

MCC – Neighborhood Response

Subject Reference: I. Temporary Effects on Historic Properties

A. Direct Effects

1. Second Bascule Bridge

Comment:

Noise, polluted air, vibration, loss of property value, removal of historic property from its historic location or demolition of the historic property will be extremely negative results of building this unneeded bridge. Bridge construction and the staging area at Montlake Blvd and E. Shelby for the owners of historic houses on E. Shelby will be oppressive for the duration of the bascule bridge project. For homes along Montlake Blvd and E. Shelby there probably isn't any kind of buffer that can absorb, block or deflect the noise from constructing the bridge and the traffic noise caused by twice as many cars crossing the Montlake Cut. If the bridge is built in spite of all the reasons for not building it, the buffer referred to in 3, d line 31 of the PA must be an aesthetically designed concrete sound wall at least 8 feet tall which will separate the bascule bridge and the staging area from the historic homes on E. Shelby, Montlake Blvd and E. Hamlin. It should be built before construction on the bridge or demolition of the historic homes on Montlake Blvd. E. Hamlin and E. Shelby should not be used as haul routes for servicing the bridge construction, staging area or for demolition work done on the two historic houses on Montlake. E. Hamlin and E. Shelby may not be used for parking for the construction crews assigned to the bridge. Hours of construction must be from 8:00 am to 5:00 pm Monday to Friday and work should not be performed on weekends or holidays.

On line 37, b. consultation with DAHP and the UW state that WSDOT will ensure that safeguards are in place such that, to the maximum extent feasible, vibration, excavations and heavy equipment do not affect the Canoe House during construction of the new bascule bridge. Those same safeguards should be adhered to for the historic houses on E. Shelby, Montlake Blvd and E. Hamlin where people actually live.

A traffic study must be done to determine if constructing this bridge is warranted due to the choke point the four lanes of northbound Montlake Blvd traffic will encounter at Pacific Street where the street narrows to two lanes.

Subject Reference: I. Temporary Effects on Historic Properties

A. Direct Effects

3. Projectwide direct effects on access to historic properties

Comment:

During the construction of the 520 Montlake interchange if Montlake Blvd becomes blocked by construction activity, access to historic homes on E. Hamlin and E. Shelby will be made very difficult, if not impossible. The same will be true of egress from these streets. If, in addition, E. Hamlin and E. Shelby which are 25 feet wide are used for haul routes for the staging area at Mohai or for parking for the construction workers, getting to or from these homes will be greatly delayed. If worker parking is permitted, once a resident leaves the street parking he or she uses because the

historic home has an inadequate garage or no garage, as is the situation with many homes on these streets, he or she very likely will not be able to find another parking place.

One can only guess at the effect of construction a new Montlake interchange will have on access to E. Hamlin and E. Shelby. Traffic backed up for miles on 520 both east and westbound trying to get off on Montlake Ave will be a common occurrence. If a second bascule bridge is built, that project will slow traffic along Montlake Blvd and create backups onto 520 and northbound and Montlake southbound.

Comment:

The South retaining wall of 520 that runs parallel East Lake Washington Blvd. should remain. The design of the wall should allow the lid to be independent of this retaining wall. This will reduce the disruption of construction activities to those homes South of East Lake Washington Blvd. The construction activities should be limited to the portion of the wall that is above the grade at East Lake Washington Blvd.

Comment:

Effect: Negatively impacted access to historic properties along Lynn St/19th Ave/W Montlake Pl potential haul route.

Hauling truck and other construction traffic will greatly hinder driveway access to the approximately 50 historic properties along this potential route. Residents will be competing with haul trucks, along with existing Metro buses and School buses, for ingress/egress to and from their properties, creating a severe safety issue for drivers and pedestrians. 19th Ave is only 25-feet wide as it is (same as E Hamlin and E Shelby which have been eliminated as potential haul routes for this reason) and Lynn St is only 32-feet wide, making this route unsuitable as a hauling route. Boyer Ave, for comparison, is 35ft wide, with only 32 historic properties and houses set further back from the street.

Resolution: Avoid this effect by eliminating from consideration the Lynn St/19th Ave/W Montlake Pl potential hauling route in favor of other available alternate routes.

Comment:

Effect: Potential negative impact on Montlake Playfield.

Resolution: Add a new stipulation (similar to I.A.3.b.v. for West Montlake Park) prohibiting use of Montlake Playfield for construction staging or other construction related activities.

Subject Reference: **I. Temporary Effects on Historic Properties**

A. Direct Effects

**4. Projectwide direct effects from construction, including
 demolition of existing SR 520 features and hauling of debris
 and materials**

Comment:

Reduced property values, noise, diesel exhaust, dust, house discoloration. Temporary effects on the historic properties on E. Hamlin and E. Shelby will be the result of construction activities that occur within feet of these streets. The demolition of Mohai and resulting hauling away of that debris will have very negative effects on the residents of these two streets. So will the continued use of the Mohai staging area even if contractors use 520 exclusively to access the area. Therefore, solid, well constructed, high (at least 8') sound walls need to be erected between the Mohai staging area and E. Park E. prior to any demolition work starting. E. Hamlin and E. Shelby cannot be used as haul routes. All construction activity and equipment should be done and placed in the eastern portion of the staging area as much as possible.

If the second bascule bridge is built, traffic along Montlake will become very congested as drivers slow to look at the work being done. This will cause traffic backups and impact access to the E. Hamlin/E. Shelby neighborhood. Construction of a second bascule bridge will have a huge negative impact on the people who live near this project. If this bridge is built, no amount of mitigation will adequately compensate for the stress that will be caused by this work being done so close to their homes.

The effects of many years of diesel exhaust and dust on the historic homes on E. Hamlin and E. Shelby will be very negative, for houses, house values, gardens and everything aesthetic and healthful.

As stated in the August 12, 2010 email regarding 520 consulting party issues, those of us who live on these two streets fear that they will eventually be used as haul routes despite the fact that they are too narrow and there are too many small children in the homes in this neighborhood. A related fear is that contractors will wish to access the staging area at Mohai by driving east on E. Hamlin over the curb at the east end of the street and come out of the staging area going over the curb and onto E. Shelby. Workers parking on the street is also a concern since many homeowners have no garages and must park on the street. We already compete with UW students who pay no attention to the two hour parking limit and park on the streets all day.

Comment:

Effect: Potential for local street and curb damage by Project construction activities to be left unrepaired for an unreasonable amount of time.

Resolution: Restate Stipulation 4.d. to read, "WSDOT will repair local streets and curbs damaged by Project construction activities in a timely manner" (rather than "during or after construction" and consistent with language used in 4.c.).

Subject Reference: **I. Temporary Effects on Historic Properties**
 B. Indirect Effects
 1. East Montlake construction staging area

Comment:

Rename Section 1. as “All Montlake construction staging areas”. WSDOT will work with the Montlake Historic District and all homeowners within view of the five staging areas in Montlake to evaluate possible sound-buffering mechanisms between all staging areas and the adjacent homes within the district.

Background: There are five staging areas in Montlake within direct line of site of eligible and contributing homes within the Montlake Historic District. WSDOT must extend the same consideration they are using for the Hamlin-Shelby neighborhood to the rest of the homeowners for the four other staging sites within the Montlake Historic District.

Comment:

There will be no indirect effects from this staging area. Noise, air contamination, house discoloration, reduced property values for the duration of construction will be the result of having this staging area in this location. It is good to see that part of the construction management plan will be to work with Hamlin-Shelby neighbors to evaluate possible sound buffering mechanisms between the East Montlake construction staging area and the adjacent homes within the district. The concerns raised on page two of this response apply to this page as well. However, if one is realistic, during the construction project property values will decline, residents will become discouraged and try to sell their homes. Pollution, grime and noise will be ever present realities and they will take a toll on everyone who lives near the staging area. It is impossible to imagine any effect that will be indirect.

Comment:

Construction workers and staff will cut through the East Montlake area to get to the site. They will try to avoid the Montlake intersection as they head North along 23rd. The area is residential in nature and can not handle this type of use and increase in traffic.

Subject Reference: **I. Temporary Effects on Historic Properties**
 B. Indirect Effects
 2. Projectwide indirect effects from construction, including
 demolition of existing SR 520 features and hauling of debris
 and materials

Comment:

WSDOT must commit to planning a noise wall more than 4 feet tall between 520 and the grassy expanse in front of East Lake Washington Boulevard. The current noise levels are already approaching “severe” levels as defined by WSDOT in their Traffic Noise Analysis and Abatement Policy and Procedures document, so it is completely unacceptable that they still need to evaluate in the final EIS if noise walls are warranted here. Also, by the time the EIS is published in the spring, it will be final and WSDOT does not need to take any additional feedback into account (we received this clarification from them last night). It is also unacceptable that they are evaluating the

“possibility” of establishing visual buffers in the same area, between LWB and the west approach structure. There is a small buffer of trees and bushes now, which will be removed during construction. If a visual buffer is not established, these historic properties will be devalued as they will be in direct line of sight to the freeway. We need to get a commitment in this document that they will establish a visual buffer (a tall noise wall + plantings) and erect a noise wall with sound absorptive materials. Great examples of acceptable noise walls would be along the I-90 corridor where they are at least 10-15 feet high in many areas.

WSDOT must ensure Montlake residents can still safely use their driveways during construction. This is of heightened concern for homeowners living on potential haul routes. For example, my driveway is on the corner of East Lake Washington Boulevard. It is difficult to use my driveway today as traffic is heavy and cars often speed around this turn and can't see cars coming out of my driveway. It will be even more difficult for heavy machinery and large trucks to stop/slow down enough to allow cars in and out of the driveway. This is a safety concern for cars needing to use my driveway and for drivers on ELWB.

WSDOT has determined that increased traffic and the increase in heavy traffic during construction is not an “adverse effect” under section 106. This is absolutely false for a number of reasons including increased noise and air pollution, increased traffic congestion which will devalue and restrict access to historic homes, and damage as a result of vibration from heavy and increased traffic during construction and increased traffic after construction.

Comment:

Same as temporary direct effects on page two of this PA response. There will be no indirect effects caused by the 520 project that I can imagine. For E. Hamlin, E. Shelby residents all construction activity (temporary effects) that occurs within the boundary of our historic district will be direct. Construction activity that happens half a mile away may be indirect but not so the work that will be done near our homes. The removal of the Lake Washington Blvd exit will force more traffic and pollution onto the westbound Montlake Blvd exit creating traffic jams, pollution, etc.

Subject Reference: **II. Permanent Effects on Historic Properties**

A. Direct Effects

1. Demolition of the Evergreen Point Bridge

Comment:

Permanent effects will be the elimination of the Lake Washington Blvd exit. Having all or most of the traffic destined for Montlake Blvd take the Montlake Blvd exit adjacent to the historic homes on E. Hamlin will create a traffic jam on the exit and a traffic jam on Montlake Blvd. Pollution, depressed property values and a formerly beautiful part of the Montlake neighborhood will become blighted.

The demolition of the Evergreen Bridge will be noisy but compared to the projects that effect E. Hamlin/E. Shelby because they will occur very near us this project should be easier to take. Having said that, no doubt, it won't be.

Comment:

Construction traffic will cut through the East Montlake area to get to the site. They will try to avoid the Montlake intersection as they head North along 23rd. The area is residential in nature and can not handle this type of use and increase in traffic.

Subject Reference: **II. Permanent Effects on Historic Properties**
 A. Direct Effects
 2. West Approach

Comment:

Once the project is completed the lid should be a positive development for Montlake residents who live near the west approach. I fear that not having the Lake Washington Blvd off ramp will mean more cars and trucks on the westbound Montlake Blvd off ramp. This will effect the people who live on E. Hamlin with noise and non-stop air pollution—even more than today.

Comment:

The current design does not have any connection to Roanoke Park. The design looks barren, without diversity and without a link to the neighborhood. It is like the Montlake Lid in that it lacks any historical design. The noise level at this location will be such that walking park is not warranted. Various sports fields would be a better use of the space.

Subject Reference: **II. Permanent Effects on Historic Properties**
 A. Direct Effects
 3. Design changes to Montlake and Lake Washington Boulevards

Comment:

One permanent effect of the design changes will be to place many more westbound cars and trucks on the Montlake off ramp and directly onto Montlake Blvd where they will stack up due to the stop light at Pacific. Anyone wishing to go west on Pacific will need to work through four lanes of northbound Montlake traffic and two bridges. Once northbound traffic crosses the two bridges the four lanes of roadway will condense to two lanes at Pacific Ave.

Comment:

The South retaining wall of 520 that runs parallel East Lake Washington Blvd. should remain. The design of the wall should allow the lid to be independent of this retaining wall. This will reduce the disruption of construction activities to those homes South of East Lake Washington Blvd. The construction activities should be limited to the portion of the wall that is above the grade at East Lake Washington Blvd. The design should include a new entrance design the notes the historic nature of The South retaining of 520 wall that runs parallel East Lake Washington Blvd. should remain. The design of the should allow the lid to be independent of this retaining wall. This will reduce the disruption of construction activities to those homes South of East Lake Washington Blvd.

The construction activities should be limited to the portion of the wall that is above the grade at Lake Washington Blvd., Montlake and the Arboretum. The wall should be designed to match the rock walls that would have been built by the Olmsted Brothers. The wall should be on both sides of East Lake Washington Blvd. to create a sense of neighborhood.

Subject Reference: **II. Permanent Effects on Historic Properties**
 A. Direct Effects
 4. Montlake lid and interchange

Comment:

Noise. The people who live on E. Hamlin need more than plant or tree buffers between their backyards and the Montlake Ave exit ramp. Before construction on the west approach starts a well designed, tall, thick sound wall needs to be constructed between the backyards of the E. Hamlin residents and the Montlake off ramp. Since all westbound traffic wishing to get onto Montlake Blvd will exit on the Montlake Blvd off ramp, except for very off peak hours, this traffic will likely be constantly backed up and idling very short distances from the back yards of the people who live on E. Hamlin. Lower property values will result for all residents of E. Hamlin. Health issues and house discoloration caused by the pollution caused by the traffic jam on the off ramp will be two results of continuous use of this one off ramp.

Comment:

The current landscape of the design does not have any link to the design of the Arboretum. It looks barren, without diversity and without any chance to block the proposed Transit Station from those homes both South and North of 520. The design fails to consider the success of the Montlake Flyer in keeping transit traffic below grade. The Montlake Flyer is very popular. The removal of this transit link has been opposed by the public by a overwhelming amount of those who have responded to the overall design.

Subject Reference: **II. Permanent Effects on Historic Properties**
 A. Direct Effects
 5. Second Bascule Bridge

Comment:

The permanent effect of the construction of this bridge will be choking of traffic at Pacific Street due to the funneling of four lanes of traffic to two lanes at Pacific. This will result in traffic back ups all along Montlake Blvd. This will cause more pollution, noise, house discoloration, health problems and loss of property value for people who live along Montlake Blvd and the west end of E. Shelby. Once the bridge is built it will be too close to the surviving homes on Montlake Blvd and E. Shelby for any kind of buffer to absorb, block or deflect the traffic noise which will result from twice as many cars crossing the Montlake Cut. However, if it is built, the buffer referred to in 3 d line 31 of the PA should be an aesthetically designed , concrete, thick, high (at least 8') structure which will separate the the bascule bridge and staging area from the historic homes on Montlake Blvd and E. Shelby. It should be built before construction on the bridge begins or the staging area in created. It

should run along Montlake Blvd from the bascule bridge to 520, as depicted in the SDEIS. A traffic study must be done to determine if constructing this bridge is warranted. A study also must be done to determine what effect the increased traffic along Montlake Blvd caused by the second bridge will have on pedestrians at EHamlin.

Comment:

The second Bascule Bridge in its current design has limited benefit to those individuals who are south bound on Montlake Blvd. North of Pacific. The level of service at the intersection remains the same. If the flow of traffic is not increase, the stacking of the cars headed East bound will continue to suppress the value of the homes along Montlake from the bridge across Shelby and Hamlin to the Montlake Intersection.

Subject Reference: **II. Permanent Effects on Historic Properties**

A. Direct Effects

8. Projectwide construction effects along hauling routes

Comment:

Effect: Potential for permanent, irreparable damage to historic properties along hauling routes, particularly the row of Tudor Revival Homes along Lynn St. which are built on documented uncompacted soils and highly susceptible to vibration damage caused by Portage Bay Bridge pile driving and hauling route truck traffic associated with the Project. Such damage to historic building foundations, brick facades, and interior lath and plaster wall construction (cracking of which, research shows, is not permanently reparable by today's craftsmen, resulting in the need for replacement with sheetrock or other modern materials) would represent an historic resource alteration which diminishes the integrity of the properties' materials and workmanship.

Resolution: Avoid this adverse effect by eliminating from consideration the Lynn St/19th Ave/W Montlake Pl potential hauling route in favor of other available alternate routes. To intentionally choose a route with such known susceptibility to historic resource damages and safety concerns, when other routes are available having lesser adverse effect, would be unconscionably irresponsible.

Subject Reference: **II. Permanent Effects on Historic Properties**

B. Indirect Effects

1. West Approach

Comment:

Reference to quieter concrete, sound absorbent barriers along the west approach and the mention of actual sound walls is encouraging.

Comment:

The expansion of the overpass at I-5 and Roanoke is important to pedestrian and bike traffic on the West side of Harvard. However, unless modifications are made on the East side of Harvard and the

520 exit to Harvard, this intersection will continue to be problematic to those individuals that are west bound on Roanoke.

Subject Reference: **II. Permanent Effects on Historic Properties**
 B. Indirect Effects
 2. Montlake lid and interchange

Comment:

The permanent effect of having a lid across 520 will be direct and positive, if constructed without having bus routes and streets on it. A landscaped lid should reduce traffic noise and possibly pollution. It is difficult to envision effects of lids, indirect or direct, that will be negative once the 520 project is finished. The interchange will be another matter. It will be too big and it will be designed to accommodate too many cars which will get on Montlake Blvd and create even more congestion than there is today.

Subject Reference: **II. Permanent Effects on Historic Properties**
 B. Indirect Effects
 3. Second Bascule Bridge

Comment:

It is hard to imagine any indirect effects for residents of E. Hamlin, the east side of Montlake Blvd and E. Shelby. This bridge will represent two years or more of oppressive construction noise, more difficulty getting to and from our houses and reduced values for those houses. After completion, it will represent more traffic on Montlake and more pollution—a virtual freeway in the front yards of the houses just a few feet east of Montlake Blvd. It will make pedestrian crossings of Montlake Blvd more treacherous. It will totally destroy the classic look of the current Montlake bridge and it will ruin the view from that bridge looking east. If it will be built to accommodate bicycle and pedestrian traffic across the Montlake Cut, the there better, cheaper and less damaging ways to accomplish that goal. The question one must ask is: has anyone done a traffic study that shows a second bascule bridge will do anything other than destroy historic homes, damage a historic neighborhood and create a bottleneck at Pacific? Is creating a second “holding pad” for northbound idling cars waiting for the Pacific light to turn green worth the expense and angst of building this bridge?

Subject Reference: **II. Permanent Effects on Historic Properties**
 B. Indirect Effects
 4. Portage Bay Bridge

Comment:

The change in height of the Portage Bay Bridge reduces the view of Portage Bay and the University District from the Montlake Community. The height impacts the line of sight. Water and territorial views will be reduced. While views are not a right, there is no reason that the current design slope can not remain. There is no reason to increase the size vertically. The bridge should be as light and transparent as possible. The design of the bridge should be architectural in nature and not industrial

in appearance as it passes through a residential and marine neighborhood. The visual impact of the bridge should be reduced.

Subject Reference: **II. Permanent Effects on Historic Properties**
 B. Indirect Effects
 6. I-5 Interchange

Comment:

The design fails to address those South bound or North bound from I-5 to 520. It fails to increase the use of the I-5 express lanes as a transit/ HOV route that could reduce the traffic at Pacific Street. Any reduction in traffic at the intersection of Pacific and Montlake will improve the neighborhood feel of Montlake as a historic neighborhood.

Comment:

Effect: Potential negative impact of limiting to standard BMPs the precautions taken to protect historic properties.

Resolution: Restate this section to read “Through the use of effective means of negative impact avoidance, minimization, and mitigation, including, but not limited to, use of standard BMPs, WSDOT will take all necessary precautions to protect historic properties from excessive noise, vibration, excavation, and damage from heavy equipment, including hauling and cement trucks. Applicable BMPs also include those for traffic control, glare, vibration, noise, and fugitive dust management.”

Subject Reference: **III. Community Construction Management Plan**
 B. Proposed subcomponents of the CCMP, to be developed in
 consultation with concurring parties and the public prior to the
 beginning of construction.

Comment:

Stipulation 7.a.’s use of the phrase “to the maximum feasible extent” creates an undefined and subjective ambiguity in relation to who determines and what connotes “feasibility.” General objection to the "where feasible" language throughout the draft document is also raised. If such terminology need be included, there must be some kind of definition of "feasible" that includes buy-in from the CPs (i.e., not just desirable to contractor/WSDOT but to neighborhood as well, perhaps through the Comm Constr Mgt Plan), that eliminates this loophole and holds each party accountable for the protection of historic resources. It is needed to ensure that, for example, a hauling route that might be preferred by the neighborhood in order to achieve negative impact avoidance, minimization, and equitability is not rejected as being "not feasible" simply because it is not the shortest route.

Effect: Potential negative impact and permanent damage resulting from a determination of “feasibility” which is made without the participation of all stakeholders.

Resolution (in the case of Stipulation 7.a.): Restate as “WSDOT will ensure that, to the maximum extent, the construction contractor utilizes the mainline of I-5 and SR 520 for all material hauling during construction.”

Subject Reference: IV. Changes in Haul Route Locations

Comment:

Haul routes appendixes were not included with the programmatic agreement I got to review. However, I’m assuming that what Bruce Jamison, a consultant to WSDOT, said at Roanoke/Portage Bay Consulting Parties meeting in January about contractors hired by WSDOT having the final say in what streets and arterials may be used as haul routes is actually the situation. Therefore, we in the E. Hamlin/E. Shelby neighborhood are nervous about our narrow streets even though the programmatic agreement states that construction traffic will be limited to city-designated arterials.

Comment:

WSDOT shall completely repave the haul routes before construction begins and will repair potholes and other pavement breaks that occur as a result of construction and hauling activities within 48 hours of a submitted request.

Background: This section currently states that “WSDOT will repair potholes and other pavement breaks that occur as a result of construction and hauling activities in a timely manner.” I frequently submit requests that potholes along LWB and ELWB are repaired and the solution today does not work. Pothole repair patches last a few days to a couple of weeks and crumble, so “fixing” or “repairing” the road in spots is not sufficient. Benjamin Hansen from SDOT has shared that the stretch of East Lake Washington Boulevard that will be used as a haul route has a pavement condition index of 26 out of 100 and it has already been acknowledged by SDOT that the road needs to be completely restructured. This was the condition in 2007, which has degraded since then. As a resident, the noise is already extremely difficult to deal with and our windows literally rattle when large trucks go by. I also can’t even imagine what it would be like with an increase in heavy construction traffic without completely repaving first. Residents are also concerned about the impact to the foundations of historic homes along LWB and LWB during hauling and construction activities. This is important for the well-being of Montlake residents and it is a very small ask in the grander scheme of things considering we’re located in one of the areas that will bear the brunt of construction noise/traffic/pollution etc. I have included the mail I referenced from Ben Hansen and Jim Curtin.

WSDOT will hire an independent 3rd party vibration engineering consultant to conduct a study along potential haul routes that identifies maximum speeds of construction traffic (i.e. heavy trucks and machinery using haul routes). This study will include soil testing in several locations along each potential haul route. Vibration mitigation will be driven by the results from soil testing. WSDOT will hire a third party to conduct a structural inspection of homes and buildings before and after construction in order to determine damage due to the Effects of both Construction and Operation. This information is critical for homes and buildings, that were construction in the 1920's like for

example the Tudor Revival Homes along Lynn St., the Houlahan House on East Park Drive and the seven homes on East Lake Washington Boulevard that are eligible for national registration.

Background: A vibration engineering consultant has told Jon Decker that heavy trucks traveling at a speed of over 15mph can cause severe damage to homes. If trucks are kept under 15mph, damage is greatly reduced. Considering the fact that many historic homes on old foundations line the potential haul routes, some of which already experienced damage as a result of the previous 520 construction activities in the 1960's, we ask for due diligence from WSDOT to take every precaution to protect these historic homes from vibration damage. Reducing speeds of heavy machinery is a simple, low-cost solution to reducing vibration damage. Several areas along the potential haul routes (East Lake Washington Boulevard and East Lynn, for example) are built on land fill. This makes historic homes built on fill much more susceptible to negative impact from vibration, which must be a special consideration during evaluation of vibration impacts and resulting mitigation. During the Nisqually earthquake, chimneys fell off of the homes on East Lynn built on fill, while other homes along the same stretch of road were much less harmed as they were built on a different type of soil.

Comment:

Construction debris should not be hauled during a Husky football game.

The use of 19th and East Lynn as a haul route presents a traffic and pedestrian risk to those who use the Montlake Park and Montlake Elementary.

The debris should not be hauled through the 19th and East Lynn route. There is a Day Care on West Montlake PL NE and East Louisa as you head to 19th and East Roanoke.

There will need to be an aggressive approach to filling the potholes that will be created by the additional truck traffic.

Given the number of alternatives, the State has not produced any stated facts as to the need to use 19th and East Lynn.

Comment:

Re Stipulation A. Includes reference to an Appendix D (including “best information” available at the time of execution of this Agreement used as the basis for identification of potential haul routes for the Project). This appendix and any other relevant information must be made available to CPs for review and comment prior to finalization and execution of this Agreement.

Comment:

The clearly articulated, formal response and position of the Montlake Community Club regarding the proposed use of Lynn St/19th Ave/W Montlake Pl as a potential haul route, including detailed impacts comparison of the 24th and Boyer route presented in the SDEIS vs. the Lynn and 19th route considering multiple review criteria, was presented for the record in our November 22, 2010

Montlake Community CRDR Review comments submitted by MCC to WSDOT and is incorporated herein by reference.

Effect: Negative impacts associated with potential use of the Lynn St/19th Ave/W Montlake Pl hauling route, as detailed in the MCC CRDR Review, including many public safety impacts, as well as direct and indirect alterations which diminish the integrity of setting, materials, workmanship, and feeling of historic resources along this route.

Resolution: As stated in the MCC CRDR Review, adverse effects/damage shall be avoided by use of available alternate route(s) that have less impact than the Lynn and 19th route.

If this resolution cannot be reasonably accommodated via elimination from consideration use of the Lynn and 19th route, it is requested that WSDOT reconsider potential use of the 24th and Boyer route presented in the SDEIS. The reason for this request is because, via the future Community Construction Mgt Plan (Section III), our neighborhood would wish to minimize any possible use of local haul routes through Montlake by restricting exclusive use of any one route so that impacts due to hauling can be equitably shared. For example, even if it were deemed that the 24th Ave route could only be used for going eastward/northward due to the allegedly "too sharp" turn at Boyer and 24th, we may still desire to require use of this route in the opposite feasible turning direction in order to diminish impacts along other routes by up to 50 percent.