

Cheryl Groff

Response to the Draft Remedial Investigation & Feasibility Study for the Gas Works Park Site
(PDF attached)

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As daily visitors to Gas Works Park and resident owners of a houseboat moored in Gas Works Park Marina we fully support this initiative and are grateful for this on-going commitment to monitor and further remediate the GWPS. We value this city park highly for the quality outdoor experiences it provides people of all ages, as well as Waterway #19 as one of the last riparian habitats on Lake Union critical to a variety of wildlife.

The Draft Remedial Investigation & Feasibility Study for the Gas Works Park Site is comprehensive. And we appreciate that the authors acknowledge the “diversity of ownership and uses and (that) the required coordination adds a level of complexity to the implementation of remedies.” P 10-4

We also note the report states that “Docks and dock infrastructure at the Gas Works Park Marina may affect implementability of some remediation technologies. The area is accessible to construction equipment from Lake Union but would require access agreements with the Gas Works Park Marina and WDNR.” P 10-10

Question: At what stage can residents of GWPM expect to be contacted regarding access agreements? Prior to signing the Access Agreement, it would be critical for us to know the following regarding our Sediment Management Area (SMA 7):

- 1) What specific remediation technologies are to be applied and in what sequence**
- 2) How much time will be required to complete each technology & the entire project**
- 3) What project expectations or contractor requirements may impact residents’ ability to live in their homes**
- 4) Will health or environmental hazards be heightened during implementation**

And no doubt other considerations will emerge as we learn more about the initiative and the implementation processes.

The report also states that, “Over-water and Underwater Structures – Permanent structures that may impede dredging include the docks and pilings (as well as their supporting underwater cables and wires) within Waterways 19 and 20, Gas Works Park Marina, and Harbor Patrol and the bulkhead associated with the Prow. To prevent undermining or otherwise weakening the Prow structure, dredging would be restricted in the area immediately in front of the bulkhead. The areas characterized by docks, piles, cable supports, etc. will restrict the access and feasibility of some mechanical dredging equipment, such as cable-arm methods. **Furthermore, dredging in these areas could risk the undermining or weakening existing structures.**” P 11-7

Question: If the remediation technologies do undermine or weaken existing structures how will this be determined and corrected? Will the contractors undertaking the work for the Department of Ecology be responsible to repair the damage? At whose expense and oversight?