

no right-of-way land would become available for redevelopment under this option except at the Montlake interchange, where the existing ramps would be removed. Rather, the expanded highway would decrease the amount of property available for development in the corridor. The proposed project would not change the remaining land uses in its vicinity.

Like the original 6-Lane Alternative, WSDOT would construct lids between 10th Avenue East and Delmar Drive East linking the North Capitol Hill/Roanoke/Portage Bay neighborhoods, and at the Montlake interchange. These lids would provide space for street right-of-way and passive recreational uses such as pathways, benches, and landscaping. Utility lines could also cross SR 520 via the lids.

Second Montlake Bridge

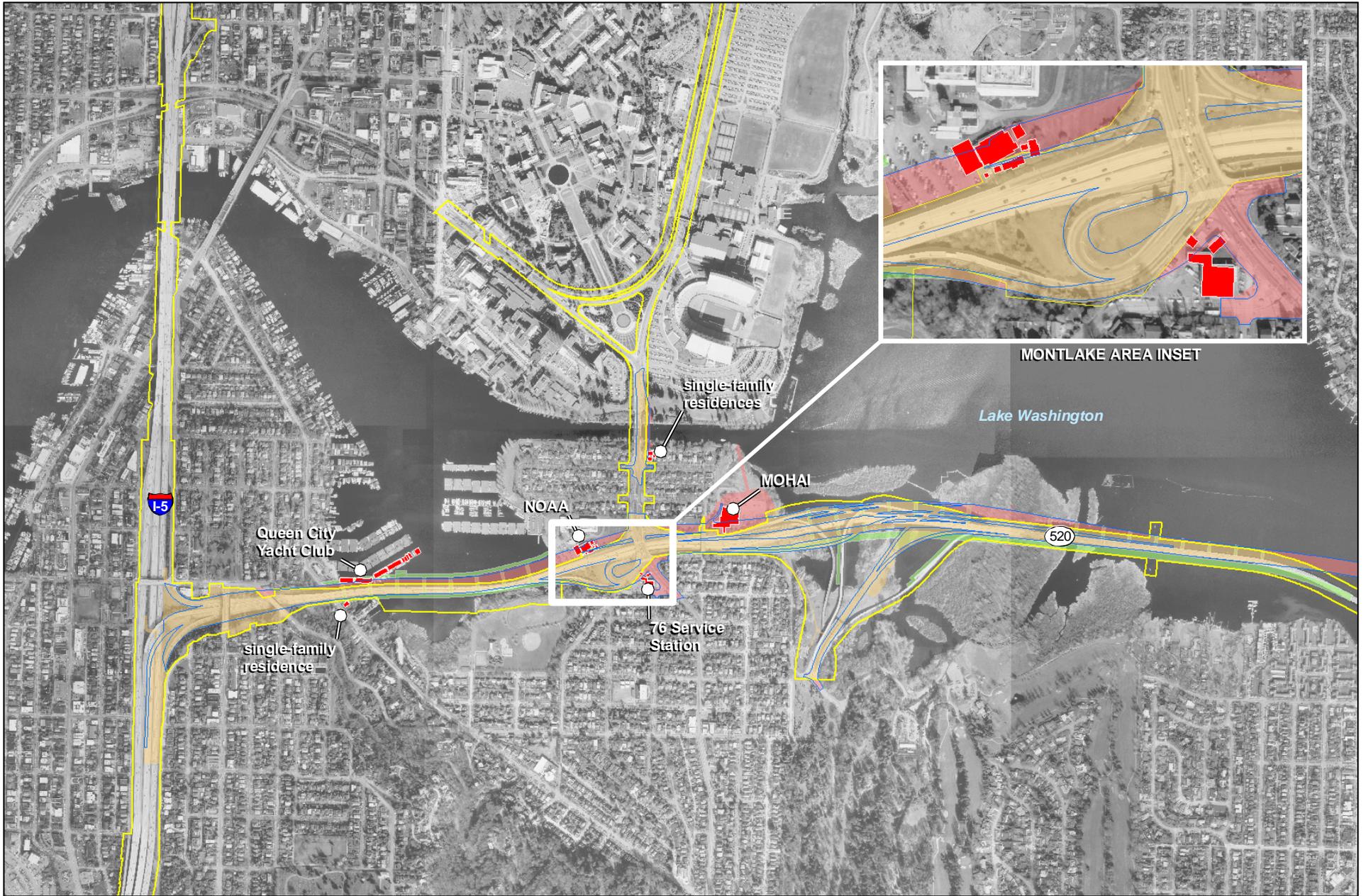
The Second Montlake Bridge option would affect three more properties than the original 6-Lane Alternative, for a total of 26 parcels. Under the Second Montlake Bridge option, the proposed project would affect approximately 13.5 acres within 26 King County assessor parcels. The Second Montlake Bridge option would affect the same parcels as the original 6-Lane Alternative plus an additional two single-family residential parcels adjacent to the existing Montlake Bridge (see Exhibit 12). With this option, less land would be affected compared to the original 6-Lane Alternative at the Montlake interchange and along the Portage Bay Bridge.

Like the original 6-Lane Alternative, nearly all of the land within the footprint of the Second Montlake Bridge option is zoned for single-family residential use, except for a small area zoned as commercial.

Like the original 6-Lane Alternative, the Second Montlake Bridge option would provide limited redevelopment opportunities. Excess property from the acquisition of East Montlake Park would be available for reuse as parkland.

Like the original 6-Lane Alternative, this option would provide other opportunities for replacing lost parklands and for creating new utility easements. WSDOT would construct lids between 10th Avenue East and Delmar Drive East linking the North Capitol Hill/Roanoke/Portage Bay neighborhoods, and at the Montlake interchange. These lids would provide space for street right-of-way and passive recreational uses such as pathways, benches, and landscaping. Utility lines could also cross SR 520 via the lids.





- | | | | |
|--|-------------------------|---|--|
|  | Existing Right-of-Way |  | Affected Property |
|  | 6 Lane Edge of Pavement |  | Limits of Construction inside Right-of-Way |
|  | Affected Structures |  | Temporary Work and Detour Bridges |

Source: City of Seattle (2003) GIS Data (Building Footprints)



0 250 500 1,000 Feet



Exhibit 12. Properties and Structures Affected by the Second Montlake Bridge Option

SR 520 Bridge Replacement and HOV Project

How many homes and businesses would be relocated?

Exhibit 13 summarizes the relocation effects of the original 6-Lane Alternative and each option in the Seattle project area by the type of property or facility that would be affected. Vacant parcels are not included in this summary.

Exhibit 13. Displacements by Option—Seattle Project Area

| | Original 6-Lane Alternative | Pacific Street Interchange | Second Montlake Bridge |
|------------------------|-----------------------------|----------------------------|------------------------|
| Single-Family | 1 | 1 | 3 |
| Business | 1 | 0 | 1 |
| Civic and Quasi-Public | 3 | 3 | 3 |

Source: King County Assessor (2004).

6 Lanes with Pacific Street Interchange

The 6 Lanes with Pacific Street Interchange option would affect one single-family residence and three civic and quasi-public facilities in the Seattle project area.

Residential Effects

The 6 Lanes with Pacific Street Interchange option would displace the same single-family residence as the original 6-Lane Alternative in the Roanoke/Portage Bay neighborhood. Exhibit 14 describes the characteristics of this residence, represented as ID #1.

Exhibit 14. Displaced Single-Family Housing Characteristics—Seattle Project Area

| | Identification Number | Square Footage of Structure | No. of Bedrooms | Assessed Value |
|-----------------------------------|-----------------------|-----------------------------|-----------------|----------------|
| Original 6-Lane Alternative | ID#1 | 2,880 | 4 | \$332,000 |
| Pacific Street Interchange Option | ID#1 | 2,880 | 4 | \$332,000 |
| Second Montlake Bridge Option | ID#1 | 2,880 | 4 | \$332,000 |
| | ID#2 | 3,020 | 4 | \$684,000 |
| | ID#3 | 2,770 | 6 | \$458,000 |

Source: King County Assessor (2004).

Business, Civic, and Quasi-Public Effects

This option would affect the same three civic and quasi-public facilities (Queen City Yacht Club, NOAA facilities, and MOHAI) as the original



6-Lane Alternative, as shown in Exhibit 12. Unlike the original 6-Lane Alternative, however, this option would not affect the one business (76 service station) in the Seattle project area. Affected areas are discussed in detail in the *Land Use, Economics, and Relocations Discipline Report*.

Because this option would remove the interchange ramps at the Montlake Boulevard and Lake Washington Boulevard intersection, it would not acquire property from the 76 service station just south of the existing SR 520 on- and off-ramps.

Unlike the original 6 Lane Alternative, this option would affect the University of Washington campus. The affected part of the campus contains the Waterfront Activities Center, Husky Stadium, and the E-11/E-12 parking lot. Although no buildings would be displaced, parking and recreational activities would be affected during construction. See the *Addendum to the Transportation Discipline Report* and the *Addendum to the Recreation Discipline Report* for a discussion of these effects.

Second Montlake Bridge

The Second Montlake Bridge option would affect three single-family residences, three civic and quasi-public facilities, and one business in the Seattle project area.

Residential Effects

This option would displace the same single-family residence as the original 6-Lane Alternative and the Pacific Interchange option in the Roanoke/Portage Bay neighborhood and an additional two single-family residences, adjacent to the existing Montlake Bridge. Exhibit 14 describes the characteristics of each residence.

Business, Civic, and Quasi-Public Effects

This option would affect the same business and the same three civic and quasi- public facilities (Queen City Yacht Club, NOAA Northwest Fisheries Science center, and MOHAI) as the original 6-Lane Alternative, as shown in Exhibit 13.

What effect would the options have on property tax collections?

Initial property tax effects were estimated using the same methodology discussed in the *Land Use, Economics and Relocation Discipline Report*.

6 Lanes with Pacific Street Interchange

Under the 6 Lanes with Pacific Street Interchange option, 19 parcels within the project area would be affected. Like the original 6-Lane



Alternative, most of these parcels are owned by public agencies that do not pay property taxes and would incur similar opportunity costs. Exhibit 15 shows the property tax effects from the 6 Lanes with Pacific Street Interchange option. The estimated property tax effects with this option would be less than with both the original 6 Lane Alternative and the Second Montlake Bridge option. The effect would not hinder the ability of the jurisdictions to operate public services funded by property tax revenues.

Exhibit 15. Effects of Right-of-Way Property Acquisition under 6 Lanes with Pacific Street Interchange Option—Seattle Project Area

| Property Elements | Taxable Parcels | | Tax-Exempt Parcels | |
|--|-----------------|----------|--------------------|-------------|
| | Occupied | Vacant | Occupied | Vacant |
| Total Assessed Value of Parcels | \$8,087,800 | \$19,000 | \$1.0 billion | \$7,021,700 |
| Total Area of Parcels (sf) | 429,835 | 1,843 | 21,505,296 | 2,343,542 |
| Total Area to be Acquired (sf) | 9,761 | 1,843 | 736,452 | 452,674 |
| Percent of Total Area Acquired | 2.3% | 100% | 3.4% | 19.3% |
| Estimated Property Tax Effect (\$) ^a | \$1,536 | \$64 | \$0 | \$0 |
| Percent of Seattle's 2002 Property Tax Collections | <.01% | <.01% | \$0 | \$0 |

Source: King County Assessor (2004).

^a Includes city portion of property tax levy only.
sf = square feet

Second Montlake Bridge

Under the Second Montlake Bridge option, 26 parcels within the project area would be affected. Like the 6 Lanes with Pacific Street Interchange option and the original 6-Lane Alternative, most of these parcels are owned by public agencies that do not pay property taxes and would incur similar opportunity costs. Exhibit 16 shows the property tax effects from the Second Montlake Bridge option. The estimated property tax effects would be less than the original 6 Lane Alternative and slightly greater than the 6 Lanes with Pacific Street Interchange option. The effect would not hinder the ability of the jurisdictions to operate public services funded by property tax revenues.



Exhibit 16. Effects of Right-of-Way Property Acquisition under Second Montlake Bridge Option—Seattle Project Area

| Property Elements | Taxable Parcels | | Tax-Exempt Parcels | |
|--|-----------------|----------|--------------------|-------------|
| | Occupied | Vacant | Occupied | Vacant |
| Total Assessed Value of Parcels | \$9,360,800 | \$19,000 | \$820 million | \$8,072,900 |
| Total Area of Parcels (sf) | 452,125 | 1,843 | 11,908,562 | 1,124,198 |
| Total Area to be Acquired (sf) | 21,606 | 1,843 | 194,303 | 399,689 |
| Percent of Total Area Acquired | 4.8% | 100% | 1.6% | 35.6% |
| Estimated Property Tax Effect (\$) ^a | \$3,412 | \$64 | \$0 | \$0 |
| Percent of Seattle's 2002 Property Tax Collections | <.01% | <.01% | \$0 | \$0 |

Source: King County Assessor (2004).

^a Includes city portion of property tax levy only.

sf = square feet

What would be the economic effect on residences and businesses during operations?

6 Lanes with Pacific Street Interchange

When compared to the original 6-Lane alternative, the 6 Lanes with Pacific Street Interchange option would relieve traffic congestion in the Montlake neighborhoods as motorists access the freeway via the new interchange. Delays associated with the raising and lowering of the Montlake Bridge would be decreased because drivers would access SR 520 via the new Union Bay Bridge. Compared to the No Build and original 6-Lane Alternatives, the proposed widening of Montlake Boulevard north of Pacific Street would improve access and mobility to and from University Village.

Like the original 6-Lane Alternative, this option would displace the MOHAI as well as affect (to a lesser extent) buildings at the NOAA Northwest Fisheries Science Center. The 6 Lanes with Pacific Street Interchange option would not displace the 76 service station at the intersection of Montlake Boulevard and Lake Washington Boulevard.

As discussed in the *Addendum to the Transportation Discipline Report*, the 6 Lanes with Pacific Street interchange option would displace up to approximately 180 additional parking spaces in the University of Washington's E-11/E-12 parking lot as result of the new Northeast Pacific Street/Montlake Boulevard intersection. Because Montlake Boulevard would be widened, an additional 70 parking spaces would



also be displaced along the east side of Montlake Boulevard between the Hec Edmonson Pavilion and Northeast 45th Street.

Approximately 400 parking spaces would be temporarily displaced in University of Washington's E-11/E-12 parking lot for 6 to 12 months during construction of the new Union Bay Bridge and Northeast Pacific Street/Montlake Boulevard Northeast intersection.

While mitigation strategies for the loss of parking have not yet been fully developed, it is possible that a new parking structure could be built in the University of Washington's E-11/E-12 parking lot. During construction, parking could be relocated to the E-1 lot with a shuttle service to transport users back to the University of Washington Medical Center area. It may also be possible to stage the bridge construction to reduce the temporary parking space losses or to shorten the duration of the parking losses.

Second Montlake Bridge

The Second Montlake Bridge option would improve capacity through the Montlake neighborhood by providing a second bridge and local street improvements. However, delays would still be associated with the operation of the bridge. Overall, travel time through the corridor for general purpose lanes would be higher than with the original 6-Lane Alternative and 6 Lanes with Pacific Street Interchange option. This option would also displace two more residential properties than under the original 6-Lane Alternative.

What would be the permanent effects in the Eastside project area?

How would the South Kirkland Park-and-Ride Transit Access – 108th Avenue Northeast option directly affect existing land uses?

Exhibit 17 shows the areas between the existing right-of-way and the limits of construction that WSDOT would need to acquire for the construction of the South Kirkland Park-and-Ride Transit Access – 108th Avenue Northeast option. Exhibit 11 shows the amount of land by existing use and zoning designation that would be acquired in the Eastside project area. This option would differ from the original 6-Lane Alternative near the intersection at 108th Avenue Northeast. The amount of acquisitions would differ as follows, only in Kirkland and Bellevue.





- Existing Right-of-Way
- 6 Lane Edge of Pavement
- Affected Structures
- Affected Property
- Limits of Construction inside Right-of-Way

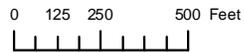


Exhibit 17. Properties and Structures Affected by the South Kirkland Park-and-Ride Transit Access - 108th Avenue Northeast Option
 SR 520 Bridge Replacement and HOV Project

- Kirkland – 10,676 square feet from one single-family parcel and one multifamily parcel
- Bellevue – 83,524 square feet from one commercial parcel, nine vacant parcels, one industrial parcel, one office parcel and two civic and quasi-public parcels.

The South Kirkland Park-and-Ride Transit Access – 108th Avenue Northeast option would affect six more properties than the original 6-Lane Alternative, for a total of 67 parcels. This option would primarily affect residential and vacant uses. Residential uses would account for 41 of 67 affected parcels and vacant would account for 14 parcels. Other than the displacement of one single-family residence (as described under the original 6-Lane Alternative), the primary effect would be to shorten the backyards of these residential properties, bringing the highway closer to these homes. The sound walls included in this option would do much to dampen the noise from the highway and screen the highway from view.

This option would not change the original 6-Lane Alternative’s potential development opportunity where the new bridge alignment meets Medina. A 12,350-square-foot area immediately adjacent to Lake Washington and south of the new alignment would no longer be needed for right-of-way. However, as described above, this area’s redevelopment potential is limited by its size and accessibility.

This option would not change the original 6-Lane Alternative’s three lids in the Eastside project area at Evergreen Point Road, 84th Avenue Northeast, and 92nd Avenue Northeast. Similar to the lids in the Seattle project area, these three lids would offer opportunities for the development of passive recreational uses and utility easements.

Like the 6-Lane Alternative, this option would reduce the amount of land available for private development in the project corridor. This option would not induce changes in the existing land use pattern.

How many homes and businesses would be relocated?

The relocation effects of the original 6-Lane Alternative and South Kirkland Park-and-Ride Transit Access – 108th Avenue Northeast option would displace the same home and businesses as the original 6-Lane Alternative in the Eastside project area. See the *Land Use, Economics, and Relocations Discipline Report*.



What effect would the option have on property tax collections?

South Kirkland Park-and-Ride Lot – 108th Avenue Northeast

Under the South Kirkland Park-and-Ride Transit Access – 108th Avenue Northeast option, 67 parcels within the project area would be affected. Like the original 6-Lane Alternative, the largest parcel affected by this option is owned by a tax-exempt organization and has an assessed value of over \$68 million. Exhibit 18 shows the property tax effects for this option. The overall initial property tax effect would be greater than the original 6-Lane alternative (see the *Land Use, Relocations, and Economic Report*). However, it would not hinder the ability of the jurisdictions to operate public services funded by property tax revenues.

Exhibit 18. Effects of Right-of-Way Property Acquisition under South Kirkland Park-and-Ride Transit Access – 108th Avenue Northeast Option

| Property Elements | South Kirkland Park-and-Ride Transit Access – 108th Avenue Northeast Option | | | |
|---|---|-------------|--------------------|--------------|
| | Taxable Parcels | | Tax-Exempt Parcels | |
| | Occupied | Vacant | Occupied | Vacant |
| Total Assessed Value of Parcels | \$26,906,100 | \$2,504,500 | \$70,720,600 | \$13,659,500 |
| Total Area of Parcels (sf) | 722,208 | 154,068 | 400,489 | 1,786,410 |
| Total Area to be Acquired (sf) | 127,674 | 53,014 | 11,518 | 64,708 |
| Percent of Total Area Acquired | 17.7% | 34.4% | 2.9% | 3.6% |
| Estimated Property Tax Effect (\$) ^a | \$4,390 | \$2,164 | \$0 | \$0 |
| Percent of Affected Jurisdiction's 2002 Property Tax Collections ^b | <.01% | <.01% | \$0 | \$0 |

Source: King County Assessor (2004).

^a Includes city portion of property tax levy only.

^b Jurisdictions include Medina, Hunts Point, Clyde Hill, Kirkland, and Bellevue.

sf = square feet

What would be the economic effect on residences and businesses during operations?

South Kirkland Park-and-Ride Transit Access – 108th Avenue Northeast

While individuals using the improved transit and HOV access to the South Kirkland Park-and-Ride would experience travel time savings, the overall economic effects of this option are expected to be similar to what was described for the original 6-Lane Alternative in the *Land Use, Economics, and Relocations Discipline Report*.



In addition to the parking losses identified under the original 6-Lane Alternative, this option would displace a parking lot located just east of the SR 520 loop ramp from northbound Bellevue Way Northeast to westbound SR 520. This lot has approximately 50 parking spaces and is primarily intended for patrons using the adjacent bus stop.

What would be the construction effects in the Seattle project area?

How would project construction affect improvements on residential and business properties?

6 Lanes with Pacific Street Interchange Option

This option would have the same short-term effects as described for the original 6-Lane Alternative. However, in addition, this option would affect the University of Washington during construction of the Union Bay Bridge and the Montlake Boulevard/Northeast Pacific Street intersection. Construction in this area would displace parking and the canoe launching dock used by the Waterfront Activities Center during the duration of the construction phase for the Union Bay Bridge.

Second Montlake Bridge Option

This option would have the same short-term effects as described for the original 6-Lane Alternative.

How would project construction affect conditions at residences and businesses?

Businesses and residences in the Seattle project area would experience many of the same general construction effects listed below and described for the original 6-Lane Alternative during construction of the highway:

- Increased noise, dust, and changes in visual quality
- Traffic congestion, changes in access routes, and reduced visibility from the street
- Elimination of on-street parking

6 Lanes with Pacific Street Interchange Option

Quality of Life Effects

During construction, this option would affect the same neighboring properties as the original 6-Lane Alternative. However, in addition, to those neighboring properties, the 6 Lanes with Pacific Street Interchange option would also affect the University of Washington



campus during construction of the Union Bay Bridge and the Pacific Street/Montlake Boulevard intersection improvements. Exhibit 19 identifies the construction duration and the affected communities.

Exhibit 19. Construction Duration of the Original 6-Lane Alternative and Seattle Options

| Segment | Original 6-Lane Alternative | 6 Lanes with Pacific Street Interchange Option | Second Montlake Bridge Option | Affected Communities |
|---|-----------------------------|--|-------------------------------------|--|
| I-5/SR 520 Interchange | 15 months | Same as original 6-Lane Alternative | Same as original 6-Lane Alternative | Eastlake, North Capitol Hill, Roanoke/Portage Bay |
| Portage Bay Bridge | 28 months | Same as original 6-Lane Alternative | Same as original 6-Lane Alternative | North Capitol Hill, Roanoke/Portage Bay, Montlake |
| Montlake Interchange | 26 months | 18 months – a shorter duration with less intense construction | Same as original 6-Lane Alternative | Montlake, Roanoke/Portage Bay |
| Union Bay Bridge | None | 24 months | None | Montlake, University District |
| Pacific Street/Montlake Boulevard intersection | None | 12 months | None | Montlake, Roanoke/Portage Bay, University District |
| Pacific Street Interchange | None | Included in West Approach Construction | None | Montlake, Roanoke/Portage Bay, University District |
| Montlake Boulevard | None | Included with the intersection construction | None | Montlake, Roanoke/Portage Bay, University District |
| Second Montlake Bridge | None | None | 18 months | Montlake, Roanoke/Portage Bay, University District |
| West Approach | 52 months | 60 months – a longer duration with the construction of the Pacific Interchange | 52 months | Montlake, Madison Park, Laurelhurst |
| Floating Section of Evergreen Point Bridge ^b | 75 months | 75 months | 75 months | Madison Park, Laurelhurst |

^a Construction of the project elements may occur concurrently.

^b These durations include the time for fabrication of the pontoons.

Like the original 6-Lane Alternative, the construction duration would vary for the different neighborhoods. Construction would not happen consecutively but instead would overlap in time (assuming full funding). The intensity of construction effects would vary according to



the proximity of the property to the construction and the type of construction. In addition to the construction required for the original 6-Lane Alternative, this option would require construction at Pacific Street/Montlake Boulevard intersection and along Montlake Boulevard and construction of the Union Bay Bridge. The durations for these segments are shown in Exhibit 19. The roadway designers have developed staging plans and detour routes for these segments, which are presented in the *Addendum to the Transportation Discipline Report*.

Economic Effects

Construction of the 6 Lanes with Pacific Street Interchange option would have the largest adverse economic effects of the options. The project would have more direct impacts to the Montlake area because it would construct a new interchange at Northeast Pacific Place/Montlake Boulevard as well as remove the interchange at SR 520/Montlake Boulevard. Access and mobility would be restricted or modified during the construction of the new Pacific Place/Montlake Boulevard interchange. Shoppers coming from the south may elect to avoid the area during construction, which would negatively affect retail sales for businesses located in Montlake and possibly affect retail establishments at University Village. The removal of the northbound left turn lane at Montlake Boulevard/Northeast Pacific Place would increase delays at the intersection and would negatively affect access to the University of Washington Medical Center.

Second Montlake Bridge Option

Quality of Life Effects

This option would have the same effect on the same neighboring properties as discussed under the original 6-Lane Alternative.

The second Montlake Bridge would be constructed alongside the existing Montlake Bridge and would generally not affect traffic operations because traffic would continue to use the existing bridge. There would be some increase in a.m. and p.m. peak hour traffic due to construction-related trips (such as trucks and employee vehicles) traveling to and from the site. The quantity of trucks and employee-related traffic has yet to be determined for this option.

The second Montlake Bridge could be constructed independently from SR 520 construction.

Economic Effects

Because the second Montlake Bridge would be constructed independently from the proposed project and would be built alongside



the existing bridge, traffic impacts would be similar to the original 6-Lane Alternative. Customers may choose to avoid the area during construction, but the negative effects on local businesses in the Montlake area are anticipated to be less than those described for the 6 Lanes with Pacific Street Interchange option.

What would be the construction effects in the Eastside project area?

How would project construction affect improvements on residential and business properties?

South Kirkland Park-and-Ride Transit Access – 108th Avenue Northeast Option

This option would have the same short-term effects as described for the original 6-Lane Alternative.

How would project construction affect conditions at residences and businesses?

Businesses and residences in the Eastside project area would experience many of the same general construction effects listed below and described for the original 6-Lane Alternative during construction of the highway:

- Increased noise, dust, and changes in visual quality
- Traffic congestion, changes in access routes, and reduced visibility from the street
- Elimination of on-street parking

South Kirkland Park-and-Ride Transit Access Option

Quality of Life Effects

During construction, this option would affect the same neighboring properties as the original 6-Lane Alternative. Exhibit 20 identifies the construction duration and the affected communities.



Exhibit 20. Construction Duration of the Original 6-Lane Alternative and the South Kirkland Park-and-Ride Transit Access – 108th Avenue Northeast Option

| Segment | Original 6-Lane Alternative | South Kirkland Park-and-Ride Option | Affected Community |
|---|-----------------------------|---|---|
| Evergreen Point Road | 25 months | 25 months | Medina |
| 84th Avenue Northeast and 92nd Avenue Northeast | 23 months | 23 months | Medina Hunts Point Yarrow Point Clyde Hill |
| Bellevue Way and 108th Avenue Northeast | 13 months | 26 months – a longer duration with the reconfiguration of the interchange and addition of the direct access ramps | Kirkland Bellevue |

Overall, construction of the South Kirkland Park-and-Ride Transit Access – 108th Avenue Northeast option would not affect freeway traffic operations because no access changes or lane reductions would be required. At times, traffic would be shifted onto temporary structures while existing structures are widened, but these shifts would occur during non-peak times. There would be some increase in a.m. and p.m. peak hour traffic due to construction-related trips (such as trucks and employee vehicles) traveling to and from the site.

Economic Effects

Businesses and residences in the Eastside project area would experience similar construction effects as the original 6-Lane Alternative discussed in the *Land Use, Economics, and Relocations Discipline Report*.

What would be the construction effects in the region?

How many jobs and how much income would be created during project construction?

Any effects that do result from construction spending are likely to be greatest for the 6 Lanes with Pacific Street Interchange option because it would have the highest construction costs. The Second Montlake Bridge option would have higher construction-related effects than the original 6-Lane Alternative.

Motorists in the corridor and elsewhere in the region would be likely to experience some delay during construction. This would negatively affect the productivity of personnel and business travel. This effect is likely to be greatest for the 6 Lanes with Pacific Street Interchange option. The Second Montlake Bridge option would likely have slightly



greater effects than the original 6-Lane Alternative. Construction effects for the South Kirkland Park-and-Ride Transit Access – 108th Avenue Northeast option would be similar to the original 6-Lane Alternative.

How would construction effects differ between the original 6-Lane Alternative and the options?

The original 6-Lane Alternative and all options would temporarily displace docks at a single-family residence and at the Portage Bayshore Condominiums located south of the temporary work bridge. The permanent displacement of the Queen City Yacht Club’s southernmost dock and a single-family residence would also occur during the construction phase.

During construction of the 6-Lane Alternative and all options, businesses and residences in proximity to the SR 520 corridor would experience the following:

- Increased noise, dust, and changes in visual quality
- Traffic congestion, changes in access routes, and reduced visibility from the street
- Elimination of on-street parking

The degree of these effects would be greatest under the 6 Lanes with Pacific Street Interchange option for several reasons. Under this option, there would be more construction segments. Also, construction would affect a larger area, extending into the University District. Finally, WSDOT would need to move 2.5 times more earth for construction of this option than construction of the original 6-Lane Alternative.



Mitigation

What has been done to avoid relocating businesses and residences?

Relocations would be avoided under the 6-Lane Alternative options in the same manner described in the *Land Use, Economics, and Relocations Discipline Report*.

How would relocations occur?

Relocations would occur in the same manner described in the *Land Use, Economics, and Relocations Discipline Report*.

How would temporary effects on home and business owners be reduced or mitigated?

Appendix R of the Draft EIS (*Transportation Discipline Report*) and its addendum discuss temporary traffic control measures that would be implemented to minimize traffic congestion during construction. The *Noise Discipline Report* and *Air Quality Discipline Report* (Appendices M and C, respectively, of the Draft EIS) and their addenda discuss actions to reduce noise and dust effects.



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Attachment 1

Pertinent Land Use Policies

Attachment 1

Pertinent Land Use Policies

Seattle's Comprehensive Plan: Toward a Sustainable Seattle (2005)

- T4—Provide sufficient transportation facilities and services to promote and accommodate the growth this plan anticipates in urban centers, urban villages, and manufacturing industrial centers while reducing reliance on single occupancy vehicles. (p. 3.3).
- T17—Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes) to increase the efficiency of the transportation system (p. 3.9).
- T19—Pursue transportation demand management (TDM) strategies at the regional level, and strengthen regional partnerships working on TDM measures. Coordinate with regional and state partners so customers see their travel choices and the various TDM promotions as a coordinated integrated system that makes a difference in the community (p. 3.9).
- T21—Support development of an integrated regional high capacity transit system that links urban centers within the city and the region (p. 3.10).
- T31—Integrate pedestrian and bicycle facilities, services and programs into City and regional transportation and transit systems. (p. 3.11).
- T55—Coordinate with other city, county, regional, state, and federal agencies to pursue opportunities for air and water quality improvement, street and stormwater runoff prevention and noise reduction (p. 3.15).
- T58—Coordinate with other city, county, regional, state, and federal agencies, local governments, and transit providers when planning and operating transportation facilities and services in order to promote regional mobility for people and goods and urban center approach to growth management (p. 3.15).
- T59—Support completion of the freeway high occupancy-vehicle (HOV) lane system throughout the central Puget Sound region.



Maintain the HOV system for its intended purpose of promoting non-SOV travel (p. 3.15).

- T60 – Expansion of freeway capacity should be limited primarily to accommodate non-SOV users. Spot expansion of capacity to improve or remove operational constraints may be appropriate in specific locations (p. 3.15).
- T64 – Repair transportation facilities before replacement is warranted. Replace failed facilities when replacement is more cost-effective than continuing to repair (p. 3.16).
- LUG47 – Relocate transportation facilities that are functionally and aesthetically disruptive to the shoreline (p. 2.40).

