

Online Comment by User: pat mccabe

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Comment Category: Pacific Street Interchange

Comment Location: Chapter-8, Page-2

Address: , , 98105

Comment:

I-0776-001

More emphasis should be placed on the scale of the Pacific interchange and it's impact on the historic Canoe House and Montlake Cut.

Consideration should be given to a Pacific interchange tunnel option, effectively putting the UW linkage under the navigational channel rather than over it.

Comment Category: Cultural and Historic Resources

Comment Location: Chapter-8, Page-2

Comment:

I-0776-002

Aside from the Canoe House impacts, more consideration should be given to the Seattle Yacht Club (a national registered historic structure), Queen City Yacht Club, and the dozens of historic register-eligible residences on Laurelhurst's Webster Point, throughout Montlake, and within the Broadmoor neigorhood. The estate known as "Colonsay", one of Seattle's oldest and grandest homes is located on the tip of Webster Point, should be given special consideration.

I-0776-003

Sound walls should be a standard feature on all Alternatives, at least 4' tall across the lake, and at least 6' tall from east of Webster Point west to I-5, and from west of Evergreen Point east to Yarrow Point. Landscaped lids should be included through the Arboretum and Montlake, as well as at Evergreen Point and Hunt's Point.

I-0776-001

Comment Summary:

Pacific Street Interchange Option

Response:

See Section 1.2 of the 2006 Draft EIS Comment Response Report.

I-0776-002

Comment Summary:

Section 106 Process

Response:

See Section 11.1 of the 2006 Draft EIS Comment Response Report.

I-0776-003

Comment Summary:

Noise Walls

Response:

See Section 12.2 of the 2006 Draft EIS Comment Response Report.