

SR 520 program mitigation and community improvements



Why does WSDOT provide mitigation?

- WSDOT must comply with a variety of local, state and federal regulations that require mitigation for the anticipated environmental effects of the SR 520 program.
- We anticipate there will be effects to wetlands, aquatic habitat, parks, cultural resources and historic properties.
- Where possible, we adjusted the project design to avoid or minimize effects to these resources. When identifying mitigation, we first evaluated opportunities around the SR 520 corridor, and then sought off-site mitigation for remaining needs.

What mitigation is complete or under way?

- Evans Creek, wetland mitigation near the City of Redmond for the Eastside Transit and HOV Project.
- Grass Creek, improvements to wetland and aquatic resources at Grass Creek in Grays Harbor County for the Pontoon Construction Project.
- Implementation of the Floating Bridge and Landings Community Construction Management Plan, Arboretum traffic calming and the Montlake Triangle Project at the University of Washington.

What additional mitigation is planned?

- Wetland and aquatic: Yarrow Creek, South Lake Washington shoreline restoration, Cedar River Elliott Bridge Reach, East Approach, WSDOT Peninsula, Union Bay Natural Area, Bear Creek, Magnuson Park, Taylor Creek and Seward Park.
- Parks: Arboretum Multi-Use Trail, Arboretum Creek and Azalea Way Pond improvements, Foster Island improvements, development of the Bryant Building site as a public park, partnering with the city of Seattle to transfer the WSDOT peninsula to the Arboretum, Arboretum North Entry, Arboretum Waterfront Trail, and trail improvements in the Portage Bay area.
- Cultural and historic improvements: Community Construction Management Plans for each construction phase, historic documentation and interpretive signage.

Note: Mitigation measures and other commitments made by the SR 520 program are described in the:

- I-5 to Medina: Bridge Replacement and HOV Project Record of Decision - www.wsdot.wa.gov/projects/sr520bridge/EIS.htm
- Eastside Transit and HOV Project Finding of No Significant Impact - www.wsdot.wa.gov/projects/sr520bridge/EastsideEA.htm
- Pontoon Construction Project Record of Decision - www.wsdot.wa.gov/projects/sr520/pontoon/EIS.htm

- LEGEND:**
- SR 520 corridor
 - Wetland and aquatic mitigation
 - Parks mitigation

Pontoon Construction Project Mitigation



Grass Creek

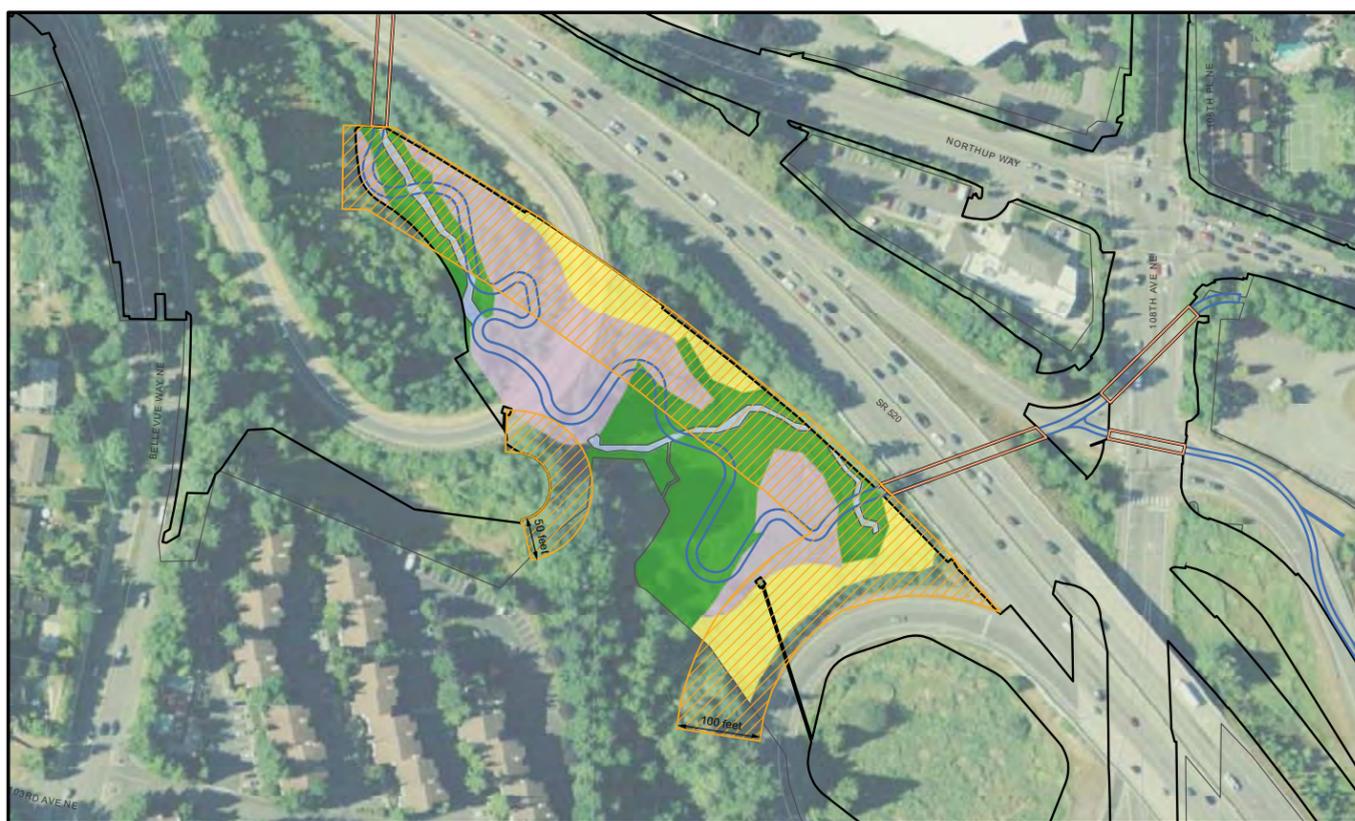
WSDOT has removed portions of an earthen dike and reestablished tidal channels at the Grass Creek site to reconnect and restore natural tidal influence to the site. The work at Grass Creek restores and protects a variety of wetlands and shoreline habitats, mitigating environmental effects of the Pontoon Construction Project. Crews have completed the mitigation work on this site and WSDOT is currently monitoring to ensure plants are established.

Eastside Transit and HOV Project Mitigation



Evans Creek

WSDOT is providing wetland mitigation near the City of Redmond. The mitigation work will strengthen the local natural environment by improving the quality of wetland habitat. Improvements will mitigate for a loss in wetlands and stream habitat resulting from the construction of the Eastside Transit and HOV Project. WSDOT expects work to be completed by spring 2014 and then will begin monitoring the site.



Yarrow Creek

Wetland and stream restoration at the Yarrow Creek site will mitigate for effects from the Eastside Transit and HOV Project. Actions will include removing fill to create and enhance wetlands, relocating and lengthening a section of the Yarrow Creek, planting with native species, and creating habitat diversity. WSDOT crews will begin construction at this site in summer 2013.



Figure 5
Yarrow Creek Mitigation Plan
Medina to SR 202: Eastside Transit and HOV Project

I-5 to Medina: Bridge Replacement and HOV Project Mitigation

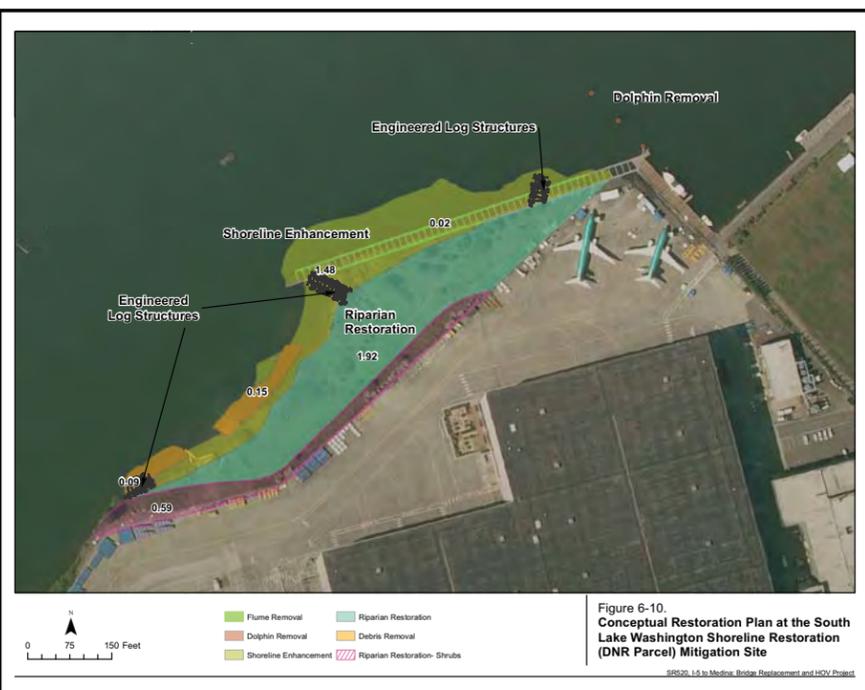
Bear Creek

WSDOT is providing funding to the city of Redmond to implement aquatic mitigation at the Bear Creek site. Actions such as stabilizing the bank, adding stream gravel and wood, and planting along the creek will help address habitat diversity needs identified in the WRIA 8 Chinook Salmon Recovery Plan. The city of Redmond plans to begin construction summer 2013.



South Lake Washington

WSDOT is funding aquatic mitigation at a property on South Lake Washington owned by the Washington State Department of Natural Resources (DNR). DNR is designing and will construct the mitigation, with the intent to improve water quality and restore salmon habitat. DNR plans to begin construction at this site summer 2013.



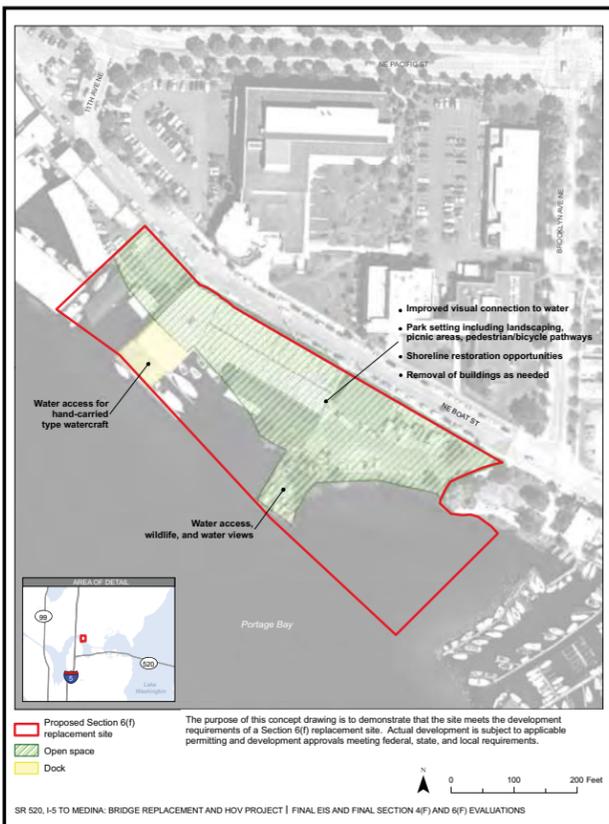
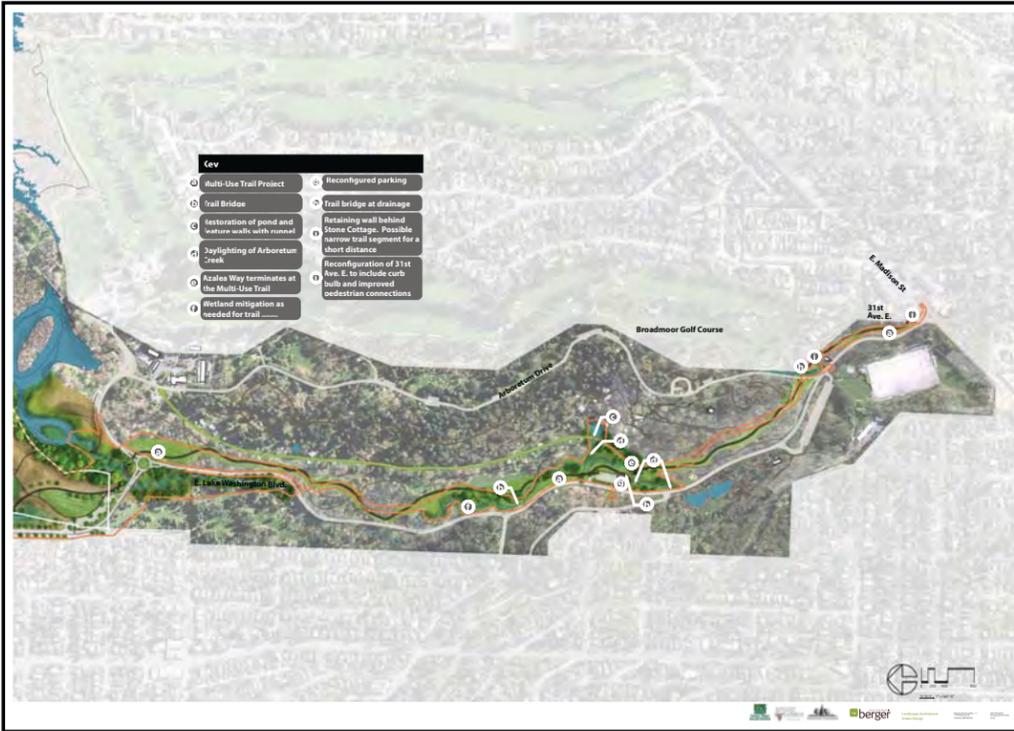
East Approach

As part of the Floating Bridge and Landings contract, WSDOT will supplement lake bed gravel along the shoreline, remove an existing bulkhead and rubble, and restore and plant the shoreline area beneath the East Approach within WSDOT right of way. This in-corridor mitigation is intended to provide aquatic benefits such as beach spawning habitat for sockeye salmon. Construction at this site is anticipated to begin in summer 2014.

I-5 to Medina: Bridge Replacement and HOV Project Mitigation

Arboretum – Currently Funded

Construction of the West Approach Bridge North will affect areas within the Arboretum that are protected under Section 4(f) of the Department of Transportation Act. In order to offset these effects, WSDOT is funding improvements to the Multi-Use trail, which will provide an important bicycle and pedestrian corridor connecting East Madison Street to the Montlake and University of Washington areas. Improvements to Arboretum Creek, Azalea Way Pond and Foster Island are also included in this phase of mitigation in the Arboretum. Funding of these elements was included in a recently-signed agreement between WSDOT and the Arboretum and Botanical Garden Committee. Seattle Parks will further develop the design of these elements this year and anticipates starting construction in summer 2014. WSDOT has also provided funding to the Seattle Department of Transportation to implement traffic calming measures in the Arboretum, which was complete in 2012.

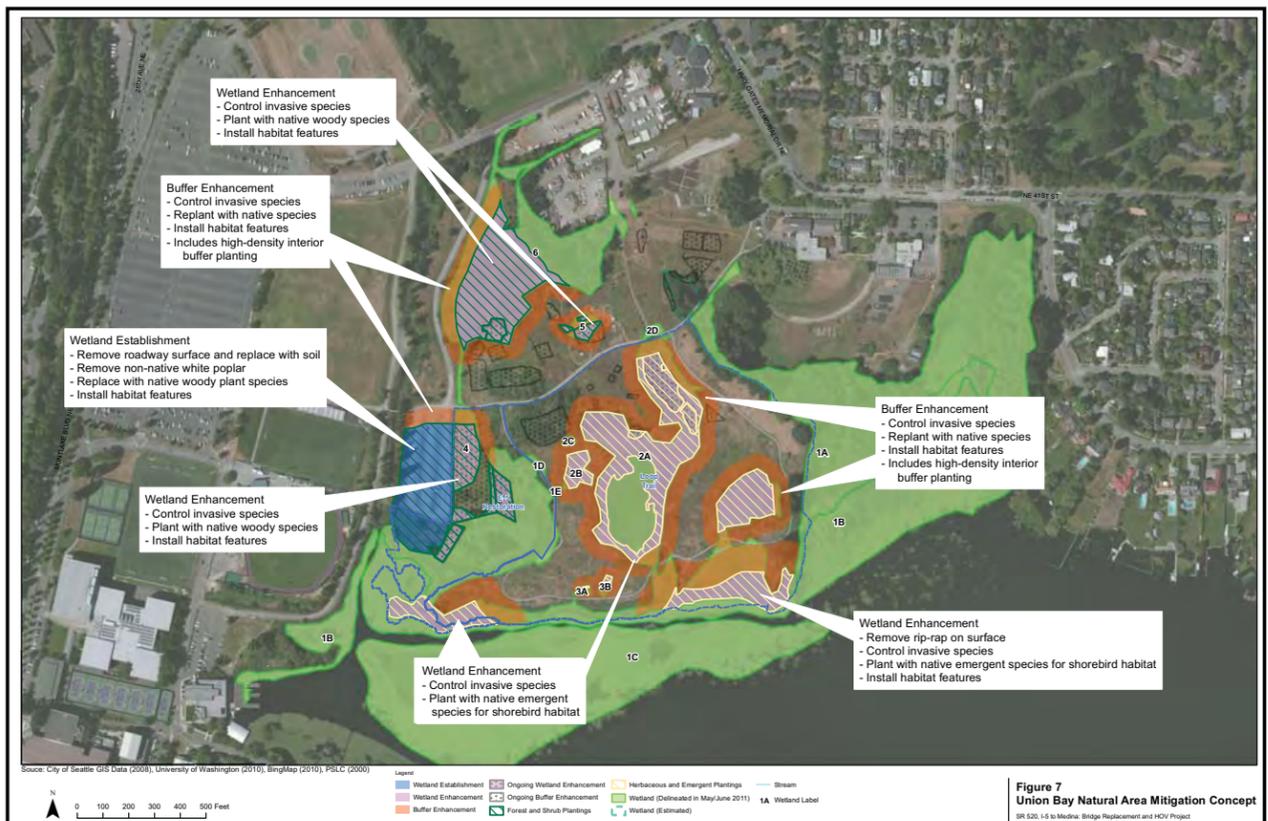


Bryant Building Site

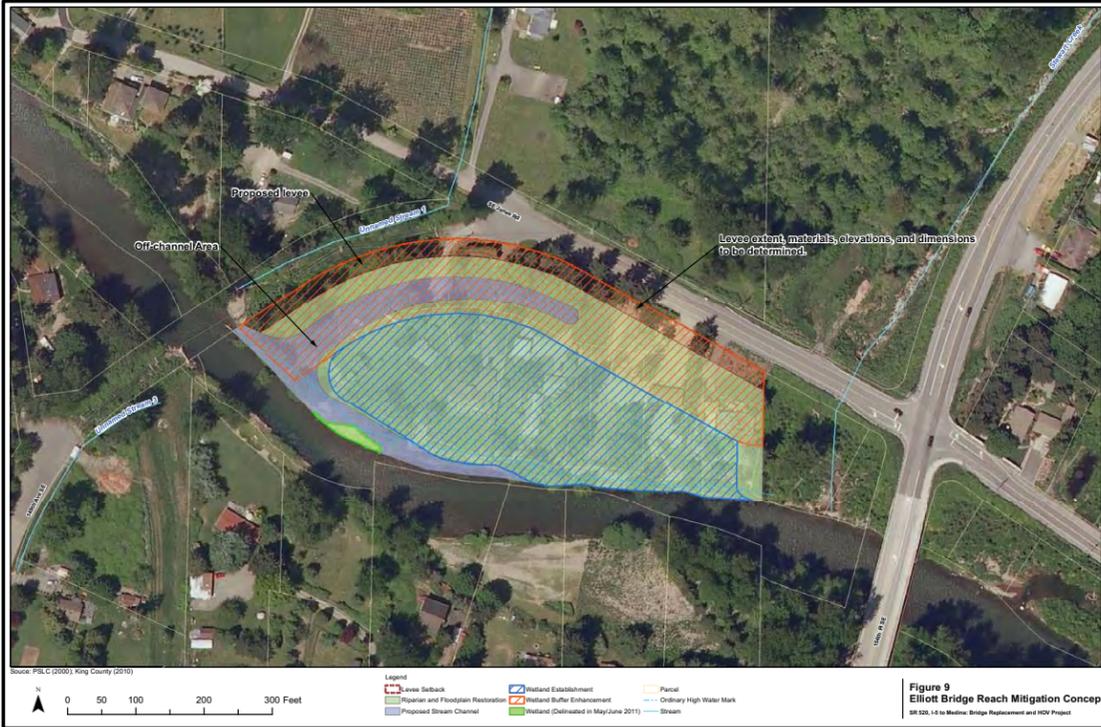
Construction of the West Approach will affect public park areas protected by the Land and Water Conservation Fund Act. As replacement for the affected property, the SR 520 Program is planning to fund the development of a new park at the Bryant Building Site through collaboration with the City of Seattle and University of Washington. The facility will provide enhanced views, a greater sense of connection to the waterfront for bicyclists and pedestrians on the nearby streets and Burke-Gilman Trail, water access for boaters, and a casual open space for other users. The City of Seattle will lead the development process of this new park and will engage in public outreach in the coming year as they work towards development of conceptual design for this area.

Union Bay Natural Area

WSDOT plans to construct wetland mitigation at the University of Washington's Union Bay Natural Area. This partnership will allow the University to implement their Union Bay Natural Area Management Plan and WSDOT to meet part of our compensatory wetland mitigation requirements. WSDOT and the University are working collaboratively to develop the design with a plan to begin construction as early as summer 2014.

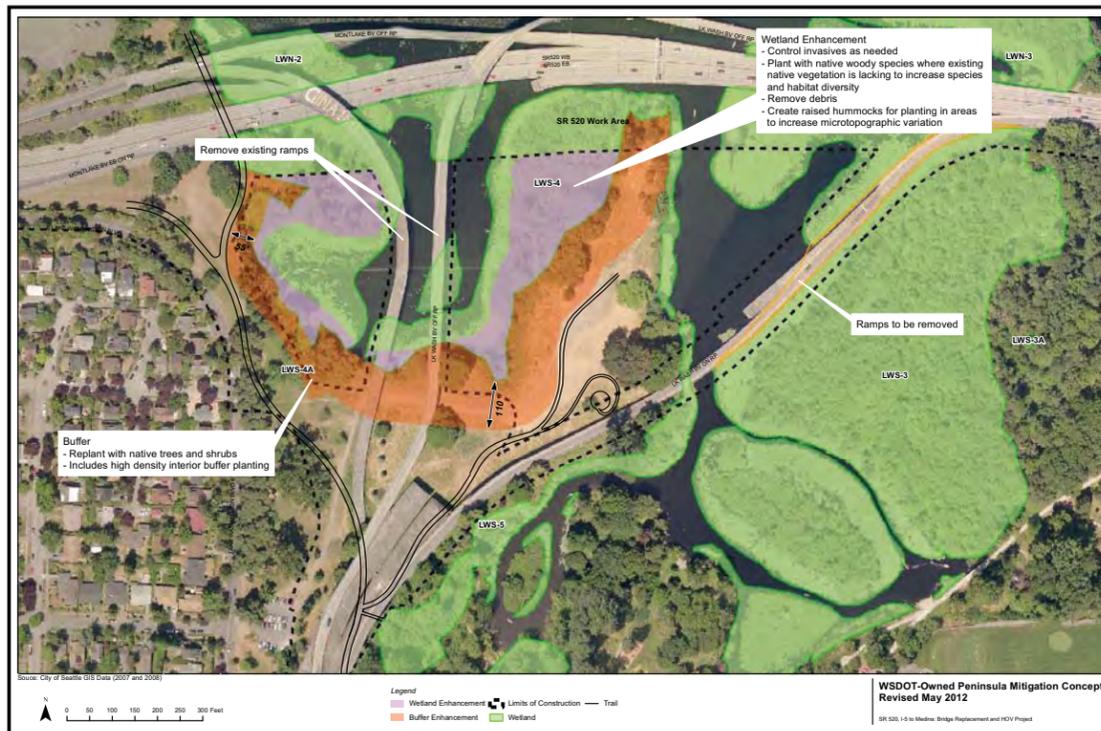


I-5 to Medina: Bridge Replacement and HOV Project Mitigation



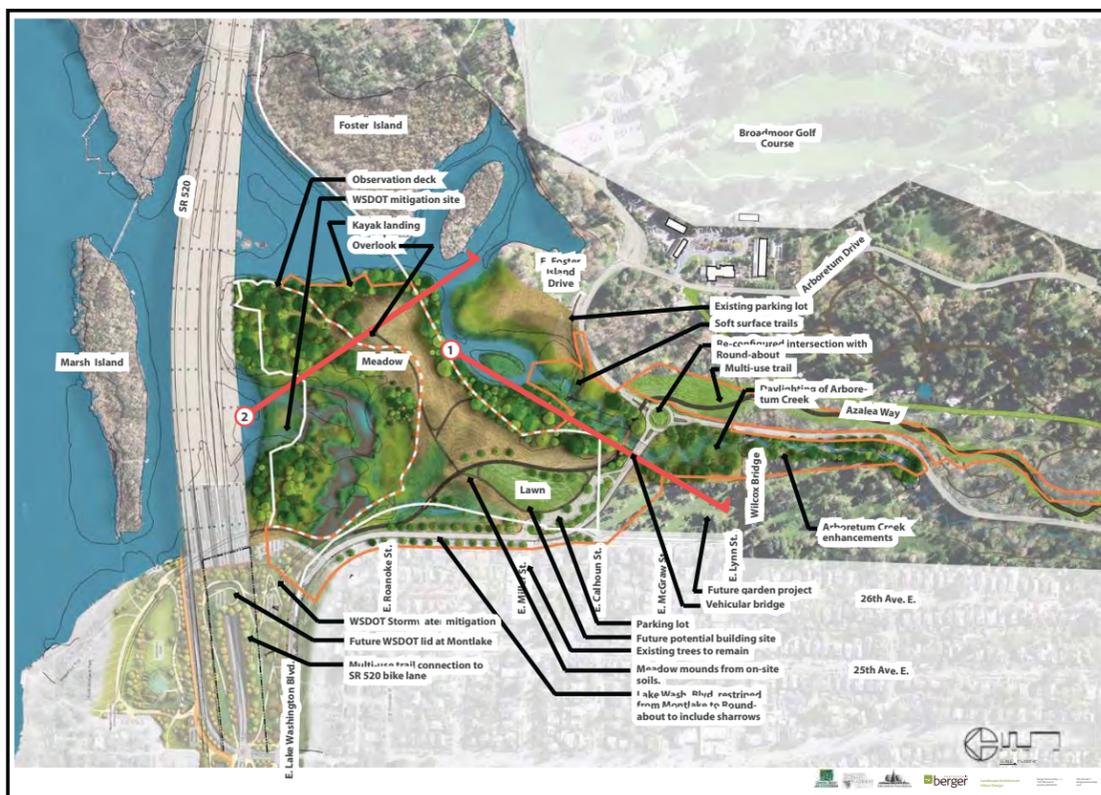
Cedar River Elliott Bridge Reach

WSDOT plans to provide both wetland and aquatic mitigation at the Cedar River Elliott Bridge Reach site. The site is owned by King County, and will address needs identified in the WRIA 8 Chinook Salmon Recovery Plan. WSDOT and King County are currently partnering to refine the design of this site and determine the best method for implementation, and anticipate beginning construction at this site in 2015.



WSDOT-Owned Peninsula Wetland Mitigation

After completion of the West Approach Bridge North construction, WSDOT plans to provide wetland mitigation in an area within the WSDOT-owned peninsula by removing debris, planting native species, and controlling invasive species as needed.



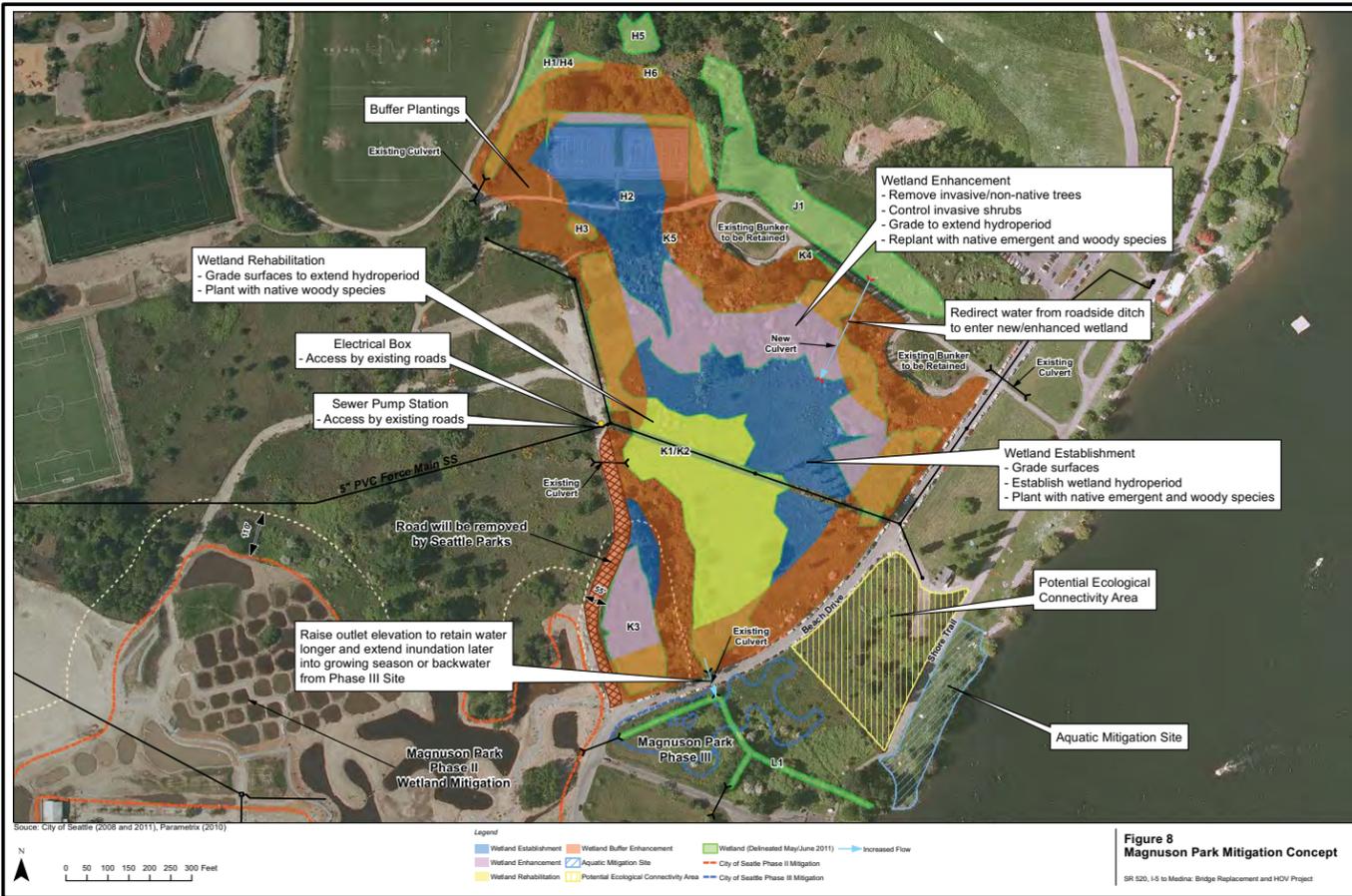
Arboretum - Future Mitigation

In addition to providing funding for mitigation measures associated with the West Approach Bridge North, an agreement recently signed between WSDOT and the Arboretum and Botanical Garden Committee also creates a contractual framework for a final phase of mitigation that will take place in the Arboretum once funding is secured for future SR 520 construction. These projects include shoreline restoration, the creation of a new North Entry to the Arboretum, a new roundabout at Foster Island Road and Lake Washington Blvd, and daylighting and restoring sections of Arboretum Creek. WSDOT is also working with Seattle Parks and Recreation to determine the best method for transferring the WSDOT-owned peninsula property to the city so it can be incorporated into the Arboretum.

I-5 to Medina: Bridge Replacement and HOV Project Mitigation

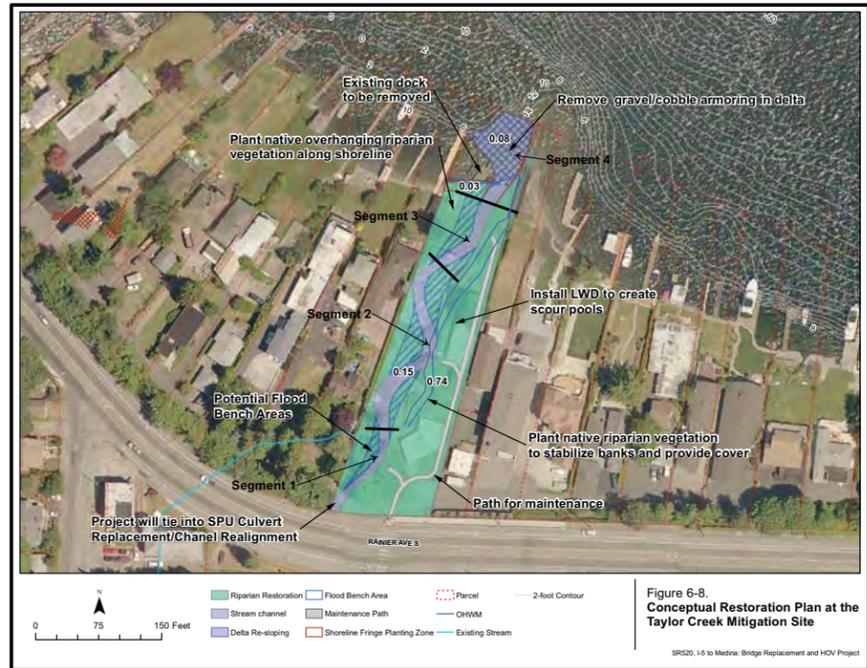
Magnuson Park

WSDOT plans to provide both aquatic and wetland mitigation at this site. Actions include creating two cove beaches separated by a vegetated area, removing an existing bulkhead and rubble, planting with native species, and establishing, rehabilitating and enhancing wetland areas. Mitigation at this site would occur with future construction phases.



Taylor Creek

Seattle Public Utilities is developing plans to replace a culvert on Taylor Creek beneath Rainier Avenue South to restore fish passage. WSDOT's plan for mitigation would build on SPU's restoration concept through actions that will return a section of the creek to more natural conditions through channel, floodplain and riparian restoration. Mitigation at this site would occur with future construction phases.



Seward Park

Mitigation planned at Seward Park is intended to provide habitat for salmon. Activities will include bulkhead removal, re-grading, installing sand, gravel and wood, and planting with native plants. Mitigation at this site would occur with future construction phases.

