

From: the jennings [mailto:cjennings003@centurytel.net]
Sent: Wednesday, April 14, 2010 7:23 PM
To: SR 520 Bridge SDEIS
Cc: pete delaunay; wendy delaunay; trish gasparich; lynn rovig; Torri Canda
Subject: SR 520 Expansion

April 14, 2010

I-290-001 | In Regard to Opposition to Option A of the SR 520 Bridge Expansion Project

We are writing to you to request mitigation of the below concerns over the SR520 Expansion project. We are owners of a condominium unit and moorage slip at the Portage Bayshore Condominium, which is a condominium building with 24 residential units, with a dock extending over the water into Portage Bay which is located adjacent and nearly below the SR520 bridge nearest the Boyer Avenue access to the bridge.

1. Marina Access Mitigation: We request that construction process follow a plan that will allow access to our boat slip during the construction period. We request mitigation financially if in order to allow usage of our sailboat it would necessitate the relocation of our boat to some other marina facility located elsewhere in the city which would be costly to us and far less convenient.

I-290-002 | 2. Property Impact Mitigation: We request that there be financial mitigation for fractures, cracks, settling deterioration damages to our 24 unit condominium building structure, and damages which could result from boats being knocked about in their moorings, dock and/or piling shifting, etc. due to construction vibration.

3. Noise Mitigation: We request that the construction process utilize a sound barrier system to minimize the noise for the 24 residential units of the Portage Bayshore condominium.

I-290-003 | 4. Congestion Mitigation: We request mitigation for loss of parking and difficult ingress and egress access to parking spaces of the condominium due to heavy equipment blockages and street closures.

I-290-004 | 5. Aquatic Habitat Environment Mitigation: We request mitigation for pollution cleanup and restoration of the aquatic environment of Portage Bay which includes the Montlake Park boat shoreline areas.

We respectfully request consideration be taken for preservation of the quality of life both at the human scale and native animal habitat scale throughout the construction endeavor.

Connie and Gerald Jennings, Owners of Unit 102 and Moorage Slip #26, Portage Bayshore Condominium, 2524 Boyer Ave. E., Seattle, WA 98102. Email: address: cjennings003@centurytel.net.

I-290-001

During the 63-month construction period for the Portage Bay Bridge, access to and from private moorage at the Bayshore Condominiums along the south end of Portage Bay would be limited. Work bridges would be designed to provide limited clearance underneath, but at times access beneath the work bridges would not be possible in order to ensure public safety. Boats would also not be allowed to pass underneath the Portage Bay Bridge during demolition activities. WSDOT would work with private boat owners at the south end of Portage Bay to ensure access or find alternate moorage.

I-290-002

There is no proposed sound barrier system for construction at this time. It may be possible to use some portable acoustic barriers around particularly noisy stationary equipment. However, it won't be possible to construct a sound barrier for mobile equipment or equipment such as pile drivers, which will be used to construct the Portage Bay Bridge near your condominium. There will be timing restrictions on when loud construction activities may occur. WSDOT will continue to investigate potential construction noise mitigation during design.

I-290-003

The SDEIS provided a comprehensive analysis of effects based on the design and construction information available at that time. Chapter 10 of the Final Transportation Discipline Report provides further discussion of access to the Montlake and Portage Bay area during construction. Chapter 12 of the Final Transportation Discipline Report includes a description of strategies that may be used to manage the flow of traffic, minimize traffic demand, and maintain access during construction.

I-290-004

As a result of design refinements following the SDEIS, the Preferred

Alternative has a smaller footprint through the Washington Park Arboretum than any of the SDEIS options. In addition, as part of its charge under ESSB 6392, WSDOT worked collaboratively with the Arboretum and Botanical Garden Committee to develop the SR 520 Arboretum Mitigation Plan, which includes wetland restoration and enhancement projects as well as other commitments that help implement the Arboretum Master Plan. Through collaboration with natural resource agencies, the Conceptual Wetland Mitigation Plan and the Aquatic Mitigation Plan have been developed to avoid, minimize, and mitigate impacts on wetlands and aquatic habitat. All associated mitigation plans are included as Attachment 9 to the Final EIS.