

Approximately 382 residences would benefit from these sound walls. After providing this abatement, approximately 95 residences would remain impacted after completion of the proposed project. Mitigation beyond this is possible and is being investigated (4-12).

#### Energy

No mitigation measures would be required during operation of the proposed project, because operation impacts are less than those of the No-Build Alternative (4-15).

#### Geology and Soil

No mitigation is proposed. Best Management Practices (BMPs) for slope stabilization will be utilized to avoid adverse impacts (4-16).

#### Waterways and Hydrological Systems

No mitigation is proposed (4-16).

#### Flood Plains

Construction work within the Deadman Creek flood plain will require permit approval from Spokane County. In order to obtain the Flood Plain Permit, WSDOT will be required to show that there is no greater than one foot increase in base flood elevation, or to obtain an easement to allow inundation of the increased flood plain (4-17).

#### Water Quality

Storm water runoff will be directed to water quality and quantity treatment facilities prior to discharge to rivers, creeks, and wetlands. Discharge to surface water bodies will be avoided when possible through the use of infiltration Best Management Practices (BMPs). Special pollutant reduction strategies (combined BMPs), such as, but not limited to, retention tanks and ponds will be combined with infiltration BMPs to provide additional protection at sensitive sites.

WSDOT will confer with Spokane County over matters related to the Spokane Sole Source Aquifer, as directed by EPA. WSDOT will continue to coordinate with the County on aquifer protection through project implementation. WSDOT will also consult with EPA shortly before the project is implemented to assure that the project incorporates all necessary measures to avoid project-related contamination of the aquifer (4-17).

#### Shorelines

No mitigation is anticipated except what is required to comply with the local government shorelines permits (4-17).

#### Wetlands

No impacts are anticipated, and no mitigation is proposed (4-18).

#### Wildlife, Fisheries, and Vegetation

No mitigation is required or proposed (4-18).

### Land Use

In comparison to the FEIS Alignment, the proposed Preferred Alternative is aligned along the edges of the developing areas north of the City of Spokane, rather than bisecting them. It keeps the corridor closer to the Interim Urban Growth Area boundary, which allows this area to develop in a more cohesive manner. It also reduces the displacement or disruption to businesses in the area (4-20).

### Community Cohesion/ Regional and Community Growth

Two neighborhoods will be more heavily impacted by the Preferred Alternative; Garden City and Morgan Acres. The Garden City area was outside of the published preferred route in the 1997 FEIS. The alignment revision avoids a rapidly developing area but extends into an existing neighborhood. The increased impacts in the Morgan Acres neighborhood result from the Francis Avenue interchange redesign, which was necessary for functionality and to avoid impacts to major businesses and a Superfund site (4-31).

### Parks and Recreation

No recreation areas were found to be impacted between the Spokane River and US 395 at Wandermere (4-33).

### Farmland

Any topsoil removed from areas of prime farmland and farmland of statewide importance will be removed and stockpiled rather than covered over. The topsoil can then be used for erosion control and in areas of planting for BMPs. Disruptions of access to prime farmland property will be coordinated with property owners to help minimize impacts to the operations of that property. Alternative access to the affected parcels will be provided to mitigate any temporary loss of access (4-34).

### Services

Mitigating measures include early coordination with affected schools, churches, social institutions, fire districts, Spokane Transit Authority, police, railroads, and utility companies to minimize disruptions and maintain access (4-35).

### Transportation

Right-of-way is to be reserved for possible future light rail or other high-capacity transit within the corridor (4-43).

A pedestrian/bicycle crossing is proposed for the Wild Horse/Hillyard area, which will allow safer access between neighborhoods, schools, and commercial areas.

A pedestrian/bicycle trail along the full length of the NSC is proposed, to facilitate non-motorized transportation (4-44).

Frontage roads are proposed to provide improved safety for residents on parts of US 2 and from Lincoln Road to Piper Road vicinity (4-44).

### Relocation

All necessary relocations will be made in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. WSDOT has documented 32 advance acquisition requests in the approved Relocation Assistance Program Plan, and will prepare a detailed Relocation Plan prior to the commencement of property acquisition within each segment of the project. Coordination with affected neighborhood and housing groups will be conducted to help identify residents with special needs. Coordination with local planning departments to develop strategies for minimizing overall neighborhood disruptions, isolation of specific neighborhood areas, and induced land use change will also be conducted early in the process. To ensure that all of the options applicable to the selected alternative meet NEPA requirements and are in compliance with the Environmental Justice Strategy outlined by Executive Order 12898, WSDOT will take all necessary and reasonable actions to ensure that this project will not result in disproportionately high and adverse health or environmental effects on minority or low-income populations. In the event that replacement housing is not available within a displaced individual's financial means, WSDOT will commit funds authorized for the project to provide such housing by constructing, relocating, rehabilitating, purchasing, renting, or otherwise financing the acquisition of necessary housing. The Preferred Alternative will displace many homes, apartments, and commercial buildings. Because this project has a 20-year, 6-phase construction schedule, it is anticipated that the lead time will be sufficient to complete the relocation process in an orderly, efficient, and humane manner. No residential occupant will be required to move from his or her dwelling unless a comparable replacement property is made available at least 90 days prior to the date upon which he or she is required to vacate (4-25).

#### Economic Elements

##### ***Employment***

No mitigation is required (4-23).

##### ***Tax Revenues***

No mitigation is required (4-30).

##### ***Property Values***

No mitigation is required (4-30).

#### Cultural Resources

The Preferred Alternative was altered to avoid direct impacts to the Wittkopf site, a site of confirmed significant cultural value. Construction activities will be kept as far away from this site as possible, and access to the site will not be permitted during construction. As a precaution, excavation of the upper few feet of the cut to be made nearest the Wittkopf site will be monitored by an archaeologist. Clearing of forested areas between Fairview and Piper Roads should also be monitored, as investigation of a nearby possible site of interest proved inconclusive. Should cultural resources be encountered during construction, the Spokane Tribe and the Office of Archaeological and Historical Services of Eastern Washington University in Cheney, Washington, will be notified immediately.

Release of culturally sensitive information will be subject to the provisions of the Spokane Tribe Cultural Resource Protection Ordinance (4-46).

#### Hazardous Waste

A joint comprehensive investigation of the Preferred Alternative between Hawthorne Road and US 395 at Wandermere was performed by WSDOT and an environmental consultant. Remediation costs were estimated based on this investigation (4-48).

All structures that necessitate demolition for the completion of this project will require both an asbestos and a lead paint survey. All asbestos and lead paint found during these surveys will require abatement measures in compliance with all regulations both for disposal and for worker safety. Heating oil tanks, although considered exempt, will be removed in accordance with all regulations. Septic systems and water wells will require decommissioning in accordance with State and Spokane County regulations. Any site containing hazardous materials not identified during this assessment, discovered during the construction of this project will be reported and mitigated as required by all hazardous materials regulations.

During construction, all contractors are required to have and follow a detailed Spill Prevention Containment and Countermeasures Plan, prepared in accordance with WSDOT and WDOE guidelines. This plan covers spills of fuels, petroleum lubricants, or any other hazardous materials required to be on site for construction purposes. This plan also develops procedures for recognizing and controlling unknown contamination discovered during construction (4-51).

#### Visual Quality

All structural elements such as walls, bridges, buildings, and sign bridges will be developed to harmonize with existing structures and other landscape elements that are included in the transportation corridor. The final design will be coordinated with the WSDOT Olympia Service Center's Landscape Architecture Branch. Contour grading of the alignment structure and interchange slopes will be used to blend "cuts and fills" into the adjacent landforms. This may include varying slope angles and rounding slope edges near drainage channels and roadside ditches. Where roadway slope construction would result in extensive right-of-way purchases or visual impacts, consideration will be given to structural solutions such as retaining walls. A Roadside Master Plan will be developed to provide guidance during the design process. Native trees, shrubs, and grasses are proposed, to visually soften the structural elements. Some non-native shade trees and/or shrubs may be interspersed among the native plantings to provide continuity and cohesiveness with the vegetation found within the parks and residential neighborhoods bordering the proposed alignments (4-55).

## Monitoring and Enforcement

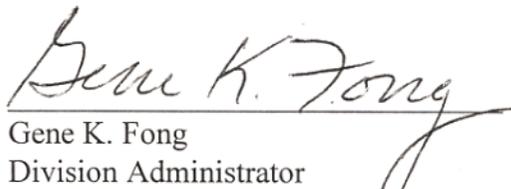
The Regional Administrator, Washington State Department of Transportation, Spokane, Washington, will be responsible for monitoring and enforcing mitigation measures.

The project will require the following permits:

<u>Permit</u>	<u>Issuing Agency</u>
Flood Control Zone Permit	Spokane City or County/ Ecology
Operating Permit for Surface Mining	Washington State Dept. of Natural Resources
Shorelines Management	Spokane County/Ecology
NPDES Baseline (Stormwater)	Ecology
Water Rights Appropriation	Ecology
Temporary Air Pollution	SCAPCA
New Source Construction	SCAPCA/Ecology
Forest Practices	WDNR
Building Permit for demolition	City/County Building Department

### Comments on the Final EIS

There were no comments on the FEIS.

  
Gene K. Fong  
Division Administrator  
Federal Highway Administration

11/13/00  
Date