

Requested Mitigations to SR 520 Effects in North Capitol Hill

(8 pages)

Submitted by the North Capitol Hill Neighborhood Association, September 24, 2010
Nancy Brainard, Secretary.

AREA OF POTENTIAL EFFECTS

North Capitol Hill borders the 520 project's southern right of way stretching from the east at Interlaken Blvd. west to the southern end of the new HOV ramp connecting to I-5. In comments to the SDEIS, we call this area the South Forest. It and many of its mature trees are some 50 years old and visible from Roanoke Park, 520 and North Capitol Hill. We believe it deserves 4f protection.

The South Forest, the historical properties adjacent to it and the historical properties along Federal Ave. E., 10th Ave. E., E. Miller St., Broadway E. and Harvard Ave. E. are included in the Area of Potential Impact. **(Photos of the South Forest as seen from these roads and homes will be submitted separately.)**

Effects

For detailed description of the effects of the project on specific historic properties in the Area of Potential Impact, see **Potential Effects of SR 520 in North Capitol Hill**, submitted by the association, August 31, 2010.

Additions to the list of historical properties

To the list of historic North Capitol Hill properties in the **CDRC**, we urge adding the **Billodue house at 2333 Broadway Ave. E.** to the list of eligible historical properties in North Capitol Hill, as recently requested by the Roanoke Park Community Council:

The worn green vernacular farmhouse on two lots at 2333 Broadway E. was built in 1906 and appears to retain its integrity of design, workmanship and materials. Steps extend west from the house on Broadway Ave. E. down a slight slope to the Billodue family's apple orchard and garage positioned on two immediately adjacent lots that border Harvard Ave. E.

We think the property as a whole, with its vernacular farmhouse design, might be eligible for listing in the National Register on the basis of Criterion C. Although the door of the house might be a later addition, all of the clapboard siding and wooden windows appear to be intact, as does a decorative element along the front porch. The house appears not to have had much care or even a coat of paint since it was built and therefore retains its integrity.

Effects of the 520 project on the Billodue property will be similar to or worse than those expected for the Talder home. The orchard, of course, would be most immediately in danger from pollution effects. But the workmanship and materials of the house itself, as

well as its setting and feeling, would suffer even greater losses to their integrity if the new HOV ramp connecting 520 to I-5 express lanes impinges on views and visits increased noise and air pollution on the property.

We also note that the **property facing 11th Ave. E. immediately to the east of and adjacent to the Boyd house** at 2422 Federal Ave. E. is also owned by the Boyds and thus may be considered part of the historical Boyd parcel on Federal Ave. E.

MITIGATING PROJECT EFFECTS

NOISE

Prior to construction

We ask that current potholes and rough spots in haul routes be paved and smoothed out before construction and hauling begin.

During construction

In the **CRDR**, WSDOT says it will monitor and ensure compliance with local noise regulations for construction and equipment operation.

We ask that construction activities be conducted at most only during the hours between 7 a.m. and 7 p.m.

We ask that double paned windows be installed in any home where construction noise will reach more than the FHWA decibel limit.

Post construction—permanent results

In the **CRDR**, WSDOT says with sound walls or quiet pavement incorporated into the 520 design, noise levels at North Capitol Hill historic properties are anticipated to be 62-74 dBA when construction is complete.

We ask that design incorporate quiet pavement for all of 520 (including interchange and exit ramps) in our area.

In general the neighborhood does not want sound walls. If however, sound walls are determined to be beneficial to individual properties, we ask that owners of those properties have the option to negotiate their construction adjacent to those properties.

We ask that quiet sound absorptive materials be incorporated into the interior walls and roof of the 10th Ave. E./E. Delmar Dr. lid.

When construction is complete, we ask that quiet pavement be installed on haul routes in North Capitol Hill and Roanoke Park and on 10th Ave. E. from E. Delmar Dr. to E. Howe St.

We also ask that the use of air brakes on 520 in our area be prohibited by law.

DUST/AIR POLLUTION

During construction

In the **CRDR**, WSDOT says it will protect the facades of affected historic buildings from an accumulation of excessive dirt and dust and/or clean them in an appropriate manner at the conclusion of construction; avoid grading and scraping activities during high winds; keep soils moist by using water trucks and sprays; cover loads of soil and dumpsters; wash wheels and fender wells of haul trucks immediately prior to exiting construction area; clean haul routes with a street sweeper; use water sprays before, during and after use of a wrecking ball or bulldozer for demolitions; use tarps to cover piles of soil, use plants, bushes, rock walls or wood fences to provide erosion control; use filter fabric around catch basins to collect sediment from run-off and install gravel buffer areas at exits from construction areas.

We ask that to maintain the quality of the neighborhood setting, the facades of all houses adjacent to the construction zone and haul routes be protected from an accumulation of excessive dirt and dust or cleaned in an appropriate manner at the conclusion of construction.

We ask in addition that no construction staging areas be located in North Capitol Hill.

Post construction—permanent results

We ask that the increased dust and air-pollution kicked up by increased traffic on the new wider 520 be reduced by limiting 520 from Montlake to I-5 to a width of four lanes with 12 foot shoulders. This is the neighborhood friendly recommendation of Nelson Nygaard.

VIBRATION

Prior to construction

In the **CRDR**, WSDOT says it will take every precaution to ensure that historic properties are protected from vibrations from heavy equipment.

We ask that equipment for the project be chosen with a priority on minimizing vibration.

During construction

We ask that vibration be carefully and continually monitored as the project progresses.

GLARE

During construction

We ask that construction lighting be kept to a minimum and that any construction lights that are necessary be pointed away from homes and turned off whenever possible.

Post construction—permanent results

We ask that specialists be contracted to design permanent 520 and ramp lighting, traffic signals (and signage) that will not invade views and homes.

VIEWS

Prior to construction

We ask that the design for the HOV ramp connection to I-5 lower this ramp as much as possible to avoid invading views.

During construction

In the **CRDR**, WSDOT says it will locate construction sheds and barricades of material storage away from historic properties and avoid obscuring views.

VEGETATIVE BUFFER

Prior to construction

We ask that prior to starting construction WSDOT contract arborists and landscape architects to map the entire right-of-way (including all trees, vegetation and elevations) on both sides of 520 from Interlaken Blvd. on the east to the southern end of the new HOV ramp connecting 520 to the I-5 express lanes. We ask that these specialists provide specifications for construction plans that retain as many of the mature trees and vegetation currently in this area as possible, including trees whose proximity to the construction zone may put their root systems in danger.

We ask that any trees to be lost to be tagged for an onsite real-world walk-around and public tour for interested neighbors to review field conditions and make recommendations.

In the entire 520 right-of-way on both sides from Interlaken to the end of the new HOV ramp to the I-5 express lanes, we ask that trees and vegetation that sustain the privacy, security and views of homes be retained wherever possible.

We ask and that construction plans avoid building temporary work bridges where either 10th Ave. E. or E. Delmar Dr. cross 520, if such bridges will result in the loss of mature trees. (Maintenance of continued two-way traffic on 10th Ave. E. during the current six-

month road repair project by the city just south of the 10th Ave. E. crossing proves that traffic can be kept moving without the construction of temporary extra lanes or bridges.)

During construction

In the **CRDR**, WSDOT says some of the mature trees and vegetative buffer between 520 and historic properties will be removed or decreased, but that the project will minimize effects and that mature vegetation will be protected and retained to the extent reasonable and feasible.

We ask that during construction, the University of Washington protocol for tree protection be observed and that all trees to be protected be ribboned and temporarily fenced out to the drip line, including trees outside the border of the right of way whose drip lines or roots extend inside the right of way.

Post construction—permanent results

In the **CRDR**, WSDOT says it will install landscaping or landscaped buffers to compensate in those areas where buffer zones are being removed or reduced and where new or relocated traffic lanes would intrude on the character of individual historic properties. WSDOT also says that after construction is completed, permanent erosion control measures for areas affected by the project and areas where invasive species have been cleared will be replanted with native plant materials, as appropriate.

We ask that where trees and vegetation cannot be retained they be replaced with plantings of comparable size and height where possible. In the case of trees, trunks should be at least six inches in diameter at breast height. Tree replacement should equal or exceed in caliper tree loss. We ask underground wiring to facilitate the creation of tree canopy. We ask that all retaining walls over 3 feet tall be designed to support evergreen vines.

ENVIRONMENTAL REGULATIONS

In the **CRDR**, WSDOT commits to having its environmental inspectors monitor construction and ensure compliance with all environmental regulations.

We ask that WSDOT keep this promise.

HILLSIDE AND STRUCTURE STABILITY

Prior to construction

In the **CRDR**, WSDOT says it will take every precaution to ensure that historic properties are protected from vibrations, excavations and damage from heavy equipment.

We ask in addition that WSDOT conduct stability tests on the hillsides and structures surrounding 520 and provide the neighborhood with the results and interpretations of

these tests prior to the start of any construction activities. If destabilization proves to be a threat, we ask that the appropriate protective revisions to construction plans be made.

During construction

We ask that hillside stability be carefully and continually monitored as the project progresses and that WSDOT respond to any structural damages reported by neighbors immediately.

Post construction—permanent results

In the **CRDR**, WSDOT says permanent erosion control measures (including replanting of the hillside with native plant materials) will be taken to preclude erosion of the hillside after construction is complete.

HILL CONTOUR AND 10th AVE. E./E. DELMAR DR. LID

Prior to construction

In the **CRDR**, WSDOT says that the new lid at 10th Ave. E./Delmar Dr. E. will provide for a new type of buffer from the roadway that will be greater than what the properties experience today

We ask that WSDOT contract specialists (landscape architects and engineers) to create a refined and detailed design and plan for the 10th Ave. E./E. Delmar Dr. lid and lid park based on the rough design and design preferences that our neighborhood has already established through its work with WSDOT.

We ask for a lid that retains as many of the mature trees and as much of the current hill to the south of 520 and its contour as is possible. We want the constructed lid and the park atop it to merge with the hill's natural contours as gracefully as possible.

We want a passive-use lid-park that connects with and is compatible and complementary to the existing Roanoke Park to the north of E. Delmar Dr./E. Roanoke St.

We want the park design to protect the privacy and security of adjacent homes with plantings and attractive fences or walls that separate these homes from public land. Any design must avoid creating secluded areas where vagrants may be tempted to camp. Lighting, if required, must be attractively designed and must not invade homes.

We ask that parking equivalent to that currently available at Bagley Viewpoint be retained for visitors to the lid park.

We suggest that a design competition be held to create the best engineered and landscaped and refined lid design to achieve the above purposes.

We ask that the refined lid and lid-park plan be developed in cooperation with the neighborhood and completed, reviewed and approved by the neighborhood prior to the start of any construction activities in the area.

LANDSCAPE MAINTENANCE

Post construction—permanent results

We ask that WSDOT budget for and guarantee ongoing landscape maintenance both of the 520 right of way and of the 10th Ave. E./E. Delmar Dr. lid park after construction is complete.

LOCAL TRAFFIC CONGESTION AND CURTAILED ACCESS

Prior to construction

In the **CRDR**, WSDOT says it will formulate and implement a construction traffic management plan to minimize traffic effects on historic properties.

We ask that WSDOT provide its construction traffic management plan to the neighborhood for review and comment.

During construction

In the **CRDR**, WSDOT says it will maintain access to historic properties, except for unavoidable short periods during construction.

We ask that neighbors be kept completely up to date via e-mail on anticipated traffic effects as the project progresses and that residents be guaranteed primary status in gaining access to their homes if roads must be temporarily narrowed or closed.

We ask that there be no construction equipment or worker parking in North Capitol Hill.

Post construction—permanent results

We ask that current parking availability on 10th Ave. E. between E. Roanoke St./Delmar Dr. E. and E. Howe St. be retained for residents and for visitors to local businesses.

We ask that traffic calming treatments be designed for the intersections of E. Miller St. with 10th Ave. E., Broadway E. and Harvard E.

We ask that the increases in local traffic exiting and entering a new wider 520 be reduced by limiting 520 from Montlake to I-5 to a width of four lanes with 12 foot shoulders. This is the neighborhood friendly recommendation of Nelson Nygaard.

SCHEDULE SLIPPAGE

Prior to construction

In the CRDR, WSDOT says construction will stretch out over periods of 21 months for the I-5 HOV ramp, 27 months for the 10th Ave. E/Delmar Dr. E. crossings and lid and 72 months for the Portage Bay Bridge/viaduct.

To prevent schedule slippage, we ask that finances for the entire 520 project—including lids, landscaping and promised mitigations—be in place before any construction begins in the North Capitol Hill area.

During construction

We ask that the neighborhood be kept up-to-date via e-mail on any schedule slippages that may occur as the project progresses.