



FINAL ENVIRONMENTAL IMPACT STATEMENT

**Overlake Hospital Master Plan/
NE 10th Street Extension**

City of Bellevue, Washington



February 2005

Final Environmental Impact Statement

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Contents

	<u>Page</u>
Errata Sheet	v
Fact Sheet	vii
1 Introduction and Summary	1-1
Introduction to the Final EIS	1-1
Project Background	1-1
Project Purpose and Need.....	1-3
Need for the Project.....	1-4
Purpose of the Project.....	1-4
Related Actions	1-5
Scoping and Public Involvement.....	1-5
Summary of Impacts and Mitigation Measures.....	1-6
2 Description of Alternatives	2-1
Introduction	2-1
Project Area Description	2-2
Proposal and Alternatives: 2007.....	2-4
Overlake Campus Development.....	2-5
NE 10th Street (2007).....	2-12
2007 No Action Alternative	2-17
Proposal and Alternatives: 2030.....	2-18
Overlake Campus Development.....	2-18
Freeway Ramp Options	2-19
Alternatives Considered But Not Carried Forward	2-22
3 Comments and Responses on the DEIS.....	3-1

Appendices

- A. Overlake Hospital Medical Center Master Plan
- B. Medical Institution Comprehensive Plan Amendment and Land Use Code Amendment (Bellevue File Nos. 04-133562-AC and 04-133561-AD)
- C. Additional Traffic Analyses
- D. Supplemental Noise Analysis
- E. Vibration Analysis
- F. Frequently Asked Questions
- G. Distribution List
- H. Glossary
- I. Open House on Draft EIS

Tables

1-1	Summary of Impacts Identified and Mitigation Measures for the Near-Term Alternatives 2007	1-7
1-2	Summary of Impacts Identified and Mitigation Measures for the Long-Term Alternatives 2030.....	1-15
2-1	Current and Proposed Overlake Hospital Services	2-2
2-2	Summary of Proposed Facilities for Overlake Hospital Campus Redevelopment, 2007.....	2-4
2-3	Summary of Proposed Facilities for Overlake Hospital Campus Redevelopment, 2030.....	2-18

Figures

1-1	Vicinity Map.....	1-2
2-1	Existing Conditions, Overlake Hospital Campus.....	2-3
2-2	Overview of 2007 Campus Development	2-6
2-3	Concept for Overlake Hospital South Tower	2-7
2-4	Profile View of South Tower	2-8
2-5	Concept for Group Health Ambulatory Care Center.....	2-10
2-6	Profile View of Group Health ACC	2-11
2-7	Alternative A: 2007 NE 10th Street Stub.....	2-13
2-8	Plan View of NE 10th Extension	2-14
2-9	Cross-Section View of NE 10th between ACC and South Tower, 2007 Alt A and B.....	2-15
2-10	Alternative B: 2007 NE 10th Completion across I-405	2-16
2-11	Alternative 2: 2030 NE 10th Extension with Ramps at NE 10th	2-20
2-12	Alternative 3: 2030 NE 10th Extension with Ramps at NE 12th	2-21
2-13	2007 and 2030 No Action Alternatives.....	2-23
2-14	Alternative 1: 2030 NE 10th Extension to I-405.....	2-24
2-15	2030 Alternative 4: NE 10 th Extension with Ramps at NE 10 th and NE 12th	2-26

Errata

The following represents edits/revisions to the November 2004 Overlake Hospital Master Plan/NE 10th Street Extension DEIS based on comments received on that document. Deleted words are struck out. Additions to the text are underlined.

- Table of Contents, page iii: Added Chapter 3 and Appendix I.
- Chapter 1, Table 1-1, page 1-13: Under Transportation Mitigation Measures, item number 5 has been deleted from Alternative A column (“Add dual southbound left turn lanes at NE 8th Street and 116th Avenue NE.”) and added to Alternative B column as item number 1.
- Chapter 2, page 2-17: Added “(needed for Alternative B only)” to third bullet.
- Chapter 6, Page 6-11: The last sentence under the heading “Overlake Campus Development” has been changed to read: “This increase would not be sufficient to put the ~~hospital~~ Overlake Hospital Medical Center Campus into the large-quantity generator category under RCRA.”
- Chapter 8, Page 8-12: The second sentence under the heading “Setbacks and Landscaping” is revised to read: “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 would be mitigated by providing the pedestrian amenities described below.”
- Chapter 11, Table 11-4 (2007 and 2030 Action Scenarios Trip Generation): The number of trips attributed to the Demo Area and Net Area are revised under both the 2007 Master Plan and 2030 Net. The trips for the Demo Area should read 68,100 (not 3,800) and the Net Area should be 231,900 (not 296,200). As 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, so that the Group Health ACC can be constructed.
- Added Appendix I, Minutes of Public Scoping Meeting/Open House.

Fact Sheet

Proponents:	City of Bellevue, Transportation Department Overlake Hospital Medical Center Group Health Cooperative
Location:	Bellevue-Redmond (Bel-Red) and Wilburton subareas
Project:	Overlake Hospital Master Plan/NE 10th Street Extension
Description of Proposed Actions:	<p>The proposal has two related components: (1) redevelopment of the Overlake Hospital Medical Center campus in Bellevue under a new Master Plan, and (2) the extension of NE 10th Street across Interstate 405, creating a new public right-of-way that will pass through the hospital campus. The EIS evaluates the project-specific impacts of increased development density in accordance with Overlake Hospital's new Master Plan, including relocation of Group Health Cooperative's Eastside Specialty Center to the Overlake Hospital campus and construction of a new 80-bed addition by Overlake Hospital. It also considers several different scenarios for connection of NE 10th Street and associated access to the regional highway system. The NE 10th Street extension was recommended in the 2003 Downtown Implementation Plan to provide east-west access across I-405 as well as enhanced regional connections to facilitate the planned development of downtown.</p> <p>The EIS includes two levels of analysis: (1) project-level evaluation of Overlake Hospital campus and NE 10th development, with a design year of 2007; and (2) programmatic evaluation of regional freeway connections in the vicinity of the Overlake Hospital campus, with a design year of 2030. The objective of the project-level analysis is to obtain permits for Overlake Hospital development and initial NE 10th Street construction to proceed. The objective of the programmatic analysis is to inform Bellevue City Council decisions on choices for connections to the regional transportation system in the hospital vicinity.</p> <p>Redevelopment of the Overlake Hospital campus is scheduled to begin in spring 2005, with completion in mid-2007. The portion of the NE 10th extension east of I-405 is proposed to be built at the same time as the hospital expansion to serve as a new access point for the campus. The remainder of the NE 10th Street alignment across I-405 may be developed by 2007 or at a later date, depending upon funding and on future decisions regarding connections between downtown Bellevue and the regional transportation system.</p>
Responsible Official:	Carol Helland, Environmental Coordinator City of Bellevue P.O. Box 90012 Bellevue, WA 98009-9012
Staff Contacts:	Proponent: Transportation Department Steve Sindiong, Senior Transportation Planner 425-452-4448 EIS: Dept. of Planning & Community Development Michael Paine, Environmental Planning Manager 425-452-2739

Required Licenses and Permits:	City of Bellevue Comprehensive Plan and Land Use Code Amendments Master Plan and Design Review Approvals and Building Permits
Documents Incorporated by Reference	EIS on the Downtown Implementation Plan Update & Downtown Subarea Plan Review, 2003 EIS on Overlake Hospital Master Development Plan, 1999
Contributors:	City of Bellevue Transportation Department City of Bellevue Department of Planning & Community Development Overlake Hospital Medical Center Group Health Cooperative CH2M HILL, Inc. Geometrix, Inc. Collins Woerman HDR Wilson Ihrig Associates
Date of Issue of DEIS:	November 4, 2004
Date of Issue of FEIS	February 24, 2005
Nature and Date of Final Action by City:	The Bellevue City Council is expected to adopt Comprehensive Plan and Land Use Code Amendments in spring 2005, after publication of the FEIS. Master Plan Approval is expected in spring 2005 and design review approvals in fall 2005 – spring 2006
Location of Background Data:	Data used during preparation of this document may be viewed at the City of Bellevue Dept. of Planning & Community Development, 2nd Floor, City Hall, 11511 Main Street, or the Transportation Department, Suite 150, Leavitt Building, 301 116th Avenue SE, Bellevue, Washington.
Future Environmental Review:	<p>The 2007 alternatives are described and evaluated at the project level, and the Master Plan (including the component parts evaluated in this EIS) and NE 10th Street extension will require no further review under the State Environmental Policy Act (SEPA).</p> <p>The 2030 alternatives analysis is at a programmatic level in accordance with WAC 197-11-442. This level of analysis allows decision-makers to compare the relative benefits and drawbacks of alternatives but does not assess impacts in sufficient depth for development permits to be granted. However, impacts analyses of the transportation system, air quality, and noise are quantitative, in that modeling was used to determine impacts.</p> <p>Future project-level analysis under SEPA will be required for the 2030 hospital development alternatives. Transportation alternatives will also be subject to further environmental review at the time they are formally proposed for development. Since FHWA and WSDOT are responsible for approving and evaluating new connections to I-405 and SR 520, this additional analysis would take place under their auspices when one or more freeway access projects are funded to proceed to design. WSDOT would be the lead agency under the authority of SEPA or the National Environmental Policy Act (NEPA).</p>
Cost to the Public:	\$5.00 Copies may be purchased at the cashier's window on the second floor of City Hall, 11511 Main Street, Bellevue, WA 98004. Electronic copies may also be downloaded at http://www.cityofbellevue.org .

Chapter 1

Introduction and Summary

Introduction to the Final EIS

The City of Bellevue has prepared this Final Environmental Impact Statement (FEIS) in accordance with Chapter 197-11 of the Washington Administrative Code (WAC). The FEIS follows an “addendum” format, as described in WAC 197-11-560(5). In the addendum format, the FEIS does not include the full text of the Draft EIS (DEIS), only introductory sections plus the comments and responses. This is appropriate when, as in this case, changes to the DEIS in response to comments are minor and the bulk of the changes are confined to the responses themselves. The DEIS and the addendum together are considered the FEIS for the purposes of the State Environmental Policy Act (SEPA).

The FEIS also identifies a preferred alternative for the extension of NE 10th Street in 2007: Alternative B (Full NE 10th Street Extension). Although no preferred alternative has been identified for the 2030 transportation alternatives, preliminary analysis by the Washington State Department of Transportation (WSDOT) indicates that two of the alternatives included in the DEIS (Alternatives 1 and 4) do not meet WSDOT’s design standards for added access to the regional freeway system. These alternatives are therefore considered to be fatally flawed, leaving Alternatives 2 and 3 available for future consideration. Chapter 2 provides more information on alternatives analysis that has occurred since the DEIS.

Following issuance of the DEIS, the City conducted additional analysis to refine or clarify a number of issues. These include analysis of noise, vibration, and traffic operations. Work was also completed to refine the design of NE 10th and to evaluate the design and performance of the 2030 transportation alternatives. None of these analyses changed the conclusions described in the DEIS. However, they do provide further background information, and are therefore included as appendices to the FEIS.

Project Background

This EIS evaluates the impacts of two related actions: redevelopment of the Overlake Hospital campus in the City of Bellevue, and extension of NE 10th Street across Interstate 405 (I-405) and through the Overlake campus (Figure 1-1). Overlake Hospital’s redevelopment proposal would update the *1999 Overlake Hospital Master Plan* (Overlake Hospital Medical Center 1999), and would require amendments to the City of Bellevue’s Comprehensive Plan and Land Use Code. The NE 10th Street extension is proposed in the City of Bellevue’s 2003 *Downtown Implementation Plan Update* (City of Bellevue 2003a; see Appendix A of the November 2004 DEIS for references). The 1999 Master Plan and the Downtown Implementation Plan (DIP) Update were each reviewed in separate programmatic SEPA EISs prior to their adoption by the City.



When the NE 10th Street extension was identified as a potential project during the development of the DIP Update, representatives from the City of Bellevue and Overlake Hospital began meeting to discuss the potential implications of the transportation project for the hospital campus. The hospital had already begun planning for an expansion to accommodate 80 additional beds—which needed to be completed in 2007 to meet the needs of the community and conform with a Certificate of Need from the Washington State Department of Health—as well as a new medical office building. WSDOT was identified as another key participant in the discussion because of its plans for I-405 widening through downtown Bellevue, which were described in the I-405 Programmatic EIS completed in 2002 and were assumed as part of the DIP Update. As these discussions took place, Group Health Cooperative made a decision to bring its Ambulatory Care Center to the Overlake campus. It became increasingly clear that successful completion of all projects proposed for the hospital area would require a high degree of collaboration among a number of different entities.

To provide a framework for accommodating the needs of all stakeholders as these intertwined projects move forward, in early 2004 the City, Overlake Hospital, Group Health, and WSDOT (henceforth referred to as “the project partners”) signed an “Agreement for Coordinated Planning of NE 10th Street Extension and Overlake Hospital Medical Center Expansion.” The agreement established an Executive Committee to facilitate project decision-making and a Project Staff Team to develop the information needed to support decisions. Under the direction of these groups, several separate analyses and studies have been or are being carried out that have contributed to the development of this EIS. A copy of the agreement was included as Appendix B of the DEIS.

Project Purpose and Need

Determining the purpose of, and the need for, a proposed project is an important step in framing both the project itself and the environmental analysis conducted on it. A statement of purpose and need should answer these key questions:

- Why is the project needed?
- What problem(s) is it solving, or what plan is it implementing?
- What are the objectives the project is trying to meet?
- What is the project’s relationship to other transportation facilities/projects?

The answers to these questions help to establish the framework for developing and evaluating the project alternatives. Alternatives that do not meet the identified purpose and need may be eliminated from analysis, either before the SEPA process begins or during the alternatives evaluation after their relative merits in meeting the project objectives have been identified. (Chapter 2 describes the alternatives evaluation process for this project.)

For the Overlake Hospital Master Plan/NE 10th Street Extension project, two levels of need were identified, one near-term, and one long-term. The near-term needs are related to current conditions facing Overlake Hospital, Group Health, and the City of Bellevue that make the construction of new facilities by 2007 a critical priority. The long-term needs are related to anticipated future changes in both health care and the regional transportation system over the next several decades, which will affect how the Overlake Hospital campus expansion and the NE 10th Street extension are developed further in the years to come.

An important priority for all project partners was to allow the identified short-term needs to be met in a timely and efficient fashion, while not precluding potentially viable options for the long term. However, it is not always possible to conduct detailed evaluation of development scenarios that might take place many years in the future. As a result, this SEPA analysis has been conducted at a project level for improvements proposed to meet near-term (2007) needs, and at a broader programmatic

level for long-term (2030) needs. Project-level SEPA analysis is specific enough that it can be used to authorize development of a project; programmatic analysis is done at a broader, comparative level and generally must be supplemented by project-level evaluations before permits can be approved. This combined approach allows Overlake Hospital, Group Health, and the City to construct key improvements now while identifying viable future options and maintaining flexibility to respond to changing circumstances.

The near- and long-term needs for the project and the purpose of the project are described below. The purpose and need statement was agreed to by the project partners and was presented for public review at the EIS scoping meeting held on May 25, 2004. The alternatives evaluated in this EIS to meet the project's purpose and need are described in Chapter 2.

Need for the Project

Near-Term Needs

- Begin site development and construction for a hospital expansion to accommodate 80 additional beds, on a timeline consistent with Certificate of Need requirements, to provide inpatient care deemed necessary by the Washington State Department of Health.
- Accommodate construction of Group Health Cooperative's Ambulatory Care Center and Overlake Hospital's new medical office building by 2007.
- Begin implementation of NE 10th Street extension as envisioned in the DIP in a manner that integrates roadway development with Overlake Hospital campus master planning and does not foreclose future options for new access to I-405 and/or SR 520.

Long-Term Needs

- Accommodate demand for patient services on the Eastside in light of the changing demographics of the area's population, while accommodating new ways of providing integrated, cost-effective medical care.
- Meet long-term transportation needs within and east of downtown Bellevue in a manner consistent with the DIP, I-405 and SR 520 corridor planning, and regional planning for demand management and transit.
- Facilitate Bellevue's economic development by increasing the intensity of uses at the Overlake Hospital campus and supporting creation of a regional Medical Institutional District.

Purpose of the Project

The objective of the proposed action is to redevelop the Overlake Hospital campus and extend NE 10th Street in a manner that supports the near- and long-term needs of the City of Bellevue, Overlake Hospital, Group Health, and WSDOT. Decisions related to implementing this objective, which are supported by this EIS, include:

- Master Plan approval for construction of an 80-bed expansion, the Group Health Ambulatory Care Center, and the medical office building, as well as the initial phase of NE 10th Street on the Overlake Hospital campus.
- Recommendations on an alternative for extension of NE 10th Street, including preferred new access point(s) from downtown Bellevue to the regional transportation system.

- Implementation of the first phase of the recommended NE 10th Street alternative concurrently with medical campus expansion.

Related Actions

The Overlake Hospital campus forms the nucleus of an area of health-related land uses along 116th Avenue NE, north and east of the campus. This area straddles Bellevue's Bellevue-Redmond (Bel-Red) and Wilburton subareas, both of which have significant potential for redevelopment. In 2003, the City was awarded a federal grant to undertake the Transportation Efficiency and Development Patterns (TEDP) Study, whose purpose was to assess existing land use patterns and transportation facilities in this area and evaluate alternatives for both land use and transportation system changes. The City has designed this EIS and several related efforts to accomplish the objectives of the TEDP Study. The related efforts include:

- Traffic modeling conducted under separate contracts to support this EIS and identify transportation system needs in the Overlake Hospital area.
- Preliminary design work to establish horizontal and vertical alignments for NE 10th Street.
- Studies by WSDOT to identify feasible configurations of I-405 and new access points through downtown Bellevue.

WSDOT has completed some preliminary evaluations of the new freeway connection alternatives that were included in the DEIS. These evaluations are included in Appendix C of this FEIS. At some time after the final feasible alternatives are identified for ramp connections from the hospital area to the regional highway system, WSDOT and the Federal Highway Administration (FHWA) will prepare an Access Point Decision Report (APDR) to further evaluate issues associated with a new interchange and reach a final decision as to whether, when, and how it will be built. The APDR will be prepared under the auspices of FHWA and will include an EIS or environmental assessment (EA) under the National Environmental Policy Act (NEPA).

The Overlake Hospital campus is a strong focal point for development in the area east of I-405. Given the changing conditions in the regional transportation system and the regional economy, the City plans to conduct a land use-transportation study of the Bel-Red area in 2005. The results of this SEPA analysis will be relevant to that study. However, since the Bel-Red study will focus more broadly on area-wide land use issues—including both the proposed Medical Institutional District in the campus vicinity and the light industrial and commercial areas to the east and north—it may identify additional land use and/or transportation constraints and solutions that affect the 2030 analysis included in this EIS. This information would be considered in the SEPA document that the City would complete as part of the Bel-Red study.

Scoping and Public Involvement

Consistent with the State Environmental Policy Act (RCW 43.21C), the SEPA Rules (WAC 197-11), and the Bellevue Municipal Code (22.02.036 BMC), the City of Bellevue conducted a scoping process to obtain input from agencies and the public on the alternatives and elements of the environment to be included in this EIS. The scoping period opened on May 6, 2004 and closed on June 7, 2004; a public scoping hearing was held on May 25, 2004. A copy of the scoping report was included as Appendix C to the DEIS.

The City also held a public hearing to solicit comments on this DEIS. The hearing took place on November 18, 2004 at 6:00 p.m. at City Hall. Written comments were received until December 6,

2004. A total of 19 written comments were provided during the comment period; all comments are responded to in Chapter 3 of this FEIS.

The City also has undertaken a separate public process for adoption of the Comprehensive Plan Amendment/Land Use Code Amendment (CPA/LUCA) that will be needed to allow Overlake Hospital's campus redevelopment. The public and agencies have been given the opportunity to comment and participate in development of the CPA/LUCA by engaging in the Planning Commission process to prepare the amendments contained in Appendix B of this FEIS. A public hearing was held before the Planning Commission on January 19, 2005 to provide for public input on the CPA/LUCA, and copies of the proposed CPA/LUCA were transmitted to state agencies for their review. It is anticipated that the Bellevue City Council will adopt the recommended CPA/LUCA in spring 2005.

Summary of Impacts and Mitigation Measures

Table 1-1 provides a summary of impacts identified for the 2007 alternatives and mitigation measures to reduce or eliminate the impacts. Table 1-2 provides corresponding information for 2030 Alternatives 2 and 3; as explained in Chapter 2, Alternatives 1 and 4 have been determined by WSDOT to be fatally flawed, and hence have been eliminated from consideration. Both tables are organized by element of the environment.

TABLE 1-1
Summary of Impacts Identified and Mitigation Measures for the Near-Term Alternatives 2007

Environmental Element	No Action	Alternative A, NE 10th Segment	Alternative B, Completion of NE 10th
<p>Earth</p> <p>- Impacts</p> <p>- Mitigation Measures</p>	<p>- No impacts.</p>	<p>- Construction equipment could generate dust, and dump trucks could disrupt local traffic. Exposed soils could erode. Earthquake-related effects on geology and soils could result in failure of roads and resulting risk to public from roadway settlement and slope failures.</p> <p>- A temporary pollution control plan and best management practices (BMPs) would prevent dust, erosion, and polluted runoff. Truck haul routes and times would be planned to minimize disruption to traffic. Structures would be designed per code to withstand expected earthquake forces.</p>	<p>- Same as Alternative A.</p> <p>- Same as Alternative A.</p>
<p>Air Quality</p> <p>- Impacts</p> <p>- Mitigation Measures</p>	<p>- No impacts.</p>	<p>- Air quality could be degraded during construction by dust and odors generated by demolition, grading, windblown materials, and emissions from motorized equipment. During operation, increases in carbon monoxide (CO) concentrations would range from 0.1 ppm to about 1 ppm but would not exceed ambient air quality standards.</p> <p>- Mitigation measures for reducing air quality impacts during construction include a range of actions to reduce both exhaust emissions and fugitive dust. Mitigation measures are not proposed or warranted during operation.</p>	<p>-Construction impacts would be similar to Alternative A. During operation, predicted CO concentrations would be lower than the No Action alternative and Alternative A at three of four modeled intersections. At the other intersection CO would increase by nearly 3 ppm, but concentrations would not exceed air quality standards.</p> <p>- Mitigation measures for reducing air quality impacts during construction would be similar to Alternative A. No mitigation measures are proposed or warranted during operation.</p>

TABLE 1-1
 Summary of Impacts Identified and Mitigation Measures for the Near-Term Alternatives 2007

Environmental Element	No Action	Alternative A, NE 10th Segment	Alternative B, Completion of NE 10th
<p>Water Resources</p> <p>- Impacts</p> <p>- Mitigation Measures</p>	<p>- No impacts.</p>	<p>- During construction, dewatering discharge into on-site stormwater system would ultimately enter Sturtevant Creek. Without BMPs, erosion could occur and affect stream quality. During operation, long-term foundation dewatering would be necessary; discharge to Sturtevant Creek would occur. Stormwater runoff would not substantially increase.</p> <p>- Impacts of dewatering could be mitigated by various construction techniques. Project sponsors would be required to develop and implement an erosion and sediment control plan, follow Washington State Department of Ecology guidelines to minimize dewatering flows into surface water bodies, and incorporate Ecology and City of Bellevue stormwater management measures into project design.</p>	<p>- Same as Alternative A during operation and construction, except slightly more stormwater runoff with the 10th Street extension.</p> <p>- Same as Alternative A.</p>
<p>Environmental Health</p> <p>- Impacts</p>	<p>- No impacts.</p>	<p>- Contaminants could be released by ground-disturbing or dewatering activities if the contamination has migrated to Overlake Hospital property from other properties. Operation of heavy construction equipment could result in accidental releases of fuels and oils. Older buildings to be demolished may contain asbestos or lead-based paint. Quantities of hazardous materials generated at hospital are likely to increase by 30 to 45 percent.</p>	<p>- Same as Alternative A.</p>

TABLE 1-1
Summary of Impacts Identified and Mitigation Measures for the Near-Term Alternatives 2007

Environmental Element	No Action	Alternative A, NE 10th Segment	Alternative B, Completion of NE 10th
- Mitigation Measures		- Environmental regulations require the appropriate management of contaminated soil or groundwater, and control management of hazardous wastes and transportation of hazardous substances. The hospital's Hazardous Waste Management Plan will be updated regularly to minimize both the generation of these wastes and the risk of releases.	- Same as Alternative A.
<p>Noise and Vibration</p> <p>- Impacts</p> <p>- Mitigation Measures</p>	<p>- Traffic volumes will increase in the future, so traffic noise levels will also increase.</p>	<p>- During construction, sound levels would temporarily increase near active construction areas and along routes to these areas. Pile driving and/or pavement breaking during construction could result in some vibration impacts on nearby areas, potentially including hospital buildings.</p> <p>Impacts during operation would result primarily from increased traffic; however, modeled noise receptors showed negligible increases over existing conditions. Traffic on NE 10th Street is not expected to result in any vibration effects on the hospital campus, due to characteristics of the site soils and roadway embankment and the fact that operating rooms and MRI facilities would be 30 to 200 feet from the right-of-way.</p> <p>- Potential vibration impacts during construction could be mitigated by: (1) using alternative equipment or construction practices such as static rollers or static pile drivers; (2) timing pile driving and similar activities to avoid periods of operating room and MRI use; and/or (3) monitoring foundation vibration during times when pile drivers or vibratory rollers are used within 100 feet of sensitive facilities. Construction of NE 10th</p>	<p>- Construction impacts would be similar to Alternative A.</p> <p>Operational noise impacts would be slightly greater because of the proximity of the NE 10th Street extension to the hospital buildings and increased traffic volume on the extended NE 10th. These increases would not be large enough to trigger Bellevue's requirements to assess noise mitigation. Vibration effects would be similar to Alternative A.</p> <p>- Same as Alternative A.</p>

TABLE 1-1
Summary of Impacts Identified and Mitigation Measures for the Near-Term Alternatives 2007

Environmental Element	No Action	Alternative A, NE 10th Segment	Alternative B, Completion of NE 10th
<p>- Mitigation Measures</p>		<p>campus buildings.</p> <p>- The Planning Commission recommendation for Comprehensive Plan and Land Use Code Amendments includes design policies and principles to address the aesthetic impacts of the urbanization of the campus, such as height, density, and landscaping guidelines.</p>	<p>NE.</p> <p>- Same as Alternative A.</p>
<p>Economics</p> <p>- Impacts</p> <p>- Mitigation Measures</p>	<p>- The No Action Alternative would not create the positive economic impacts associated with the action alternatives.</p>	<p>- Demand for construction labor and materials would have a beneficial effect on the regional economy. Construction may cause traffic congestion and discourage patronage of local businesses. The new hospital and office operations at Overlake would provide nearly 600 new full-time jobs. The improved access would primarily benefit the local area.</p> <p>- Construction will be planned to minimize congestion, reduce delays, and maintain access to businesses. Acquisition and relocation by the City of Bellevue and WSDOT would be conducted in accordance with all applicable policies and regulations concerning right-of-way acquisition.</p>	<p>- Similar to Alternative A. In addition, the Ramada hotel would be displaced and removed from the tax rolls. Also, access improvement would benefit traffic and NE 8th Street but would increase in the vicinity of the Overlake campus.</p> <p>- Same as Alternative A.</p>

TABLE 1-1
Summary of Impacts Identified and Mitigation Measures for the Near-Term Alternatives 2007

Environmental Element	No Action	Alternative A, NE 10th Segment	Alternative B, Completion of NE 10th
<p>Transportation</p> <p>- Impacts</p>	<p>- Four intersections within study area would be operating at a failing level of service (LOS) F:</p> <ul style="list-style-type: none"> • NE 8th St./112th Ave. NE • NE 8th St./116th Ave. NE • South Hospital/Whole Foods Driveway/116th Ave. NE • NE 10th St./116th Ave. NE <p>Excessive queue lengths would occur at three intersections. Corridor travel time would increase by nearly 5 minutes as compared to existing conditions on westbound NE 8th Street. Congestion may lead to increased accident rates and travel times for emergency vehicles.</p>	<p>- Construction would generate additional vehicle trips on local streets, particularly trucks used to transport soils.</p> <p>Access to hospital would be improved by signalized intersection/entrance at NE 10th. Mobility within the hospital campus would be increased. Traffic volumes on nearby streets would increase by 8 to 25 percent over No Action. Two intersections would operate at a failing LOS F:</p> <ul style="list-style-type: none"> • NE 8th St./116th Ave. NE • East Overlake Hospital Garage/New MOB Driveway <p>Four intersections would have excessive queues. Corridor travel times would increase on 116th Avenue NE and eastbound NE 8th St, and decrease slightly on westbound NE 8th. Reduced congestion may lead to reduced accident rates and travel times for emergency vehicles.</p>	<p>- Construction impacts same as Alternative A.</p> <p>During operation, hospital access and circulation would be similar to Alternative A. Traffic volumes on nearby streets would increase by 18 to 52 percent over No Action. Three intersections would operate at LOS F:</p> <ul style="list-style-type: none"> • NE 8th St./116th Ave NE • Overlake Hospital Existing Signal • East Overlake Hospital Garage/New MOB Driveway <p>- Four intersections would have excessive queues. Corridor travel times would increase on 116th Avenue NE and eastbound NE 8th Street and decrease slightly on NE 8th westbound. Reduced congestion may reduce accident rates and emergency vehicles travel times.</p>

TABLE 1-1
Summary of Impacts Identified and Mitigation Measures for the Near-Term Alternatives 2007

Environmental Element	No Action	Alternative A, NE 10th Segment	Alternative B, Completion of NE 10th
<p>Transportation</p> <p>- Mitigation Measures</p>		<p>- To maintain No Action levels of service, the following improvements could be implemented:</p> <ol style="list-style-type: none"> 1. Install northbound left turn lane from 112th Avenue NE to NE 10th Street. 2. Install northbound right turn lane from 116th Avenue NE to NE 12th Street. This project is included in the City of Bellevue Transportation Facilities Plan (TFP). 3. Extend southbound right turn lane at 116th / NE 8th northward to the existing hospital signal entrance. 4. Provide dual northbound left turns at 116th Avenue NE at NE 10th St. 	<p>- Mitigation would be the same as Alternative A, plus the following:</p> <ol style="list-style-type: none"> 1. Add dual southbound left turn lanes at NE 8th Street and 116th Avenue NE.
<p>Public Services and Utilities</p> <p>- Impacts</p>	<p>- The No Action Alternative would have no impacts on public services and utilities. However, as the hospital's service area grows, this would limit the region's capacity for inpatient care services, emergency medical services, and medical office services</p>	<p>- Construction could cause temporary service interruptions would modify existing utility lines and increase emergency response times. Expansion of the hospital would increase demand on existing utilities. The new access and internal roadway changes would improve campus circulation, but would not improve emergency vehicle access.</p>	<p>- Construction and operation impacts of Alternative B would be similar to Alternative A except that the full extension of NE 10th Street would improve emergency response by providing a more direct western point of access to the hospital campus.</p>

TABLE 1-1
 Summary of Impacts Identified and Mitigation Measures for the Near-Term Alternatives 2007

Environmental Element	No Action	Alternative A, NE 10th Segment	Alternative B, Completion of NE 10th
Public Services and Utilities (continued) - Mitigation Measures		- Overlake Hospital and the City of Bellevue are currently evaluating options for optimizing emergency access. Standard construction planning and management techniques would minimize utility and traffic disruptions during construction.	- Mitigation would be the same as Alternative A.

Notes:
 BMP = best management practices
 CO = carbon monoxide
 ppm = parts per million

TABLE 1-2
Summary of Impacts Identified and Mitigation Measures for the Long-Term Alternatives 2030

Environmental Element	No Action	Alternative 2, Completion of NE 10th with Ramps to SR 520	Alternative 3, Completion of NE 10th, NE 12th Ramps to SR 520
- Mitigation Measures		- Mitigation measures for reducing air quality impacts during construction include measures to reduce both exhaust emissions and fugitive dust. Mitigation measures are not proposed or warranted during operation.	- Same as Alternative 2.
Water Resources - Impacts - Mitigation Measures	- No impacts	- Construction impacts would be similar to 2007 action alternatives, except ramp structures would probably disturb existing vegetated areas at their point of connection with the freeway, posing a greater potential for soil erosion and runoff into surface waters. Operation impacts would be similar to 2007 alternatives. - Mitigation measures would be similar to those for 2007 alternatives.	- Same as Alternative 2. - Same as Alternative 2.
Environmental Health - Impacts	- No impacts	- Construction impacts and operational impacts identified under the 2007 alternatives generally apply. The number of patients served, and thus the quantities of hazardous materials that may be generated, would increase by 20 to 45 percent over 2007 levels. This could bring Overlake Hospital above the regulatory threshold for large-quantity generators, which might lead to additional compliance and reporting requirements. It is possible that previously unidentified or abandoned underground storage tanks or hazardous waste may be present in the	- Same as Alternative 2.

TABLE 1-2
Summary of Impacts Identified and Mitigation Measures for the Long-Term Alternatives 2030

Environmental Element	No Action	Alternative 2, Completion of NE 10th with Ramps to SR 520	Alternative 3, Completion of NE 10th, NE 12th Ramps to SR 520
<p>- Mitigation Measures</p>		<p>vicinity of the proposed NE 10th Street Extension and ramp alternatives.</p> <p>- Environmental regulations require the appropriate management of contaminated media such as soil or groundwater, prescribe strict control and management practices for hazardous wastes, and establish criteria for transportation of hazardous substances. The hospital's Hazardous Waste Management Plan prescribes management of dangerous waste in accordance with federal, state, and local regulations; it will be updated regularly to minimize both the generation of these wastes and the risk of releases.</p>	<p>- Same as Alternative 2.</p>
<p>Noise</p> <p>- Impacts</p>	<p>- Traffic noise levels will increase because future traffic volumes are expected to increase without any of the action alternatives, increased traffic on I-405 near the hospital as</p>	<p>- Noise and vibration impacts from construction would be the same as for the 2007 alternatives. Traffic operation for this alternative would cause a substantial</p>	<p>- Same as for Alternative 2.</p>

TABLE 1-2
Summary of Impacts Identified and Mitigation Measures for the Long-Term Alternatives 2030

Environmental Element	No Action	Alternative 2, Completion of NE 10th with Ramps to SR 520	Alternative 3, Completion of NE 10th, NE 12th Ramps to SR 520
- Mitigation Measures	<p>a result of planned corridor improvements is likely to raise exterior noise levels, especially on the west side of the campus where the new lanes would be closer to buildings. However, because NE 10th Street would not be extended through the Overlake Hospital campus, no traffic impacts would occur at this facility.</p>	<p>traffic volume increase on NE 10th Street west of I-405, resulting in a 5-dBA sound level increase at residential and park receivers (Ashwood Park). This increase would trigger Bellevue’s requirements to assess the efficacy and cost-effectiveness of noise mitigation for these receivers. Portions of the freeway ramps to and from NE 10th St. could be closer to the hospital buildings and residential and/or park receivers than either the existing or the proposed I-405 lanes, making it possible for noise from these ramps to contribute to exterior sound levels.</p> <p>- - Potential noise effects of new ramps will need to be considered in greater detail during design development and environmental review. A wide range of noise and vibration reduction techniques are available for both construction activities and operation. The City of Bellevue will require assessment of noise mitigation for residential receivers along NE 10th Street West of I-405. However, noise mitigation along NE 10th St. is not considered feasible because of openings required for driveways and access to buildings.</p>	<p>- Same as for Alternative 2.</p>

TABLE 1-2
Summary of Impacts Identified and Mitigation Measures for the Long-Term Alternatives 2030

Environmental Element	No Action	Alternative 2, Completion of NE 10th with Ramps to SR 520	Alternative 3, Completion of NE 10th, NE 12th Ramps to SR 520
<p>Land Use</p> <p>- Impacts</p> <p>- Mitigation Measures</p>	<p>- No impacts</p>	<p>- Similar to impacts of 2007 alternatives. Further increase in intensity on the Overlake Hospital campus with 350,000 square feet of new hospital and office space would create additional demands on the local transportation system. Ramps from NE 10th Street to I-405 and/or SR 520 could require the acquisition of additional right-of-way from the hospital campus.</p> <p>- Similar to those for 2007 alternatives.</p>	<p>- Similar to Alternative 2.</p> <p>- Similar to Alternative 2.</p>
<p>Aesthetics</p> <p>- Impacts</p> <p>- Mitigation Measures</p>	<p>- No impacts</p>	<p>- Similar to the 2007 alternatives, with continued transformation of the campus from a suburban to an urban environment, particularly along 116th Avenue NE. Views of the downtown skyline and Cascade Mountain range would again decrease due to the location, mass, and height of the proposed development. Ramps from NE 10th would be closer to the central portion of the hospital campus, increasing impacts in this area. Vehicles driving on NE 10th Street at night could cause light and glare impacts in the lower patient rooms of the new campus buildings. NE 10th Street would extend across I-405 and through the Overlake Hospital campus to 116th Avenue NE, resulting in greater visual impacts.</p> <p>- Similar to those for 2007 alternatives.</p>	<p>- Alternative 3 would be similar to Alternative 2.</p> <p>- Similar to those for 2007 alternatives.</p>

TABLE 1-2
Summary of Impacts Identified and Mitigation Measures for the Long-Term Alternatives 2030

Environmental Element	No Action	Alternative 2, Completion of NE 10th with Ramps to SR 520	Alternative 3, Completion of NE 10th, NE 12th Ramps to SR 520
<p>Economics</p> <p>- Impacts</p> <p>- Mitigation Measures</p>	<p>- The No Action Alternative would not create the positive economic impacts associated with the action alternatives.</p>	<p>- Construction and operational impacts of Alternative 1 would be similar to the 2007 action alternatives. Regional mobility would improve.</p> <p>- Similar to those for 2007 alternatives.</p>	<p>- Alternative 3 would have similar economic effects as Alternative 2. Mobility improvements would be slightly less.</p> <p>- Similar to those for 2007 alternatives.</p>
<p>Transportation</p> <p>- Impacts</p>	<p>- By 2030, traffic on streets in the project area will increase 27 to 74 percent. In 2030, 9 intersections will degrade to LOS F:</p> <ul style="list-style-type: none"> • NE 8th St./112th Ave NE • NE 6th St./112th Ave NE • NE 4th St./116th Ave NE • NE 8th St./116th Ave NE • South Hospital/Whole Foods Driveway/116th Ave NE • NE 10th St./116th Ave NE • East Overlake Hospital Garage/New MOB Driveway • North Driveway/116th Ave NE • NE 12th St./116th Ave NE <p>- Excessive queues will develop and travel times will increase by as much as 7.7 minutes per vehicle. Increased congestion would lead to increased accident rates and travel times for emergency vehicles.</p>	<p>- Construction would generate additional vehicle trips on local streets.</p> <p>Substantial increase in traffic (approximately 2600 vehicles) as compared to No Action. Fewest number of failing LOS F intersections (five):</p> <ul style="list-style-type: none"> • NE 10th St./112th Ave NE • NE 8th St./112th Ave NE • NE 8th St./116th Ave NE • Overlake Hospital Existing Signal • East Overlake Hospital Garage/New MOB Driveway <p>Twelve intersections have excessive queues. Accident rates are expected to decrease slightly.</p>	<p>- Construction impacts similar to Alternative 2. Smallest growth in overall traffic (approximately 1600 vehicles) of all 2030 action alternatives. This alternative has 7 LOS F intersections:</p> <ul style="list-style-type: none"> • NE 12th St./112th Ave NE • NE 10th St./112th Ave NE • NE 8th St./112th Ave NE • NE 6th St./112th Ave NE • NE 8th St./116th Ave NE • Overlake Hospital Existing Signal • East Overlake Hospital Existing Signal • East Overlake Hospital Garage/New MOB Driveway <p>- Ten intersections have excessive queues. Accident rates are expected to decrease slightly.</p>

