



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

I-405, SR 169 to I-90 Renton to Bellevue Project

Scoping Report

**Washington State
Department of Transportation**

June 2005

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Acronyms and Abbreviations Used in this Report

Acronym or Abbreviation	Meaning
APE	Area of Potential Effect
BNSF	Burlington Northern Santa Fe Railway
BRT	bus rapid transit
CSS	Context-sensitive Solutions
DNR	Department of Natural Resources
DOT	Department of Transportation
DR	discipline report
EA	environmental assessment
EB	eastbound
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
GIS	Geographic Information System
GP	general-purpose
HOT	high-occupancy toll
HOV	high-occupancy vehicle
IAC	Interagency Committee for Outdoor Recreation
NB	northbound
NEPA	National Environmental Policy Act
NOI	Notice of Intent
PSI	Preliminary Site Investigation
PSRC	Puget Sound Regional Council
RMC	Renton Municipal Code
ROD	Record of Decision
SB	southbound
SEPA	State Environmental Policy Act
TDM	transportation demand management
WSDOT	Washington State Department of Transportation

1.0 Introduction

1.1 What is Scoping?

In preparing the environmental documents for the I-405 project, the Washington State Department of Transportation (WSDOT) uses the term “scoping” to refer to the process of defining the content, or scope, of the document. We use scoping to determine the design refinements to be considered as well as the environmental issues and topics that need to be evaluated in the document. In summary, scoping includes identifying the range of proposed actions, options, environmental elements and effects, and mitigation measures to be analyzed in an environmental document.

1.2 Purpose of this Document

The purpose of this report is to provide the public, tribes, federal, state, and local agencies, and members of WSDOT with information that will help define the content, or scope, of the assessment being prepared for the I-405, SR 169 to I-90 Renton to Bellevue project, referred to in this report as the Renton to Bellevue project. A scoping meeting for tribes, federal, state, and local agencies was held during the daytime on September 17, 2003. A scoping meeting for the public was also held on September 17, 2003, between 4 p.m. and 8 p.m. A legal notice for the public scoping meeting was published two weeks prior to the meeting, stating that WSDOT would receive scoping comments through October 17, 2003. In addition to the legal notice, WSDOT sent a newsletter to residences and businesses within the project vicinity, informing them of the scoping meeting and comment deadline.

On October 14, 2003, from 10:00 am to 12:00 pm, an informational meeting was held for the City of Renton staff to provide additional details regarding the proposed Renton to Bellevue project, to assist City of Renton staff in identifying local concerns and issues.

WSDOT reviewed comments from the public and agencies. They also encouraged individuals attending the public scoping meeting to provide written scoping comments on forms provided at the meeting or in another format of their choice. WSDOT also spoke with the public and recorded their comments. This report summarizes responses to both written and oral public comments. WSDOT also responded orally to comments received at the agency scoping meeting. The minutes of that meeting are included in this report.

1.3 Background

WSDOT joined the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Central Puget Sound Regional Transit Authority (Sound Transit), King County, and local governments to develop strategies to reduce traffic congestion and improve mobility in the Interstate 405 (I-405) Corridor from Tukwila in the south to Lynnwood in the north. The *I-405 Corridor Program Environmental Impact Statement (EIS)*, hereafter referred to as the “programmatic EIS,” documents those strategies. The Final EIS and Record of Decision (ROD) were prepared in accordance with applicable requirements of the National Environmental Policy Act (NEPA), the Washington State Environmental Policy Act (SEPA), and their implementing regulations. The Final EIS noted that: “Subsequent NEPA and SEPA environmental analysis, documentation, and review will enable decisions regarding site-specific, project-level details on alignments, high-capacity transit technology, project effects, costs, and mitigation measures.”

To advance the long-term implementation of the Selected Alternative (referred to as the Master Plan), the I-405 Team is tasked with conducting specific environmental analyses for component projects of the I-405 Corridor Program. The I-405 Team will document these analyses and prepare environmental documentation for the specific corridor projects. Information in the Final EIS and other corridor environmental documents will be referenced and incorporated into the project-level analysis to the maximum extent possible. Decisions reached in the Final EIS and ROD will not be revisited.

In addition, the I-405 team members will prepare documents that support regulatory compliance with the Endangered Species Act and permitting requirements of other regulatory agencies. They will also develop permit applications for an early action environmental program as described in the I-405 Corridor Environmental Program. These applications will feature a watershed-based approach, which emphasizes implementation prior to construction, and promotes opportunities for partnering.

1.4 Renton to Bellevue Project Description

The environmental review for the Renton to Bellevue Project incorporates, by reference, the EIS and analyzes the project-specific effects on the environment not considered in the Corridor EIS. Project-specific environmental review need not examine alternatives, effects, and mitigation measures evaluated in the programmatic EIS, and decisions made in the ROD.

The Renton to Bellevue Project extends approximately eight miles (milepost 3.7 to milepost 11.99) from SR 169 to the northern on- and off-ramps of the I-90 interchange. The principal features of the Build Alternative are:

- Two new general-purpose lanes on I-405 in each direction from SR 169 through the I-90 interchange
- Realignment of I-405 to bring it up to current freeway standards where feasible
- Construction of a new in-line bus rapid transit (BRT) station in the vicinity of 112th Avenue SE
- Construction of an HOV direct access ramp in Renton at N 8th Street (in coordination with Sound Transit)
- Reconstruction, realignment, and reconfiguration of eight interchanges
- Changes to local roadways related to interchange improvements and I-405 widening
- Stormwater management to provide water quality treatment and discharge
- Context-sensitive solutions (CSS) to incorporate aesthetic features into the project design.

1.5 Organization of the Responses to Comments

Three types of comments were collected for this scoping report:

- Written comments submitted either at the public scoping meeting or sent in during the scoping period
- Verbal comments made to WSDOT at the public scoping meeting

- Questions or statements made by agency representatives at the agency scoping meeting.

In Section 2, written comments are coded with numbers to identify individual comments. For example, in the submittal from the individual identified as “Commenter 2,” we found two different comments. We highlighted each of the comments with a vertical line on the left margin of the page and added a code number for each comment (e.g., 2-1, 2-2).

In Section 3, we provided responses to each comment using the code numbers to link the responses to the comments. Many of the comments received were similar, so rather than repeating the same answer, we have referred the reader back to the earlier response that addressed the same comment.

Section 4 presents the minutes from the daytime scoping meeting held for public agencies on September 17, 2003. WSDOT presented the same project plans and graphics used at the evening public scoping meeting to inform public agencies about the project. The minutes from the agency scoping meeting include questions and comments from the agencies and the responses provided by WSDOT.

2.0 Comments Received

2.1 Written Comments Received



Name (optional) Marjorie H Jorgensen
 Organization _____
 Address 1905 Jones Ave NE
 City, State, Zip Renton 98056
 Telephone Number 425-235-1166
 (please print)

Today's open house meeting is an opportunity to provide input into what gets studied in the Environmental Assessment (EA) for the North Renton Project. The I-405 EIS completed last summer produced the most comprehensive analysis of a transportation system in the state's history. However, before construction work can begin, project level analysis is required to confirm all potential environmental impacts were fully assessed within the project limits—I-405 from SR169 to just north of Coal Creek Parkway.

Please provide any comments you may have in the areas provided below and leave this form with a staff person or at the welcome station where you signed in. You may also mail the form as long as we receive it by **October 17, 2003**.

1. What aspects of the environment do you think should be studied and why?

~~for some other project~~

2. Please describe any concerns you may have about potential environmental impacts.

None

3. What environmental mitigations do you think should be considered for these potential impacts?

1-1 Trees were removed that had eyes when canals - etc built along Coulton Park. How did that even happen??

4. Do you have any other comments about the proposed project?

1-2 There is enough room for added lanes below our property. However - Do not add wall higher than bottom of fence. Life now - we have a view - lake. Please - no cement wall above - bottom of state line.



Name (optional) George & Joan Fanning
 Organization 2051 Jones Ave NE
 Address Renton, wa 98056-2659
 City, State, Zip
 Telephone Number 425-255-1020
 (please print)

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Please provide any comments you may have in the areas provided below and leave this form with a staff person or at the welcome station where you signed in. You may also mail the form as long as we receive it by **October 17, 2003**.

1. What aspects of the environment do you think should be studied and why?

2. Please describe any concerns you may have about potential environmental impacts.

2-1 | Our deck is 5 ft from the chain link fence of DOT. We can't use it now, because of the noise. Neighbors on both sides objected to a sound wall, formerly, we have a beautiful view, or we'd have been out of there.

3. What environmental mitigations do you think should be considered for these potential impacts?

2-2 | Is there a chance that you would buy us out? Do you negotiate where the sound wall would be placed? We object, strongly, to a wall 5 feet from us.

4. Do you have any other comments about the proposed project?



Name (optional) Irene Botero
 Organization Homeowner
 Address 2421 meadow Ave N
 City, State, Zip Renton WA 98056
 Telephone Number (425) 271-6297
 (please print)

Today's open house meeting is an opportunity to provide input into what gets studied in the Environmental Assessment (EA) for the North Renton Project. The I-405 EIS completed last summer produced the most comprehensive analysis of a transportation system in the state's history. However, before construction work can begin, project level analysis is required to confirm all potential environmental impacts were fully assessed within the project limits—I-405 from SR169 to just north of Coal Creek Parkway.

Please provide any comments you may have in the areas provided below and leave this form with a staff person or at the welcome station where you signed in. You may also mail the form as long as we receive it by **October 17, 2003**.

1. What aspects of the environment do you think should be studied and why?

3-1 | Noise Abatement for Homeowners Affected by
The freeway ^{PIED} moved closer to homes

2. Please describe any concerns you may have about potential environmental impacts.

3. What environmental mitigations do you think should be considered for these potential impacts?

4. Do you have any other comments about the proposed project?

3-2 | * Pedestrian access between Meadow Pl. N (on map) - it is
really meadow Ave. N. - by Chevron station - across
the freeway - for children trying to get to Kennedydale
Elementary and the metro - bus riders access the
bus stops on the 405 / NE 30th interchange



Name (optional) JIM VEITENBURGER
 Organization _____
 Address 5720-111TH AVE. S.E.
 City, State, Zip BELLEVUE, WA 98006-2610
 Telephone Number (206) 746-3945
 (please print)

Today's open house meeting is an opportunity to provide input into what gets studied in the Environmental Assessment (EA) for the North Renton Project. The I-405 EIS completed last summer produced the most comprehensive analysis of a transportation system in the state's history. However, before construction work can begin, project level analysis is required to confirm all potential environmental impacts were fully assessed within the project limits—I-405 from SR169 to just north of Coal Creek Parkway.

Please provide any comments you may have in the areas provided below and leave this form with a staff person or at the welcome station where you signed in. You may also mail the form as long as we receive it by **October 17, 2003**.

1. What aspects of the environment do you think should be studied and why?

- 4-1 | I'M CONCERNED ABOUT HOW MUCH NOISE WILL INCREASE
- 4-2 | IN MY AREA ~~AND~~ AND HOW MY VIEW OF LAKE WASHINGTON
- 4-3 | WILL BE AFFECTED. ALSO CONCERNED ABOUT HOW MUCH ADDITIONAL TRAFFIC
THIS WILL PUT ON 112TH AVE/LAKE WASH BUDS.

2. Please describe any concerns you may have about potential environmental impacts.

3. What environmental mitigations do you think should be considered for these potential impacts?

4. Do you have any other comments about the proposed project?



Name (optional) BERNARD O. JOHNSON
 Organization _____
 Address 3932 PARK AVE N.
 City, State, Zip RENTON, WA 98056-2915
 Telephone Number 425 955 1716
 (please print)

Today's open house meeting is an opportunity to provide input into what gets studied in the Environmental Assessment (EA) for the North Renton Project. The I-405 EIS completed last summer produced the most comprehensive analysis of a transportation system in the state's history. However, before construction work can begin, project level analysis is required to confirm all potential environmental impacts were fully assessed within the project limits—I-405 from SR169 to just north of Coal Creek Parkway.

Please provide any comments you may have in the areas provided below and leave this form with a staff person or at the welcome station where you signed in. You may also mail the form as long as we receive it by **October 17, 2003**.

- 5-1 1. What aspects of the environment do you think should be studied and why?
WHAT POSSIBLE IMPACTS CAN MORE TRAFFIC ON I-405 CORRIDOR PRODUCE? MORE NOISE; MORE AIR POLLUTION; MORE CONGESTION ON SECONDARY STREETS AND ROADS; MORE DIVISION OF NEIGHBORHOODS. i.e. Lower AND Upper KENYDALE.
- 5-2 2. Please describe any concerns you may have about potential environmental impacts.
SEE #1. I AM CONCERN ABOUT LANDSLIDES ON THE STRETCH OF STEEP TERRAIN BETWEEN RENTON NORTH TO KENYDALE ALONG WHERE NEW APTS AND CONDOS HAVE RECENTLY BEEN CONSTRUCTED BY LAKE WASHINGTON.
- 5-3 3. What environmental mitigations do you think should be considered for these potential impacts?
WHAT EVER HAPPENED TO THE I-605 CONCEPT (SUPPOSED TO RELIEVE THE OVERFLOW OF A 4-LANE / 6-LANE I-405 CORRIDOR)? I JUST THINK ADDITIONAL LANES ON I-405 WILL JUST ATTRACT MORE TRAFFIC THAN RELIEVE IT.
- 5-4 4. Do you have any other comments about the proposed project?
FOR FORTY YEARS I'VE LIVED IN RENTON AND HAVE OBSERVED I-405 CONSTRUCTION. I THINK THAT I-405 IS MAXED OUT. TIME FOR A "NEW" ROAD. I'M NOT HAPPY WITH THE CONTINUOUS RE-CONSTRUCTION. EVEN THOUGH I HAVE TO USE I-405 TO COMMUTE TO WORK, SHOP, TRAVEL, ETC.



Name (optional) Ahmed Wali Popel
 Organization At A Auto repair & Mobil.
 Address 3930 Meadow Ave W
 City, State, Zip RENTON WA 98056
 Telephone Number 425-255-4730
 (please print)

Today's open house meeting is an opportunity to provide input into what gets studied in the Environmental Assessment (EA) for the North Renton Project. The I-405 EIS completed last summer produced the most comprehensive analysis of a transportation system in the state's history. However, before construction work can begin, project level analysis is required to confirm all potential environmental impacts were fully assessed within the project limits—I-405 from SR169 to just north of Coal Creek Parkway.

Please provide any comments you may have in the areas provided below and leave this form with a staff person or at the welcome station where you signed in. You may also mail the form as long as we receive it by **October 17, 2003**.

1. What aspects of the environment do you think should be studied and why?

- 6-1 | Sound Barrier (sound wall)
- 6-2 | Safety of children by the I-405 (new developed...)

2. Please describe any concerns you may have about potential environmental impacts.

3. What environmental mitigations do you think should be considered for these potential impacts?

- 6-3 | Sound wall at in front of house

4. Do you have any other comments about the proposed project?

- 6-4 | Sound wall only / You got my
LOF



Name (optional) Brian McLentan
 Organization _____
 Address 1700 SF 41
 City, State, Zip Bellevue
 Telephone Number _____
 (please print)

Today's open house meeting is an opportunity to provide input into what gets studied in the Environmental Assessment (EA) for the North Renton Project. The I-405 EIS completed last summer produced the most comprehensive analysis of a transportation system in the state's history. However, before construction work can begin, project level analysis is required to confirm all potential environmental impacts were fully assessed within the project limits—I-405 from SR169 to just north of Coal Creek Parkway.

Please provide any comments you may have in the areas provided below and leave this form with a staff person or at the welcome station where you signed in. You may also mail the form as long as we receive it by **October 17, 2003**.

1. What aspects of the environment do you think should be studied and why?

2. Please describe any concerns you may have about potential environmental impacts.

7-1 | Row property takes & noise impacts

3. What environmental mitigations do you think should be considered for these potential impacts?

7-2 | extension noise mitigation for

4. Do you have any other comments about the proposed project?

7-3 | strongly favors a light rail / BRT right of way



Name (optional) Sally + Dave McCray
 Organization _____
 Address 6815 Ripley Lane N
 City, State, Zip Renton WA 98056
 Telephone Number 425-277-9118
 (please print)

Today's open house meeting is an opportunity to provide input into what gets studied in the Environmental Assessment (EA) for the North Renton Project. The I-405 EIS completed last summer produced the most comprehensive analysis of a transportation system in the state's history. However, before construction work can begin, project level analysis is required to confirm all potential environmental impacts were fully assessed within the project limits—I-405 from SR169 to just north of Coal Creek Parkway.

Please provide any comments you may have in the areas provided below and leave this form with a staff person or at the welcome station where you signed in. You may also mail the form as long as we receive it by **October 17, 2003**.

1. What aspects of the environment do you think should be studied and why?

- 8-1 | 1) Noise - local residents should not pay the price by having ever
louder noise reduction
- 8-2 | 2) Streams + Rivers flowing into lake WA - should be protected for
example May Creek

2. Please describe any concerns you may have about potential environmental impacts.

- 8-3 | Noise levels may be too high for me to enjoy my yard. As it is, guests
have difficulty sleeping in my guest room.

3. What environmental mitigations do you think should be considered for these potential impacts?

- 8-4 | Noise Berms and walls
"lid" approach to freeways. Improve the area with the freeway rather
than degrade it.

4. Do you have any other comments about the proposed project?

- 8-5 | Please keep neighbors informed. Let us know how we can
appeal your decisions



RECEIVED

OCT 31 2003

URBAN CORRIDORS OFFICE

CITY OF RENTON

Planning/Building/Public Works Department
Gregg Zimmerman P.E., Administrator

October 29, 2003

Christina Martinez, I-405 Environmental Lead
Washington State Department of Transportation
Urban Corridors Office
6431 Corson Avenue South, NB82-230
Seattle, WA 98108-3445

**SUBJECT: I-405 NORTH RENTON PROJECT
ENVIRONMENTAL ASSESSMENT SCOPING COMMENTS**

Dear Ms. Martinez:

The City of Renton submits the following comments for consideration with regards to the North Renton Environmental Assessment Scoping.

WATER UTILITY:

Impact to the City of Renton's existing drinking water wells and water treatment facilities –

9-1 The City of Renton relies on groundwater for over 90% of its water supply. Groundwater is withdrawn from the Cedar River aquifer by six existing drinking water supply wells. This aquifer has been designated a sole source aquifer by the U.S. EPA. The six wells, a fluoridation facility, and a corrosion control facility are all located along I-405 between the Cedar River and the intersection of I-405 and SR 169 (see attached as-builts). These wells are capable of producing 18 million gallons of water per day.

9-2 The construction of the proposed I-405 North Renton Project as shown on the preliminary plan (sheet 1 of 8) dated September 17, 2003 will have a significant environmental impact to the City's drinking water supply. In particular, the proposed northbound off-ramp from I-405 to SR 169 will cut through the City's drinking water wells and water treatment facilities. This new alignment will require the relocation and replacement of the City's wells and treatment facilities. The relocation of the City's wells and facilities will require a significant amount of environmental studies – including a potential Environmental Impact Statement.

9-3 If the relocation of the wells is considered, a feasibility study and detailed hydro-geologic investigation must be done to determine not only if the new wells can be constructed, but also if they can provide a reliable supply of water meeting state and federal drinking water quality standards. Additional water treatment facilities (i.e.: new water filtration plant) may be required to comply with current water quality standards adopted by the Department of Health. Purchase or condemnation of properties including City parks will be needed for the new wells and facilities. Test wells must be dug and pump tested to ensure adequate yield. The Department of Ecology may not allow the new wells to be dug near the Cedar River due to potential impacts to instream flow. Transfer of water rights will need to be approved by Ecology. The Department of Ecology and the Muckleshoot tribe can require new mitigation measures if the test wells show an impact to river flows during pumping. The new wells and water treatment facilities must be constructed and be operational for several years to ensure a reliable supply before the existing wells can be abandoned. This entire process may take up to ten years or more.

1055 South Grady Way - Renton, Washington 98055

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- 9-4 | The limited program-level groundwater analysis shown in section 3.5.2.2 Water Resources/Groundwater of the Project NEPA/SEPA Preliminary Final EIS and Final Preliminary Section 4(f) Evaluation dated March 2002, including the referenced study I-405 Corridor Program Draft Groundwater Resources Expertise Report by CH2M Hill, 200 1b, does not provide sufficient information to determine the impact of the I-405 North Renton Project on the quantity and quality of groundwater to the City's wells.
- 9-5 | The impact to water quality and water quantity from construction of structures across the well field must be thoroughly studied and evaluated. The construction of a fly-over ramp within the sanitary control area, one hundred feet radius, will put the City water supply at risk for contamination and violates the provisions in the WAC 246-290-135 on source water protection. The construction of support pilings may affect the flow of water to the wells. Any decrease in the quantity of water produced by the wells or any degradation of well water quality resulting from the construction and operation of the I-405 improvements must be investigated and remediated at WSDOT's expense. Remediation may include the construction of replacement well(s).
- 9-6 | Chemicals used for the construction of the support structures could contaminate the water supply.
- 9-7 | Adequate vertical clearance, at least 50 feet above the existing well building roofs, must be provided for access by well drilling rigs, so the wells can be redeveloped in the future. Access and clearance for cranes must be provided to remove the pumps and columns for maintenance. Access for chemical delivery trucks must be maintained.
- 9-8 | Surface Water Management Standards (Renton Municipal Code RMC 4-6-030E2 and 3):

The following are prohibited in Zone 1 of the City's Aquifer Protection Area (APA): Biofiltration, retention/detention ponds, infiltration, and drainage ditches and channels. New pipes shall meet pipeline specifications in 4-3-050S. Impervious surfaces shall be provided for areas subject to vehicular use or storage of chemicals. Discharge of runoff from more than one acre of impervious surface may require installation of a wetvault 1.5 times the usual size.

Surface water runoff during construction activities and operation phases of the project must not be allowed to infiltrate in Zone 1, the one-year capture zone, of the City's aquifer protection area (APA). Runoff should be collected in lined detention ponds, treated, and diverted to surface water. Adequate detention volume should be provided to contain a hazardous material spill until it can be removed from the pond.
- 9-9 | Bridge over the Cedar River: No bridge supports are to be installed in the riverbed to prevent compromise of the silt seal in the river.
- 9-10 | Construction Activity Standards (RMC 4-4-030C7): Standards shall be followed if, during construction, more than 20 gallons of hazardous materials will be stored on site or vehicles will be fueled on site.
- 9-11 | Fill Source Statement (RMC 4-4-060L4): A fill source statement is required if more than 50 cubic yards of fill material will be imported to the project site.

PARKS

Cedar River Park

- 9-12 | 1. Due to the existing active recreation uses including an outdoor aquatic facility and sunbathing area and soccer field, there shall be no shade extending more than 50' southwest from the existing northeast park property line along the Maple Valley Highway (line drawn parallel to the existing park property line). Any shade in the park area will need to be mitigated. In addition, any shade extending into the aquatic facility/sunbathing area and field area will need to be mitigated by also taking into account the loss of revenue from a decrease in facility use caused by the shade.
- 9-13 | 2. Due to the existing active recreation uses, including an outdoor aquatic facility/sunbathing area and soccer field, noise impacts will need to be mitigated with a sound barrier.
- 9-14 | 3. Additional information regarding the elevation of the proposed ramp system is necessary in order to determine potential additional impacts to the water slide amenities. It appears the slides may be at the same elevation as the ramps necessitating an increase in noise and air quality mitigation.
- 9-15 | 4. Loss of usable parkland and air space will need to be replaced in kind within the Cedar River Trail Corridor system located between Lake Washington and Ron Regis Park.
- 9-16 | 5. Rubber particle/residue from the adjacent ramps into the park area and especially the pool area will need to be mitigated. This residue will likely cause increased deterioration to the pool facility.
- 9-17 | 6. The Parks Division will not accept any loss of park maintenance facility yard area or maintenance building structures due to the existing limited capacity. Any loss of space will require relocation of the Parks maintenance facility including property acquisition and facility development.
- 9-18 | 7. Two access points to the park must be maintained at all times and must be able to accommodate ladder trucks, fire engines, aid cars, maintenance vehicles, and park users (including trestle area). Access from the Maple Valley Highway and one access from Houser Way need to be maintained.
- 9-19 | 8. Trail access from Cedar River Park over the river to the Narco property must be maintained. Any impacts will need to be mitigated.
- 9-20 | 9. Shadow effects from I-405: Due to the existing active recreation uses and landscape amenities, encroachment of shade into the park area will need to be mitigated. Shade encroachment inhibits plant and turf growth and rejuvenation, thereby limiting the scheduled use of field time.
- 9-21 | 10. Damaged and/or removed landscaping and irrigation will need to be replaced in order to maintain the park setting.
- 9-22 | 11. The four-foot-diameter (approximate) Big Leaf Maple (*Acer macrophyllum*) east of I-405 will need to be evaluated and appraised by a certified arborist. If removal is required, the City will require monetary reimbursement for the appraised replacement value.
- 9-23 | 12. Prior to construction, a certified arborist will be required to evaluate all trees with a tree canopy extending into any proposed construction limits. A certified arborist report will be required for each tree identifying recommendations for tree protection, special pruning practices, etc. to be utilized during the construction phase(s).

- 9-24 | 13. The City will require a certified arborist perform all tree root pruning, limb removal, limb pruning, tree spadework, etc.
- 9-25 | 14. The City will require a licensed landscape contractor to install all landscape elements including: plant materials, sod/seed, topsoil and irrigation.
- 9-26 | 15. There shall be no net loss of parking in Cedar River Park. Any loss will need to be replaced. Any loss of parkland and loss of usable parkland through the creation of replacement parking will need to be mitigated through in kind replacement within the Cedar River Trail Corridor system located between Lake Washington and Ron Regis Park.
- 9-27 | 16. The proposed decorative noise wall along SR 169 (as part of the SR 169 project) will need to be preserved and protected. If the wall is removed and replaced, the replacement wall will require the same artwork incorporated into the forming process.
- 9-28 | 17. New noise walls constructed as part of this project and facing park property need to incorporate architectural elements consistent with existing park and recreational architectural features.

Narco Property

- 9-29 | 1. Primary vehicular access, emergency access (police and fire) and trail access to the Narco Property from Mill Avenue South needs to be maintained at all times. Improvements including new clear span bridges need to ensure vehicular, emergency and trail access from Mill Avenue to the Narco Property. Access must meet City road and bicycle standards.
- 9-30 | 2. Loss of usable parkland and air space will need to be replaced in kind within the Cedar River Trail Corridor system located between Lake Washington and Ron Regis Park.
- 9-31 | 3. Trail access from Cedar River Park over the river to the Narco property must be maintained. Any impacts will need to be mitigated.

Liberty Park

- 9-32 | 1. Bicycle/pedestrian access from the Cedar River Trail to Cedar River Park and over to Liberty Park must be maintained, as this is part of a regional trail system.
- 9-33 | 2. Prior to construction, a certified arborist will be required to evaluate all trees with a tree canopy extending into any proposed construction limits, including but not limited to trees on Bronson Way and Houser Way. A certified arborist report will be required for each tree identifying recommendations for tree protection, special pruning practices, etc. to be utilized during the construction phase(s).
- 9-34 | 3. The oak trees on Bronson Way will need to be evaluated and appraised by a certified arborist if removal is required. The City will require monetary reimbursement for the appraised replacement value.
- 9-35 | 4. The City will require a certified arborist perform all tree root pruning, limb removal, limb pruning, tree spadework, etc.

- 9-36 | 5. The City will require a licensed landscape contractor to install all landscape elements including: plant materials, sod/seed, topsoil and irrigation.
- 9-37 | 6. There shall be no net loss of parking. Any loss will need to be replaced. Any loss of parkland and loss of usable parkland through the creation of replacement parking will need to be mitigated through in kind replacement within the Cedar River Trail Corridor system located between Lake Washington and Ron Regis Park.
- 9-38 | 7. The close proximity of the proposed relocated Houser Way to the skate park creates safety and access concerns that need to be addressed. Any solution must provide safe access from Houser Way to the skate park (for skating) and around the skate park (between the well house building and the skate park) for pedestrian access.
- 9-39 | 8. New noise walls constructed as part of this project and facing park property, need to incorporate architectural elements consistent with existing park and recreational architectural features.
- 9-40 | 9. Loss of usable parkland and air space will need to be replaced in kind within the Cedar River Trail Corridor system.

May Creek

- 9-41 | 1. Loss of parkland and air space will need to be replaced in kind within the May Creek Trail Corridor.
- 9-42 | 2. Loss of vegetation will require re-vegetation with native plant materials.
- 9-43 | 3. Additional information is required regarding the installation of a sound barrier system in this section of the corridor due to the steep topography. A constructed sound barrier may require an increased loss of parkland and existing native vegetation – all of which will need to be replaced.

Wells and Parks Summary

Regarding the constraints near Liberty Park and Cedar River Park due to these parks and the City of Renton's well field, thorough technical comments are provided in the preceding. However, to summarize the City's position:

- 9-44 | ▪ The City's wells cannot be relocated and must be avoided.
- 9-45 | ▪ Impacts to the parks should be minimized.
- 9-46 | ▪ Given the first two positions, an alignment and interchange configuration should be pursued to determine if it is possible to provide for future flyover ramps that will allow direct access to North Renton.

STORMWATER:

- 9-47 | The project should provide water quantity control (detention) and water quality improvements for all existing and proposed right-of-way improvements. The quantity and quality controls should be designed in accordance with the *Washington State Department of Ecology Stormwater Management Manual for Western Washington* or equivalent standards. If WSDOT storm systems currently discharge or are proposed to discharge to City storm systems, the downstream system capacities should be analyzed and off-site improvements made as part of the project as needed. Water quality and quantity impacts should be mitigated such that there is no impact immediately downstream of the project. Watershed based

9-47 Cont. mitigation will need to show that there are no temporary or long-term impacts due to increased peak rate and volume of runoff, along with changed water quality, downstream of the project even if upstream off-site mitigation is proposed by the project. If off-site watershed mitigation cannot fully mitigate the quantity and quality impacts to the downstream systems (stream or constructed storm systems), then downstream mitigation will also be required.

WETLANDS:

9-48 At a minimum, the project should be held to a “no net loss” of wetland area, function, and value. Replacement ratios for wetland mitigation should, at a minimum, satisfy Renton’s wetland replacement ratios for wetland impacts in Renton. Department of Ecology’s or Army Corps of Engineers’ replacement ratios should be acceptable if they are equal to or more stringent than Renton’s. Wetland mitigation should be done in the same basin and as close as possible to where the impact occurs. WSDOT should establish wetland mitigation banks in the basins where wetlands will be impacted by the project and establish the wetland banks as required by the State’s Wetland Mitigation Banking rule. This will ensure that the created wetlands are established, and have the same function and value as the wetland that is to be impacted, prior to the wetland being filled by the project.

STREAM BUFFERS/FISH HABITAT:

9-49 The project should provide mitigation to provide for “no net losses” of stream buffer area, function, and value. In addition, the project’s impacts to fish habitat (spawning, rearing, and passage) should be held to the same standard. Replacement ratios (2:1) for impacts to stream buffers and fish habitat should be required. Mitigation should be incorporated at the location of the impact to the maximum degree possible, but the additional mitigation could be done offsite within the same basin or watershed. A mitigation fund could be established for acquisition, restoration, or enhancement of stream buffer and/or prime fish habitat sites that have been determined to be beneficial to improving salmon habitat. The project should not only mitigate for the action impacts but should have a restoration element to offset prior impacts and the fact that mitigation benefits are not immediately achieved, especially when it comes to stream buffers. Any existing culverts or other stream crossing structures that are barriers or restrictions to fish passage should be replaced with new structures that don’t prevent or restrict fish passage.

9-50 Tributary 0283, presently located near the intersection of NE 43rd Street and Jones Avenue NE, historically was a tributary to May Creek. Through the decades, with the improvements to roads and highways, May Creek and this small tributary have been rerouted and disconnected. Tributary 0283 is a source of potential flooding over NE 43rd Street without annual removal of sediments at the culvert crossing of NE 43rd Street. With the reconstruction of the NE 44th Street interchange, the potential for reconnecting Tributary 0283 with May Creek exists. One method for doing this is replacing the culverts under I-405 with open channels as proposed for Coal Creek and connecting Tributary 0283 with the ditches along Lake Washington Boulevard, which convey water to May Creek.

FLOODPLAINS:

9-51 The project should be required to provide compensatory storage for filling of any floodplain. A “zero rise” to the floodway standard should be applied to the project. The project is also required to comply with all FEMA and Nation Flood Insurance Program (NFIP) standards, since Federal funding will be used. No encroachment into the floodplain should be allowed, unless through a hydraulic analysis, it can be demonstrated that the zero rise standard can be achieved. The hydraulic analysis should be based upon future land use condition 100-year flood flows. All bridge crossings of Cedar River and May Creek should be the full span of the 100-year floodplain, i.e. no piers, abutments, etc. should be located in the

9-51 Cont. | 100-year floodplain. New bridge low chord elevations (bottom of the bridge) should be set above the future land use condition 100-year flood elevation by a minimum of three feet, or higher on streams or rivers with the potential for large debris flows.

9-52 | Per the *Flood Insurance Mapping Study*, April 2003 prepared by Northwest Hydraulic Consultants, the pedestrian bridge under I-405 experiences partial or complete pressure flow during the 100-year flood event. It might be possible to remedy this situation by raising or reconstructing the pedestrian bridge coincidentally with the proposed I-405 improvements at the Cedar River crossing.

STORMWATER UTILITIES:

9-53 | The I-405 right-of-way creates a major barrier to utility services. Regarding stormwater, a hydrologic and hydraulic analysis of all existing and proposed culverts and storm systems that cross I-405 should be performed to verify that the systems have adequate capacity to convey the 100-year/24-hour storm event for future land use conditions. If the analysis indicates that the system has insufficient capacity, then it should be replaced with a properly sized facility. This is needed to ensure that adequate stormwater conveyance can be provided across the I-405 corridor and that the project will not create upstream drainage problems. Any City-owned structures that have to be relocated or are impacted by the project should be fully coordinated with the City as to sizing and relocation – all at no cost to the City. A review of the need for potential new storm system crossings should also be conducted in coordination with the City of Renton Surface Water Utility to address the barrier problem that I-405 presents to the natural drainage and the ability to provide storm drainage service to areas upstream of I-405.

9-54 |

9-55 |

The following is a list of I-405 storm crossings from the City's inventory maps, not to be construed as a definitive list (see attached inventory maps):

- At SR-169 (Maple Valley Highway)
- South of NE 6th Street
- At North 8th Street
- Midway between NE Park Drive and North 8th Street
- At NE Park Drive (runoff from NE Park Drive)
- At NE Park Drive (runoff from NE of I-405/NE Park Drive intersection)
- At NE 27th Court
- North of NE 44th Street

SHORELINES:

9-56 | The project should comply with the currently adopted *Washington State Department of Ecology Shoreline Management Guidelines* and City adopted Master Shoreline Program regulations.

TRANSPORTATION:

City Arterials and Local Streets

9-57 | Impacts to traffic patterns and volumes on City arterials and local streets need to be identified and mitigated. These impacts potentially include, but are not limited to:

- The cul-de-sac of Houser, Meadow and Factory Avenues at Bronson Way;
- The additional capacity needs on Mill Avenue, the Bronson Way bridge and the Logan Avenue bridge over the Cedar River;
- Traffic pattern revisions on Sunset Boulevard at the SR 169/North 3rd Street interchange;

- 9-57 Cont. |
- Additional traffic signals or traffic signal revisions, such as on the Maple Valley Highway and NE 3rd Street; and,
 - The connection of Houser Way North to the SR 169 interchange, due to the loss of the Houser Way Tunnel.

Neighborhoods and Businesses

- 9-58 | Impacts to traffic through neighborhoods need to be identified and mitigated. Neighborhoods potentially impacted include the downtown Renton Central Business District (CBD), the north Renton residential neighborhood, and the Highlands neighborhood (due to revised Sunset Boulevard).
- 9-59 | Impacts, such as access and traffic patterns, to local businesses need to be identified and mitigated. Potentially impacted businesses include those located on Sunset Boulevard, Bronson Way North, Maple Valley Highway and Main Avenue South.
- 9-60 | Due to the proposed split-diamond interchange configuration at SR 169/North 3rd Street, pedestrian and bicycle connectivity between North 3rd Street and Maple Valley Highway need to be identified.

Traffic Modeling and Simulation

- 9-61 | Traffic modeling and simulation should be conducted using appropriate tools in order to fully identify and understand the impacts on local arterials, streets and freeway interchanges.

Detailed discussion regarding traffic modeling, such as intersection capacity analysis, is being coordinated between the City and WSDOT through separate correspondence.

- 9-62 | It is anticipated that in the near future the Renton City Council will be making decisions regarding the North Renton Boeing area and potential Comprehensive Plan amendments. A Draft Environmental Impact Statement (DEIS) was issued in July 2003 regarding the Boeing proposal to rezone portions of their North Renton property as a result of their "move-to-the-lake". As identified in the DEIS, traffic and land use changes due to the redevelopment of the North Renton Boeing property need to be included in the I-405 future traffic modeling analysis. The baseline forecast will not include the Boeing Land Use Scenarios.

- 9-63 | The North Renton Boeing Redevelopment DEIS traffic analysis indicates that the proposed revisions to the SR 169 interchange will operate over-capacity. The performance of this interchange needs to be validated.

- 9-64 | The North Renton Boeing DEIS identifies a capacity need in the Park Avenue interchange, eastbound to northbound traffic. The capacity needs of this interchange should be analyzed. For example, it should be determined if the eastbound to northbound loop ramp should be retained in the future design.

- 9-65 | It is proposed to eliminate the I-405 ramps from Sunset Blvd. Sunset Boulevard will go over or under I-405 and connect into the North Renton neighborhood local street system. It is the City's preference to have Sunset Boulevard go under I-405, if possible. Traffic modeling should analyze the traffic impacts due to this reconfiguration of Sunset Boulevard.

Renton Hill Access

9-66

The September 17, 2003 Preliminary Plans show the two existing access overpasses (Cedar Avenue South and Renton Avenue South) being combined into one access, with the overpass on the Renton Avenue South alignment. Although south of the Cedar River, due to its close proximity to the North Renton project limits, we offer the following perspectives regarding access to Renton Hill.

1. A second access to Renton Hill needs to be provided.
2. Any impacts due to this second access need to be minimized and mitigated.
3. The second access should be cost effective. South Renton funds saved with this secondary access alternative will then be available for other sections of South Renton.

WSDOT proposed several options for a second access to Renton Hill. These options include extending either Grant Avenue South or Cedar Avenue South, south into the Benson Hill neighborhood; connect either Mill Avenue South or South 7th Street across I-405 to South Grady Way between City Hall and Sam's Club; and, extend Mill Avenue South northeast, down the hill, in order to utilize the existing Narco property access under the I-405 Cedar River bridge.

WSDOT and the City will continue to develop a preferred alternative to provide this second access.

PACCAR

There are several potential impacts to the PACCAR property that need to be identified and mitigated:

9-67

- The North 8th Street direct access ramp may have impacts to the PACCAR property on the south side of the street;
- The relocation of Houser Way North to its former location across the PACCAR property;
- The potential extension of Sunset Boulevard to the west across PACCAR property to North 5th Street.

ECONOMIC DEVELOPMENT, NEIGHBORHOODS, and STRATEGIC PLANNING

9-68

1. While this may already be addressed, please accept this reminder that the North 8th Street HOV direct access ramp should allow ramp traffic to access the north leg of Garden Avenue, both in where the ramp lands and through signalization to allow for safe turning movements.

9-69

2. To maintain the future viability of Houser Way, potential connections should be examined so that Houser Way between Park Avenue and Bronson Way can function as a frontage road.

9-70

3. Similarly, the North Renton I-405 Environmental Assessment should consider options for Sunset Boulevard NE to have a more direct link to I-405.

9-71

4. The Park Avenue Interchange northbound exit ramp should be located to allow enough room for an eastbound to northbound loop ramp. City of Renton forecasts indicate that this loop ramp would be necessary even under baseline land use conditions.

9-72

5. Earlier NE 44th Street interchange designs showed an eastbound to northbound loop ramp. The northbound exit ramp should be located far enough east to allow room for this potential loop ramp.