

13-3  
Cont.

come right under several of our houses, clearly originating from this bank. It is one of only two places in all of lake Washington that I am aware of where salmon spawn right in the lake. Right in front of our bulkhead, dozens upon dozens of salmon can be seen from early October through the end of November. State fisheries monitors it closely. The new retaining walls may disrupt the springs. Also, I and our neighbors are also a bit apprehensive at having such giant structures as our back-drop! Perhaps planting trees between the tracks and our roadway (Pleasure Point Lane SE) will help mitigate both noise and visual issues.

Great project! I hope to be of assistance.

yours,

Scott Kaseburg  
5443 Pleasure Point Lane SE, Bellevue, WA 98006  
425-957-7136 (home), 206-766-1052 (day)

**Martinez, Christina**

**From:** Martin, Ann [Ann.Martin@METROK.COV]  
**Sent:** Friday, October 17, 2003 3:04 PM  
**To:** 'Martinez, Christina'  
**Cc:** Taniguchi, Harold; Posthuma, Ron; Hull, David; Burkey, Jeff; Whiting, Kelly; Simmonds, Jim  
**Subject:** Scoping of Environmental Assessment for the I-405, North Renton P roject

Christina - Thank you for the opportunity to comment on the scope of the environmental assessment for the I-405, North Renton Project. Here are Jeff's comments:

My comments on the presentations in addition to the questions/answers documented and the Generalized Activities document are:

- 14-1 | Good presentations, but were lacking content on addressing the potential effects to the surface and subsurface drainage systems. They talked about the major conveyances (e.g. Cedar River, Coal Creek, etc.) and how they plan on mitigating around those. Are there smaller tributaries that possibly travel through or near the proposed widening corridor (these likely could be insignificant)? Will the storm water system for the project be integrated with the natural water courses, or will they provide bypasses and/or diversions separating runoff from the project.
- 14-2 | With the runoff generated from the Interstate, how do the plan on re-entering the natural drainage system (will their be inter-basin transfers of surface waters, what types of water quality facilities will there be?). I would assume that when they select a design, they will begin to address these issues during the more detailed process.
- 14-3 | They discuss about the potential affects to water quality related to conventionals (incl. nutrients) and metals due to increased traffic, but don't mention anything about petroleum based organics. I can't seem to find the preliminary findings for the SR-520 study looking at pollutant generation specific to high volume transportation corridors, but I could next week. They are interesting.
- 14-4 | They talked about affecting groundwater, but I find nothing written on mitigation or remediation to any potential long term effects. The possibility of a hazardous chemical spill is VERY possible since, two major ones have occurred within the last 6 months (I-5 Lynnwood, I-90 Issaquah).
- 14-5 | Lastly, they mention that they identified no substantial possibilities of hazardous material sources during operation of the project. They specifically mentioned the prospect of moving a gasoline station, and impacting several backyards, and a few houses during the presentation. Depending on the age of the houses, underground oil tanks were a common practice, not the mention the potential soil contamination of the underground fuel storage tanks at the gas station. Do they find out before and plan for it, increasing the legal issues of purchasing the property? or do they hold off in site evaluations and conduct tests after procurement of the properties, reducing costs to procure but more of an unknown.

I like the Watershed approach for mitigation, but they still have to deal with the local issues locally to some degree. Again, I'm not too familiar with the process, so if some of these comments would be more appropriate later in the game, or since I have not reviewed all those volumes of reports and my comments are answered elsewhere, my apologies.

It appears they have a well experienced team assembled for the project. Good things are sure to come.

- Jeff

To Jeff's comments, I add the following:

- 14-6 | I am a bit concerned about the ability to adequately comment on the project environmental assessment scope at the same time as commenting on the scope of a supplemental EIS, if one is determined to be needed. In the first case, you are asking that we identify areas of concern, which are, we hope, being covered in the expertise

10/17/2003

- 14-6  
Cont. reports. In the second case, we need to comment on the likely significance of impacts in those areas of concern. I hope the expertise reports will provide additional detail in this regard. This is a difficult, if not impossible task. Since this has not stopped us before, I will proceed nonetheless.
- 14-7 As stated at the agency hearing, I am concerned that the environmental assessment needs to include an analysis of possible phasing of the project. Are there any special effects that result from phased implementation of the project that would not occur should the project be completed in total? What might the likely phases be? The significance of these questions is the real possibility that funding for the entire project will not be available and that the project will have to be done in increments.
- 14-8 Construction impacts will be critical in all the areas that have been identified in the project overview. The impacts of diversions, interruptions of traffic on I-405 during construction, and other temporary, but important changes in travel in this corridor during construction need to be addressed specifically.
- 14-9 We look forward to continuing our work with you on this and other major transportation corridors, to make good decisions for travel and for the environment. There may be opportunities for us to work together to enhance mitigation needed for this project and we hope you will work with us in this regard.

Please let us know if you have any questions about these comments. Again, thank you for the opportunity to comment. Ann

-----Original Message-----

**From:** Martin, Ann  
**Sent:** Thursday, October 16, 2003 4:22 PM  
**To:** Hull, David; Isaacson, Mark; Kriedt, Gary; Norman, Paulette  
**Cc:** Taniguchi, Harold; Posthuma, Ron; Obeso, Victor; Burkey, Jeff; Marks, Sally  
**Subject:** RE: Scoping of Environmental Assessment for the I-405, North Renton Project

This is a general reminder that if you want to comment on this scoping, the deadline is tomorrow, October 17. I have not received any comments from anyone to date, but am willing to pass any comments you might have along tomorrow. Thanks. Ann

-----Original Message-----

**From:** Martin, Ann  
**Sent:** Thursday, September 18, 2003 1:22 PM  
**To:** Hull, David; Isaacson, Mark; Kriedt, Gary; Norman, Paulette  
**Cc:** Taniguchi, Harold; Posthuma, Ron; Obeso, Victor; Burkey, Jeff; Marks, Sally  
**Subject:** Scoping of Environmental Assessment for the I-405, North Renton Project

Jeff Burkey and I attended an agency meeting yesterday that provided a North Renton Project overview. The intent of the meeting was to identify agency concerns, facilitate efficient environmental review and document preparation, ensure that environmental documents address the relevant issues, and begin to define the issues that need to be covered in detail and those that are not of concern. This environmental review is the project level supplement to the corridor EIS, which includes the preferred alternative adopted in the Record of Decision. This project, which is within the scope of the preferred alternative, requires an environmental assessment leading to either a finding of non-significance (FONSI) or finding of significance under NEPA.

This is the beginning of a month-long comment period, which culminates on October 17. This comment period is particularly important because, although WSDOT is only doing an environmental assessment at this time, they will use the same scoping input to determine the content of an EIS if one is prepared.

Jeff and I got folders containing both a verbal and graphic descriptions of the project and elements WSDOT is expecting to cover in their current review. Please let me know if you would like to borrow this information. I would like to coordinate our response to this request. If you want a little more information, please check out the following website, which is maintained by WSDOT:

10/17/2003

<http://www.wsdot.wa.gov/projects/I-405/nrentonea.htm>.

Please let me know if you have any questions or would like to have comments included in a scoping response.

Ann

*Principal Transportation Planner  
King County Office of Regional Transportation Planning  
201 South Jackson; KSC-TR-0814  
206-263-4711 FAX 206-684-2111*

10/17/2003

**Colleen Gants**

**From:** Beshaler, Nancy [BeshalN@wsdot.wa.gov]  
**Sent:** Monday, September 29, 2003 3:54 PM  
**To:** Colleen Gants  
**Cc:** Olson, Heidi M.  
**Subject:** FW: I-405 North Renton improvements

*Roland  
Email reply 10/24/03*

-----Original Message-----

**From:** Ernie Grillo [mailto:ErnieG@Computech.com]  
**Sent:** Wednesday, September 17, 2003 6:47 PM  
**To:** i405@wsdot.wa.gov  
**Subject:** I-405 North Renton improvements

I received info in the mail regarding the design scoping meetings for the North Renton Project.

15-1

Will adding 2 lanes to I 405 affect the bicycle and pedestrian trail that parallels lake Washington from Renton to Bellevue? If so how?  
Will the trail remain open during construction? I plan on attending the January 2004 scoping meeting.

Thank you for your time.

Kind Regards,

Ernie Grillo, King County Citizen Member, WSDOT Bicycle and Pedestrian Advisory Committee

Note NEW work phone # 425 216 0577  
Toll Free 800 882 0201 x 1577  
[ernieg@computech.com](mailto:ernieg@computech.com)  
ernie grillo

9/2003

**Colleen Gants**

**From:** Beshaler, Nancy [BeshalN@wsdot.wa.gov]  
**Sent:** Tuesday, September 23, 2003 3:06 PM  
**To:** Colleen Gants  
**Cc:** Ross Fenton (E-mail); Trussler, Stacy; Olson, Heidi M.; Rubstello, Patty; Martinez, Christina; Benito, Roland  
**Subject:** FW: I-405 expansion in Renton

*Roland  
 Email sent 10/24/03  
 Follow up next week*

-----Original Message-----

**From:** Stephen Harlan [mailto:shdesign@msn.com]  
**Sent:** Wednesday, September 17, 2003 3:57 PM  
**To:** BeshalN@wsdot.wa.gov  
**Subject:** I-405 expansion in Renton

Dear Ms. Beshaler,

16-1

I've reviewed the schematic maps available on the WSDOT sites and would like further information. I live 2 blocks east of 405 in the Windsor Hills neighborhood. As time allows, could you, or someone familiar with this portion of the I-405 expansion, please respond to my questions.

1. We have a northbound access ramp just below our house, between exit 4 and exit 5. It has been the scene of many horrific accidents as people race across Sunset Blvd to get on 405. Is this ramp going?
2. The noise mitigation at the ramp mentioned above is non-existent. The low concrete walls have in fact created a funnel for sound and at times my wife and I can't stand being in our back yard. Are there plans to increase the height of walls at this ramp?
3. Where exactly is the state planning to fit 4 more lanes through this area? Are houses on Grandey Way NE going to be bought out so 405 can expand eastward?
4. When will a map or maps be available that show the exact design layout of the lanes in relation to existing streets, features, etc...?

Sincerely,

Stephen Harlan  
 SH/DD  
 509 Bronson Way NE  
 Renton, Wa. 98056

425-271-0484

9/28/2003

RECEIVED

OCT 14 2003

CORRIDORS OFFICE

James R. Loring  
1815 153<sup>rd</sup> Avenue South East  
Bellevue, Washington 98007-6141

Telephone & Facsimile: (425) 746-2365

E-mail: design@eskimo.com

Ms. Christina Martinez  
Environmental Lead  
I-405 Project Team  
6431 Corson Avenue S.  
Seattle, Washington 98108-3445

RE: Scoping / I-405 North Renton Improvements Environmental Process

11 October 2003

Dear Ms. Martinez,

17-1

I have several concerns in regard to potential adverse environmental impacts of the I-405 North Renton Project, and request a project EIS addressing issues raised in the I-405 Corridor FEIS be prepared. Significant environmental impacts, specifically adverse impacts to historic resources and archeological sites - either currently known or yet unidentified within the scope of this Project - were not addressed in the I-405 Corridor Program FEIS. A cursory examination of the *I-405 Corridor Program Final Recommendation Report*, Chapter 10 *Environmental Opportunities*, makes no mention of the concerns raised with respect to historic and archeological sites.

The preparation of the I-405 Corridor Program EIS was a national demonstration pilot study for "reinventing NEPA" which encourages NEPA decision making in the earlier stages of long-range planning for transportation projects. Yet the 4(f) concerns raised in my comment, and comments submitted by other interested parties, received responses indicating that many of these concerns and objections are best addressed at the project level.

As "reinventing NEPA" is an objective of the I-405 Corridor Project, these comments from interested parties should be addressed at the earliest possible stages of the NEPA process. The lack of data in regard to historic and archaeological sites hinders decision-making, and deferral of collecting and analyzing historic and archeological data to the project level leads to a fragmentation and "lack of the big picture." Assembling cultural resource surveys from the project area and studies of archeological sites should immediately be assembled and evaluated.

17-2

Any EIS for the North Renton Improvements must address the issues raised by the interested parties to the I-405 Corridor FEIS. On p. 47 of the *Record of Decision*, the EPA in their comment raised the concern that the decision to defer addressing so many environmental impacts to the project level - as opposed to the Corridor level - is problematic. As lead agency WSDOT should note that deferral of environmental mitigation decisions to the project level is of great concern.

17-2 Cont. My objections in part stem from the incomplete survey, mapping, or documentation of cultural resources in the I-405 Corridor area of study. These specific concerns of adverse impacts to historic and archeological resources are deferred to the project level is acknowledged in the *Record of Decision* under Historical, Cultural, and Archaeological Resources (p. 28). Section 106 requirements (p. 33-34) must now be addressed in the North Renton Improvements. I respectfully disagree that the deferral of this issue to the project level "fulfills the spirit and intent of Section 106" to protect these cultural resources. The concern is that the protection of historic and archaeological sites will not be addressed before "the first shovel of dirt is turned," that in the end these issues will not be addressed.

Undiscovered archeological sites can be deferred as specified under the *Record of Decision* § 65 on p. 28. Lack of a comprehensive cultural resource survey of the area may lead to the destruction or disturbance of a historic structure or archeological site. These are social costs as acknowledged in the *Final Recommendation Report*, and should be included in adaptive management techniques that would "maximize benefits at the lowest environmental and social costs."

17-3 The Built Environmental Objectives outlined on p. 47 of the *Final Recommendation Report* speaks of minimizing noise, disruptions related to construction activities, and seeks to locate transportation facilities to promote compact development. Incorporated into the project implementation program - utilizing adaptive management techniques - on the part of the agencies and contractors should be required to prevent the potential destruction of historic and archeological resources. The *Record of Decision Early Action Impact Mitigation* § 71 on p.29, states "WSDOT will [use the process] to develop an early action mitigation proposal to mitigate various unavoidable impacts of the Selected Alternative in advance of project permitting and construction. (emphasis added)

17-4 As part of the formal Scoping process, an EIS should be required before proceeding to insure that the conditions specified under the *Record of Decision* are applied to the North Renton Improvements Project, and that environmental concerns be communicated from the Corridor level to this specific project.

Regards,

  
James Loring

RECEIVED  
OCT 02 2003  
URBAN CORRIDORS OFFICE

Allan Blackman  
522 -29th Ave. South • Seattle, WA • 98144-2430  
Phone: 206 323 2080  
Email: blackallan@aol.com

September 29, 2003

Christina Martinez  
Environmental Lead  
I 405 Project Team  
6431 Corson Ave. S.  
Seattle, WA 98108-3445  
206 464 1225

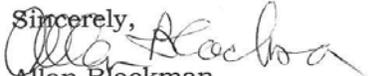
SUBJECT: I 405 Widening

Dear Christina Martinez,

- 18-1 | I will preface my specific concerns by saying that I am not opposed to expanding the capacity of I- 405 but I think double decking would be a better solution than widening.
- 18-2 | My specific concern is the stretch of I – 405 from Coal Creek Parkway south to Newcastle Beach Park. Immediately abutting the west side of I-405, from the south end of 118<sup>th</sup> Ave. SE, is a very important bike path that is part of the route around Lake Washington as well as part of a regional north south route for bicyclists connecting Renton to Bellevue and Kirkland.
- 18-3 | Abutting the west side of the bike path is a salmon stream and green belt that do not show on “The Thomas Guide” maps. West of the salmon stream are the Burlington Northern railroad tracks. West and north of the railroad tracks are the homes of rich people and Newcastle Beach Park.
- 18-4 | When I have talked to WSDOT consultants and planners in the past, they quite cavalierly say that you will simply move all these facilities over to the west as part of widening I-405. Physically, you cannot move the salmon stream and green belt. You may be able to move the bike path to the west side of the salmon stream but that will require taking land or homes from rich people and land from Newcastle Beach Park.
- 18-5 | Even if WSDOT is willing to bear the enormous expense of moving all these facilities to the west, the project will lose years in legal and political litigation as bicyclists, salmon preservationists, environmentalists and rich home owners battle this project.

18-6

I would urge you to consider some alternative to widening I-405 in this area.

Sincerely,  
  
Allan Blackman



**Washington State  
Department of Transportation**

Name (optional) William Damm  
 Organization INDIVIDUAL  
 Address 5623 Pleasure Pt Ln  
 City, State, Zip Belleve WA 98006-2655  
 Telephone Number 425-746-5721  
 (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?

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

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

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

SEE ATTACHED SKETCH & LETTER

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Dear Sirs;

19-1 The open house meeting a Kennydale Elementary was very informative. Thank you for presenting it. At the meeting I neglected to look at, or inquire about, a traffic flow improvement you might already have in your plans. Just in case you don't, please consider my following suggestion. It seems that during heavy traffic the slow down occurs where traffic is merging both on and off of the highway at the same point, ref: Coal Cr. Parkway both north and south bound. If possible, I would like to suggest that the exiting traffic be separated from the merging traffic something like I have attempted to diagram in the accompanying sketch. The traffic accessing Coal Cr. Parkway from I-90 is separated before the traffic that merges to south bound I-405. Also use an underpass to keep the accessing Coal Cr. traffic flowing (no traffic lights). A separate through lane on south bound Coal Cr. to by-pass the first few traffic lights would help too. This should also shorten the time spent at the traffic lights for those north bound on Coal Cr.. The traffic exiting to west and east bound I-90 would exit prior to where the Coal Cr. traffic merges onto north bound I-405.

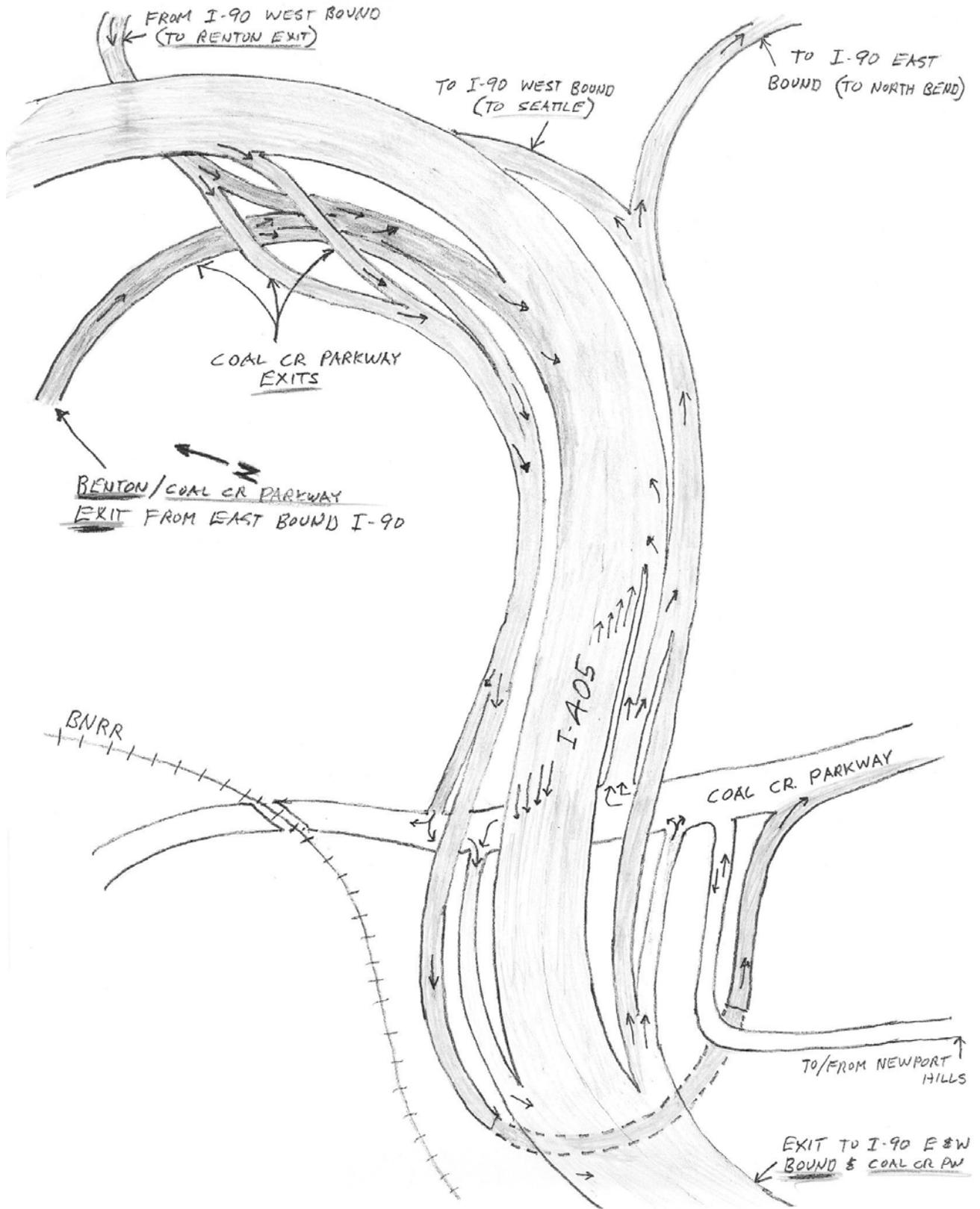
19-2 Another thought: Is there a possibility to negotiate something with the Burlington Northern Rail Road to relocate the lake washington bike trail onto the unused portion of their right of way just east of and parallel to their tracks between Ripply Lane and Coal Cr. Parkway? BNRR currently leases portions of the right of way to local residences for gardens so it could lease to the state too. There are currently only two round trips of slow moving trains per day. If safety is still a concern a fence could separate the tracks from trail. The benefits for this trail location are:

- 1) Trail/highway separation (less noise) making the trail more enjoyable.
- 2) Allows more room for highway improvements.
- 3) Less trail elevation change.
- 4) Makes use of unused land.
- 5) Safety: routes walkers/bikers off of the frontage roads.
- 6) Benefits BNRR by reducing their trackside maintenance on the trail side of the tracks.
- 7) Could curb dumping of trash alongside tracks.
- 8) Gives the Dinner Train passengers some pedestrians to wave at.

Sincerely

*William Damm 10-7-03*

William Damm  
425-746-5721



## **2.2 Comments Received at the Public Scoping Meeting**

**Harry Kodis**  
**2619 Jones Avenue NE**  
**Renton, WA**

### **Comment SM-1**

Mr. Kodis wonders how the proposed roadway will affect his property and provided information about the area, including a wetland to the south and a drainage culvert to the north. He said that freeway drainage goes directly through a culvert and on to the lake without any treatment. His concern was the size of the retaining wall that would be necessary to complete the new construction. It would be a severe visual impact to him, restrain his ability to subdivide the property, and create a shadow affect.

### **Comment SM-2**

Resident expressed concern regarding flow of traffic along Lake Washington Boulevard in the vicinity of Exit 9. This has apparently been improved in the past few years and motorists use it as a bypass of I-405 during rush hours to get to Coal Creek Parkway. Resident wants help for traffic flow in this area and recognize that this will be a major impact during construction.

### **Comment SM-3**

Several residents expressed concerns regarding noise. 106th Avenue (Lake Washington Boulevard) and 20th and Jones (3 people). One person said WSDOT measured 65dBA on his deck at 36th and Meadow (said that noise increased after construction)

### **Comment SM-4**

One person expressed concern about the alternatives. Suggested we double-deck the project, limiting interchanges in an express lane-fashion. Also suggested we add light rail in the median.