



SR 520, I-5 to Medina Project Seattle Permitting and Mitigation Overview

Why are City of Seattle shoreline permits needed?

Shoreline permits are required for any work within shorelines of the state or within adjacent shorelands. The SR 520, I-5 to Medina project has several separate construction and mitigation components that fall within shoreline environments.

Which project components are shoreline permits being requested for?

WSDOT is requesting nine (9) shoreline permits, including four (4) separate bridge structures and their associated mitigation sites:

Portage Bay Bridge	Montlake Bascule Bridge	West Approach Bridge	Floating Bridge
<ul style="list-style-type: none"> • Magnuson Park mitigation site 	<ul style="list-style-type: none"> • Mitigation sites being permitted outside of Seattle <ul style="list-style-type: none"> - Bear Creek mitigation site - South Lake Washington mitigation site - Cedar River Elliott Bridge Reach mitigation site 	<ul style="list-style-type: none"> • Union Bay Natural Area mitigation site • WSDOT Peninsula mitigation site • Seward Park mitigation site • Taylor Creek mitigation site 	<ul style="list-style-type: none"> • Mitigation sites being permitted outside of Seattle <ul style="list-style-type: none"> - Bear Creek mitigation site - South Lake Washington mitigation site - Cedar River Elliott Bridge Reach mitigation site

Why is WSDOT applying for separate shoreline permits?

- The proposed project components occur in separate locations and shoreline environments.
- The proposed bridge structure types are distinct and unique from each other.

Why apply for shoreline permits for the entire I-5 to Medina project now?

The construction schedule for the I-5 to Medina project targets floating bridge construction beginning in April 2012. Federal permits, which cover the entire I-5 to Medina project, must be issued prior to construction of any portion of the project, including the floating bridge. Before the issuance of any federal permits, regulations require local shoreline permits for the entire project be complete.

What mitigation will be addressed in the Seattle shoreline permit process?

- The Seattle shoreline permit process will focus primarily on impacts to wetland and aquatic resources. However, other impacts must be addressed as well.
- WSDOT has also committed to mitigating for impacts related to traffic operations, recreation and parks, cultural and historic resources, visual quality, construction effects, and noise. Mitigation for these impacts will be resolved through separate coordination processes with the City of Seattle and other stakeholders.

What is the SR 520 natural resources mitigation planning process?

- WSDOT begins the process by avoiding and minimizing impacts wherever possible during alternatives selection and design. To offset unavoidable impacts, WSDOT must provide compensatory mitigation.
- Opportunities for on-site mitigation have been maximized to the extent possible. However, on-site mitigation is limited by existing land use, high density development surrounding the project, and overall insufficient area available for mitigation.
- WSDOT will restore construction-related impacts on-site. For any remaining unavoidable temporary or permanent impacts, WSDOT will also conduct mitigation at off-site locations.
- WSDOT has undertaken a comprehensive screening process of potential mitigation sites in coordination with local, state and federal regulatory agencies, stakeholders, and tribes to identify candidate mitigation sites that best compensate for natural resource impacts.
- The eight preferred mitigation sites are being reviewed for final approval by local, state and federal agencies, including the five mitigation sites located within the City of Seattle.



Magnuson Park mitigation site



Seward Park mitigation site

For more information

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SR 520 Program Website

wsdot.wa.gov/projects/SR520Bridge



**Washington State
Department of Transportation**

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