18 July 2006

SR 520 Bridge Replacement and HOV Project Draft EIS

6-Lane Alternative Options

Addendum to Section 4(f) Evaluation

Washington State Department of Transportation

SoundTransit

U.S. Department of Transportation
Federal Highway Administration

SR 520 Bridge Replacement and HOV Project EIS

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Prepared for

Washington State Department of Transportation

Federal Highway Administration

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Acronyms and Abbreviations

dBA	decibel (A-weighted scale)
FHWA	Federal Highway Administration
HCT	high-capacity transit
HOV	high-occupancy vehicle
IAC	Interagency Committee for Outdoor Recreation
LWCF	Land and Water Conservation Funds
MOHAI	Museum of History and Industry
NOAA	National Oceanic and Atmospheric Administration
NPS	National Park Service
NRHP	National Register of Historic Places
SHPO	State Historic Preservation Officer
WAC	Waterfront Activities Center (University of Washington)

Introduction

This Addendum to the *Section 4(f) Evaluation Discipline Report* (CH2M HILL 2005) describes the affected environment and environmental consequences for three options to the 6-Lane Alternative. Two of these options are in Seattle and one is on the Eastside. These options are described below.

What is Section 4(f)?

Section 4(f) of the Department of Transportation Act of 1966 (49 USC Section 303) prohibits the Federal Highway Administration (FHWA) from approving a project or program that uses land from a significant public park, recreation area, wildlife or waterfowl refuge, or any significant historic site unless:

1. There is no feasible and prudent alternative to the use of the land.
2. The project includes all possible planning to minimize harm to the property.

If a feasible and prudent alternative that avoids such use is identified, it must be selected. If such use is unavoidable, then measures must be identified and incorporated that minimize harm to the property that would result from the proposed project.

If any resources protected by Section 4(f) are used by a project, a Section 4(f) Evaluation must be prepared. The *Section 4(f) Evaluation* includes a description of affected resources, a discussion of the specific uses(s) of the resources, identification and evaluation of alternatives that avoid such uses, and potential measures to minimize harm resulting from unavoidable effects to Section 4(f) resources.

The original *Section 4(f) Evaluation* contained a section entitled *What is the methodology used to prepare the Section 4(f) Evaluation?*. That section in its entirety is incorporated by reference in this addendum.

In addition to Section 4(f) regulations and the protection provided by them, parks and other recreational facilities acquired and/or developed using funds from the Land and Water Conservation Fund (LWCF) Act of 1965 (Title 16, USC, Section 460l) are protected from conversion to uses other than public outdoor recreation. Section 6 (f)(3) of the LWCF Act prohibits grant-assisted resources from being

converted without the approval of the U.S. Department of the Interior National Park Service. Such approval depends on whether the converted land is replaced with property of at least fair market value and of reasonably equivalent usefulness and location.

What are the key points of this addendum?

There are eight parks and recreational facilities in Seattle that would be affected differently by the design options addressed in this addendum, as compared with the effects described in the original *Section 4(f) Evaluation*. The effects on Bagley Viewpoint would be identical to those described in the original *Section 4(f) Evaluation*. The effects on Bill Dawson Trail, McCurdy and East Montlake parks, and the Washington Park Arboretum would be different than those described in the original document. Four new facilities would be affected by the options—the University of Washington Waterfront Activities Center (WAC), East Campus Bicycle Route, Burke-Gilman Trail, and Ship Canal Waterside Trail. Seven of the eight facilities would experience a direct effect (permanent property acquisition) or a "use" as defined by Section 4(f) regulations, as shown in the summary table of properties acquired by the project.

Properties Acquired by the Project

Section 4(f) Protected Property	6-Lane Alternative	Pacific Street Interchange option	Second Montlake Bridge option
Parks and Recreational Facilities			
Bagley Viewpoint	Negative effects: Acquisition of 0.09 acre, viewpoint would become unusable	Negative effects: Acquisition of 0.09 acre, viewpoint would become unusable	Negative effects: Acquisition of 0.09 acre, viewpoint would become unusable
McCurdy Park	Negative effects: Acquisition of 1.5 acres (total park loss)	Negative effects: Acquisition of 1.5 acres (net loss of 0.62 acre), visual intrusion	Negative effects: Acquisition of 1.5 acres (net loss of 1.18 acre), visual intrusion
		Positive effects: Noise reduction	Positive effects: Noise reduction
East Montlake Park	Negative effects: Acquisition of 3.25 acres (net loss of 1.38 acres), visual intrusion	Negative effects: Acquisition of 3.25 acres (net loss of 0.45 acres), visual intrusion	Negative effects: Acquisition of 3.25 acres (net loss of 0.77 acres), visual intrusion
	Positive effects: Noise reduction, trail improvements	Positive effects: Noise reduction, trail improvements, opportunity to connect park to Montlake lid	Positive effects: Noise reduction, trail improvements
Washington Park Arboretum	Negative effects: Acquisition of 1.8 acres (net loss of 0.70 acre) intrusion to some views	Negative effects: Acquisition of 2.64 acres (net loss of 2.34 acre) intrusion to some views	Negative effects: Acquisition of 1.8 acres (net loss of 0.70 acre) intrusion to some views

Properties Acquired by the Project			
Section 4(f) Protected Property	**6-Lane Alternative**	**Pacific Street Interchange option**	**Second Montlake Bridge option**
	Positive effects: improvement to some views, noise reduction, trail improvements	Positive effects: improvement to some views, noise reduction, trail improvements	Positive effects: improvement to some views, noise reduction, trail improvements
Burke Gilman Trail	None	Negative effects: 0.08 acre acquired, visual intrusion	None
University of Washington Waterfront Activity Center	None	Negative effects: 0.18 acre acquired, visual intrusion	None
Historic Properties			
Montlake Eligible Historic District	Negative effects: Acquisition of NOAA Fisheries property/ Demolition of MOHAI Positive effects: improvement to some views, reduced noise levels, lids would enhance connections	Negative effects: Acquisition of NOAA Fisheries property/ Demolition of MOHAI, increased visual intrusion Positive effects: reduced noise levels, lids would enhance connections	Negative effects: Acquisition of NOAA Fisheries property/ Demolition of MOHAI and two contributing properties, increased visual intrusion and noise
Montlake Cut	None	Negative effects: increased visual intrusion	Negative effects: increased visual intrusion
Montlake Bridge	None	Negative effects: increased visual intrusion	Negative effects: increased visual intrusion, land within right-of-way would be used for construction of adjacent bridge
Canoe House	None	Negative effects: increased visual intrusion	Negative effects: increased visual intrusion
University of Washington Club	None	Negative effects: increased visual intrusion	Negative effects: increased visual intrusion
Evergreen Point Bridge	Negative effects: Demolition	Negative effects: Demolition	Negative effects: Demolition
2851 Evergreen Point Road	No acquisition Positive effects: increased adjacent green space, reduced visibility of SR 520, reduced noise levels	No acquisition Positive effects: increased adjacent green space, reduced visibility of SR 520, reduced noise levels	No acquisition Positive effects: increased adjacent green space, reduced visibility of SR 520, reduced noise levels
Bellevue Christian School	Acquisition of property Positive effects: reduced noise levels	Acquisition of property Positive effects: reduced noise levels	Acquisition of property Positive effects: reduced noise levels

The South Kirkland Park-and-Ride Transit Access –108th Avenue Northeast option would not differ from the original 6-Lane Alternative in the *Section 4(f) Evaluation* in its effects on Eastside parks and recreational facilities, or on Eastside historic resources.

The Arboretum Waterfront Trail would continue to be the only Section 6(f) resource affected by the options.

There are six historic resources in Seattle that would be affected differently by these options, as compared with the effects described in the original *Section 4(f) Evaluation*. The proposed Montlake Historic District and the Washington Park Arboretum would both experience a use, although some of the effects would differ from those under the original 6-Lane Alternative. Four of these are new resources not affected by the original 6-Lane Alternative—Montlake Bridge, Montlake Cut, Canoe House, and University of Washington Club. Of these four, only the Montlake Bridge is expected to have a Section 4(f) use, and only under the Second Montlake Bridge option.

Similar to the *Section 4(f) Evaluation*, none of the proximity effects identified in this addendum (primarily related to noise or visual effects) would be so severe as to substantially impair the attributes, features, use, or enjoyment of the Section 4(f) properties.

Similar to the *Section 4(f) Evaluation*, temporary occupancy during construction may constitute a use at two specific Section 4(f) properties—Bagley Viewpoint and East Montlake Park.

Similar to the *Section 4(f) Evaluation*, there are no feasible or prudent alternatives that would avoid all Section 4(f) properties.

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.

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

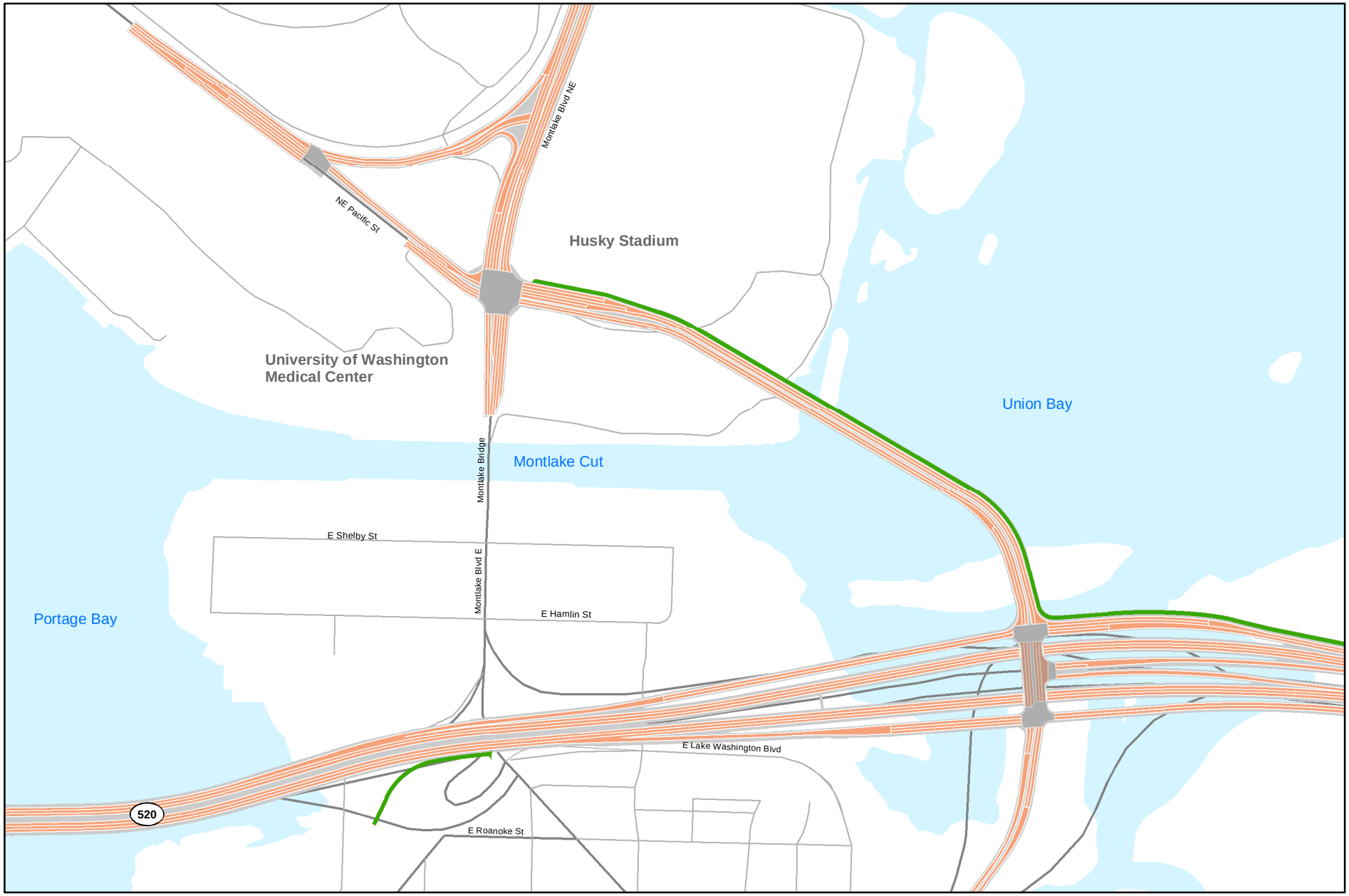

Exhibit 1. **Lane Configuration of the 6 Lanes with Pacific Street Interchange Option**
SR 520 Bridge Replacement and HOV Project

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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 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

[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.

Exhibit 2. **Lane Configuration of the Second Montlake Bridge Option**

SR 520 Bridge Replacement and HOV Project

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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

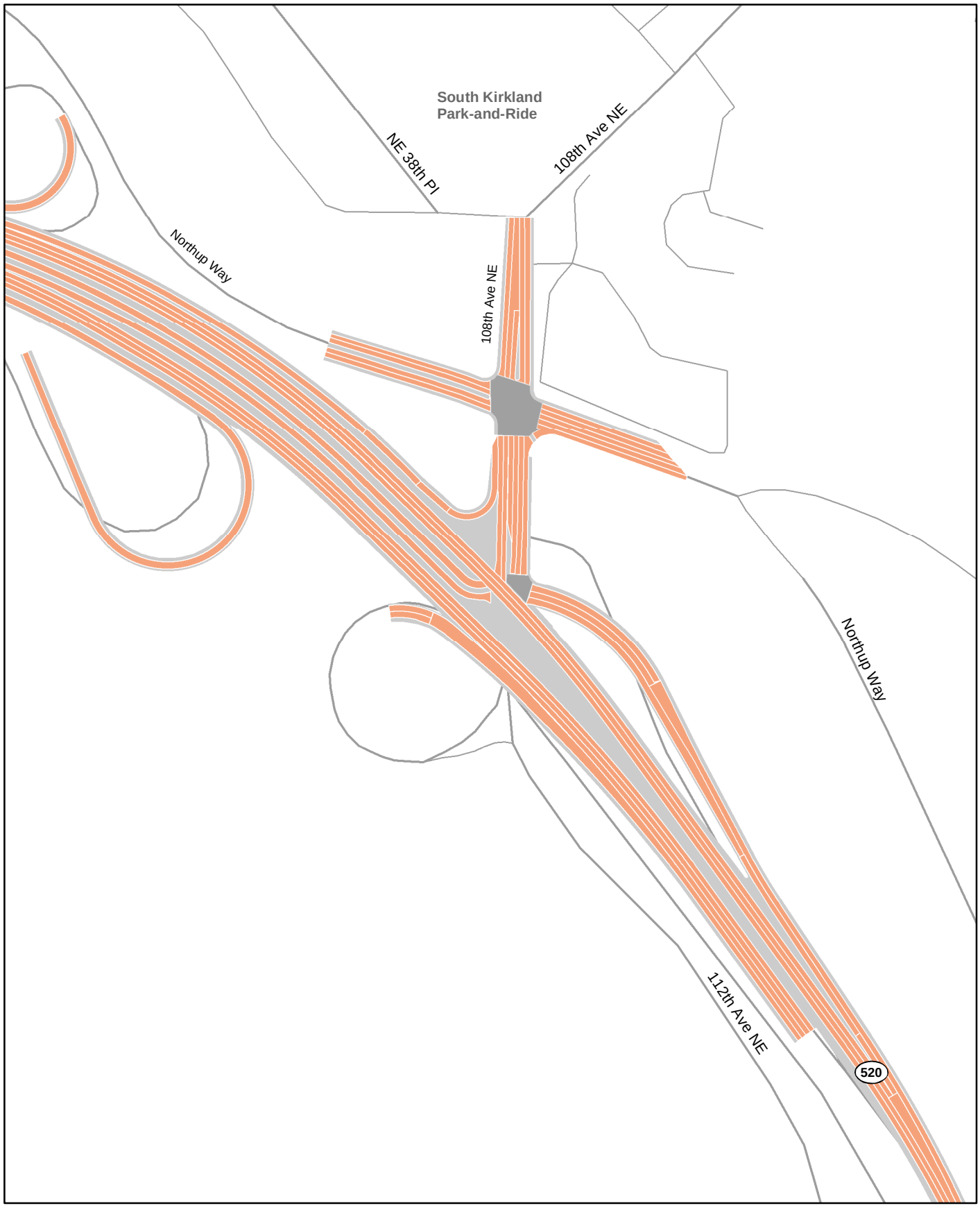
The intent of the South Kirkland Park-and-Ride Transit Access – 108th Avenue Northeast option is to improve access for buses to the South Kirkland Park-and-Ride from eastbound SR 520 and from the South Kirkland Park-and-Ride to westbound SR 520. This option, which is shown in Exhibit 3, would add a new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

What additional information was collected for this analysis?

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 team also reviewed the University of



Option Lane Configuration
Shoulders and Barriers
Intersections

N

0 125 250 500 Feet

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

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Washington's *Master Plan for the Seattle Campus* and the *Washington Park Arboretum Master Plan and Final Environmental Impact Statement*.

Three additional areas of study were added to the Area of Potential Effect established for the original 6-Lane Alternative; each of the three additional areas of study correspond directly to each additional option. Please see *Addendum to Cultural Resources Discipline Report* and *Addendum to Recreation Discipline Report* for a more detailed description of these areas.

What are the Section 4(f) properties associated with the project?

This section describes those parks, recreational facilities, and historic properties (including historic districts) that would be affected by the 6-Lane Alternative options and that are protected under Section 4(f) regulations. Exhibit 4 shows the location of these properties. (As was the case with the original *Section 4(f) Evaluation*, the Section 4(f) discipline team determined that no designated wildlife or waterfowl refuges would be affected.) The resources described and depicted in Exhibit 4 are all located in the Seattle project area. There would be no additional resources affected on the Eastside.

In addition to the numerous parks and recreational properties identified and described in the *Section 4(f) Evaluation*, four additional recreational facilities in the Seattle project area—Burke-Gilman Trail, the University of Washington WAC, East Campus Bicycle Route, and Ship Canal Waterside Trail—have been identified and described below. Because of the nature of some of the 6-Lane Alternative options, these additional facilities would now be affected.

The Section 4(f) team identified four additional historic properties in the Seattle project area, which are also described below. Three of them are listed on the National Register of Historic Places (NRHP) - Montlake Bridge, Montlake Cut, and University of Washington (UW) Canoe House. One is eligible for the NRHP - the University of Washington Club. In addition, a larger section of the proposed Montlake Historic District would be affected by these options. As is the case with the new recreational facilities, these new historic properties could be affected by some of the 6-Lane Alternative options.

Burke-Gilman Trail System
The trail runs between the University of Washington campus and Montlake Boulevard.

Burke-Gilman Trail

The Burke-Gilman Trail is a popular recreational trail for walkers, runners, cyclists, skaters, and commuters. The trail is located within the cities of

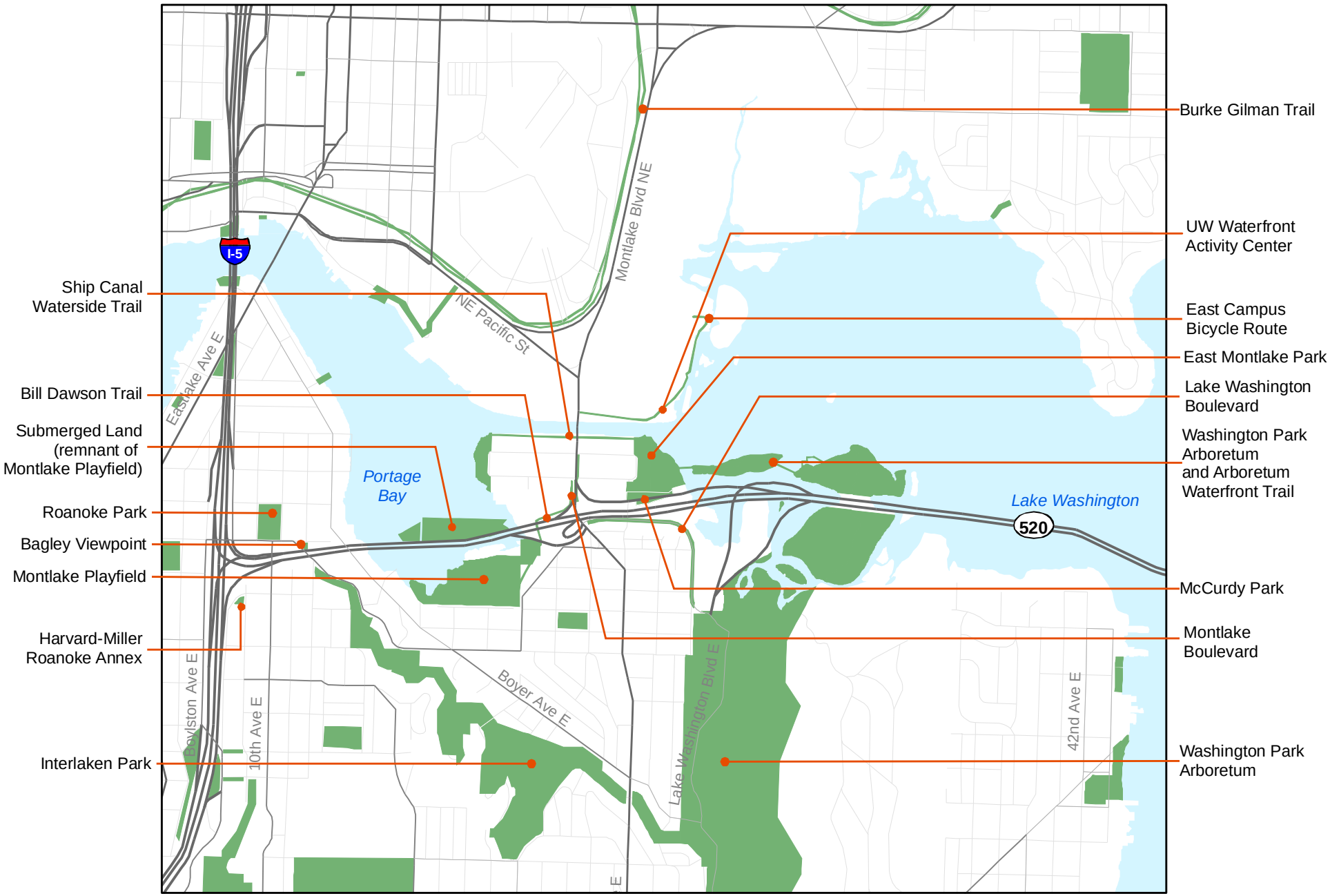

Exhibit 4. **Section 4(f)/6(f) Properties in the Seattle Project Area**

SR 520 Bridge Replacement and HOV Project

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Seattle, Lake Forest Park, and Kenmore. The trail within the project area is jointly maintained by the Seattle Department of Transportation and Seattle Parks and Recreation. This 14-mile path 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 past Gas Works Park on Lake Union, through the University of Washington, and along Lake Washington, ending at Kenmore's Logboom Park (Tracey Owen Station Park) at the northern tip of Lake Washington. From here, trail users can continue east to Woodinville on the Sammamish River Trail.

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

University of Washington Waterfront Activities Center

The 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 row into and throughout the Arboretum.

Waterfront Activities Center
Canoe rentals are available at the WAC.

Ship Canal Waterside 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 Waterside Trail. This scenic promenade connects the

Ship Canal Waterside Trail
One of the open-water views from the Ship Canal Waterside Trail.

University of Washington's Arboretum Waterfront 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 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.

University of Washington East Campus Bicycle Route

The University of Washington East Campus Bicycle Route is a gravel trail located along the north side of and above the Montlake Cut between Montlake Boulevard and the WAC. The trail, which is used by bicyclists and others, connects to the Montlake Bike Path and trails along the eastern edge of the University of Washington campus.

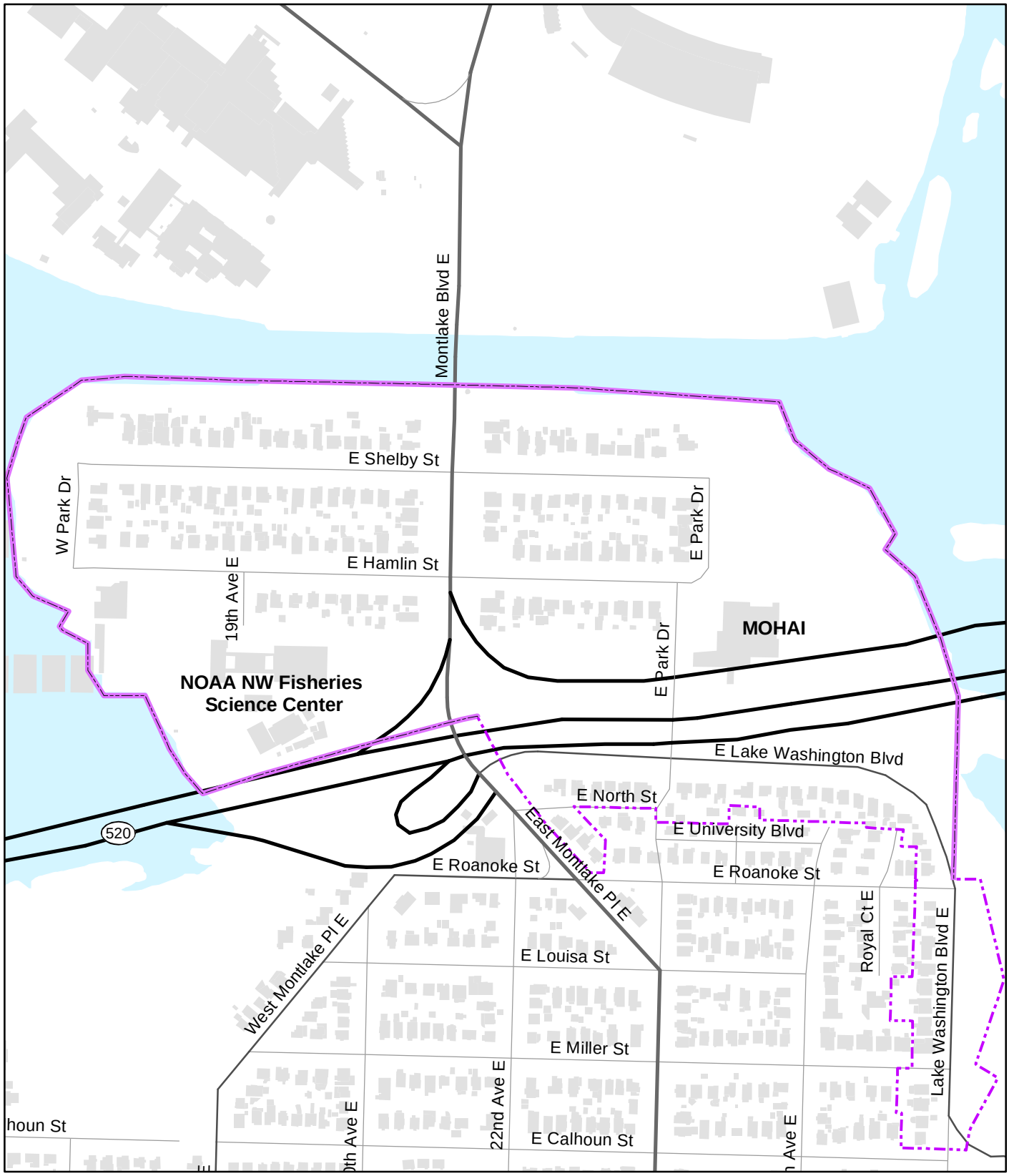
Proposed Montlake Historic District

For a description of the proposed Montlake Historic District, see the *Section 4(f) Evaluation.* After the historic resources survey for this option was completed, the boundaries of the proposed historic district were expanded slightly to the south to include an additional two blocks along Lake Washington Boulevard East and this is included in the study area. Exhibit 5 is a map of the proposed Montlake Historic District.

Montlake Cut

The Montlake Cut is listed on the NRHP as part of the Chittenden Locks and Lake Washington Ship Canal district. It is part of a continuous waterway of man-made channels and inland water bodies that extends nearly eight miles between Puget Sound and Lake Washington. The project was conceived and designed over a period of years and was completed under the U.S. Army Corps of Engineers and dedicated in 1917. The Montlake Cut is a

Montlake Cut
Looking east from the Montlake Bridge.



* The southern boundary of the proposed 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.

Historic District

Building

N

0 250 500 Feet

Exhibit 5. **Proposed Montlake Historic District**

SR 520 Bridge Replacement and HOV Project

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half-mile long channel which joins Portage Bay of Lake Union to Union Bay of Lake Washington. It is bordered by the University of Washington tract on the north shore and by the Montlake Park addition to the plat of Seattle on the south shore. The site encompasses 20 acres (Potter 1977). Although the cut itself is 100 feet wide, the right-of-way controlled by the Corps of Engineers is 325 feet wide. The channel is dredged to a depth of 30 feet. The tops of the concrete revetments on both sides are used as a waterside walk, and there are trails also atop the embankments on both sides. On the south shore is the Ship Canal Waterside Trail, which extends from West Montlake Park to the western end of the Arboretum Waterfront Trail. The Montlake Cut is spanned near the middle by the Montlake Bridge (Potter 1977).

Montlake Bridge

Montlake Bridge

The Montlake Bridge, listed on the NRHP, was constructed in 1924 across the Montlake Cut, both named for the adjacent neighborhood to the south. It was the fourth double-leaf trunnion bascule bridge built across Seattle's Ship Channel. The foundations for the bridge were actually constructed in 1912, at the time the canal was excavated, to conserve costs. The bridge originally carried two street car tracks where there is now a roadway. "The original floor system consisted of creosoted timbers and planking with wood-block pavement" (Soderberg 1980). The bridge is uniquely visible due to its two ornate towers that rise more than 100 feet above the water. Although the design of the towers was credited to Howells and Albertson, a firm best known for their design of the Northern Life Tower, now known as the Seattle Tower (1927-29) (Ochsner 1998) on the NRHP form, other sources credit Carl Gould (SDOT). Gould designed many of the UW campus buildings and it seems likely that he did design the Gothic Revival towers of the bridge. However, it appears that other prominent architects advised him on the design of the bridge, including A. H. Albertson, Edgar Blair and Harlan Thomas (Kreisman 1999). The steel for the bridge was fabricated and erected by the Wallace Equipment Company. A. Munster was the acting bridge engineer of the City of Seattle during the construction, and J. D. Blackwell was city engineer, with D.W. McMorris as assistant engineer (Soderberg 1980).

Canoe House

Canoe House

The Canoe House, previously known as the Shell House and Naval Military Hangar, is listed on the NRHP. It was built in 1918 during World War I, when the Navy occupied a portion of the University of Washington. It was built to shelter seaplanes as part of the Navy's temporary training camp, but was completed too late to be of use, and thus appears to never have been used for its intended purpose. The Canoe House is located on the shoreline on the north bank of Montlake Cut where it flows into Union Bay, half on University of Washington property and half on property of the U.S. Army Corps of Engineers, Seattle District, adjacent to the WAC. It is backed by an embankment to the north and west, and beyond that is the University of Washington football stadium, surrounded by several acres of surfaced parking.

The building has a rectangular footprint and sits on a concrete slab 88 feet by 120 feet. It has a gambrel roof and is clad in wood shingles. Down the side walls are large double-hung sash windows, in pairs, with 9/9 lights. Some of the original openings have been filled in or modified and other openings have been added. "Across the south end a large triple-section sliding door with window panes in the upper portions is suspended from an overhead track approximately 24 feet in height. The track is extended beyond the face of the structure with outriggers which enable the doors to be drawn clear of the opening" (Potter 1975).

The building was given to the University of Washington in 1922, and improvements were made at that time to convert it to use as headquarters for campus crew racing. In 1949, after a new facility was built for crew activities, the building was renamed the Canoe House, and used for canoe storage and a sailboat rental concession (Potter 1975). It is still used for these activities today.

University of Washington Club

The UW Club was incorporated in 1909. Its original building was part of the Forestry exhibit at the Alaska Yukon Pacific Exposition, known as

the Hoo Hoo House Lumberman's Fraternity or Hoo Hoo Club, designed by Ellsworth Storey. At the conclusion of the Exposition, the building was left for a faculty club. The purpose of the UW Club is "to provide a meeting place for members to come together…to exchange ideas and information which furthers the scholarly, educational and social objectives of the University" (About Us n.d.).

University of Washington Club

In 1958, the Hoo Hoo House was demolished and the current building was constructed. Completed in 1960, it was designed by noted Seattle architects Victor Steinbrueck and Paul Hayden-Kirk. It has been noted as an outstanding example of the Northwest regional interpretation of the International style of architecture. Also known as the Faculty Center building, it received a Seattle AIA Honor Award in 1960 (Ochsner 1998). The dining room has a panoramic view of the mountains and Lake Washington. Below is a downstairs lounge that features wood balusters salvaged from Storey's Hoo Hoo House. Although the building has experienced some modifications, such as the glass enclosure of part of the south section, it retains enough integrity to be easily recognizable as the original Steinbrueck/Hayden-Kirk design.

How would the 6-Lane Alternative options affect the Section 4(f) properties?

Each of the options being considered in this addendum would result in the possible acquisition of specific Section 4(f) properties and would thus directly "use" these properties in terms of Section 4(f) regulations. In addition, each option may have new long-term proximity effects on some of these properties. None of these proximity effects, however, would result in a "constructive use." Several of the Section 4(f) properties may also experience short-term construction effects. Similar to the *Section 4(f) Evaluation,* temporary occupancy during construction would likely constitute a use at Bagley Viewpoint and at East Montlake Park. The following text is organized by the three options under consideration; the parks and recreational facilities or historic properties affected; and the nature of the impact—long-term direct or proximity effects and short-term construction effects.

How would the 6 Lanes with Pacific Street Interchange option affect Section 4(f) parks and recreational facilities?

This 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. This option would not differ from the original 6-Lane Alternative in its effects on Bagley Viewpoint (a use as a result of temporary occupancy during construction). Otherwise, the effects would differ at the other parks and recreational facilities, as discussed below.

Bill Dawson Trail (Montlake Bike Path)

Proximity Effects

As with the original 6-Lane Alternative, there would be no direct use of the Bill Dawson Trail. The trail would continue to pass beneath SR 520. However, whereas the length of the trail under the roadway would increase by 115 feet with the original 6-Lane Alternative, the length of

the trail under the roadway with this option would increase by only 50 feet due to the closure of the existing Montlake Boulevard interchange and the resulting narrowing of the roadway footprint at this location.

Construction Effects

Similar to the original 6-Lane Alternative, the trail under the roadway would be subject to periodic temporary closures for public safety reasons. These closures, however, would be brief and the trail would be accessible between closures and after construction. As a result, no use of the facility, as defined by Section 4(f) guidance (Section 4(f) of the Department of Transportation Act of 1966 49 USC Section 303 and 23 CFR 771.135), is anticipated.

McCurdy and East Montlake Parks

Direct Effects

Unlike the original 6-Lane Alternative, this option would not require total acquisition of McCurdy Park and would require a smaller portion of East Montlake Park. Approximately 0.62 acre of McCurdy Park would be permanently acquired for highway improvements and the proposed stormwater treatment wetland, compared to 1.5 acres with the original 6-Lane Alternative (Exhibit 6). Approximately 0.45 acre of East Montlake Park would be permanently acquired, primarily to accommodate the stormwater treatment wetland, compared to 1.38 acres with the original 6-Lane Alternative; this reduction in land to be acquired would be due to a smaller and reconfigured wetland, which would also allow the preservation of about half of the existing parking lot.

Proximity Effects

Proximity effects to East Montlake and McCurdy parks would be similar to those described for the original 6-Lane Alternative. Noise levels are expected to be similar to those with the original 6-Lane Alternative. Noise levels within East Montlake Park would be reduced in the same manner described for the original 6-Lane Alternative. Noise levels modeled in East Montlake Park average between 60 and 65 dBA. Construction of the proposed sound walls would reduce future (2030) noise levels by up to 5 dBA compared to existing conditions and by 6 dBA compared to the No Build Alternative.

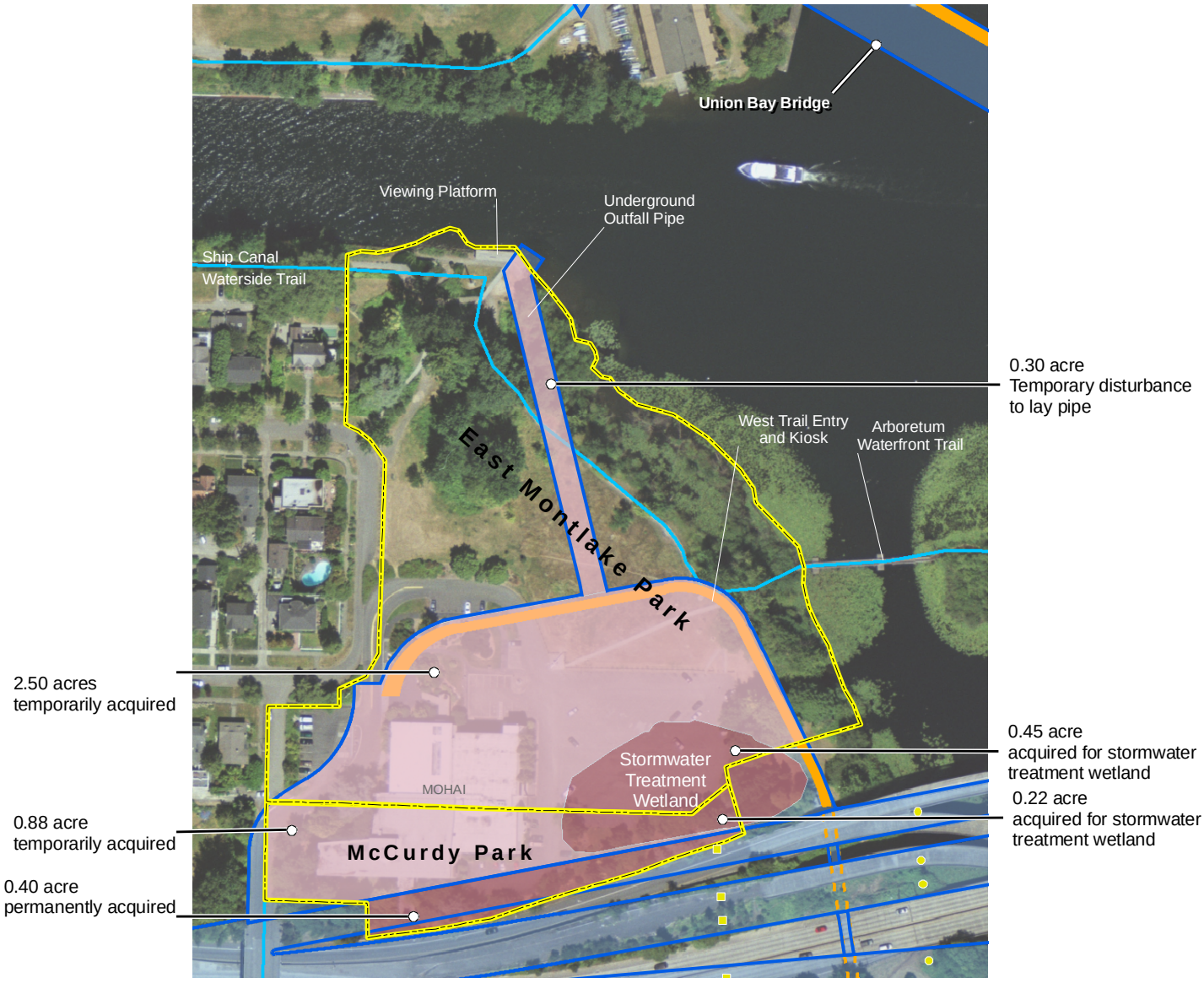

Exhibit 6. **Project Effects on McCurdy and East Montlake Parks – Pacific Street Interchange Option**

SR 520 Bridge Replacement and HOV Project

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Views toward the south should be similar to the original 6-Lane Alternative; views to the east/northeast would change, however, as a result of the proposed Union Bay Bridge. Whereas today that view is unobstructed across Marsh Island to Lake Washington and the Cascade Mountains in the far distance, under this option the near view would be dominated by the bridge, with more obstructed views to the distance. While the view would change, it is not anticipated that the changes would be so severe as to substantially impair the continued use of East Montlake Park given its current proximity to SR 520 and the surrounding urban context of area.

Construction Effects

Construction effects to East Montlake and McCurdy parks would be similar to the original 6-Lane Alternative. As such, the temporary occupancy of East Montlake Park (as a result of the laying of a pipeline from the stormwater treatment wetland to an existing outfall on the Ship Canal, periodic closure of the Arboretum Waterfront Trail, and restricted park access) would constitute a use according to Section 4(f) regulations.

Washington Park Arboretum

Direct Effects

With this option, the westbound lanes would intrude roughly 100 feet northward onto Foster Island (compared to roughly 83 feet with the original 6-Lane Alternative) and require the permanent acquisition of 2.17 acres of parkland on Foster Island compared to 1.8 acres with the original 6-Lane Alternative (Exhibit 7). Because of the wider footprint envisioned in this area to accommodate the Pacific Street interchange, only 0.3 acre of current WSDOT right-of-way could be returned to the City of Seattle for park use after construction, compared to 1.1 acres envisioned to be returned with the original 6-Lane Alternative.

In addition, unlike the original 6-Lane Alternative, approximately 0.47 acre of the previously unaffected Marsh Island parkland would be permanently acquired, or 12 percent of the 4.15-acre island (Exhibit 8). This acquired property would be used to accommodate two columns supporting the Union Bay Bridge located roughly 100 feet above the island and the Arboretum Waterfront Trail.