbara C. Heaton
50	Milly Katterson	76	Kelley Lee
	77 Billie J. Johnson	78	Jane Schenckler
		79	Smith & Brinkman

Comments

Responses

From: Peterson, Lorrie
Sent: Monday, November 08, 2004 8:56 AM
To: Helland, Carol
Cc: Peterson, Lorrie
Subject: Public Hearing Comments - Overlake Hospital
I will be unable to attend the public hearing. Would you please enter this into the hearing.

Overlake Hospital & Group Health facility, including the N.E. 10th Extension, is an excellent project that I support, and look forward to Bellevue having increased access to medical care and greater mobility via the road extension throughout this area of Bellevue.

As a condition of their redevelopment, I would like to see Overlake provide, either directly or via an agreement with METRO, benches adjacent to the streets in front of, and leading to, the buildings of this expanded facility.

1 I routinely see a number of elderly citizens standing, along 116th waiting for a bus. Currently, no benches exist near the hospital. Some citizens rely on their canes and/or appear to be in fragile health. Perhaps they are patients with limited energy, or visiting patients, but they should have a bench to sit on.

I recommended this to Overlake & was directed to METRO a year + ago, but never heard back from METRO after their initial contact saying they'd review the request. With that, I would like to recommend benches, or an increased bus facility, be made available at Overlake & the New Group Health facility as a condition of their redevelopment to accommodate their customers and to enable Bellevue residents to feel comfortable taking a bus to this expanded facility. (that includes benches from the bus drop off area to the buildings as many residents have difficulty walking great distances and need assistance, but may not have the opportunity of other methods of transportation available to them).

Thank you!

-Lorrie Peterson
10606 N.E. 19th Place
Bellevue, WA 98004

Comment 1, Lorrie Peterson.

Comment acknowledged. Transit stop amenities are typically constructed by King County Metro, and the type of improvement at each stop is generally based on specific criteria developed by Metro, such as average number of daily passenger boardings. King County Metro plans to install a bench at the transit stop in front of Overlake Hospital by summer 2005.

Comments

Responses

From the desk of...
HELEN SCARPINO
Nov 17th

Dear Sir -
I am writing to you because I am very concerned about 10th being turned into a small "free way".
I know you don't feel that way about turning 10th into a one way hhd

NSDAR

and for the reason of making another entrance to 405. How you have to get on 405 going north from 8th recently. It is a bottleneck all the way to 520 - with cars trying to merge while others are trying to move over to go straight thru. Add another entrance and you will really have

Comment 1, Helen Scarpino.

See response to Richard and Susan Nelson Comment 3 regarding I-405 ramp conditions.

Comment 2, Helen Scarpino.

See response to Ted Hacker Comment 1.

From the desk of...
HELEN SCARPINO (2)

a mess.
Also turning 10th into a straight one way will make traffic difficult for us trying to get on to 10th from our business or living qtrs.
Please remember this is a very difficult to a bad situation already existing

NSDAR

then will believe. There must be a better solution. Thank you for your attention to this elderly woman
Sincerely
Helen Scarpino

Comments

Responses

Nov. 15, '04

Frances M. Sherwood
919 109th Ave. NE - #1502, Bellevue, WA 98004

Gentlemen:

I am one of many seniors residing in Pacific Regent whose primary access is from N.E. 10th St. where an extension is being discussed. I fail to see the need for this extension when N.E. 12th is a direct route to Overlake Hospital and both N.E. 8th and N.E. 4th have access to 405 and 520. Rather than relieve congestion at these locations, will it not simply add to the problem?

On the average, we have over 100 visitors to our facility each day, many ^{psych} deliveries as well as the coming and

going of residents, almost all of whom turn into ^{or from} N.E. 10th. If this street becomes the busy thoroughfare we envision, how will all these elderly people manage to safely enter or exit our driveway?

Since parking is allowed on 109 N.E. (our alternate driveway) it is virtually impossible for delivery trucks to negotiate that route and because visibility is so poor, few of us use it.

We strongly oppose this proposed change to N.E. 10th and hope that our voices will be heard.

Sincerely,
Frances M. Sherwood

Comment 1, Frances Sherwood.

See response to Pacific Regent Condominium Comment 1.

Comment 2, Frances Sherwood.

See response to Robert C. Ford Comment 1.

Comments

Responses

Comment 1, Kenneth Short.

See response to Pacific Regent Condominium Comment #1.

*City of Bellevue
Dept of Transportation
301 - 116th Ave SE
Box 90012
Bellevue, WA 98009-9012*

Attention. Mr. Sindiong Re: N.E. 10th EXTension.

Mrs. Short and I take strong objection to the Proposed N.E. extension. We live in a Retirement Condominium, (Pacific Regent), composed of approximately 144 Senior Citizens, average age, 85. We abut N.E. 10th.

So does The Gardens, another Senior Retirement facility. So does the King County Regional Library. So does the largest and most used Playfield in the Ashford neighborhood.

Converting N.E. 10th from a residential street into a highly used Freeway exit destroys the quality of life in this residential neighborhood.

Our principal exit to and from Pacific Regent is in the middle of the block between 108th and 110th. This is dangerous enough as it is. What will it be like if your plan is adopted?

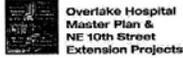
And will the East bound traffic be backed up to 108th. N.E. ^{because} of an already overcrowded 116th N.E.?

We think your proposal is unfair to the people in the Ashford neighborhood.

*Kenneth P. Short
Kenneth P. Short
919-107th Ave NE Apt 1504
Bellevue, WA 98004-4496*

Comments

Responses



Overlake Hospital Master Plan
and NE 10th Street Extension
Open House and Public Hearing



COMMENT FORM

CONTACT INFORMATION (OPTIONAL)

NAME:	David Young			
ADDRESS:	3415	91 st AVE NE	CITY:	TALAN Point
			STATE:	WA
			ZIP:	98004
E-MAIL:				

Please add my name to your mailing list. YES NO

COMMENTS

1. Please provide comments on the Overlake Hospital Mater Plan. (Specify if comment pertains to 2007 or 2030 plan.)

2007 - Too many traffic lights on 116th. Three exist now, this adds a 4th.

Eliminate the one where Overlake staff walk from parking garage and build skybridge or under road tunnel for pedestrian traffic.

2. Please provide comments on the NE 10th Street Extension Alternatives. (Specify if comment pertains to 2007 or 2030 plan.)

3. Other comments:

Submit comments at the meeting or mail comments to Carol Helland, Environmental Coordinator, City of Bellevue, Department of Planning and Community Development, P.O. Box 90012, Bellevue, WA 98009-9012

For further information, go to our website: www.ci.bellevue.wa.us

Comment 1, David Young.

The traffic signal at NE 10th Street/116th Avenue NE is warranted by the volumes projected at that intersection. In addition, the existing signal on 116th Avenue NE at the main hospital entrance (also serving the Design Center on the east side of 116th) is also warranted given the high volumes that will continue to use that intersection and large number of vehicles that will be entering and exiting the Overlake campus. Overlake Hospital representatives have indicated an interest in developing a pedestrian overpass across 116th Avenue NE connecting the campus with the hospital garage on the east side of the street. The land use code amendment that changes the zoning for the medical institutional district would allow for the skybridge, and the hospital will continue to look at the feasibility of it as it develops the medical office building scheduled to be completed in 2007. Even if a pedestrian overpass were constructed between the garage and hospital, an at-grade pedestrian crossing at the existing signal is still needed to provide access between the hospital campus and the Design Center and other commercial uses along the east side of 116th Avenue NE.

