

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Please use this form to share your comments on the content provided in the Supplemental Draft Environmental Impact Statement document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

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7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-140-001

I am very concerned that the A+ 520 replacement design will negatively impact the Washington Park Arboretum and the fragile shoreline ecosystem of Lake Washington. The 520 A+ design does not do enough to mitigate sound and visual pollution of the proposed six lane highway while approaching the city of Seattle. In addition, the wider, taller 6 lane highway will obstruct light and disturb the sensitive shoreline near the Arboretum.

I-140-002

Please increase freeway caps and sound buffers across 520 throughout the Montlake neighborhood and Arboretum.

I-140-003

Please work to reduce the impact of the 520 western approach on the shoreline and aquatic underpass of the highway.

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, comments may be made available to anyone requesting them for non-commercial purposes.

I-140-001

WSDOT designed the Preferred Alternative to avoid effects where practicable, including visual, noise, and shade effects.

The Conceptual Aquatic Mitigation Plan and Conceptual Wetland Mitigation Plan (Attachment 9 to the Final EIS) will fully mitigate for the effects of the project on aquatic habitat and wetlands. However, most of the project area in the Washington Park Arboretum consists of extensive beds of aquatic vegetation, and primarily exotic and invasive species.

Additionally, Engrossed Substitute Senate Bill (ESSB) 6392 directed WSDOT to develop a mitigation plan for the Washington Park Arboretum. Final recommendations from the ESSB 6392 work group include design modifications to minimize effects of the project on the Arboretum. The recommendations include traffic management discussions (see the ESSB 6392: Design Refinements and Transit Connections Workgroup Recommendations Report (Attachment 16 of the Final EIS) and an Arboretum Mitigation Plan (Attachment 9 to the Final EIS).

As discussed in the Noise Discipline Report Addendum (Attachment 7 to the Final EIS), the Preferred Alternative would result in lower noise levels in the Washington Park Arboretum compared to the No Build Alternative. Also see Section 5.5 of the Final EIS and the Visual Quality and Aesthetics Discipline Report Addendum (Attachment 7 to the Final EIS) regarding effects to visual quality with the Preferred Alternative.

I-140-002

Freeway lids are proposed only at Montlake and at 10th Avenue East/Delmar Drive East. However, since the SDEIS was published, WSDOT has identified a Preferred Alternative that would expand the Montlake lid to cover a larger portion of SR 520. This would result in less traffic noise. A number of additional noise reduction strategies are

proposed in the Montlake and Arboretum area, including 4-foot concrete traffic barriers with noise-absorptive coating, and using noise-absorptive materials around the Montlake lid portals, encapsulating expansion joints. Removal of the Lake Washington Boulevard ramps to and from SR 520 would help to restore some of the in-water and upland habitat along the shoreline.

I-140-003

WSDOT has designed the Preferred Alternative to have the least effects to natural resources as feasible and practicable. Effects of the Preferred Alternative are similar to those disclosed in the SDEIS. The lanes are wider apart than discussed in the SDEIS to accommodate light rail and thus effects to wetlands are greater in some areas. However, over Foster Island effects have been reduced because of cultural sensitivities related to Foster Island. Refer to Chapter 5 the Final EIS and the Ecosystems Discipline Report Addendum (Attachment 7 to the Final EIS).