

City of Bellevue Submittal Requirement

27a

ENVIRONMENTAL CHECKLIST

If you need assistance in completing the checklist or have any questions regarding the environmental review process, please visit or call the Permit Center (425-452-6864) between 8 a.m. and 4 p.m., Monday through Friday (Wednesday, 10 to 4). Our TTY number is 425-452-4636.

BACKGROUND INFORMATION

Property Owner:

City of Bellevue

Proponent:

City of Bellevue

Contract Person:

(If different from the owner. All questions and correspondence will be directed to the individual listed.)

Paul Krawczyk, Project Manager

Address:

City of Bellevue
Transportation Department
450 110th Avenue NE
P.O. Box 90012
Bellevue, WA 98009

Phone:

Telephone: (206) 452-7905

Proposal Title:

NE 4th Street/120th Avenue NE Corridor Project

Proposal Location:

(Street address and nearest cross street or intersection. Provide a legal description, if available.)

The proposed project would be located in King County in Sections 28 and 33, Township 25 north, Range 5 east. The project corridor is located approximately 1 mile east of downtown Bellevue. It would extend the existing NE 4th Street roughly a quarter mile east from its current terminus with 116th Avenue NE, and also widen and realign 120th Avenue NE for roughly 1.3 miles from the NE 300 block to just south of Northup Way. Figure 1 shows an overview of the project corridor study area, including areas of the corridor that would require new roadway or widened roadway construction.

Figure 1. Proposed Project Corridor



Give an accurate, brief description of the proposal's scope and nature:

1. General description:

PROPOSED PROJECT

The proposed NE 4th Street/120th Avenue NE Corridor Project would extend NE 4th Street from its existing terminus with 116th Avenue NE eastward to 120th Avenue NE, and widen and realign 120th Avenue NE from the NE 300 block northward to Northup Way. These corridor roadway improvements extend approximately 1.6 miles and would be constructed in stages.

A five-lane roadway design proposed for both the extension of NE 4th Street from 116th Avenue NE to 120th Avenue NE and the widening/realignment of 120th Avenue NE from the 300 block north to NE 18th Street would generally reflect the roadway cross-section shown in Figure 2. The roadway would be designed to meet City standards for an urbanized arterial that has four through travel lanes—two 11-foot-wide lanes in each direction. A center 11- to 12-foot-wide, two-way, left-turn lane would allow turning movements to adjacent properties. A 5- to 6-foot-wide bike lane generally would be provided on each side of the roadway adjacent to the curb. A 4- to 5-foot-wide planter strip is proposed between the curb and the 8-foot-wide sidewalk. The size and location of the sidewalks, bicycle facilities, and planter strips may vary somewhat along the corridor to accommodate natural drainage practices, retaining walls, and existing buildings.

Figure 2. Typical Section – Five-lane Roadway Design

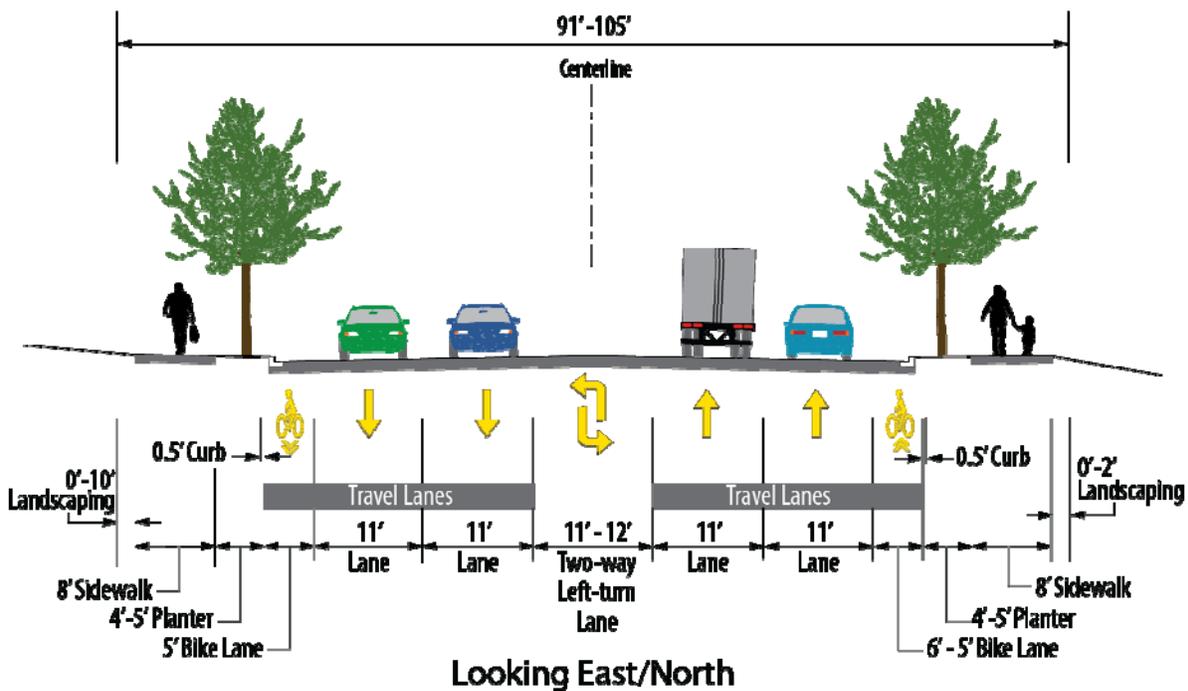
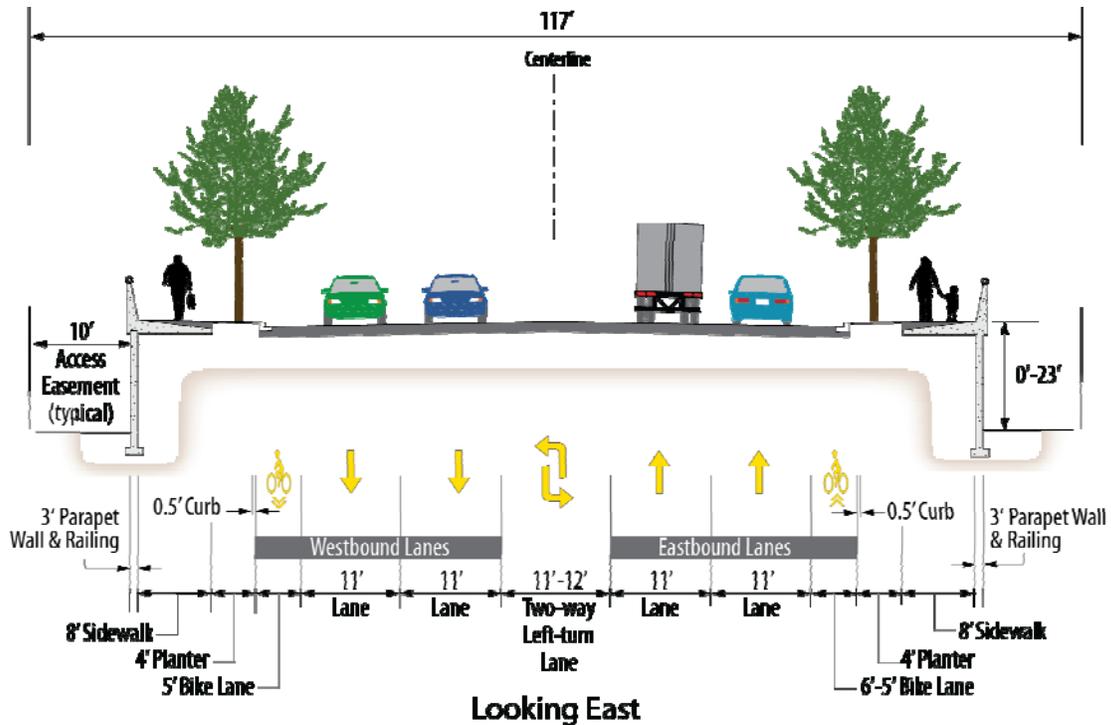


Figure 3 below illustrates a roadway section for a major portion of the extension of NE 4th Street, which would have retaining walls on either side of the five-lane roadway. However, cut and fill retaining walls are proposed at numerous locations throughout the corridor due to changes in elevation on both sides of the roadway. Where retaining walls are required along the corridor, the required right-of-way would need to exceed 105 feet for the five-lane cross-section and 95 feet for the four-lane cross-section as both of the proposed roadway cross-sections include the use of retaining walls. Where retaining walls

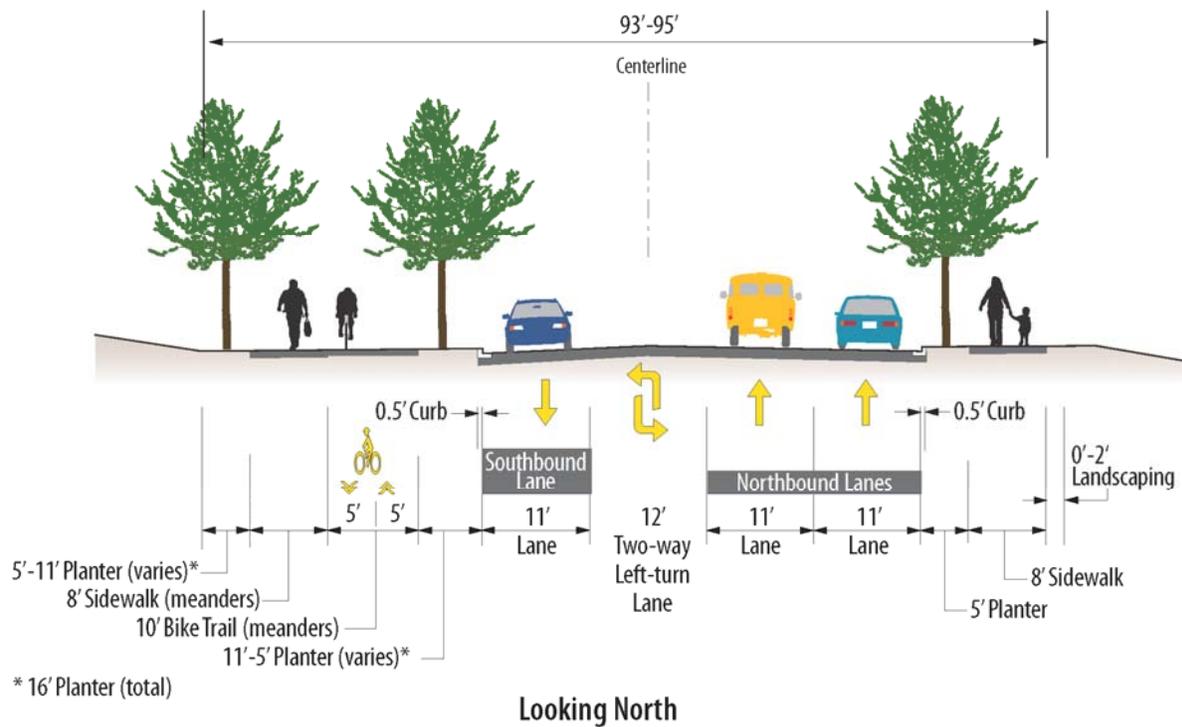
are required, these structures would generally be located immediately adjacent to and behind the sidewalk. The width of the retaining walls would vary depending on the design, but would be a maximum of about 3 feet wide. To the outside of the retaining walls, the soil would be graded to a maximum slope of 2:1 or flatter. To ensure the City has access to the retaining walls for maintenance and repair, the acquired right-of-way would include the re-graded area to the outside of the retaining walls. This re-graded area would likely be about 10 feet. As such, the acquired right-of-way width could be 117 feet or more wherever retaining walls are needed on both sides of the roadway anywhere in the corridor.

Figure 3. Typical Section – Five-lane Roadway Design with Walls



A four-lane roadway section is proposed for 120th Avenue NE from about NE 18th Street to just south of Northup Way as shown in Figure 4 way would be designed to have three travel lanes—two 11-foot-wide lanes northbound and one southbound. The two directions of travel would be separated by a 12-foot-wide two-way, left-turn lane. A 5-foot-wide planter strip is proposed between the curb and the 8-foot-wide sidewalk on the east side of the street. A variable-width planter strip is proposed on both sides of a combined two-way, 10-foot-wide bike trail and 8-foot-wide sidewalk that would be constructed on the west side of the street. The bike trail would replace the in-road bike lanes north of NE 16th Street.

Figure 4. Typical Section – Four-lane Roadway Design



2. Acreage of site:

Not applicable.

3. Number of dwelling units/buildings to be demolished:

The project would not require the demolition of dwelling units. The project would require the demolition of three commercial buildings plus portions of two additional commercial buildings corridor-wide. Along the NE 4th Street extension, one building and portions of two other buildings would be demolished. Two additional buildings would be fully demolished for the realignment and widening of 120th Avenue NE north of NE 8th Street.

4. Number of dwelling units/buildings to be constructed:

Not applicable.

5. Square footage of buildings to be demolished:

Construction of the proposed roadway would result in the demolition of three buildings as well as the partial demolition of two additional buildings. In total an estimate 44,385 square feet (SF) of commercial space would be demolished. The details of these demolitions are presented in Table 1.

Table 1. Buildings to be Demolished

	Parcel Number	Owner	Business/Address	Full/Partial Demolition of Building	Square Feet (SF)
1	3325059012*	KG Investment Management	Vacant 316 116th Avenue NE	1 Full and 1 Partial	Approx. 13,000
2	3325059213	457-120th Avenue NE LLC	Best Buy 457 120th Avenue NE	1 Partial	10,500
3	1099100419	Bakkers, Inc.	Mercedes-Benz of Bellevue 11855 NE Bel-Red Road	1 Full	6,770
4	1099100167	Jimmy R. Barrier	Barrier Motors Porsche 12000 NE Bel-Red Road	1 Full	14,115
TOTAL				3 Full and 2 Partial	44,385

Note:

* Parcel has two buildings on the property that are 21,178 and 1,891 SF. Approximately half of the larger building would be demolished and all of the small building would be demolished.

6. Square footage of buildings to be constructed:

Not applicable. No new building would be constructed.

7. Quantity of earth movement (in cubic yards):

The proposed project would require roughly 120,000 cubic yards of earth movement, comprised of approximately 61,000 cubic yards of cut and about 59,000 cubic yards of fill.

8. Proposed land use:

The proposed land use change is from portions of commercial property to accommodate new roadway or roadway widening.

9. Design features, including building height, number of stories and proposed exterior materials:

Not applicable.

10. Other:

None.

Estimated date of completion of the proposal or timing of phasing:

Project construction would be constructed in stages and is expected to be ongoing from early 2012 to at least 2016. Currently, the anticipated stages are:

- Stage 1: 120th Avenue NE widening from approximately NE 300 block to NE 700 block
- Stage 2: 120th Avenue NE new construction from NE 7th Street to NE Bel-Red Road, and realignment and widening from approximately NE Bel-Red Road to NE 12th Street
- Stage 3: NE 4th Street extension between 116th Avenue NE to the BNSF RR right-of-way
- Stage 4: NE 4th Street extension between (and including) the BNSF RR right-of-way to

120th Avenue NE

- Stage 5: 120th Avenue NE widening from approximately NE 12th Street north to NE 18th Street
- Stage 6: 120th Avenue NE widening from approximately NE 18th Street to Northup Way.

The actual construction stages may vary in sequence from the stages listed above except that Stage 4 would not precede Stages 1 and 2. No stage is at full design at this time but the footprint of each stage of the NE 4th Street/120th Avenue NE Corridor Project has been established for this SEPA notification and the final design of all stages would incorporate all required SEPA determinations and all applicable City of Bellevue codes and standards.

As described in the *Alternatives Evaluation and Screening Technical Report*, the corridor improvements alignment and logical phasing have been developed to address forward compatibility and further allow for staged implementation. Staged implementation allows for further mitigation of impacts to the traveling public by allowing improvements to be completed before advancing to later stages. This approach would support efforts to manage traffic access and circulation, and to lessen potential impact.

Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

No.

List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

SEPA Non-Project Documents

Bellevue, City of. 2007. Bel-Red Corridor Project, Final Environmental Impact Statement. Issued July 19, 2007.

Bellevue, City of. 2007. Downtown Mobility Plan, Optional Determination of Non-Significance. Issued November 1, 2007.

Bellevue, City of. 2010. Transportation Related Comprehensive Plan Amendments to the Transportation Element, Optional Determination of Non-Significance. Issued August 17, 2010.

Proposed Project Technical Reports

Northwest Archaeological Associates, Inc. NE 4th Street/120th Avenue NE Corridor Project, Cultural Resources Technical Report, Redacted Version (Revised Draft). Anticipated August 2011.

Parsons Brinckerhoff. NE 4th Street/120th Avenue NE Corridor Project, Alternatives Evaluation and Screening Technical Report. August 2011.

Parsons Brinckerhoff. NE 4th Street/120th Avenue NE Corridor Project, Air Quality Technical Report (Revised Draft). June 2011.

Parsons Brinckerhoff. NE 4th Street/120th Avenue NE Corridor Project, Community Effects Technical Report (Revised Draft). July 2011.

Parsons Brinckerhoff. NE 4th Street/120th Avenue NE Corridor Project, Fisheries, Wildlife, and Vegetation Technical Report (Draft). April 15, 2011.

Parsons Brinckerhoff. NE 4th Street/120th Avenue NE Corridor Project, Noise and Vibration Technical Report (Revised Draft). June 2011.

Parsons Brinckerhoff. NE 4th Street/120th Avenue NE Corridor Project, Transportation Technical Report (Revised Draft). July 2011.

Parsons Brinckerhoff. NE 4th Street/120th Avenue NE Corridor Project, Water Quality Technical Report (Revised Draft). July 2011.

Shannon and Wilson, Inc. NE 4th Street/120th Avenue NE Corridor Project, Biological Resources Technical Report. June 3, 2011.

Shannon and Wilson, Inc. NE 4th Street/120th Avenue NE Corridor Project, Hazardous Materials Discipline Report (Revised Draft). July 2011.

Shannon and Wilson, Inc. NE 4th Street/120th Avenue NE Corridor Project, Wetland and Stream Delineation Technical Report (Revised Draft). June 2011.

Proposed Project Letter Reports

Parsons Brinckerhoff. 2011. Final Revisions to the NE 4th Street/120th Avenue NE Corridor Project SEPA Checklist Request for Additional Information Regarding Corridor Drainage Approach, Letter Report. October 13, 2011.

Parsons Brinckerhoff. 2011. Final Revisions to the NE 4th Street/120th Avenue NE Corridor Project SEPA Checklist Request for Additional Information Regarding Potential Water Quality Impacts. October 19, 2011.

Parsons Brinckerhoff. 2011. Critical Areas Technically Feasible Alternatives Analysis Letter Report for the NE 4th Street/120th Avenue NE Corridor Project. October 17, 2011.

Shannon & Wilson. 2011. Significant Tree Reconnaissance for Northeast (NE) 4th Street/120th Avenue NE Corridor Project, Bellevue, Washington, Letter Report. October, 13, 2011.

Additional References

Bellevue, City of. 2010. City of Bellevue, Washington Comprehensive Plan, Volume 1, General Elements. Amended through December 6, 2010.

Bellevue, City of. 2010. City of Bellevue, Washington Comprehensive Plan, Volume 2, Subarea Plans and Transportation Facilities Plan. Including the Wilburton/NE 8th Street Subarea Plan and the Bel-Red Subarea Plan. Amended through December 6, 2010.

Bellevue, City of. 2010. Resolution 8086. 2011-2016 Transportation Improvement Program. Adopted May 3, 2010.

Brinson, M. M. 1993. U.S. Army Corps of engineers Waterways Experiment Station Wetlands Research Program Technical Report WRP-DE-4. A Hydrogeomorphic Classification for Wetlands.

Cowardin, L.M.; Carter, Virginia; Golet, F.C.; and LaRoe, E.T. (Cowardin). 1979. U.S. Fish and Wildlife Service Report FWS/OBS-79/31. Classification of Wetlands and Deepwater Habitats of the United States.

Federal Highway Administration and Washington State Department of Transportation.. I-405 – NE 8th Street to SR 520 Braided Ramps – Interchange Improvements.

Federal Transit Administration. 2006. Transit Noise and Vibration Impact Assessment. May 2006.

Federal Transit Administration, Sound Transit, and Washington State Department of Transportation. 2011. East Link Project, Final Environmental Impact. July 2011.

Washington Department of Ecology (Ecology). 2004. Publication No. 04-06-025. Washington State Wetland Rating System, Western Washington, Second Edition.

Tetra Tech Inc. 2006. Lake Bellevue Water Quality Study and Management Recommendations.

The Watershed Company. 2001. City of Bellevue Stream Typing Inventory, Final Report. Prepared for the City of Bellevue.

Washington Department of Ecology (Ecology). 2005. Stormwater Management Manual for Western Washington, Revised.

Washington Department of Ecology (Ecology); U.S. Army Corps of Engineers Seattle District; and U.S. Environmental Protection Agency Region 10 (Ecology). 2006. Publication No. 06-06-011a. Wetland Mitigation in Washington State – Part 1: Agency Policies and Guidance (Version 1). March 2006.

Washington State Department of Transportation. 2011. Statewide Transportation Improvement Program, Amendment 7. August 18, 2011.

Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. List dates applied for and file numbers, if known.

There are four major projects that are planned or under construction that directly affect the planning for and design of the proposed NE 4th Street/120th Avenue NE Corridor Project. These projects include the following:

- Washington Department of Transportation is currently constructing the I-405 – NE 8th Street to SR 520 Braided Ramps – Interchange Improvements Project. The project is to construct multi-level braided ramps along I-405 and SR 520 to facilitate traffic flows between the two freeways. The final design of this project would need to be incorporated into the final design of planned improvements for 120th Avenue NE at this intersection.
- Sound Transit is proposing extension of the existing light rail system across Lake Washington through Bellevue to Redmond. The project is called East Link. The Final Environmental Impact Statement was issued for East Link in July 2011. The project is now entering preliminary engineering. The proposed route of East Link is proposed to cross the project corridor at about NE 15th Street below grade. As a result, the City's engineering team would be maintaining close coordination with the Sound Transit engineering team to ensure the design for the two projects are integrated.
- KG Investments owns property on both sides of the proposed alignment of the extension of NE 4th Street between 116th Avenue NE and the railway corridor. The property owner has plans to redevelop this vacant property previously used for automobile sales and service. Commercial buildings are proposed on both sides of the new roadway. As the roadway divides the proposed development, the property owner would need to file a short plat to reconfigure the existing parcels as well as dedicate land for the new roadway. The City engineering team would be coordinating closely with the property owner during preliminary and final engineering to ensure the roadway design and proposed redevelopment for the property are integrated.
- Wright Runstad and Company owns a number of large parcels adjacent and east of the proposed 120th Avenue NE corridor between NE 12th Street and about NE 16th Street and extending east to 124th Avenue NE. Conceptual design plans have been prepared for redevelopment of the properties. The redevelopment of these properties would generate substantial volumes of traffic in the future that would use the proposed project. In addition, the layout of the internal streets and driveways on the west side of the site would change existing intersections and create new streets where none currently exist. The land use

redevelopment of the Spring District was incorporated in all traffic modeling and analysis used for the proposed project to determine long-term traffic demand for the corridor.

Please provide one or more of the following exhibits, if applicable to your proposal.

(Please check appropriate box(es) for exhibits submitted with your proposal.)

Land Use Reclassification (rezone) Map of existing and proposed zoning

Preliminary Plat or Planned Unit Development
Preliminary plat map

Clearing & Grading Permit
Plan of existing and proposed grading
Development plans

The following permit applications have been submitted for the proposed project:

Stage I:

- Clear & Grade Permit #11-113060 GD
- Utility Extension Permit #10-111810 UE

Stages 3 & 4:

- Critical Areas Land Use Permit #11-45214 LO
- Clear & Grade Permit #11-115213 GD
- Utility Extension Permit #10-122057 UE

Stages 2, 5 & 6

- Predevelopment Services Application Permit #110-120180 DC

Building Permit (or Design Review)
Site plan
Development plans

Shoreline Management Permit
Site plan

A. ENVIRONMENTAL ELEMENTS

1. EARTH

a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other:

The topography of the project corridor varies. The portion of the NE 4th Street extension west of the railway corridor (no longer use or owned by the BNSF railroad) is steeply sloped; rising 55 feet in a narrow band immediately west of the railway corridor embankment, and the portion to the east to 120th Avenue NE is generally flat. Along 120th Avenue NE, the land generally slopes downward from east to west and the roadway itself has a slight rolling character. Some portions of the corridor north of NE 12th Street have substantial changes in topography on both sides of the roadway alignment.

b. What is the steepest slope on the site (approximate percent slope)?

The steepest slope along the project corridor is located along the proposed alignment for the extension of NE 4th Street. Where the new NE 4th Street alignment crosses the hillside on the west side of the railroad corridor, the steep portions of the grade range from approximately 60% to as high as 120% in some areas.

For additional information, see the discussion of steep slope critical areas in Section 8.h.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

Seven soil types are located along the project corridor. For the proposed extension of NE 4th Street, the project would encounter three soil types: Norma sandy loam, Alderwood gravelly sandy loam, and urban land. Along 120th Avenue NE, the alignment from the NE 300 block to roughly NE 6th Street would encounter Alderwood gravelly sandy loam, then Bellingham silt loam to roughly NE 8th Street. From that location, the project would encounter urban land again, with an area of Tukwila muck (organic layers of muck, peaty muck, and in some places diatomite) that is east and north of Lake Bellevue. In the vicinity of the West Tributary of Kelsey Creek, the project would cross urban land soils again and then Seattle muck (stratified layers of muck, mucky peat, and peat formed mostly from decomposed sedges). The northernmost portion of the project corridor would encounter Everett gravelly sandy loam.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

Due to the existence of major glacial till deposits, the area is generally not unstable. However, there are surface layers of soil that contain peat, which can be unstable.

The area to the west of 120th Avenue NE to the shore of Lake Bellevue consists of Tukwila Muck (peat), a very poorly drained soil found in floodplains and made up of herbaceous organic material. This soil is load-sensitive and highly compressive. Due to the compressive nature of peat, this is a known historic problem of settlement of the parking lot west of Lake Bellevue and has resulted in flooding. This settlement problem is expected to continue long term, but would not be expected to be exacerbated by the construction of the proposed roadway improvements. In the small areas where the new roadway improvements would be constructed in peat soils, the peat soils would be removed and replaced with compacted structural fill material.

The area is shown as exhibiting a low to moderate risk of liquefaction. The underlying soils beneath the peat soil is glacial till, which is typically very dense and hence a competent load-bearing materials that is not susceptible to liquefaction. Moreover, the likelihood of soil liquefaction occurring as a result of vibration from construction equipment is remote. This is because the energy levels imparted to the soils by construction equipment are, in comparison, typically many orders of magnitude lower than would be expected in the design-level earthquake.

The land west of the existing roadway towards the shore is developed. A large parking lot is located immediately adjacent to the existing roadway and a number of buildings on piles have been built over the near shore area. Existing Lake Bellevue pile supported structures that were permitted and constructed in the area should have been designed and constructed to address specific requirements for the stability of the structures. No structural review of the existing Lake Bellevue pile supported structures would be made to determine their adequacy relative to existing conditions. The City's corridor project does not modify or directly affect Lake Bellevue pile supported structures, which are located about 150 feet from the limits of construction.

Due to the poor structural quality of peat soils, an analysis was conducted to assess potential construction impacts to these nearby buildings. Construction activities may require the installation of piles as part of the construction of proposed retaining walls for the roadway improvements. Pile driving is not recommended for construction of the proposed project improvements between NE 8th Street and NE 12th Street. The final method of construction for the proposed retaining walls would evaluate the best method of construction for the type of wall required to minimize vibration and settlement, which may include drilled and/or drilled and cased shaft construction. Where shaft construction is recommended, casings may also be recommended to minimize risk of caving of loose soils or settlement immediately adjacent to the shafts. Monitoring points could be established to assess to what extent settlement occurred, if any, that can be attributed to construction of the improvements. Monitoring and the specific monitoring points would be implemented as needed based on the final design and method of construction proposed.

No potential fragile buildings are located within this 25-foot buffer area. Vibration levels that would cause disturbance of land or structural damage are not anticipated as part of the proposed project construction.

This approach would minimize vibration and keep vibration levels of the piling below 70 VdB at approximately 50 feet (FTA, 2006). Anticipated heavy construction equipment, such as large bulldozers and loaded trucks, also would be used during construction and can cause ground-borne vibration. As such, the focus of the investigation examined the potential vibration effects of this heavy construction equipment and potential effects on the nearby pile-supported buildings. The threshold for minor damage to fragile buildings is approximately 100 VdB. Heavy construction equipment frequently generates approximately 90 VdB at approximately 50 feet from the source (FTA, 2006). Only landscaping and a paved parking lot are located within a 25-foot buffer of the westernmost edge of planned construction activities. As such, no mitigation is recommended.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Fill would generally be comprised of material imported from an approved off-site source. Recycled excavated material may also be used, but because the project would be constructed in stages, excavated material may not always be sufficient or acceptable to satisfy the necessary fill volume. The proposed project would require roughly 120,000 cubic yards of earth movement, comprised of approximately 61,000 cubic yards of cut and about 59,000 cubic yards of fill along the corridor in total. Fill would be used to allow the proposed extension of NE 4th Street to accommodate the steep slope near the railway corridor, as the horizontal alignment of the proposed project would curve up the hillside. The hillside slope would not be altered, requiring the construction of substantial retaining walls on both sides of the proposed roadway. There would also be fill used along 120th Avenue NE, though to a much lesser extent than for NE 4th Street. Excavated material not used on site would be disposed of at an appropriate facility.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

As with any construction project requiring clearing of an area, the proposed project has the potential to result in erosion during clearing and construction activities. However, the proposed construction activities would include the preparation of a Construction Stormwater Pollution Prevention Plan (CSWPPP) and a Temporary Erosion and Sediment Control (TESC) Plan to address and mitigate any

potential erosion. In addition, retaining walls would be constructed to minimize effects to the surrounding steep slope per City of Bellevue Code.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Currently, there are 14.1 acres within the existing roadway corridor covered with impervious surfaces (52% of the approximate 27.2-acre construction area). The proposed project would result in an additional 2.84 acres that would be covered with impervious surfaces, for a total of 16.94 acres upon completion of the proposed project (62% of the approximate 27.2-acre construction area).

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Preparation and City approval of a CSWPPP and a TESC Plan would occur prior to construction of the proposed project. These plans would detail the proposed measures to reduce and/or control erosion. In general, construction of the proposed project would make use of best management practices (BMPs) to reduce and minimize impacts due to construction activities. BMPs that could be used include minimizing the size of disturbed area at any time, practicing good "housekeeping," and structural control measures. In addition, the City is proposing mitigation measures for West Tributary of Kelsey Creek during construction that would require the contractor to monitor in-stream turbidity and water PH due to concrete curing.

2. AIR

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

Construction of the proposed project would have the potential to result in fugitive dust emissions, but this could be mitigated through the application of water to the area to control dust as needed. Once completed, the roadway would be used by automobiles that release various pollutants to the air. However, the proposed project is not predicated to measurably affect regional miles of travel in the study area, nor is it anticipated to cause or exacerbate a violation of the applicable ambient air quality standards. Long term, the proposed project could reduce emissions through the addition of roadway capacity that could reduce arterial roadway congestion and intersection delay, improved travel times for transit, the addition of bicycle and pedestrian facilities, and support for future transit-oriented mixed-use development. The project is not predicted to impact regional levels of carbon monoxide (CO), particulate matter smaller than or equal to 10 microns in size (PM10), particulate matter smaller than or equal to 2.5 microns in size (PM2.5), and ozone (O3) levels. Based on the microscale CO screening analysis, the project is not predicted to cause or exacerbate a violation of the applicable ambient air quality standards. As such, it complies with the U.S. Environmental Protection Agency's (EPA) local (microscale) requirements under its Conformity Rule for a project located in a CO maintenance area.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

None known.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

The city is proposing mitigation measures for construction impacts on air quality. Construction areas, staging areas, and material transfer sites would be set up in a way that reduces standing wait times for equipment, engine idling, and the need to block the movement of other activities on the site. These strategies would reduce fuel consumption by reducing wait times and ensuring that construction equipment operates efficiently. In addition, BMPs in compliance with the Associated General Contractors of Washington 1997 would be used during construction activities. The proposed project is not anticipated to require any further mitigation measures regarding air quality.

3. WATER

a. Surface:

- 1) **Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

In the immediate vicinity of the proposed project, there is one small lake, two creeks, and four wetlands (see Figure 5). The anticipated impacts are based on conceptual design and efforts would be made during preliminary and final engineering to reduce impacts to the extent possible.

Lake Bellevue is the headwaters of Sturtevant Creek and is located west of the proposed project.

Sturtevant Creek is a Type F water that originates in Lake Bellevue and flows to the south and west. Sturtevant Creek flows into Mercer Slough of Lake Washington.

The West Tributary of Kelsey Creek has been reclassified as of September 8, 2011. The City of Bellevue's previous stream map showed the West Tributary as a Type N water (non-fish bearing stream). That map has been updated to show streams with environment suitable for fish habitat as Type F waters, even though fish are not currently present. The impact and mitigation discussions in this SEPA Checklist reflect this status as Type F pursuant to LUC 20.25H.075.B.2 and 20.25H.075.C.1.c.

The West Tributary of Kelsey Creek originates in Wetland D immediately west of the project, passes under the project, and then flows southeasterly from the project. The West Tributary of Kelsey Creek flows into Kelsey Creek (a Type F water) which flows into Mercer Slough of Lake Washington.

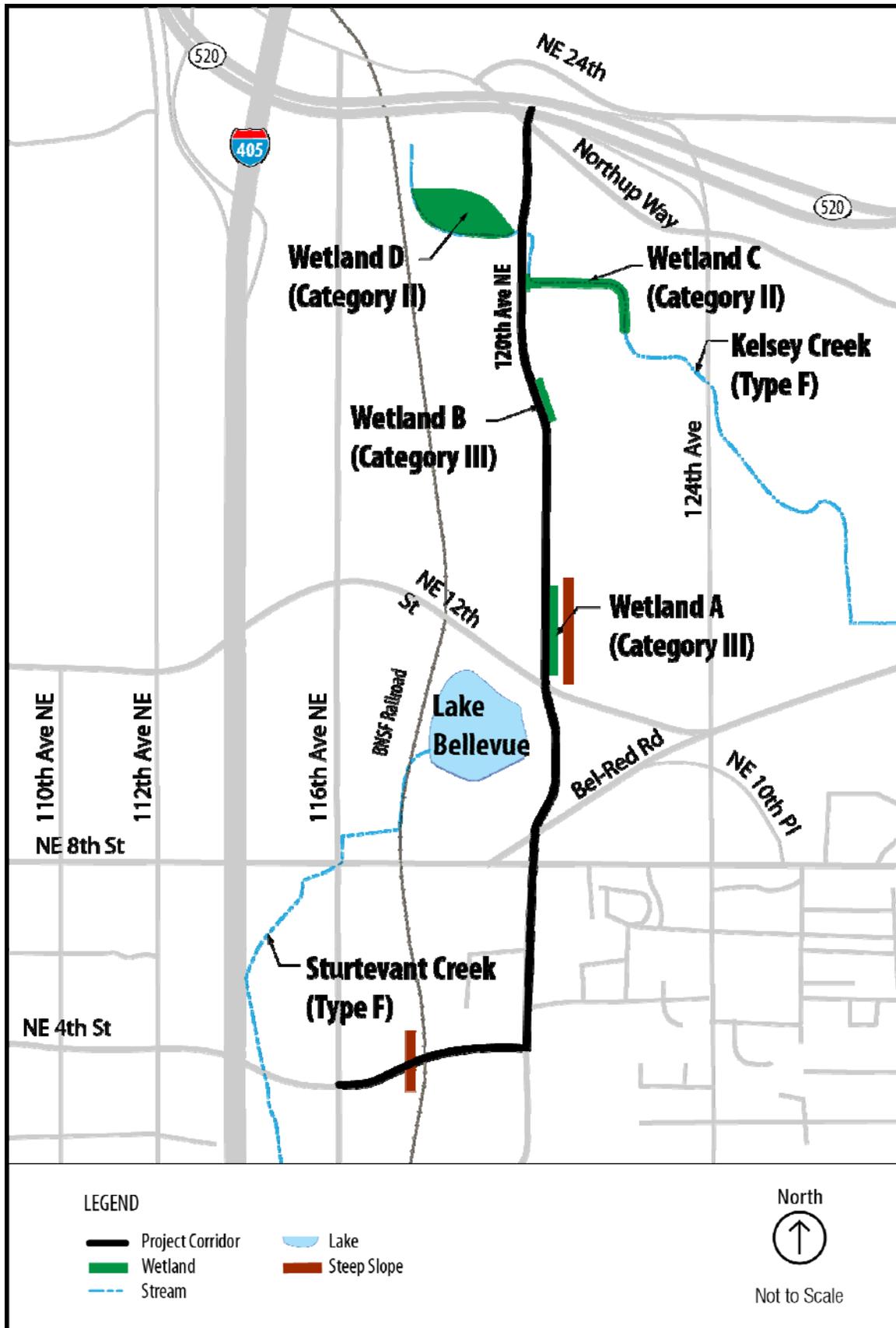
Wetland A was delineated per standard practices at about 8,260 SF in size and is entirely within the project corridor. Based on the Cowardin classification system (Cowardin, 1979), Wetland A is palustrine emergent, scrub-shrub (PEM/SS) wetland, and its hydrogeomorphic classification (Brinson, 1993) is "depressional outflow." Wetland A is rated as a Category III wetland using the Washington State Department of Ecology's (Ecology's) Wetland Rating System, which the City has adopted.

Wetland B was delineated per standard practices at about 4,510 SF in size and is entirely within the project corridor. It is located along an open roadside ditch on the east side of 120th Avenue NE. Wetland B's Cowardin classification is PEM/SS, and its hydrogeomorphic classification is "depressional outflow." Wetland B is rated as a Category III wetland using Ecology's rating system.

Wetland C is part of a larger wetland system associated with the West Tributary of Kelsey Creek that extends off-site to the east. This wetland is approximately 2 acres in size based on an interpretation from an aerial photograph. Wetland C's Cowardin classification is PEM/SS, and its hydrogeomorphic classification is "riverine." Wetland C is rated as a Category II wetland using Ecology's rating system.

Wetland D is approximately 4.9 acres in size based on the National Wetland Inventory map. Based on the Cowardin classification system, Wetland D is a palustrine aquatic bed, emergent, scrub-shrub, and forested wetland. Wetland D's hydrogeomorphic classification is "depressional outflow." Wetland D is rated as a Category II wetland using Ecology's rating system.

Figure 5. Surface Water Bodies in the Project Corridor



2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Please see Figure 5 for an overview map of the location of the lake, creeks, and wetlands in the project vicinity. Work for the project would be required in West Tributary of Kelsey Creek, three wetlands and four wetland buffers. Work would be required within 200 feet of Lake Bellevue. Sturtevant Creek is located more than 200 feet from construction activities.

The West Tributary of Kelsey Creek originates in Wetland D where it flows gradually within a 5-foot-wide active channel with a bed comprised of 6 inches of silt (see Exhibit 1 through Exhibit 6). The tributary currently crosses perpendicularly beneath 120th Avenue NE through a buried 36-inch corrugated metal pipe to a manhole on the east side of the street. One other smaller culvert from the northwest also conveys water to this manhole. The tributary, now constituted by the combined flows, exits the manhole to the south in a second buried 36-inch corrugated metal pipe that runs parallel to 120th Avenue NE for approximately 250 feet and then day-lights and discharges into Wetland C. The active channel in Wetland C is approximately 4 feet wide with a bed comprised of sand and well-rounded gravels. As the stream exits the second 36-inch pipe, the ordinary high water mark for the stream fans out above the banks of the active channel and encompasses much of Wetland C. As the stream exits the project corridor to the east, it flows through a riparian corridor highly confined and fragmented by developed warehouse and commercial properties on each side for approximately 0.6 river miles.

Construction activities in West Tributary of Kelsey Creek would require removal of the existing closed culverts and manhole used to convey the creek, and installation of a new open bottom box culvert to carry the creek diagonally to the southeast under 120th Avenue NE and a second open bottom box culvert to carry the creek under the south driveway for the Safeway bakery property. In addition, the project proposes to day-light the portion of the creek that parallels 120th Avenue NE on the eastern side of the roadway between the two new box culverts.

Work required in wetland areas would include filling for roadway construction in wetland areas A, B and C. Filling would also be needed in buffer areas for wetlands A, B, C, and D. Wetland and wetland buffer impacts are detailed in the following section.

A very small portion of Lake Bellevue is located within 200 feet of planned construction activities along 120th Avenue NE. Specific potential impacts to Lake Bellevue from the project are described in other sections.

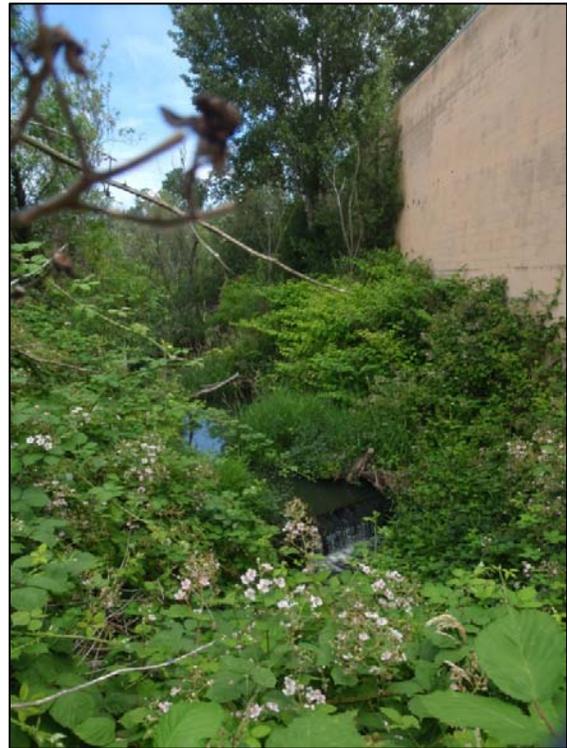
Exhibit 1. West Tributary of Kelsey Creek outlet-control structure



Exhibit 2. West Tributary of Kelsey Creek 1,200-foot culvert inlet north of NE Bel-Red Road (photo provided by the City of Bellevue from prior inspection work)



Exhibit 3. West Tributary of Kelsey Creek immediately upstream of 1,200-foot culvert inlet (photo taken July 2011)



Revised Project SEPA Checklist

Exhibit 4. West Tributary of Kelsey Creek
1,200-foot culvert outlet south of NE Bel-Red
Road (upstream extent of anadromous
access)

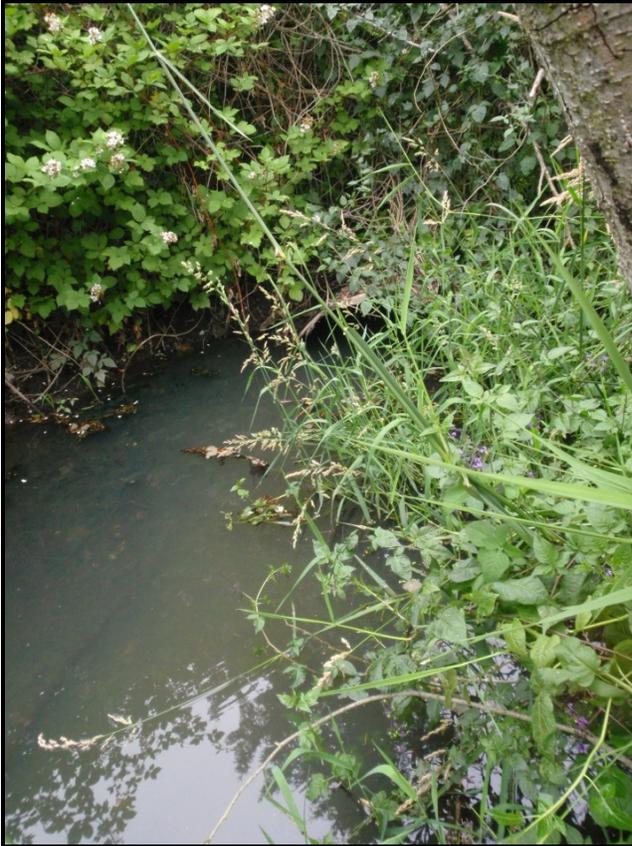
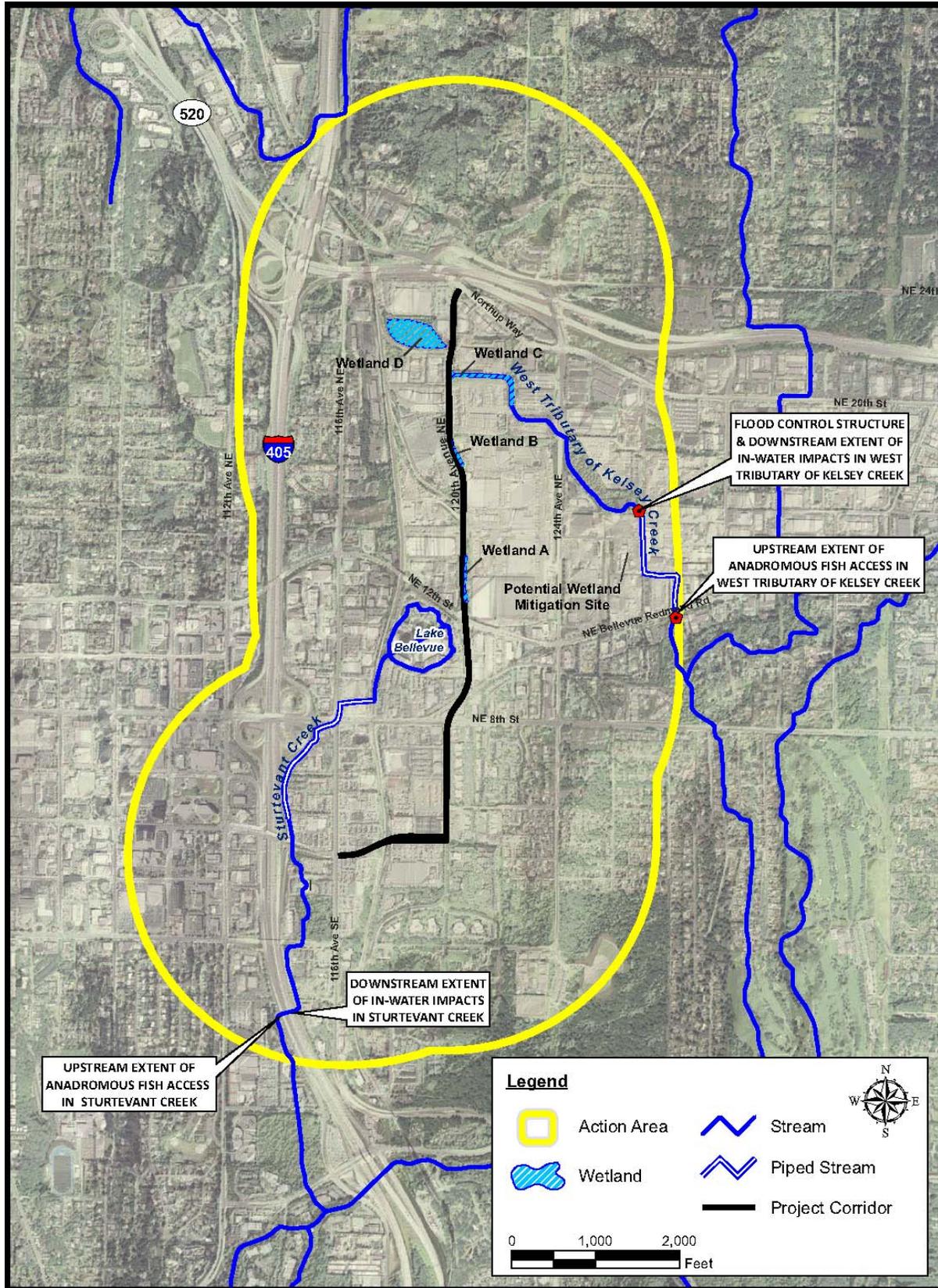


Exhibit 5. West Tributary of Kelsey Creek downstream of culvert
outlet south of NE Bel-Red Road (upstream extent of anadromous
access)



Figure 6. Existing Stream Fish Barriers in the Project Area



3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

Excavation, both cut (dredging) and fill activities, would occur in surface waters and wetlands along the project corridor. The total amount of excavation, exclusive of fill and dredging in buffer areas, is presented in Table 2 below:

Table 2. Preliminary Estimates of Amount of Fill and Dredging in Surface Water and Wetlands

Name	Amount of Fill and Dredging Impacts		
	Fill Cubic Yards (CY)	Cut or Dredging Cubic Yards (CY)	Total Cubic Yards (CY)
West Tributary of Kelsey Creek	50	0	50
Wetland A	2,290	0	2,290
Wetland B	75	35	110
Wetland C	50	0	50
Wetland D	0	0	0

Note: The quantity of fill within the ordinary high water level of the stream is the same fill are reported for Wetland C.

Figure 7 through Figure 9 show the wetlands and associated buffer areas that would be affected by construction excavation activities; and Figure 10 illustrates the stream and associated buffer area that would be affected. As stated earlier, efforts to minimize impacts have been made as engineering design progresses, and because of these efforts the impacts presented here differ from those presented in the Wetland and Stream Delineation Technical Report (Shannon and Wilson, June 2011). Table 3 and Table 4 below present more refined estimates of unavoidable impacts based on revised engineering design.

Table 3. Preliminary Estimates of Area of Wetland Impacts

Name	Size of Wetland (ac)	Area of Wetland Impact		Area of Buffer Impacts	
		Square Feet (SF)	Acre (ac)	Square Feet (SF)	Acre (ac)
Wetland A (Category III)	1.6	8,260	0.190	21,530	0.494
Wetland B (Category III)	0.9	4,510	0.104	8,915	0.205
Wetland C (Category II)	2.0	280	0.006	3,045	0.070
Wetland D (Category II)	4.9	0	0	2,195	0.050
TOTAL	9.4	13,050	0.300	39,685	0.819

Note: The source of total size of wetland is as follows: Wetland A and Wetland B were delineated. Wetland C was based on interpretation of an aerial photograph; and Wetland D size was obtained from the National Wetland Inventory map.

Figure 7. Wetland A Detail Map

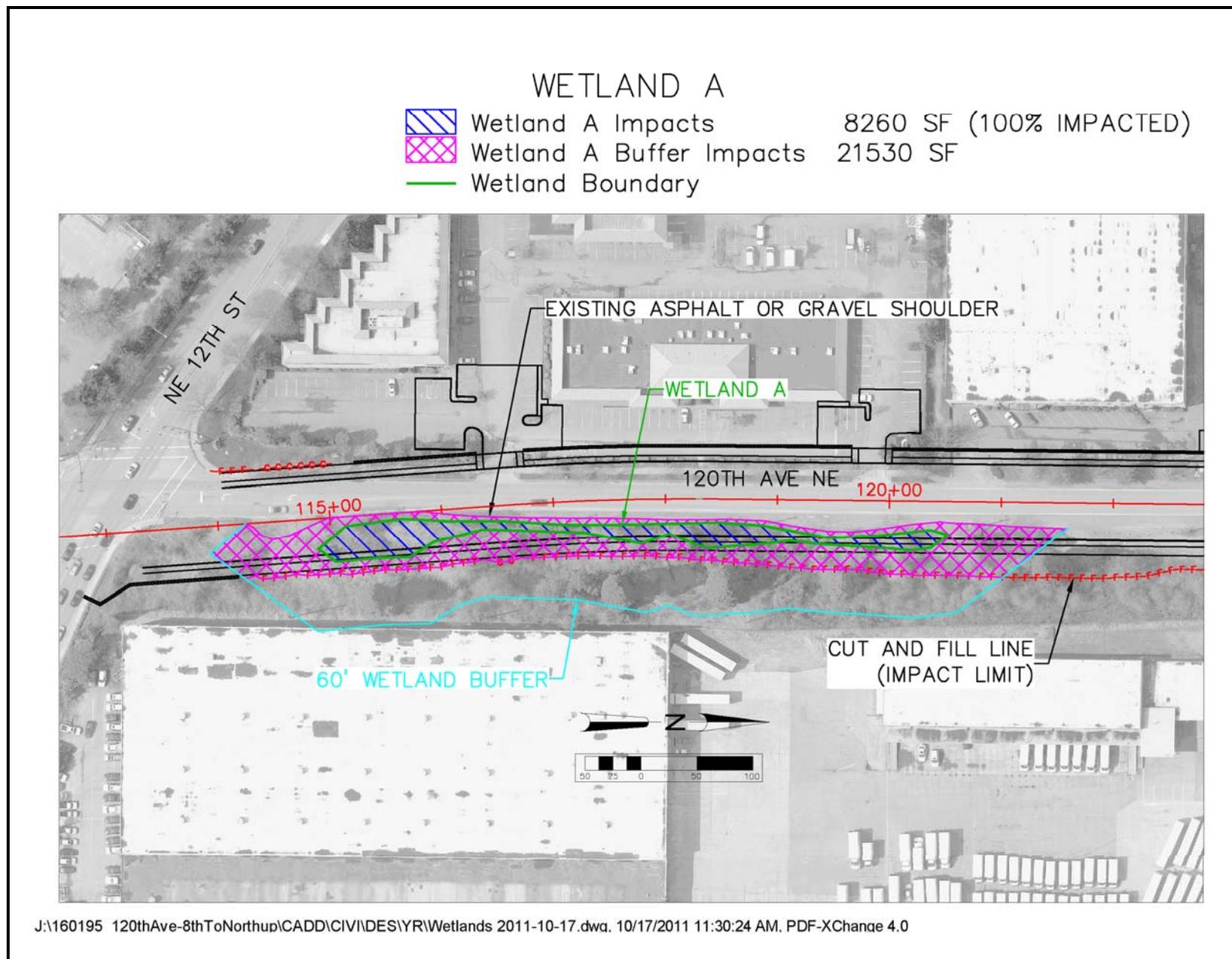


Figure 8. Wetland B Detail Map

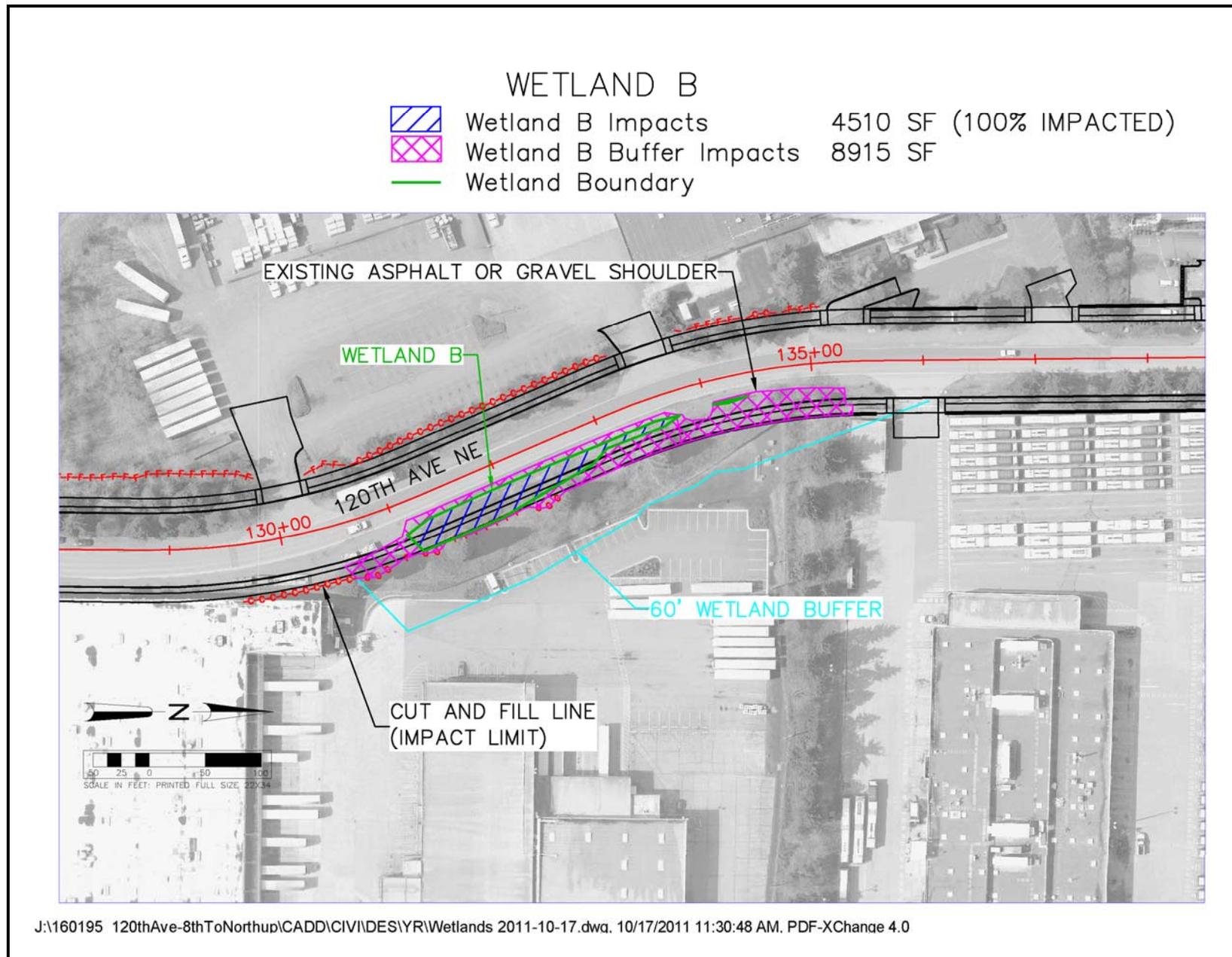


Figure 9. Wetlands C and D Detail Map

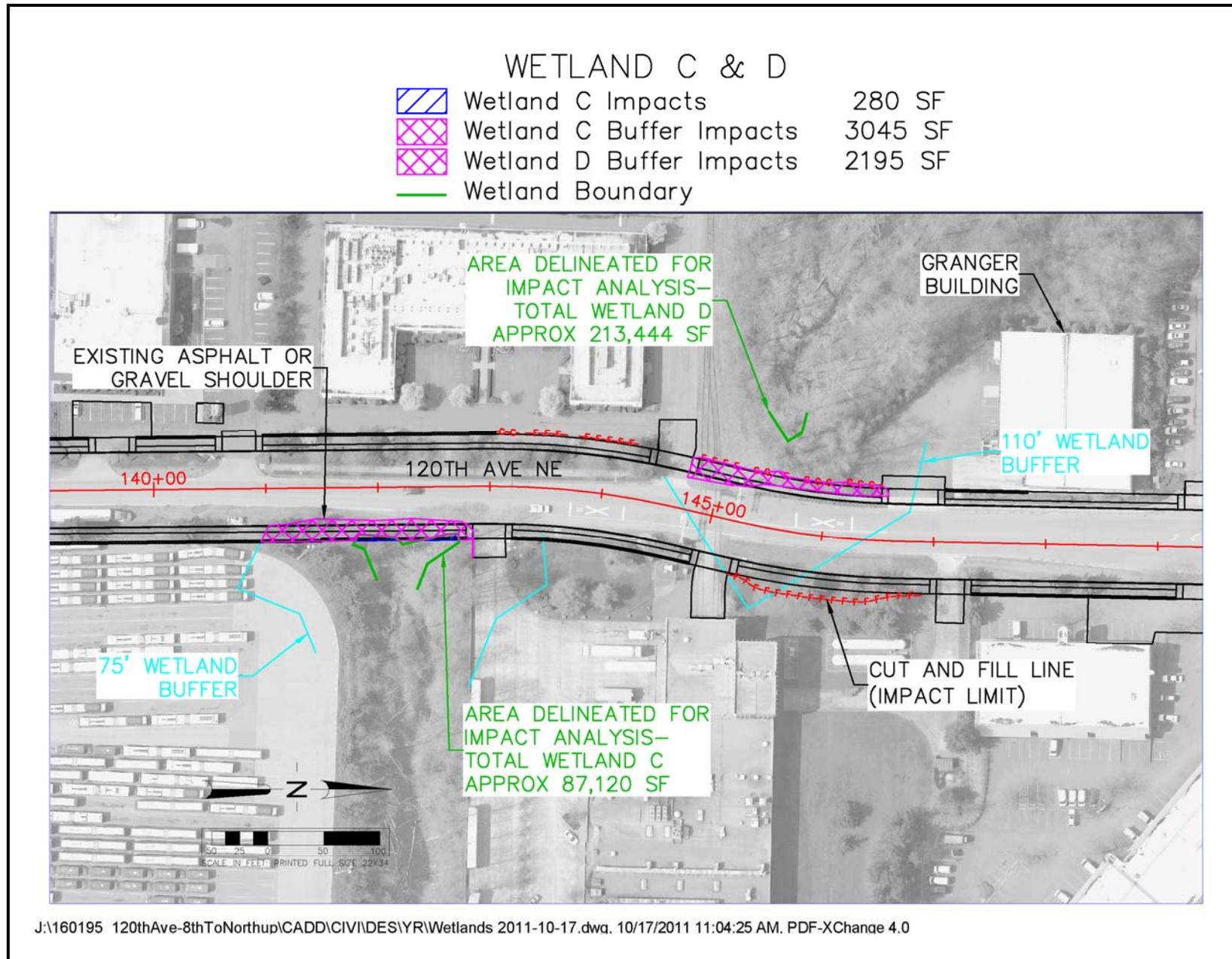


Figure 10. West Tributary to Kelsey Creek Detail Map

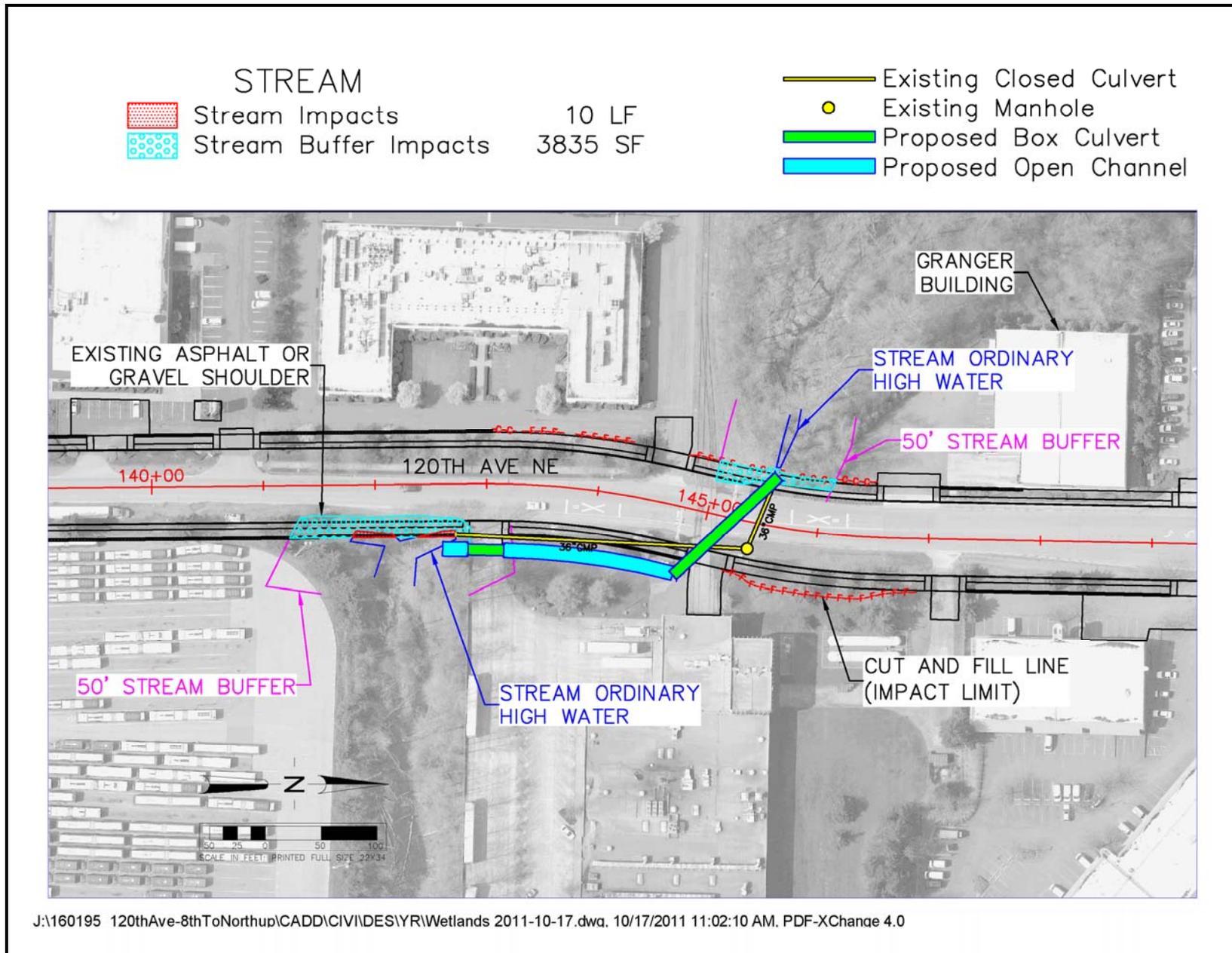


Table 4. Preliminary Estimates of Area of Stream Impacts

Name	Area of Stream Impact		Area of Buffer Impacts	
	Length (linear feet)	Acre (ac)	Square Feet (SF)	Acre (ac)
Sturtevant Creek	0	0	0	0
West Tributary of Kelsey Creek (Type F)	10	0.006	3,835	0.09
TOTAL	10	0.006	3,835	0.09

In total, an estimated 0.3 acre of wetland and 0.819 acre of wetland buffer area would be affected by fill and dredging activities. A total of 0.006 acre of stream and 0.09 acre of stream buffer area would be impacted by excavation activities. See the section on environmentally sensitive areas for a discussion of potential mitigation for unavoidable project impacts on wetlands, streams, and buffers.

Fill would be comprised of recycled excavated material from the project corridor or would come from an appropriate off-site facility.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No, the proposed project would not require any surface water withdrawals or diversions.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

The proposed project improvements do not extend into the designated floodplain area. The FEMA FIRM panel 53033C0656F shows the mapped 100-year floodplain of Lake Bellevue, located southwest of the intersection of 120th Avenue NE and NE 12th Street. The 100-year flood elevation shown on the FEMA FIRM map is 138 feet NGVD (142 NAVD) for Lake Bellevue. The mapped 100-year floodplain area is zoned AE, which indicates that the map boundaries were developed from the results of FEMA's detailed hydrologic and hydraulic computer modeling.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

Erosion control measures would be used during construction to limit any sediment that may reach surface waters. Stormwater runoff from the operational roadway would be the only discharge from the proposed project. The proposed project design calls for the construction and installation of natural drainage practices (i.e., low impact development) to manage stormwater treatment and flow control.

b. Ground:

1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

There would be no long-term effects on groundwater.

During construction, groundwater would be withdrawn. Construction of the new roadway would occur at current grades, well above the water table, which is typically between 5 and 15 feet below the current grades. As such, construction dewatering likely would not be required, except possibly for some utility work.

Dewatering for utility work would occur in discrete lengths of excavated trenches that would only be open for short periods, and would then be back filled. If ground water is encountered, it may be removed from the utility trenches using sumps and pumps. The impacts of this on the subsurface flows to Lake

Bellevue, if any, would only be temporary (a few hours or a day or two at most), with the subsurface flow reverting to its previous pattern following completion of the work. A King County discharge elimination permit also may be obtained. There would be no long-term impact or change in subsurface flows resulting from such work.

Water that may be withdrawn during construction would be cleaned before discharge. Such dewatering water would be discharged into a controlled system prior to discharge to a sediment trap or temporary basin. Approximate quantities are unknown. Turbid or otherwise contaminated dewatering water would be handled separately from stormwater. Disposal options could include infiltration, off-site transport using a vacuum truck, Ecology-approved on-site treatment (chemical or other), sanitary sewer discharge with City of Bellevue approval, and use of a sedimentation bag with an outfall to a ditch or swale for small volumes of localized dewatering.

Moreover, following construction, the proposed roadway improvements would not be expected to adversely affect groundwater. The new roadway would be constructed at essentially the same grade as the existing roadway, thus the drainage of retaining walls is not expected to be any deeper than comparable facilities currently in place. Although drainage of the east-side retaining walls would be set back between 10 and 50 feet from their current alignment, further away from Lake Bellevue, this is not sufficient to cause significant interception of shallow groundwater flow. Shallow or perched groundwater does not appear to be present at the elevation of the proposed new drains, which would be installed at or above the phreatic surface of the underlying body of groundwater. The deeper groundwater, which is encountered at or around the lake level, is assumed to be in hydraulic continuity with Lake Bellevue so capture of this groundwater through interception by rock wall drains would not be expected.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage; industrial, containing chemicals; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

Not applicable.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including stormwater) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

Stormwater runoff from the roadway would be the only discharge from the proposed project, and the proposed project calls for the construction and installation of flow control and runoff treatment facilities to manage stormwater runoff. Per the City Utilities Department's Storm and Surface Water Engineering Standards and Bellevue City Code 24.06, the proposed project would be required to comply with nine minimum requirements (MRs), as applicable. These requirements include runoff treatment (MR6) and flow control (MR7).

Analysis was concluded to determine the number of Threshold Discharge Areas (TDAs). The four identified include: West Tributary of Kelsey Creek, Lake Bellevue, NE 8th Street, and 120th Avenue NE. For these TDAs, the NE 8th Street TDA is exempt from MR6-MR9 because the net new impervious surfaces are less than 5,000 SF. As a result, flow control (MR7) and runoff treatment (MR6) facilities are not required within the NE 8th Street TDA. However, because MR6-MR9 are triggered for the other three corridor TDAs, an additional analysis was conducted to determine the extent of the flow control (MR7) and runoff treatment (MR6) requirements.

In those corridor TDAs where MR7 – Flow Control is required, it would be met using an approved flow control facility. The stormwater discharges from flow control facilities shall be as outlined in Section D3-03 of the City of Bellevue January 2011 Surface Water Engineering Standards (SWES) with the exception of flow control facilities discharging to Sturtevant Creek. The Sturtevant Creek Basin has been

40% impervious for at least the last 20 years. As a result, a Washington Department of Ecology exemption allows for the use of actual land cover conditions in the sizing of the required flow control facilities. This is known in the City of Bellevue as the “40/20 Rule.” Flow control facilities located within the Lake Bellevue TDA and the 120th Avenue NE TDA may use the “40/20 Rule” exemption.

Flow control is a flood protection requirement. As required by City Code, the proposed project would include flow control measures provided such that stormwater discharges would match developed discharge durations to pre-developed durations for the range of pre-developed discharge rates from 50% of the 2-year peak flow up to the full 50-year peak flow.

Regarding runoff treatment, as required by the City Code the proposed project would provide enhanced runoff treatment. Runoff treatment is proposed in the form of bioretention facilities (either bioretention swales in the planter strips or Filterra units). Filterra units and bioretention swales both meet the requirements for enhanced runoff treatment. In addition to the required flow control and runoff treatment, the City requires on-site stormwater management facilities (MR 5). The on-site stormwater management facilities proposed for the corridor include pervious pavement in the form of permeable concrete on the project sidewalks, bioretention in the form of swales in the planter strips, and Filterra units.

The threshold discharge areas (TDAs) for the proposed project were delineated based upon existing contours, culverts, as-built information, and survey data. The existing corridor is divided into four TDAs.

Table 5 below shows the anticipated PGIS for the project, and

Table 6 shows the anticipated net new impervious surfaces for the project.

Table 5. Threshold Discharge Areas in the Study Area and Project Impacts - PGIS

TDA Name	Comments	Total New PGIS due to Proposed Project (SF)	Total New PGIS to be Untreated (SF)	Total New PGIS to be Treated by Bioretention BMPs (SF)
West Tributary	Drains to the West Tributary of the Kelsey Creek subbasin, which flows into Kelsey Creek and ultimately flows into Lake Washington.	20,705	0	20,705
Lake Bellevue	Drains to Sturtevant Creek via Lake Bellevue	25,064	0	25,064
NE 8th Street	Drains to Sturtevant Creek via NE 8th Street underground storm system	1,279	1,279	0
120th Avenue NE	Drains to Sturtevant Creek via 120th Avenue NE underground storm system	39,901	0	39,901
TOTAL		86,949	1,279	85,670

Table 6. Threshold Discharge Areas in the Study Area and Project Impacts – Net New Impervious Surfaces

TDA Name	Comments	Total net new Impervious Surfaces due to Proposed Project (SF)	Total net new impervious surfaces not requiring flow control (SF)	Total net new impervious surfaces requiring flow control (SF)
West Tributary	Drains to the West Tributary of the Kelsey Creek subbasin, which flows into Kelsey Creek and ultimately flows into Lake Washington.	45,731	0	45,731
Lake Bellevue	Drains to Sturtevant Creek via Lake Bellevue	40,225	0	40,225
NE 8th Street	Drains to Sturtevant Creek via NE 8th Street underground storm system	1,279	1,279	0
120th Avenue NE	Drains to Sturtevant Creek via 120th Avenue NE underground storm system	40,012	0	40,012
TOTAL		127,247	1,279	125,968

Natural drainage practices would include the use of bioretention planters (infiltration) and other techniques, including the installation of bioretention filtration systems at curb inlets along the proposed roadway to meet the project's flow control and treatment requirements. As shown in Table 6, the proposed project would result in a small increase of 127,247 SF (2.92 acres) of currently pervious surfaces becoming impervious. Of these new impervious surfaces, approximately 86,949 SF (2.00 acres) would be pollution generating.

Currently, no stormwater treatment is provided for existing impervious surfaces within the project corridor. The proposed project would provide runoff treatment for 85,670 SF (1.97 acres) of pollution generating impervious surfaces, and flow control for 125,968 SF (2.89 acres) of net new impervious surfaces. The remaining 1,279 SF (0.03 acres) located within the NE 8th Street TDA would remain undetained and untreated, as the City of Bellevue thresholds requiring flow control and runoff treatment are not triggered in that TDA.

2) Could waste materials enter ground or surface waters? If so, generally describe.

During construction of the proposed project, the use of BMPs would minimize the potential for any construction stormwater discharge containing waste materials to water resources, including discharges that could contain pollutants. The construction activities would include the preparation of a TESC Plan as well as a CSWPPP that would include a pollutant control element to address the potential for any accidental release of waste material from fuel leaks or spills of petroleum fuel products that would be used and possibly stored at the construction site.

With the stormwater treatment measures being designed for this project corridor, there would be an approximate 1.1% increase in total suspended solids (TSS) and an increase in dissolved metals. Dissolved zinc and copper would increase by approximately 7.0% and 9.3%, respectively. Based on updated dilution modeling conducted for the project based of the four TDAs, background levels of dissolved metals would be reached within less than 1 foot of entering the project corridor's water bodies (Sturtevant Creek, Lake Bellevue, and the West Tributary of Kelsey Creek) and these discharge locations are several thousand feet upstream of any native fish habitat. Anything less than 1

foot indicates near instantaneous dilution. This contrasts to the threshold for impacts set at dilutions that occur at 1,000 feet or more from the discharge location.

While the results show a slight increase in dissolved metals and total suspended solids, the project would be in compliance with the City's codes and standards for stormwater treatment. The City's stormwater standards were based upon Ecology's *Stormwater Management Manual* (Ecology SWMM) (Ecology, 2005). As a condition of approval of the City's NPDES Phase II State Waste Discharge Permit, the City's stormwater manual was required to match or be more restrictive than those requirements in the Ecology SWMM. The manual provides guidance for a municipality to develop a stormwater management strategy to apply that would bring it in compliance with all state and federal water quality requirements. The Ecology SWMM also recognizes that future degradation of water bodies may continue even with the application of these requirements, but the use of stormwater management practices should minimize the damage.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

In the completed project, the use of flow control and runoff treatment facilities, along with NDPs such as bioretention, will minimize surface, ground, and runoff water impacts.

During construction, the use of BMPs would minimize the potential for any construction stormwater discharge to water resources. The project would also be required to prepare a TESC Plan as well as a CSWPPP that would include a pollutant control element to address the potential for any accidental release of waste material from fuel leaks or spills of petroleum fuel products that would be used and possibly stored at the construction site.

4. PLANTS

a. Check or circle types of vegetation found on the site:

deciduous tree: alder, maple, aspen, other

evergreen tree: fir, cedar, pine, other

shrubs

grass

pasture

crop or grain

wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

water plants: water lily, eelgrass, milfoil, other

other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

In the southern portion of the project corridor where NE 4th Street would be extended, the corridor for the proposed alignment is paved except for the railway corridor. The vegetation found in the area is associated with an ornamental landscaped area and an area currently dominated by Himalayan Blackberry and some Red Alder saplings. The removal of this vegetation would comprise approximately 0.3 acre.

Along 120th Avenue NE, the proposed project would result in the permanent removal of the following vegetation types:

- 1.2 acre of wetland and wetland buffer areas
- <0.1 acre of upland forest areas

The removal of vegetation in the wetland and wetland buffer areas would be of similar types of vegetation species. These species include a scrub-shrub layer of Pacific willow (*Salix lasiandra*), Sitka willow (*Salix sitchensis*), and/or Douglas spirea (*Spirea douglasii*) with an emergent strata of bentgrass (*Agrostis* sp.), reed canarygrass (*Phalaris arundinacea*), small-fruited bulrush (*Scirpus microcarpus*), swordleaf rush (*Juncus ensifolius*), common cattail (*Typha latifolia*), hardstem bulrush (*Schoenoplectus acutus*), and/or soft rush (*Juncus effuses*). Vegetation in and around Wetland D includes a forested canopy of Pacific willow (*Salix lasiandra*) and black cottonwood (*Populus trichocarpa*).

The forested uplands in the project corridor are limited. There is an isolated patch of black cottonwoods on the west side of 120th Avenue NE between Wetlands A and B. An isolated strip of Douglas fir and western red cedar runs perpendicular to the roadway and north of Wetland B. There are also mixed black cottonwood and conifers around Wetlands C and D. Six sequoias were observed along the east side of 120th Avenue NE north of NE 12th Street, and ornamental pines including maples, sweetgum, and other landscaping trees were observed in planting strips along the corridor.

c. List threatened or endangered species known to be on or near the site.

A total of 15 species were identified as threatened or endangered within King County by the National Oceanic and Atmospheric Administration's National Marine Fisheries Service and the U.S. Fish and Wildlife Service as of April 2011. Only one species was a plant species – Golden paintbrush (*Castilleja levisecta*). This species is not documented or expected within the project's Action Area due to the urban environment.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

The City has prepared a tree removal and replacement plan that is consistent with City requirements, including replacement ratios and significant tree habitat replacement. The City of Bellevue is proposing street trees be planted along the entire length of the NE 4th Street/120th Avenue NE Corridor Project. The streetscape trees along the portion of the corridor within the City's Bel-Red Subarea Plan would be consistent with treatment of arterial streets specified in the Plan. Per BCC 20.25D.110(B)(3)(d), the street trees would be installed along both sides of the 1.6-mile corridor at a maximum of 30-foot intervals.

The removal of 136 natural significant trees, which may have the potential to provide existing or future habitat for pileated woodpecker are likely consider habitat associated with species of local importance by the City and would require mitigation. Of the 136 natural significant trees, a total of 62 trees are located in wetland s or wetland buffer areas. These trees would be mitigated on a 1:1 ratio and included in the planned mitigation for the impacts to the wetland and wetland buffers. The additional 74 significant natural trees also would need mitigation. The City is in the process of identifying appropriate site(s) for this mitigation, which would also be replaced at a 1:1 ratio. All replacement trees would be a least 6 feet in height at the time of planting.

5. ANIMALS

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

birds: hawk, heron, eagle, songbirds, other: pileated woodpecker, Western grebe, other grebes, cormorants, dabbling ducks, diving ducks, geese, and wading birds

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other:

b. List any threatened or endangered species known to be on or near the site.

A total of 14 animal species were identified as threatened or endangered within King County by the National Oceanic and Atmospheric Administration's National Marine Fisheries Service and the U.S. Fish and Wildlife Service as of April 2011. Of these species listed as potentially present in King County, no terrestrial, avian, or marine mammal species are documented or expected within the project's action area due to a lack of suitable habitat, though avian species are not precluded from flying over the site. Marine species and anadromous species potentially present in King County are precluded from the basin by downstream culverts that are documented as full barriers to upstream passage, one on each of the draining tributaries for the project. Critical habitat is designated in King County for marbled murrelet, northern spotted owl, Chinook salmon, bull trout, and killer whale; however, northern spotted owl and killer whale are considered precluded from the action area due to lack of potential habitat.

Evidence of pileated woodpecker foraging was observed in one snag in Wetland A, and this species is a state candidate species and a City species of local importance. Based on the presence of snags in Wetlands C and D, these areas are also likely used by pileated woodpeckers. Site observations and discussions with City of Bellevue staff indicate these wetlands are likely regulated under the Bellevue City Code as habitat associated with species of local importance.

Given the presence of aquatic habitat in Wetland D, the Western toad, a state candidate species, and the Pacific pond turtle, listed by the state as endangered, could be present. However, the project area does not contain sufficient upland/terrestrial habitat to sustain a Western toad population, and any Pacific pond turtles found would be an isolated population.

c. Is the site part of a migration route? If so, explain.

No.

d. Proposed measures to preserve or enhance wildlife, if any:

No fish use has been documented in the Kelsey Creek tributary between its headwaters at Wetland D and the NE Bel-Red Road culvert. Figure 11 illustrates the fish distribution map for Sturtevant Creek and the tributaries to Kelsey Creek. Electro-fishing conducted by the City in the West Tributary of Kelsey Creek in 2001 yielded no fish on either side of 120th Avenue NE (The Watershed Company, 2001). A limiting factors report, prepared by the Washington Conservation Commission in 2001, also indicates that the NE Bel-Red Road culvert is impassible. This is depicted in Figure 6.

The existing non-fish-passable closed culvert at the 120th Avenue NE crossing of the West Tributary of Kelsey Creek would be replaced with a fish-passable culvert installed at an angle across 120th Avenue NE. Any new street and driveway crossings would be fish-passable and as much of the stream as possible would be day-lighted as part of the proposed project. Based on conceptual design, this open-bottom box culvert would be approximately 8 to 10 feet wide and 4 to 6 feet tall to also allow for some wildlife crossing and fish passage.

6. ENERGY AND NATURAL RESOURCES

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

Electricity would be used for traffic signals and the street lighting that would be installed along the corridor.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

No, the proposed project would not affect the potential use of solar energy by adjacent properties.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:**

Due to the small amount of electricity required for traffic signals and street lighting, only limited conservation measures are proposed other than those generally implemented by the City. The City proposes to use LED lights in the traffic signals and may use them in street lighting.

7. ENVIRONMENTAL HEALTH

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.**

Information was obtained on potential or existing conditions as well as relevant historical conditions within the project area to assess potential risks associated with hazardous materials. Based on former and/or current land uses, 52 sites were identified that pose some potential risk to the project. Each of the sites investigated were ranked as a low, moderate, or high risk to the project based on its proximity to the proposed alignment, the solubility/mobility of contamination that may be present, and whether the City anticipates acquiring the property or a portion of the property.

A total of 40 sites of concern are considered a low risk to the project. Acquisition of these properties is limited to strips of land along the road alignment to expand the roadway and/or partial acquisition of properties for the NE 4th Street roadway extension. A total of 10 sites of concern are considered a moderate risk to the project. One of these sites would not be acquired, but is considered a moderate risk because known contamination on these sites may have migrated to areas where excavation is expected to occur. Two moderate-risk sites would be fully acquired for the project; acquisition of the seven remaining moderate risk sites would be limited to partial acquisitions. A total of two sites of concern are considered a high risk to the project—a former dry cleaning plant and a former gas/service station.

During preliminary and final engineering, the City's engineering team will be conducting additional investigations to thoroughly investigate environmental health hazards and associated risks. A Phase I Environmental Site Assessment will be conducted prior to purchase for each of the four properties that will be acquired in full by the City. A Phase II Environmental Site Assessment also will be conducted to sample soil and water in the corridor to determine precautionary measures that should be implemented during construction to minimize potential health risks to both construction workers and the general public. Associated with this investigation, the engineering team also will be conducting surveys for lead-based paint and asbestos in the five buildings that would be either fully or partially demolished during construction. The information obtained with these investigations would determine how contaminated demolition materials and/or excavated soils should be handled and disposed during construction.

1) Describe special emergency services that might be required.

No emergency services are anticipated for the proposed project during construction or long-term operation.

2) Proposed measures to reduce or control environmental health hazards, if any:

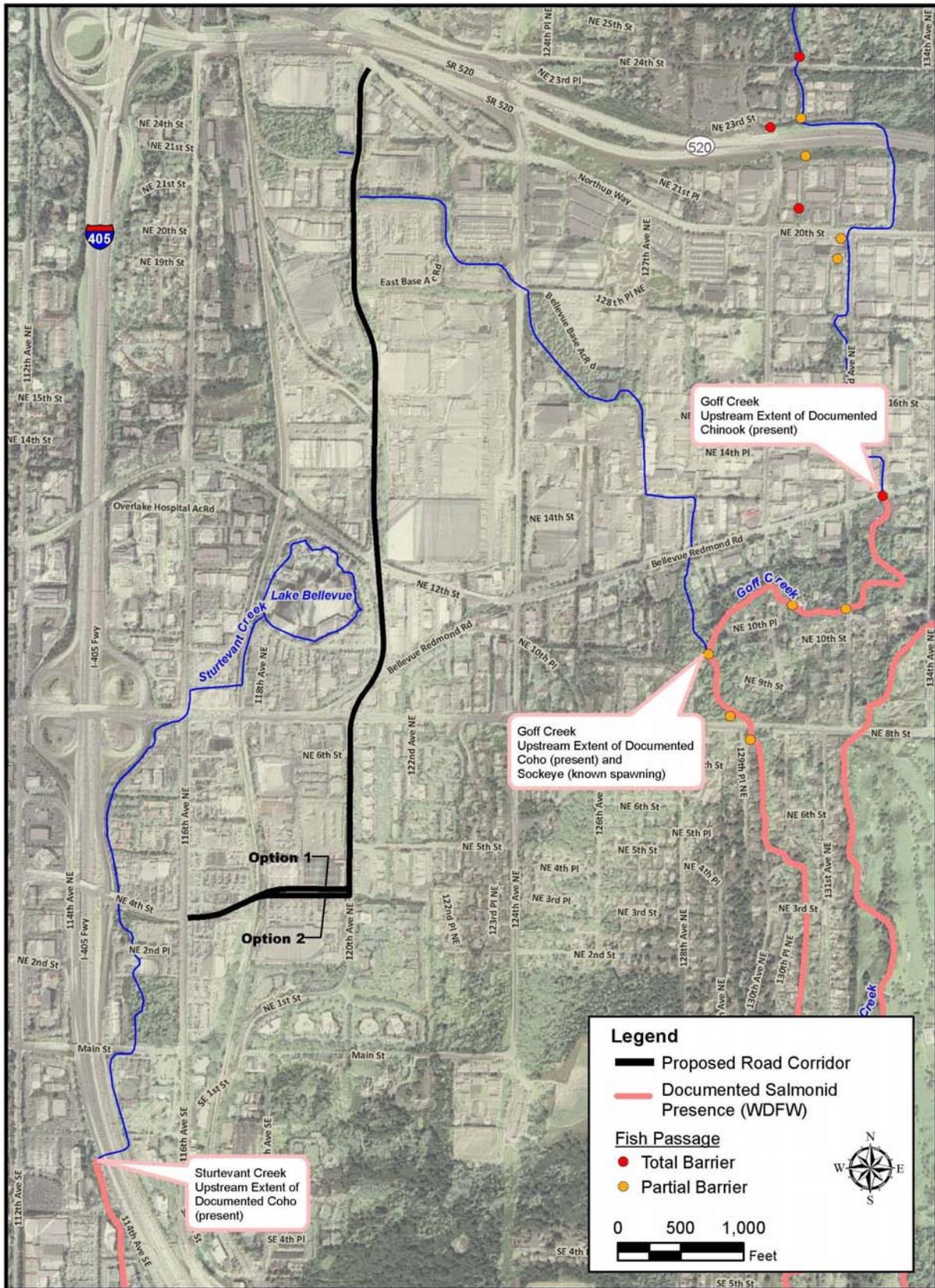
Mitigation measures include reducing the amount of soil excavation required for the project, conducting further investigations in proposed excavation areas to determine whether contamination is present, and conducting further investigations on properties that would be acquired to determine the concentrations and extents of contamination on these sites and to determine whether contamination has migrated to adjacent properties. Individual property focused Phase I and Phase II environmental site assessments are planned for soil and groundwater sampling on the moderate and high-risk sites of concern that would be partially or fully acquired for the project. Construction monitoring would occur on all sites of concern where clearing or grading is proposed.

In accordance with the Washington State Department of Transportation Standard Specifications, the general contractor would complete a Contaminated Soil and Groundwater Handling and Management Plan, a Stormwater Pollution Prevention Plan, a Temporary Erosion and Sediment Control Plan, and a Spill Prevention Control and Counter Measures Plan for dealing with hazardous materials. These plans would comply with all applicable local, state, and federal regulations.

The Contractor would follow local, State and Federal regulations for handling and disposal of contaminated media including OSHA 29 CFR Part 1926 (Safety and Health Regulations for Construction); Chapter 173-303 WAC (Dangerous Waste Regulations), Chapter 173-304 WAC (Solid Non-Dangerous Waste Disposal), Chapter 173-340 WAC (Model Toxics Control Act), Chapter 173-350 WAC (Solid Waste Handling Standards), and Washington Department of Ecology publication 10-09-057 (Guidance for Remediation of Petroleum Contaminated Sites).

- Where solvent-contaminated soil is present, the Contractor would follow all handling, transport, disposal and documentation requirements related to contaminated soil in accordance with a "Contained in" exemption letter to be obtained by the City and provided to the Contractor, and all applicable federal, state and local guidelines.
- Steps:
 - Areas of known or suspect contaminated soil would be identified in the project plans
 - When exposing soil in these areas during the work the contractor would contain the material and provide appropriate erosion and sediment controls to prevent contaminant migration or runoff from these areas
 - Excavated known or suspect contaminated soil encountered during project work would be segregated from non-impacted soil and contained to prevent cross-contamination of other materials
 - Stockpiles of known or suspect contaminated soil would be managed in such a way as to prevent contaminant migration or runoff, which typically includes placing stockpiled soil on a heavy duty plastic liner, daily covering with plastic liner, and run-on and runoff controls
 - Stockpiles would be sampled and tested in accordance with Ecology guidelines and contract documents to verify the nature and magnitude of contamination and to guide in identification of appropriate end uses (treatment, disposal)
 - Truck loads containing known or suspect contaminated soil destined for off-site treatment or disposal would be covered and trucking activities would follow erosion and sediment control requirements to prevent migration of contaminants or runoff

Figure 11. Fish Distribution Map



b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Roadways are not sensitive receptors for noise and the project would not be impacted by ambient noise in the project area.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

In the short-term, during construction of the proposed project, there would be noise associated with construction equipment. Construction would occur during daytime hours as follows: 7 a.m. to 6 p.m. Monday through Friday, 9 a.m. to 5 p.m. on Saturday, and no construction on Sunday. All construction activities would be conducted such that construction noise levels would be within the City's construction noise limits. This noise would be temporary and would cease immediately upon completion of the proposed project. It is not anticipated that any unusual construction equipment or techniques would be required to complete the proposed project. The proximity of construction equipment to adjacent properties would affect the noise levels of the receptors. Maximum noise levels for construction equipment would range from 69 to 93 dBA at 50 feet. BCC Title 9 Chapter 9.18 regulates construction outside of daytime hours, and would require the contractor to obtain a Construction Noise Expanded Exempt Hours Permit if project construction noise is anticipated to exceed the City's noise limits or if nighttime construction is required to maintain daytime traffic flow or schedule requirements.

During long-term operation, the project would result in increased traffic noise with or without the project due to the increase in traffic volumes forecasted in the project area and moving traffic closer to adjacent properties. Noise modeling for the proposed project indicates that noise levels would only exceed the Federal Highway Administration (FHWA) Noise Abatement Criteria (NAC) in 2040 with the proposed project at one of the 19 modeled sites as described below.

3) Proposed measures to reduce or control noise impacts, if any:

Existing noise levels and future noise levels WITHOUT THE PROJECT do not approach or exceed the FHWA NAC at any of the modeled locations. Noise levels WITH THE PROJECT would exceed the FHWA NAC in 2040 at one of the modeled locations - All Saints Episcopal Church at 1307 120th Avenue NE. Mitigation measures to reduce traffic noise at this site were evaluated but they would not effectively reduce exterior traffic noise levels; however, depending on interior traffic noise levels at the church, soundproofing may be feasible to reduce interior noise at this location. Insulation of buildings could be feasible at the church as this remedy, in accordance with FHWA and WSDOT policy, only applies to public or non-profit institutional buildings such as schools, churches, or libraries. All Saints Episcopal Church may be able to receive government-sponsored funding for installation of noise insulation. Interior noise levels would need to be measured to determine if traffic noise levels in the facility meet the FHWA Noise Abatement Criteria.

It should also be considered that generally, a structure with closed windows and doors would reduce the exterior noise levels by 25 decibels inside the structure. At All Saints Episcopal Church, this would lead to interior noise levels being roughly 43 dBA and well below the NAC.

8. LAND AND SHORELINE USE

a. What is the current use of the site and adjacent properties?

Land use in the project study area is primarily characterized by moderate-density commercial developments with a mix of institutional, residential, retail, and office uses. Land uses directly adjacent to the project corridor consist of automobile dealerships, vacant lots, retail and big-box retail stores, a post office, small strip malls, office buildings, medical offices, parking lots, and large warehouses.

Limited residential land uses are located throughout the corridor. The Westside Apartments at 500 121st Place NE and the Oasis Condominiums at 680 122nd Avenue NE are multi-family residential complexes located northeast of the eastern terminus of the proposed extension of NE 4th Street and are more than a block east of the existing intersection of NE 5th Street with 120th Avenue NE in the project corridor. Both residential complexes currently experience noise levels common in a typical urban area. This includes traffic noise from side streets, arterials in the immediate area, and I-405, which is less than a half-mile to the west. In addition, both complexes are located at least 250 feet from the proposed eastern-most edge of the project corridor. Another cluster of residences is located farther north on the eastern side of the project corridor. Two apartment complexes are within the triangular intersection of NE 8th Street and NE Bel-Red Road, roughly at and east of 122nd Avenue NE. Brierwood, located at 12022 NE 8th Street, is a two-story apartment building; Midlakes Apartments, located at 12028 NE 8th Street, is also a two-story apartment building. Four additional two-story condominium buildings are also located at 12107 NE Bel-Red Road. Finally, there is the Lake Bellevue Village located to the west of 120th Avenue NE, just south of NE 12th Street, which consists of three two- and three-story condominiums. This condominium community includes a shopping complex that offers various services and amenities to nearby residents.

The only church in the project study area is All Saints Episcopal Church at 1307 120th Avenue NE. The church is located within a commercial development adjacent to the project corridor.

Open space near the project corridor includes Wilburton Hill Community Park at 12053 Main Street, located to the south and east of the southern portion of the project corridor. Bel-Red Mini Park is located east of the project corridor at 124th Avenue NE and NE Bel-Red Road.

b. Has the site been used for agriculture? If so, describe.

The project corridor is developed and urban in nature, and has not been used for agriculture in recent history.

c. Describe any structures on the site.

With the existing right-of-way there are no existing structures. However, within the area defined by the right-of-way to be acquired for the roadway project, there are a total of five buildings that are located fully or partially within the project corridor.

d. Will any structures be demolished? If so, what?

The project would require the demolition of three buildings plus portions of two additional buildings. Along the NE 4th Street extension, one building and portions of two other buildings would be demolished. Two additional buildings would be fully demolished along the extension of 120th Avenue NE north of NE 8th Street. All of the buildings are commercial buildings.

e. What is the current zoning classification of the site?

The project corridor is directly adjacent to seven different zoning districts, as shown in Table 7 below.

Table 7. Current Zoning Classifications Along the Corridor

Abbreviation	Zoning District	Purpose
GC	General Commercial	To provide for the location of a wide variety of business activities providing goods and services to other businesses and the general public.
O	Office	To provide for the location of business, financial, administrative, and professional services.
BR-OR-1	Bel-Red Subarea: Office/Residential Node 1	To provide an area for a mix of office, housing, and retail uses within the core of a nodal area, with office as the predominant use. The district is limited in extent to provide the level of intensity appropriate for areas close to the highest levels of transit service within the Bel-Red area.
BR-OR-2	Bel-Red Subarea: Office/Residential Node 2	To provide an area for a mix of office, housing, and retail uses, with office as the predominant use. The district is located within a node, but outside the node's core. Building heights provide for a transition between the node's core and areas outside the node.
BR-R	Bel-Red Subarea: Residential	To provide an area for residential uses. Limited retail and service uses are permitted secondary to residential use to provide the amenity of shopping and services within easy walking distance of residential structures.
BR-CR	Bel-Red Subarea: Commercial Residential	To provide an area for a mix of housing, retail, office, and services. Multiple uses are encouraged on individual sites, in individual buildings, and in the district as a whole.
BR-GC	Bel-Red Subarea: General Commercial	To provide an area for a wide variety of business activities that provides goods and services to other businesses and the general public.

f. What is the current comprehensive plan designation of the site?

The Bellevue *Comprehensive Plan Land Use Plan* (City, 2010) designations along the proposed project corridor include the following:

- GB/CB – General Business/Community Business
- GC – General Business
- O – Office
- LI – Light Industrial

g. If applicable, what is the current shoreline master program designation of the site?

The proposed project corridor crosses one surface water body that is regulated by the City of Bellevue Shoreline Master Program (SMP). This is the West Tributary of Kelsey Creek and associated wetlands. Lake Bellevue and associated wetlands are also regulated by the SMP, and are located more than 150 feet west of the roadway corridor.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

The City regulates six types of critical areas in its land use code: streams and riparian areas, wetlands, habitats for species of local importance, geological hazard areas, flood hazard areas, and shorelines. The proposed project is not located in a designated flood hazard area, nor is it in the vicinity of a designated critical area shoreline. The discussion below addresses the project with regard to the remaining four types of critical areas.

The avoidance or minimization of potential impacts to environmental resources, including critical areas was examined at multiple phases of project development. Initial concepts were identified, screened, and selected based on investigations into the characteristics of the existing conditions along the project corridor. These early investigations are documented in *Alternatives Evaluation and Screening Technical*

Report (Parsons Brinckerhoff, 2011). As shown in Figure 12 through Figure 15, the project corridor has many issues that needed to be considered in selecting the preferred alternative for the corridor project.

Though impacts to natural resources were reduced with the initial studies, the NE 4th Street/120th Avenue NE Corridor Project impacts four types of “environmentally sensitive (critical) areas” as defined by the City of Bellevue’s Land Use Code (LUC) 20.25H. Allowable uses for critical areas are outlined by LUC 20.25H.055, and the NE 4th Street/120th Avenue NE Corridor Project falls within the allowable use identified as “New or expanded public rights-of-way, private roads, access easements and driveways.”

A more detailed investigation into possible ways to avoid, reduce, or minimize impacts to critical areas is documented in *Critical Area Technically Feasible Alternatives Analysis Letter Report* (Parsons Brinckerhoff, 2011). The analysis concludes no alternative location or configuration outside of the critical area or critical area buffer achieves the stated project function or objective, or the cost of avoiding disturbance is substantially disproportionate as compared to the environmental impact of the proposed disturbance. In total, this analysis identified eight locations in the project corridor where critical areas as defined by the City of Bellevue LUC would be adversely affected. These critical areas are list below and are described in more detail in the sections that follow.

1. Steep Slope 1 - NE 4th Street extension west of the railway corridor
2. Steep Slope 2 - 120th Avenue NE (Stage 5)
3. Wetland A - 120th Avenue NE (Stage 2 and 5)
4. Wetland B - 120th Avenue NE (Stage 6)
5. Wetland C - 120th Avenue NE (Stage 6)
6. Wetland D - 120th Avenue NE (Stage 6)
7. Stream* - 120th Avenue NE (Stage 6)
8. Habitat** - NE 4th Street/120th Avenue NE Corridor Project (Stages 2,4,5 and 6)

* West Tributary of Kelsey Creek

** Habitat associated with species of local importance (i.e. pileated woodpecker)

Specific impacts and mitigation requirements based on City of Bellevue codes and standards for each critical area and area buffer (steep slopes, streams, wetlands, and habitat associated with species of local importance) have been identified and detailed in the sections below.

The LUC defines sets of performance standards that must be met dealing with critical area impacts and mitigation for streams, wetlands, steep slopes and habitat associated with species of local importance. For each stage of the project where critical areas are impacted, a detailed mitigation and restoration plan based on the performance standards for each critical area impacted would be prepared in conformance with LUC 20.25H.210-225 and executed concurrent with the construction of each stage for all critical areas impacted by the stage. Specific mitigation considerations for each stage are described below.

STEEP SLOPES

There are two places where the proposed roadway footprint would travel across or extend into steep slope critical areas. The Bellevue City Code regulates steep slope critical areas in LUC 20.25H.120 (impacts to toe of slope) and LUC 20.25H.230 (impacts to top of slope). The general requirements for allowed uses within critical areas are defined in LUC 20.25H.055, which states that new or expanded public rights-of-way are a permitted use only where no technically feasible alternative with less impact on the critical area or butter exists based on a set of defined criteria.

Figure 12. NE 4th Street/120th Avenue NE Corridor Project; Existing Constraints South of About NE 6th Street on 120th Avenue NE

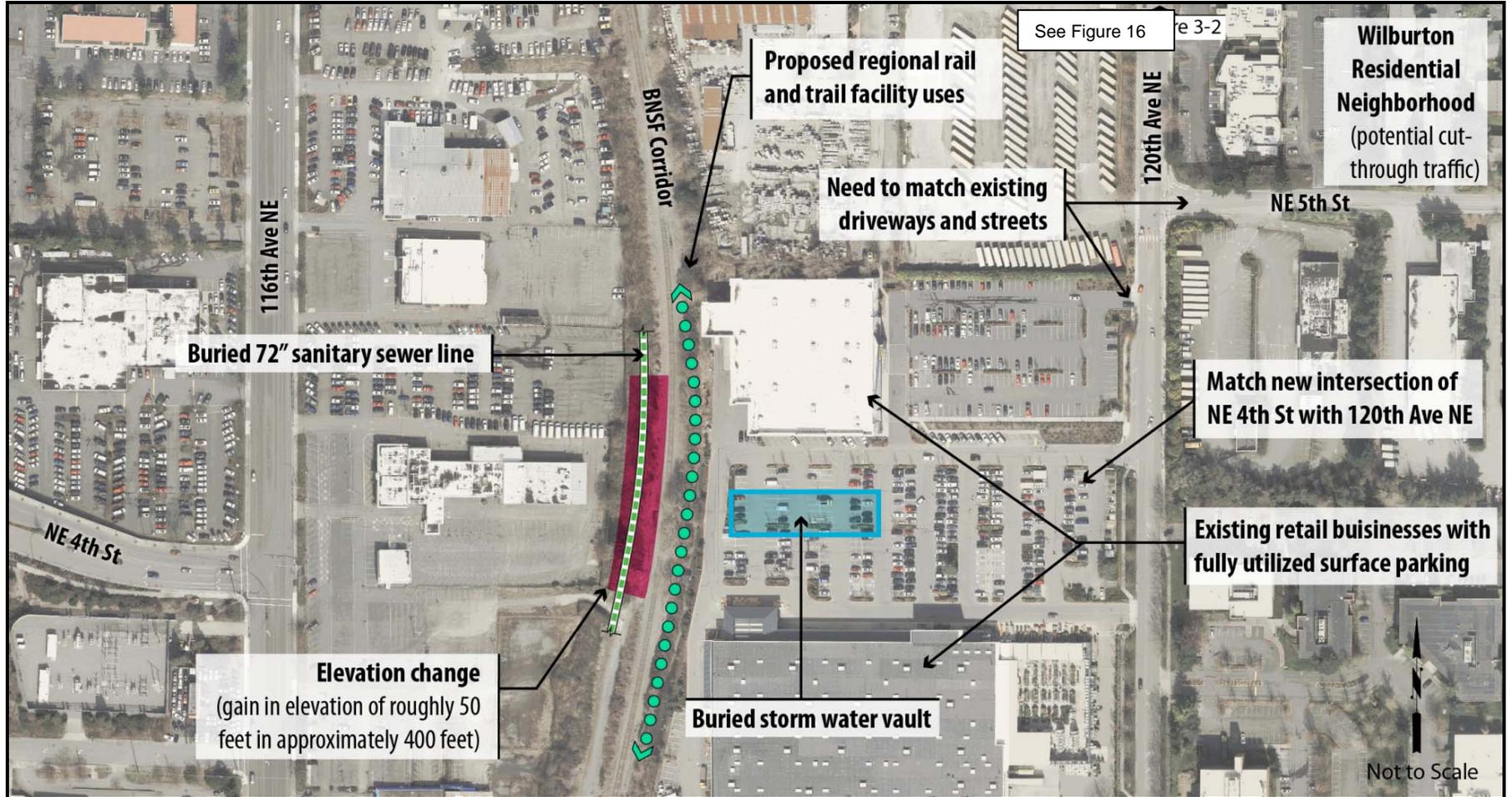


Figure 13. NE 4th Street/120th Avenue NE Corridor Project; Existing Constraints Between NE 6th Street and NE 12th Street on 120th Avenue NE



Figure 14. NE 4th Street/120th Avenue NE Corridor Project; Existing Constraints Between NE 12th Street and the Future NE 18th Avenue NE

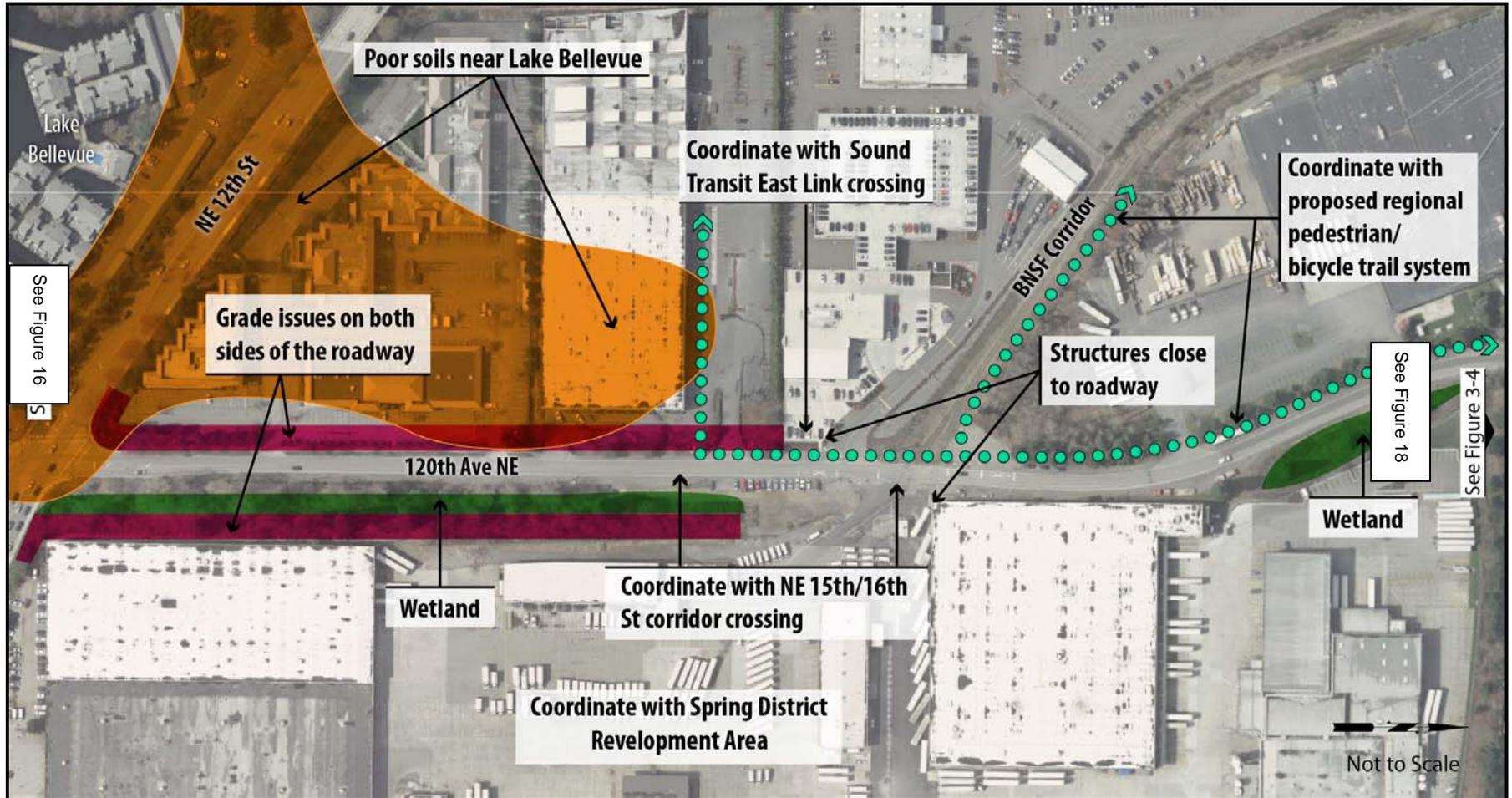
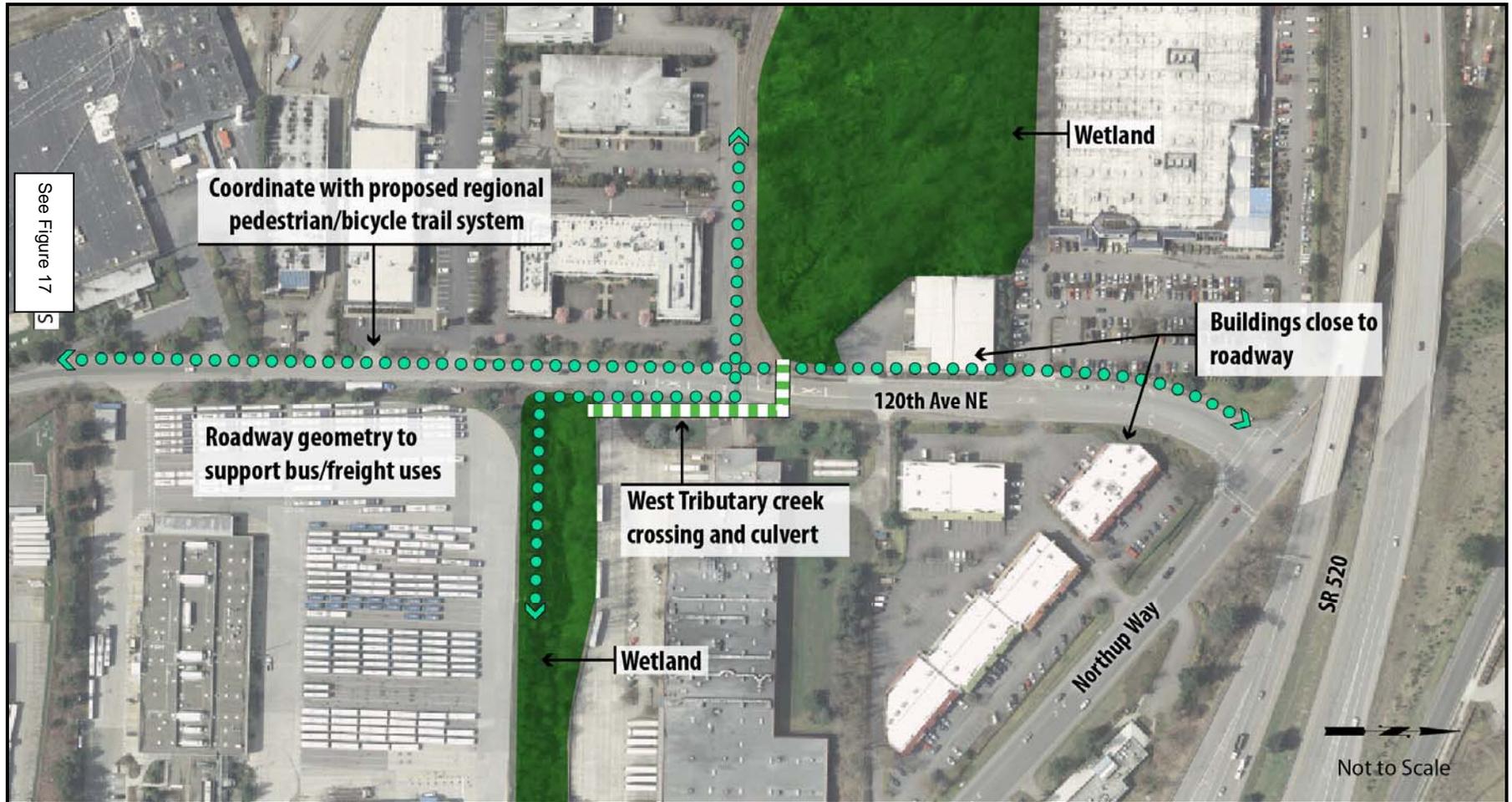


Figure 15. NE 4th Street/120th Avenue NE Corridor Project; Existing Constraints Between the Future NE 18th Avenue NE and Northrup Way



Steep Slope 1 is shown in Figure 16. The roadway would cross both lands designated as steep slopes as well as the steep slope buffer area eastward of the top of the slope. In total, an estimated 5,485 SF of steep slope is affected and an estimated 6,575 SF of steep slope buffer would be affected. In contrast, north of NE 12th Street, construction of the project would require work in small portions of the toe of a designated steep slope located east of the roadway (see Figure 17). At this location, only an estimated 4,575 SF of steep slope critical area would be adversely affected and the buffer area would not be affected. Due to the corridor topography and changing elevations both west and east of the existing roadway, there may be additional small areas along the corridor where small areas of steep slope buffer only may be affected by project construction.

As a permitted use that would comply with the specific performance standards set forth for steep slopes in LUC 20.25H.125, no additional mitigation is required for impacts to the designated steep slopes or steep slope buffer areas. However, additional landscaping will be considered to provide additional habitat.

WETLANDS

The City regulates impacts to wetlands under Section 20.25H (Critical Areas Overlay District) of the BCC. For the project Category II wetlands (Wetlands C and D), the City requires mitigation on a 3-to-1 ratio. For the project Category III wetlands (Wetlands A and B), the City requires mitigation on a 2-to-1 ratio. The City also requires wetland buffer mitigation on a 1-to-1 ratio for all impacted wetland buffers.

The City has the following order of preference for wetland mitigation: (a) restoring wetlands on upland sites that were formerly wetlands, (b) creating wetlands on disturbed upland sites, such as those with vegetative cover consisting primarily of nonnative introduced species, if there is a consistent source of hydrology and it can be shown that the surface and subsurface hydrologic regime is conducive for the wetland community that is being designed, and (c) enhancing significantly degraded wetlands.

The City's order of preference for wetland buffer mitigation is: (a) on-site, through replacement of lost critical area buffer, (b) on site, through enhancement of the functions and values of remaining critical area buffer, (c) off site, through replacement or enhancement, in the same sub-drainage basin (subbasin), and (d) off site, through replacement or enhancement, out of the subbasin but in the same drainage basin.

As part of the Section 401 and 404 review process, Ecology and the U.S. Army Corps of Engineers (the Corps) would also require that compensatory wetland mitigation occur. Please see the project *Wetland and Stream Delineation Technical Report* for a discussion of the Ecology and Corps recommended mitigation requirements. Ecology- and Corps-recommended mitigation options are also referenced in the mitigation sections below.

Wetland A

As the project would be constructed in stages and Wetland A would be impacted by two different construction stages, mitigation would be required separately due to permitting requirements. The NE 7th Street to NE 12th Street construction stage would impact 325 SF of Wetland A buffer. This area equals less than 2% of Wetland A's total buffer and consists of grass, weedy shrubs, and a portion of a dirt or gravel pull-out/parking area along 120th Avenue NE. This buffer is considered to be poor-quality buffer that does not provide much functional value for protecting the wetland. Therefore, the loss of 325 SF of wetland buffer is considered negligible and would not cause irreparable harm to Wetland A.

To mitigate for this buffer impact, we propose to enhance 325 SF Wetland D's buffer by removing blackberries and installing native shrubs and trees along the southern boundary. This mitigation would require an easement on the Granger property. The City would also require monitoring and achievement of performance standards based on BCC.

Figure 16. Limits of Disturbance and Steep Slope Critical Area Impacts for NE 4th Street Through the Railway Corridor

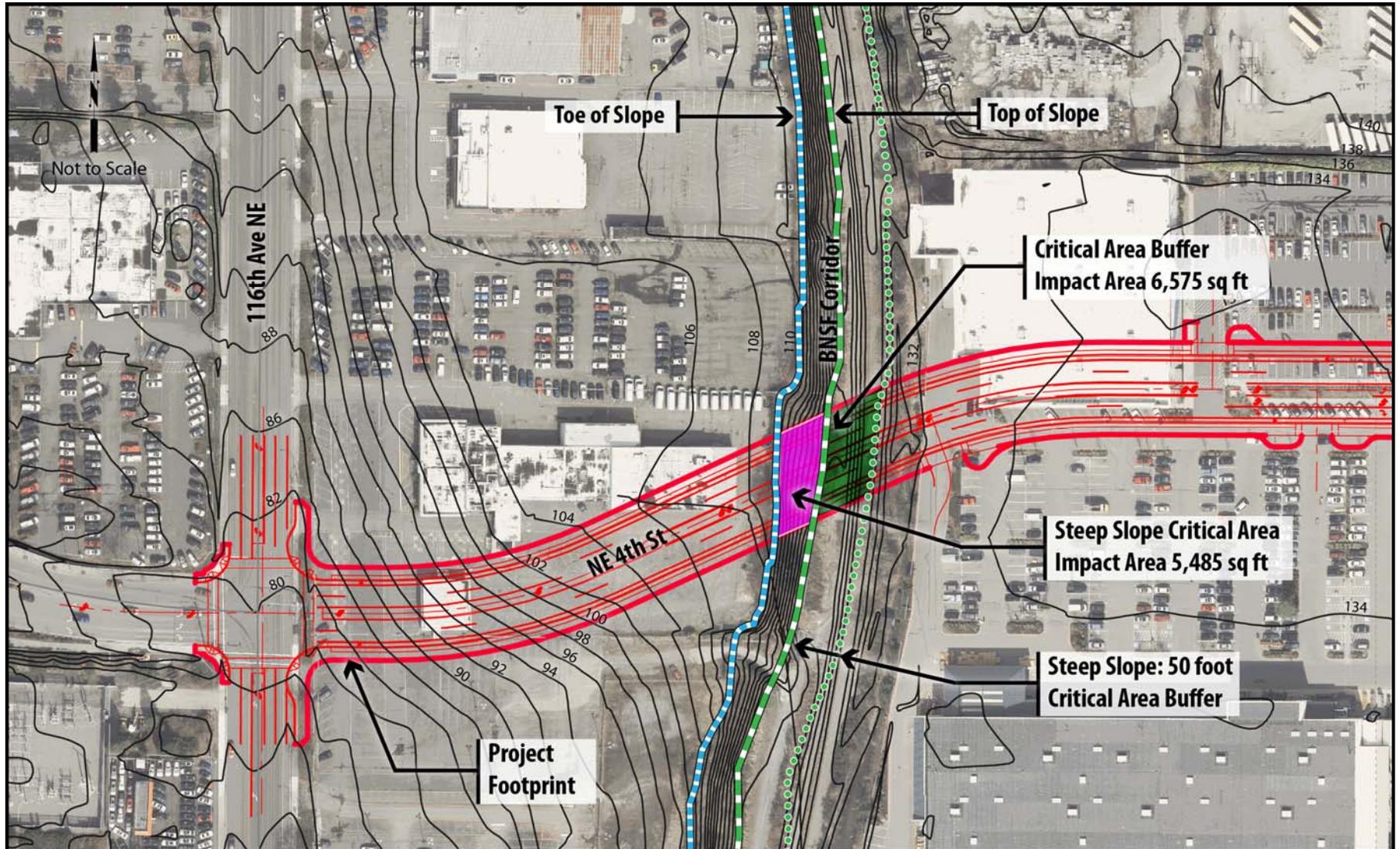
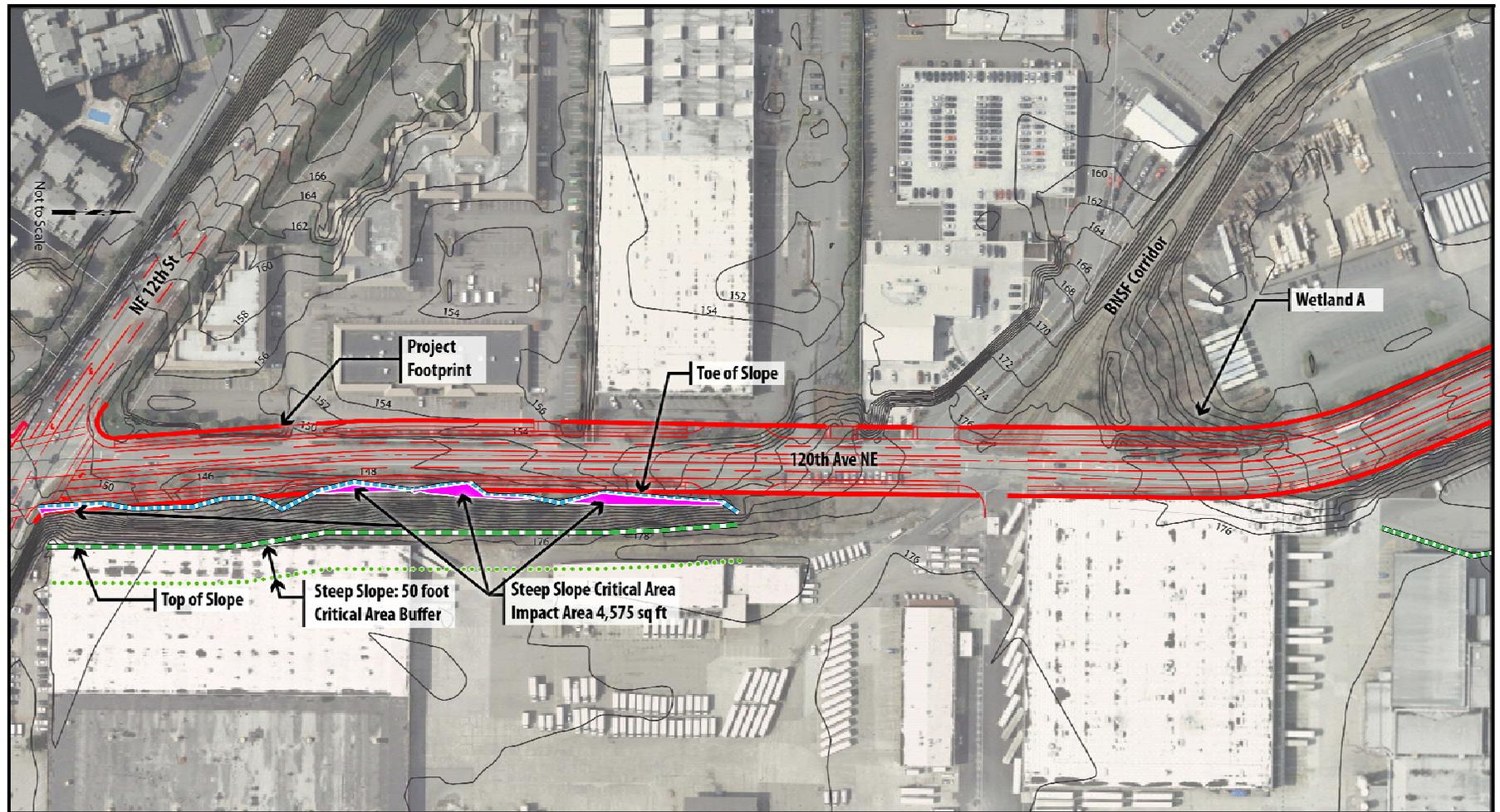


Figure 17. Limits of Disturbance and Steep Slope Critical Area Impacts for 120th Avenue NE north of NE 12th Street



This mitigation would occur in the West Tributary of Kelsey Creek subbasin rather than in the Sturtevant Creek subbasin where the wetland buffer impact is occurring. However, we recommend this mitigation strategy because: (a) it would be inappropriate and counterproductive to enhance the remaining buffer of Wetland A since it would be cleared and filled during the NE 12th Street to NE 16th Street construction stage, and (b) no suitable wetland buffer creation or enhancement sites have currently been identified in the Sturtevant Creek subbasin.

Construction of the NE 12th Street to NE 16th Street construction stage would impact all of the delineated wetland and much of its buffer. Approximately 8,260 SF of Wetland A would be impacted. Table 8 quantifies the City’s wetland mitigation requirements and the Corps and Ecology wetland mitigation options for the proposed Wetland A impacts.

Table 8. Wetland A – Wetland Mitigation Requirements

Impacted Area	Impact Area (SF)	Bellevue R/C (SF)	U.S. Army Corps of Engineers/Department of Ecology Options (one required)				
			R/C (SF)	RH (SF)	R/C and RH (SF)	R/C and E (SF)	E (SF)
Wetland A	8,260	16,520	16,520	33,040	8,260 R/C + 16,520 RH	8,260 R/C + 33,040 E	66,080
Wetland A Buffer	20,693	20,693	None specified				

Notes: E = Wetland Enhancement; R/C = Wetland Re-establishment or Creation; RH = Wetland Rehabilitation; SF = square feet.

Source: (Ecology, 2006)

Based on Ecology’s Wetland Rating System for Western Washington, Wetland A has high water-quality functions, low hydrologic functions, and moderate habitat functions. To compensate for the wetland water-quality functions that would be lost, the wetland mitigation would need to be located in an area that receives untreated stormwater runoff. To compensate for the hydrologic functions, the wetland mitigation would also need to be located in an area that drains to a river or stream that has flooding problems. The wetland mitigation would need to establish persistent vegetation by removing invasive species and/or installing native plants. The wetland mitigation also would need to create or restore areas of ponding in a wetland to slow down stormwater flow, to allow sediments to fall out of the water, and to reduce flooding and erosion downstream.

To mitigate for the habitat functions lost, the wetland mitigation area should have a minimum of two vegetation classes and include a variety of native species to emphasize species diversity. To mitigate for the known pileated woodpecker habitat in Wetland A, snags and native tree species should be installed in the mitigation area to provide immediate and future habitat for this species. Other potential ways to increase habitat function that may be used are to enhance existing wetlands, or create new wetlands, with different hydrologic regimes (e.g., permanently ponded areas, seasonally ponded areas, saturated-only areas, etc.), create habitat features (e.g., install woody debris, plant thin-stemmed emergent plants for amphibian habitat), and perform the wetland mitigation adjacent or near to other wetlands and/or a stream, if possible.

Because Wetland A would be cleared and filled during the NE 12th Street to NE 16th Street construction stage, on-site buffer mitigation is not recommended. Therefore, to mitigate for Wetland A buffer impacts, a minimum of 20,693 SF of wetland buffer would need to be enhanced around an existing wetland and/or be set aside around a new wetland creation area. The buffer should be dominated by native vegetation and be protected from clearing or mowing.

The highly developed nature and narrowness of the project corridor would likely preclude on-site mitigation. We assume at this time that the wetland mitigation would be conducted in the West

Tributary of Kelsey Creek subbasin, if possible, at the time of the project impacts. To mitigate outside of the subbasin from which the impacts would occur, the City would need to demonstrate that there are no suitable mitigation sites available within the impacted subbasin at the time of project construction.

However, because this construction stage is not anticipated until approximately 2016, the wetland mitigation requirements and options would be reassessed prior to applying for the permits of this construction stage. There is also the potential that a mitigation bank and/or in-lieu fee program would be approved and become available at the time of construction.

Wetland B, C, and D

The table below, Table 9, quantifies the City’s wetland mitigation requirements, and the Corps and Ecology wetland mitigation options, for the proposed Wetlands B, C, and D wetland and/or wetland buffer impacts.

Table 9. Wetland B, Wetland C, Wetland D – Wetland Mitigation Requirements

Impacted Area	Impact Area (SF)	Bellevue R/C (SF)	U.S. Army Corps of Engineers/Department of Ecology Options (one required)				
			R/C (SF)	RH (SF)	R/C and RH (SF)	R/C and E (SF)	E (SF)
Wetland B	4,510	9,020	9,020	18,040	4,510 R/C + 9,020 RH	4,510 R/C + 18,040 E	27,060
Wetland C	280	840	840	1,680	280 R/C + 1,120 RH	280 R/C + 2,240 E	3,360
Wetland B Buffer	8,915	8,915	None specified				
Wetland C Buffer	3,045	3,045	None specified				
Wetland D Buffer	2,195	2,195	None specified				

Notes: E = Wetland Enhancement; R/C = Wetland Re-establishment or Creation; RH = Wetland Rehabilitation
Source: (Ecology, 2006)

Wetland impacts are proposed for Wetlands B and C. Based on Ecology’s *Wetland Rating System for Western Washington*, Wetland B is a depressional system has moderate water quality functions, moderate hydrologic functions, and low habitat functions. Wetland C is a riverine system that has high water-quality functions, high hydrologic functions, and moderate habitat functions.

To compensate for wetland impacts in the West Tributary of Kelsey Creek subbasin, the project would need to create, restore, or enhance both a depressional wetland and a riverine wetland. This mitigation would be conducted on one or more sites, but both types of wetlands would need to part of the wetland mitigation.

To compensate for the wetland water-quality functions that would be lost, the wetland mitigation would be located in an area that receives untreated stormwater runoff. To compensate for the hydrologic functions, the wetland mitigation would also need to be located in an area that drains to a river or stream that has flooding problems. The wetland mitigation would need to establish persistent vegetation by removing invasive species and/or installing native plants. The wetland mitigation also would need to create or restore areas of ponding in a wetland to slow down stormwater flow, to allow sediments to fall out of the water, and to reduce flooding and erosion downstream.

To mitigate for the habitat functions lost, the wetland mitigation area would have a minimum of two vegetation classes and include a variety of native species to emphasize species diversity. Snags and large woody debris should be installed in the wetland mitigation site to mitigate for the snags and downed trees present in Wetland C. Other potential ways to increase habitat function that may be utilized are to enhance existing wetlands, or create new wetlands, with different hydrologic regimes (e.g., permanently ponded areas, seasonally ponded areas, saturated-only areas, etc.) and to create habitat features in the mitigation site (e.g., plant overhanging vegetation over a stream and/or plant thin-stemmed emergent plants in seasonally ponded areas for amphibian habitat).

To mitigate for buffer impacts, a minimum of 14,155 SF of wetland buffer would need to be enhanced around an existing wetland and/or be set aside around a new wetland creation area. Wetland B's buffer consists mainly of grass and weedy shrub species; however, the buffers of Wetlands C and D are forested. Therefore, the buffer mitigation area would be planted with native vegetation, including a forested component, and be protected from clearing or mowing.

STREAMS

The proposed improvements involve the widening of the existing 120th Avenue NE where it crosses the West Tributary of Kelsey Creek, which is a designated Type F stream and regulated by the City's critical Areas Overlay District, LUC 20.25H.075. The proposed cross-section at the stream crossing would impact approximately 10 linear feet of the stream and an estimated 3,835 SF of stream buffer area. In contrast to impacts to wetlands, impacts to streams do not have a specific prescribed "formula" for mitigation. In order to mitigate stream impacts, the existing 36-inch storm sewer pipes and manhole would be replaced with two, open-bottom box culverts; one under 120th Avenue NE, and the second under a private driveway on the east side of 120th Avenue NE situated on the Safeway property. Between the two box culverts, the stream would be conveyed along the east side of the roadway in a new open channel constructed with the project, and would tie in with the existing stream channel at the outlet of the second box culvert. The box culverts would be designed for the hydraulic flows and would be fish-passable, as well as to allow wildlife crossings, if possible. For additional information, see the detailed discussion in Section 3.a.3 and as shown in Figure 10.

HABITAT FOR SPECIES OF LOCAL CONCERN

Some of the vegetation that would be removed for project construction has been identified as significant trees per City of Bellevue Code (BCC) 20.50.046, which defines significant trees as "a healthy evergreen or deciduous tree, eight inches in diameter or greater, measured four feet above existing grade." Some of the significant trees are naturally occurring and some are landscaping. In total, a total of 388 significant trees were observed with 253 landscape trees and 136 natural trees. These natural significant trees, in wetlands and uplands, may provide existing or future habitat for pileated woodpecker (a species of local importance) and as such are regulated by the City's Critical Areas Overlay District as habitat associated with species of local importance (see Table 10).

Table 10. Summary of Natural Significant Trees

Significant Trees	In Wetlands/Wetland Buffers	Outside of Wetlands/ Wetland Buffers	Total Trees
	Quantity	Quantity	
Natural Trees	62	74	136

Notes: in = inches

Required mitigation for loss of natural significant trees is a 1-to-1 ratio of trees removed to trees and/or snags installed. Installed snags would provide immediate habitat for pileated woodpeckers and live native trees at least 6 feet in height at time of planting would provide future habitat trees. The replacement trees would be mitigation as close to the impacted area as possible. The project team has tentatively identified a City-owned property approximately nine blocks from the impacted natural

significant trees along the NE 4th Street extension corridor for mitigation. Some natural significant trees are located within wetland buffer areas associated with Wetland A, B, C, and D. The City proposes to mitigate for these 62 trees by installing the replacement trees or snags on a 1:1 ratio at the location for the proposed wetland mitigation at the same location. The remaining 74 natural significant trees would be mitigated through planned landscaping and planting of street trees along the entire corridor. In this way, the mitigation for these natural significant trees would occur commensurate with impacts due to permitting requirements as well as required design guidelines for the City's arterial streets.

i. Approximately how many people would reside or work in the completed project?

Not applicable. The proposed project is the construction of a new roadway and widening an existing roadway.

j. Approximately how many people would the completed project displace?

The proposed project would not displace any residences. The project could displace up to approximately 200 people in commercial and retail buildings impacted by the project.

The project would result in the demolition of three buildings and portions of two additional buildings. The one building and portion of another along the NE 4th Street corridor west of the railway corridor would not result in the displacement of any persons as both buildings are currently vacant.

Demolishing a portion of the large retail building on the north side of NE 4th Street east of the railway corridor may result in the displacement of workers at the business, but how many workers will depend on how the roadway impacts are mitigated for this property. To mitigate impacts, the City plans to facilitate acquisition of property that could allow construction of an addition to the north side of the building to add an amount of retail space equal to the portion demolished (approximately 10,500 SF). If the proposed mitigation is successful, there would be no displacements. If the business has to be relocated due to project impacts, all employees would be displaced (approximately 135). If the building addition is not completed prior to the demolition, there could be a short term temporary displacement of some of the workers at this business.

Property with two additional commercial buildings adjacent to 120th Avenue NE, north of NE 8th Street, would be acquired and the buildings demolished as part of the proposed roadway improvements. It is estimated that the displacement of these two automotive sales and servicing buildings could displace up to an estimated 60 employees. The City has been discussing the planned roadway improvements adjacent property owners and tenants, and would offer relocation assistance to the businesses as required.

k. Proposed measures to avoid or reduce displacement impacts, if any:

The project is currently in the preliminary design phase. As it progresses through final design phases, efforts would be made to minimize impacts to the extent possible. Where acquisition causes the displacement of a business, displacement of parking, adverse effects on loading dock facilities, and/or changes in property access, the extent of these impacts would be considered in the relocation services and payments made under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C. 4601 et seq) (Chapter 468-100 WAC).

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The proposed project corridor is comprised of two projects currently listed in the regional and state transportation improvement programs. The project's consistency with specific goals and objectives of the regional and City plans is presented below:

Statewide Transportation Improvement Program

The STIP is comprised of federally funded state and local roadway projects that have been identified through the planning process as high priority. The NE 4th Street/120th Avenue NE Corridor Project is listed as two projects in the adopted Washington Statewide Transportation Improvement Program. Project BELL-61 is the proposed extension of NE 4th Street from 116th Avenue NE to 120th Avenue NE. Project BELL-56 encompasses the improvements for the 120th Avenue NE widening and realignment from NE 4th Street to Northup Way. These projects were incorporated into the planning document through Amendment 7, which was approved by the federal agencies on August 17, 2011. The project corridor improvements are noted as having regional significance.

The City of Bellevue 2011-2016 Transportation Improvement Plan

The proposed project corridor is listed on the City of Bellevue 2011-2016 Transportation Improvement Program and is included in the Adopted 2009-2015 Capital Investment Program.

The City of Bellevue Comprehensive Plan

The proposed roadway is consistent with the following policies:

Policy TR-24—Incorporate pedestrian and bicycle facility improvements into roadway projects, and incorporate transit/high-occupancy vehicle improvements where feasible.

Policy TR-25—Provide for adequate roadway, pedestrian, and bicycling connections in newly developing and redeveloping areas of the City, promoting both internal access and linkages with the rest of the City.

Policy TR-43—Provide sufficient arterial right-of-way width to permit landscaping, and to accommodate pedestrian and bicycle facilities, while considering neighborhood character and context.

The City of Bellevue Wilburton/NE 8th Street Subarea Plan

Policy S-WI-25—Improve local access, street system connectivity, and traffic flow by providing additional east-west transportation connections, including an arterial street connection at NE 4th Street between 116th and 120th Avenues NE...

Policy S-WI-31—Recognize the transportation and recreation uses under consideration for the railway corridor when considering public and private improvements adjacent to the corridor and preserve the opportunity for future multi-modal transportation use and access.

The City of Bellevue Bel-Red Subarea Plan

Policy S-BR-59—Design Bel-Red Subarea arterials and local streets in a manner that contributes to community character, open space, and environmental enhancements.

Policy S-BR-63—Improve pedestrian connectivity and the quality of the pedestrian environment with a comprehensive sidewalk and trail system, including through-block pedestrian connections and mid-block crossings.

9. HOUSING

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

Not applicable.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

Not applicable.

c. Proposed measures to reduce or control housing impacts, if any:

Not applicable.

10. AESTHETICS

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The proposed project would require the construction of retaining walls throughout the corridor, particularly along NE 4th Street. The highest such structure would be the retaining walls required to accommodate the steep slope along the proposed alignment for the extension of NE 4th Street. On the north side, the retaining wall would rise to roughly 23 feet, while on the southern side the retaining wall would be up to 21 feet tall. The retaining walls would be built using earth materials, and would be finished with a cement concrete fascia wall treatment.

b. What views in the immediate vicinity would be altered or obstructed?

Once completed, the project would alter the visual and aesthetic character of the area, but it is anticipated that none would result in an adverse effect in the area. The extension of NE 4th Street would result in a new roadway that must accommodate a substantial rise in elevation. A portion of two existing buildings and a small building would be demolished on developed properties. Brambles and some trees would be removed on either side of the railway corridor. The area is already highly developed and it is not anticipated that this would result in an adverse visual impact. South of NE 8th Street on 120th Avenue NE, the existing streetscape is fully developed and only vegetation along either side of the roadway would be removed during construction. On 120th Avenue NE between NE 8th and NE 12th Streets the roadway alignment would be straightened across the NNE 8th Street intersection. Two buildings and vegetation would be removed within the new corridor alignment. This realignment is not anticipated to result in any adverse visual impacts due to the urbanized character of adjacent land uses. The remainder of the project corridor consists of widening 120th Avenue NE from about NE 12th Street to Northup Way. Generally, right-of-way would be acquired on both sides of the existing roadway. No buildings would be demolished, however vegetation including a number of trees would be removed during construction.

Overall, these changes are not expected to result in adverse visual impacts due to the urbanized landscape in the project corridor.

c. Proposed measures to reduce or control aesthetic impacts, if any:

Much of the project corridor is lacking streetscape amenities such as curb, gutter, sidewalk, bike trails and other more minor features. And those portions with some of these features are lacking unifying design elements. Both the four-lane and five-lane roadway designs would comply with BCC arterial roadway standards and the design guidelines in the Wilburton/NE 8th Street Subarea Plan and the Bel-Red Subarea Plan. This would include planting street trees at a maximum of 30-foot intervals along both sides of the 1.6-mile roadway corridor. The proposed aesthetic design of the roadway retaining walls along the corridor would have exterior treatments that would be context sensitive and would blend with the surrounding streetscape and urban character. The City also has engaged a design firm to develop a pallet of features for a cohesive character along the corridor. The pallet will address railings, walls, landscaping, mini parks, gateway features, and other streetscape features. The resulting streetscape design and overall character could change along the corridor, but would still have unifying elements.

11. LIGHT AND GLARE

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

The project would result in the installation of nighttime-operational streetlights along the entire length of the project corridor. This could be considered a positive effect on human use and activity in the area, particularly for safety along what is now a largely unlit roadway corridor. Street lighting would follow the design guidelines of the Wilburton/NE 8th Street and Bel-Red Subarea Plans, including the use of lower poles and more efficient lighting that provides more focused energy with less stray light. The installation of street lights along the proposed roadway would introduce a new source of light in the area. Street lights are currently present along NE 4th Street west of 116th Avenue NE, along portions of cross-streets, as well as portions of 120th Avenues NE. As such, there are existing sources of light surrounding the project corridor.

Glare from vehicle headlights and street lighting within the improvement is expected to be similar to existing conditions and consistent with urban development adjacent to the arterial streets improvements. Typically lighting is contained within the roadway prism, and would be further dispersed with comprehensive corridor landscaping, retaining walls and vehicle barriers.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

Street lighting would follow the design guidelines of the Wilburton/NE 8th Street and Bel-Red Subarea Plans, and therefore is not anticipated to be a safety hazard or cause interference with views.

c. What existing off-site sources of light or glare may affect your proposal?

None anticipated.

d. Proposed measures to reduce or control light and glare impacts, if any:

Street lighting would follow the design guidelines of the Wilburton/NE 8th Street and Bel-Red Subarea Plans, including the use of lower poles and more efficient lighting that provide more focused energy with less stray light. There are no visual impacts that are anticipated to be so severe as to create an adverse effect requiring additional mitigation.

12. RECREATION

a. What designated and informal recreational opportunities are in the immediate vicinity?

Generally, designated and informal recreation opportunities are not located in close proximity to the proposed project. No existing parks are adjacent to either the proposed alignment extension of NE 4th Street or along 120th Avenue NE. The Wilburton Hill Community Park, the Bel-Red Mini Park; Ashwood Playfield, McCormick Park, Bovee Park, and Hidden Valley Sports Park are all located some distance from the project corridor.

No trails or designated bike paths traverse the project corridor; however, the Wilburton/NE 8th Street and Bel-Red Subareas include plans for additional trails to be built. The proposed project would link to some of these proposed trails and would include improvements to extend planned trails along the west side of the corridor between NE 15th/NE 16th multi-modal corridor and the West Tributary of Kelsey Creek.

Informal recreational activities may occur in nearby surface waters. Sturtevant Creek lies on the western side of Lake Bellevue and extends to the south; no recreational uses were observed during site visits. Lake Bellevue is approximately 150 feet to the west of 120th Avenue NE southwest of the NE 120th Avenue NE and NE 12th Street intersection. Due to limited access caused by adjacent buildings, use of

Lake Bellevue is largely limited to people walking around the lake to view the birds and ducks. The Western Tributary to Kelsey Creek is currently routed in a culvert underneath 120th Avenue NE in the northern portion of the project corridor. It is not wide enough for kayaking or canoeing, and access along the creek is restricted due to the lack of trails across adjacent private property.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Construction of the project would not affect any parks, trails, or water resources that could be used for recreation. Use of streets by bicyclists within the project corridor may be temporarily affected during construction activities. However, at a minimum, partial use would be maintained throughout construction. Gateways or other mini-park settings may be incorporated into the urban design features for the project where appropriate.

13. HISTORIC AND CULTURAL PRESERVATION

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

A pedestrian survey of the area of potential effects (APE) identified six historical resources within or near the APE:

- A segment of the Northern Pacific (NP) Railway Lake Washington Beltline,
- A railroad spur,
- An automobile dealership,
- A former dry cleaning plant,
- A truck repair shop in the former Safeway Distribution Center, and
- A warehouse in the former Safeway Distribution Center.

The NP Lake Washington Beltline, a feature passing through the APE, was recorded in 2007 and determined eligible for the National Register of Historic Places (NRHP) by the Washington State Historic Preservation Officer (SHPO). The former Safeway facilities was recommended as eligible for the NRHP, but is outside the APE. The rail spur, dry cleaning plant, and automobile dealership were recommended not eligible for the NRHP due to limited historical significance and loss of integrity. Of the six historic resources, only the NP Lake Washington Beltline would be adversely affected by the project as a result of constructing the extension of NE 4th Street. On July 25, 2011, the Washington State Department of Archaeology and Historic Preservation concurred with these findings that the Safeway properties are eligible for listing and the remaining four properties are not considered eligible for listing in the National Register of Historic Places. The SHPO concluded that because the two eligible properties are adjacent to the proposed project and would not be affected by the project, the project as proposed would have no adverse effects on the two eligible resources.

No archaeological sites listed on or proposed for national state, or local preservation are located in the project corridor. However, construction in the Tukwila muck (peat soils) east of Lake Bellevue could disturb buried archaeological resources.

On October 16, 2009 and July 30, 2010, as part of the proposed project's environmental documentation, Northwest Archaeological Associates sent letters to the Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, and Tulalip Tribes, which have jurisdiction in the project area. The purpose of the letters was to solicit information regarding concerns about the proposed project or culturally sensitive areas in the project vicinity. This was a technical inquiry and does not constitute formal consultation. No responses were received. The Washington State Department of Transportation is conducting formal

government-to-government consultation with affected tribes, in compliance with Section 106 of the National Historic Preservation Act.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

None other than discussed in 13.a. above.

c. Proposed measures to reduce or control impacts, if any:

The proposed project design disturbs the current railway corridor embankment, but analysis has been conducted to accommodate potential future uses. Mitigation would be undertaken for any alterations to NRHP-eligible resources under a Memorandum of Agreement (MOA) between SHPO and FHWA. Typical mitigation measures include Level II documentation of affected resources, but final decisions on mitigation would be made among the agencies involved in the MOA. Significant archaeological sites discovered during construction would be mitigated through scientific data recovery or other suitable measures determined in consultation with SHPO, affected Indian Tribes, and other concerned parties. In order to minimize potential damage, construction would be conducted under the auspices of a monitoring and discovery plan that would include provisions for inadvertent discovery of cultural materials and human remains. The City has standard contract specifications that detail a monitoring procedure that should be specifically tailored to the project and risks associated with proposed construction east of Lake Bellevue.

14. TRANSPORTATION

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

The proposed project is a transportation roadway project. The project corridor is located approximately 1 mile east of downtown Bellevue. Major transportation connections in the project vicinity include I-405 and SR 520. Currently, NE 4th Street terminates at its intersection with 116th Avenue NE. The proposed project would extend NE 4th Street just over a quarter-mile to the east and create a new intersection with 120th Avenue NE. Corridor improvements would extend northwards along 120th Avenue NE from the new intersection with NE 4th Street north to Northup Way. The exiting roadway along this portion of the corridor would be widened and the extension of 120th Avenue NE would be realigned north of NE 8th Street to create two roadways intersecting at right angles. These improvements would generally be made at current roadway elevations or somewhat higher and widening occurs on both sides of the existing road but varies along the corridor in an effort to address engineering design issues and minimize impacts to environmentally critical areas as well as adjacent land uses. Figure 18 illustrates the project corridor and planned and existing transportation facilities and connections in the project corridor study area.

The Wilburton Connections package also contains a project proposing to extend NE 6th Street that would work in conjunction with the proposed NE 4th Street/120th Avenue NE Corridor Project. NE 6th Street would be a HOV/Transit/Non-motorized connection across I-405 with connection to I-405 Express Toll Lanes. NE 6th Street is currently funded only for conceptual design (approximately 5%) to investigate alternatives for a two-lane or a four-lane roadway section, plus a 14-foot or 16-foot non-motorized facility separated by a 6-foot planter with either alternative. NE 6th Street is proposed to be a bridge structure from its current terminus at the center of I-405 to the railway corridor. Preliminary estimates range from \$70 million to \$94 million. Given current economic climate, future funding for this facility has not been programmed nor determined.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

There are currently bus stops located along NE 4th Street and 116th Avenue NE. Along 120th Avenue NE, there are bus stops at NE 8th Street, NE 12th Street, and Northup Way. Metro Transit provides bus

service in the project area. Currently there are no transit routes that operate on 120th Avenue NE within the study area. However, several routes operate on streets that cross 120th Avenue NE, particularly during peak commute hours. Bus routes 230, 253, 261, 272, and 885 provide service along NE 8th Street; Route 233 travels on NE 12th Street; and Routes 249, 256, and 889 all travel on Northrup Way. Service frequencies for these routes are not particularly high with headways ranging from approximately 30 to 60 minutes during the PM peak commute period. Bus route 271 operates on NE 4th Street between 116th Avenue NE and 112th Avenue NE. However, several routes operate on streets that cross NE 4th Street, particularly during peak commute hours and they include Metro routes 243 and 342 and Sound Transit routes 550 and 556, which travel on 112th Avenue NE crossing NE 4th Street. Headways for these routes range from approximately 7 minutes to one hour during the PM peak commute period, depending on the specific route.

As provided in Section 6.1 Overview of Proposed Improvements of the *Alternatives Evaluation and Screening Technical Report*, the roadway alignment of 120th Avenue NE, in proximity of NE 15th Street, reflects a preferred horizontal alignment, and further, vertical alignment reflecting Sound Transit's East Link light rail project D2A preferred alignment. Sound Transit's D2A preferred alignment recommended a retained cut (undercrossing) of 120th Avenue NE. In July 2011, Sound Transit released their Final Environmental Impact Statement and Appendices, which includes both a retained-cut and at-grade alternative. Both alternatives can be found in Appendix G1, and drawings D2AB-KP01 (Retained Cut) and D2AA-KP01 (At-Grade) of the FEIS. As provided in Sound Transit comment responses regarding coordination of their East Link Project and Bel-Red Arterial Streets, including 120th Avenue NE, Sound Transit provided the following response:

Response to Comment ELS542-12 Sound Transit has coordinated with the City's Bel-Red corridor planning staff and will continue to do so during final design.

The final Sound Transit Board decision will determine what vertical alignment may be adopted and will be implemented. The final design of 120th Avenue NE would reflect a coordinated design.

c. How many parking spaces would the completed project have? How many would the project eliminate?

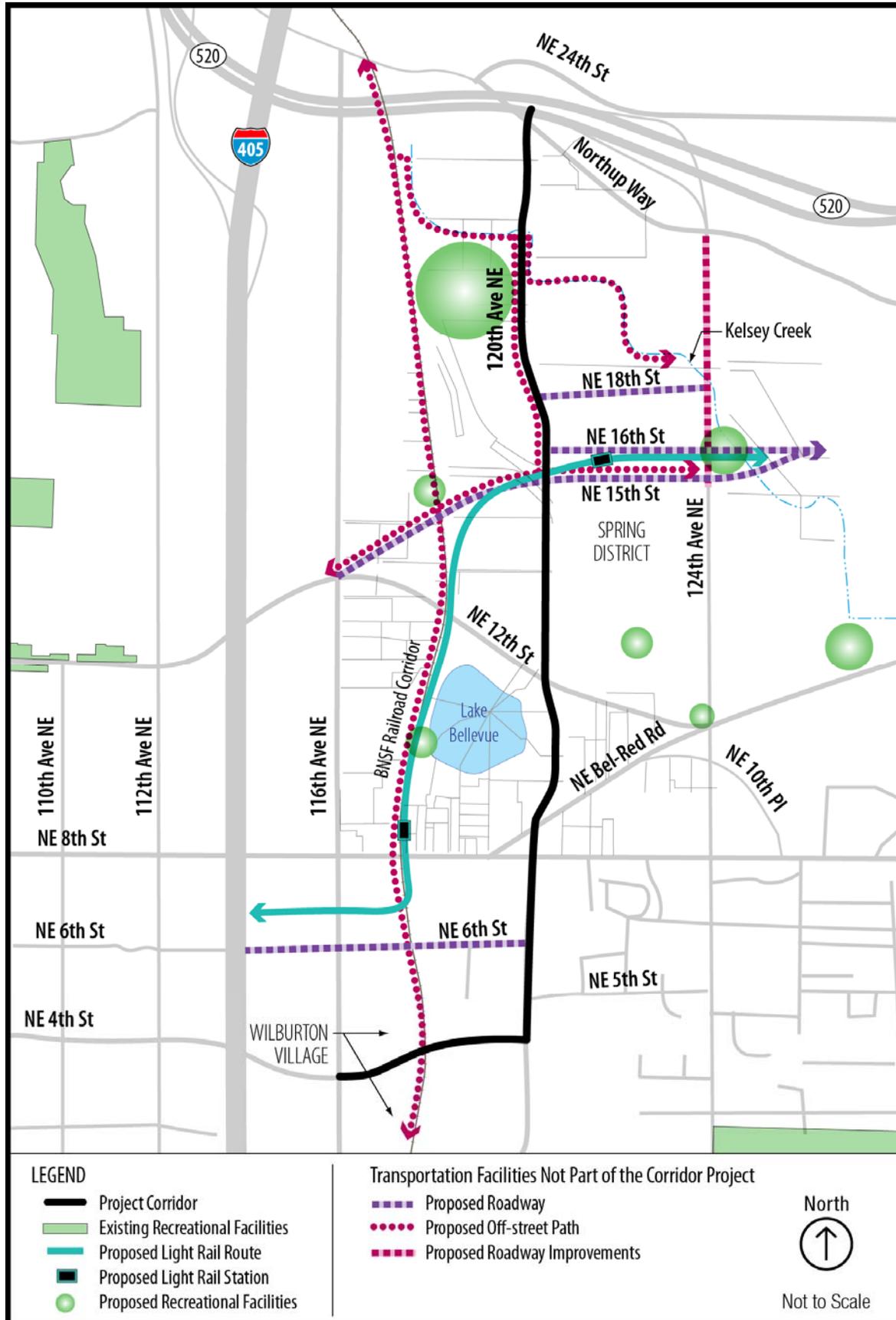
The proposed project will construct or widen urban arterials that will provide no additional on-street parking within the corridor. During the design process, the project will identify means for mitigating parking impacts on adjacent parcels such as constructing new onsite spaces (surface or structured), converting standard spaces to compact spaces, and identifying potential off-site opportunities for parking replacement.

In order to build the project, right-of-way (ROW) that currently supports parking activities on adjacent properties will need to be acquired for the project. This ROW acquisition affects the viability of approximately 400 parking spaces corridor-wide, with over 60% of the affected spaces being in Stages 2 and 4. The project will be designed to avoid or to minimize parking impacts to allow the remaining parking on adjacent parcels to meet City standards wherever possible.

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

Not applicable.

Figure 18. Planned and Existing Transportation Connections in the Project Area



e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

No. The proposed extension of NE 4th Street would cross the railway corridor, which is no longer in use as a railroad corridor. The proposed project would not hinder any potential future uses of the railway corridor. There are no water transportation facilities or airports in the project vicinity.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

The proposed project is a roadway project that would accommodate planned growth and development, and the resulting traffic demand, in the project corridor through 2030. The project itself would not generate vehicular trips.

g. Proposed measures to reduce or control transportation impacts, if any:

Construction of the proposed project would in itself be a measure to improve traffic conditions in the area, alleviating congestion and improving connectivity. Other, more specific, measures are part of the proposed project.

A traffic signal is proposed at the intersection of NE 6th Street. At this time, this street dead-ends at the railway corridor. However, plans are underway to extend this roadway westward to facilitate traffic movement eastward across I-405 to access 120th Avenue NE. These improvements are anticipated as part of the long-range transportation improvement program. The traffic volume would be sufficiently large that a traffic signal would be needed to minimize traffic delays for turning movements onto 120th Avenue NE.

A traffic signal is proposed to be constructed at the intersection of 120th Avenue NE and Lake Bellevue Drive. Heavy volumes are forecast for 120th Avenue NE at this location during evening peak periods in both directions, resulting in minimal gaps in the traffic flow, and therefore long wait times for side street traffic entering 120th Avenue NE. Delay for vehicles turning left from the Lake Bellevue driveway with the project in 2030 would experience inordinate delay without the construction of a traffic signal at this location average vehicle delay without a signal would be greater than 300 seconds per vehicle and approximately 40 seconds per vehicle with a signal in the evening peak hour.

A Traffic Management Plan would be prepared by the general contractor to minimize traffic impacts during construction. Local access and circulation would be maintained during construction of the improvements. The number of travel lanes may be reduced to address project construction requirements, which may be further modified to reflect the type and method of work required or other critical needs to lessen further potential impact to access or circulation. Emergency vehicle access would be maintained at all times. The details of the final Traffic Management Plan would be developed as required for a Right-of-Way Use Permit. Further access conditions as agreed to through property commitments would be reflected in the contract requirements.

As part of the proposed project, mitigation would be implemented to minimize potential cut-through traffic from 120th Avenue NE through the Wilburton Neighborhood via NE 5th Street. This cut-through traffic is anticipated to be exacerbated with the completion of the NE 4th Street extension, which would increase traffic volumes on 120th Avenue NE. The mitigation measures are to be determined by a Traffic Committee consisting of representatives from adjacent neighborhoods potentially impacted by cut-through traffic. Details of specific mitigation are being worked out by the Traffic Committee and the City's Neighborhood Services Division. The selected NE 5th Street mitigation measure(s) would be constructed and operational prior to the construction of NE 4th Street - Stage 4.

For specific properties that would be adversely affected by loss of parking spaces, the City would work with property owners to reconfigure parking lots based on City standards to recoup the loss of parking spaces. In the case of the combined loss of parking on the Best Buy and Home Depot sites, mitigation could include reconfiguration of the parking lots as well as potential construction of a three-story parking

garage north of the Home Depot building to replace up to about 160 parking spaces. The City may also facilitate mitigation measures to reroute access to the Best Buy loading dock via a new route north of the existing building.

15. Public services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

No.

b. Proposed measures to reduce or control direct impacts on public services, if any.

Not applicable.

16. Utilities

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other: cable

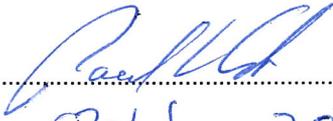
There are a number of both public and franchise utilities located in the project corridor. These include the normal urban utility services provided regionally by the following: Puget Sound Energy (power and natural gas), City of Bellevue (water and sewer), and Allied Waste Services (garbage and recycling). Several franchise utilities operate in the corridor to provide telephone and cable services.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

The proposed project a transportation project, and therefore would not require utility service other than electricity for the traffic signals and street lights. Design and construction of the roadway project would be carefully coordinated with both public and franchise utilities in order to accommodate utilities that would be affected by proposed construction activities. In particular, a joint utility trench is proposed within the corridor right-of-way to facilitate utility placement and construction activities. Coordination with all affected public and franchise utilities also would occur during construction on an ongoing basis to synchronize the project construction activities with those that the utilities would undertake to install and/or relocate their facilities.

B. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: 

Date Submitted: October 20th, 2011