



DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL COORDINATOR
450 110TH AVENUE NE, P.O. BOX 90012
BELLEVUE, WA 98009-9012

ADDENDUM

PROPONENT: City of Bellevue

NAME OF PROPOSAL: 2009-2020 Transportation Facilities Plan

LOCATION OF PROPOSAL: The 2009-2020 Transportation Facilities Plan identifies roadway capacity, safety/operational and non-motorized system improvements citywide. This addendum pertains to a proposed addition of a non-motorized project on Lake Hills Boulevard, from 148th Avenue SE to 143rd Avenue SE.

FILE NUMBER: 08-132179-LE

ORIGINAL PUBLICATION DATES:

Draft EIS Available: January 22, 2009

Final EIS Available: March 5, 2009

DESCRIPTION OF PROPOSAL AND NEW INFORMATION: The City Council adopted the 2009-2020 Transportation Facilities Plan on March 23, 2009 (Resolution #7896) and also directed that analysis be performed to consider addition of a project on Lake Hills Boulevard, from 148th Avenue SE to 143rd Avenue SE. Accordingly, the City has prepared this addendum to the FEIS to document the programmatic impacts of the prospective addition of a project to upgrade sidewalks and incorporate landscape improvements into the Lake Hill Boulevard roadway corridor between 148th Avenue SE and 143rd Avenue SE. Under Washington Administrative Code (WAC) section 197-11-706, an addendum is defined as "an environmental document used to provide additional information or analysis that does not substantially change the analysis of significant impacts of alternatives in the existing environmental document."

The Environmental Coordinator of the City of Bellevue has determined that the new information provided adds analyses or information about the proposal that does not substantially change the analysis of significant impacts in the existing environmental document. This Addendum is issued under WAC 197-11-600 and WAC 197-11-625.

Carol V. Holland
Environmental Coordinator

April 16, 2009
Date

Addendum
to the
Final Environmental Impact Statement
2009–2020 Transportation Facilities Plan

Prepared for:



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This EIS Addendum has been prepared in compliance with the State Environmental Policy Act (SEPA) of 1971 (Revised Code of Washington Chapter 43.21C); the SEPA Rules, effective April 4, 1984, as amended (Washington Administrative Code Chapter 197-11); and the Bellevue Environmental Procedures Code (Bellevue City Code Chapter 22.02), which implements SEPA. The City of Bellevue Development Services Department has directed the areas of assessment that were undertaken in preparation of this document and has determined that this document has been prepared in a responsible manner using appropriate methodology.

Date of Issuance of this EIS Addendum: April 16, 2009

This document should be cited as:
City of Bellevue. 2009. Addendum to the Final Environmental Impact Statement: 2009–2020 Transportation Facilities Plan.
Bellevue, WA. Prepared by ICF Jones & Stokes. (ICF J&S 00814.08). April.

Preface

The 2009-2020 Transportation Facilities Plan (TFP) identifies roadway capacity, safety/operational and non-motorized system improvements citywide. The City of Bellevue issued a programmatic Draft Environmental Impact Statement (EIS) for the 2009-2020 TFP on January 22, 2009. A Final EIS for the TFP was issued on March 5, 2009. The City Council adopted the 2009-2020 TFP on March 23, 2009 (Resolution #7896) and also directed that analysis be performed to consider addition of a project on Lake Hills Boulevard, between 143rd Avenue SE and 148th Avenue SE, which consists of a sidewalk upgrade and landscape improvements. Accordingly, the City has prepared this addendum to the Final EIS to document, at a programmatic level, the potential impacts of the addition of this project to the Proposed Action alternative.

An EIS Addendum is an environmental document that provides additional analysis or information about a proposal, but does not substantially change the analysis of likely significant impacts or alternatives in the existing environmental document. The potential significant environmental impacts of the 2009-2020 TFP have already been evaluated under the Final EIS. This EIS Addendum is not an authorization for an action, nor does it constitute a decision or a recommendation for action. This EIS addendum will accompany the 2009-2020 TFP and Final EIS through the City’s review processes and be considered by City officials in making the necessary approval decisions regarding the 2009-2020 TFP projects.

Description of Plan Revision

Table 1 presents the description of the proposed additional project, identified as number TFP-199. This information supplements the full project list presented in Table 2-6 of the Final EIS. The project is located in Mobility Management Area (MMA) 9 – East Bellevue. An updated map of MMA 9 that includes TFP-199 is included as Attachment 1 to this EIS Addendum.

Table 1. Summary of TFP Project Added to Proposed Action Alternative

TFP #	Project Location	CIP #	MMA	Project Description	Included in No Action Alternative	Capacity Project	Impact Fee Project
199	Lake Hills Boulevard / 143rd Avenue SE – 148th Avenue SE	--	9	Construct new curb, gutter and six-foot sidewalk behind four-foot planter strip on both sides of the street while preserving the existing on-street bicycle facilities. Remove remaining European White Birch trees in poor health and reconstruct the wood fence as necessary.	No	No	No

At the proposed project site, Lake Hills Boulevard currently consists of one vehicle travel lane, a bicycle lane, and a 4-foot asphalt sidewalk abutting the curb, in each direction. Project TFP-199



would replace the narrow asphalt sidewalks with wider concrete sidewalks, incorporate a planter strip between the curb and the sidewalks where feasible, and upgrade the landscaping along the segment. Addition of TFP-199 increases the total number of projects included in the Proposed Action alternative from 71 to 72 (17 of which are also included in the No Action alternative); and within this total number of projects, increases the number of non-motorized projects from 26 to 27. TFP-199 is not included in the No Action alternative, and it is not categorized as a Capacity or Impact Fee project. This project was included in the previous 2006-2017 TFP.

Assessment of Environmental Issues

Table 2 summarizes the potential environmental effects of the Proposed Action alternative presented in the Final EIS of the TFP and of the added project TFP-199.

Table 2. Assessment of Potential Environmental Issues

Environmental Resource Area	2009-2020 TFP EIS – Proposed Action	Addition of Project TFP-199
Transportation	<p>Transportation analysis includes assessment of the effect of the TFP alternatives on the following elements:</p> <ul style="list-style-type: none"> ▪ System Performance – effect of projected future vehicle traffic volumes on city streets; and of the effect of the traffic volumes on the level of service (LOS) of system intersections. ▪ Neighborhood Impacts – the potential for increase in vehicle cut-through traffic. ▪ Safety – the effect of proposed projects on road safety issues. ▪ Pedestrian/Bicycle Impacts – the effect of proposed projects on pedestrian and bicycle mobility. 	<p>As TFP-199 consists only of sidewalk and landscape improvements, its addition to the Proposed Action alternative does not affect any traffic volume or LOS projections presented in the 2009-2020 TFP EIS. Thus, addition of this project to the Proposed Action alternative has no effect on the analysis and conclusions of elements that are a function of vehicle volumes and traffic patterns; namely, System Performance, Neighborhood Impacts, and Safety.</p> <p>Addition of TFP-199 has a beneficial effect on Pedestrian/ Bicycle Impacts, as it would result in greater improvement to non-motorized mobility.</p> <p>Thus, no additional significant adverse impacts to transportation would result from inclusion of TFP-199 in the Proposed Action.</p>
Air Quality	<p>Air quality analysis includes assessment of the effect of the TFP alternatives on the following elements:</p> <ul style="list-style-type: none"> ▪ Construction impacts – temporary and localized impacts of project construction could include dust, heavy vehicle emissions, and odors. Potential impacts should be mitigated through implementation of best management practices such as those measures described in the EIS. ▪ Operational impacts – potential increase in vehicle emissions and carbon monoxide concentrations at intersections, and increase in greenhouse gases, resulting from increases in vehicle volumes. 	<p>As the addition of TFP-199 to the Proposed Action alternative does not affect any traffic volume projections presented in the 2009-2020 TFP EIS, it has no effect on the analysis and conclusions in the areas that are a function of vehicle volumes; namely, emissions, carbon monoxide concentrations, or greenhouse gases.</p> <p>Construction of the project has potential for temporary and localized air quality impacts commensurate with those identified in the TFP EIS, and can be addressed through application of mitigation measures presented in the EIS.</p> <p>Thus, no significant adverse impacts to air quality would result from inclusion of TFP-199 in the Proposed Action alternative.</p>

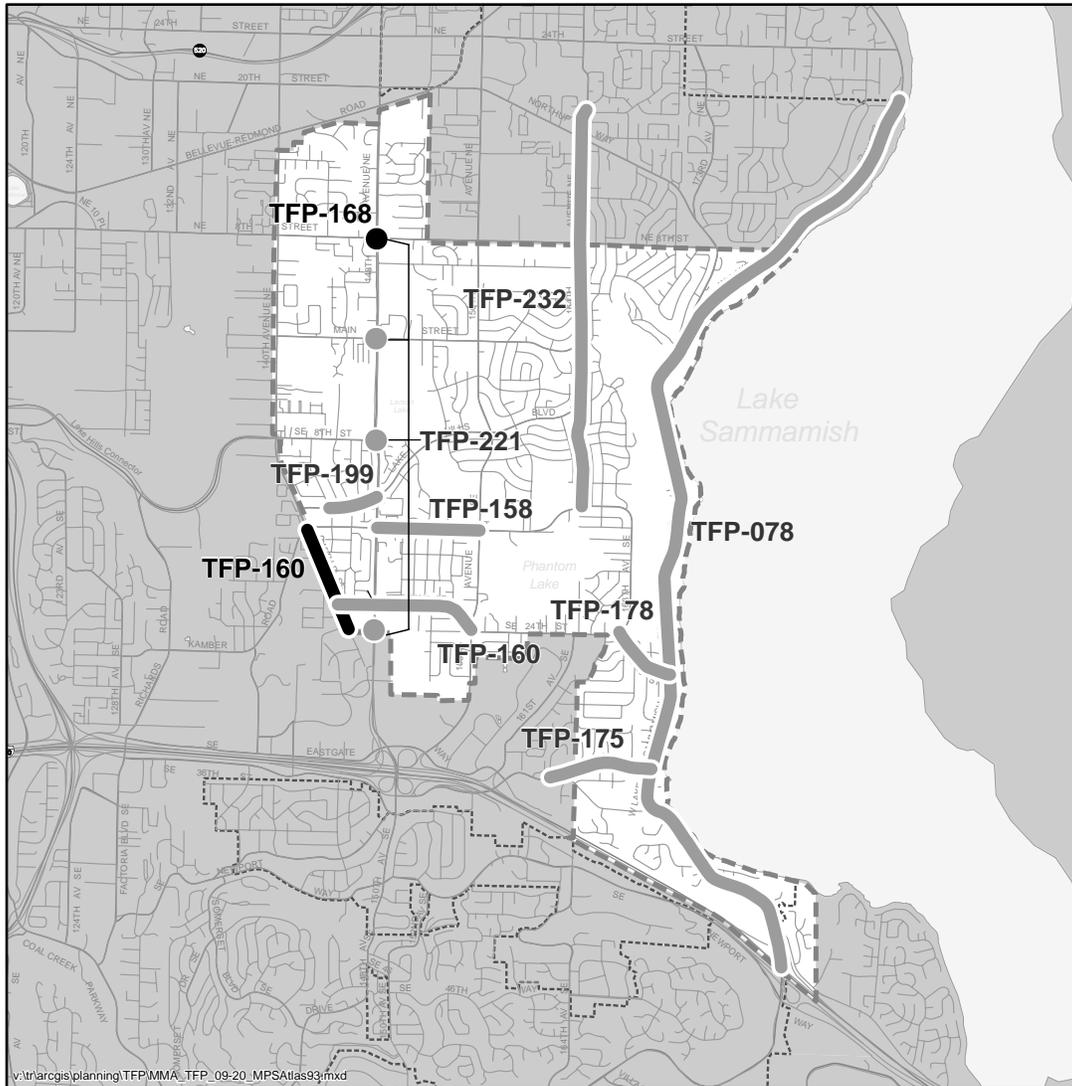
Environmental Resource Area	2009-2020 TFP EIS – Proposed Action	Addition of Project TFP-199
Noise	<p>Noise analysis includes assessment of the effect of the TFP alternatives on the following elements:</p> <ul style="list-style-type: none"> ▪ Construction noise – temporary and localized noise impacts of project construction could result from on-site activities, and from construction vehicles traveling to and from the site. Potential impacts should be mitigated through implementation of measures to limit the times and locations that these activities can occur, such as those described in the EIS. ▪ Traffic noise – potential increase in noise levels resulting from increases in vehicle volumes. 	<p>As the addition of TFP-199 to the Proposed Action alternative does not affect any traffic volume projections presented in the 2009-2020 TFP EIS, it has no effect on the analysis and conclusions in the area of traffic noise.</p> <p>Construction of the project has potential for temporary and localized noise impacts commensurate with those identified in the TFP EIS, and can be addressed through application of mitigation measures presented in the EIS.</p> <p>Thus, no additional significant adverse impacts to noise would result from inclusion of TFP-199 in the Proposed Action alternative.</p>
Land Use and Aesthetics	<p>Land use and aesthetics analysis includes assessment of the effect of the TFP alternatives on the following elements:</p> <ul style="list-style-type: none"> ▪ Land use patterns – displacement of parking, effect on buildings, effect of traffic and noise on development. ▪ Plans and policies – consistency of TFP alternative with the City’s adopted plans and policies. ▪ Aesthetics – effect on the character of the roads; or effect on the character of the surrounding environment as observed from the roads. 	<p>Implementation of TFP-199 would not require displacement of parking, would not affect any buildings, nor would it result in any change to traffic volume projections or resulting noise levels. As such, it would have no effect on the analysis or conclusions regarding land use patterns presented in the TFP EIS.</p> <p>TFP-199 is consistent with the City’s vision and policies supporting non-motorized mobility and safety. Upgrade of the sidewalk would reinforce the aesthetic character of the road as a multimodal facility.</p> <p>Thus, no significant adverse impacts to land use or aesthetics would result from inclusion of TFP-199 in the Proposed Action alternative.</p>
Natural Environment	<p>Natural environment analysis includes assessment of the effect of the TFP alternatives on the following elements:</p> <ul style="list-style-type: none"> ▪ Geology and soils – potential of project to destabilize hillsides. ▪ Wetlands – potential of a project to affect functions and values of adjacent wetlands. ▪ Aquatic resources – potential of a project to affect functions and values of adjacent streams; and/or the potential of increased impervious surface to result in increased stormwater runoff, with a corresponding increase in associated pollutants and ongoing erosion and habitat impacts. ▪ Wildlife and vegetation – potential of a project to affect sensitive habitat. ▪ Shorelines – potential of a project to affect the functions and values of shorelines. 	<p>TFP-199 is not located in proximity to any steep slopes, wetlands, shorelines, or known sensitive habitat. As such, it has no effect on the analysis or conclusions presented in the 2009-2020 TFP EIS in the areas of geology, wetlands, shorelines, or wildlife and vegetation.</p> <p>TFP-199 is not located in proximity to any streams, but its implementation would result in an increase in impervious surface, which has potential for impacts to aquatic resources commensurate with those identified in the Final TFP EIS. Mitigation measures identified in the EIS, namely performance standards described in BCC 20.25H.080 would apply to this project; and project-specific mitigation measures would be developed during individual project-level analysis.</p> <p>Thus, no additional significant adverse impacts to the natural environment would result from inclusion of TFP-199 in the Proposed Action alternative.</p>

Conclusion

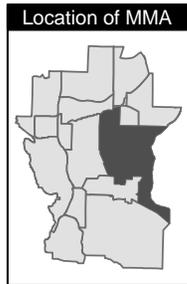
As indicated in Table 2, the addition of TFP-199 to the Proposed Action alternative would not change any future projected traffic volumes or patterns, and thus would not affect any potential impacts related to traffic volumes. Implementation of the project is not expected to displace parking or affect buildings. As the project is not located in proximity to steep slopes, wetlands, shorelines, or known sensitive habitat, it is not expected to result in impacts to any of these resources. Implementation of TFP-199 could result in temporary localized construction-related impacts to air quality and noise, and would likely result in an increase in impervious surface. However, these potential impacts are commensurate with the impacts identified in the 2009-2020 TFP EIS, and can be mitigated through measures identified in the EIS. Thus, the levels of significance of these potential impacts in these areas are consistent with levels identified in the 2009-2020 TFP Final EIS. The addition of TFP-199 would not result in additional significant impacts beyond the impacts identified in the 2009-2020 TFP Final EIS.

ATTACHMENT 1

Revised MMA-9 Figure with Added Project TFP-199



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- Legend**
- Capacity project open for use by 2020
 - Capacity project not in use by 2020 or non-capacity project
 - MMA Boundary

Mobility Management Area #9

East Bellevue



City of Bellevue
2009 - 2020 TFP