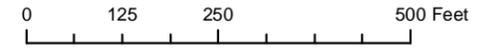


- 6-Lane Footprint
- Proposed Lid
- Montlake historic district
- NRHP Eligible Historic District**
- Contributing
- Non-Contributing

\* The southern boundary of the Montlake historic district was located to include East Lake Washington Boulevard. The area south of the dotted line was not subject to intensive survey for this project. Future surveys may determine that the southern boundary should be extended to include more of this area in the historic district.

Source: King County (2003) GIS data (Parcels). Horizontal datum for all layers is NAD83(91), vertical datum for layers is NAVD88. Note that Northwest Fisheries Science Center is located on federal land, for which accurate records are not always available. Lot lines shown on this exhibit represent the information that is currently available in the King County GIS database, which may contain some inaccuracies.



**Exhibit 43. Effects of the 6-Lane Alternative on Historic Resources in Montlake Historic District**  
 SR 520 Bridge Replacement and HOV Project



### **NRHP-Eligible Montlake Historic District, Construction Effects**

Construction effects of the 6-Lane Alternative would include temporary noise associated with construction activities, and fugitive dust. There could also be possible reduced access to the four houses on East Montlake Place East during the widening of East Montlake Place East; and possible restricted access at the residence at 2209 Lake Washington Boulevard during expansion of the adjacent intersection of East Montlake Place East and Lake Washington Boulevard East. Houses along Lake Washington Boulevard and Montlake Boulevard may experience restricted access during construction of the Montlake Boulevard lid.

Houses near the 24th Avenue East bridge over SR 520 may experience vibrations during demolition and reconstruction of that bridge. On the south side of this bridge, houses on Lake Washington Boulevard East may experience temporary restricted access related to demolition and reconstruction of the 24th Avenue East bridge. Houses near the west approach of the Evergreen Point Bridge may experience vibration from demolition of the R.H. Thompson Expressway Ramps and from pile driving for the temporary detour bridge and the new Evergreen Point Bridge.

As noted earlier in this report, East Montlake Park in this historic district would have a temporary occupancy. No other temporary occupancies within the district are anticipated. While access to selected resources may be temporarily restricted, it would not be precluded and would not substantially diminish the use of the properties. The proximity effects from construction would not substantially impair significant features of the historic district - fugitive dust and vibrations would be temporary and would not alter the properties within the district or make them unusable. Vibration and noise from project construction would be monitored to ensure compliance with local regulations (see the *Noise Discipline Report* for details on noise regulations and construction monitoring) and would not be expected to cause a substantial impairment of the affected resources.

### **Washington Park Arboretum, Direct Effects**

As noted previously in the 6-Lane Alternative *Washington Park Arboretum* subsection of the *How would the project alternatives use Section 4(f) properties in Seattle?* section, the 6-Lane Alternative would require the acquisition of 1.8 acres of parkland from the historic Washington Park Arboretum (5.7 percent of Foster Island and less than 1 percent of



the total acreage of the Arboretum) (**Exhibit 37**). However, due to the northern shift of the alignment, the area south of SR 520 that is currently occupied by WSDOT right-of-way (roughly 1.1 acres) could be returned to the City of Seattle for park use after construction. The resulting net loss of parkland to the Arboretum would be approximately 0.7 acre (or 2.2 percent of the existing park), as shown in **Exhibit 38**.

### **Washington Park Arboretum, Proximity Effects**

Current noise levels in the northern part of Washington Park Arboretum (Foster Island and the adjacent Marsh Island) would be expected to decrease by 6 dBA to 13 dBA, depending on location, due to the construction of the proposed 8-foot-high sound walls on both sides of SR 520.

The elevated SR 520 structure (including two HOV flyover ramps that would be 60 to 65 feet above the water and above the mainline) would become a more dominant and noticeable feature, which could affect the visual environment for some Arboretum Waterfront Trail users along that portion of the trail from which the highway would be visible (see **Exhibit 39**). However, the Section 4(f) team does not anticipate that these effects would substantially impair the aesthetic features or attributes of the Arboretum or preclude the continued use and enjoyment of this section of the Arboretum. In addition, the existing unused R.H. Thompson Expressway ramps would be removed, which would open other views and improve the visibility across the land and water. The wider spacing of the new columns supporting the elevated structure (250 feet as compared to 100 feet currently) would also contribute to the positive change. For more details on proximity effects, please see the 6-Lane Alternative *Washington Park Arboretum* subsection of the *How would the project alternatives use Section 4(f) properties in Seattle?* section above.

### **Washington Park Arboretum, Construction Effects**

Construction of the proposed highway improvements would require periodic closure of that section of the Arboretum Waterfront Trail located under SR 520. During these closures, trail users would be unable to use the trail in its entirety between East Montlake Park and the main area of the Arboretum. If access were possible at its northern terminus in East Montlake Park (as previously noted, trail access at that location during construction is likely to be difficult or denied), trail users would be able to walk to the northern portion of Foster Island



before having to turn around. Trail users coming from the Arboretum to the south would be required to turn around at the fenced limits of construction. The SR 520 project team anticipates that the periodic closures of the trail would not be more than 180 consecutive days.

The project would also require construction of a 60-foot-wide detour bridge along the south side of the SR 520 mainline to allow traffic to operate while the new roadway structures are being constructed. The detour bridge would be located primarily within the existing WSDOT right-of-way, except for a 0.25-acre strip within the Arboretum directly south of the right-of-way. The detour bridge would temporarily occupy the park. However, because the Arboretum would be occupied for a shorter period than the time needed for construction of the full project and the area of effect would be very small compared to the overall size of the park, no permanent adverse physical effects or interference with the activities or purposes of the park would occur and the land would be fully restored. Temporary occupancy of the Arboretum would therefore not constitute a use according to Section 4(f) regulations.

### **How would the project alternatives use Section 4(f) parks and recreational facilities in Lake Washington?**

There are no formally designated parks or recreational facilities in the Lake Washington project area.

### **How would the project use Section 4(f) historic properties in Lake Washington?**

#### **No Build Alternative**

Conditions under the Continued Operation Scenario would remain as they are today. The continued use of the current Evergreen Point Bridge would have no further effects on any listed or eligible historic resources, other than continued normal wear on the bridge itself, which is eligible for the NRHP. Therefore, the No Build Alternative would not have any additional effects on historic resources.

The Catastrophic Failure Scenario would result in the collapse and/or sinking of the bridge, resulting in the complete loss of this NRHP-eligible bridge structure.



## 4-Lane and 6-Lane Alternatives

Both the 4-Lane and 6-Lane Alternatives would have a direct effect on the Evergreen Point Bridge, which is eligible for the NRHP. Both alternatives would remove the existing Evergreen Point Bridge and construct a new bridge in its place. The removal of this historic structure would constitute a direct use as defined by Section 4(f).

## How would the project alternatives use Section 4(f) parks and recreational facilities on the Eastside?

### No Build Alternative

Under the Continued Operation Scenario of the No Build Alternative, there would not be any property acquisition or other long-term direct uses of parks and recreational facilities. A proximity effect that could occur would be an increase in noise because of more traffic along the SR 520 corridor. The projected increase, however, would not substantially impair the continued use and enjoyment of the parks.

Under the Catastrophic Failure Scenario, traffic would not be able to cross the bridge. The inability to cross Lake Washington due to the loss of the bridge would result in a substantial reduction in the amount of traffic on SR 520 adjacent to the recreational facilities; reduction in traffic would result, in turn, in lower air and noise pollution levels in the parks compared to existing levels.

### 4-Lane Alternative

#### Points Loop Trail, Proximity Effects

The highway construction would require the removal of existing vegetation along the trail; this vegetation enhances the recreational experience for trail users and serves as a buffer from the highway. Replacement of the vegetation strip with a 12-foot-high concrete sound wall may affect the character of the trail. However, the proposed sound walls would reduce noise levels in 2030 by 5 to 15 dBA compared to existing conditions and by 6 to 16 dBA compared to the No Build Alternative. As a result, the change in character of the trail is not anticipated to be so severe as to substantially impair the continued use of the trail. Many trail users may experience a more comfortable experience with the reductions in noise levels.



### **Points Loop Trail, Construction Effects**

Because the trail lies within the current WSDOT right-of-way, in places the trail would be within the limits of construction and thus need to be relocated within the right-of-way and rebuilt as part of the highway construction process. During construction, detour routes using local streets would be provided, ensuring that the continued use and continuity of the trail would not be impaired. As a result, the temporary occupancy of the trail would not constitute a use according to Section 4(f) regulations.

### **Fairweather Park, Proximity Effects**

There would be no long-term direct use of Fairweather Park. Current noise levels in Fairweather Park range from 63 dBA in the northern portion to 70 dBA next to SR 520. Construction of the proposed sound walls would reduce 2030 noise levels substantially within the park – in the southwest corner adjacent to the WSDOT right-of-way by 6 dBA compared to existing conditions and by 7 dBA compared to the No Build Alternative, in the northwest corner near the parking lot by 7 dBA compared to existing conditions and by 8 dBA compared to the No Build Alternatives, and in the eastern forested area by 9 dBA compared to existing conditions and to the No Build Alternative.

### **Fairweather Park, Construction Effects**

During construction of a new Evergreen Point Road bridge over SR 520, a small portion of the southwestern corner of the park (approximately 0.03 acre) would be occupied by a temporary bridge to accommodate continued use of the street and provide access to the north of SR 520. A small portion of the vegetation screen along the southwest corner of the park would be removed. However, because the occupancy would be of a relatively short duration (no more than 20 months), the scope of work would be minor and encompass a small area of the park, there would be no permanent adverse physical effects and no interference to the continued use of the park, and the bridge would be removed and the land would be fully restored after construction, this temporary occupancy would not constitute a use of the land.

## **6-Lane Alternative**

### **Points Loop Trail, Direct Effects**

There are two specific locations within the project area where the Points Loop Trail would be realigned from the WSDOT right-of-way to within Fairweather and Wetherill parks. Those direct effects are discussed below under each of these parks. In both cases, the loss of small areas of



parkland to accommodate the realigned trail would constitute a use of those specific parks.

### **Points Loop Trail, Proximity Effects**

The highway construction would require the removal of existing vegetation along the trail; this vegetation enhances the recreational experience for trail users and serves as a buffer from the highway. Replacement of the vegetation strip with a 12-foot-high concrete sound wall may affect the character of the trail. However, the proposed sound walls would reduce noise levels in 2030 by 5 to 13 dBA compared to existing conditions and by 6 to 14 dBA compared to the No Build Alternative. As a result, the change in character of the trail is not anticipated to be so severe as to substantially impair the continued use of the trail. Many trail users may experience a more comfortable experience with the reductions in noise levels.

### **Points Loop Trail, Construction Effects**

Because the Points Loop Trail lies within the WSDOT right-of-way, in places the trail would be within the limits of construction and thus need to be relocated within the right-of-way (and within Fairweather and Wetherill parks) and rebuilt as part of the highway construction process. During construction, detour routes using local streets would be provided, thus ensuring that the continued use and continuity of the trail would not be impaired. As a result, the temporary occupancy of the trail would not constitute a use according to Section 4(f) regulations.

### **Fairweather Park, Direct Effects**

Because the highway would shift northward and a highway lid would be constructed at Evergreen Point Road, the Points Loop Trail would need to shift northward as well (**Exhibit 44**). As a result, 0.2 acre of parkland at the southwest corner (the grassy playfield) would be converted to a trail. This affected area would comprise roughly 2 percent of the total park area. In contrast to initially acquiring the parkland and returning it to park use after construction (as envisioned at both McCurdy Park and East Montlake Park), in this instance where the affected area is relatively small, it is most likely that WSDOT would obtain a construction easement for the required work. This direct effect to the park (loss of parkland and removal of vegetation) would constitute a use as defined by Section 4(f).

The proposed lid at Evergreen Point Road could serve as an extension of the park and create a positive effect on open space and community connections.



Area for reconstruction of Points Loop Trail / would be returned to park after construction (0.2 acre)

Proposed Trail

Evergreen Point Road Lid

Existing Points Loop Trail



Limits of Construction

-  Park Property Line
-  Points Loop Trail
-  Proposed Trail
-  Limits of Construction
-  Area for reconstruction to be returned after construction



**Exhibit 44. 6-Lane Alternative,  
Fairweather Park**

SR 520 Bridge Replacement and HOV Project

### **Fairweather Park, Proximity Effects**

Construction of the proposed sound walls would reduce 2030 noise levels substantially within the park – in the southwest corner adjacent to the WSDOT right-of-way by 9 dBA compared to existing conditions and by 10 dBA compared to the No Build Alternative, in the northwest corner near the parking lot by 8 dBA compared to existing conditions and by 9 dBA compared to the No Build Alternative, and in the eastern forested area by 8 dBA compared to existing conditions and to the No Build Alternative.

### **Fairweather Park, Construction Effects**

As noted above, the Points Loop Trail would be reconstructed within the park, requiring the temporary fencing/closure of the southwest corner of the park during construction. A small portion of the vegetation screen in that corner of the park would be removed. However, because the park entrance is at the north boundary of the park, access and use of the park would continue during construction. No specific activities would be interfered with, the work would be minor and of relatively short duration, no change in ownership would occur, and the land would be fully restored after construction. As a result, temporary occupancy would not constitute use of the parkland.

### **Wetherill Park, Direct Effects**

Because of the widened highway footprint, Points Loop Trail would be closed just west of 92nd Avenue Northeast and rerouted outside the WSDOT right-of-way and within and along the eastern edge of Wetherill Park to Northeast 33rd Street. Approximately 0.1 acre of the nature park would be converted to trail use (**Exhibit 45**). The area affected is a forested area without recreational facilities or use. Similar to the reconstruction of Points Loop Trail in Fairweather Park noted above, it is likely that WSDOT would obtain a construction easement for the required work within the relatively small affected area. This direct effect to the park (loss of park land and removal of vegetation) would constitute a use as defined by Section 4(f).

### **Wetherill Park, Proximity Effects**

Current noise levels within Wetherill Park range from 49 to 58 dBA, depending on the distance from SR 520. The construction of the proposed 10- to 12-foot sound walls immediately adjacent to the southern edge of the park would reduce future (2030) noise levels within the park by 2 dBA to 3 dBA compared to existing conditions and by 3 dBA to 4 dBA compared to the No Build Alternative.



### **Wetherill Park, Construction Effects**

During construction, roughly 400 square feet at the southwest tip of the park (approximately 0.01 acre) would be occupied for the construction of a stormwater flow spreader required for proposed water quality detention vaults. Because the area to be occupied is quite small, it is most likely that WSDOT would obtain an easement for the required work.

Although small areas of the park would be temporarily occupied during construction of both the rerouted Points Loop Trail and the flow spreader, access to and use of the trails within the park would be unaffected. The entrance to the park is located far away from these small areas; therefore, access to and use of the park would be unchanged. No specific activities would be interfered with, nor would there be any change in use, the work would be minor, no change in ownership would occur, and the land would be fully restored. As a result, temporary occupancy would not constitute use of the park land.

## **How would the project use Section 4(f) historic properties on the Eastside?**

### **No Build Alternative**

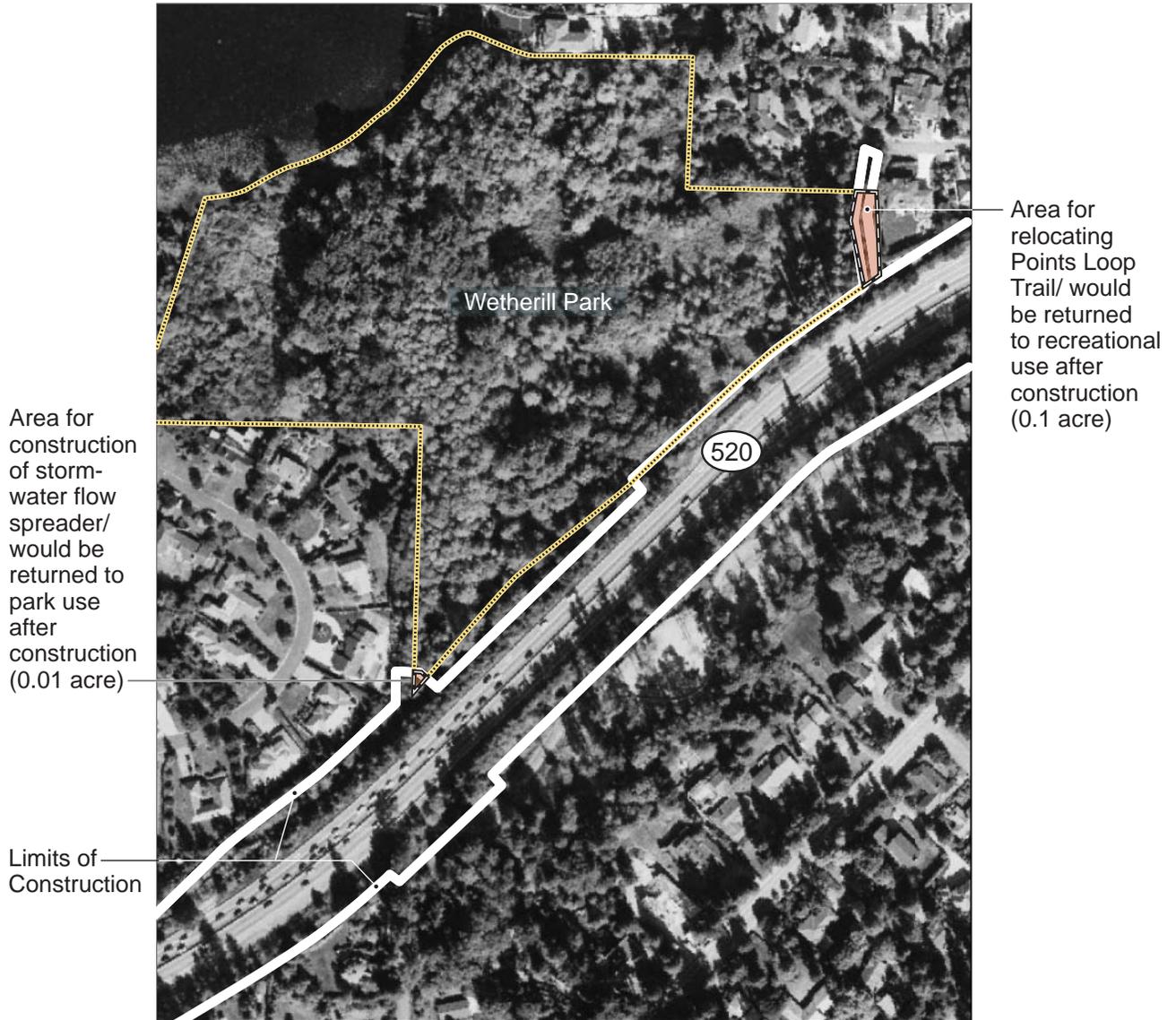
The Continued Operation Scenario would not have any additional direct effects on historic resources. Conditions would remain as they are today. The most notable of these current effects are visual intrusion from SR 520 and noise from vehicles traveling on it. The existing SR 520 is near NRHP-eligible residences at 2851 and 2891 Evergreen Point Road and the Bellevue Christian School, another NRHP-eligible property. These properties experience highway noise, air pollution, and visual intrusion from the highway and bridge. The Catastrophic Failure Scenario would not have any additional direct effects on historic resources in the Eastside project area. The inability to cross Lake Washington due to the loss of the bridge would result in a substantial reduction in the amount of traffic on SR 520, which would lower noise levels in the vicinity of these properties.

### **4-Lane Alternative**

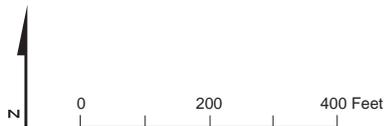
#### **2851 Evergreen Point Road, Direct Effects**

This residence would be directly affected by the project through the acquisition of 1,762 square feet of the property (see **Exhibit 46**), including complete demolition of the house. The house would be





-  Park Property Line
-  Limits of Construction
-  Area for relocating Points Loop Trail, and Drainage Easement Area



**Exhibit 45. 6-Lane Alternative,  
Wetherill Park**

SR 520 Bridge Replacement and HOV Project

removed to accommodate the new bicycle/pedestrian path and bridge operations facility access road along the southern right-of-way immediately adjacent to the property. This would constitute a direct use under Section 4(f) because part of the property would be incorporated into the transportation facility.

### **2891 Evergreen Point Road, Proximity Effects**

The 4-Lane Alternative would have no direct effects on 2891 Evergreen Point Road, but the historic property would experience proximity effects through increased visual intrusion due to the removal of selected structures and vegetation that currently buffer and screen the property from the highway, which would move closer to the house with the relocation of the Evergreen Point Bridge to the north (see **Exhibit 46**). The construction of new sound walls would also have an adverse visual effect. However, a sound wall at this location would provide a beneficial effect through reduced noise levels. The current noise level near this site is 64 dBA. Sound walls would lower the noise level to 58 dBA. The visual effects are not so severe as to substantially impair significant features of the property, such as its architectural design or dramatic siting.

### **2891 Evergreen Point Road, Construction Effects**

No temporary occupancy of the property is planned. During construction, access to the property may be temporarily restricted during the demolition and reconstruction of the Evergreen Point Road bridge over SR 520. The property may experience temporary noise and fugitive dust associated with construction. It may also experience vibrations specifically associated with demolition of the existing fixed section of the Evergreen Point Bridge, construction of new columns for the new bridge, and demolition and reconstruction of the Evergreen Point Road bridge over SR 520. However, these construction effects would not substantially impair visual features or other significant attributes of 2891 Evergreen Point Road. Fugitive dust and vibrations would be temporary and would not alter the property or make it unusable. Vibration and noise from project construction would be monitored to ensure compliance with local regulations (See the *Noise Discipline Report* for details on noise regulations and construction monitoring) and would not be expected to cause a substantial impairment of the resource.





- 4-Lane Footprint
- NRHP Individually Eligible
- Not NRHP Individually Eligible



0 50 100 200 300 Feet



**Exhibit 46. Effects of the 4-Lane Alternative on Historic Resources in the Eastside Project Area**  
 SR 520 Bridge Replacement and HOV Project