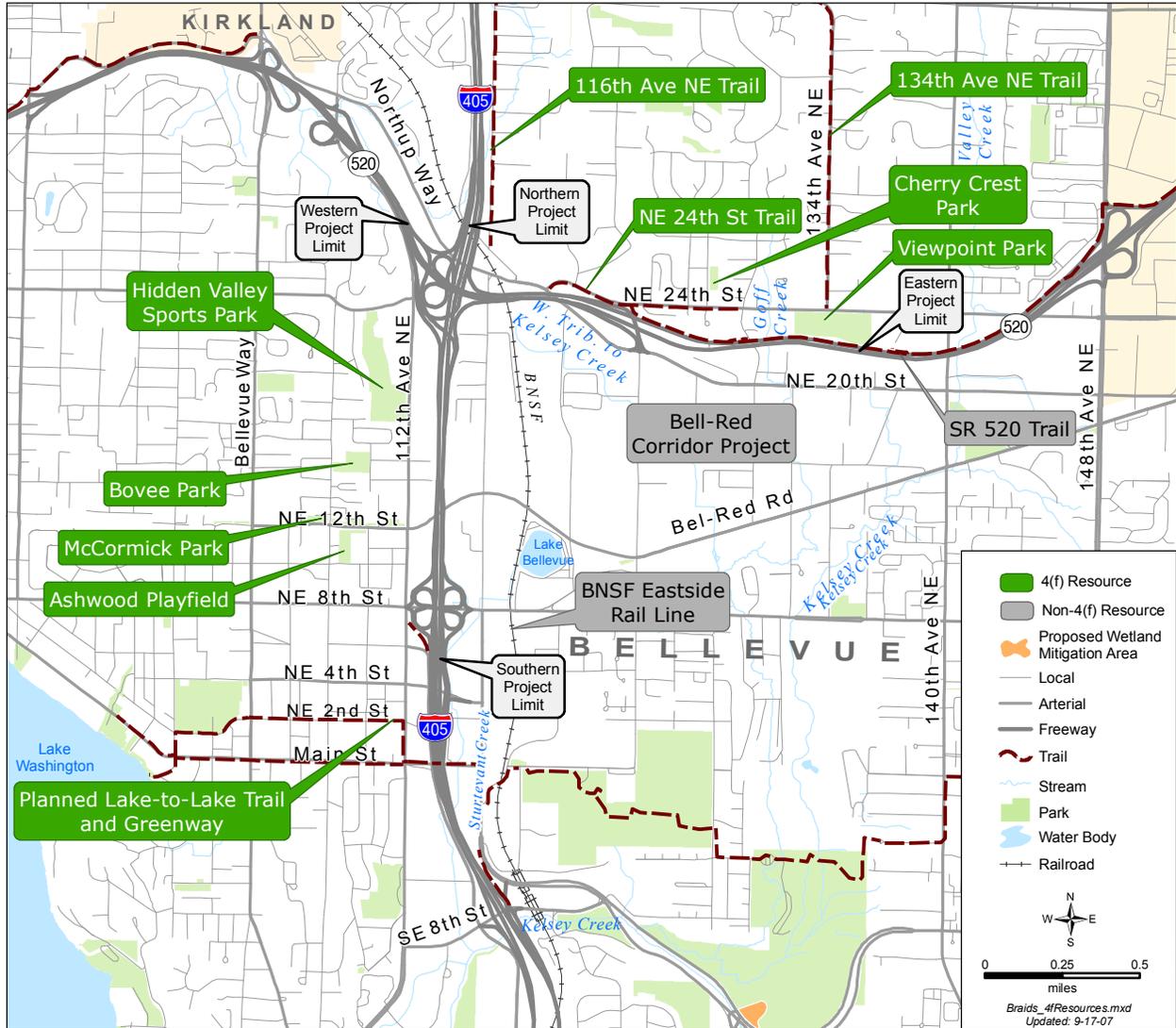


Exhibit 4-2: Resources Identified in the Study Area



The DOT's FHWA Section 4(f) Policy Paper¹³ specifically addresses the issue of planned 4(f) resources: "Section 4(f) applies when the land is one of the enumerated types of publicly owned lands and the public agency that owns the property has formally designated and determined it to be substantial for park, recreation area, wildlife and waterfowl refuge purposes. Evidence of formal designation would be the

¹³ DOT, 2005.

inclusion of the publicly owned land, and its function as a 4(f) resource, into a city or county Master Plan... When privately held properties of these types are formally designated into a Master Plan, Section 4(f) is not applicable.”

PSRC’s *Destination 2030*,¹⁴ a comprehensive transportation action plan encompassing King, Pierce, Snohomish, and Kitsap counties, was amended in 2006 to include plans to develop a bicycle and pedestrian trail along the Eastside line. Furthermore, the City of Bellevue’s *Pedestrian and Bicycle Transportation Facility Plan*¹⁵ identifies the BNSF rail corridor for a bicycle path and hard-surface pedestrian trail within or parallel to the railroad right-of-way. However, as of April 2007, the BNSF right-of-way was privately owned, and the timing of King County’s plans to fund and acquire ownership of the Eastside line is uncertain. In consultation with the FHWA, the I-405 Team determined that the BNSF Eastside line does not qualify as a planned Section 4(f) resource. Because Section 4(f) protection will not apply, we have not completed an evaluation on direct, proximity, and construction effects for the section of the Eastside line within the study area.

City of Bellevue Bel-Red Corridor Preliminary Preferred Alternative

The City of Bellevue plans to adopt new land use designations and zoning (through amendments to the City of Bellevue’s *Comprehensive Plan*,¹⁶ the *Bel-Red/Northup Subarea Plan*,¹⁷ the *Crossroads Subarea Plan*,¹⁸ and the Bellevue City Code) and to develop new transportation infrastructure to support redevelopment of the Bel-Red Corridor within the city of Bellevue. The Bel-Red Corridor stretches from I-405 to the city’s border with Redmond at 148th Avenue NE (including a small wedge west of 156th Avenue NE that is in the Crossroads Subarea) and between SR 520 and Bellevue-Redmond Road.

¹⁴ PSRC, 2001, revised 2006.

¹⁵ City of Bellevue, 1999.

¹⁶ City of Bellevue, 2006.

¹⁷ City of Bellevue, 1988.

¹⁸ City of Bellevue, 1993.

At the May 3, 2007, Bel-Red Steering Committee meeting, the committee agreed on a preliminary preferred alternative for the Bel-Red Corridor Project. This preliminary preferred alternative identifies potential community/neighborhood park and open space opportunities along portions of the West Tributary to Kelsey Creek on both sides of 120th Avenue NE, south of SR 520 as well as east of 124th Avenue NE near the planned extension of NE 15th Street. The planned extension of NE 15th Street east of 120th Avenue NE is also designated as part of a “park block” corridor.

As described above for the BNSF Eastside Rail Line, Section 4(f) applies to planned 4(f) resources when the public agency that owns the resource property has formally designated and determined it to be substantial for park and recreation area purposes. At the time this Section 4(f) Resources Discipline Report was prepared, the City of Bellevue had not formally designated these planned park and recreation areas within the Bel-Red Corridor in their comprehensive plan, zoning code, or city code. Therefore these areas do not qualify as planned Section 4(f) resources. Because Section 4(f) protection does not apply, we have not completed an evaluation on direct, proximity, and construction effects for these portions of the Bel-Red Corridor within the study area.

Lake-to-Lake Trail and Greenway

Bellevue’s Lake-to-Lake Trail and Greenway will extend from Lake Washington to Lake Sammamish. The trail is a work in progress. Major pieces of the trail are in place and final links are being acquired to provide a walking path from Bellevue’s Lake Washington beach parks, through the wetlands of Mercer Slough Nature Park, the Botanical Gardens at Wilburton Hill Park, Kelsey Creek Park, the lakes and wildlife habitat in the Lake Hills Greenbelt, and finally on to Lake Sammamish. The Lake-to-Lake Trail and Greenway provides a crucial link in the trail system developing throughout the Puget Sound region and also serves as a wildlife migration corridor. Within the study area, west of I-405, the City of Bellevue plans to complete a major component of its urban trail system by connecting the Lake-to-Lake Trail to Lake Washington along either Main Street or NE 2nd Street.¹⁹

¹⁹ *City of Bellevue, 2003.*



Ashwood Playfield

Ashwood Playfield

Ashwood Playfield is located in downtown Bellevue between NE 10th Street and NE 12th Street, in the middle of the block between 108th Avenue NE and 110th Avenue NE. This 4-acre site includes a multi-use playfield. A pedestrian walkway runs along the eastern edge of this field and connects to McCormick Park at NE 12th Street. The adjacent Bellevue Library shares part of its parking lot with the playfield.



McCormick Park Sign

McCormick Park

McCormick Park is located in north Bellevue, north of NE 12th Street along an approximately 3-block stretch between 106th Place NE and 112th Avenue NE. This 2.7-acre linear park includes 0.5 mile of trails, a sitting area, a picnic bench, and flower gardens.



Bovee Park Picnic Bench

Bovee Park

Bovee Park is located in north Bellevue between 100th and 108th Avenues NE. The main park entrance is off of 108th Avenue NE, north of NE 12th Street. Park facilities at this 4-acre site include 0.3 mile of trails, two tennis courts, and picnic and play areas.

Hidden Valley Sports Park

Hidden Valley Sports Park is located in north Bellevue on a 12-acre site west of 112th Avenue NE, between NE 19th Street and NE 24th Street.



Hidden Valley Sports Park

Park facilities include a variety of sports amenities, such as three ball fields, a basketball court, and a tennis court, along with a 100-person-capacity picnic area with five tables and space for volleyball and other lawn games. This park also includes approximately 0.5 mile of trails.

116th Avenue NE Trail

The 116th Avenue NE Trail runs north-south for approximately 0.83 mile along both sides of 116th Avenue NE, east of I-405, between its intersection with 115th Avenue NE and the jurisdictional boundary between Bellevue and Kirkland. This trail supports a designated bicycle lane and path along both sides of the road.

SR 520 Corridor

SR 520 Trail

The SR 520 Trail is a paved bicycle and pedestrian trail that extends approximately 4.8 miles within the WSDOT right-of-way. The trail is adjacent to the north and west sides of SR 520 between 124th Avenue NE in Bellevue and the Sammamish River Trail in Redmond. The west trailhead is off of NE 24th Street, one-half block west of 124th Avenue NE. The east trailhead is on the north side of Leary Way, just west of the Sammamish River Trail. A fence and low concrete divider separate vehicle traffic on SR 520 from the trail.

The SR 520 Trail was constructed by WSDOT as a transportation facility during SR 520 HOV lane construction. The trail is a component of a regional, multi-use trail system that is presently only partially developed. The segments of the bikeway trail within the study area are fully contained within the WSDOT right-of-way. According to the FHWA Section 4(f) Policy Paper, March 1, 2005, if a bikeway's purpose is primarily for transportation and it is an integral part of the local transportation system, the requirements of Section 4(f) do not apply. Because Section 4(f) protection does not apply, we have not completed an evaluation on direct, proximity, and construction effects for the portions of the SR 520 Trail within the study area.

Cherry Crest Park

Cherry Crest Park, an approximately 2-acre mini-park, is located north of NE 24th Street along 127th Avenue NE in the Bridle Trails neighborhood of north Bellevue. Park facilities include a play area, six picnic tables, a tennis court, a basketball court, and a water fountain.

Viewpoint Park



116th Ave NE Trail



SR 520 Trail



Cherry Crest Park

Viewpoint Park is a 13.6-acre wooded site located immediately north of SR 520 at the southern terminus of 134th Avenue NE in the Bridle Trails neighborhood. Approximately 0.5 mile of loop trails wind through the site. The park provides a natural buffer between the neighborhoods on the north side of the park and businesses on the south side (south of SR 520). A clearing in the woods with a log bench provides a rest stop for users with views toward the south and Mount Rainier. The trail entrance is located at NE 24th Street and 134th Avenue NE.



134th Ave NE Trail

134th Avenue NE Trail

The 134th Avenue NE Trail is a dirt and gravel trail that runs north-south for approximately 2 miles through the Bridle Trails neighborhood along both sides of the road. From south to north, the trail starts at the intersection of 134th Avenue NE and NE 24th Street at the entrance to Viewpoint Park and ends at Bridle Trails State Park on NE 40th Street.

NE 24th Street Trail

In 2007 the City of Bellevue completed constructing two phases of improvements along the NE 24th Street corridor between Northup Way and 130th Avenue NE.²⁰ Phase 1, from the SR 520 Trail east to 130th Avenue NE, includes a continuous sidewalk on the north side of NE 24th Street and 5-foot bike lanes on the uphill portions of the road. Phase 2, from the SR 520 Trail access west to Northup Way, includes a 10-foot multi-purpose path on the south side of NE 24th Street, with a landscaped buffer between the path and the road, and completion of the sidewalk on the north side of NE 24th Street.



NE 24th Street Trail

Cultural Resources

There are a total of 28 parcels with buildings in the project APE that predate 1959. None of these buildings are substantial under the criteria for listing in the NRHP or WHR and therefore do not qualify as Section 4(f) resources. Please refer to the Cultural, Historic, and Archaeological Technical Memorandum for more detailed information.

²⁰ *City of Bellevue, 2007.*

SECTION 5 PROJECT EFFECTS

What Section 4(f) resources are subject to use by the I-405, NE 8th Street to SR 520 Improvement Project?

The I-405 team examined direct effects, proximity effects, and construction effects for each Section 4(f) resource within the study area for the I-405, NE 8th Street to SR 520 Improvement Project. This examination begins at the southern study area limit and continues north along the I-405 corridor, and then from the western study area limit continues east along the SR 520 corridor. Exhibit 5-1 shows the Section 4(f) properties in relation to the location of noise receptors studied as part of the proximity effects evaluation.

The I-405, NE 8th Street to SR 520 Improvement Project will not require acquisition of any Section 4(f) resource lands, will not impose any temporary occupancy on resource lands, and will create no constructive use effects on any of the identified Section 4(f) resources. The following section describes project effects on each of the Section 4(f) resources in the study area.

Lake-to-Lake Trail and Greenway

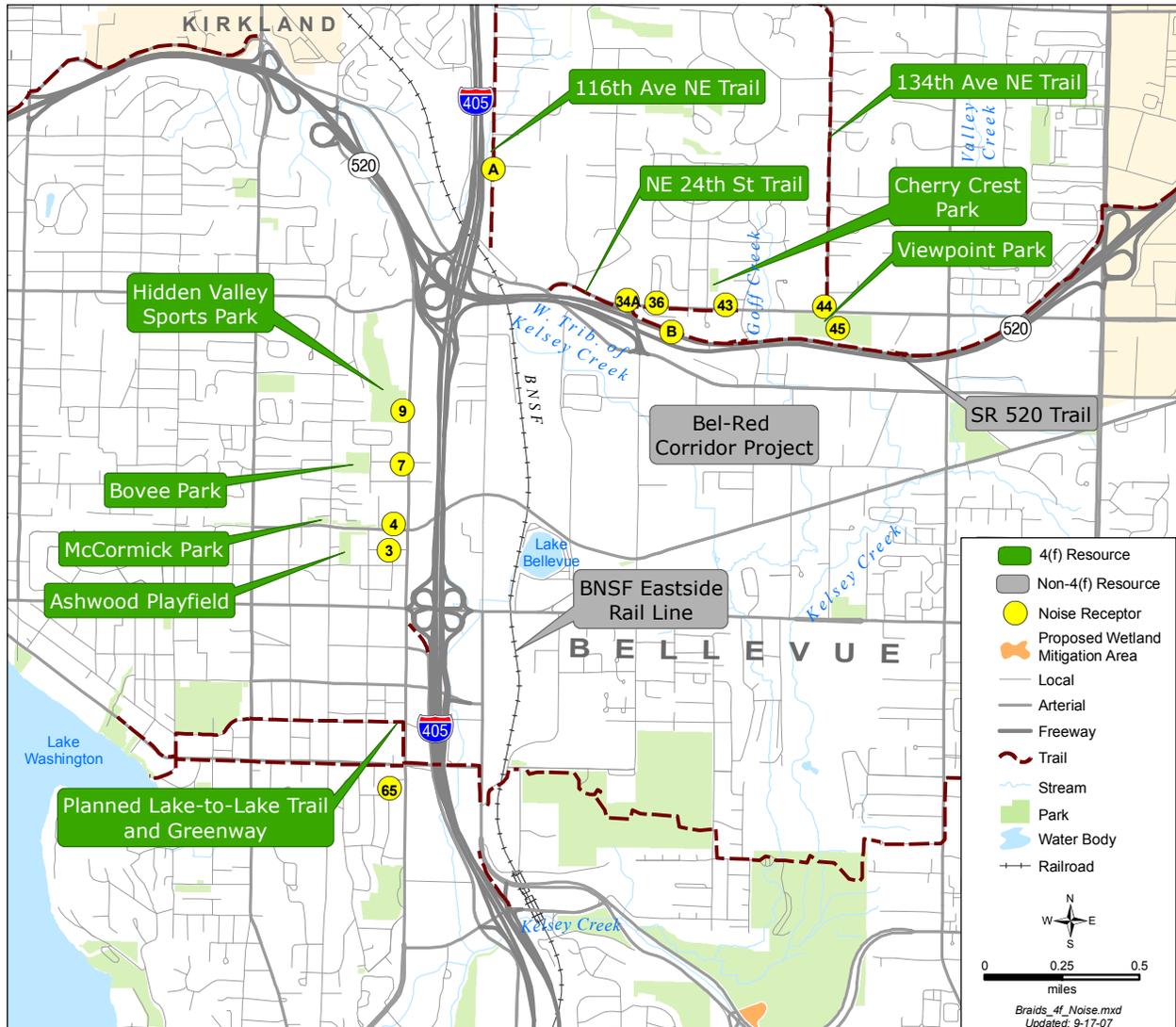
Direct Effects

There will be no direct use of the Lake-to-Lake Trail and Greenway. No Section 4(f) lands will be acquired, either permanently or temporarily, from this trail.

Proximity Effects

WSDOT does not expect any proximity effects on this trail because Main Street and NE 2nd Street are located more than 500 feet from the southern project limit. Furthermore, no noise-sensitive uses were identified in the vicinity of these arterials, and they are separated from the I-405, NE 8th Street to SR 520 Improvement Project by 112th Avenue NE, a Bellevue arterial, and by several large commercial buildings that effectively block and attenuate freeway noise.

Exhibit 5-1: Noise Receptors and Section 4(f) Resources



As part of the I-405 Bellevue Nickel Improvement Project, I-90 to Southeast 8th Street, Noise and Vibration Discipline Report²¹ WSDOT measured existing short-term (i.e., 15 minutes) daytime sound levels in April 2005 at 104 111th Avenue SE, just south of Main Street and west of 112th Avenue SE (Receptor 65 on Exhibit 5-1). At this location, the modeled

²¹ WSDOT, 2006c.

sound level was 60 dBA, which is below the FHWA NAC of 67 dBA for parks and recreation areas.

The effects of the I-405, NE 8th Street to SR 520 Improvement Project on noise levels for users of the Lake-to-Lake Trail and Greenway are expected to result in no change in existing noise levels. No changes to I-405 are proposed in the vicinity of the proposed Lake-to-Lake Trail and Greenway and nearby buildings attenuate freeway noise at this location. Based on other noise measurements taken in the vicinity, it is expected that the majority of traffic noise in the vicinity of Main Street and NE 2nd Street is and will continue to be generated by local traffic along 112th Avenue NE. Therefore, it is expected that there will be no constructive use along the proposed Lake-to-Lake Trail and Greenway resulting from traffic noise from the I-405, NE 8th Street to SR 520 Improvement Project.

Analyses in the Air Quality Discipline Report²² and Visual Quality Technical Memorandum²³ for the project similarly indicate that there will be no constructive use. The proximity of the proposed project will not substantially impair aesthetic features or attributes of this proposed trail and greenway. Furthermore, the Build Alternative will not restrict access to this trail and greenway.

Construction Effects

There will be no temporary occupancy along the proposed Lake-to-Lake Trail and Greenway. Construction effects will be limited to temporary noise associated with construction activities, but projected noise levels will not substantially interfere with the use and enjoyment of this proposed trail.

Ashwood Playfield

Direct Effects

There will be no direct use of Ashwood Playfield. No Section 4(f) lands will be acquired, either permanently or temporarily, from this park.

²² WSDOT, 2008c.

²³ WSDOT, 2008b.

Proximity Effects

WSDOT does not expect any proximity effects on this playfield.

Ashwood Playfield is located more than 1,000 feet from the edge of I-405 pavement and is separated from the I-405, NE 8th Street to SR 520 Improvement Project by several large residential, institutional, and commercial buildings and by 112th Avenue NE, a Bellevue arterial. WSDOT modeled noise levels at a nearby residence (Receptor 3) located on NE 11th Street between 110th Avenue NE and 112th Avenue NE approximately mid-way between Ashwood Playfield and I-405 (Exhibit 5-1).

The modeled noise level of 58 dBA at Receptor 3 is currently below the FHWA NAC of 67 dBA for parks and recreation areas. With the Build Alternative, I-405 will generate 59 dBA of traffic noise at this receptor. Because Ashwood Playfield is located even farther west of Receptor 3 and the I-405 corridor, it is anticipated that future noise levels will similarly be below the FHWA NAC of 67 dBA for parks and recreation areas (Sec. 771.135 Section 4(f), 49 USC 303(p)(5)(ii)). Therefore, there will be no constructive use at Ashwood Playfield resulting from traffic noise from the I-405, NE 8th Street to SR 520 Improvement Project.

Analyses in the Air Quality Discipline Report and Visual Quality Technical Memorandum similarly indicate that there will be no constructive use. The proximity of the proposed project will not substantially impair aesthetic features or attributes of this playfield. Currently, I-405 is not visible from Ashwood Playfield; the view to the east is blocked by a combination of structures, vegetation, and topographic changes that will not be disturbed. Therefore, the proposed project will not be visible from this playfield. Furthermore, the Build Alternative will not restrict access to Ashwood Playfield.

Construction Effects

There will be no temporary occupancy at Ashwood Playfield. Construction effects will be limited to temporary noise associated with construction activities, but projected noise levels will not substantially interfere with the use and enjoyment of this park.

McCormick Park

Direct Effects

There will be no direct use of McCormick Park. No Section 4(f) lands will be acquired, either permanently or temporarily, from this park.

Proximity Effects

WSDOT does not expect any proximity effects on this linear park.

WSDOT modeled noise levels at McCormick Park (Receptor 4; see Exhibit 5-1). As shown in Exhibit 5-2, the modeled existing noise level at McCormick Park is 67 dBA. The FHWA NAC for parks and recreation areas is 67 dBA. With the Build Alternative, I-405 will generate 66 dBA of traffic noise at this receptor (the noise level decrease is a function of projected changes in vehicle types along I-405).

Exhibit 5-2: Noise Modeling at McCormick Park

Modeled Existing Noise Level (dBA) ^a	Future Modeled Noise Levels (dBA) without Additional Abatement	
	2030 No Build	2030 Build
67	66	66

*Note: Values in **BOLD** approach, meet, or exceed the NAC.*

^aNoise level modeling occurred during winter 2007.

Source: WSDOT, 2008a.

Most of the traffic noise at McCormick Park is generated by NE 12th Street. Based on the park's location in relation to I-405 and its primary traffic noise sources, WSDOT determined that noise mitigation from I-405 is not feasible for McCormick Park. The projected noise level at McCormick Park with the project, 66 dBA, is the same as under future No Build conditions in 2030. Therefore, there will be no constructive use resulting from traffic noise from the I-405, NE 8th Street to SR 520 Improvement Project.

Analyses in the Air Quality Discipline Report and Visual Quality Technical Memorandum similarly indicate that there will be no constructive use. The proximity of the proposed project will not substantially impair aesthetic features or attributes of this park. Currently, I-405 is not visible from McCormick Park, although the approach to the NE 12th Street bridge crossing is visible from the far southeast corner of the

park at the intersection of 112th Avenue NE and NE 12th Street. This portion of NE 12th Street will be widened and re-stripped to accommodate the reconstructed bridge crossing. However projected changes in views from this corner of the park are not expected to substantially impair its use. Furthermore, the Build Alternative will not restrict access to the park.

Construction Effects

There will be no temporary occupancy at McCormick Park. Staging areas for rebuilding the NE 12th Street bridge crossing are proposed on the east side of the 112th Avenue NE crossing. Construction effects will be limited to temporary noise associated with construction activities, but projected noise levels will not substantially interfere with the use and enjoyment of this park.

Bovee Park

Direct Effects

There will be no direct use of Bovee Park. No Section 4(f) lands will be acquired, either permanently or temporarily, from this park.

Proximity Effects

WSDOT does not expect any proximity effects on this park. Bovee Park is located more than 1,000 feet from the edge of I-405 pavement and is separated from I-405 by several buildings and 112th Avenue NE, an arterial. WSDOT modeled noise levels at a nearby residence, Receptor 7, located on NE 15th Street west of 112th Avenue NE (Exhibit 5-1).

The modeled noise level of 58 dBA at Receptor 7 is currently below the FHWA NAC of 67 dBA for parks and recreation areas. The Build Alternative will generate 59 dBA of traffic noise from I-405 at this receptor. Because Bovee Park is located even farther west of Receptor 7 and the I-405 corridor, it is anticipated that future noise levels will similarly be below the FHWA NAC. Therefore, there will be no constructive use at Bovee Park resulting from traffic noise from the I-405, NE 8th Street to SR 520 Improvement Project.

Analyses in the Air Quality Discipline Report and Visual Quality Technical Memorandum similarly indicate that there will be no constructive use. The proximity of the proposed

project will not substantially impair aesthetic features or attributes of this park. Currently, I-405 is not visible from Bovee Park; the view to the east is blocked by a combination of structures and dense vegetation that will not be disturbed. Therefore, the proposed project will not be visible from this park. Furthermore, the Build Alternative will not restrict access to the park.

Construction Effects

There will be no temporary occupancy at Bovee Park. Construction effects will be limited to temporary noise associated with construction activities, but projected noise levels will not substantially interfere with the use and enjoyment of this park.

Hidden Valley Sports Park

Direct Effects

There will be no direct use of Hidden Valley Sports Park. WSDOT will not acquire any Section 4(f) lands, either permanently or temporarily, from this park.

Proximity Effects

WSDOT does not expect any proximity effects on this park.

WSDOT modeled noise levels at Hidden Valley Sports Park (Receptor 9, Exhibit 5-1). As shown in Exhibit 5-3, the modeled noise level of 64 dBA under existing conditions falls below the FHWA NAC of 67 dBA for parks and recreation areas. With the Build Alternative, I-405 will similarly generate 64 dBA of traffic noise at this receptor. Because the projected traffic noise level at Hidden Valley Sports Park under the Build Alternative does not exceed the FHWA NAC of 67 dBA for parks and recreation areas (Sec. 771.135 Section 4(f), 49 U.S.C. 303(p)(5)(ii)), there will be no constructive use at this 4(f) resource resulting from traffic noise from the I-405, NE 8th Street to SR 520 Improvement Project.

Exhibit 5-3: Noise Modeling at Hidden Valley Sports Park

Modeled Existing Noise Level (dBA) ^a	Future Modeled Noise Levels (dBA) without Additional Abatement	
	2030 No Build	2030 Build
64	64	64

^a Noise level modeling occurred during winter 2007.
Source: WSDOT, 2008a.

Analyses in the Air Quality Discipline Report and Visual Quality Technical Memorandum indicate that there will be no constructive use. The proximity of the proposed project will not substantially impair aesthetic features or attributes of this park. Currently, neither I-405 nor SR 520 is visible from Hidden Valley Park; views are blocked by a combination of structures and dense vegetation. Vegetation located west of the I-405 corridor and south of the SR 520 corridor will not be disturbed as a result of the Build Alternative. Therefore, the proposed project will not be visible from this park. Furthermore, the Build Alternative will not restrict access to the park.

Construction Effects

There will be no temporary occupancy at Hidden Valley Sports Park. Construction effects will be limited to temporary noise associated with construction activities, but projected noise levels will not substantially interfere with the use and enjoyment of this park.

116th Avenue NE Trail

Direct Effects

There will be no direct use of the 116th Avenue NE Trail. No Section 4(f) lands will be acquired, either permanently or temporarily, from this trail.

Proximity Effects

WSDOT does not expect any proximity effects on this trail.

WSDOT modeled outdoor noise levels at a residence located at 11600 NE 30th Place at the corner of NE 30th Place and 116th Avenue NE adjacent to the trail (Receptor A, Exhibit 5-1). As shown in Exhibit 5-4, the modeled noise level of 64 dBA under existing conditions falls below the FHWA NAC of 67 dBA for parks and recreation areas. With the Build Alternative, I-405 will generate 65 dBA of traffic noise at this receptor. Because the projected traffic noise level along the 116th Avenue NE Trail under the Build Alternative does not exceed the FHWA NAC of 67 dBA for parks and recreation areas (Sec. 771.135 Section 4(f), 49 U.S.C. 303(p)(5)(ii)), there will be no constructive use at this 4(f) resource resulting from traffic noise from the I-405, NE 8th Street to SR 520 Improvement Project.

Exhibit 5-4: Noise Modeling at Residence Adjacent to 116th Avenue NE Trail

Modeled Existing Noise Level (dBA) ^a	Future Modeled Noise Levels (dBA) without Additional Abatement	
	2030 No Build	2030 Build
64	65	65

^a Noise level modeling occurred during spring 2007.
Source: McClay, personal communication, May 2007.

Analyses in the Air Quality Discipline Report and Visual Quality Technical Memorandum indicate that there will be no constructive use. The proximity of the proposed project will not substantially impair aesthetic features or attributes of this trail. Furthermore, the Build Alternative will not restrict access to the trail.

Construction Effects

There will be no temporary occupancy along the 116th Avenue NE Trail. Construction effects will be limited to temporary noise associated with construction activities, but projected noise levels will not substantially interfere with the use and enjoyment of this trail.

Cherry Crest Park

Direct Effects

There will be no direct use of Cherry Crest Park. No Section 4(f) lands will be acquired, either permanently or temporarily, from this park.

Proximity Effects

WSDOT does not expect any proximity effects on this park. Cherry Crest Park is located more than 500 feet from the edge of SR 520 pavement and is separated from SR 520 by several buildings and NE 24th Street, a Bellevue arterial. WSDOT modeled noise levels at a nearby residence, Receptor 43, located on NE 24th Street just east of 127th Avenue NE (Exhibit 5-1).

The modeled noise level of 61 dBA at Receptor 43 is currently below the FHWA NAC of 67 dBA for parks and recreation areas. The Build Alternative will generate 62 dBA of traffic noise from SR 520 at this receptor. Because Cherry Crest Park is located even farther north of Receptor 43 and the SR 520 corridor, it is anticipated that future noise levels would

similarly be below the FHWA NAC of 67 dBA for parks and recreation areas. Therefore, there will be no constructive use at Cherry Creek Park resulting from traffic noise from the I-405, NE 8th Street to SR 520 Improvement Project.

Analyses in the Air Quality Discipline Report and Visual Quality Technical Memorandum similarly indicate that there will be no constructive use. The proximity of the proposed project will not substantially impair aesthetic features or attributes of this trail. Currently, SR 520 is not visible from Cherry Crest Park; the view to the south is blocked by dense vegetation that will not be disturbed. Therefore, the proposed project will not be visible from this park. Furthermore, the Build Alternative will not restrict access to the park.

Construction Effects

There will be no temporary occupancy at Cherry Crest Park. Construction effects will be limited to temporary noise associated with construction activities, but projected noise levels will not substantially interfere with the use and enjoyment of this park.

Viewpoint Park

Direct Effects

There will be no direct use of Viewpoint Park. No Section 4(f) lands will be acquired, either permanently or temporarily, from this park.

Proximity Effects

WSDOT does not expect any proximity effects on this park.

WSDOT modeled noise levels at Viewpoint Park (Receptor 45, Exhibit 5-1). As shown in Exhibit 5-5, the modeled noise level at Receptor 45 currently meets the FHWA NAC of 67 dBA for existing conditions. With the Build Alternative, SR 520 will generate 69 dBA of traffic noise at this receptor, 2 dBA greater than under existing conditions and 1 dBA higher than under future No Build conditions in 2030.

Exhibit 5-5: Noise Modeling at Viewpoint Park

Modeled Existing Noise Level (dBA) ^a	Future Modeled Noise Levels (dBA) without Additional Abatement	
	2030 No Build	2030 Build
67	68	69

Note: Values in **BOLD** approach, meet, or exceed the NAC.

^a Noise level modeling occurred during winter 2007.

Source: WSDOT, 2008a.

Although Viewpoint Park is a noise-sensitive area, it represents a small number of users and mitigation would not be feasible. Constructing a noise barrier at this location would not meet WSDOT’s criteria for feasibility because it would not provide a 7-dBA reduction in SR 520 traffic noise levels. The projected noise level increase during project operations will likely not be detectable to the human ear (i.e., an increase not greater than 2 to 3 dBA) and will not substantially interfere with the use and enjoyment of this park. Therefore, there will be no constructive use at this 4(f) resource resulting from traffic noise from the I-405, NE 8th Street to SR 520 Improvement Project.

Analyses in the Air Quality Discipline Report and Visual Quality Technical Memorandum indicate that there will be no constructive use. The proximity of the proposed project will not substantially impair aesthetic features or attributes of this park. The proposed project will not be visible from the scenic viewpoint at the log bench in Viewpoint Park. Furthermore, the Build Alternative will not restrict access to the park.

Construction Effects

There will be no temporary occupancy at Viewpoint Park. Construction effects will be limited to temporary noise associated with construction activities, but projected noise levels will not substantially interfere with the use and enjoyment of this park.

134th Avenue NE Trail

Direct Effects

There will be no direct use of the 134th Avenue NE Trail. No Section 4(f) lands will be acquired, either permanently or temporarily, from this trail.

Proximity Effects

WSDOT does not expect any proximity effects on this trail.

WSDOT modeled noise levels at the edge of a residential property, Receptor 44, located adjacent to and on the west side of 134th Avenue NE near its intersection with NE 24th Street (see Exhibit 5-1). As shown in Exhibit 5-6, the modeled noise level at Receptor 44 is currently 63 dBA, below the FHWA NAC of 67 dBA for parks and recreation areas. With the Build Alternative, SR 520 will generate 64 dBA of traffic noise at this receptor. Because the projected traffic noise level along the 134th Avenue NE Trail under the Build Alternative does not exceed the FHWA NAC of 67 dBA for parks and recreation areas, there will be no constructive use at this 4(f) resource resulting from traffic noise from the I-405, NE 8th Street to SR 520 Improvement Project.

Exhibit 5-6: Noise Modeling at 134th Avenue NE Trail

Modeled Existing Noise Level (dBA) ^a	Future Modeled Noise Levels (dBA) without Additional Abatement	
	2030 No Build	2030 Build
63	64	64

^a Noise level modeling occurred during winter 2007.
Source: WSDOT, 2008a.

Analyses in the Air Quality Discipline Report and Visual Quality Technical Memorandum indicate that there will be no constructive use. The proximity of the proposed project will not substantially impair aesthetic features or attributes of this trail. Currently, SR 520 is not visible from 134th Avenue NE; the view to the south is blocked by dense vegetation in Viewpoint Park that will not be disturbed. Therefore, the proposed project will not be visible from this trail. Furthermore, the Build Alternative will not restrict access to the trail.

Construction Effects

There will be no temporary occupancy along the 134th Avenue NE Trail. Construction effects will be limited to temporary noise associated with construction activities, but projected noise levels will not substantially interfere with the use and enjoyment of this trail.

NE 24th Street Trail

Direct Effects

There will be no direct use of the NE 24th Street Trail. No Section 4(f) lands will be acquired, either permanently or temporarily, from this trail.

Proximity Effects

WSDOT does not expect any proximity effects on this trail and bicycle path.

WSDOT modeled noise levels at two residences, Receptors 34A and 36, located adjacent to the east side of the NE 24th Street Trail (see Exhibit 5-1). As shown in Exhibit 5-7, the modeled noise level of 62 dBA at Receptor 36 is currently below the FHWA NAC of 67 dBA for parks and recreation areas. The modeled noise level of 68 dBA at Receptor 34A, which represents the ground floor of this multi-level residential receptor, currently exceeds the 67 dBA NAC.

Exhibit 5-7: Noise Modeling along NE 24th Street Trail

Receptor Number	Modeled Existing Noise Level (dBA) ^a	Future Modeled Noise Levels (dBA) without Additional Abatement	
		2030 No Build	2030 Build
34A	68	69	70
36	62	63	63

*Note: Values in **BOLD** approach, meet, or exceed the NAC.*

^a *Noise level modeling occurred during winter 2007.*

Source: WSDOT, 2008a.

Receptor 36 is separated from SR 520 by existing structures and dense vegetation. The Build Alternative will generate 63 dBA of traffic noise from SR 520 at Receptor 36, less than the NAC of 67 dBA. Receptor 34A is more exposed to traffic from SR 520 with a direct line-of-sight to this transportation corridor. With the Build Alternative, SR 520 will generate 70 dBA of traffic noise at this receptor, 2 dBA greater than under existing conditions and 1 dBA higher than under future No Build conditions in 2030.

Constructing a noise barrier along WSDOT right-of-way south of NE 24th Street in the vicinity of Receptor 34A would not meet WSDOT's criteria for reasonableness. The projected noise level increase during project operations along this portion of NE 24th Street will likely not be detectable to the

human ear (i.e., an increase not greater than 2 to 3 dBA) and will not substantially interfere with the use and enjoyment of this trail and bicycle path. Therefore, there will be no constructive use at this 4(f) resource resulting from traffic noise from the I-405, NE 8th Street to SR 520 Improvement Project.

Analyses in the Air Quality Discipline Report and Visual Quality Technical Memorandum similarly indicate that there will be no constructive use. The proximity of the proposed project will not substantially impair aesthetic features or attributes of this trail and bicycle path. Although SR 520 is visible along the portion of NE 24th Street between Northrup Way and NE 23rd Place, projected changes in views from along this trail and bicycle path are not expected to substantially impair its use. Furthermore, the Build Alternative will not restrict access to the trail and bicycle path.

Construction Effects

There will be no temporary occupancy along the NE 24th Street Trail. Construction effects will be limited to temporary noise associated with construction activities, but projected noise levels will not substantially interfere with the use and enjoyment of this trail and path.

What effects would occur under the No Build Alternative?

The No Build Alternative would not result in property acquisition or other long-term direct uses of Section 4(f) resources. Current proximity effects would continue, most notably noise from vehicles traveling on I-405 and SR 520, as well as possible increases in vehicle exhaust emissions. Compared to existing conditions, the projected increase in noise levels throughout the study area as a result of the No Build Alternative is estimated to be 1 to 2 dBA. For example, under the No Build Alternative, existing noise levels at Viewpoint Park are projected to increase by 1 dBA, from 67 dBA to 68 dBA. This increase will likely not be detectable to the human ear and will not substantially interfere with the use and enjoyment of the parks and recreation resources in the study area.

Another potential proximity effect of the No Build Alternative is degradation of air quality due to increased vehicle exhaust

emissions. The No Build Alternative may result in increased traffic congestion, increased travel delays, and lower travel speeds, all of which would result in higher emissions from vehicle exhaust. However these emission increases may not be enough to cause the area to violate air quality standards, and would not likely interfere with the use and enjoyment of parks and recreation areas in the study area.

Under the No Build Alternative, the use of Section 4(f) resources would be avoided.

Are there feasible and prudent alternatives that would avoid use of the Section 4(f) resources?

WSDOT considered and incorporated avoidance alternatives into the Build Alternative. As a result, the I-405, NE 8th Street to SR 520 Improvement Project will not do the following:

- Require acquisition of any Section 4(f) resource lands.
- Impose any adverse temporary occupancy on resource lands.
- Create constructive use effects at any of the identified Section 4(f) resources.

Although WSDOT identified the No Build Alternative as the Section 4(f) avoidance option, it was not selected within the Section 4(f) alternative analysis because it does not meet the project purpose and need. WSDOT does not consider the No Build Alternative to be feasible and prudent with respect to Section 4(f), but we must still retain the No Build Alternative in the environmental assessment process as a requirement of the National Environmental Policy Act.

SECTION 6 MEASURES TO AVOID OR MINIMIZE EFFECTS

What measures will be taken to minimize harm to the Section 4(f) resources?

Early in the planning process the I-405 Team implemented design modifications to relocate stormwater features (including a detention pond) away from Section 4(f) resources. WSDOT did not identify minimization measures for the Build Alternative because the project avoids all Section 4(f) resources.

WSDOT proposes to compensate for adverse effects of the I-405, NE 8th Street to SR 520 Improvement Project on wetlands and their buffers by using a wetland mitigation site located within an undeveloped portion of Kelsey Creek Park, which is located approximately three-quarters of a mile southeast of the southern project limit. The Kelsey Creek Park mitigation site is also being used to compensate for wetland effects of the I-405, South Bellevue Widening Project, also known as the 112th Ave Southeast to Southeast 8th Street Project. WSDOT consulted with the City of Bellevue Parks and Community Services and the Transportation Division in 2005 regarding use of Kelsey Creek Park for wetland mitigation as part of the I-405 Bellevue Nickel Improvement Project, I-90 to Southeast 8th Street. A letter (Appendix A), dated December 5, 2005, is on file indicating that the proposed wetland mitigation for the Bellevue Nickel Project is consistent with the function of the existing park and is considered an enhancement of the 4(f) resource. Because Kelsey Creek Park will not be permanently incorporated into a transportation facility as a result of either project, and because consultation was completed as part of the Bellevue Nickel Project, we have not completed an evaluation of direct, proximity, and construction effects of the proposed wetland mitigation for the I-405, NE 8th Street to SR 520 Improvement Project.

SECTION 7 UNAVOIDABLE ADVERSE EFFECTS

Does the project result in an unavoidable use of Section 4(f) resources?

The I-405, NE 8th Street to SR 520 Improvement Project will not require acquisition of any Section 4(f) resource lands, will not impose any adverse temporary occupancy on resource lands, and will create no constructive use effects at any of the identified Section 4(f) resources. Therefore, the project will not result in an unavoidable use of Section 4(f) resources.

What measures would be taken to mitigate for unavoidable use of Section 4(f) resources?

Because measures to avoid use of Section 4(f) resources were incorporated into the design planning process, the I-405, NE 8th Street to SR 520 Improvement Project will not result in an unavoidable use of Section 4(f) resources. Therefore, mitigation is not required.

SECTION 8 REFERENCES

GIS Data Sources

Exhibit 2-1

WSDOT (Washington State Department of Transportation).
2006 – 2007. I-405 Staff; project limits.

Exhibit 2-2

WSDOT (Washington State Department of Transportation).
2006 – 2007. I-405 Staff; lane configurations.

Exhibits 2-3 through 2-6

WSDOT (Washington State Department of Transportation).
2006 – 2007. I-405 Staff; design data.

All other data from base data referenced below.

Exhibit 4-2

Bellevue. 2006. Parks. Data updated by CH2M HILL staff to match fieldwork and resources as referenced in the *Bellevue Parks & Open Space System Plan* (see Text References and Verbal Communications below).

Exhibit 5-1

Bellevue. 2006. Parks. Data updated by CH2M HILL staff to match fieldwork and resources as referenced in the *Bellevue Parks & Open Space System Plan* (see text references and verbal communications below).

McClay, Sarah, Parsons Brinckerhoff. 2007. Personal communication via e-mail with Terry Witherspoon, CH2M HILL. May 10, 2007.

WSDOT (Washington State Department of Transportation).
2008a. *I-405, NE 8th Street to SR 520 Improvement Project, Noise Discipline Report*. April 2008.

WSDOT (Washington State Department of Transportation).
2006. *I-405 Bellevue Nickel Improvement Project, I-90 to Southeast 8th Street, Noise and Vibration Discipline Report*. January 2006.

Base Data

All GIS exhibits contain one or more of the following as base layers:

Bellevue. 2006. Lakes, Parks, Streams.

GDT (Geographic Data Technology, Inc.), April 2005. GDT – Dynamap Transportation.

King County Standard GIS Data Disk, extract June 2006:

Trails in King County. Data updated by I-405 staff to match fieldwork, 2002 LiDAR and orthorectified aerial photography.

USGS (United States Geological Survey). June 2002. Color Aerial Photography. <http://edc.usgs.gov/products/aerial/hiresortho.html>

WSDOT (Washington State Department of Transportation). March 2001. Aerial photography program.

WSDOT (Washington State Department of Transportation), Spatial Data Catalog, 2006, City Limits.

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Text References and Verbal Communications

City of Bellevue. 2007. City of Bellevue website at: <http://www.ci.bellevue.wa.us>. Accessed March 2007.

City of Bellevue. 2006. *City of Bellevue Comprehensive Plan*. <http://www.cityofbellevue.org/page.asp?view=33184>.

City of Bellevue. 2003. *Bellevue Parks & Open Space System Plan*. Adopted by Bellevue City Council September 2003.

City of Bellevue. 1999. *Pedestrian and Bicycle Transportation Facility Plan*. Adopted in October 1999. Available online at: http://www.ci.bellevue.wa.us/walking_biking.htm

City of Bellevue. 1993. *Crossroads Subarea Plan*. http://cityofbellevue.net/pdf/PCD/CompPlan_Vol_2_SP03.CrossroadsSubareaPln.pdf.

City of Bellevue. 1988. *Bel-Red/Northup Subarea Plan*. http://www.ci.bellevue.wa.us/pdf/PCD/CompPlan_Vol_2_SP01.BelRedNorthup.pdf.

Interagency Committee for Outdoor Recreation. 2007. IAC website at: <http://www.iac.wa.gov/maps/default.asp>. Accessed February 2007.

McClay, Sarah, Parsons Brinckerhoff. 2007. Personal communication via e-mail with Terry Witherspoon, CH2M HILL. May 10, 2007.

Puget Sound Regional Council (PSRC). 2001, amended through 2006. *Destination 2030, Metropolitan Transportation Plan for the Central Puget Sound Region*. May 24, 2001, revised May 22, 2006.

U.S. Department of Transportation (DOT), Federal Highway Administration (FHWA). 2005. *FHWA Section 4(f) Policy Paper*. March 1, 2005.

Washington State Department of Ecology (Ecology). 2005. *Stormwater Management Manual for Western Washington*. Available at: <http://www.ecy.wa.gov/programs/wq/stormwater/manual.html>.

Washington State Department of Transportation (WSDOT) . . 2008a. *I-405, NE 8th Street to SR 520 Improvement Project, Noise Discipline Report*. April 2008.

WSDOT. 2008b. *I-405, NE 8th Street to SR 520 Improvement Project, Visual Quality Technical Memorandum*. April 2008.

WSDOT. 2008c. *I-405, NE 8th Street to SR 520 Improvement Project, Air Quality Discipline Report*. March 2008.

WSDOT. 2008d. *I-405, NE 8th Street to SR 520 Improvement Project, Transportation Discipline Report*. April 2008.

WSDOT . 2007a. *Environmental Procedures Manual*. Olympia, Washington. April 2007.

WSDOT. 2007b. *I-405, NE 8th Street to SR 520 Improvement Project, Land Use Patterns, Plans, and Policies Discipline Report*. November 2007.

WSDOT. 2006a. *Highway Runoff Manual*. Publication M31-16. Olympia, Washington.

WSDOT. 2006b. *Hydraulics Manual*. Publication M23-03. Olympia, Washington.

I-405, NE 8TH STREET TO SR 520 IMPROVEMENT PROJECT
SECTION 4(F) RESOURCES DISCIPLINE REPORT

WSDOT. 2006c. *I-405 Bellevue Nickel Improvement Project, I-90 to Southeast 8th Street, Noise and Vibration Discipline Report*. January 2006.

APPENDIX A CONSULTATION WITH THE CITY OF BELLEVUE



Corridor Program

Congestion Relief & Bus Rapid Transit

RECEIVED

JUN 06 2006

600 - 108th Avenue NE, Suite 405
Bellevue, WA 98004
Main 425-456-8500
Fax 425-456-8600

URBAN CORRIDORS OFFICE

MS: NB82-250

May 18, 2006

Kim Becklund, Transportation Policy Advisor
City of Bellevue
Transportation Division
P.O. Box 90012
Bellevue, WA 98009-9012

Re: Bellevue Nickel Improvement Project Wetland Creation at Kelsey Creek Park

Dear Ms. Becklund:

The Washington State Department of Transportation (WSDOT) and the City of Bellevue, Parks and Recreation Department have been cooperating to identify a site for wetland creation for the I-405 Bellevue Nickel Improvement Project. A site in Kelsey Creek Park has been agreed upon as described in WSDOT's December 5, 2005 letter to the City (attached).

Section 4(f) of the Department of Transportation Act of 1966 (49 USC 303) prohibits the Federal Highway Administration from approving a transportation project that uses land from a significant public park, recreation area, wildlife or waterfowl refuge, or land of an historic site of national, state or local significance, unless there is no feasible and prudent alternative, and the project includes all possible planning to minimize harm to the property.

The purpose of this letter is to reiterate for purposes of Section 4(f) compliance that:

- 1) The duration of the right of entry granted to WSDOT by the City will be temporary, i.e., through the wetland establishment period. There will be no change in ownership of the land.
- 2) The scope of the wetland creation and the magnitude of the changes will be minor within the context and use of Kelsey Creek Park. The specific wetland improvements will be described in a Wetland Mitigation Plan to be developed by WSDOT prior to permitting.
- 3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purpose of Kelsey Creek Park, on either a temporary or permanent basis.
- 4) The land devoted to wetland creation will become a functioning wetland that is an improvement providing multiple environmental benefits compared to the existing condition.

The conclusion of the Bellevue Nickel Improvement Project Environmental Assessment is that this wetland creation does not constitute a transportation use under the provisions of Section 4(f).

We look forward to this partnering opportunity to create a win-win improvement for the WSDOT, the City, and the environment.

Please confirm the City's concurrence with the four points above by returning a copy of this letter signed by the City's designated representative.

Sincerely,



Allison Ray, Environmental Manager
WSDOT, I-405 Project
425-456-8610
rayalli@wsdot.wa.gov

Concurrence by City of Bellevue:



Name:

Title: ACTING UTILITIES DIRECTOR

Date: 5/30/06

cc: Denise Cieri
Robin Sterry
Pat Svoboda

Attachment: December 5, 2005 letter to Kim Becklund, City of Bellevue



600 -- 108th Avenue NE, Suite 405
Bellevue, WA 98004
Main 425-456-8500
Fax 425-456-8600

December 5, 2005

Kim Becklund
City of Bellevue
Transportation Division 301 116th Avenue SE, Suite 100
Bellevue, WA 98004

Re: *Bellevue Nickel Improvement Project Wetland Mitigation at Kelsey Creek Park*

Dear Ms. Becklund:

WSDOT appreciates that the City of Bellevue, including Bellevue Parks and Recreation, has provided a site for wetland mitigation for the I-405 Bellevue Nickel Improvement Project. The intent of this letter is to 1) document our intent to use the City property for the I-405 wetland mitigation site, 2) outline commitments WSDOT will make and information we will need from the City, and 3) propose how WSDOT and the City can proceed with finalizing a terms agreement.

Construction on the Bellevue Nickel Improvement Project will result in unavoidable effects to I-405 right-of-way wetlands in Median Creek. WSDOT will mitigate for the unavoidable effects through compensatory mitigation at an offsite location. The wetland creation area will be located within the Kelsey Creek Park, immediately north of the intersection of Richards Road and the Lake Hills Connector. The land is owned by the City of Bellevue and managed by its Parks Department. The creation of the wetland mitigation site will be used solely to mitigate for wetland impacts from WSDOT's I-405 transportation projects that occur within the Bellevue city limits.

The Kelsey Creek wetland complex currently surrounds the proposed wetland creation site on the north, east, and west. The mitigation site, approximately 3.6 acres, is an apparent historic fill site which appears to have been filled prior to the enactment of federal, state, or local wetland regulations. The depth of fill appears to range between one and eight feet, with the deepest fill occurring along Lake Hills Connector. Non-native pasture grasses and shrubs primarily dominate the fill area. Small, forested patches occur along the roadway near the western and eastern extents of the proposed wetland creation area. There are no existing structures on site.

WSDOT has secured full funding for the I-405 Bellevue Nickel Improvement Project which includes the construction of the mitigation site. The proposed work at the mitigation site will remove fill from the site and enhance wetland functions that are consistent with the Park. The construction of the mitigation site will use the design-build method of contracting.

WSDOT is currently developing a Wetland Mitigation Plan. This plan will be designed to allow for applicable wetland permitting and will include a maintenance and monitoring program. The plan will provide information on the following:

- Project Description, including mitigation approach and wetland summary (wetland descriptions and impact summary),
- Proposed Compensatory Mitigation (mitigation site evaluation, mitigation ratios, site-specific mitigation goals),
- Mitigation Area Background Information,
- Mitigation Strategy, and
- Construction and Planting Schedules.

WSDOT will provide annual reports to the City. The annual report will include progress on the baseline conditions, field pictures of the mitigation site, success rates of planting, and documentation of any invasive vegetation on site.

WSDOT will need the following from the City to ensure success of the establishment of the wetland mitigation site:

- Grant and convey to WSDOT right of entry on the property for the purpose of constructing and maintaining a wetland mitigation site through the "establishment" period;
- Confirm that no City of Bellevue permits are required for the wetland mitigation site; and
- Agree to a deed restriction or protection easement to protect this site in perpetuity.

WSDOT may need other information from the City as we proceed with the project.

In previous discussions, we have talked about incorporating the Newcastle Beach Project and Kelsey Creek mitigation site into one Memorandum of Agreement between WSDOT and the City of Bellevue. Since the mitigation site is farther into development than the Newcastle Beach Project, I would recommend that we immediately begin working on the terms agreement for the mitigation site. When WSDOT and the City have reached agreement on the concept plan for Newcastle, we could then create specific terms for that project. Ideally, we would include the terms for both projects into one Memorandum of Agreement that works with both project's schedules. However, we may be in a position to finalize terms on the wetland mitigation site before we can do so for the Newcastle Beach Project.

This mitigation site will provide many environmental benefits to both our project and the City of Bellevue. WSDOT looks forward to continued opportunities for partnering on environmental mitigation projects. If you have any questions or comments regarding the approach we have laid out for the terms agreement, please let me know by December 18, 2005 so that we are able to maintain the project's schedule.

Thank you for all of your help in making this project a win-win environmental improvement. I look forward to finalizing the design with you and your staff.

Sincerely,



Allison Ray, Environmental Manager
WSDOT, I-405 Project
425-456-8610
rayalli@wsdot.wa.gov

cc: Denise Cieri
Chad Durand
Robin Sterry
Pat Svoboda