

# Potential Effects of SR 520 on Historical Properties In North Capitol Hill (3 pages)

Submitted by the North Capitol Hill Neighborhood Association, August 31, 2010  
Nancy Brainard, Secretary

## HISTORICAL PROPERTIES

There are eight historical properties in North Capitol Hill's Area of Potential Effects.

Chung 1980 Harvard Ave E.  
Tadler 2352 Broadway Ave. E.  
Sugamura 2408 Broadway Ave. E.  
E. Miller Condo, 904 E. Miller St.

Wickland-Jarr 910 E. Miller St.  
Glover Homes Building, 914 E. Miller St.  
Keuss Building, 2351 10<sup>th</sup> Ave E.  
Boyd 2422 Federal Ave. E.

## SUMMARY OF EFFECTS LISTED BY THE SDEIS *CULTURAL RESOURCES DISCIPLINE REPORT*

### During construction

The **Chung, Talder, Sugamura and Wickland-Jarr houses, E. Miller Condo and the Glover Homes Building** all have the potential to experience increased noise, fugitive dust, and possible vibration from the demolition and removal of the existing E. Roanoke St. bridge over I-5, and from pile driving and other construction activities to rebuild the I-5/SR 520 interchange, add the new HOV ramp and construct the new lid over I-5 at E. Roanoke St. This construction is anticipated to take 21 months. Noise and other effects would vary during that time, depending on which activities were occurring. Glare from nighttime construction lighting might also be experienced.

The **Talder, Sugamura, Wickland-Jarr and Boyd houses, E. Miller Condo, Glover Homes Building and Keuss Building** would experience these same effects from the demolition and removal of the 10th Ave. E. and Delmar Dr. E. bridges over SR 520 and the construction of the new 10th Ave. E./ Delmar Dr. lid. In this area construction is expected to take 27 months.

### After construction

#### Vegetative buffer

Some of the vegetative buffer separating the **Sugamura and Boyd houses** from 520 would be removed or decreased during construction. The buffer area contains a variety of mature trees.

**EFFECTS LISTED BY THE SDEIS *CULTURAL RESOURCES DISCIPLINE REPORT* (continued)**

Noise levels

In the area encompassing the **Talder, Sugamura, Wicklund-Jarr houses, the E. Miller Condo, Glover Homes Building, and Keuss Building**, four noise-modeling locations show that sound levels will range from 63-74 dBA, with or without sound walls. At the **Boyd house** adjacent to SR 520, the sound level will range fro 62-64 dBA, regardless of sound walls.

Ramp visibility

The proposed HOV ramp from 520 over I-5 might be visible from the **Talder and Sugamura houses and the E. Miller Condo**.

**POTENTIAL EFFECTS SUBMITTED BY THE NORTH CAPITOL HILL NEIGHBORHOOD ASSOCIATION**

**During construction**

At all eight properties

1. Introduction of incompatible vibration.
2. Potential destruction/damage/destabilization to structures.
3. Introduction of incompatible audible noise.
4. Introduction of incompatible dust.
5. Glare from construction lighting.
6. Traffic congestion on haul routes.
7. Two to three years living in proximity to construction zone—more, if lids and 520 are not completed simultaneously.

At the Sugamura and Boyd homes

1. Destabilization and/or landslides on the hillside that separates these homes from 520.
2. Destruction and loss of the natural slope and contour of the hillside that separates these homes from 520.
3. Change in the character of properties' setting due to deforestation mature trees (some 50 years old) and vegetation that separates these homes from 520. We call this the South Forest, and it provides a privacy and sound barrier, a home to wildlife, and landscape continuity visible to the public from Interlaken to I-5. (As such, we believe the South Forest deserves 4f protection.)

**EFFECTS LISTED BY THE NORTH CAPITOL HILL NEIGHBORHOOD ASSOCIATION**  
(continued)

**After construction**

At all eight properties

1. Introduction of permanent and incompatible road noise from the new bigger 520.
2. Introduction of permanent and incompatible, road dust from the new bigger 520.
3. Introduction of permanent and incompatible air pollution from the new bigger 520.
4. Permanent change in the character of properties' setting due to loss of the natural slope and contour of the hillside formerly visible from Interlaken to I-5.
5. Permanent change in the character of properties' setting due to deforestation mature trees (some 50 years old), vegetation and wildlife formerly visible from Interlaken to I-5. We call this the South Forest, and believe it deserves 4f protection.)
6. Permanent change in the character of properties' setting if landscaping on the new 10th Ave. E./ Delmar Dr. lid-park and on the 520 roadside is not well and regularly maintained.
7. Permanently increased traffic/congestion on local streets, especially arterials.
8. Permanently damaged road surfaces on routes that have been used for hauling

At the Sugamura and Boyd homes

9. Permanent destabilization of the hillside that separates these homes from 520.
10. Permanent change in the character of the properties' setting and views due to the destruction and loss of the natural slope and contour of the hillside that separates these homes from 520.
11. Permanent change in the character of properties' setting and views due to deforestation mature trees (some 50 years old) and vegetation that separates these homes from 520. We call this the South Forest, and it provides a privacy and sound barrier, a home to wildlife, and landscape continuity visible to the public from Interlaken to I-5. (As such, we believe the South Forest deserves 4f protection.)
12. Permanent loss of security and privacy due to the loss of the fence separating 520 from these homes, rendering them more visible from 520 and more visible and accessible from the new 10th Ave. E./ Delmar Dr. lid park.

At the Sugamura and Boyd homes and E. Miller Condo

13. Permanent change in the character of setting due to glare from permanent lighting on the park-lid and/or the 520 interchange.

At the Talder, Sugamura homes and E. Miller Condo

14. Permanent change in the character of properties' setting due to the visibility of and glare from HOV flyover ramp to I-5.

## **MITIGATIONS SO FAR AGREED TO (Per the CRDC/SDEIS)**

**The Chung, Talder, Sugamura and Wicklund-Jarr houses, East Miller Condominium and the Glover Homes Building** all have the potential to experience increased noise, fugitive dust, and possible vibration from the demolition and removal of the existing Roanoke Street bridge over I-5, and from pile driving and other construction activities to rebuild the I-5/SR 520 interchange, add the new HOV ramp and construct the new lid over I-5 at East Roanoke Street. While this construction is anticipated to take 21 months, the noise and other effects would vary during that time, depending on which activities were occurring. Glare from nighttime construction lighting might also be experienced.

**The Talder, Sugamura, Wicklund-Jarr and Boyd houses, E. Miller Condo, Glover Homes Building and Keuss Building** would experience these same effects from the demolition and removal of the 10th Avenue East and Delmar Drive East bridges over SR 520 and the construction of the new 10th Avenue/ Delmar Drive lid. In this area construction is expected to take 27 months.

### **Vegetative buffer after construction**

Some of the **vegetative buffer** separating the **Sugamura and Boyd houses** from 520 would be removed or decreased during construction. The buffer area contains a variety of mature trees. For construction of the new roadway and for the lids over the roadway, mature vegetation would be protected and retained to the extent reasonable and feasible, although some existing buffer might be reduced. After construction was completed, permanent erosion control measures for areas affected by the project would be replanted with native plant materials, as appropriate.

### **Noise levels after construction**

In the area encompassing the **Talder, Sugamura, Wicklund-Jarr houses, the East Miller Condominium, Glover Homes Building, and Keuss Building**, four noise-modeling locations show that current sound levels range from 65 to 73 dBA. These levels would generally decrease by from 1 to 2 dBA, with or without sound walls. At the **Boyd house** adjacent to SR 520, the current sound level is 66 dBA. Under the 6-Lane Alternative, the level would drop 3 to 4 dBA, regardless of sound walls.

### **Ramp visibility after construction**

The proposed HOV ramp from 520 over I-5 might be visible from the **Talder and Sugamura houses and the E. Miller Condominium**.

General minimization efforts that could avoid or minimize effects on historic properties would include the following:

Monitor and ensure compliance with local noise regulations for construction and equipment operation. (See the Noise Discipline Report [WSDOT 2009b] for additional construction noise information.)

Install landscaping or landscaped buffers to compensate in those areas where buffer zones were being removed or reduced, and where new or relocated traffic lanes would intrude on the character of a historic district or the settings of individual historic properties.

I-5 to Medina: Bridge Replacement and HOV Project | Supplemental Draft EIS  
SDEIS\_DR\_CULT\_FINAL.DOC 194

Protect facades of affected historic buildings from an accumulation of excessive dirt and dust during construction, and/or clean them in an appropriate manner at the conclusion of construction. WSDOT would consult with the SHPO and/or the Seattle Historic Preservation Officer before implementing any protection or cleaning methods.

Use BMPs to control fugitive dust. This would include:

- ~ Avoiding grading and scraping activities during high winds.
- ~ Keeping soils moist by using water trucks and sprays.
- ~ Covering loads of soil and keeping dumpsters covered.
- ~ Washing wheels and fender wells of haul trucks immediately prior to exiting the construction area.
- ~ Cleaning the roadways of haul routes with a street sweeper.
- ~ Using water sprays before, during, and after use of a wrecking ball or bulldozer for demolitions.
- ~ Using tarps to cover piles of soil.
- ~ Using plants, bushes, rock walls, or wood fences to provide erosion control.
- ~ Using filter fabric around catch basins to collect sediment from run-off.
- ~ Installing gravel buffer areas at the exits from the construction area.

Have WSDOT environmental inspectors monitor construction and ensure compliance with all environmental regulations.

Maintain access to historic properties, except for unavoidable short periods during construction.

Formulate and implement a construction traffic management plan to minimize traffic effects on historic properties and within historic districts

Locate any construction sheds, barricades, or material storage away from historic properties, and avoid obscuring views of historic properties.

I-5 to Medina: Bridge Replacement and HOV Project | Supplemental Draft EIS  
SDEIS\_DR\_CULT\_FINAL.DOC 195

Take every precaution to ensure that historic properties are protected from vibrations, excavations, and damage from heavy equipment

The following list provides specific minimization and avoidance methods that have been incorporated into the 6-Lane Alternative or are recommended for inclusion:

Depending on the option, sound walls or quiet pavement have been incorporated into the design of the project to reduce noise along the proposed roadway. These measures would cause a positive change to the adjacent historic properties by reducing anticipated noise.