

18 July 2006

**SR 520 Bridge Replacement
and HOV Project Draft EIS
6-Lane Alternative Options**

**Addendum to
Recreation
Discipline Report**



**SR 520 Bridge Replacement
and HOV Project EIS
6-Lane Alternative Options**

**Addendum to Recreation
Discipline Report**



Prepared for

**Washington State Department of Transportation
Federal Highway Administration
Sound Transit**

Lead Author

CH2M HILL

Consultant Team

**Parametrix, Inc.
CH2M HILL
Parsons Brinckerhoff
Michael Minor and Associates**

July 18, 2006

Contents

List of Exhibits v

Acronyms and Abbreviations vii

Introduction..... 1

 What are the key points of this report? 1

 What options are being considered in this addendum? 1

 What additional information was collected for this analysis? 7

Affected Environment 8

 How was the information for recreational facilities collected? 8

 What are the recreational facilities and what are their characteristics? 8

Potential Effects of the Options..... 16

 What methods were used to evaluate the options’ potential effects? 16

 What types of effects were evaluated? 16

 How would the 6 Lanes with Pacific Street Interchange option affect parklands? 17

 How would the 6 Lanes with Pacific Street Interchange option differ from the original 6-Lane Alternative in its effects on recreational facilities? 38

 How would the Second Montlake Bridge option affect parklands? 40

 How would the Second Montlake Bridge option differ from the original 6-Lane Alternative in its effects on recreational facilities? 44

 How would the South Kirkland Park-and-Ride Transit Access – 108th Avenue Northeast Option affect parklands? 44

 How would project construction temporarily affect recreational facilities? 46

 How could the project compensate for unavoidable adverse effects on recreational facilities? 49

References and Bibliography..... 53



List of Exhibits

- 1 Lane Configuration of the 6 Lanes with Pacific Street Interchange Option
- 2 Lane Configuration of the Second Montlake Bridge Option
- 3 Lane Configuration for the South Kirkland Park-and-Ride Transit Access - 108th Avenue Northeast Option
- 4 Recreational Facilities Located in the Project Area
- 5 Parks, Recreation Areas, and Open Spaces in the Seattle Project Area
- 6 Parks, Recreation Areas, and Open Spaces in the Eastside Project Area
- 7 Affected Parklands in the Seattle Project Area - 6 Lanes with Pacific Street Interchange Option
- 8 Project Effects on McCurdy and East Montlake Parks for the 6 Lanes with Pacific Street Interchange Option
- 9 Existing and Proposed Trails in Seattle for the 6 Lanes with Pacific Street Interchange Option
- 10 Union Bay Bridge Visual Simulation
- 11 Project Effects on Washington Park Arboretum (Foster Island)
- 12 Project Effects on Washington Park Arboretum (Marsh Island)
- 13 Evergreen Point Bridge near Arboretum Visual Simulation
- 14 Comparison of Bridge Heights Between the Options and the Original 6-Lane Alternative
- 15 Project Effects on the University of Washington Southeast Campus
- 16 Project Effects on the Burke-Gilman Trail
- 17 Differences in Acquisition Effects Between the Options and the Original 6-Lane Alternative
- 18 Affected Parklands in the Seattle Project Area - Second Montlake Bridge Option
- 19 Project Effects on McCurdy and East Montlake Parks for the Second Montlake Bridge Option
- 20 Project Effects on the Ship Canal Waterfront Trail and University of Washington Southeast Campus



Acronyms and Abbreviations

dBa	decibel (A-weighted scale)
FHWA	Federal Highway Administration
GIS	Geographic Information System
HOV	high occupancy vehicle
IAC	Interagency Committee for Outdoor Recreation
MOHAI	Museum of History and Industry
SR	State Route
WAC	Waterfront Activities Center
WSDOT	Washington State Department of Transportation



Introduction

This addendum to the *Recreation Discipline Report* (CH2M HILL 2005a; Appendix M to the Draft Environmental Impact Statement [EIS]) describes the affected environment and environmental consequences of the three options to the 6-Lane Alternative. Two of these options are in Seattle and one is on the Eastside. These options are described in depth later in this chapter.

What are the key points of this report?

Seventeen recreational facilities are located along the project corridor in Seattle and the Eastside. In Seattle, portions of Bagley Viewpoint, Montlake Playfield (submerged land), McCurdy Park, East Montlake Park, and the Washington Park Arboretum (Arboretum) would be acquired under both 6-Lane Alternative options. In addition, portions of the University of Washington recreational facilities and the Burke-Gilman Trail right-of-way would be acquired under the 6 Lanes with Pacific Street Interchange option. The Museum of History and Industry (MOHAI) building also would be acquired and demolished under both of the options.

Total Recreational Acreage Acquired/Returned in the Project Area – Acquired (Returned)*		
Seattle Options	6 Lanes with Pacific Street Interchange	Second Montlake Bridge
Acquired	7.54	6.84
Returned	(3.68)	(3.90)

*Does not include Montlake Playfield submerged land.

On the Eastside, recreation effects would be the same as described for the original 6-Lane Alternative.

WSDOT will coordinate with each jurisdiction in which parklands are affected to identify appropriate mitigation measures that are consistent with all applicable local, state, and federal plans and policies.

What options are being considered in this addendum?

6 Lanes with Pacific Street Interchange Option

This option would remove the Montlake interchange along SR 520 and would construct a new interchange at Pacific Street, just east of the Montlake interchange. Exhibit 1 shows the proposed lane configuration for this option.



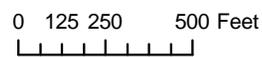


Exhibit 1. Lane Configuration of the 6 Lanes with Pacific Street Interchange Option
 SR 520 Bridge Replacement and HOV Project

The new interchange would be primarily located over the WSDOT-owned peninsula near the Washington Park Arboretum. A new on- and off-ramp to and from the north would extend to Pacific Street at the University of Washington. A column-supported ramp of four general-purpose lanes (two lanes in each direction) extending over Union Bay (referred to as the Union Bay Bridge in this addendum) from the new interchange would touch down at the University of Washington Husky Stadium parking lot before joining the intersection of Pacific Street and Montlake Boulevard. At that intersection, the roadway would be lowered 8 to 10 feet from the existing elevation to provide vehicle-only access. The intersection would be covered to allow pedestrian access above and away from vehicular traffic.

The roadway on Montlake Boulevard north of Pacific Street would be widened to the east until just south of Northeast 45th Street. The navigational channel crossed by the new Union Bay Bridge would be the same width as the existing Union Bay reach (175 feet), with a vertical clearance of either 70 or 110 feet.¹ Columns would be placed just outside the width of the ship canal to not block boat traffic.

Ramps to and from Lake Washington Boulevard would still be included in this option; however, their footprint would be slightly different from the original 6-Lane Alternative. The ramp connections to and from Lake Washington Boulevard and to and from the Union Bay Bridge would construct a full diamond interchange, as opposed to a partial diamond interchange under the original 6-Lane Alternative. This full diamond interchange would provide more access to and from Lake Washington Boulevard. No access to or from SR 520 would be provided at Montlake Boulevard.

From Montlake Boulevard to I-5, SR 520 would be six lanes wide (three in either direction). The profile of the Portage Bay Bridge would not differ under this option from the original 6-Lane Alternative. Buses would access SR 520 via the Union Bay Bridge through the University area, providing for a more direct connection between buses and the proposed Sound Transit North Link Station at Husky Stadium. Instead

¹ The establishment of a new governing clearance would prevent any vessel with a higher clearance requirement from traveling east from the Montlake Cut to Lake Washington north of the Evergreen Point Bridge. Before establishing a new governing clearance, the Coast Guard will consider whether vessels requiring a higher clearance have an essential use in north Lake Washington. Two vessels with a vertical clearance higher than 70 feet are known to travel this part of the lake. No vessels with a vertical clearance higher than 110 feet travel this part of the lake.



of connecting to the Montlake interchange as in the original 6-Lane Alternative, the bicycle/pedestrian path would follow the Union Bay Bridge from SR 520 and would end at the Pacific Street interchange, close to the Burke-Gilman Trail.

Second Montlake Bridge Option

The intent of the Second Montlake Bridge option is to narrow the SR 520 footprint through the Montlake neighborhood, while providing for transit (bus) access from SR 520 to the University of Washington. Exhibit 2 shows the propose lane configuration for this option, which would be the same as the No Montlake Freeway Transit Stop option, except that it would also include a second Montlake bridge across the Montlake Cut. This bridge would be a parallel bascule (draw) bridge located just east of the existing Montlake Bridge. One bridge would carry northbound traffic, and one would carry southbound traffic.

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

The intent of the South Kirkland Park-and-Ride Transit Access – 108th Avenue Northeast option is to improve access for buses to the South Kirkland Park-and-Ride from eastbound SR 520 and from the South Kirkland Park-and-Ride to westbound SR 520. This option, which is shown in Exhibit 3, would add a new transit/HOV-only westbound on-ramp from 108th Avenue Northeast and a new transit/HOV-only eastbound off-ramp to 108th Avenue Northeast.

The footprint of SR 520 east of Bellevue Way would be widened slightly to accommodate the new ramps. Both 108th Avenue Northeast and Northup Way would be widened and improved under this option. One lane would be added to 108th Avenue Northeast between the eastbound on-ramp and 38th Place Northeast. Along with the additional through lane on 108th Avenue Northeast, the northbound leg of the 108th Avenue Northeast/Northup Way intersection would be channelized to include two exclusive left-turn lanes, a through lane, and a shared through/right-turn lane.

There is also a possibility for adding a westbound second left-turn lane at the 108th Avenue Northeast/Northup Way intersection to facilitate clearing the left-turn queue and serving a higher number of westbound left-turn and through trips.





- Option Lane Configuration
- Bicycle/Pedestrian Path
- Shoulders and Barriers
- Intersections

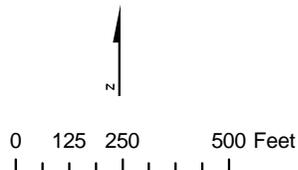
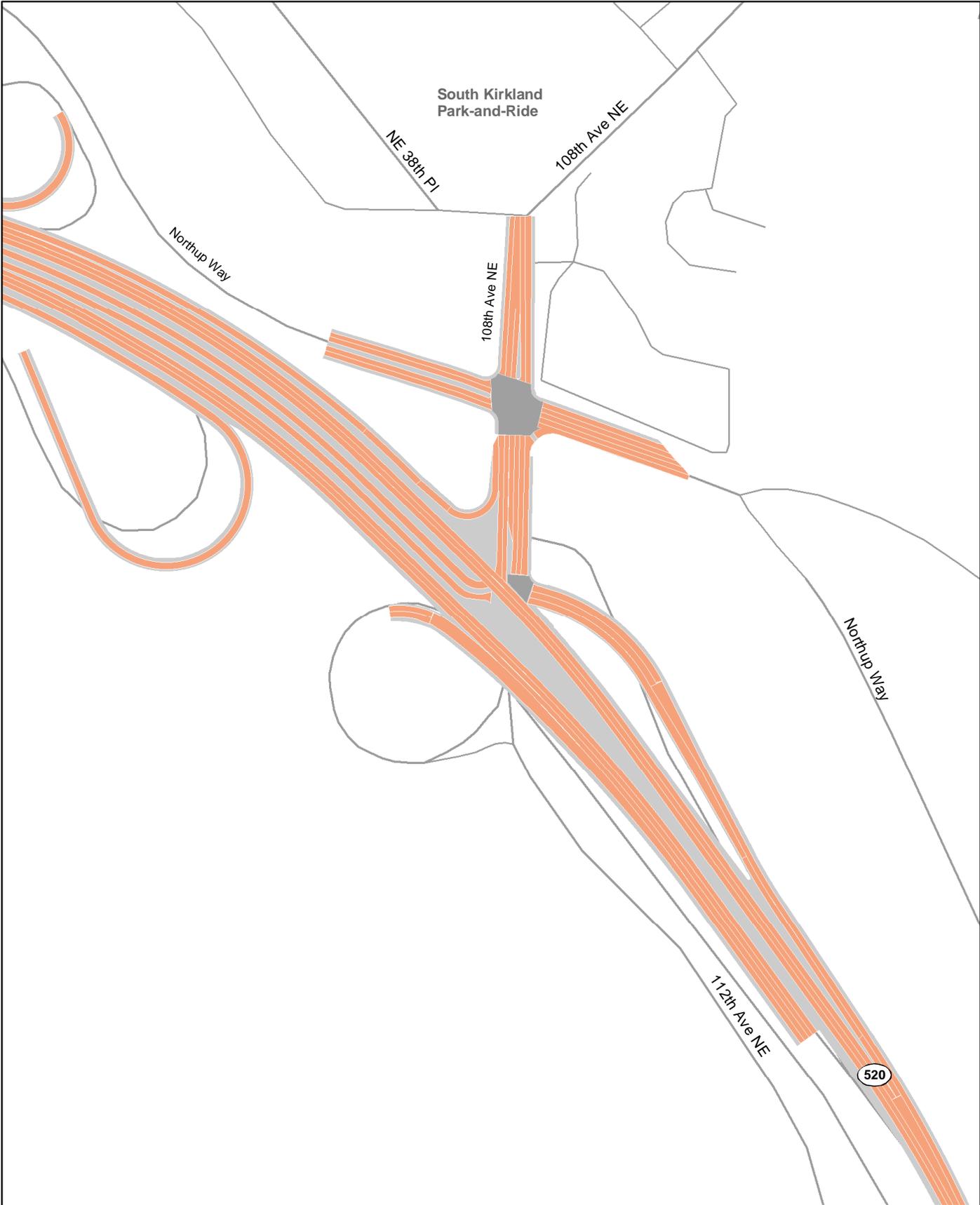


Exhibit 2. Lane Configuration of the Second Montlake Bridge Option

SR 520 Bridge Replacement and HOV Project



- Option Lane Configuration
- Shoulders and Barriers
- Intersections



Exhibit 3. Lane Configuration for the South Kirkland Park-and-Ride Transit Access - 108th Avenue Northeast Option
 SR 520 Bridge Replacement and HOV Project

What additional information was collected for this analysis?

For the 6 Lanes with Pacific Interchange option, the recreation discipline team increased the size of the study area slightly in Seattle to include the University District and Montlake Boulevard north of Northeast Pacific Street. The discipline team also visited the site several more times, and generated new property acquisition data based on the footprints for the options to help show the changes in recreational uses.

The Eastside study area did not change from the original 6-Lane Alternative.



Affected Environment

How was the information for recreational facilities collected?

Information about recreational facilities was collected using the same methods as described in the *Recreation Discipline Report* (CH2M HILL 2005a). The recreation discipline team collected site-specific information about the type and function of each potentially affected recreational facility in the project area. We collected and reviewed current park plans and maps to identify plans for proposed property acquisitions, expansions, and improvements. The primary sources of this information were the cities of Seattle, Medina, Hunts Point, Clyde Hill, Yarrow Point, Kirkland, and Bellevue. We contacted staff from the parks and recreation departments of these cities to collect additional data. We also reviewed the University of Washington's Master Plan for the Seattle Campus and the Washington Park Arboretum Master Plan and Final Environmental Impact Statement.

Recreational facilities in the project area include those within 500 feet of the proposed option footprint. The presumption is that an option can affect any recreational facility within 500 feet, either through acquisition or other effects related to proximity to the project.

What are the recreational facilities and what are their characteristics?

The recreational facilities and their characteristics have not changed from what was described in the *Recreation Discipline Report*, but a few facilities have been added to the analysis. These facilities were added because some of the options would extend into new areas that were not affected by the original 6-Lane Alternative. The added facilities, which are located only in the Seattle project area, include the Burke Gilman Trail west of Montlake Boulevard and several recreational facilities in the southeast corner of the University of Washington campus. Exhibit 4 lists these facilities, along with the 17 recreational facilities previously identified; Exhibits 5 and 6 show their locations. The facilities are grouped by geographical area, noting the size, type, function, facilities,



and any unique features (i.e., historic significance, special features, and environmentally critical areas).

Seattle

This section describes only those recreational facilities in the Seattle project area that have been added because of the 6-Lane Alternative options. The *Recreation Discipline Report* describes all others. Exhibit 5 shows their locations.

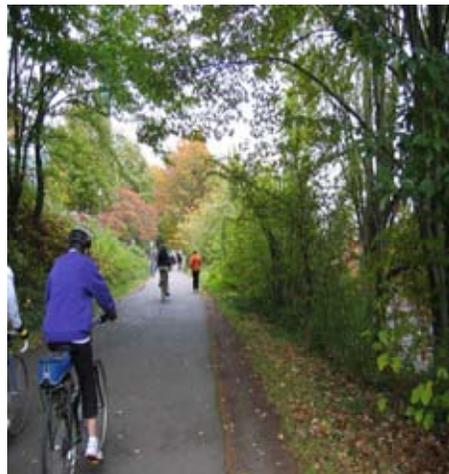
Burke-Gilman Trail

The Burke-Gilman Trail is a popular recreational trail for walkers, runners, cyclists, and skaters, and is also used by nonmotorized commuters. The trail is located in the cities of Seattle, Lake Forest Park, and Kenmore. In the project area, the trail is jointly maintained by the Seattle Department of Transportation and Seattle Parks and Recreation. This 14-mile paved trail provides views of the city, waterways, and Lake Washington. The Burke-Gilman Trail is a regional facility built on an old railway bed. The trailhead is located at 8th Avenue Northwest and Leary Way on the Fremont-Ballard border. The trail meanders east past Gas Works Park on Lake Union, through the University of Washington, and along northwest Lake Washington, ending at Kenmore's Logboom Park (Tracey Owen Station Park) at the northern tip of Lake Washington. From there, trail users can continue east to Redmond on the Sammamish River Trail.

The trail has become a major transportation corridor that serves thousands of commuters and recreational users.

University of Washington's Recreational Facilities

The University of Washington provides diverse recreational facilities for intercollegiate, and intramural activities and passive recreation. The intercollegiate athletic program generally involves organized spectator sports such as football, basketball, baseball, and track. Facilities include the Bank of America Arena at Hec Edmundson Pavilion, and Husky Stadium.



Burke-Gilman Trail System

The trail runs between Kenmore and Seattle, connecting the University of Washington campus and Montlake Boulevard.



University of Washington

Aerial view of the University of Washington's Husky Stadium and southeast campus facilities.



Exhibit 4. Recreational Facilities Located in the Project Area

Name of Resource	Size	Type and/or Function	Facilities	Unique Features	IAC* Funds
Seattle					
Harvard-Miller/Roanoke Annex	0.1 acre	Street triangle	None	None	No
Roanoke Park 950 East Roanoke Street	2.2 acres	Neighborhood park	Trails, lawns, play area, picnic tables	Incorporated into the Olmsted Plan for Seattle's Parks, Boulevards, and Playgrounds; a significant and contributing resource in the Roanoke Park Historic District	No
Bagley Viewpoint 2548 Delmar Drive East	0.15 acre	Viewpoint park	Bench and parking	View of Portage Bay	No
Interlaken Park/Boulevard Interlaken Boulevard, 11th Avenue/Lake Washington Boulevard	51.7 acres	Regional park	Trails	Woods	No
Montlake Playfield 1618 East Calhoun Street	27.0 acres ^a	Neighborhood park	Play areas, trails, picnic tables, tennis courts, community center		No
Montlake Playfield Submerged Land	6.8 acres	NA	NA	Submerged land in Portage Bay that was part of the original playfield	NA
Bill Dawson Trail (Montlake Bike Path) From Montlake Playfield, under SR 520 to south side of National Oceanic and Atmospheric Administration (NOAA) facility		Connecting bike path	None	None	No
McCurdy Park 2161 East Hamlin Street	1.5 acres	Neighborhood park	Trails, waterfront, picnic tables	Includes southern half of the MOHAI building	No
East Montlake Park 2802 East Park Drive East	7.1 acres	Neighborhood waterfront park	Trails	Includes northern half of the MOHAI building	No
Washington Park Arboretum Between the Washington Park Playfield and East Madison Street on the south, and Union Bay and SR 520 on the north	193.3 acres	Arboretum	Trails, Japanese Garden, Graham Visitors Center, outdoor shelters, lookout gazebo, plant collection	Part of the Olmsted Plan for Seattle Parks, Boulevards, and Playgrounds; contains historic Wilcox footbridge; includes the Arboretum Waterfront Trail, which connects East Montlake Park to Washington Park Arboretum	No for park; yes for Arboretum Waterfront Trail
Lake Washington Boulevard From Montlake Boulevard to Seward Park	116.0 acres	Historic boulevard	Biking, trails, picnic tables along Lake Washington	Part of the Olmsted Plan for Seattle Parks, Boulevards, and Playgrounds	No
Montlake Boulevard From Lake Washington Boulevard across the Montlake Bridge	--	Historic boulevard, planting strip	None	Part of the Olmsted Plan for Seattle Parks, Boulevards, and Playgrounds	No

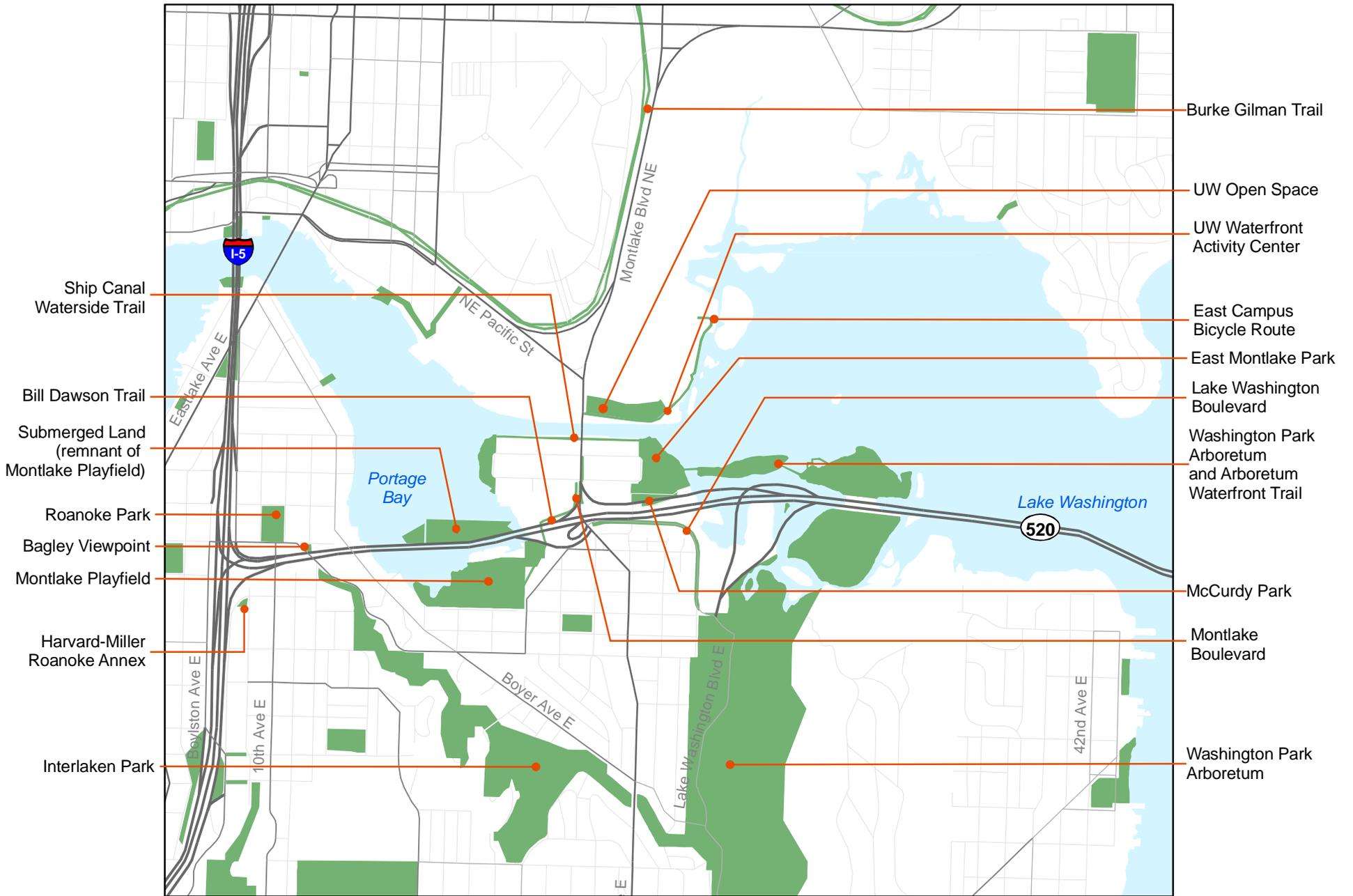


Exhibit 4. **Recreational Facilities Located in the Project Area**

Name of Resource	Size	Type and/or Function	Facilities	Unique Features	IAC* Funds
Ship Canal Waterside Trail Extends from East to West Montlake Parks along the Montlake Cut	--	National Recreation Trail	Benches, viewpoints	Scenic trail along the south side of the Montlake Cut	No
Burke Gilman Trail	12.5 miles	Paved trail		Views of the city, waterways, and Lake Washington	No
University of Washington Open Space and Waterfront Activities Center	-	Recreational facilities for intercollegiate, intramural activities and passive recreation	Trails, benches, docks, climbing rock	Waterfront Activities Center, canoe and rowboat rentals	No
East Campus Bicycle Route		Trail	Scenic trail along the north side of the Montlake Cut, benches, viewpoints	Gravel path between University of Washington southeast campus and north side of the Montlake Cut	No
Eastside					
Points Loop Trail (Medina, Hunts Point, Clyde Hill, Yarrow Point); located in existing WSDOT right-of-way within the project area	5.6 miles	Trail	None	1.8 miles off-street trails, 1.4 miles street and sidewalks, 2.4 miles of trail along residential trails; passes along Fairweather Park, Wetherill Park, Clyde Hill Park, Medina Park	No
Fairweather Park Borders SR 520 between Evergreen Point Road and 80th Avenue Northeast (Medina)	11.0 acres	Nature park	Tennis courts, small open field, trail	Forested open space	No
Hunts Point Park/D.K. McDonald Park Off of 84th Avenue Northeast (Hunts Point)	1.75 to 2.0 acres	Community park	Tennis courts, children's play area, open sports area, benches	Points Loop Trail borders the southern portion of the park	No
Wetherill Park Between Cozy Cove and SR 520 (Hunts Point and Yarrow Point)	16.0 acres	Nature park	Benches	Park is shared by Hunts Point and Yarrow Point; an independent citizen board is responsible for maintenance and landscaping; the deed of gift restricts the park as a nature retreat	No
Yarrow Bay Wetland Lake Washington Boulevard and Northeast Points Drive (Kirkland)	66.0 acres	Wildlife Conservancy Area	Public pier	Designated flood hazard zone, identified as a conservancy environment; waterfront on Lake Washington	No

^a This total does not include Montlake Playfield submerged land.
IAC = Interagency Committee for Outdoor Recreation.





0 500 1,000 2,000 Feet



Exhibit 5. Parks, Recreation Areas, and Open Spaces in the Seattle Project Area
 SR 520 Bridge Replacement and HOV Project

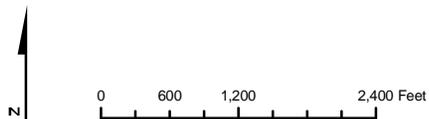
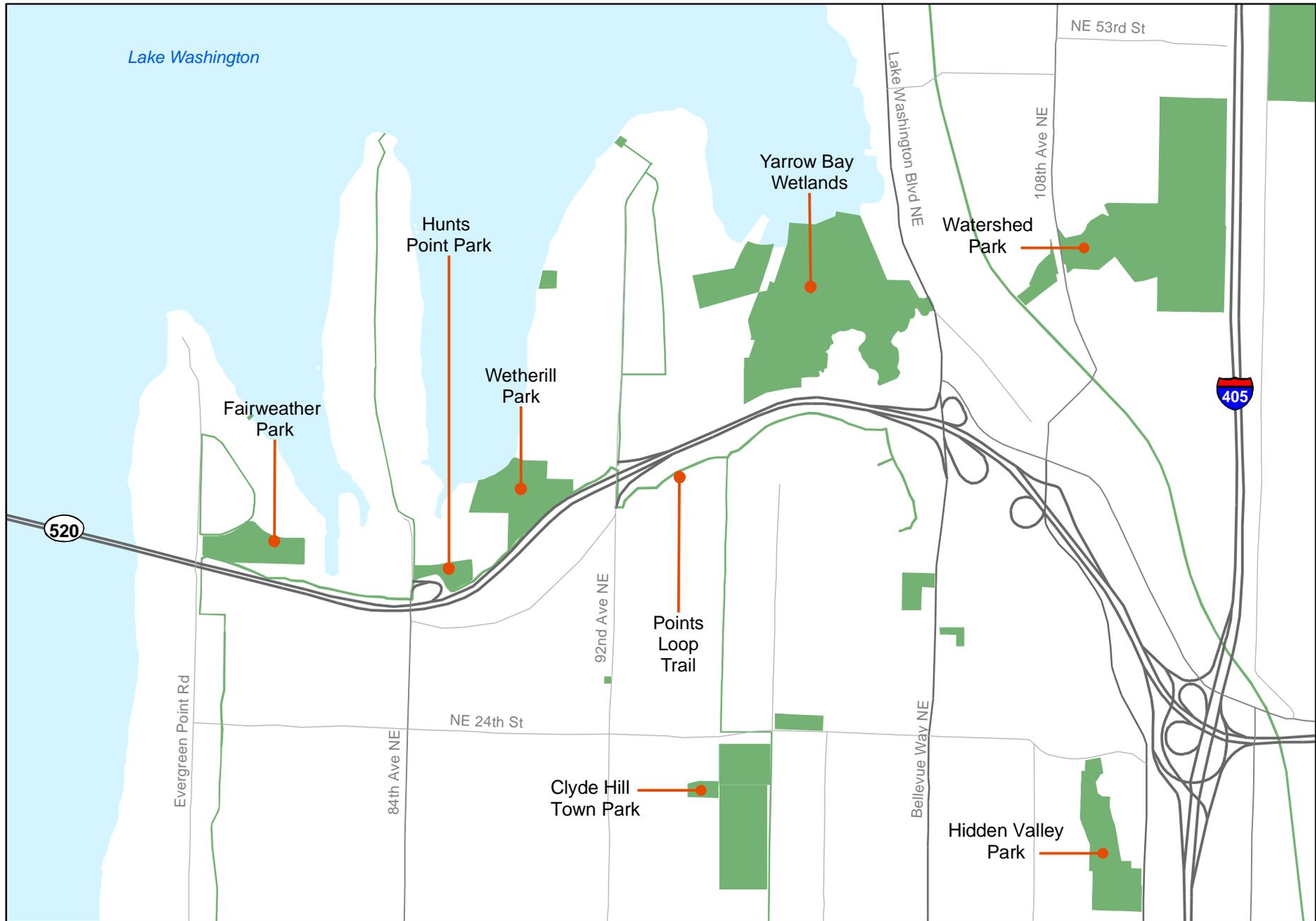


Exhibit 6. Parks, Recreation Areas, and Open Spaces in the Eastside Project Area
 SR 520 Bridge Replacement and HOV Project

The Waterfront Activities Center (WAC) is located directly behind Husky Stadium on Union Bay and the Montlake Cut. Activities include canoe and rowboat rentals. Storage for private nonmotorized boats is available to students, faculty/staff, and alumni association members. Water-related recreational facilities are available at the WAC, and the Washington Yacht Club, Sailing Team, Kayak Club (flat and white water), and Union Bay Rowing Club organize their activities at the WAC. The WAC also rents canoes and rowboats to the general public with discount rates for students, staff, and alumni. Most often, users cross the Montlake Cut and boat into and throughout the Arboretum.

The Canoe House on the University of Washington campus is listed on the National Register of Historic Places. It is located adjacent to the WAC at the entrance to the Lake Washington Ship Canal from Union Bay. The Canoe House was built in 1928 by the U.S. Navy to serve as a hangar for the Aviation Training Corps. It was donated to the University and used as the shellhouse for the rowing team until 1949. It is currently used by the University of Washington's crew team.

Recreation takes place on the campus within the project area at the Ship Canal waterfront, Burke-Gilman Trail, and other natural areas of the southeast campus. All recreational areas are open to the public as well as to University students and staff.

Ship Canal Waterfront Trail

Originally only a 6-foot-wide log flume, the Montlake Cut is now a favorite getaway for many Seattle residents. Along the south side, visitors enjoy the 1,200-foot-long Ship Canal Waterfront Trail. This scenic promenade connects the University of Washington's Arboretum Trail with the city's West Montlake Park on Portage Bay. A variety of plants and animals can be seen along the footpath and three observation decks. Designed by the U.S. Army Corps of Engineers and the Seattle Garden Club, the trail was constructed in 1970 and designated as a National Recreation Trail a year later. Popular activities include sightseeing, picnicking, fishing, and



Waterfront Activities Center and Canoe House
Canoe rentals available at the Waterfront Activities Center.



Ship Canal Waterfront Trail
One of the open water views from the Ship Canal Waterfront Trail.



jogging. Annually in May, thousands of Seattleites line the shores of the Montlake Cut to watch the parade of boats that marks the opening day of boating season.

Lake Washington

The recreational facilities and their characteristics have not changed from what was described in the *Recreation Discipline Report*.

Eastside

The recreational facilities on the Eastside and their characteristics have not changed from what was described in the *Recreation Discipline Report*. Exhibit 6 shows their locations.



Potential Effects of the Options

What methods were used to evaluate the options' potential effects?

The methods used to evaluate the potential effects of the 6-Lane Alternative options are the same as those described in the *Recreation Discipline Report* (Appendix M to the Draft EIS). To identify the potential effects in the project area, the recreation discipline team reviewed the project's Geographic Information System (GIS) database, had conversations with project design team members and relevant parks and recreation department staff, reviewed other technical discipline reports, and visited the sites.

What types of effects were evaluated?

The same two general types of effects (long-term and short-term [temporary]) were evaluated for the options as those described in the *Recreation Discipline Report*. Long-term effects include the following:

- Acquisition or physical taking of all or a portion of property to accommodate additional right-of-way for highway improvements.
- Relocation of or additional coverage over trails.
- Effects related to the proximity of the park or recreational facility to the project; proximity effects analyzed in this report include increased levels of traffic noise or air pollution; changed, reduced, or lost access; degradation of the visual setting; or changes in the nature of the surrounding land use that could affect the continued viability, integrity, usage, or value of the recreational facility and that could degrade the overall recreational experience.

Long-term effects are generally considered adverse effects. This report also identifies long-term effects that are considered beneficial to the use of the parks and recreational facilities.

Short-term (temporary) effects occur during construction of a project. Construction-related effects may include the use of staging areas within



or near recreational facilities, noise or air pollution, traffic detours that change access, and visual clutter.

How would the 6 Lanes with Pacific Street Interchange option affect parklands?

The 6 Lanes with Pacific Street Interchange option would not alter the original 6-Lane Alternative in either the Lake Washington or the Eastside project areas. Therefore, this section only assesses the potential effects of the option in the Seattle project area and compares those effects with the original 6-Lane Alternative.

The 6 Lanes with Pacific Street Interchange option would not differ from the original 6-Lane Alternative in its effect on recreation at the following resources:

- Bagley Viewpoint
- Montlake Playfield

These resources and all other resources are discussed in the following sections. Exhibit 7 summarizes effects from this option resulting from land acquisition and long-term proximity effects.

Bagley Viewpoint

Acquisition and Relocation

Like the original 6-Lane Alternative, this option would encroach into Bagley Viewpoint. The northern edge of the widened westbound lanes of SR 520 would intrude into the southern 65 feet of the viewpoint. The total area of acquisition would be 0.09 acre, or 60 percent of the open viewpoint, the same as the original 6-Lane Alternative.

As in the original 6-Lane Alternative, the remainder of the viewpoint may become unusable because of its small size; access and parking may not be feasible in the remaining portion of the viewpoint.

Proximity Effects

Existing noise levels within Bagley Viewpoint average approximately 75 dBA. Noise levels within Bagley Viewpoint would be reduced with the construction of sound walls as described for the original 6-Lane Alternative.



Exhibit 7. **Affected Parklands in the Seattle Project Area – 6 Lanes with Pacific Street Interchange Option**

Name	Long-Term Effects		
	Adverse Effects		
	Acquisition or Other Direct Use	Proximity Effects	Beneficial Effects
Bagley Viewpoint	0.09 acre acquisition	None anticipated.	If the park can remain viable, noise levels would be reduced with the addition of sound walls.
Montlake Playfield	2.45 acres acquisition of submerged land	None anticipated.	None anticipated.
Bill Dawson Trail (Montlake Bike Path)	50 feet of trail under SR 520	None anticipated.	None anticipated.
McCurdy Park	1.5 acres initial acquisition	Views would be affected by the removal of the MOHAI building and the construction of the Union Bay Bridge and interchange.	Noise levels would be reduced with the construction of sound walls. The stormwater treatment wetland and redevelopment of the trail could become amenities to the park.
East Montlake Park	3.25 acres initial acquisition	Views would be affected by the removal of the MOHAI building and the construction of the Union Bay Bridge and interchange.	Noise levels would be reduced with the construction of sound walls. The stormwater treatment wetland and redevelopment of the trail could become amenities to the park.
Washington Park Arboretum	2.64 acre initial acquisition	Foster and Marsh islands would be further altered by a larger freeway. The higher and wider freeway would be more dominant in the landscape and would be viewed from more areas along the Arboretum Waterfront Trail.	Noise levels would be reduced with the construction of sound walls. The highway mainline would be wider and higher than it is today, which would allow the trail to be reconstructed at-grade, instead of passing through the existing tunnel. 0.30 acre would be returned from WSDOT right-of-way.
University of Washington Recreational Facilities	0.27 acre initial acquisition	In-water columns would block the mostly pristine views toward the Arboretum and the overhead bridge span would shade the docks and the waterway east of the Ship Canal. The overall character of the WAC facilities would change, reducing its open feel and affecting its operations.	None anticipated.



Exhibit 7. **Affected Parklands in the Seattle Project Area – 6 Lanes with Pacific Street Interchange Option**

Name	Long-Term Effects		
	Adverse Effects		
	Acquisition or Other Direct Use	Proximity Effects	Beneficial Effects
Burke-Gilman Trail	0.08 acre acquisition	Widening Montlake Boulevard would result in the loss of the vegetative buffer between the roadway and the trail. The overall character of the Burke-Gilman Trail would change from one that bears a balance between nature and urban development to one that would be substantially encroached upon by the roadway.	None anticipated.
East Campus Bicycle Route	100-foot section of trail under Union Bay Bridge	Open water views to the east would be encroached upon by the Union Bay Bridge.	None anticipated.
Ship Canal Waterfront Trail	None anticipated.	Open water views to the east would be encroached upon by the Union Bay Bridge.	None anticipated.



Construction of the proposed sound walls would reduce future (2030) noise levels near the viewpoint. A residence on the north side of East Roanoke Street immediately north of the viewpoint would experience a 4 dBA decrease in noise levels compared to existing conditions, and a 5 dBA decrease compared to the No Build Alternative. Despite a similar decrease, Bagley Viewpoint would remain a high noise location that exceeds the FHWA noise abatement criteria for parklands of 67 dBA.

Montlake Playfield

Acquisitions and Relocations

Like the original 6-Lane Alternative, this option would acquire 2.45 acres of the submerged land in Portage Bay to accommodate the northern shift of the SR 520 alignment.

Proximity Effects

Because this land is submerged and is not currently used for recreational purposes, it is not accessible to the public for recreational use. There are no plans for recreational use in the future, and there would be no additional proximity effects.

McCurdy Park and East Montlake Park

Acquisitions and Relocations

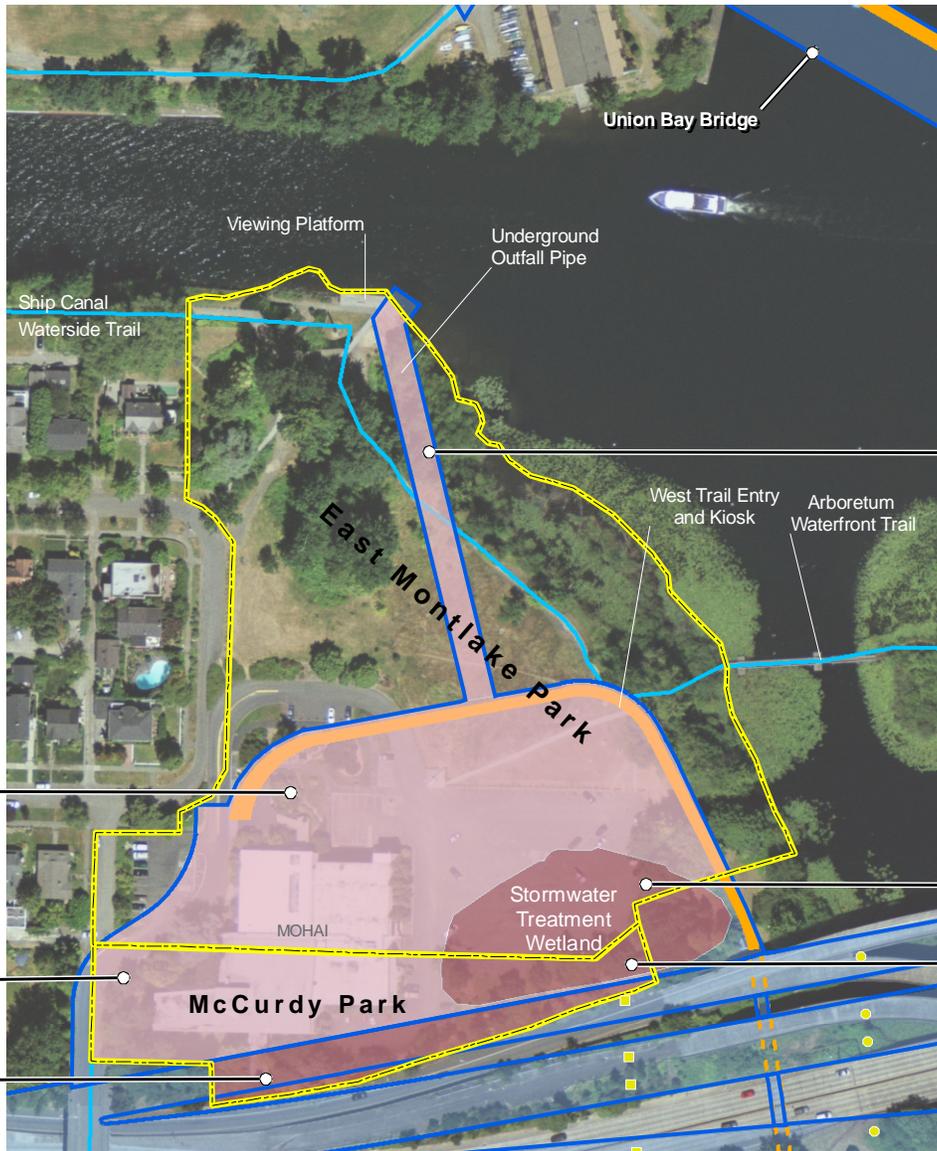
Unlike the original 6-Lane Alternative, this option would permanently acquire only a portion of McCurdy Park and a portion of East Montlake Park. Permanent acquisitions would consist of approximately 0.62 acre of McCurdy Park and 0.45 acre of East Montlake Park (Exhibit 8).

This is 1.84 acres less than the permanent acquisitions identified for the original 6-Lane Alternative.

Like the original 6-Lane Alternative, this option would use a substantial portion of the parks for temporary construction staging. Approximately 0.88 acre from McCurdy Park and 2.50 acres from East Montlake Park would be used. An additional 0.30 acre of East Montlake Park would be disturbed to lay the underground pipe and outfall for the stormwater wetland pond. These areas would be restored and returned to park use after construction is completed.

As in the original 6-Lane Alternative, most of the stormwater treatment wetland would be within the footprint of the existing parking lot that





0.30 acre
Temporary disturbance to lay pipe

2.50 acres temporarily acquired

0.88 acre temporarily acquired

0.40 acre permanently acquired

0.45 acre acquired for stormwater treatment wetland

0.22 acre acquired for stormwater treatment wetland

6 Lanes with Pacific Street Interchange Option

- Park property line
- Limits of construction
- Area to be acquired (permanently)
- Area to be acquired (temporarily)
- Existing Trail/Bicycle Path
- Columns
- Proposed Bicycle/Pedestrian Path**
- Bicycle/Pedestrian Path
- Path Under Roadway

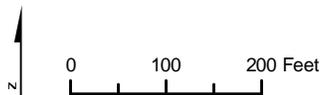


Exhibit 8. Project Effects on McCurdy and East Montlake Parks for the 6 Lanes with Pacific Street Interchange Option

SR 520 Bridge Replacement and HOV Project

currently serves MOHAI and the East Montlake Park (about half of the existing parking spaces would be lost).

To complete periodic maintenance of the stormwater treatment wetland, WSDOT would access the facility directly from the WSDOT right-of-way to the south.

Proximity Effects

As in the original 6-Lane Alternative, construction of the stormwater treatment wetland and redevelopment of the existing trail system would have a positive beneficial effect on East Montlake Park.

Although the wetland would remain within the new WSDOT right-of-way, it could become an amenity to the remaining park and provide a positive visual effect by replacing the existing parking lot with a more natural-appearing landscape that would blend in with the adjacent shoreline. Unlike conventional stormwater retention/detention ponds, this treatment wetland would not be contained within a fence or constructed of concrete materials.

Redevelopment of the existing trail system also would become an amenity to the remaining park. Currently, the Arboretum Waterfront Trail extends from the viewing platform at the eastern end of the Ship Canal Waterfront Trail to a kiosk in East Montlake Park. The trail continues through Marsh and Foster islands to a tunnel under SR 520, and then into the main section of Washington Park Arboretum. Like the original 6-Lane Alternative, this option would construct two new trail connections (Exhibit 9). First, a new bicycle/pedestrian path would be constructed along the east side of the proposed stormwater treatment wetland; the path would proceed south under SR 520 and connect to other trails outlined in the Arboretum Master Plan.

A second bicycle/pedestrian path would extend from the trail kiosk along the north edge of the stormwater treatment wetland to 24th Avenue East. Redevelopment and expansion of the trail system in this area would help complete the loop trail through the Washington Park Arboretum, and would provide additional linkages to areas north and south of SR 520.

Currently, SR 520 cannot be seen from areas within East Montlake Park because the view to the south is blocked by the MOHAI building and trees in McCurdy Park. Like the original 6-Lane Alternative, however, the MOHAI building would be removed along with trees and other



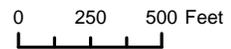
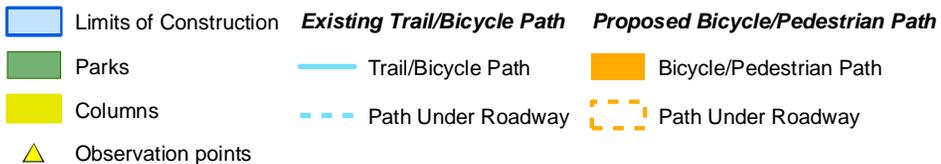


Exhibit 9. Existing and Proposed Trails in Seattle for the 6 Lanes with Pacific Street Interchange Option
 SR 520 Bridge Replacement and HOV Project