Mike Bush

From: Mike Bush
Sent: Wednesday, September 27, 2006 3:17 PM
To: 'SR520DEIScomments@wsdot.wa.gov'
Subject: SR520DEIS Comments

Paul Krueger
WSDOT Environmental Manager

Hi, Paul,

I am the executive director at a public garden in Santa Barbara, CA and am writing to you regarding the considerations that are outlined in the attached letter. I truly think that preservation of green space is far more than protecting the actual land, plants, animals and minerals themselves. It is so important to preserve that space with its integrity intact so that the land is respected as intended. People have so much stress and informational overload in their lives today that when they choose to visit a green space it is critical for that space to be as serene as originally designed.

Thank you for your serious consideration for the attached comments.

A copy will be mailed to you by USPS.

Mike

Mike Bush
Executive Director
Ganna Walska Lotusland
695 Ashley Rd.
Santa Barbara, CA 93108
805-969-3767 x103
http://www.lotusland.org/welcome.htm

Lotusland - The Garden as Art!

Ganna Walska
LOTUSLAND

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Executive Director

695 Ashley Road
Santa Barbara
California 93108
805.969.3767
fax 805.969.4623
www.lotusland.org

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-001-001 Ganna Walska Lotusland learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

The layout of this Arboretum represents a significant cultural landscape, having been designed by the renowned Frederick Law Olmsted landscape architecture firm at the beginning of the last century as a crucial component of their vision for the boulevard and park network for Seattle. The Arboretum now forms the southern limb of UW Botanic Gardens [www.uwbotanicgardens.org] which also include sensitive shoreline wetlands and a nature reserve (Union Bay Natural Area), and the Union Bay Gardens surrounding Merrill Hall (Center for Urban Horticulture) to the north of SR520.The Arboretum alone is the largest open green space in the central metropolitan area of Seattle and provides an invaluable park experience for local people as well as visitors to the city, attracting 250,000 visitors a year.

The Arboretum is the *only* botanical institution in Washington to be officially designated a State Arboretum. The tree collections are in the very top tier of North American botanic gardens and arboreta, and have international significance to the preservation of biodiversity and our horticultural heritage. Among these well-documented holdings, the Arboretum's collections of oaks, maples, hollies have been recognized by the North American Plant Collections Consortium, a major new conservation and stewardship initiative of the American Public Gardens Association. It is our firm contention, therefore, that any development that impinges on this national treasure must be assessed with the greatest care and consideration for future generations.

This is not a new struggle for the Arboretum. In the 1960s, the northern part of the Arboretum and the Montlake neighborhood was sliced through east-west by SR 520. Only after huge public process were plans for a further highway running north-south through the Arboretum abandoned. Proposals on the table today present an equally dismaying series of options, which, if implemented, will adversely impact the most ecologically sensitive parts of the Arboretum, notably the wetlands lying at their heart. Furthermore, currently the elevation of SR 520 lies largely at a low level near the Arboretum. Proposals include raising it to 50-

70 feet above the waterline [DEIS p. 5-7], which will cause a significantly increased visual intrusion into more of the Botanic Gardens.

One alternative now proposed [DEIS p. 5-27] includes a 400-foot wide "footprint" over the western approaches to he Arboretum. Another option [DEIS p. 5-32] calls for a large intersection over the wetlands and, from that, a 200-foot high bridge leading northwards to the main campus of the University. This major intersection in the heart of the Botanic Gardens would funnel increased [DEIS 5-32] traffic down into the present-day northern part of the Arboretum then onto Lake Washington Boulevard, one of the Olmsteds' most important thoroughfares in Seattle. The impact on the Arboretum and its users as a whole would be devastating.

We are concerned that construction will take 4.5 years [DESIS p. 8-10] and involve the building of a temporary bridge on Arboretum land, but that no meaningful traffic plan through the Arboretum for the construction period has been presented [p. 8-8]. We also learn that, despite requests by most neighborhood communities to have commissioned an independent assessment of alternative construction modes, notably a tube-tunnel option, those requests have not been entertained.

We believe strongly that an independent study should be commissioned to assess the effects of such a system and thoroughly examine alternative construction modes, such as a tube-tunnel, be developed. Viable alternatives should not involve an out-of-proportion scale of the proposed developments and their detrimental visual impact, the shading of the Arboretum, traffic noise, and the effects on salmon passing through waters surrounded by the Botanic Gardens. Implementation of such a scheme would also allow not only the Arboretum to be returned to the original Olmsted vision, but also restore tranquility to the Botanic Gardens as a whole - as well as to the adjoining neighborhoods.

The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

Mike Bush
Executive Director

September 27, 2006

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-002-001 The American Public Gardens Association learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

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AMERICAN PUBLIC GARDENS ASSOCIATION
100 WEST 10TH STREET
SUITE 614
WILMINGTON, DE 19801
PHONE: 302-655-7100
FAX: 302-655-8100
WWW.PUBLICGARDENS.ORG

low level near the Arboretum. Proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], which will cause a significantly increased visual intrusion into more of the Botanic Gardens.

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The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

Daniel J. Stark
Executive Director

O-003
01/19/2011 15:43 PM

CONNECTICUT COLLEGE

270 Mohegan Avenue
New London, Connecticut
06320-4196

O-003-001

Arboretum

September 27, 2006

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

The Connecticut College Arboretum learned with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

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Campus Box 5201 Phone: 860 439-5020 Fax: 860 439-5482
E-mail: arbo@conncoll.edu Web: http://arboretum.conncoll.edu

adversely impact the most ecologically sensitive parts of the Arboretum, notably the wetlands lying at their heart. Furthermore, currently the elevation of SR 520 lies largely at a low level near the Arboretum. Proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], which will cause a significantly increased visual intrusion into more of the Botanic Gardens.

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The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

Glenn D. Dreyer
Charles and Sarah P. Becker '27 Director

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Mike Maunder, Ph.D.
DIRECTOR

September 27, 2006.

Mr Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

Fairchild Tropical Botanic Garden learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum that stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

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FAIRCHILD TROPICAL BOTANIC GARDEN
Exploring, Explaining and Conserving the World of Tropical Plants
10901 Old Cutler Road, Coral Gables, Florida 33156 305.667.1651 www.fairchildgarden.org

FAIRCHILD TROPICAL BOTANIC GARDEN

This is not a new struggle for the Arboretum. In the 1960s, the northern part of the Arboretum and the Montlake neighborhood was sliced through east-west by SR 520. Only after huge public process were plans for a further highway running north-south through the Arboretum abandoned. Proposals on the table today present an equally dismaying series of options, which, if implemented, will adversely impact the most ecologically sensitive parts of the Arboretum, notably the wetlands lying at their heart. Furthermore, currently the elevation of SR 520 lies largely at a low level near the Arboretum. Proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], which will cause a significantly increased visual intrusion into more of the Botanic Gardens.

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Sincerely,

Mike Maunder
Executive Director and member of the APGA Board of Directors

Exploring, Explaining and Conserving the World of Tropical Plants
10901 Old Cutler Road, Coral Gables, Florida 33156-4296 USA
Telephone 305.667.1651 Fax 305.661.8953 www.fairchildgarden.org
A Florida Nonprofit Corporation

printed on recycled paper

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-005-001

Fellows Riverside Gardens learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

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Sincerely,

Keith Kaiser
Director
Fellows Riverside Gardens

O-006
01/19/2011 15:43 PM

Garvan Woodland Gardens
University of Arkansas

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-006-001

Garvan Woodland Gardens of the University of Arkansas learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

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P.O. Box 22240
Hot Springs National Park
Arkansas 71903-2240
1.800.366.4664

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Robert D. Byers

Robert D. Byers, Garden Director

Hoyt Arboretum
a world of trees for all seasons

September 27, 2006

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-007-001 Hoyt Arboretum in Portland, Oregon wishes to express its concern about proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

The layout of this Arboretum represents a significant cultural landscape, having been designed by the renowned Frederick Law Olmsted landscape architecture firm at the beginning of the last century as a crucial component of their vision for the boulevard and park network for Seattle. The Arboretum now forms the southern limb of UW Botanic Gardens [www.uwbotanicgardens.org] which also include sensitive shoreline wetlands and a nature reserve (Union Bay Natural Area), and the Union Bay Gardens surrounding Merrill Hall (Center for Urban Horticulture) to the north of SR520.The Arboretum alone is the largest open green space in the central metropolitan area of Seattle and provides an invaluable park experience for local people as well as visitors to the city, attracting 250,000 visitors a year.

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Hoyt Arboretum
4000 SW Fairview Boulevard
Portland, Oregon 97221
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Hoyt Arboretum relies on the support of Hoyt Arboretum Friends, a membership-based, nonprofit organization working in partnership with Portland Parks and Recreation
Printed in USA on 100% recycled paper using soy based inks

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We are concerned that construction will take 4.5 years [DESIS p. 8-10] and involve the building of a temporary bridge on Arboretum land, but that no meaningful traffic plan through the Arboretum for the construction period has been presented [p. 8-8]. We also learn that, despite requests by most neighborhood communities to have commissioned an independent assessment of alternative construction modes, notably a tube-tunnel option, those requests have not been entertained.

We believe strongly that an independent study should be commissioned to assess the effects of such a system and thoroughly examine alternative construction modes, such as a tube-tunnel, be developed. Viable alternatives should not involve an out-of-proportion scale of the proposed developments and their detrimental visual impact, the shading of the Arboretum, traffic noise, and the effects on salmon passing through waters surrounded by the Botanic Gardens. Implementation of such a scheme would also allow not only the Arboretum to be returned to the original Olmsted vision, but also restore tranquility to the Botanic Gardens as a whole - as well as to the adjoining neighborhoods.

The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

Cynthia J. Haruyama
Executive Director
pkhaffdir@ci.portland.or.us
503-823-1648

cc: David Mabberly

RECEIVED
OCT 03 2006
SR 520
PROJECT OFFICE

Metro Parks

O-008-001

1069 West Main St
Westerville,
OH 43081

Tel: 614.891.0700
TTY: 614.895.6240
Fax: 614.895.6208

Web site:
www.metroparks.net

Park Commissioners:
Kenneth F. Danter
Robert H. Jeffrey
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Director:
John R. O'Meara

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Blendon Woods
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Clear Creek
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Heritage Park and Trail
Highbanks
Inniswood Metro Gardens
Pickerington Ponds
Prairie Oaks
Sharon Woods
Slate Run Farm and Park
Three Creeks

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

Inniswood Metro Gardens, a special facility of the Columbus and Franklin County Metropolitan Park District in central Ohio, learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum, which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

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Sincerely,

Char Steelman
Public Gardens Manager
Inniswood Metro Gardens
940 S. Hempstead Road
Westerville, OH 43081

September 27, 2006

Mr. Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-009-001

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The Japanese Garden Society of Oregon learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

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P.O. BOX 1847 · PORTLAND, OREGON 97208-1847 · TEL 503.223.1321 · FAX 503.223.8302 · WWW.JAPANESEGARDEN.COM

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Sincerely,

Stephen D. Bloom
Executive Director

O-010
01/19/2011 15:39 PM

Leach BOTANICAL GARDEN

6704 SE 122nd Avenue PO Box 90667 Portland Oregon 97290
503.823.9503 *phone* 503.823.9504 *fax* www.leachgarden.org

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-010-001 Leach Botanical Garden learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

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Leach Botanical Garden is a public garden dedicated to the study of botany and horticulture with an emphasis on plants of the Pacific Northwest and an ecologically sensitive approach to gardening.
The Garden is committed to providing educational opportunities to members of the public and to maintaining and enhancing the legacy of the Garden's founders, Lilla and John Leach.

A partnership between Leach Garden Friends and Portland Parks and Recreation

Leach BOTANICAL GARDEN

6704 SE 122nd Avenue PO Box 90667 Portland Oregon 97290
503.823.9503 *phone* 503.823.9504 *fax* www.leachgarden.org

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Sincerely,

Karen Young
Executive Director
Leach Botanical Garden

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South Dakota State University
SDSU

College of Agriculture and Biological Sciences

Horticulture, Forestry, Landscape and Parks Department

Box 2140A, NPB 201
Brookings, SD 57007-0996
Phone: 605-688-5136
FAX: 605-688-4713

September 27, 2006

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-011-001

McCrory Gardens learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

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Sincerely,

Martin N. Maca

Martin N. Maca
Associate Director, McCrory Gardens
South Dakota State University
Brookings, SD 57007

MILNER
GARDENS & WOODLAND
MALASPINA UNIVERSITY-COLLEGE

2179 WEST ISLAND HIGHWAY,
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WWW.MILNERGARDENS.ORG

September 27, 2006

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

O-012-001 Dear Mr. Krueger:

Milner Gardens & Woodland learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

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"TO PRESERVE AND ENHANCE MILNER GARDENS AND WOODLAND, TO EDUCATE AND INSPIRE"

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We believe strongly that an independent study should be commissioned to assess the effects of such a system and thoroughly examine alternative construction modes, such as a tube-tunnel, be developed. Viable alternatives should not involve an out-of-proportion scale of the proposed developments and their detrimental visual impact, the shading of the Arboretum, traffic noise, and the effects on salmon passing through waters surrounded by the Botanic Gardens. Implementation of such a scheme would also allow not only the Arboretum to be returned to the original Olmsted vision, but also restore tranquility to the Botanic Gardens as a whole - as well as to the adjoining neighborhoods.

The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

Jim Cadwaladr
Executive Director

MOBILE BOTANICAL
GARDENS
South Alabama Horticultural
& Botanical Society

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-013-001

The Mobile Botanical Gardens has learned with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

The layout of this Arboretum represents a significant cultural landscape, having been designed by the renowned Frederick Law Olmsted landscape architecture firm at the beginning of the last century as a crucial component of their vision for the boulevard and park network for Seattle. The Arboretum now forms the southern limb of UW Botanic Gardens [www.uwbotanicgardens.org] which also include sensitive shoreline wetlands and a nature reserve (Union Bay Natural Area), and the Union Bay Gardens surrounding Merrill Hall (Center for Urban Horticulture) to the north of SR520.The Arboretum alone is the largest open green space in the central metropolitan area of Seattle and provides an invaluable park experience for local people as well as visitors to the city, attracting 250,000 visitors a year.

The Arboretum is the *only* botanical institution in Washington to be officially designated a State Arboretum. The tree collections are in the very top tier of North American botanic gardens and arboreta, and have international significance to the preservation of biodiversity and our horticultural heritage. Among these well-documented holdings, the Arboretum's collections of oaks, maples, hollies have been recognized by the North American Plant Collections Consortium, a major new conservation and stewardship initiative of the American Public Gardens Association. It is our firm contention, therefore, that any development that impinges on this national treasure must be assessed with the greatest care and consideration for future generations.

This is not a new struggle for the Arboretum. In the 1960s, the northern part of the Arboretum and the Montlake neighborhood was sliced through east-west by SR 520. Only after huge public process were plans for a further highway running north-south through the Arboretum abandoned. Proposals on the table today present an equally dismaying series of options, which, if implemented, will adversely impact the most ecologically sensitive parts of the Arboretum, notably the wetlands lying at their heart. Furthermore, currently the elevation of SR 520 lies largely at a low level near the Arboretum. Proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], which will cause a significantly increased visual intrusion into more of the Botanic Gardens.

5151 Museum Drive ♣ P.O. Box 6382 ♣ Mobile, AL 36689 ♣ 251.342.0555 ♣ fax 251.342.3149 ♣ www.mobilebotanicalgardens.org

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The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

Marion Drummond
Executive Director
Mobile Botanical Gardens
P.O. Box 8382
Mobile, AL 36689
251-342-0555
mbg1@bellsouth.net
www.mobilebotanicalgardens.org

SCHEDEL
ARBORETUM & GARDENS

Post Office Box 81
Elmore, OH 43416
phone 419.862.3182
fax 419.862.1909

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-014-001

On behalf of the Schedel Arboretum & Gardens, I wish to express concern regarding proposals being put forward by the Washington State Department of Transportation for the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

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www.schedel-gardens.org • schedelgardens@wob.rr.com

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The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

Reginald D. Noble, Director

The Dawes Arboretum
Trees ~ History ~ Nature

September 27, 2006

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-015-001

The Dawes Arboretum learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

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7770 Jacksontown Rd., SE ~ Newark, Ohio 43056
740.323.2355 ~ dawesarb.org ~ 800.44.DAWES

This is not a new struggle for the Arboretum. In the 1960s, the northern part of the Arboretum and the Montlake neighborhood was sliced through east-west by SR 520. Only after huge public process were plans for a further highway running north-south through the Arboretum abandoned. Proposals on the table today present an equally dismaying series of options, which, if implemented, will adversely impact the most ecologically sensitive parts of the Arboretum, notably the wetlands lying at their heart. Furthermore, currently the elevation of SR 520 lies largely at a low level near the Arboretum. Proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], which will cause a significantly increased visual intrusion into more of the Botanic Gardens.

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The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

Luke E. Messinger
Executive Director

TURTLE BAY
EXPLORATION PARK
Human. Nature.

September 27, 2006

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

P.O. BOX
992360
REDDING
CALIFORNIA
96099-2360
TEL 530.243.8850
FAX 530.243.8898
TURTLEBAY.ORG

Dear Mr. Krueger:

O-016-001

Turtle Bay Exploration Park & McConnell Arboretum & Gardens learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

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100% recycled/30% post-consumer fiber

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The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

Michael Warren
President & CEO
Turtle Bay Exploration Park

UTAH BOTANICAL CENTER

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-017-001

The Utah Botanical Center learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum, which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

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P.O. Box 265
Kaysville, UT 84037
Tel: (801) 593-8969

Planning Office:
4870 Old Main Hill
Logan UT 84322-4870
Tel: (435) 797-0446
FAX: (435) 797-8015

www.utahbotanicalcenter.org

UtahState UNIVERSITY

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The Utah Botanical Center, owned and operated by Utah State University, had its original site taken by the Utah Department of Transportation with no regard for the significant, cumulative educational, botanical, and aesthetic value of the facility. It saddens me to learn of another potential significant taking by the Washington Department of Transportation. The impact of these actions to cultural, botanical, and educational resources is incalculable.

The integrity of the Washington Park Arboretum and its association with the University of Washington and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Respectfully,

David Anderson
Associate Director

BATTERY PARK CITY PARKS CONSERVANCY

September 28, 2006

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-018-001 The Battery Park City Parks Conservancy has learned with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. I refer particularly to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat needs to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

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2 SOUTHEND AVENUE NEW YORK, NEW YORK 10280 TELEPHONE 212 267 9700 FAX 212 267 9707 EMAIL info@bpcpc.org

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Sincerely,

Tessa Huxley

Tessa Huxley
Executive Director

DUKE FARMS

80 Route 206 South • Hillsborough, NJ 08844 • tel: 908.722.3700 • www.dukefarms.org
Owned and supported by the Duke Farms Foundation

September 28, 2006

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

O-019-001 Dear Mr. Krueger:

I Paul M. Smith, Director of Landscape & Horticulture at Duke Farms, learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

The layout of this Arboretum represents a significant cultural landscape, having been designed by the renowned Frederick Law Olmsted landscape architecture firm at the beginning of the last century as a crucial component of their vision for the boulevard and park network for Seattle. The Arboretum now forms the southern limb of UW Botanic Gardens [www.uwbotanicgardens.org] which also include sensitive shoreline wetlands and a nature reserve (Union Bay Natural Area), and the Union Bay Gardens surrounding Merrill Hall (Center for Urban Horticulture) to the north of SR520.The Arboretum alone is the largest open green space in the central metropolitan area of Seattle and provides an invaluable park experience for local people as well as visitors to the city, attracting 250,000 visitors a year.

The Arboretum is the *only* botanical institution in Washington to be officially designated a State Arboretum. The tree collections are in the very top tier of North American botanic gardens and arboreta, and have international significance to the preservation of biodiversity and our horticultural heritage. Among these well-documented holdings, the Arboretum's collections of oaks, maples, hollies have been recognized by the North American Plant Collections Consortium, a major new conservation and stewardship initiative of the American Public Gardens Association. It is our firm contention, therefore, that any development that impinges on this national treasure must be assessed with the greatest care and consideration for future generations.

This is not a new struggle for the Arboretum. In the 1960s, the northern part of the Arboretum and the Montlake neighborhood was sliced through east-west by SR 520. Only after huge public process were plans for a further highway running north-south through the Arboretum abandoned. Proposals on the table today present an equally dismaying

series of options, which, if implemented, will adversely impact the most ecologically sensitive parts of the Arboretum, notably the wetlands lying at their heart. Furthermore, currently the elevation of SR 520 lies largely at a low level near the Arboretum. Proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], which will cause a significantly increased visual intrusion into more of the Botanic Gardens.

One alternative now proposed [DEIS p. 5-27] includes a 400-foot wide "footprint" over the western approaches to he Arboretum. Another option [DEIS p. 5-32] calls for a large intersection over the wetlands and, from that, a 200-foot high bridge leading northwards to the main campus of the University. This major intersection in the heart of the Botanic Gardens would funnel increased [DEIS 5-32] traffic down into the present-day northern part of the Arboretum then onto Lake Washington Boulevard, one of the Olmsteds' most important thoroughfares in Seattle. The impact on the Arboretum and its users as a whole would be devastating.

We are concerned that construction will take 4.5 years [DESIS p. 8-10] and involve the building of a temporary bridge on Arboretum land, but that no meaningful traffic plan through the Arboretum for the construction period has been presented [p. 8-8]. We also learn that, despite requests by most neighborhood communities to have commissioned an independent assessment of alternative construction modes, notably a tube-tunnel option, those requests have not been entertained.

We believe strongly that an independent study should be commissioned to assess the effects of such a system and thoroughly examine alternative construction modes, such as a tube-tunnel, be developed. Viable alternatives should not involve an out-of-proportion scale of the proposed developments and their detrimental visual impact, the shading of the Arboretum, traffic noise, and the effects on salmon passing through waters surrounded by the Botanic Gardens. Implementation of such a scheme would also allow not only the Arboretum to be returned to the original Olmsted vision, but also restore tranquility to the Botanic Gardens as a whole - as well as to the adjoining neighborhoods.

The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

Paul M. Smith, Director
Landscape & Horticulture
DUKE FARMS FOUNDATION

RECEIVED
OCT 05 2006
WSDOT

PS
/rap

Kalmia Gardens
OF COKER COLLEGE

1624 WEST CAROLINA AVENUE
HARTSVILLE, SOUTH CAROLINA 29550

September 28, 2006

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-020-001

The staff at **Kalmia Gardens of Coker College** learned, with alarm, of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

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The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

George P. Sawyer, Jr. Ph.D.
Director and Professor of Biology

O-021
01/19/2011 15:39 PM

The Arboretum

Los Angeles County Arboretum
& Botanic Garden
301 North Baldwin Avenue
Arcadia, CA 91007-2697
Tel. 626 821 3222
Fax 626 821 4641
www.arboretum.org

Los Angeles County
Department of Parks & Recreation
Russ Guiney
Director
John Wicker
Chief Deputy
Boyd Horan
Assistant Director
The Arboretum
Mark K. Wourms, Ph.D.
Chief Executive Officer
Timothy R. Phillips
Superintendent
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Judith D. Zuk

September 28, 2006

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-021-001

The Los Angeles Arboretum Foundation learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

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therefore, that any development that impinges on this national treasure must be assessed with the greatest care and consideration for future generations.

This is not a new struggle for the Arboretum. In the 1960s, the northern part of the Arboretum and the Montlake neighborhood was sliced through east-west by SR 520. Only after huge public process were plans for a further highway running north-south through the Arboretum abandoned. Proposals on the table today present an equally dismaying series of options, which, if implemented, will adversely impact the most ecologically sensitive parts of the Arboretum, notably the wetlands lying at their heart. Furthermore, currently the elevation of SR 520 lies largely at a low level near the Arboretum. Proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], which will cause a significantly increased visual intrusion into more of the Botanic Gardens.

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The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

Mark K W

Dr. Mark K. Wourms
Chief Executive Officer
Los Angeles Arboretum Foundation

Pls work to Reduce the impact on this important garden. Thank you

THE SARAH P. DUKE GARDENS

September 28, 2006

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-022-01

The Sarah P. Duke Gardens learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum, which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

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THE SARAH P. DUKE GARDENS
DUKE UNIVERSITY
BOX 90626
DURHAM, NC 27708-0626
TEL 919·684·5579
FAX 919·684·8741
www.sarahpdukegardens.org

lies largely at a low level near the Arboretum. Proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], which will cause a significantly increased visual intrusion into more of the Botanic Gardens.

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The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

Richard A. White, Ph.D.
Executive Director
The Sarah P. Duke Gardens

TOLEDO BOTANICAL GARDEN

5403 Elmer Drive
Toledo, Ohio 43615
419.936.2986 t
419.936.2987 f
www.toledogarden.org

September 28, 2006

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-023-001 Toledo Botanical Garden learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

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This is not a new struggle for the Arboretum. In the 1960s, the northern part of the Arboretum and the Montlake neighborhood was sliced through east-west by SR 520. Only after huge public process were plans for a further highway running north-south

enriching lives through gardens, the arts and nature

through the Arboretum abandoned. Proposals on the table today present an equally dismaying series of options, which, if implemented, will adversely impact the most ecologically sensitive parts of the Arboretum, notably the wetlands lying at their heart. Furthermore, currently the elevation of SR 520 lies largely at a low level near the Arboretum. Proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], which will cause a significantly increased visual intrusion into more of the Botanic Gardens.

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We believe strongly that an independent study should be commissioned to assess the effects of such a system and thoroughly examine alternative construction modes, such as a tube-tunnel, be developed. Viable alternatives should not involve an out-of-proportion scale of the proposed developments and their detrimental visual impact, the shading of the Arboretum, traffic noise, and the effects on salmon passing through waters surrounded by the Botanic Gardens. Implementation of such a scheme would also allow not only the Arboretum to be returned to the original Olmsted vision, but also restore tranquility to the Botanic Gardens as a whole - as well as to the adjoining neighborhoods.

The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

Janet J. Schroeder
Executive Director

BROOKLYN BOTANIC GARDEN

Scot Medbury
President

September 29, 2006

Paul Krueger, Environmental Manager
Washington State Department of Transportation – SR 520 Project
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-024-001 I was dismayed to learn of proposals under consideration by the Washington State Department of Transportation to replace the SR 520 floating bridge in such a way as to cause massive adverse impacts to the Washington Park Arboretum, a collection of woody plants of international importance. As a leading historian of the development of the Arboretum, I am deeply concerned about the potential disruptions to Washington State's most valuable living collection of woody plants. I respectfully ask for the opportunity to comment on the Draft Environmental Impact Statement.

As you are undoubtedly aware, the Arboretum was designed by the Olmsted Brothers landscape architectural firm between 1904 and 1939 as the centerpiece of their plan for a park and boulevard network for Seattle. Today, the Arboretum is the largest open green space in central Seattle and provides an invaluable park experience for local people as well as visitors to the city. It welcomes some 250,000 visitors a year.

The Arboretum is the only collection in Washington State to be officially designated a State Arboretum. The living collections are among the finest in North America, with world-class holdings of oaks, maples, hollies, and many other plant groups. Already the first two collections are leading collections in the North American Plant Collections Consortium, a major new conservation and stewardship initiative of the American Public Gardens Association. Any development that impinges on this international treasure must be assessed with the greatest care and consideration for future generations.

In the early 1960s, the northern part of the Arboretum was cut through east-west by SR 520; only after huge public process were plans for an additional highway running north-south through the Arboretum abandoned. Key elements in the Arboretum's historic taxonomic collections were displaced at that time. Proposals on the table today present an equally destructive series of options, which, if implemented, will impact adversely on the most ecologically sensitive parts of the Arboretum, including the wetlands in the north.

I was also surprised to learn that despite requests by most neighborhood communities for an independent assessment of construction alternatives, most notably a tunnel; those requests have not been pursued.

I believe strongly that just such a study should be commissioned forthwith.

Sincerely,

Scot Medbury
President

RECEIVED
OCT 05 2006

1000 Washington Avenue, Brooklyn, NY 11225 • Tel 718-623-7269 • Fax 718-857-2436 • scotmedbury@bbg.org

CALIFORNIA STATE
UNIVERSITY,
LONG BEACH

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-025-001

The Earl Burns Miller Japanese Garden learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

Earl Burns Miller
Japanese Garden

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1250 BELLFLOWER BLVD.
LONG BEACH, CA 90840
TEL: 562/985-8885
FAX: 562/985-8884

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We are concerned that construction will take 4.5 years [DESIS p. 8-10] and involve the building of a temporary bridge on Arboretum land, but that no meaningful traffic plan through the Arboretum for the construction period has been presented [p. 8-8]. We also learn that, despite requests by most neighborhood communities to have commissioned an independent assessment of alternative construction modes, notably a tube-tunnel option, those requests have not been entertained.

We believe strongly that an independent study should be commissioned to assess the effects of such a system and thoroughly examine alternative construction modes, such as a tube-tunnel, be developed. Viable alternatives should not involve an out-of-proportion scale of the proposed developments and their detrimental visual impact, the shading of the Arboretum, traffic noise, and the effects on salmon passing through waters surrounded by the Botanic Gardens. Implementation of such a scheme would also allow not only the Arboretum to be returned to the original Olmsted vision, but also restore tranquility to the Botanic Gardens as a whole - as well as to the adjoining neighborhoods.

The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

Jeanette Schelin
Director
Earl Burns Miller Japanese Garden
California State University, Long Beach

RECEIVED
OCT 06 2006
WSDOT

OLBRICH BOTANICAL GARDENS

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-026-001 Olbrich Botanical Gardens has learned that the Washington State Department of Transportation is placing a new bridge that will negatively impact the Washingon Park Arboretum. Bridge construction would take Arboretum land and sacrifice indispensable collections as well as threaten wetland habitat. Our garden wishes to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

The Washington Park Arboretum (Arboretum) represents a significant cultural landscape, having been designed by the renowned Frederick Law Olmsted landscape architecture firm at the beginning of the 20th century. It was a crucial component of their vision for the boulevard and park network for Seattle. The Arboretum is the southern section of the University of Washington Botanic Gardens (www.uwbotanicgardens.org) which also includes shoreline wetlands, a nature reserve (Union Bay Natural Area), and Union Bay Gardens at the Center for Urban Horticulture located to the north of SR520. The Arboretum is the largest open green space in the central metropolitan area of Seattle and provides an invaluable park experience for the local population as well as visitors to the city with more than 250,000 visitors a year.

The Arboretum is the *only* botanical institution in Washington to be officially designated a State Arboretum. The tree collections are in the very top tier of North American botanic gardens and arboreta, and have international significance to the preservation of biodiversity and our horticultural heritage. Among these well-documented holdings, the Arboretum's collections of oaks, maples, and hollies have been recognized by the North American Plant Collections Consortium -- a conservation and stewardship initiative of the American Public Gardens Association. It is our firm contention, therefore, that any development that impinges on this national treasure must be assessed with the greatest care and consideration for future generations.

This is not a new struggle for the Arboretum. In the 1960s, the northern part of the Arboretum and the Montlake neighborhood was sliced through east-west by SR 520. Only after huge public process were plans for a further highway running north-south through the Arboretum abandoned. Proposals on the table today present an equally dismaying series of options, which, if implemented, will adversely impact the most ecologically sensitive parts of the Arboretum, notably the wetlands lying at its heart. Furthermore, currently the elevation of SR 520 lies largely at a low level near the Arboretum. Proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], which will cause a significantly increased visual intrusion into more of the Botanic Gardens.

3330 ATWOOD AVENUE MADISON, WI 53704 608-246-4550 WWW.OLBRICH.ORG

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The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

Roberta Sladky

Roberta Sladky, Director
Olbrich Botanical Gardens

RECEIVED
OCT 06 2006
WSDOT

NATIONAL ASSOCIATION *for* OLMSTED PARKS

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Brooklyn, NY

October 31, 2006

RECEIVED
NOV 02 2006

Mr. Paul Krueger
WSDOT
Environmental Manager
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger,

The National Association for Olmsted Parks would like to express its concern about proposed plans to rebuild the SR 520 bridge across Lake Washington, as depicted in the Draft Environmental Impact Statement (DEIS) currently under review. We find the range of options presented, and the associated environmental review provided, deficient on many counts. On behalf of park and open space advocates across the country, we urge that you consider more appropriate alternatives before irreplaceable resources are lost or damaged beyond repair.

O-027-001

While regional mobility is central to the Seattle area's vitality, so also are those finite cultural and natural resources potentially affected by this project. These include Washington Park Arboretum, Lake Washington Boulevard, Interlaken Boulevard and Park, portions of the University of Washington campus, Mountlake Boulevard, and Ravenna Park and Boulevard. All these are integral features of one of this nation's most complete and best-known park and boulevard systems planned in 1903 by John Charles Olmsted of the venerated Olmsted Brothers landscape architecture firm. Beginning in the mid-19th Century, the firm, founded by Frederick Law Olmsted, designed Central Park in New York City, the U.S. Capitol grounds, and hundreds of parks and parkways, planned communities, campuses, estates and gardens. Working by his side for twenty years was his nephew and stepson John Charles Olmsted who assumed management of the firm after Olmsted Sr.'s retirement.

John Charles Olmsted's plan for Seattle capitalized on the natural and scenic features that set Seattle apart from other cities. He stated, "In designing a system of parks and parkways the primary aim should be to secure and preserve for the use of the people as much as possible of these advantages of water and mountain views and of woodlands, well distributed and conveniently located …" which continues: 'An ideal system would involve taking all the borders of the different

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PHONE: 202-223-9113 / 866-666-6905 FAX: 202-223-9112 INFO@NAOP.ORG

bodies of water, except such as are needed for commerce." (1903 Olmsted Brothers Report on a Comprehensive System of Parks and Parkways to Board of Park Commissioners of the City of Seattle, adopted Oct 19, 1903.)

O-027-002 According to the DEIS, all plan options for SR 520 disturb and decrease natural shore and wetlands and compromise the integrity of the landmark park system. This is unacceptable. Under Section 4(f) of the National Transportation Act and Section 106 of the National Historic Preservation Act, historic and cultural resources are to be afforded exhaustive consideration when proposing road projects. The DEIS does not demonstrate that such an effort has been made, nor does it appear that serious consideration has been given to alternatives that would have no impact, or a no-build alternative. Surely, Seattle's public parks and parkways deserve such an investigation.

Ironically, Seattle's nationally significant Olmsted Brothers-designed park and boulevard system already bears the brunt of highway construction from an era that predated environmental review laws. The new SR520 can – and must – do better. These parks serve special purposes within the city. They provide recreation, a refuge for wildlife, and give all citizens access to nature and the cleansing influences of air and water. Incompatible uses in or near these special reserves will destroy their healthful advantages and obliterate the legacy bequeathed to Seattle by its city planners generations ago.

O-027-003 NAOP urges the Washington Department of Transportation to view the SR520 as an opportunity to create a visionary and environmentally respectful transportation corridor that enhances Seattle without diminishing its Olmsted legacy.

Sincerely,

David Bahlman
Co-Chair

Susan West Montgomery
Co-Chair

Cc: Governor Chris Gregoire
Mayor Greg Nickels, City of Seattle
Allyson Brooks, Ph.D., State Historic Preservation Officer

1909 Que Street NW, Second Floor Washington, DC 20009 phone 202 483.0553 fax 202 483.0761 www.tclf.org

The Cultural Landscape Foundation Preserving our landscape legacy through partnerships in education and stewardship

October 30, 2006

Governor Christine Gregoire
Office of the Governor
PO Box 40002
Olympia, WA 98504-0002

Mayor Greg Nickels
PO Box 94749
Seattle, WA 98124-4749

Seattle City Council
PO Box 34025
Seattle, WA 98124-4025

Paul Krueger, WSDOT Envir. Mgr
414 Olive Way, Suite 400
Seattle, WA 98101

Allyson Brooks, PhD
SHPO – Dept. of Archaeology &
Historic Preservation
POB 48343
Olympia, WA 98504-8343

Dear Governor Gregoire, Mayor Nickels and members of the Seattle City Council:

O-028-001 Last week I came to Seattle to deliver several lectures. During this time I had the opportunity to visit the Washington Park Arboretum in the context of the recent transportation proposals. As a result of this visit, I am writing to you on behalf of the Board of Directors of The Cultural Landscape Foundation to urge you to take the Pacific Street Interchange option for the SR-520 floating bridge replacement off of the table.

As you may know, the Olmsted firm first came to Seattle in 1902, and began their long-term involvement with the city – such a tenure is shared by few cities in America. Personally, I have both a deep understanding of this legacy from my own work while I was in the private sector in the 1980s during which time I worked on the master plan for Lake Washington Boulevard, in addition to my work at the National Park Service for the last 15 years as the Coordinator of the Historic Landscape Initiative and the author of the *Guidelines for the Treatment of Cultural Landscapes*. What is most remarkable about the 1934 plan for the arboretum, is not just the fact that the Olmsted firm was still consulting thirty years later – imagine a firm having such a legacy today – but the work at the arboretum, like all the design work that came before this was about *borrowing scenery* -- and it is this cherished scenery that is at risk. To preserve and protect these character-defining viewsheds, we believe that there are more appropriate solutions to the 520 replacement that will better serve the needs of the region while minimizing the impact upon the historic resources that converge at Montlake Boulevard, the University of Washington' s Rainier Vista and Seattle' s Washington Park Arboretum.

O-028-001

Please understand that in our view, the impacts upon these historic designed landscape resources would have an adverse affect – and as such would be subject to a Section 106 compliance review (this is based on the assumption that the resources were already found eligible by the OAHP in November 1998). As both a significant design by the Olmsted firm as well as a horticultural treasure, the Arboretum is an invaluable resource whose design integrity will be severely eroded if the Pacific Street Interchange is allowed to move forward.

During my recent visit to the arboretum, and my conversation with dozens of Seattlites, it appears that the Arboretum currently absorbs significant traffic during the rush hour as drivers navigate to the on-ramps in the park, but if the Pacific Street interchange were to move forward, drivers—the heavy majority in single-occupancy vehicles—will use the Arboretum for both north-south and east-west trips at all times of day, dramatically increasing traffic through this nationally significant landscape.

O-028-002

As a state agency, WashDOT is compelled to study the impacts to any properties that might be determined eligible to the National Register of Historic Places. We are extraordinarily concerned that the Draft Environmental Impact Statement does not adequately evaluate the impacts upon Montlake Boulevard, the University' s Rainier Vista nor the Washington Park Arboretum as historic landscape resources that are eligible for nomination to the National Register for Historic Places. Nor does the DEIS address impacts to the intrinsic landscape qualities as described in *National Register Bulletin #18: How to Evaluate and Nominate Designed Historic Landscapes* including the park' s spatial and visual relationships, historic circulation systems, and design intent. The association of these properties with the Olmsted Brothers firm and the historic patterns of urban settlement clearly establish it as a critical property in the history of Seattle' s park system and a nationally significant place for its horticultural lineage.

O-028-003

In America there are less than 50 landscapes that have significance in Landscape Architecture that are designated as National Historic Landmarks. The collection of parks, boulevards and other spaces designed by the Olmsted firm, is without question, the first time that the firm borrowed scenery on a monumental scale, and as such would be eligible for such an honor. This honor also provides benefits for federal funding (e.g. Save America' s Treasures grants). We urge you to set aside the Pacific Street Interchange and consider transportation options that are less disruptive and intrusive to these nationally significant landscape resources.

Sincerely,

Charles A. Birnbaum, FASLA, FAAR
Founder and President

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NOV 02 2006
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O-029
01/19/2011 15:34 PM

POWELL GARDENS

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-029-001

Powell Gardens learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

The layout of this Arboretum represents a significant cultural landscape, having been designed by the renowned Frederick Law Olmsted landscape architecture firm at the beginning of the last century as a crucial component of their vision for the boulevard and park network for Seattle. The Arboretum now forms the southern limb of UW Botanic Gardens [www.uwbotanicgardens.org] which also include sensitive shoreline wetlands and a nature reserve (Union Bay Natural Area), and the Union Bay Gardens surrounding Merrill Hall (Center for Urban Horticulture) to the north of SR520.The Arboretum alone is the largest open green space in the central metropolitan area of Seattle and provides an invaluable park experience for local people as well as visitors to the city, attracting 250,000 visitors a year.

The Arboretum is the *only* botanical institution in Washington to be officially designated a State Arboretum. The tree collections are in the very top tier of North American botanic gardens and arboreta, and have international significance to the preservation of biodiversity and our horticultural heritage. Among these well-documented holdings, the Arboretum's collections of oaks, maples, hollies have been recognized by the North American Plant Collections Consortium, a major new conservation and stewardship initiative of the American Public Gardens Association. It is our firm contention, therefore, that any development that impinges on this national treasure must be assessed with the greatest care and consideration for future generations.

This is not a new struggle for the Arboretum. In the 1960s, the northern part of the Arboretum and the Montlake neighborhood was sliced through east-west by SR 520. Only after huge public process were plans for a further highway running north-south through the Arboretum abandoned. Proposals on the table today

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64061-9000
(816)697-2600
FAX: 697-2619
www.powellgardens.org

present an equally dismaying series of options, which, if implemented, will adversely impact the most ecologically sensitive parts of the Arboretum, notably the wetlands lying at their heart. Furthermore, currently the elevation of SR 520 lies largely at a low level near the Arboretum. Proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], which will cause a significantly increased visual intrusion into more of the Botanic Gardens.

One alternative now proposed [DEIS p. 5-27] includes a 400-foot wide "footprint" over the western approaches to he Arboretum. Another option [DEIS p. 5-32] calls for a large intersection over the wetlands and, from that, a 200-foot high bridge leading northwards to the main campus of the University. This major intersection in the heart of the Botanic Gardens would funnel increased [DEIS 5-32] traffic down into the present-day northern part of the Arboretum then onto Lake Washington Boulevard, one of the Olmsteds' most important thoroughfares in Seattle. The impact on the Arboretum and its users as a whole would be devastating.

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The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

Eric Tschanz
President and Executive Director
Powell Gardens

September 27, 2006

Mr. Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-030-001

Cornell Plantations has learned with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

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This is not a new struggle for the Arboretum. In the 1960s, the northern part of the Arboretum and the Montlake neighborhood was sliced through east-west by SR 520. Only after huge public process were plans for a further highway running north-south through the Arboretum abandoned. Proposals on the table today present an equally dismaying series of options, which, if implemented, will adversely impact the most ecologically sensitive parts of the Arboretum, notably the wetlands lying at their heart. Furthermore, currently the elevation of SR 520 lies largely at a low level near the Arboretum. Proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7],

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The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

Dr. Donald A. Rakow
The Elizabeth Newman Wilds Director
Cornell Plantations

ALDRIDGE
BOTANICAL
GARDENS

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-031-001

Aldridge Botanical Gardens learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

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3530 Lorna Road ❧ Hoover, Alabama 35216 ❧ 205.682.8019 ❧ www.AldridgeGardens.com

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The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

Lawrence E. Quick

Lawrence E. Quick
Executive Director

-----Original Message-----
From: Barbara Carr [mailto:bcarr@chicagobotanic.org]
Sent: Friday, September 29, 2006 4:14 PM
To: SR 520 DEIS Comments
Subject: re: UNIVERSITY OF WASHINTON BOTANIC GARDENS

September 29, 2006

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-032-001 The Chicago Botanic Garden has learned with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com <http://www.sr520deiscomments.com/>.

The layout of this Arboretum represents a significant cultural landscape, having been designed by the renowned Frederick Law Olmsted landscape architecture firm at the beginning of the last century as a crucial component of their vision for the boulevard and park network for Seattle. The Arboretum now forms the southern limb of UW Botanic Gardens [www.uwbotanicgardens.org] which also include sensitive shoreline wetlands and a nature reserve (Union Bay Natural Area), and the Union Bay Gardens surrounding Merrill Hall (Center for Urban Horticulture) to the north of SR520.The Arboretum alone is the largest open green space in the central metropolitan area of Seattle and provides an invaluable park experience for local people as well as visitors to the city, attracting 250,000 visitors a year.

The Arboretum is the only botanical institution in Washington to be officially designated a State Arboretum. The tree collections are in the very top tier of North American botanic gardens and arboreta, and have international significance to the preservation of biodiversity and our horticultural heritage. Among these well-documented holdings, the Arboretum's collections of oaks, maples, hollies have been recognized by the North American Plant Collections Consortium, a major new conservation and stewardship initiative of the American Public Gardens Association. It is our firm contention, therefore, that any development that impinges on this national treasure must be assessed with the greatest care and consideration for future generations.

This is not a new struggle for the Arboretum. In the 1960s, the northern part of the Arboretum and the Montlake neighborhood was sliced through east-west by SR 520. Only after huge public process were plans for a

O-032-001 further highway running north-south through the Arboretum abandoned. Proposals on the table today present an equally dismaying series of options, which, if implemented, will adversely impact the most ecologically sensitive parts of the Arboretum, notably the wetlands lying at their heart. Furthermore, currently the elevation of SR 520 lies largely at a low level near the Arboretum. Proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], which will cause a significantly increased visual intrusion into more of the Botanic Gardens.

One alternative now proposed [DEIS p. 5-27] includes a 400-foot wide "footprint" over the western approaches to he Arboretum. Another option [DEIS p. 5-32] calls for a large intersection over the wetlands and, from that, a 200-foot high bridge leading northwards to the main campus of the University. This major intersection in the heart of the Botanic Gardens would funnel increased [DEIS 5-32] traffic down into the present-day northern part of the Arboretum then onto Lake Washington Boulevard, one of the Olmsteds' most important thoroughfares in Seattle. The impact on the Arboretum and its users as a whole would be devastating.

We are concerned that construction will take 4.5 years [DESIS p. 8-10] and involve the building of a temporary bridge on Arboretum land, but that no meaningful traffic plan through the Arboretum for the construction period has been presented [p. 8-8]. We also learn that, despite requests by most neighborhood communities to have commissioned an independent assessment of alternative construction modes, notably a tube-tunnel option, those requests have not been entertained.

We believe strongly that an independent study should be commissioned to assess the effects of such a system and thoroughly examine alternative construction modes, such as a tube-tunnel, be developed. Viable alternatives should not involve an out-of-proportion scale of the proposed developments and their detrimental visual impact, the shading of the Arboretum, traffic noise, and the effects on salmon passing through waters surrounded by the Botanic Gardens. Implementation of such a scheme would also allow not only the Arboretum to be returned to the original Olmsted vision, but also restore tranquility to the Botanic Gardens as a whole - as well as to the adjoining neighborhoods.

The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

Barbara Whitney Carr
President and CEO
Chicago Botanic Garden
1000 Lake Cook Road
Glencoe, Illinois 60022
847-835-8225
bcarr@chicagobotanic.org

-----Original Message-----
From: bierner@cals.arizona.edu [mailto:bierner@cals.arizona.edu]
Sent: Friday, September 29, 2006 5:42 AM
To: SR 520 DEIS Comments
Subject: Washington Park Arboretum

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-033-001

Boyce Thompson Arbofretum learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance.
Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

The layout of this Arboretum represents a significant cultural landscape, having been designed by the renowned Frederick Law Olmsted landscape architecture firm at the beginning of the last century as a crucial component of their vision for the boulevard and park network for Seattle.
The Arboretum now forms the southern limb of UW Botanic Gardens [www.uwbotanicgardens.org] which also include sensitive shoreline wetlands and a nature reserve (Union Bay Natural Area), and the Union Bay Gardens surrounding Merrill Hall (Center for Urban Horticulture) to the north of SR520.The Arboretum alone is the largest open green space in the central metropolitan area of Seattle and provides an invaluable park experience for local people as well as visitors to the city, attracting 250,000 visitors a year.

The Arboretum is the only botanical institution in Washington to be officially designated a State Arboretum. The tree collections are in the very top tier of North American botanic gardens and arboreta, and have international significance to the preservation of biodiversity and our horticultural heritage. Among these well-documented holdings, the Arboretum's collections of oaks, maples, hollies have been recognized by the North American Plant Collections Consortium, a major new conservation and stewardship initiative of the American Public Gardens Association. It is our firm contention, therefore, that any development that impinges on this national treasure must be assessed with the greatest care and consideration for future generations.

This is not a new struggle for the Arboretum. In the 1960s, the northern part of the Arboretum and the Montlake neighborhood was sliced through east-west by SR 520. Only after huge public process were plans for a further highway running north-south through the Arboretum abandoned.
Proposals on the table today present an equally dismaying series of options, which, if implemented, will adversely impact the most ecologically sensitive

O-033-001 parts of the Arboretum, notably the wetlands lying at their heart. Furthermore, currently the elevation of SR 520 lies largely at a low level near the Arboretum. Proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], which will cause a significantly increased visual intrusion into more of the Botanic Gardens.

One alternative now proposed [DEIS p. 5-27] includes a 400-foot wide "footprint" over the western approaches to he Arboretum. Another option [DEIS p. 5-32] calls for a large intersection over the wetlands and, from that, a 200-foot high bridge leading northwards to the main campus of the University. This major intersection in the heart of the Botanic Gardens would funnel increased [DEIS 5-32] traffic down into the present-day northern part of the Arboretum then onto Lake Washington Boulevard, one of the Olmsteds' most important thoroughfares in Seattle.
The impact on the Arboretum and its users as a whole would be devastating.

We are concerned that construction will take 4.5 years [DESIS p. 8-10] and involve the building of a temporary bridge on Arboretum land, but that no meaningful traffic plan through the Arboretum for the construction period has been presented [p. 8-8]. We also learn that, despite requests by most neighborhood communities to have commissioned an independent assessment of alternative construction modes, notably a tube-tunnel option, those requests have not been entertained.

We believe strongly that an independent study should be commissioned to assess the effects of such a system and thoroughly examine alternative construction modes, such as a tube-tunnel, be developed. Viable alternatives should not involve an out-of-proportion scale of the proposed developments and their detrimental visual impact, the shading of the Arboretum, traffic noise, and the effects on salmon passing through waters surrounded by the Botanic Gardens. Implementation of such a scheme would also allow not only the Arboretum to be returned to the original Olmsted vision, but also restore tranquility to the Botanic Gardens as a whole - as well as to the adjoining neighborhoods.

The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

Mark W. Bierner, Ph.D
Director, Boyce Thompson Arboretum
37615 US Highway 60
Superior, AZ 85273

-----Original Message-----
From: Wayne Becker [mailto:wbecker@georgiasouthern.edu]
Sent: Monday, October 02, 2006 7:35 AM
To: SR 520 DEIS Comments
Subject: Washington Park Arboretum

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-034-001 Georgia Southern Botanical Garden learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

The layout of this Arboretum represents a significant cultural landscape, having been designed by the renowned Frederick Law Olmsted landscape architecture firm at the beginning of the last century as a crucial component of their vision for the boulevard and park network for Seattle. The Arboretum now forms the southern limb of UW Botanic Gardens [www.uwbotanicgardens.org] which also include sensitive shoreline wetlands and a nature reserve (Union Bay Natural Area), and the Union Bay Gardens surrounding Merrill Hall (Center for Urban Horticulture) to the north of SR520.The Arboretum alone is the largest open green space in the central metropolitan area of Seattle and provides an invaluable park experience for local people as well as visitors to the city, attracting 250,000 visitors a year.

The Arboretum is the only botanical institution in Washington to be officially designated a State Arboretum. The tree collections are in the very top tier of North American botanic gardens and arboreta, and have international significance to the preservation of biodiversity and our horticultural heritage. Among these well-documented holdings, the Arboretum's collections of oaks, maples, hollies have been recognized by the North American Plant Collections Consortium, a major new conservation and stewardship initiative of the American Public Gardens Association. It is our firm contention, therefore, that any development that impinges on this national treasure must be assessed with the greatest care and consideration for future generations.

This is not a new struggle for the Arboretum. In the 1960s, the northern part of the Arboretum and the Montlake neighborhood was sliced through east-west by SR 520. Only after huge public process were plans for a further highway running north-south through the Arboretum abandoned.
Proposals on the table today present an equally dismaying series of options, which, if implemented, will adversely impact the most ecologically sensitive parts of the Arboretum, notably the wetlands lying at their heart.
Furthermore, currently the elevation of SR 520 lies largely at a low level

O-034-001 near the Arboretum. Proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], which will cause a significantly increased visual intrusion into more of the Botanic Gardens.

One alternative now proposed [DEIS p. 5-27] includes a 400-foot wide "footprint" over the western approaches to he Arboretum. Another option [DEIS p. 5-32] calls for a large intersection over the wetlands and, from that, a 200-foot high bridge leading northwards to the main campus of the University. This major intersection in the heart of the Botanic Gardens would funnel increased [DEIS 5-32] traffic down into the present-day northern part of the Arboretum then onto Lake Washington Boulevard, one of the Olmsteds' most important thoroughfares in Seattle.
The impact on the Arboretum and its users as a whole would be devastating.

We are concerned that construction will take 4.5 years [DESIS p. 8-10] and involve the building of a temporary bridge on Arboretum land, but that no meaningful traffic plan through the Arboretum for the construction period has been presented [p. 8-8]. We also learn that, despite requests by most neighborhood communities to have commissioned an independent assessment of alternative construction modes, notably a tube-tunnel option, those requests have not been entertained.

We believe strongly that an independent study should be commissioned to assess the effects of such a system and thoroughly examine alternative construction modes, such as a tube-tunnel, be developed. Viable alternatives should not involve an out-of-proportion scale of the proposed developments and their detrimental visual impact, the shading of the Arboretum, traffic noise, and the effects on salmon passing through waters surrounded by the Botanic Gardens. Implementation of such a scheme would also allow not only the Arboretum to be returned to the original Olmsted vision, but also restore tranquility to the Botanic Gardens as a whole - as well as to the adjoining neighborhoods.

The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,
Wayne A. Becker, Ph.D., AIFD
Director

Wayne A. Becker, Ph.D., AIFD
Director, Georgia Southern Botanical Garden Georgia Southern University P.O. Box 8039 Statesboro, GA 30460 USA
V: 912.871.1149
F: 912.871.1777
E: wbecker@georgiasouthern.edu
Web: ceps.georgiasouthern.edu/garden

-----Original Message-----
From: Barbara Chamberlin [mailto:bchamberlin@botanica.org]
Sent: Monday, October 02, 2006 12:41 PM
To: SR 520 DEIS Comments
Subject: please see attachment

October 2, 2006

Mr. Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-035-001 Botanica, The Wichita Gardens, has learned of proposals being put forth by the Washington State Department of Transportation with regard to the replacement of the SR520 floating bridge. We are concerned about the impact on Washington Park Arboretum, which houses a number of valuable tree collections of international significance.

Having been designed by renowned landscape architecture firm Frederick Law Olmstead at in the early 1900's, the Arboretum's design represents a significant cultural landscape. The Arboretum forms the southern limb of the University of Washington Botanic Gardens, which also include sensitive shoreline wetlands, and the Union Bay Natural Area. With the Arboretum being the largest open green space in the central metropolitan are of Seattle, we felt the need to express our concern.

We urge you to re-assess plans to replace SR520 floating bridge as stated in the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

Thank you for your consideration of our concerns.

Sincerely,

Barbara Chamberlin
Executive Director, Botanica, The Wichita Gardens

From: Judy Nash [mailto:stormyout@hotmail.com]
Sent: Thursday, September 28, 2006 5:23 PM
To: SR 520 DEIS Comments
Subject: 520 Bridge

Please reconsider your choices. This is an invaluable Arboretum! You owe it to the citizens of this state to leave the Arboretum intact.

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger:

O-036-001

Lake Wilderness Arbpretum learns with alarm of proposals being put forward by the Washington State Department of Transportation with regard to the replacement of the SR 520 floating bridge and its effects on adjacent roads and lands on the western shores of Lake Washington in Seattle. We refer especially to the impact on Washington Park Arboretum which stewards a number of valuable tree collections of international significance. Current bridge construction that would take Arboretum land, sacrifice indispensable collections, and threaten wetland habitat need to be re-assessed in light of what is at risk. We therefore wish to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

The layout of this Arboretum represents a significant cultural landscape, having been designed by the renowned Frederick Law Olmsted landscape architecture firm at the beginning of the last century as a crucial component of their vision for the boulevard and park network for Seattle. The Arboretum now forms the southern limb of UW Botanic Gardens [www.uwbotanicgardens.org] which also include sensitive shoreline wetlands and a nature reserve (Union Bay Natural Area), and the Union Bay Gardens surrounding Merrill Hall (Center for Urban Horticulture) to the north of SR520.The Arboretum alone is the largest open green space in the central metropolitan area of Seattle and provides an invaluable park experience for local people as well as visitors to the city, attracting 250,000 visitors a year.

The Arboretum is the *only* botanical institution in Washington to be officially designated a State Arboretum. The tree collections are in the very top tier of North American botanic gardens and arboreta, and have international significance to the preservation of biodiversity and our horticultural heritage. Among these well-documented holdings, the Arboretum's collections of oaks, maples, hollies have been recognized by the North American Plant Collections Consortium, a major new conservation and stewardship initiative of the American Public Gardens Association. It is our firm contention, therefore, that any development that impinges on this national treasure must be assessed with the greatest care and consideration for future generations.

This is not a new struggle for the Arboretum. In the 1960s, the northern part of the Arboretum and the Montlake neighborhood was sliced through east-west by SR 520. Only after huge public process were plans for a further highway running north-south through the Arboretum abandoned. Proposals on the table today present an equally dismaying series of options, which, if implemented, will adversely impact the most ecologically sensitive parts of the Arboretum, notably the wetlands lying at their heart. Furthermore, currently the elevation of SR 520 lies largely at a low level near the Arboretum. Proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], which will cause a significantly increased visual intrusion into more of the Botanic Gardens.

One alternative now proposed [DEIS p. 5-27] includes a 400-foot wide “footprint” over the western approaches to he Arboretum. Another option [DEIS p. 5-32] calls for a large intersection over the wetlands and, from that, a 200-foot high bridge leading northwards to the main campus of the University. This major intersection in the heart of the Botanic Gardens would funnel increased [DEIS 5-32] traffic down into the present-day northern part of the Arboretum then onto Lake Washington Boulevard, one of the Olmsteds' most important thoroughfares in Seattle. The impact on the Arboretum and its users as a whole would be devastating.

We are concerned that construction will take 4.5 years [DESIS p. 8-10] and involve the building of a temporary bridge on Arboretum land, but that no meaningful traffic plan through the Arboretum for the construction period has been presented [p. 8-8]. We also learn that, despite requests by most neighborhood communities to have commissioned an independent assessment of alternative construction modes, notably a tube-tunnel option, those requests have not been entertained.

We believe strongly that an independent study should be commissioned to assess the effects of such a system and thoroughly examine alternative construction modes, such as a tube-tunnel, be developed. Viable alternatives should not involve an out-of-proportion scale of the proposed developments and their detrimental visual impact, the shading of the Arboretum, traffic noise, and the effects on salmon passing through waters surrounded by the Botanic Gardens. Implementation of such a scheme would also allow not only the Arboretum to be returned to the original Olmsted vision, but also restore tranquility to the Botanic Gardens as a whole - as well as to the adjoining neighborhoods.

The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

Judy Nash

From: Roberta Sladky [mailto:RSladky@cityofmadison.com]
Sent: Monday, October 02, 2006 8:08 AM
To: SR 520 DEIS Comments
Subject: Letter regarding the impact of the Washington State DOT bridge at Wash. Park Arb.

It is attached -- hard copy following to Mr. Paul Krueger

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

O-037-001

Dear Mr. Krueger:

Olbrich Botanical Gardens has learned that the Washington State Department of Transportation is placing a new bridge that will negatively impact the Washingon Park Arboretum. Bridge construction would take Arboretum land and sacrifice indispensable collections as well as threaten wetland habitat. Our garden wishes to comment on the Draft Environmental Impact Statement made available on www.SR520DEIScomments.com.

The Washington Park Arboretum (Arboretum) represents a significant cultural landscape, having been designed by the renowned Frederick Law Olmsted landscape architecture firm at the beginning of the 20th century. It was a crucial component of their vision for the boulevard and park network for Seattle. The Arboretum is the southern section of the University of Washington Botanic Gardens (www.uwbotanicgardens.org) which also includes shoreline wetlands, a nature reserve (Union Bay Natural Area), and Union Bay Gardens at the Center for Urban Horticulture located to the north of SR520. The Arboretum is the largest open green space in the central metropolitan area of Seattle and provides an invaluable park experience for the local population as well as visitors to the city with more than 250,000 visitors a year.

The Arboretum is the *only* botanical institution in Washington to be officially designated a State Arboretum. The tree collections are in the very top tier of North American botanic gardens and arboreta, and have international significance to the preservation of biodiversity and our horticultural heritage. Among these well-documented holdings, the Arboretum's collections of oaks, maples, and hollies have been recognized by the North American Plant Collections Consortium -- a conservation and stewardship initiative of the American Public Gardens Association. It is our firm contention, therefore, that any development that impinges on this national treasure must be assessed with the greatest care and consideration for future generations.

This is not a new struggle for the Arboretum. In the 1960s, the northern part of the Arboretum and the Montlake neighborhood was sliced through east-west by SR 520. Only after huge public process were plans for a further highway running north-south through the Arboretum abandoned. Proposals on the table today present an equally dismaying series of options, which, if implemented, will adversely impact the most ecologically sensitive parts of the Arboretum, notably the wetlands lying at its heart. Furthermore, currently the elevation of SR 520 lies largely at a low level near the Arboretum. Proposals include raising it to 50-70 feet above the waterline [DEIS p. 5-7], which will cause a significantly increased visual intrusion into more of the Botanic Gardens.

One alternative now proposed [DEIS p. 5-27] includes a 400-foot wide “footprint” over the western approaches to he Arboretum. Another option [DEIS p. 5-32] calls for a large intersection over the wetlands and, from that, a 200-foot high bridge leading northwards to the main campus of the University. This major intersection in the heart of the Botanic Gardens would funnel increased [DEIS 5-32] traffic down into the present-day northern part of the Arboretum then onto Lake Washington Boulevard, one of the Olmsteds' most important thoroughfares in Seattle. The impact on the Arboretum and its users as a whole would be devastating.

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We believe that an independent study should be commissioned to assess the effects of such a system and thoroughly examine alternative construction modes, such as a tube-tunnel, be developed. Viable alternatives should not involve an out-of-proportion scale of the proposed developments and their detrimental visual impact, the shading of the Arboretum, traffic noise, and the effects on salmon passing through waters surrounded by the Botanic Gardens. Implementation of such a scheme would also allow not only the Arboretum to be returned to the original Olmsted vision, but also restore tranquility to the Botanic Gardens as a whole - as well as to the adjoining neighborhoods.

The integrity of the Washington Park Arboretum and its valuable collections, green space, and wildlife habitat in a major metropolitan city should be preserved. In the national interest, we urge you to consider these issues.

Sincerely,

Roberta Sladky, Director
Olbrich Botanical Gardens