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

ADDENDUM

PROPONENT: City of Bellevue
NAME OF PROPOSAL: 2013-2024 Transportation Facilities Plan

LOCATION OF PROPOSAL: The 2013-2024 Transportation Facilities Plan identifies roadway capacity, safety/operational and non-motorized system improvements citywide. This addendum pertains to a proposed addition of a non-capacity project on Newport Way SE, from Somerset Blvd SE to 150th Avenue SE.

FILE NUMBER: 12-127104-LE

ORIGINAL PUBLICATION DATES:
Draft EIS Available: April 11, 2013
Final EIS Available: July 25, 2013

DESCRIPTION OF PROPOSAL AND NEW INFORMATION: The City Council adopted the 2013-2024 Transportation Facilities Plan on August 5, 2013 (Resolution #8617) and also directed that analysis be performed to consider addition of a project on Newport Way SE, from Somerset Blvd SE to 150th Avenue SE. Accordingly, the City has prepared this addendum to the FEIS to document the likely or anticipated impacts of the prospective addition of a project to undertake a preliminary design study and community involvement process to refine scope and cost of improvements that may include adding sidewalks, bicycle facilities, pedestrian crossings, vehicular turn pockets at cross streets and other roadway improvements. Under Washington Administrative Code (WAC) section 197-11-706, an addendum is defined as "an environmental document used to provide additional information or analysis that does not substantially change the analysis of significant impacts of alternatives in the existing environmental document."

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

Environmental Coordinator

August 29, 2013
Date

Addendum

to the

Final Environmental Impact Statement

2013-2024 Transportation Facilities Plan

Prepared by:

Post Office Box 90012
Bellevue, Washington 98009
Contact: Mike Ingram
425/452-4166

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

Date of Issuance of this EIS Addendum: August 29, 2013

This document should be cited as:
City of Bellevue. 2013. Addendum to the Final Environmental Impact Statement: 2013-2024 Transportation Facilities Plan. Bellevue, WA.. August 2013.

Preface

The 2013-2024 Transportation Facilities Plan (TFP) identifies roadway capacity, safety/operational and non-motorized system improvements citywide. The City of Bellevue issued a programmatic Draft Environmental Impact Statement (EIS) for the 2013-2024 TFP on April, 11, 2013. A Final EIS for the TFP was issued on July 25, 2013. The City Council adopted the 2013-2024 TFP on August 5, 2013 (Resolution #8617) and also directed that analysis be performed to consider addition of a project on Newport Way SE, between Somerset Blvd SE and 150th Avenue SE, which may include sidewalks, bike lanes, pedestrian crossing facilities, vehicular turn pockets at cross streets, and other roadway improvements. Accordingly, the City has prepared this addendum to the Final EIS to document, at a programmatic level, the potential impacts of the addition of this project to the TFP Network (Proposed Action) alternative.

An EIS Addendum is an environmental document that provides additional analysis or information about a proposal, but does not substantially change the analysis of likely significant impacts or alternatives in the existing environmental document. The potential significant environmental impacts of the 2013-2024 TFP have already been evaluated under the Final EIS. This EIS Addendum is not an authorization for an action, nor does it constitute a decision or a recommendation for action. This EIS addendum will accompany the 2013-2024 TFP and Final EIS through the City's review processes and be considered by City officials in making the necessary approval decisions regarding the 2013-2024 TFP projects.

Description of Plan Revision

Table 1 presents the description of the proposed additional project, identified as number TFP-255. This information supplements the full project list presented in Table 2-1 of the Final EIS. The project is located in Mobility Management Area (MMA) 11 – Newcastle. An updated map that includes TFP-255 is included as Attachment 1 to this EIS Addendum.

Table 1. Summary of Project Added to TFP Network Alternative

TFP #	Project Location	MMA	CIP #	Project Description	Project Elements Implemented TFP Network	Project Elements Implemented CIP Network	Capacity Project	Impact Fee Project
255	Newport Way SE / Somerset Blvd SE – 150th Avenue SE	11	--	This project will conduct preliminary design study and community involvement process to refine the scope and costs of the ultimate improvements. Potential improvements include sidewalks, bike lanes, pedestrian crossing facilities, vehicular turn pockets at cross streets, and other roadway improvements.	None	None	No	No

At the proposed project site, Newport Way SE currently consists of one vehicle travel lane in each direction with paved shoulders along much of the frontage (approximately 80% of the frontage has a paved shoulder, though widths vary from 2.5 to 7 feet). Sidewalks are present on a few frontages (about 16% of the total frontage area has sidewalk) but are intermittent and do not provide continuous connections. Project TFP-255 would review technical issues and consider public input to identify improvements that could include sidewalks, bike lanes, pedestrian crossings and other needs and opportunities along the segment. Addition of TFP-255 increases the total number of projects included in the TFP Network (Proposed Action) alternative from 43 to 44. TPF-255 is not included in the CIP Network (or No Action) alternative, and it is not categorized as a Capacity or Impact Fee project.

Assessment of Environmental Issues

Table 2 summarizes the potential environmental effects of the TFP Network alternative presented in the Final EIS of the TFP associated with the added project TFP-255.

Table 2. Assessment of Potential Environmental Issues

Environmental Resource Area	2013-2024 TFP EIS – TFP Network Alternative	Addition of Project TFP-255
Transportation	Transportation analysis includes assessment of the effect of the TFP alternatives on the following elements: ▪ System Performance – effect of projected future vehicle traffic volumes on city streets; and of the effect of the traffic volumes on the level of service (LOS) of system intersections. ▪ Neighborhood Impacts – the potential for increase in vehicle cut-through traffic. ▪ Safety – the effect of proposed projects on road safety issues. ▪ Pedestrian/Bicycle Impacts – the effect of proposed projects on pedestrian and bicycle mobility.	TFP-255 is anticipated to consist of pedestrian and bicycle facility improvements and, potentially, a left-turn pocket at one or more unsignalized intersections; therefore, its addition to the TFP Network alternative does not affect any traffic volume or LOS projections presented in the 2013-2024 TFP EIS. Addition of this project to the TFP Network alternative has no effect on the analysis and conclusions of elements that are a function of vehicle volumes and traffic patterns; namely, System Performance and Neighborhood Impacts. Addition of TFP-255 has potential beneficial effect on Safety by providing pedestrian and bicycle facilities where none currently exist and, potentially, adding left turn pockets. It has beneficial effect on Pedestrian/ Bicycle Impacts, as it would result in greater improvement to non-motorized mobility. Thus, no significant adverse impacts to transportation would result from inclusion of TFP-255 in the TFP Network alternative.

Environmental Resource Area	2013-2024 TFP EIS – TFP Network Alternative	Addition of Project TFP-255
Air Quality	Air quality analysis includes assessment of the effect of the TFP alternatives on the following elements: ▪ Construction impacts – temporary and localized impacts of project construction could include dust, heavy vehicle emissions, and odors. Potential impacts should be mitigated through implementation of best management practices such as those measures described in the EIS. ▪ Operational impacts – potential increase in vehicle emissions and carbon monoxide concentrations at intersections, and increase in greenhouse gases, resulting from increases in vehicle volumes.	As the addition of TFP-255 to the TFP Network alternative does not affect any traffic volume projections presented in the 2013-2024 TFP EIS, it has no effect on the analysis and conclusions in the areas that are a function of vehicle volumes; namely, emissions, carbon monoxide concentrations, or greenhouse gases. Construction of the project has potential for temporary and localized air quality impacts commensurate with those identified in the TFP EIS, and can be addressed through application of mitigation measures presented in the EIS. Thus, no significant adverse impacts to air quality would result from inclusion of TFP-255 in the TFP Network alternative.
Noise	Noise analysis includes assessment of the effect of the TFP alternatives on the following elements: ▪ Construction noise – temporary and localized noise impacts of project construction could result from on-site activities, and from construction vehicles traveling to and from the site. Potential impacts should be mitigated through implementation of measures to limit the times and locations that these activities can occur, such as those described in the EIS. ▪ Traffic noise – potential increase in noise levels resulting from increases in vehicle volumes.	As the addition of TFP-255 to the TFP Network alternative does not affect any traffic volume projections presented in the 2013-2024 TFP EIS, it has no effect on the analysis and conclusions in the area of traffic noise. Construction of the project has potential for temporary and localized noise impacts commensurate with those identified in the TFP EIS, and can be addressed through application of mitigation measures presented in the EIS. Thus, no significant adverse impacts to noise would result from inclusion of TFP-255 in the TFP Network alternative.
Land Use and Aesthetics	Land use and aesthetics analysis includes assessment of the effect of the TFP alternatives on the following elements: ▪ Land use patterns – displacement of parking, effect on buildings, effect on existing sidewalks and bicycle facilities, effect on landscaping and native growth, effect of traffic and noise on development. ▪ Aesthetics – effect on the character of the roads; or effect on the character of the surrounding environment as observed from the roads. ▪ Plans and policies – consistency of TFP alternative with the City's adopted plans and policies.	Implementation of TFP-255 would not affect any buildings, would not require displacement of parking, nor would it result in any change to traffic volume projections or resulting noise levels. Adding sidewalks on one or both sides of Newport Way and, potentially, bike facilities and/or turn pockets at intersections would require widening the roadway prism and thus impact existing adjacent native growth. Overall, addition of TFP-255 would have no effect on the analysis or conclusions regarding land use patterns presented in the TFP EIS. Completion of sidewalks and, potentially, bicycle lanes would reinforce the aesthetic character of the road as a multimodal facility. TFP-255 is consistent with the City's vision and policies supporting non-motorized mobility and safety. Overall, no significant adverse impacts to land use or aesthetics would result from inclusion of TFP-255 in the TFP Network alternative.

Environmental Resource Area	2013-2024 TFP EIS – TFP Network Alternative	Addition of Project TFP-255
Natural Environment	Natural environment analysis includes assessment of the effect of the TFP alternatives on the following elements: ▪ Geology and soils – potential of project to destabilize hillsides. ▪ Wetlands – potential of a project to affect functions and values of adjacent wetlands. ▪ Aquatic resources – potential of a project to affect functions and values of adjacent streams; and/or the potential of increased impervious surface to result in increased stormwater runoff, with a corresponding increase in associated pollutants and ongoing erosion and habitat impacts. ▪ Wildlife and vegetation – potential of a project to affect sensitive habitat. ▪ Shorelines – potential of a project to affect the functions and values of shorelines.	TFP-255 is not located in proximity to any wetlands, shorelines, or known sensitive habitat. As such, it has no effect on the analysis or conclusions presented in the TFP EIS in the areas of wetlands, shorelines, or wildlife and vegetation. There are adjacent steep (uphill) slopes (>40%) along a portion of the south side of the project area. Performance standards specified in BCC 2025H.055 address development in critical areas, including steep slopes; BCC 2025H.125 describes additional performance standards that apply to areas of steep slopes. The TFP-255 project area includes a crossing of Sunset Creek. In the crossing area, Sunset Creek is categorized on City stream maps as Potentially Fish Bearing. The Creek passes under Newport Way in a culvert that extends not only under the roadway but also downstream for approximately 750 feet (under a residential neighborhood). Provisions of BCC 20.25H.055 would guide the treatment of this crossing. TFP-255 is located in Sunset Creek basin and would result in an increase in impervious surface, which has potential for impacts to aquatic resources commensurate with those identified in the 2013-2024 TFP Final EIS. Mitigation measures identified in the EIS, namely performance standards described in BCC 24.06.065, would apply to this project. Project-specific mitigation measures for all critical areas impacts would be developed during individual project-level analysis. Overall, no additional significant adverse impacts to the natural environment would result from inclusion of TFP-255 in the TFP Network alternative.

Conclusion

As indicated in Table 2, the addition of TFP-255 to the TFP Network alternative would not change any future projected traffic volumes or patterns, and thus would not affect any potential impacts related to traffic volumes. Implementation of the project is not expected to displace parking or affect buildings. And, the project is not located in proximity to wetlands, shorelines, or known sensitive habitat, so it is not expected to result in impacts to any of these resources. There are steep slopes in the vicinity of the project area and there is a crossing of a stream. Project-level analysis will further examine the nature and extent of any impacts in these areas and City code will guide the measures to avoid or mitigate impacts. Implementation of TFP-255 would likely result in an increase in impervious surface and could also involve temporary localized construction-related impacts to air quality and noise. These potential impacts are commensurate with the impacts identified in the 2013-2024 TFP EIS, and can be mitigated through measures

identified in the EIS. Thus, the levels of significance of these potential impacts in these areas are consistent with levels identified in the 2013-2024 TFP Final EIS. The addition of TFP-255 would not result in additional significant impacts beyond the impacts identified in the 2013-2024 TFP Final EIS.

Attachment 1: