

# Land Use, Economics, and Relocations Discipline Report



SR 520: I-5 to Medina Bridge  
Replacement and HOV Project  
Supplemental Draft EIS

**Land Use, Economics, and  
Relocations Discipline Report**



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# Acronyms and Abbreviations

B&O	business and operating
BLS	U.S. Bureau of Labor Statistics
BRT	bus rapid transit
CM	Conservancy Management
CN	Conservancy Navigation
CP	Conservancy Preservation
CR	Conservancy Recreation
CTC	Concrete Technology Corporation
DNR	Washington State Department of Natural Resources
Ecology	Washington State Department of Ecology
EIS	environmental impact statement
FHWA	Federal Highway Administration
FIRES	financial, insurance, real estate, and services
GIS	geographic information system
GMA	Growth Management Act
GOV/ED	government/education
HCT	high-capacity transit
HOV	high-occupancy vehicle
HSP	<i>2007-2026 Washington State Highway System Plan (WSDOT 2007)</i>
I-5	Interstate 5
I-5 to Medina project	I-5 to Medina: Bridge Replacement and HOV Project
L2AB	Lacustrine Littoral Aquatic Bed
MANU	manufacturing
Medina to SR 202 project	Medina to SR 202: Eastside Transit and HOV Project



MOHAI	Museum of History and Industry
N/A	not available
NEPA	National Environmental Policy Act
NOAA	National Oceanic and Atmospheric Administration
OHWM	ordinary high water mark
PEM	Palustrine Emergent
PFO	Palustrine Forested
Points communities	Medina, Hunts Point, Clyde Hill, and Yarrow Point
PSRC	Puget Sound Regional Council
PSS	Palustrine Scrub/Shrub
QFC	Quality Food Centers
RCFB	Recreation and Conservation Funding Board
RCW	Revised Code of Washington
RETAIL	retail trade
RTIP	Regional Transportation Improvement Program (PSRC 2009)
SCORP	<i>Statewide Comprehensive Outdoor Recreation Plan</i> (Interagency Committee for Outdoor Recreation 2002)
SDEIS	Supplemental Draft EIS
SDOT	Seattle Department of Transportation
SMA	Shoreline Management Act
Sound Transit	Central Puget Sound Regional Transit Authority
SOV	single-occupant vehicle
SPUI	single-point urban interchange
SR	State Route
SR 520 Program	SR 520 Bridge Replacement and HOV Program
TDM	transportation demand management
TSP	<i>Transportation Strategic Plan</i> (City of Seattle 2005)



UR	Urban Residential
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WTCU	wholesale trade, transportation services, communication, and utilities
WTP	<i>2007-2026 Washington Transportation Plan (WSDOT 2006)</i>



# Introduction

## Why are land use, economics, and relocations considered in an environmental impact statement?

The land uses of a community indicate where people live, work, shop, and participate in community activities. Local governments plan for land uses according to the community's long-range vision and goals. Among other disciplines, the National Environmental Policy Act (NEPA) requires the evaluation of land use, economics, and relocation effects in an environmental impact statement (EIS).

Transportation projects can have direct, indirect, and cumulative effects on land use and economics as a result of property acquisitions and relocations, changes in mobility and access, and other factors, such as changes in noise, air quality, and visual effects, both during and after construction. Decision-makers need to understand existing conditions; probable effects; any conflicts with land use and transportation plans and with development regulations; and potential mitigation for the effects and conflicts caused by the projects.

Indirect and cumulative effects of land use, economics, and relocations are analyzed in the Indirect and Cumulative Effects Discipline Report (Washington State Department of Transportation [WSDOT] 2009a). Effects to park and recreational areas are discussed in the Recreation Discipline Report (WSDOT 2009b).

The discussions of land use, economics, and relocations have been combined because they are interrelated.

A **direct effect** is caused by the proposed action or alternative and occurs at the same time and place, most often during construction.

An **indirect effect** is caused by the proposed action or alternative and is later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects might include effects related to changes in the patterns of land use, population density, or growth rates.

A **cumulative effect** results from the incremental effect of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency or person undertakes such other actions. Cumulative effects can result from individually minor but collectively significant actions taking place over a period of time.

## What are the key points of this report?

The greatest effects on land use, economics, and relocations related to the Interstate 5 (I-5) to Medina: Bridge Replacement and High-Occupancy Vehicle (HOV) Project (I-5 to Medina project) are summarized in the bullets below. These effects are discussed in greater detail in the sections that follow. Information regarding the proposed project can be found in the "What are the project alternatives?" section of the report.



- Seattle and the “Points communities” of Medina, Hunts Point, Clyde Hill, and Yarrow Point are urbanized and have minimal vacant land available for development, especially in the I-5 to Medina project vicinity. Single-family and multifamily residential uses, park/open space uses, and civic and quasipublic uses occupy most of the land along State Route (SR) 520 in the study area. However, the area also includes a few commercial uses.
- The No Build Alternative of the I-5 to Medina project would not require the acquisition of property, so no changes to existing land uses would occur.
- The No Build Alternative would provide for maintenance of the existing infrastructure. However, it would be inconsistent with multiple transportation and land use policies regarding urban growth and transportation system development, as documented in Attachment 1.
- The No Build Alternative would not require right-of-way acquisition and would not displace any businesses. Consequently, property or sales tax revenues would not decrease. The economic benefit of creation of construction-related jobs and income would not occur. There would be no improvements to the SR 520 transportation system. This would negatively affect the economy in the area if business owners were reluctant to locate in an area with poor access and mobility for employees and customers. Shoppers might also elect to patronize other areas with easier access and mobility.
- The 6-Lane Alternative of the I-5 to Medina project would convert between approximately 11.1 and 15.7 acres of land from existing uses to a transportation land use as WSDOT right-of-way for the completed project. (The total acres affected depends on the option selected for the Montlake area.) In the Seattle study area (between I-5 and the floating span of the Evergreen Point Bridge), approximately 9.9 to 14.5 acres would be converted to transportation land use as WSDOT right-of-way (Exhibit 1). All options would convert approximately 1.2 acres of single-family residential land use in Medina to WSDOT right-of-way (Exhibit 1). (Medina is in the Lake Washington study area, which is between the west end of the floating span of the Evergreen Point Bridge and the Evergreen Point Road overcrossing in Medina.)



Exhibit 1. 6-Lane Alternative Acres Converted to WSDOT Right-of-Way by Type of Existing Land Use and Study Area

Existing Land Use	Seattle Study Area			Lake Washington Study Area (All Options)
	Option A	Option K	Option L	
Civic/quasipublic	4.9	10.3	7.5	0.0
Park/open Space	4.4	4.1	3.1	0.0
Single-family Residential	0.4	0.1	0.1	1.2
Commercial	0.2	0.0	0.0	0.0
<b>Total</b>	<b>9.9</b>	<b>14.5</b>	<b>10.7</b>	<b>1.2</b>

The 6-Lane Alternative would require that WSDOT acquire all or part of between 13 and 26 King County assessor parcels, depending on the option selected for the Montlake area (Option A – 26 parcels; Option K – 14 parcels; Option L – 13 parcels).

- The 6-Lane Alternative would remove or relocate between one and three single-family residences, up to one business, between one and two civic/quasipublic uses, depending on the option selected (Exhibit 2). All 6-Lane Alternative options would remove McCurdy Park and Bagley Viewpoint.

Exhibit 2. Number of 6-Lane Alternative Relocation Effects

Option	Seattle Study Area		
	Single-Family	Business	Civic and Quasipublic
Option A	3	1	2
Option K	1	0	2
Option L	1	0	1

Source: King County Assessor (2009)

- The 6-Lane Alternative would be consistent with all applicable state, regional, and local transportation plans, and with most applicable state, regional, county, and local land use plans and local development regulations. The “Would the project be consistent with state, regional, and local plans and development regulations?” subsection of the “Potential Effects of the Project” section discusses where the 6-Lane Alternative would be inconsistent with applicable local plans, including the *University of Washington Master Plan – Seattle Campus* (University of Washington 2003) and the *Washington*



*Park Arboretum Master Plan* (Seattle Parks and Recreation et al. 2001). As the 6-Lane Alternative's design progresses and the specific location of project elements are determined, WSDOT will work with the Washington State Department of Ecology (Ecology) and the cities of Seattle and Medina to ensure that the project could obtain all required shoreline master program permits and approvals.

- The 6-Lane Alternative would contribute to achieving jurisdictional and regional land use and transportation goals by improving connections between urban centers; supporting the completion of the regional HOV system by implementing HOV lanes in the SR 520 corridor; supporting transit mobility and use; and reducing the noise and visual effects related to the operation of SR 520. The proposed I-5 and SR 520 lids would reconnect neighborhoods divided by the original roadway construction of SR 520.
- Property acquisitions would reduce property tax revenues in the cities of Seattle and Medina by less than 0.01 percent.
- 6-Lane Alternative construction would temporarily increase congestion and affect access for businesses and residents in the project vicinity. Some businesses could experience fluctuations in retail sales if project construction affected typical access routes.
- 6-Lane Alternative construction would create jobs and income.
- During operation, each 6-Lane Alternative option would improve traffic circulation and reduce congestion in the study area. These effects would likely improve access to businesses for customers, improve mobility, and reduce travel times, resulting in a small improvement in the economic prospects of businesses that operate in the I-5 to Medina project corridor.
- The Phased Implementation scenario of the 6-Lane Alternative would replace vulnerable structures first. The Evergreen Point Bridge is a priority in this scenario. No conversion of property would be required for replacement of the bridge. Relocation and conversion of existing land uses to transportation land use for the 6-Lane Alternative would occur over an extended time frame, as separate 6-Lane Alternative components are constructed.

**What is a lid?**

The term "lid" is short for "lidded highway." Lids are long bridges that cover a length of highway. Lid surface areas can have roadways, paths, and trails to connect communities across the highway; landscaping to create open space and places for passive recreation; and items such as pergolas, seating, and transit waiting areas.



- Under the Phased Implementation scenario of the 6-Lane Alternative, construction in the I-5 and Montlake areas would occur during a later phase. This would delay some of the benefits (for example, job creation) associated with construction-related spending. It would also require multiple mobilizations, which would affect businesses in the study area over a longer period of time.

## What is the I-5 to Medina: Bridge Replacement and HOV Project?

The Interstate 5 (I-5) to Medina: Bridge Replacement and High-Occupancy Vehicle (HOV) Project is part of the State Route (SR) 520 Bridge Replacement and HOV Program (SR 520 Program) (detailed in the text box below) and encompasses parts of three main geographic areas—Seattle, Lake Washington, and the Eastside. The project area includes the following:

- Seattle communities: Portage Bay/Roanoke, North Capitol Hill, Montlake, University District, Laurelhurst, and Madison Park
- Eastside communities: Medina, Hunts Point, Clyde Hill, and Yarrow Point
- The Lake Washington ecosystem and associated wetlands
- Usual and accustomed fishing areas of tribal nations that have historically used the area’s aquatic resources and have treaty rights

### What is the SR 520 Program?

The **SR 520 Bridge Replacement and HOV Program** will enhance safety by replacing the aging floating bridge and keep the region moving with vital transit and roadway improvements throughout the corridor. The 12.8-mile program area begins at I-5 in Seattle and extends to SR 202 in Redmond.

In 2006, WSDOT prepared a Draft EIS—published formally as the **SR 520 Bridge Replacement and HOV Project**—that addressed corridor construction from the I-5 interchange in Seattle to just west of I-405 in Bellevue. Growing transit demand on the Eastside and structure vulnerability in Seattle and Lake Washington, however, led WSDOT to identify new projects, each with a separate purpose and need, that would provide benefit even if the others were not built. These four independent projects were identified after the Draft EIS was published in 2006, and these now fall under the umbrella of the entire **SR 520 Bridge Replacement and HOV Program**:

- **I-5 to Medina: Bridge Replacement and HOV Project** replaces the SR 520 roadway, floating bridge approaches, and floating bridge between I-5 and the eastern shore of Lake Washington. This project spans 5.2 miles of the SR 520 corridor.
- **Medina to SR 202: Eastside Transit and HOV Project** completes and improves the transit and HOV system from Evergreen Point Road to the SR 202 interchange in Redmond. This project spans 8.6 miles of the SR 520 corridor.
- **Pontoon Construction Project** involves constructing the pontoons needed to restore the Evergreen Point Bridge in the event of a catastrophic failure and storing those pontoons until needed.
- **Lake Washington Congestion Management Project**, through a grant from the U.S. Department of Transportation, improves traffic using tolling, technology and traffic management, transit, and telecommuting.



The SR 520 Bridge Replacement and HOV Project Draft Environmental Impact Statement (EIS), published in August 2006, evaluated a 4-Lane Alternative, a 6-Lane Alternative, and a No Build Alternative. Since the Draft EIS was published, circumstances surrounding the SR 520 corridor have changed in several ways. These changes have resulted in decisions to forward advance planning for potential catastrophic failure of the Evergreen Point Bridge, respond to increased demand for transit service on the Eastside, and evaluate a new set of community-based designs for the Montlake area in Seattle.

To respond to these changes, the Washington State Department of Transportation (WSDOT) and the Federal Highway Administration (FHWA) initiated new projects to be evaluated in separate environmental documents. Improvements to the western portion of the SR 520 corridor – known as the I-5 to Medina: Bridge Replacement and HOV Project (the *I-5 to Medina project*) – are being evaluated in a Supplemental Draft EIS (SDEIS); this discipline report is a part of that SDEIS. Project limits for this project extend from I-5 in Seattle to 92nd Avenue NE in Yarrow Point, where it transitions into the Medina to SR 202: Eastside Transit and HOV Project (the *Medina to SR 202 project*). Exhibit 3 shows the project vicinity.



Exhibit 3. Project Vicinity Map

## What are the project alternatives?

As noted above, the Draft EIS evaluated a 4-Lane Alternative, a 6-Lane Alternative (including three design options in Seattle), and a No Build Alternative. In 2006, following Draft EIS publication, Governor Gregoire identified the 6-Lane Alternative as the state's preference for the SR 520 corridor, but urged that the affected communities in Seattle develop a common vision for the western portion of the corridor. Accordingly, a mediation group convened at the direction of the state legislature to evaluate the corridor alignment for SR 520 through Seattle. The mediation group identified three 6-lane design options for SR 520 between I-5 and the floating span of the Evergreen Point Bridge; these options were documented in a Project Impact Plan (Parametrix 2008). The SDEIS evaluates the following:

- No Build Alternative
- 6-Lane Alternative
  - Option A
  - Option K
  - Option L



These alternatives and options are summarized below. The 4-Lane Alternative and the Draft EIS 6-lane design options have been eliminated from further consideration. More information on how the project has evolved since the Draft EIS was published in 2006, as well as more detailed information on the design options, is provided in the Description of Alternatives Discipline Report (WSDOT 2009c).

## What is the No Build Alternative?

Under the No Build Alternative, SR 520 would continue to operate between I-5 and Medina as it does today: as a 4-lane highway with nonstandard shoulders and without a bicycle/pedestrian path. (Exhibit 4 depicts a cross section of the No Build Alternative.) No new facilities would be added to SR 520 between I-5 and Medina, and none would be removed, including the unused R.H. Thomson Expressway ramps near the Washington Park Arboretum. WSDOT would continue to manage traffic using its existing transportation demand management and intelligent transportation system strategies.

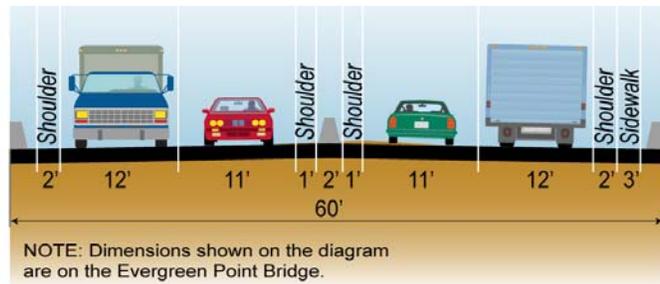


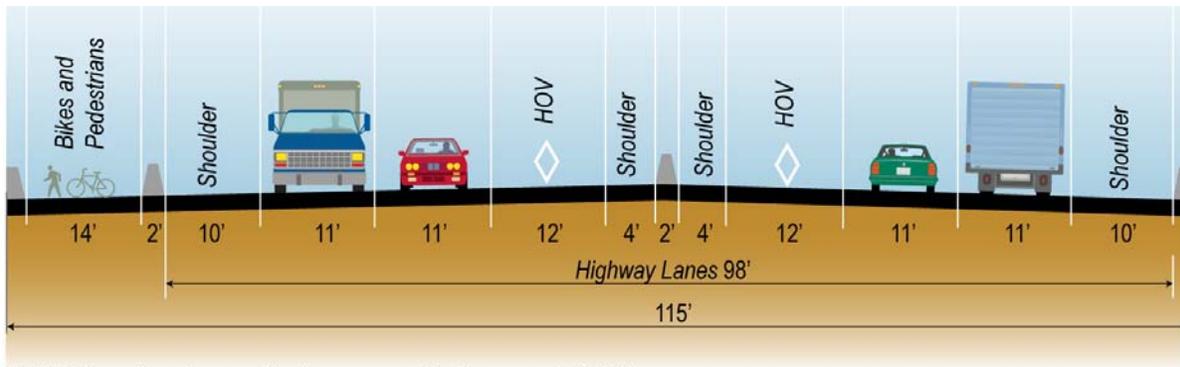
Exhibit 4. No Build Alternative Cross Section

The No Build Alternative assumes that the Portage Bay and Evergreen Point bridges would remain standing and functional through 2030 and that no catastrophic events, such as earthquakes or extreme storms, would cause major damage to the bridges. The No Build Alternative also assumes completion of the Medina to SR 202 project as well as other regionally planned and programmed transportation projects. The No Build Alternative provides a baseline against which project analysts can measure and compare the effects of each 6-Lane Alternative build option.

## What is the 6-Lane Alternative?

The 6-Lane Alternative would complete the regional HOV connection (3+ HOV occupancy) across SR 520. This alternative would include six lanes (two 11-foot-wide outer general-purpose lanes and one 12-foot-wide inside HOV lane in each direction), with 4-foot-wide inside and 10-foot-wide outside shoulders (Exhibit 5). The proposed width of the roadway would be approximately 18 feet narrower than the one described in the Draft EIS, reflecting public comment from local communities and the City of Seattle.





NOTE: Dimensions shown on the diagram are on the Evergreen Point Bridge.

Exhibit 5. 6-Lane Alternative Cross Section

SR 520 would be rebuilt from I-5 to Evergreen Point Road in Medina and restriped and reconfigured from Evergreen Point Road to 92nd Avenue NE in Yarrow Point. A 14-foot-wide bicycle/pedestrian path would be built along the north side of SR 520 through the Montlake area and across the Evergreen Point Bridge, connecting to the regional path on the Eastside. A bridge maintenance facility and dock would be built underneath the east approach to the Evergreen Point Bridge.

The sections below describe the the 6-Lane Alternative and design options in each of the three geographical areas the project would encompass.

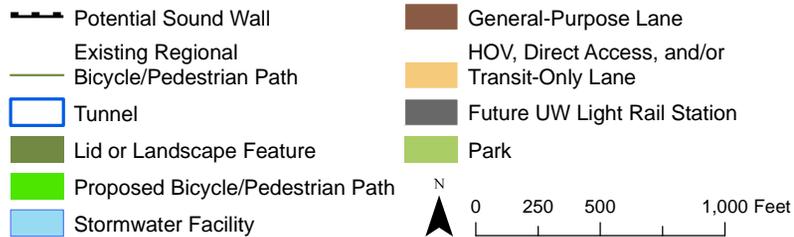
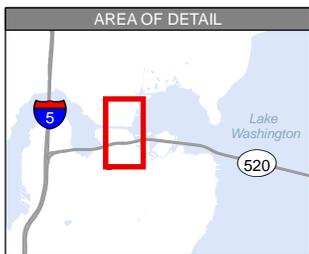
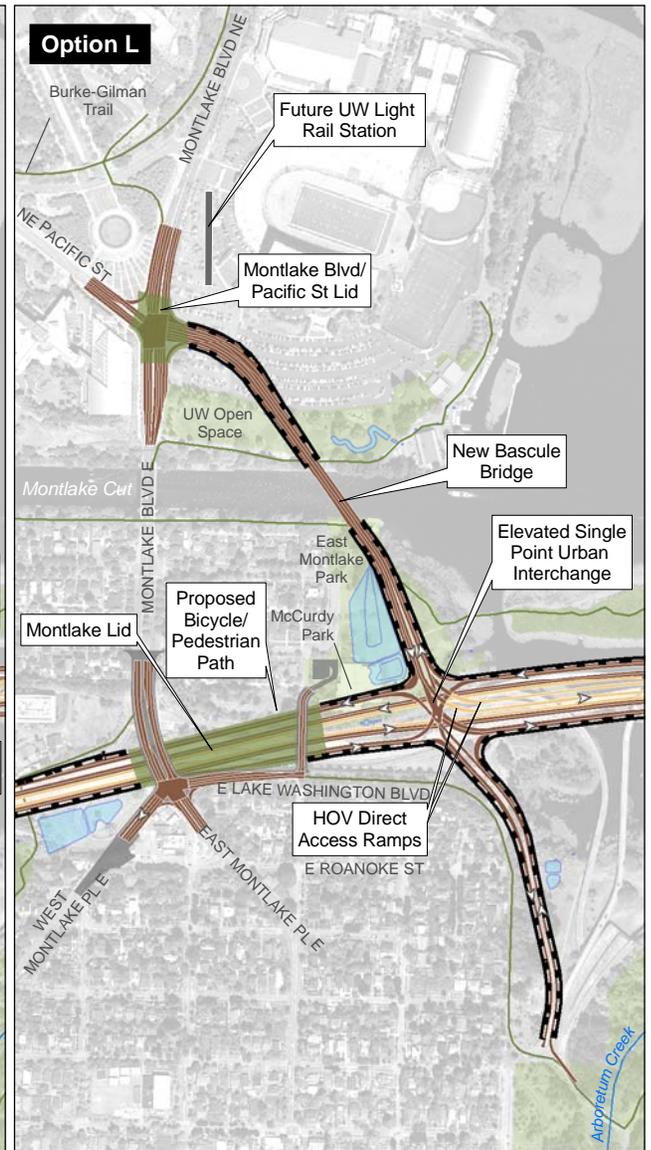
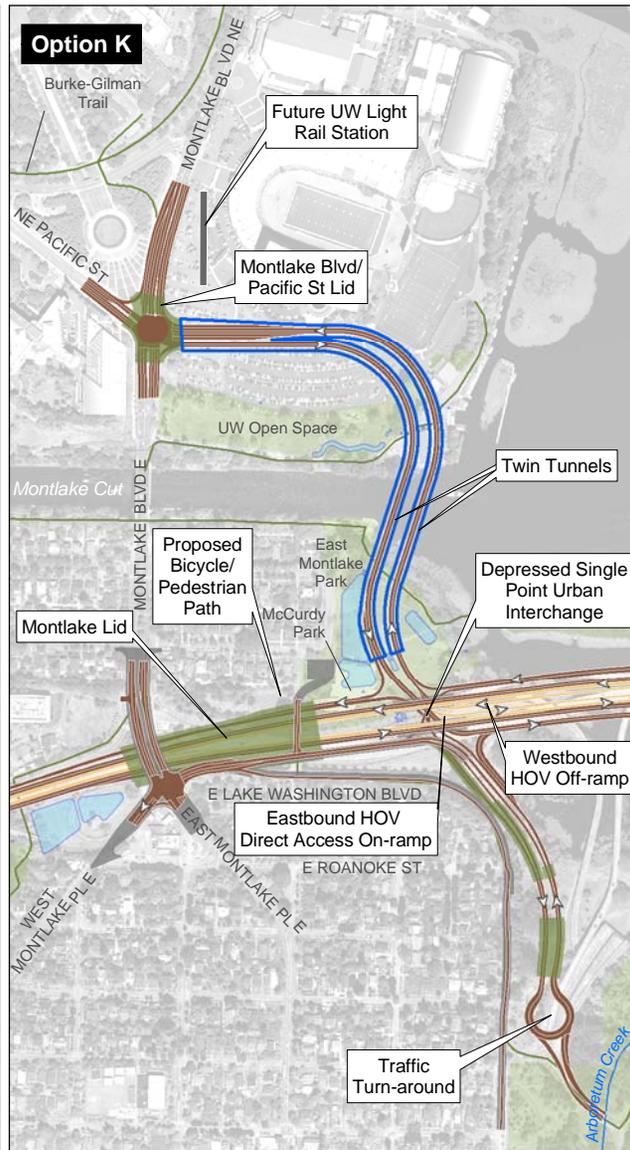
## Seattle

### Elements Common to the 6-Lane Alternative Options

SR 520 would connect to I-5 in a configuration similar to the way it connects today. Improvements to the I-5/SR 520 interchange would include a new reversible HOV ramp connecting the new SR 520 HOV lanes to existing I-5 reversible express lanes. WSDOT would replace the Portage Bay Bridge and the Evergreen Point Bridge (including the west approach and floating span), as well as the existing local street bridges across SR 520. New stormwater facilities would be constructed for the project to provide stormwater retention and treatment. The project would include landscaped lids across SR 520 at I-5, 10th Avenue East and Delmar Drive East, and in the Montlake area to help reconnect the communities on either side of the roadway. The project would also remove the Montlake freeway transit station.

The most substantial differences among the three options are the interchange configurations in the Montlake and University of Washington areas. Exhibit 6 depicts these key differences in interchange





Source: King County (2006) Aerial Photo, King County (2005) GIS Data (Streams), City of Seattle (1994) GIS Data (Bike/Ped Trail), Seattle Bicycle Map (2008) GIS Data (Bike/Ped Trail) CH2M HILL (2008) GIS Data (Park). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.



**Exhibit 6. Options A, K, and L: Montlake and University of Washington Areas**

I-5 to Medina: Bridge Replacement and HOV Project

configurations, and the following text describes elements unique to each option.

### Option A

Option A would replace the Portage Bay Bridge with a new bridge that would include six lanes (four general-purpose lanes, two HOV lanes) plus a westbound auxiliary lane. WSDOT would replace the existing interchange at Montlake Boulevard East with a new, similarly configured interchange that would include a transit-only off-ramp from westbound SR 520 to northbound Montlake Boulevard. The Lake Washington Boulevard ramps and the median freeway transit stop near Montlake Boulevard East would be removed, and a new bascule bridge (i.e., drawbridge) would be added to Montlake Boulevard NE, parallel to the existing Montlake Bridge. SR 520 would maintain a low profile through the Washington Park Arboretum and flatten out east of Foster Island, before rising to the west transition span of the Evergreen Point Bridge. Citizen recommendations made during the mediation process defined this option to include sound walls and/or quieter pavement, subject to neighborhood approval and WSDOT's reasonability and feasibility determinations.

Suboptions for Option A would include adding an eastbound SR 520 on-ramp and a westbound SR 520 off-ramp to Lake Washington Boulevard, creating an intersection similar to the one that exists today but relocated northwest of its current location. The suboption would also include adding an eastbound direct access on-ramp for transit and HOV from Montlake Boulevard East, and providing a constant slope profile from 24th Avenue East to the west transition span.

Is it a highrise or a transition span?



A transition span is a bridge span that connects the fixed approach bridge to the floating portion of the bridge. The Evergreen Point Bridge has two transition spans, one at the west end of the floating bridge transitioning traffic on and off of the west approach, and one on the east end of the floating bridge transitioning traffic on and off of the east approach. These spans are often referred to as the "west highrise" (shown) and the "east highrise" during the daily traffic report, and the west highrise even has a traffic camera mounted on it.

Today's highrises have two characteristics—large overhead steel trusses and navigation channels below the spans where boat traffic can pass underneath the Evergreen Point Bridge. The new design for the floating bridge would not include overhead steel trusses on the transition spans, which would change the visual character of the highrise. For the SDEIS, highrise and transition span are often used interchangeably to refer to the area along the bridge where the east and west approach bridges transition to the floating bridge.



### Option K

Option K would also replace the Portage Bay Bridge, but the new bridge would include four general-purpose lanes and two HOV lanes with no westbound auxiliary lane. In the Montlake area, Option K would remove the existing Montlake Boulevard East interchange and the Lake Washington Boulevard ramps and replace their functions with a depressed, single-point urban interchange (SPUI) at the Montlake shoreline. Two HOV direct-access ramps would serve the new interchange, and a tunnel under the Montlake Cut would move traffic from the new interchange north to the intersection of Montlake Boulevard NE and NE Pacific Street. SR 520 would maintain a low profile through Union Bay, make landfall at Foster Island, and remain flat before rising to the west transition span of the Evergreen Point Bridge. A land bridge would be constructed over SR 520 at Foster Island. Citizen recommendations made during the mediation process defined this option to include only quieter pavement for noise abatement, rather than the sound walls that were included in the 2006 Draft EIS. However, because quieter pavement has not been demonstrated to meet all FHWA and WSDOT avoidance and minimization requirements in tests performed in Washington State, it cannot be considered as noise mitigation under WSDOT and FHWA criteria. As a result, sound walls could be included in Option K. The decision to build sound walls depends on neighborhood interest, the findings of the Noise Discipline Report (WSDOT 2009d), and WSDOT's reasonability and feasibility determinations.

A suboption for Option K would include constructing an eastbound off-ramp to Montlake Boulevard East configured for right turns only.

### Option L

Under Option L, the Montlake Boulevard East interchange and the Lake Washington Boulevard ramps would be replaced with a new, elevated SPUI at the Montlake shoreline. A bascule bridge (drawbridge) would span the east end of the Montlake Cut, from the new interchange to the intersection of Montlake Boulevard NE and NE Pacific Street. This option would also include a ramp connection to Lake Washington Boulevard and two HOV direct-access ramps providing service to and from the new interchange. SR 520 would maintain a low, constant slope profile from 24th Avenue East to just west of the west transition span of the floating bridge. Noise mitigation identified for this option would include sound walls as defined in the Draft EIS.



Suboptions for Option L would include adding a left-turn movement from Lake Washington Boulevard for direct access to SR 520 and adding capacity on northbound Montlake Boulevard NE to NE 45th Street.

## **Lake Washington**

### **Floating Bridge**

The floating span would be located approximately 190 feet north of the existing bridge at the west end and 160 feet north at the east end (Exhibit 7). Rows of three 10-foot-tall concrete columns would support the roadway above the pontoons, and the new spans would be approximately 22 feet higher than the existing bridge. A 14-foot-wide bicycle/pedestrian path would be located on the north side of the bridge.

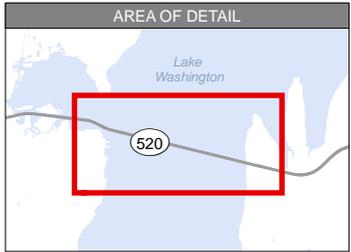
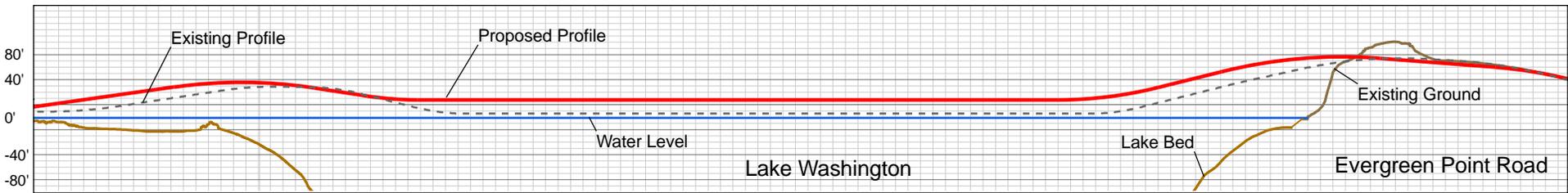
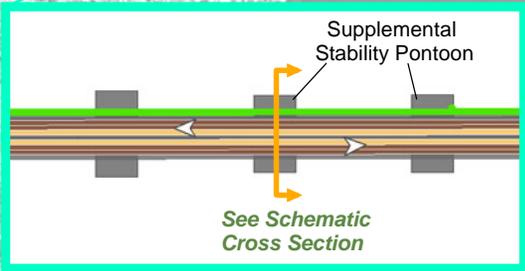
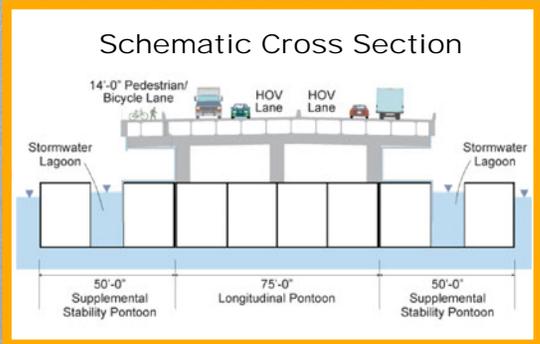
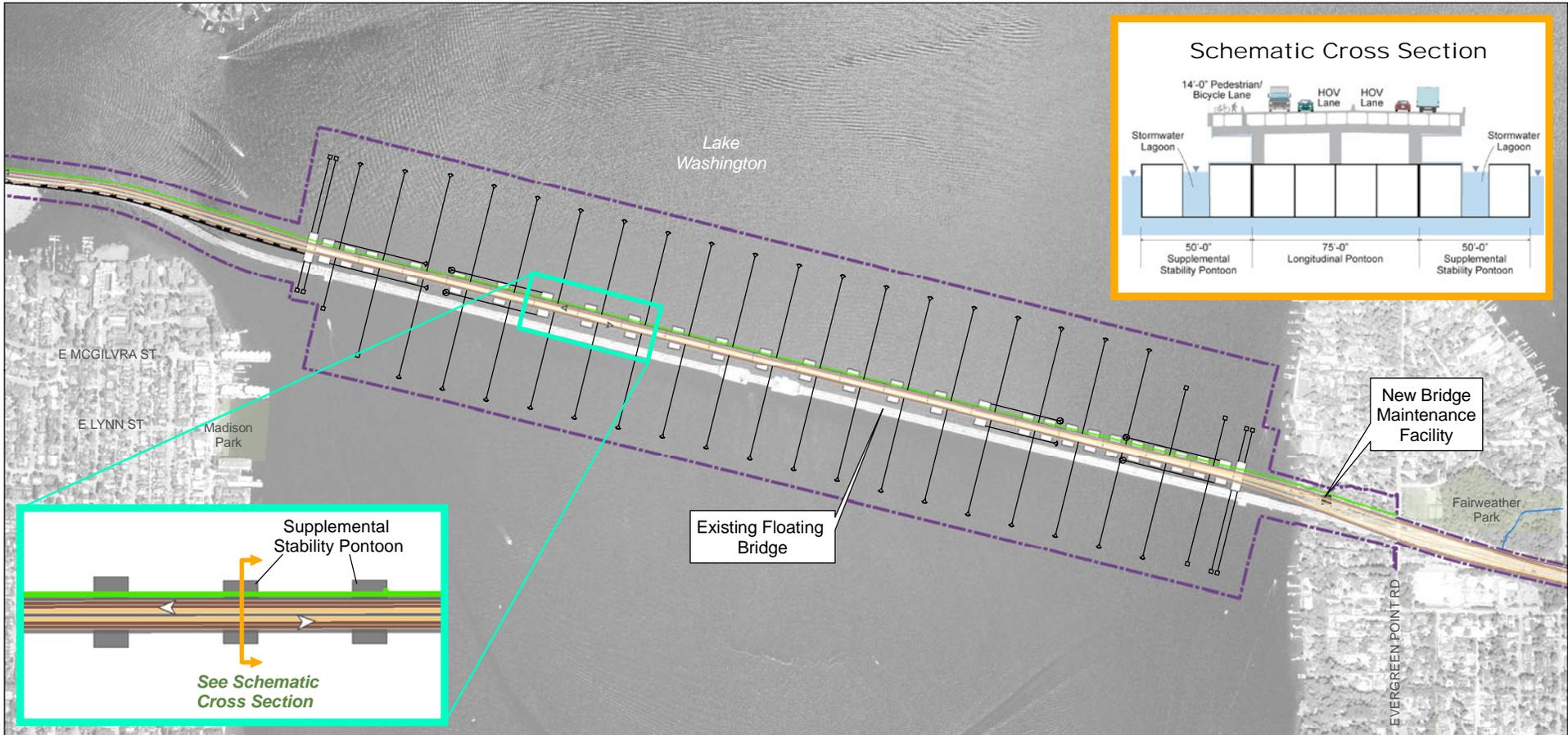
The design for the new 6-lane floating bridge includes 21 longitudinal pontoons, two cross pontoons, and 54 supplemental stability pontoons. A single row of 75-foot-wide by 360-foot-long longitudinal pontoons would support the new floating bridge. One 240-foot-long by 75-foot-wide cross-pontoon at each end of the bridge would be set perpendicularly to the longitudinal pontoons. The longitudinal pontoons would be bolstered by the smaller supplemental stability pontoons on each side for stability and buoyancy. The longitudinal pontoons would not be sized to carry future high-capacity transit (HCT), but would be equipped with connections for additional supplemental stability pontoons to support HCT in the future. As with the existing floating bridge, the floating pontoons for the new bridge would be anchored to the lake bottom to hold the bridge in place.

Near the east approach bridge, the roadway would be widened to accommodate transit ramps to the Evergreen Point Road transit stop. Exhibit 7 shows the alignment of the floating bridge, the west and east approaches, and the connection to the east shore of Lake Washington.

### **Bridge Maintenance Facility**

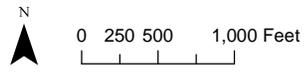
Routine access, maintenance, monitoring, inspections, and emergency response for the floating bridge would be based out of a new bridge maintenance facility located underneath SR 520 between the east shore of Lake Washington and Evergreen Point Road in Medina. This bridge





- Anchor and Cable
- Pontoons
- Limits of Construction
- Proposed Bicycle/Pedestrian Path
- General-Purpose Lanes
- HOV, Direct Access, and/or Transit-Only Lane

Park



Source: King County (2006) Aerial Photo, CH2M HILL (2008) GIS Data (Park). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

**Exhibit 7. 6-Lane Alternative at the Evergreen Point Bridge (Common to All Options)**  
 I-5 to Medina: Bridge Replacement and HOV Project

maintenance facility would include a working dock, an approximately 7,200-square-foot maintenance building, and a parking area.

### Eastside Transition Area

The I-5 to Medina project and the Medina to SR 202 project overlap between Evergreen Point Road and 92nd Avenue NE in Yarrow Point. Work planned as part of the I-5 to Medina project between Evergreen Point Road and 92nd Avenue NE would include moving the Evergreen Point Road transit stop west to the lid (part of the Medina to SR 202 project) at Evergreen Point Road, adding new lane and ramp striping from the Evergreen Point lid to 92nd Avenue NE, and moving and realigning traffic barriers as a result of the new lane striping. The restriping would transition the I-5 to Medina project improvements into the improvements to be completed as part of the Medina to SR 202 project.

### Pontoon Construction and Transport

If the floating portion of the Evergreen Point Bridge does not fail before its planned replacement, WSDOT would use the pontoons constructed and stored as part of the Pontoon Construction Project in the I-5 to Medina project. Up to 11 longitudinal pontoons built and stored in Grays Harbor as part of the Pontoon Construction Project would be towed from a moorage location in Grays Harbor to Puget Sound for outfitting (see the sidebar to the right for an explanation of pontoon *outfitting*). All outfitted pontoons, as well as the remaining pontoons stored at Grays Harbor would be towed to Lake Washington for incorporation into the floating bridge. Towing would occur as weather permits during the months of March through October. Exhibit 8 illustrates the general towing route from Grays Harbor to Lake Washington, and identifies potential outfitting locations.

#### What is Outfitting?

Pontoon outfitting is a process by which the columns and elevated roadway of the bridge are built directly on the surface of the pontoon.

The I-5 to Medina project would build an additional 44 pontoons needed to complete the new 6-lane floating bridge. The additional pontoons could be constructed at the existing Concrete Technology Corporation facility in Tacoma, and/or at a new facility in Grays Harbor that is also being developed as part of the Pontoon Construction Project. The new supplemental stability pontoons would be towed from the construction location to Lake Washington for incorporation into the floating bridge. For additional information about pontoon construction, please see the Construction Techniques Discipline Report (WSDOT 2009e).





Exhibit 8. Possible Towing Route and Pontoon Outfitting Locations

## Would the project be built all at once or in phases?

Revenue sources for the I-5 to Medina project would include allocations from various state and federal sources and from future tolling, but there remains a gap between the estimated cost of the project and the revenue available to build it. Because of these funding limitations, there is a strong possibility that WSDOT would construct the project in phases over time.

If the project is phased, WSDOT would first complete one or more of those project components that are vulnerable to earthquakes and windstorms; these components include the following:

- The floating portion of the Evergreen Point Bridge, which is vulnerable to windstorms. This is the highest priority in the corridor because of the frequency of severe storms and the high associated risk of catastrophic failure.
- The Portage Bay Bridge, which is vulnerable to earthquakes. This is a slightly lower priority than the floating bridge because the frequency of severe earthquakes is significantly less than that of severe storms.



- The west approach of the Evergreen Point Bridge, which is vulnerable to earthquakes (see comments above for the Portage Bay Bridge).

Exhibit 9 shows the vulnerable portions of the project that would be prioritized, as well as the portions that would be constructed later. The vulnerable structures are collectively referred to in the SDEIS as the Phased Implementation scenario. It is important to note that, while the new bridge(s) might be the only part of the project in place for a certain period of time, WSDOT's intent is to build a complete project that meets all aspects of the purpose and need.

The Phased Implementation scenario would provide new structures to replace the vulnerable bridges in the SR 520 corridor, as well as limited transitional sections to connect the new bridges to existing facilities. This scenario would include stormwater facilities, noise mitigation, and the regional bicycle/pedestrian path, but lids would be deferred until a subsequent phase. WSDOT would develop and implement all mitigation needed to satisfy regulatory requirements.

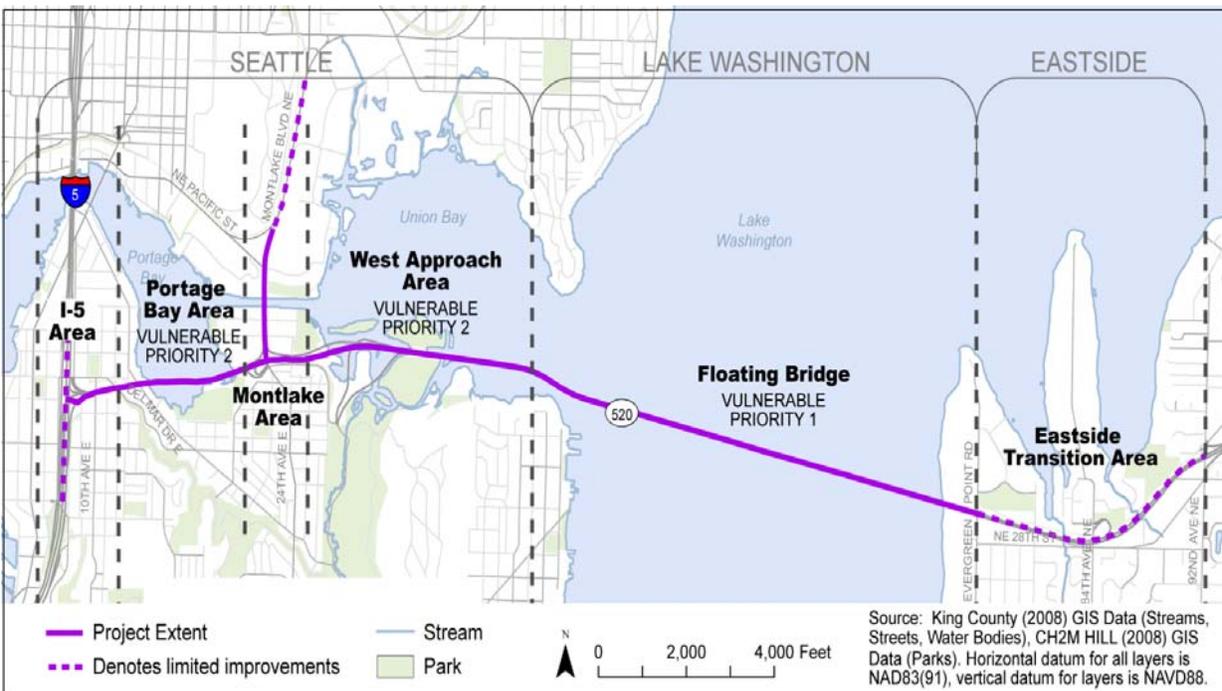


Exhibit 9. Geographic Areas along SR 520 and Project Phasing

To address the potential for phased project implementation, the SDEIS evaluates the Phased Implementation scenario separately as a subset of the "full build" analysis. The evaluation focuses on how the effects of



phased implementation would differ from those of full build and on how constructing the project in phases might have different effects from constructing it all at one time. Impact calculations for the physical effects of phased implementation (for example, acres of wetlands and parks affected) are presented alongside those for full build where applicable.





# Affected Environment

## How was the information collected?

The land use analysts identified the existing land uses from King County Assessor's data (2009) and then conducted a field survey of the study area to verify these land uses. The study area includes Seattle and the Points communities of Medina, Hunts Point, Clyde Hill, and Yarrow Point. The analysts gathered information about potential future land uses by reviewing the applicable land use and transportation plans, comprehensive plans, zoning codes, shoreline master programs, and critical area ordinances for the affected jurisdictions. The analysts obtained demographic and housing information from the 2000 U.S. Census (and updated in 2008) (U.S. Bureau of the Census 2008), the most recent comprehensive U.S. census data available.

The economics analyst reviewed the following information:

- Historic and forecasted population, housing, and employment data from the Puget Sound Regional Council (PSRC) (2006)
- Unemployment data for the City of Seattle, King County, Washington State, and the United States obtained from the U.S. Bureau of Labor Statistics (BLS) (2008a and b)
- Household income data for cities within the study area and King County from City-Data (2008); state-level income data from the Office of Financial Management: State of Washington (2008)
- Local economy data from City-Data (2008), Enterprise Seattle (2008), City of Seattle (2009), and City of Medina (2009)

The economics analyst reviewed county-level data if local data were unavailable.

## What are the existing land uses in the study area?

The study area for land use analysis encompasses 500 feet from the I-5 to Medina project footprint. Seattle and the Points communities are urbanized and have minimal vacant land available for development, especially in the study area. Single-family and multifamily residential



uses, park/open space uses, and civic and quasipublic uses occupy most of the land adjacent to SR 520, but the area also includes a few commercial uses.

## SR 520 Corridor

### Seattle

In Seattle, the study area includes the Eastlake, Roanoke/Portage Bay, North Capitol Hill, Montlake, University District (including the University of Washington), and Madison Park neighborhoods. The following subsections summarize existing land uses in these neighborhoods. Exhibit 10 shows the location of these neighborhoods and their existing land uses. The Social Discipline Report (WSDOT 2009f) discusses each neighborhood in the project vicinity in more detail.

### Eastlake

The Eastlake neighborhood is located west of I-5 and the I-5/SR 520 interchange. Eastlake is a mixture of single-family and multifamily structures. Eastlake Avenue East forms a linear commercial area through the neighborhood. Rogers Playground is located between Eastlake Avenue East and I-5.

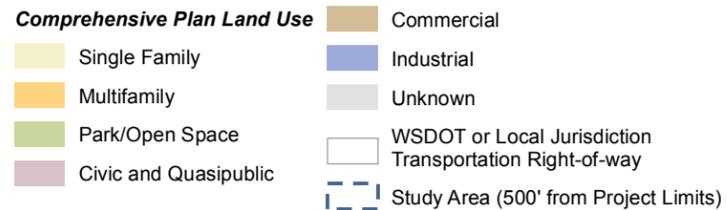
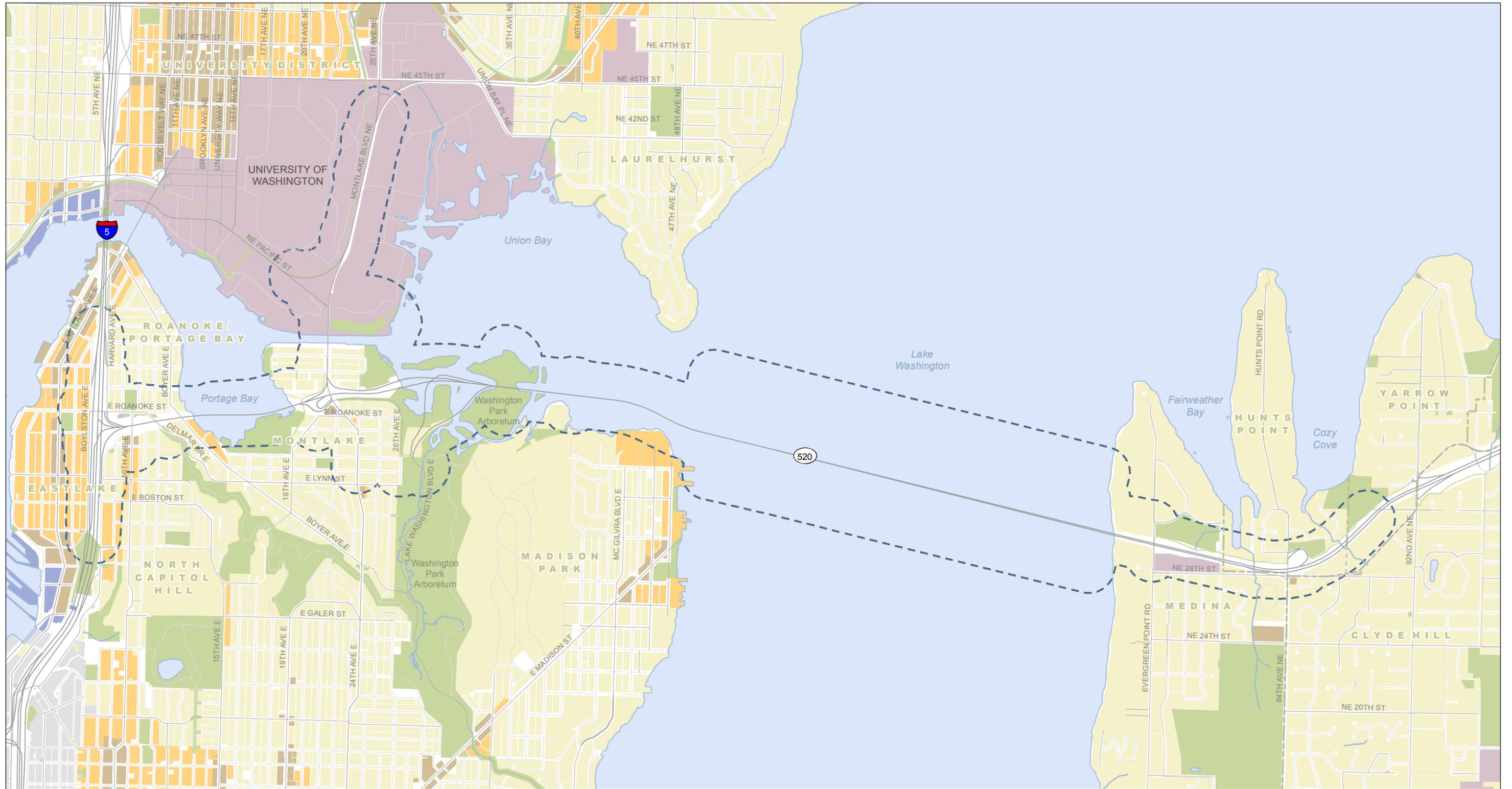


View looking west toward the SR 520/I-5 interchange, which is out of view. The Montlake neighborhood is on the left and right (foreground). The North Capitol Hill neighborhood is on the left (background) and the Roanoke/Portage Bay neighborhood is on the right (background).

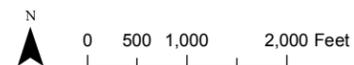
### Roanoke/Portage Bay

The Roanoke/Portage Bay neighborhood on the east side of I-5 and north of SR 520 consists almost completely of single-family and multifamily residential land uses. Some isolated commercial land uses (retail stores and restaurants) exist, mainly on Boyer Avenue East and Fuhrman Avenue East. Roanoke Park is located near I-5 on East Roanoke Street. A City of Seattle fire station is also located on East





Source: City of Seattle Comprehensive Plan (2003) GIS Data (CompPlan), City of Bellevue Comprehensive Plan (1993), City of Clyde Hill Comprehensive Plan (2002), City of Medina Comprehensive Plan (2002), King County (2005) GIS Data (Streams and Streets), King County (2007) GIS Data (Waterbody), and CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.



**Exhibit 10. Existing Land Use**

I-5 to Medina: Bridge Replacement and HOV Project



Roanoke Street immediately north of SR 520. Boyer Avenue East connects the neighborhood to the Montlake neighborhood and provides access to SR 520. Mixed land uses along Boyer Avenue East include houseboats on Portage Bay, the Queen City Yacht Club with 229 dock slips, and the Portage Bayshore Condominiums with 15 dock slips.

### **North Capitol Hill**

North Capitol Hill is a densely populated urban neighborhood consisting of primarily single-family and multifamily residential land uses. North Capitol Hill contains one of the anchor districts of the larger Capitol Hill neighborhood, with concentrations of cultural facilities, businesses, schools, and open space. Tenth Avenue East is the major north-south arterial providing access to I-5 and SR 520. There is a commercial node along 10th Avenue East south of SR 520.

### **Montlake**

The Montlake neighborhood is located between Portage Bay and the Washington Park Arboretum. As shown in Exhibit 10, it is divided into two parts by SR 520. Montlake Boulevard/24th Avenue East is the main arterial, connecting Montlake to the University of Washington, SR 520, and downtown neighborhoods.



View looking east toward the Montlake Boulevard interchange. The Montlake neighborhood is located on both sides of the interchange. Lake Washington and the Eastside (Kirkland on the left and Medina on the right) are in the background.

North of SR 520 and west of Montlake Boulevard on Portage Bay are the Seattle Yacht Club, which has 271 slips, and the National Oceanic and Atmospheric Administration (NOAA) Northwest Fisheries Science Center. The Museum of History and Industry (MOHAI) is located east of Montlake Boulevard and north of SR 520. MOHAI and its 150-stall parking lot straddles the property line between East Montlake Park and McCurdy Park. MOHAI contains more than 60,000 square feet, with more than 30,000 square feet of public exhibits.



South of SR 520 from west to east are the Seattle Preparatory School on Delmar Drive East, the Montlake Playfield on Portage Bay, a small grocery store and the Montlake 76 gas service station directly south of SR 520 at the Montlake Boulevard interchange, and the Washington Park Arboretum.

### **University of Washington and University District**

North of the Montlake Cut, the University of Washington Medical Center and Husky Stadium prominently mark the southern reaches of the University of Washington campus and the southeast portion of the University District. This area is densely developed with campus buildings, housing, and businesses. Montlake Boulevard NE fronts the university's sports complexes, including Husky Stadium. The University of Washington Link light rail station is currently under construction at the southwest corner of Husky Stadium along Montlake Boulevard. East of Montlake Boulevard north of the Montlake Cut is an area of open space, the University of Washington's Canoe House, and the University of Washington's Waterfront Activities Center. North of these uses are two parking lots with approximately 1,175 parking stalls that are used for students and employees and for events at the sporting complexes.

### **Washington Park Arboretum and Foster Island**

East of the Montlake neighborhood is the 193-acre Washington Park Arboretum, managed cooperatively by Seattle Parks and Recreation and the University of Washington for recreational and educational uses. The Washington Park Arboretum contains more than 40,000 trees, shrubs, and vines, consisting of more than 4,600 cultivated species from around the world. These include 750 species collected in the wild and 139 plants on the endangered species list. The public can view approximately 95 percent of these species.

SR 520 crosses the Washington Park Arboretum on Foster Island, a forested and marsh landscape with a grassy waterfront area that occupies the southern shore of Union Bay. The waterway surrounding the island consists of wetlands and open-water channels. The park provides designated non-motorized watercraft landings in the waterways with access to the Arboretum Waterfront Trail system.





View looking west across the Evergreen Point Bridge. The Madison Park neighborhood is on the left, Foster Island is in the middle, and the University of Washington is on the right.

### **Madison Park**

The residential neighborhood of Madison Park is east of the Washington Park Arboretum. Its west side encompasses the gated residential area of Broadmoor, which includes the Broadmoor Golf Club. Madison Park's land uses vary from large single-family residences near East Madison Street and Denny Blaine Park to shops, restaurants, and multifamily buildings at East Madison Street's northern end near the lakeshore. Single-family houses and multi-story residential buildings along the west shore of Lake Washington are the closest structures to SR 520.

### **Lake Washington**

Within the study area, structures within Lake Washington include the Evergreen Point Bridge, docks associated with residences, and multi-story residential buildings in the Madison Park neighborhood. Shoreline designations along Lake Washington are discussed in the "Shoreline Regulations" subsection of the "Would the project be consistent with state, regional, and local plans and development regulations?" section.

### **Eastside Transition Area**

As mentioned previously, the Eastside study area includes the Points communities of Medina, Hunts Point, Clyde Hill, and Yarrow Point. Exhibit 10 shows existing land uses for the Points communities.





View from Evergreen Point Bridge Looking East Toward Medina. Many single-family homes are waterfront or view properties.

- **Medina** occupies a peninsula projecting into Lake Washington and consists of single-family homes and a few commercial businesses. Most properties in Medina are semi-wooded and heavily landscaped. Construction of SR 520 in the 1960s split Medina into two portions. The highway separated the north portion from the larger southern portion except for a single bridge over SR 520 at Evergreen Point Road.
- **Hunts Point** is east of Medina on another peninsula extending into Lake Washington. Like Medina, Hunts Point consists mainly of single-family homes on large lots – it contains no commercial establishments and no multifamily dwellings. As in Medina, the construction of SR 520 split Hunts Point.
- **Clyde Hill**, which encompasses nearly 1 square mile of a hilltop that overlooks Lake Washington and Bellevue, is almost exclusively residential. Like other Points communities, Clyde Hill was split into two portions when SR 520 was constructed. A small area of commercial development is located on Points Drive NE near SR 520.
- **Yarrow Point** was incorporated in response to impending commercial development at the head of Yarrow Bay. Yarrow Point has a residential character similar to the other Points communities, with large houses on large lots. Yarrow Point includes only single-family residential land uses.

## Pontoon Production and Transport

Some of the pontoons required for a new six-lane floating bridge would be constructed as part of the I-5 to Medina project. Some of the required pontoons could be constructed at the CTC facility in Tacoma, and some could be constructed at a new facility in Grays Harbor being developed



as part of the Pontoon Construction Project. This site would operate as an industrial facility. The CTC facility in Tacoma is an operating industrial facility located in a large industrial park on the eastern edge of Commencement Bay.

## **What are the demographics of the study area?**

Exhibit 11 shows housing and population characteristics for the project vicinity from the 2000 U.S. Census and census data updated since the 2000 U.S. Census (U.S. Bureau of the Census 2008). The following provides some general information from this exhibit.

Of the Seattle neighborhoods in the project vicinity, Eastlake and the University District had a lower proportion of owner-occupied housing and lower average household incomes in 2000. The Montlake neighborhood had the highest percentage of owner-occupied housing and the highest average household income in 2000. Madison Park and North Capitol Hill had the highest median house value in 2000.

The Points communities are similar demographically. Exhibit 11 shows housing and population characteristics for the project vicinity from the 2000 U.S. Census and census data updated since the 2000 U.S. Census (U.S. Bureau of the Census 2008). Median household incomes are commonly twice those of Seattle neighborhoods and median home values are greater than those of Seattle.

## **What plans and development regulations would guide land use and transportation decisions within the study area?**

Local plans and development regulations guide land use and transportation decisions in the study area. This section discusses the plans (including their policies) and development regulations that would be relevant to the I-5 to Medina project. Attachment 1 contains a comprehensive list of pertinent countywide and state, regional, and local plans that contain policies related to SR 520.

The Washington State Growth Management Act (GMA) is a comprehensive framework for managing growth and coordinating land



use planning with infrastructure improvements. The planning goals outlined in the GMA guide the formulation of local comprehensive plans and development regulations. These planning goals include directing growth to urban areas, reducing sprawl, and encouraging efficient transportation systems. Local, county, and regional plans and development regulations must be consistent with the GMA.

## **Comprehensive Plans**

Growth management provides a clear link between transportation and land use planning. The true benefits of this linkage occur at the local level, when comprehensive plans are developed.

By creating a comprehensive plan, communities decide their land use and community vision for the future and the part transportation will play. The comprehensive plan is the starting point for any planning process and the centerpiece of local planning. Seattle, Medina, Hunts Point, Clyde Hill, and Yarrow Point all have comprehensive plans consistent with the GMA. These plans, which provide the overall policy guidance for future development, describe how the communities expect to accommodate planned growth (Attachment 1). Comprehensive plan designations in the study area are similar to the generalized zoning designations described in the following text and illustrated in Exhibit 12.

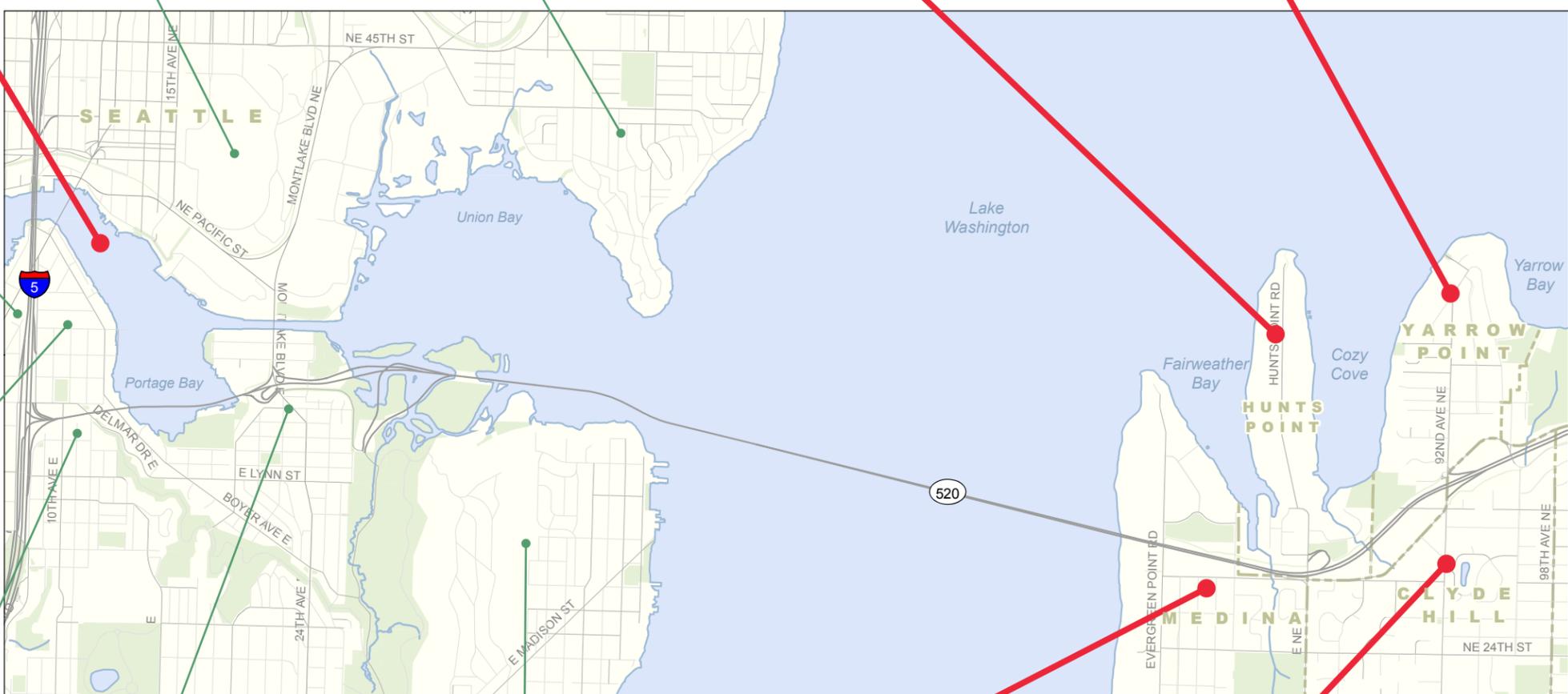
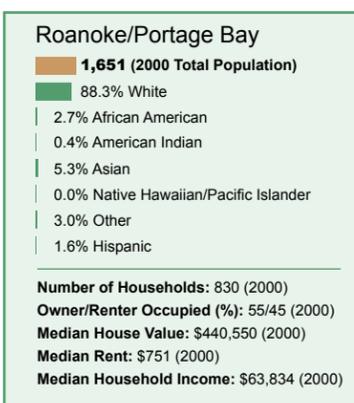
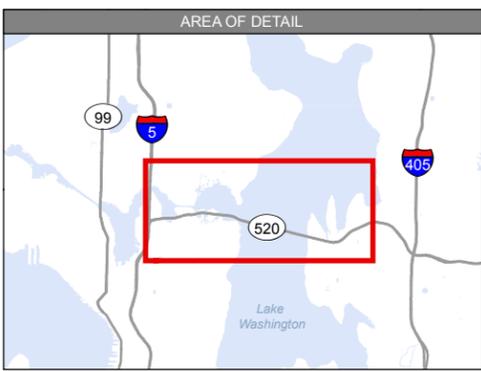
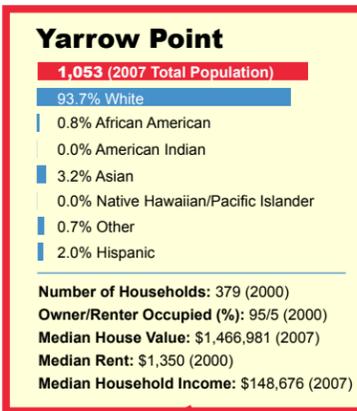
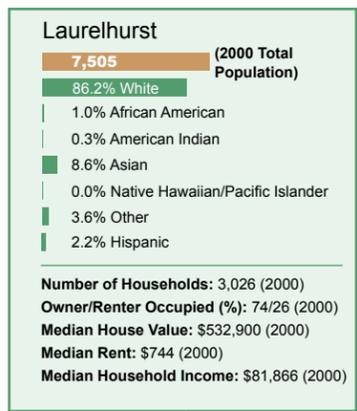
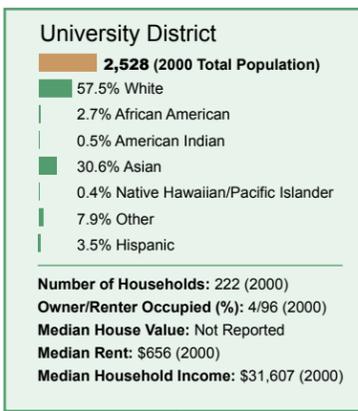
## **Development Regulations**

Development regulations are laws adopted by local governments to protect public health, safety, and welfare by establishing rules for using land. Development regulations also protect shorelines and sensitive natural features through critical area regulations.

## **Zoning**

Zoning regulations are land use regulations and procedures enacted by jurisdictions to create districts or zones that generally establish permitted and special uses within those zones that are consistent with and implement the jurisdiction's comprehensive plan. Land uses in each zone are typically regulated according to type, density, height, lot size, placement, and other development standards. Seattle, Medina, Hunts Point, Clyde Hill, and Yarrow Point all have enacted zoning regulations. Exhibit 12 shows the generalized zoning in the project vicinity.





Source: King County (2008) GIS Data (Streams, Streets, Water Bodies), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

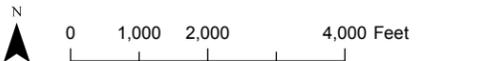
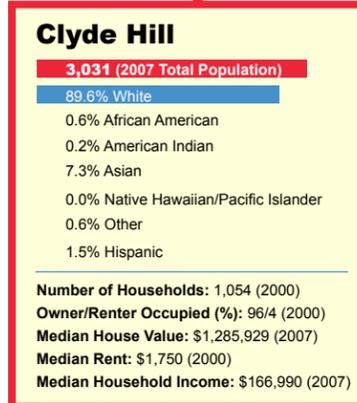
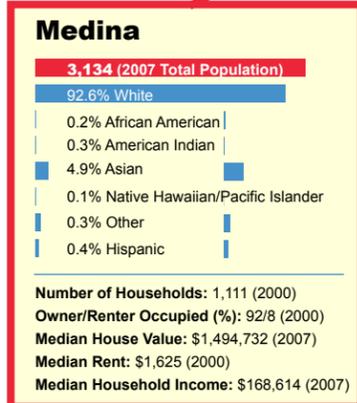
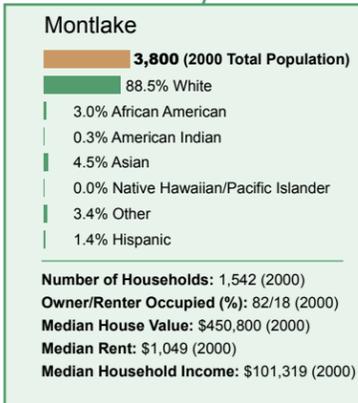
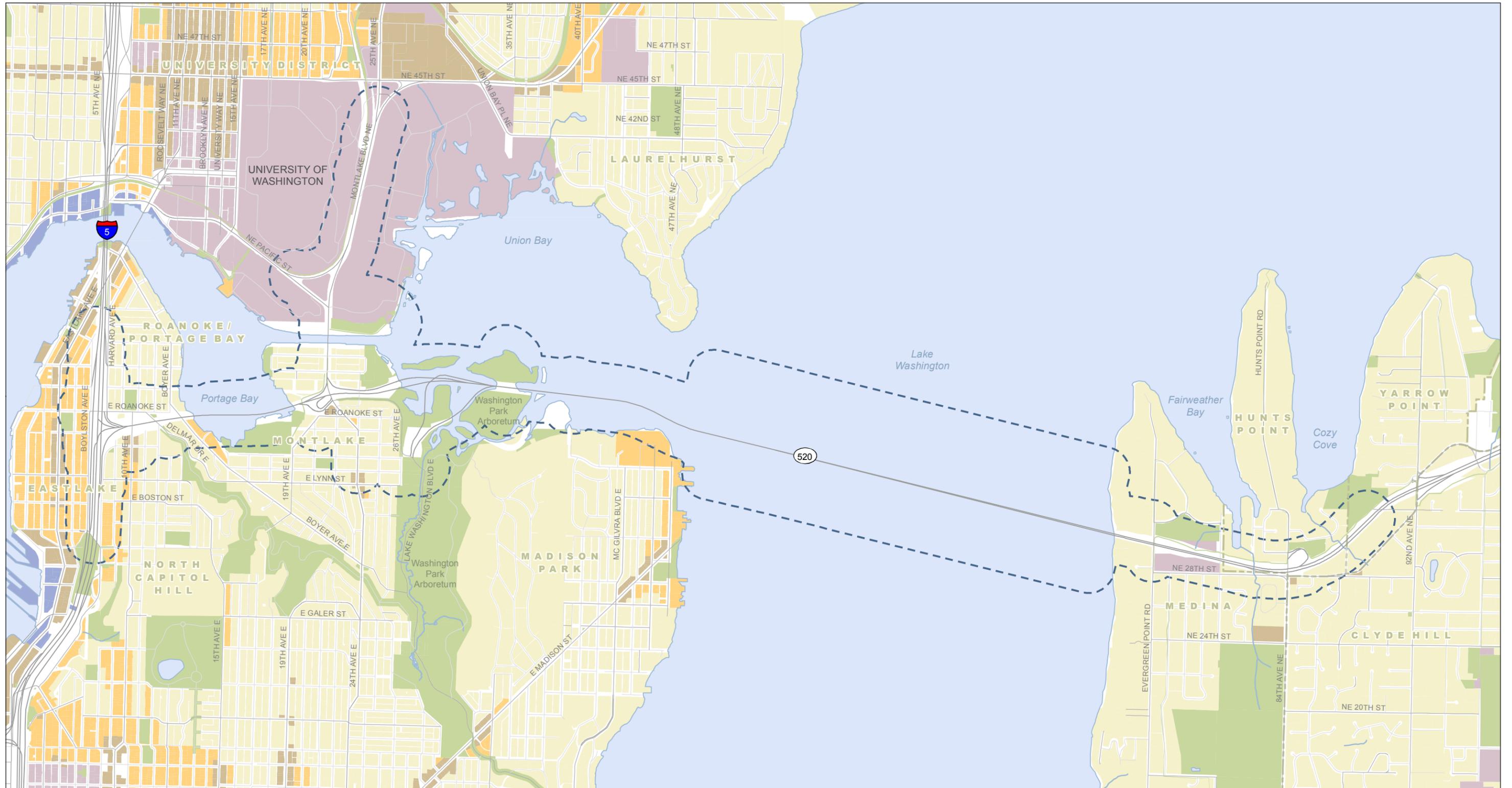


Exhibit 11. Housing and Population Characteristics of Cities and Neighborhoods in the Study Area  
 I-5 to Medina: Bridge Replacement and HOV Project





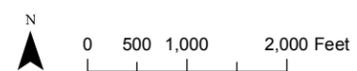
**Zoning**

- Single Family
- Multifamily
- Park/Open Space
- Civic and Quasipublic
- Commercial
- Industrial

WSDOT and Local Jurisdiction Transportation Right-of-way

Study Area (500' from Project Limits)

Source: City of Bellevue (2008) GIS Data (Zoning), City of Kirkland (2000) GIS Data (Zoning), City of Medina (2004) GIS Data (Zoning), City of Clyde Hill (1999) GIS Data (Zoning), City of Yarrow Point (2003) GIS Data (Zoning), King County (2005) GIS Data (Zoning, Streams and Streets), King County (2007) GIS Data (Water Body), and CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.



**Exhibit 12. Generalized Zoning**

I-5 to Medina: Bridge Replacement and HOV Project



## Shoreline Master Programs

Under the state's Shoreline Management Act (SMA), each city and county adopts a shoreline master program to guide development. Each program is based on state guidelines, but is tailored to the entity's specific needs. Local shoreline master programs combine plans (the vision and policies for shoreline's use and development) and regulations (the standards that shoreline projects must meet). The policies and regulations of the shoreline master programs applicable to the study area are located in Attachment 1.

### Seattle

The following identifies the applicable shoreline designations in the study area and describes each designation's purpose according to the Seattle Municipal Code. Exhibit 13 depicts where these shoreline designations apply in the study area:

- **CM – Conservancy Management.** *"The purpose of the CM shoreline environment is to conserve and manage areas for public purposes, recreational activities and fish migration routes. While the natural environment need not be maintained in a pure state, developments shall be designed to minimize adverse impacts to natural beaches, migratory fish routes and the surrounding community."*
- **CN – Conservancy Navigation.** *"The purpose of the CN Environment is to preserve open water for navigation."*
- **CP – Conservancy Preservation.** *"The purpose of the CP Environment is to preserve, protect, restore, or enhance certain areas which are particularly biologically or geologically fragile and to encourage the enjoyment of those areas by the public. Protection of such areas is in the public interest."*
- **CR – Conservancy Recreation.** *"The purpose of the CR shoreline environment is to protect areas for environmentally related purposes, such as public and private parks, aquaculture areas, residential piers, underwater recreational sites, fishing grounds, and migratory fish routes. While the natural environment is not maintained in a pure state, the activities to be carried on provided minimal adverse impact. The intent of the CR environment is to use the natural ecological system for production of food, for recreation, and to provide access by the public for recreational use of the shorelines. Maximum effort to preserve, enhance or restore the existing natural ecological, biological, or hydrological conditions shall be made in designing, developing, operating and maintaining recreational facilities."*



- **UR – Urban Residential.** *“The purpose of the UR environment is to protect residential areas.”*

### **Points Communities**

The following list summarizes the applicable shoreline designations for the Points communities, as shown in Exhibit 13:

- **Medina.** The shoreline designation within the study area is urban.
- **Hunts Point.** The shoreline designation within the study area is urban residential.
- **Clyde Hill and Yarrow Point.** Because the 6-Lane Alternative would be farther than 200 feet from the shoreline management areas in Clyde Hill and Yarrow Point, shoreline management requirements would not be triggered.

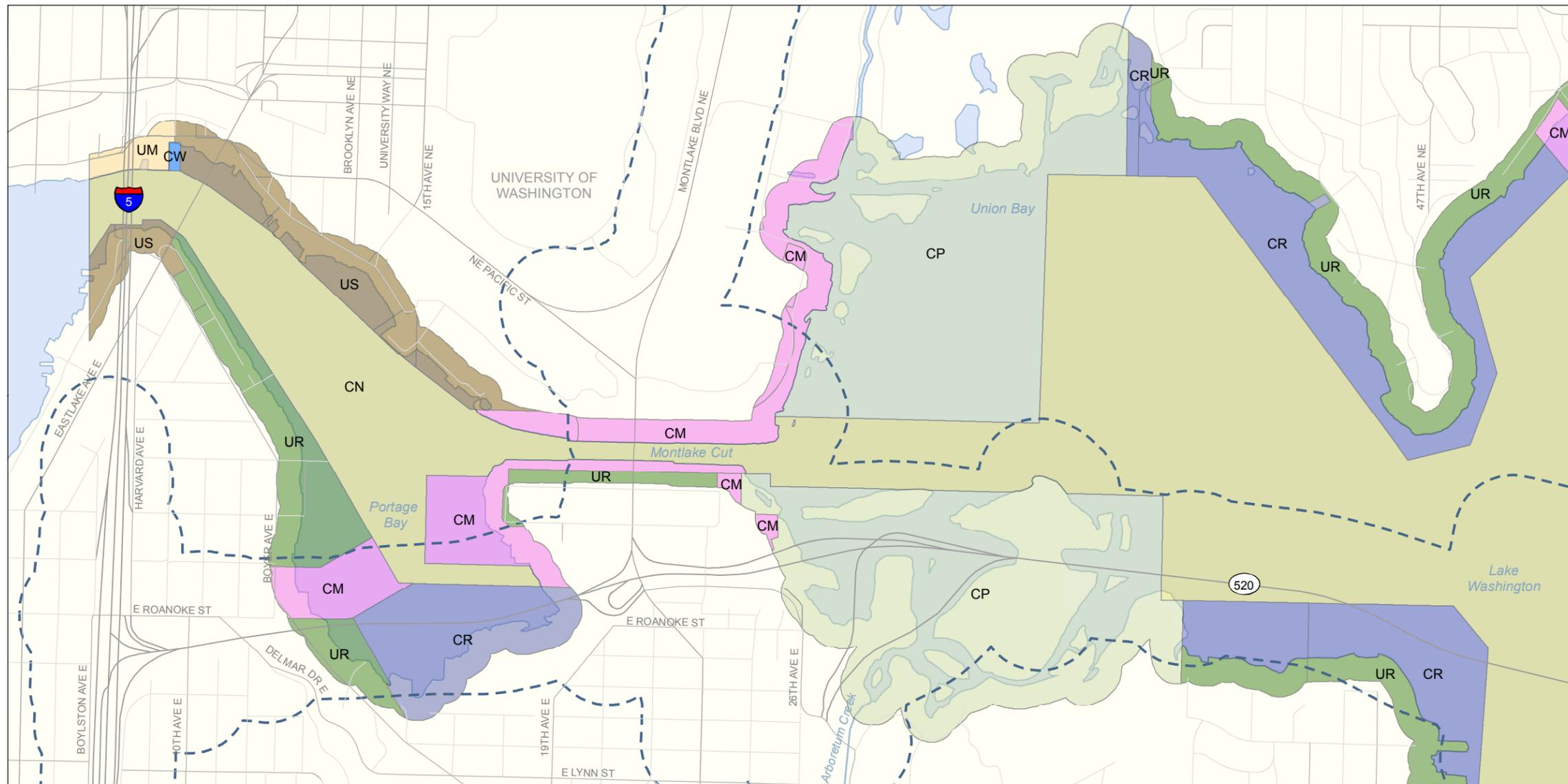
### **Environmentally Critical Areas**

Environmentally Critical Area development regulations in the study area help to ensure safe, stable, and compatible development to avoid adverse environmental effects and potential harm to properties, neighborhoods, and drainage basins.

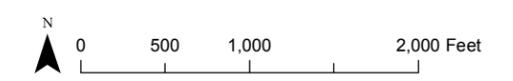
The City of Seattle adopted its Environmentally Critical Areas regulations in 1992 and updated them in 2006 and 2007. The Environmentally Critical Areas regulations identify portions of the study area as designated within the following critical areas (illustrated in Exhibits 14 and 15):

- Known Landslide Area
- Steep Slope Area
- Landslide-prone Area
- Liquefaction-prone Area
- Wetlands
  - L2AB (Lacustrine Littoral Aquatic Bed)
  - PEM (Palustrine Emergent)
  - PFO (Palustrine Forested)
  - PSS (Palustrine Scrub/Shrub)
- Historic Landfill
- Landfill Methane Buffer (1,000 feet from historic landfill with methane gases)
- Shoreline Habitat
- Riparian Corridor





- Shoreline Designation**
- Conservancy Environment (CE)
  - Conservancy Management (CM)
  - Conservancy Navigation (CN)
  - Conservancy Preservation (CP)
  - Conservancy Recreation (CR)
  - Urban Residential (UR)
  - Conservancy Waterway (CW)
  - Urban Marine (UM)
  - Urban Stable (US)
  - Water body
  - Study Area (500' from Project Limits)
  - City Limits



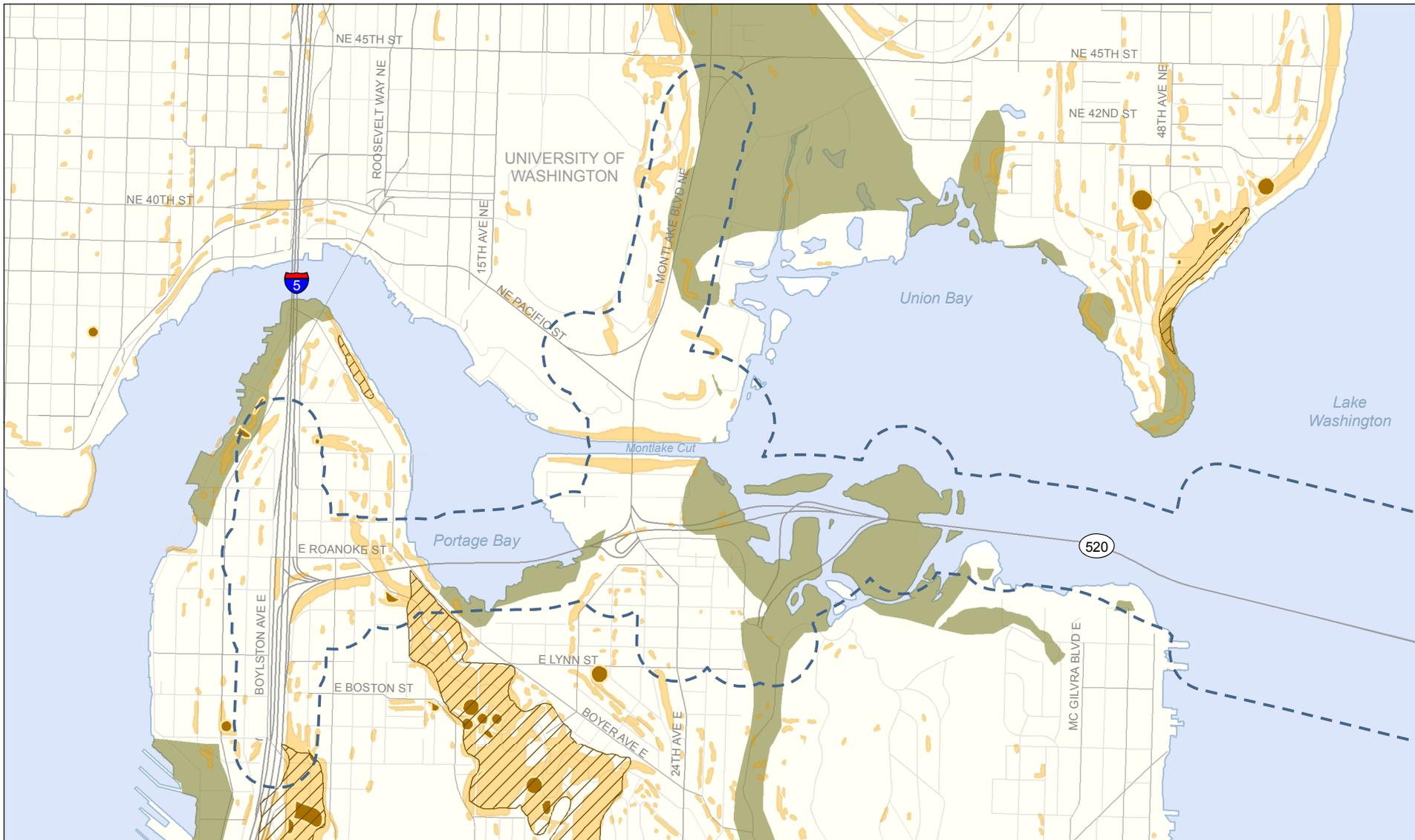
Source: City of Seattle (2008) GIS Data (Shoreline Designations), City of Medina (1994) Comprehensive Plan GIS Data (Shoreline Designations), City of Hunts Point (1975) Municipal Code GIS Data (Shoreline Designations) and King County (2005) GIS Data (Streams and Streets), King County (2007) GIS Data (Water Bodies), and CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.



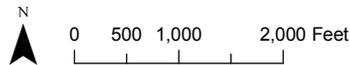
**Exhibit 13. Shoreline Designations in the Study Area**

I-5 to Medina: Bridge Replacement and HOV Project





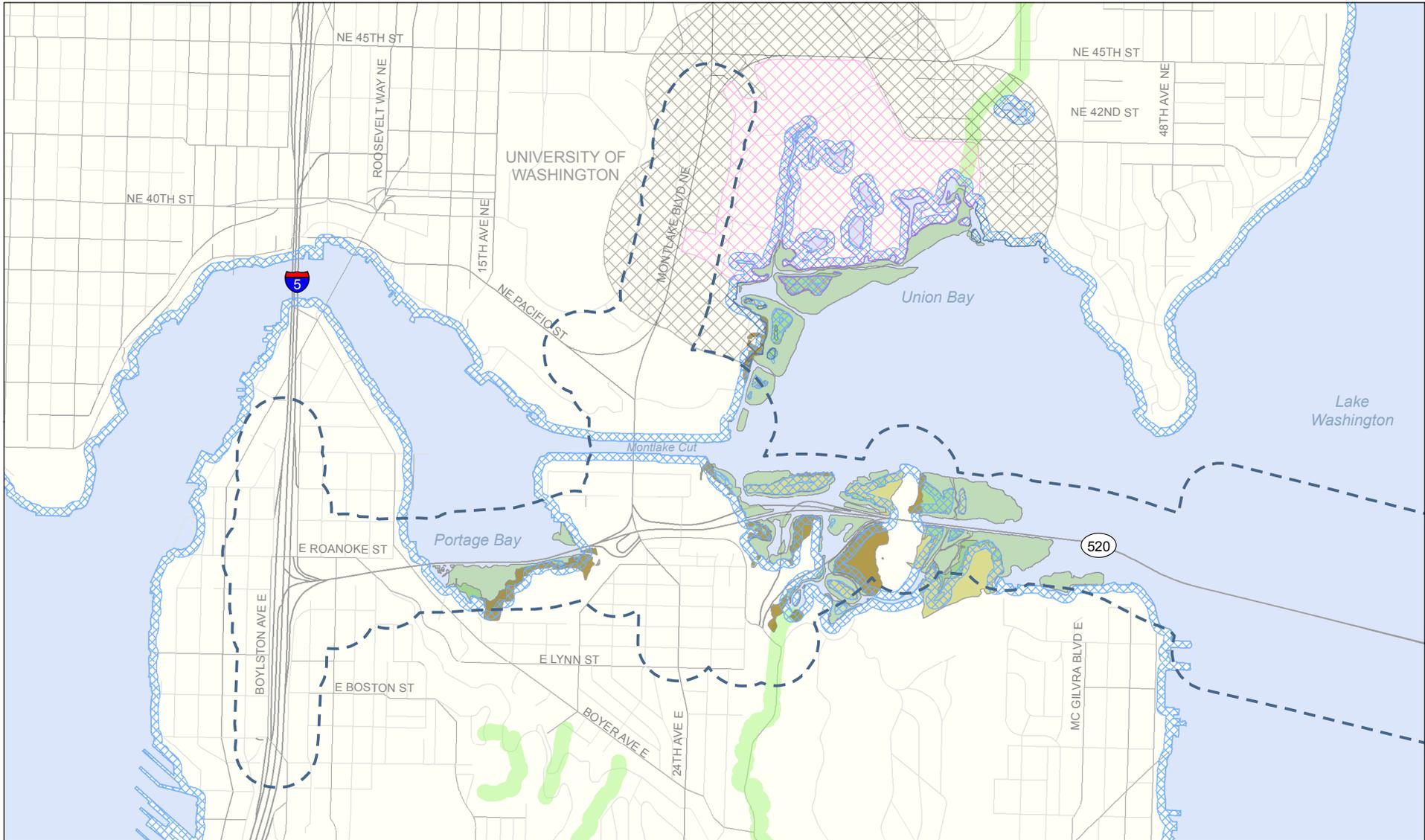
- Known Landslide Area
- Steep Slope Area
- Landslide-prone Area
- Liquefaction-prone Area
- Study Area (500' from Project Limits)



Source: City of Seattle (2002) GIS Data (Erosion/Potential Landslide and Steep Slopes), City of Seattle (1997) GIS Data (Liquefaction), City of Seattle (2002) GIS Data (Known Slide), King County (2005) GIS Data (Streams and Streets), King County (2007) GIS Data (Water Bodies), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is

**Exhibit 14. Critical Areas**  
(Map 1 of 3)

I-5 to Medina: Bridge Replacement and HOV Project



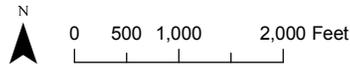
**Wetland Vegetation Class**

- L2AB
- PEM
- PFO
- PSS

Study Area  
(500' from Project Limits)

**Landfill Hazard Area**

- Historic Landfill
- Landfill Methane Buffer
- Shoreline Habitat
- Riparian Corridor



Source: Parametrix (2008 and 2009) GIS Data (Wetlands), City of Seattle (2002) GIS Data (Historic Landfill), City of Seattle (1996) GIS Data (Riparian Corridor), King County (2003) GIS Data (Shoreline Habitat), King County (2005) GIS Data (Streams and Streets), King County (2007) GIS Data (Water Bodies), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.



**Exhibit 15. Critical Areas**  
(Map 2 of 3)

I-5 to Medina: Bridge Replacement and HOV Project

The following identifies the environmentally critical area regulations for the jurisdictions in the Points communities (Exhibit 16):

- **Medina.** Erosion Hazard and Landslide Hazard Area, Seismic Hazard Area, and Fish and Wildlife Habitat (Lake Washington)
- **Hunts Point, Clyde Hill, and Yarrow Point.** Erosion Hazard and Landslide Hazard Area, Seismic Hazard Area, and Wetlands

The following discipline reports provide more information related to these critical areas in the study area:

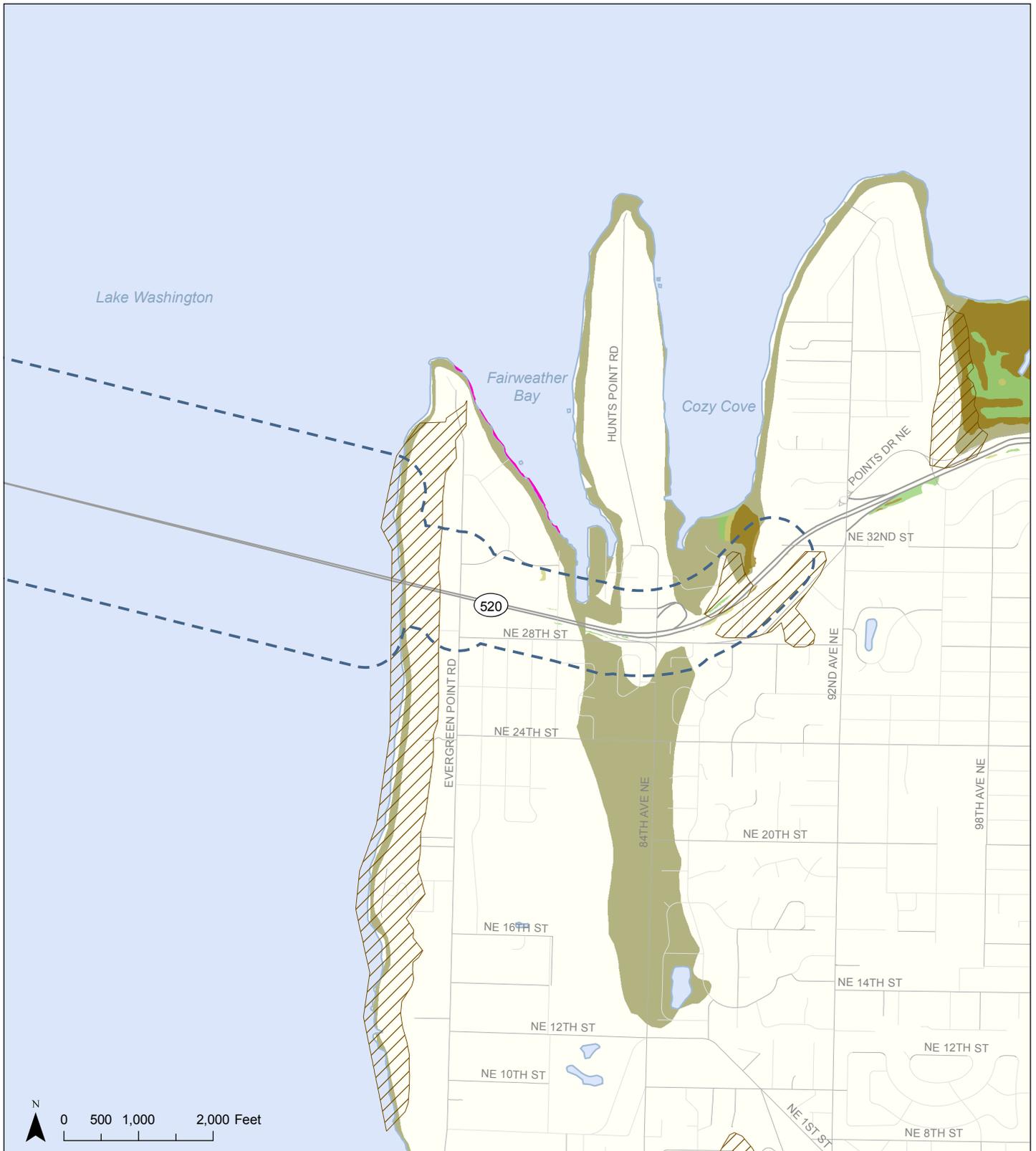
- Geology and Soils Discipline Report (WSDOT 2009g) – Steep Slopes, Potential Slides, Liquefaction, Known Slide Areas, Peat Settlement Prone
- Ecosystems Discipline Report (WSDOT 2009h) – Riparian Corridors, Wetlands, Wildlife, Shoreline Habitat
- Hazardous Materials Discipline Report (WSDOT 2009i) – Abandoned Landfill

## What are the population and household trends?

Population and household trends could affect land use (such as redevelopment) in the project vicinity. Exhibit 17 presents historical and projected population and household data for Seattle, the Points communities, and King County. The PSRC estimates that between 2000 and 2030, Seattle and King County populations will grow at similar average annual rates of 0.6 and 0.9 percent, respectively (PSRC 2006).

Exhibit 17 also presents historical data and projected household growth for Seattle, the Points communities, and King County. The PSRC expects a higher average annual growth in the rate of household formation between 2000 and 2030 in Seattle, the Points communities, and King County than the projected annual rate of population growth (PSRC 2006). This means that the number of persons per household is expected to decline.





- Wetland Vegetation Class**
- L2AB
  - PEM
  - PFO
  - PSS
- Erosion Hazard and Landslide Hazard
  - Seismic Hazard Area
  - Study Area (500' from Project Limits)

Source: Parametrix (2008 and 2009) GIS Data (Wetlands), King County (1997) GIS Data (Erosion), WDNR (2002) GIS Data (Liquefaction), King County (2005) GIS Data (Streams and Streets), King County (2007) GIS Data (Water Bodies), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.



**Exhibit 16. Critical Areas**  
(Map 3 of 3)

I-5 to Medina: Bridge Replacement and HOV Project

Exhibit 17. Historical and Projected Population and Number of Households in the Project Vicinity

Parameter	1990	2000	2030	Average Annual Growth Rate	
				1990 to 2000	2000 to 2030
<b>Population</b>					
Seattle	516,259	563,313	672,441	0.9%	0.6%
Points Communities	7,428	7,342	7,488	-0.1%	0.0%
<i>Total Project Vicinity</i>					
King County	1,507,319	1,737,034	2,234,775	1.5%	0.9%
<b>Number of households</b>					
Seattle	236,702	258,481	340,697	0.9%	1.0%
Points Communities	2,750	2,704	3,013	-0.1%	0.3%
<i>Total Project Vicinity</i>					
King County	615,792	710,916	997,326	1.5%	1.3%

Source: PSRC (2006)

## What are the existing economic characteristics of the study area?

The economic analysis focuses on the immediate study area—Seattle; the Points communities of Medina, Hunts Point, Clyde Hill, and Yarrow Point; King County; and the Puget Sound region. King County and the Puget Sound region are included because of the overall size of the 6-Lane Alternative and its potential region-wide effects. In addition, Washington and the U.S. are included for broader comparison purposes.

### Existing and Projected Employment Trends

Seattle represents an area of current and projected job growth, with employers who require efficient transportation systems for the movement of goods, services, and employees to and from their places of business.

Exhibit 18 presents the historical and projected percent of total employment in Seattle by industry for 2000 and 2030. As shown in Exhibit 18, total jobs in Seattle will increase from 540,519 in 2000 to approximately 708,348 in 2030 (PSRC 2006).



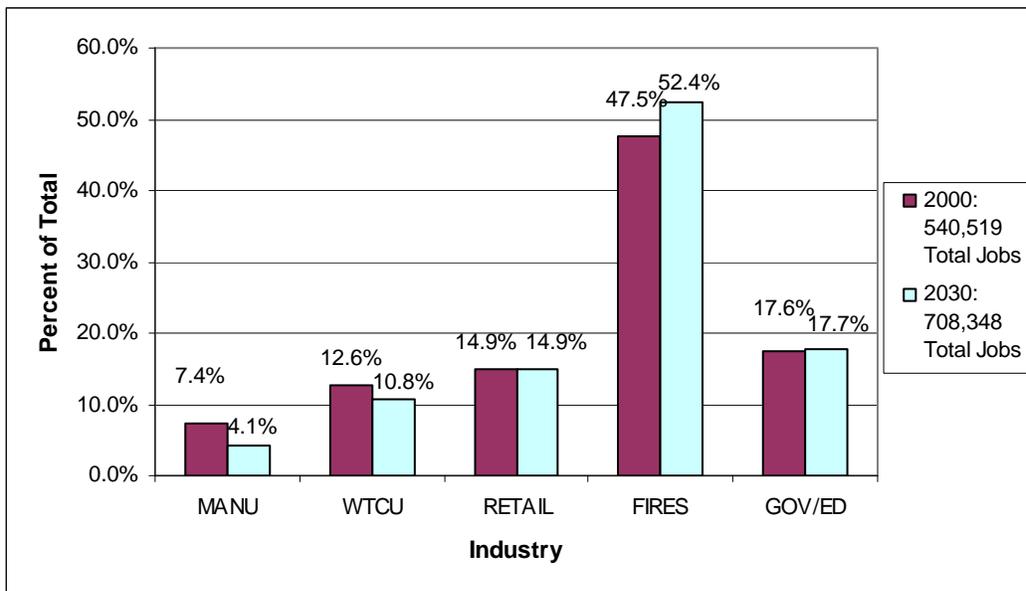


Exhibit 18. Historical and Projected Percent of Total Employment by Industry Sector, Seattle

Notes: RETAIL = retail trade; FIRES = finance, insurance, real estate, and services; MANU = manufacturing; WTCU = wholesale trade, transportation services, communication, and utilities; GOV/ED = government/education

Source: PSRC (2006)

The industry sector with the largest share of total employees is the finance, insurance, real estate, and services (FIRES) sector. In 2000, this industry sector accounted for 47.5 percent of all jobs in Seattle. By 2030, the forecast suggests that it will account for 52.4 percent. As presented in Exhibit 19, King County is experiencing the same type of growth in the FIRES industry sector as Seattle. All other industry sectors are projected to have a smaller or similar share of total jobs in 2030 compared to 2000.

The Seattle trend toward increased service employment and reduced manufacturing employment is also evident throughout the region and is consistent with national trends. This has implications for travel demand, because retail and service businesses usually generate more trips per employee than manufacturing facilities. In recent years, the regional economy has diversified, resulting in an economy less affected by downturns in a single industry, such as manufacturing. One of the primary industries responsible for this diversification is the high-tech industry.



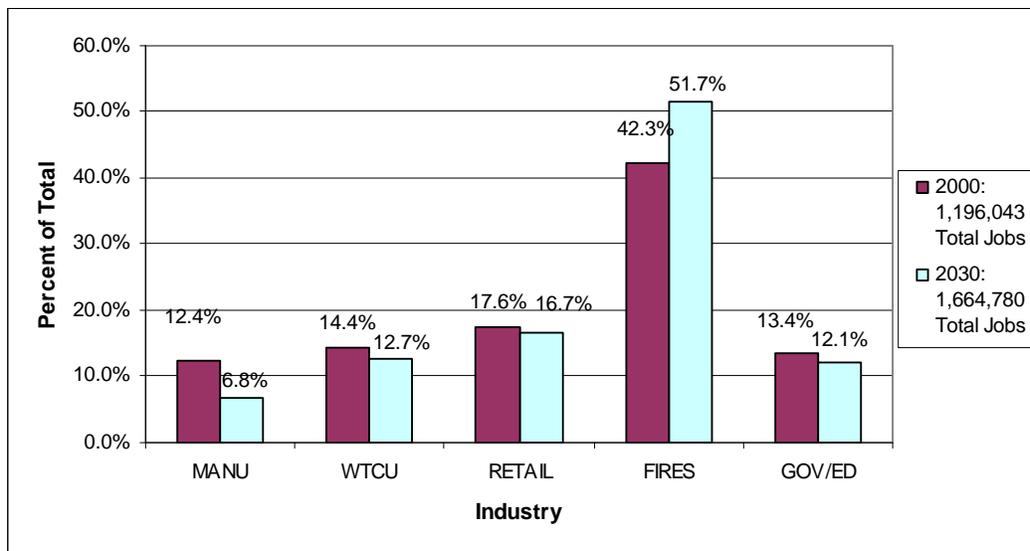


Exhibit 19. Historical and Projected Percent of Total Employment by Industry Sector, King County

Notes: RETAIL = retail trade; FIRES = finance, insurance, real estate, and services; MANU = manufacturing; WTCU = wholesale trade, transportation services, communication, and utilities; GOV/ED = government/education

Source: PSRC (2006)

## Unemployment Trend in the Economics Study Area

Exhibit 20 shows unemployment rate trends for Seattle, King County, Washington state, and the U.S. The economic growth experienced toward the end of the 1990s dropped the unemployment rate in the city, county, and nation. In 2001, unemployment rates in the city increased because of the slowdown in the regional and national economies. Slow job growth continued through 2003. Unemployment rates began to drop by 2004, and the decline continued through 2007. However, in 2008, the unemployment rates in Seattle, King County, the state, and the nation increased sharply because of the downturn in the global economy. The economic downturn experienced around the world continues to affect the region, state, and nation well into 2009.

## Income Level in the Study Area

Median household income in Seattle is lower than the Points communities, county, and state averages. According to the Office of Financial Management: State of Washington (2008) and City-Data (2008), the average median household income for Seattle was \$57,849 in 2007. Average median household income was \$177,765 in the Points



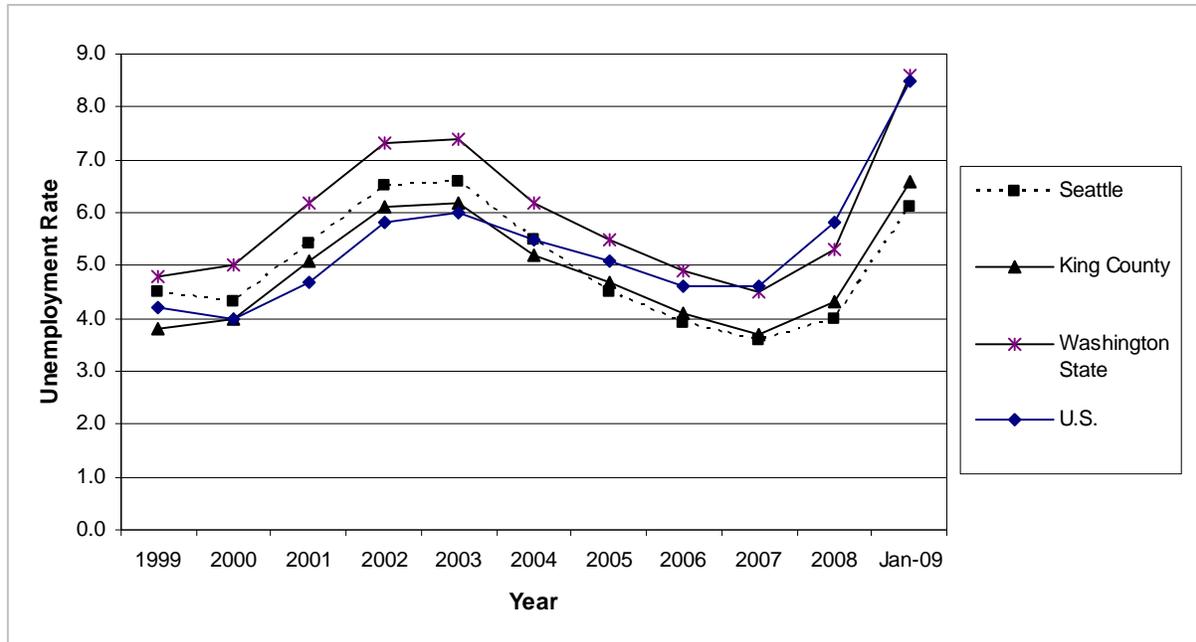


Exhibit 20. Unemployment Rate Trends

Source: BLS (2008a and b)

communities, \$68,152 in King County, and \$59,119 statewide in 2007. Comparing 1999 to 2007 data, average income levels in the Points communities, Seattle, King County, and the state increased by 26, 27, 28, and 29 percent, respectively.

## Major Employers

Exhibit 21 lists the largest employers in King County as of 2008. The economic downturn that has continued into 2009 has likely affected the numbers presented in Exhibit 21. Furthermore, JP Morgan Chase purchased Washington Mutual Inc. in September 2008.

The diversity of these companies is representative of the region's economy. Each business depends on the region's transportation system to provide reliable movement of goods and services, customers, and employees to and from their business locations. SR 520 is a critical component of the region's transportation system.



Exhibit 21. Largest Employers in King County (2008)

Company	Employees
The Boeing Co.	71,353
Microsoft	33,053
University of Washington	24,443
Paccar, Inc	22,000
Providence Health and Services	14,838
Amazon.com Inc.	13,900
King County Government	12,678
City of Seattle	9,798
Eddie Bauer Holdings Inc.	9,613
Savers Inc.	9,500
Alaska Air Group	8,030
Costco Wholesale Corp.	7,416
Weyerhaeuser Co.	7,077
Washington Mutual Inc.*	7,000
Expedia, Inc.	6,600
Group Health Cooperative	5,732
Nordstrom, Inc.	5,437
Quality Food Centers (QFC)	5,400
Seattle School District	5,072

\* JP Morgan Chase purchased Washington Mutual Inc. in September 2008.

Source: Enterprise Seattle (2008)

## Main Revenues for the Jurisdictions in the Study Area

City governments rely on tax revenues to fund general services for their communities. Exhibits 22 and 23 present 2008 and projected 2009 general fund revenue sources for Seattle and Medina, respectively. The largest sources of revenue for each city are property and retail sales taxes, which accounted for approximately 48 percent of total general fund revenues in Seattle and 62 percent in Medina in 2008. Additional Seattle tax revenues (including business and operating [B&O] tax, utilities business tax, and other taxes) accounted for another 37 percent of total revenues in 2008, while other Medina taxes (including local criminal justice taxes) accounted for slightly over 1 percent. In 2008, non-tax revenue sources accounted for the remaining 14 and 37 percent of total general fund revenues for Seattle and Medina, respectively.



Exhibit 22. General Fund Revenue Sources – Seattle (in thousands of dollars)

Source	2008	2008 Percent of Total	2009	2009 Percent of Total
Property Tax	\$238,746	27.96	\$244,075	27.80
Retail Sales Tax	\$174,999	20.50	\$174,311	19.90
B&O Tax	\$164,196	19.23	\$167,694	19.10
Utilities Business Tax	\$141,693	16.60	\$149,970	17.10
Other Taxes	\$12,885	1.51	\$11,856	1.40
Licenses and Permits	\$12,800	1.50	\$12,957	1.50
Charges for Services	\$47,078	5.51	\$51,232	5.80
Interest	\$5,914	0.69	\$4,884	0.60
Other Financing Sources <sup>a</sup>	\$49,965	5.85	\$57,612	6.60
Interfund Transfers	\$2,362	0.28	\$2,118	0.20
Miscellaneous Revenues <sup>b</sup>	\$3,173	0.37	\$1,374	0.20
<b>Total</b>	<b>\$853,811</b>	<b>100.00</b>	<b>\$878,083</b>	<b>100.00</b>

<sup>a</sup> Includes parking meters, fines, and revenues from public entities.

<sup>b</sup> Includes all 2008 Key Arena revenues to pay for debt service and all else.

B&O = business and operating

Source: City of Seattle (2009)

Exhibit 23. General Fund Revenue Sources – Medina (in thousands of dollars)

Source	2008	2008 Percent of Total	2009	2009 Percent of Total
General Property Taxes	\$2,191	41.64	\$2,247	42.90
Sales Tax	\$1,072	20.37	\$1,300	24.80
Other Taxes <sup>a</sup>	\$55	1.05	\$75	1.40
Licenses and Permits	\$902	17.14	\$702	13.40
Intergovernmental Revenue	\$425	8.08	\$314	6.00
Charges for Goods and Services	\$23	0.44	\$12	0.20
Fines and Forfeits	\$120	2.28	\$130	2.50
Miscellaneous Revenues <sup>b</sup>	\$474	9.01	\$457	8.70
<b>Total</b>	<b>\$5,262</b>	<b>100.00</b>	<b>\$5,237</b>	<b>100.00</b>

<sup>a</sup> Includes local criminal justice taxes.

<sup>b</sup> Includes interest revenues, lease revenues, donations, and other revenues.

Source: City of Medina (2009)



# Potential Effects of the Project

This section evaluates the direct effects of the No Build Alternative and the 6-Lane Alternative options on land use, economics, and relocations. Indirect and cumulative effects of the project on land use, economics, and relocations are analyzed in the Indirect and Cumulative Effects Discipline Report (WSDOT 2009a).

## What methods were used to evaluate the potential effects on land use, the economy, and relocations?

The land use, economics, and relocations analysts used the following guidance to prepare this report:

- FHWA. *Community Impact Assessment, A Quick Reference for Transportation*. September 1996.
- WSDOT. *Environmental Procedures Manual*. October 2008.
- Washington State Growth Management Act, Revised Code of Washington (RCW) 36.70A.
- Washington State Office of Financial Management Jobs Estimation Methodology (Office of Financial Management Jobs Estimation – Methods and Examples.xls)
- Washington State Office of Financial Management 2002 Input-Output Model (<http://www.ofm.wa.gov/economy/io/2002/io4.pdf>)
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.
- Various state, regional, and local plans and development regulations.

A **land use effect** is a change in how land is used either temporarily or permanently.

A **direct land use effect** is an effect that occurs on property acquired and/or used for a project before project closeout.

An **indirect land use effect** is an effect that is caused by the project that occurs later in time and/or elsewhere in the area (including on adjacent or remnant parcels) as a result of such things as changes in property size, access, noise, air quality, and visual quality.

## Land Use and Relocations

Right-of-way requirements identified in this analysis are based on the current design for the 6-Lane Alternative Options A, K, and L. The analysts determined the general dimensions of the required right-of-



way to identify the extent of the potential effects and determine the type of acquisitions (full or partial acquisitions, construction easements, permanent easements, and relocations) that would be required for both construction and permanent operations. The analysts also assessed whether adjacent land uses would be directly affected based on the right-of-way needs.

For potential changes in land use during construction, the analysts looked at temporary easements that would be necessary and potential effects to land use from construction activities. For operational effects, the analysts quantified land converted to right-of-way and identified relocations and any permanent changes in land use. The analysts also reviewed other discipline reports, including the Construction Techniques and Activities Discipline Report (WSDOT 2009e), Noise Discipline Report (WSDOT 2009d), Air Quality Discipline Report (WSDOT 2009j), and the Visual Quality and Aesthetics Discipline Report (WSDOT 2009k).

## Economics

The methods used to determine the economic effects of the No Build Alternative and the 6-Lane Alternative options depended on the economic effect assessed. The following subsections discuss how these potential effects were evaluated.

### Property Tax Revenue Changes

The economics analyst estimated the loss of taxable property for project right-of-way. Assessed property values reported by the King County Assessor (2009) were used to estimate the assessed value of lost property. Each property (or portion of a property) in a jurisdiction and average property tax levies for that jurisdiction were used to estimate the amount of property tax revenue that would be affected by the project. The total parcel area and the estimated acquired area were obtained from geographic information system (GIS) analysis. These effects are called direct property tax effects.

Direct property tax effects result from lost property tax revenue resulting from property acquisitions of the project.

### Effects on Residences and Businesses during Construction

Reductions in the gross revenues of firms affected by construction can result from overall congestion that affects freight and worker mobility, and from the localized effects of restricted access, reduced parking, dust, and noise. For this report, the analyst reviewed construction techniques and aerial



photographs, conducted site visits, and reviewed information about transportation effects from the Transportation Discipline Report (WSDOT 2009l) to estimate project effects on residences and businesses.

## Construction Spending Effects

One potential benefit of the proposed project is the possibility of a temporary increase in jobs and income in the region resulting from construction spending. Expenditures during construction would result in demand for construction materials and jobs. These expenditures could lead to an increased output (for example, sand) of firms in other industries, which supply the demand for inputs (for example, concrete) to the construction industry. WSDOT worked with the Washington State Governor's Office of Financial Management economists to determine an appropriate method to estimate job creation for highway construction projects. The Office of Financial Management maintains a nationally recognized model that is based on state data—typically updated every 5 to 10 years—that can be used to estimate the employment effect of highway construction projects. With guidance from the Office of Financial Management, WSDOT devised a method to estimate job creation for large multi-year projects based on the peak expenditure year and job multipliers from specific project phase(s) (preliminary engineering, right-of-way acquisition, construction) in that year. The methodology accounts for anticipated changes in inflation when estimating employment per dollar expenditure.

The multipliers used in preparing this estimate are derived from the Office of Financial Management's Washington State Input-Output Model. Input-output analysis is an analytical framework that allows an analyst to quantify the multiple economic effects that result from a change in final demand for a particular product or service. Note that this framework does not provide an analysis of user costs and benefits, economic development, or other perspectives that could be taken when considering the economics of the project. Expenditures on construction result in demand for construction materials and jobs. These expenditures are referred to as direct effects. Direct effects lead to indirect effects as the output of firms in other industries increases to supply the demand for inputs to the construction industry. Finally, wages paid to workers in construction trades or supporting industries are spent on other goods and services; these are referred to as induced effects. The sum of direct, indirect, and induced effects represent the total economic effect of the project to the region.



## **Economic Effects during Operation**

The analyst estimated localized effects on businesses using the same methods outlined for construction effects. For broader regional effects, the analyst reviewed research documentation about the relationship between transportation infrastructure improvements, mobility, congestion, and economic growth. The analyst used this information when evaluating the 6-Lane Alternative options.

## **How would construction of the project affect land use, economics, and relocations?**

### **Land Use Effects of Project Construction**

#### **No Build Alternative**

The No Build Alternative would not result in changes in land use during construction because the project would not be built under this alternative. The No Build Alternative assumes that existing infrastructure would remain the same as it is today.

#### **6-Lane Alternative**

The 6-Lane Alternative would relocate or remove existing land uses. Because these effects would be permanent, they are discussed in the subsequent “How would right-of-way acquisition and operation of the project affect land use, relocations, and economics?” section.

Construction effects on existing land uses adjacent to the SR 520 corridor, such as neighborhoods and parks, would be primarily related to increases in noise, dust, and truck traffic during construction. These effects are described in the Noise, Air Quality, Transportation, and Recreation discipline reports (WSDOT 2009d, j, l, and b, respectively).

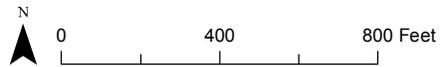
Land would be required for construction activities that would not be permanently converted to WSDOT right-of-way. This is the land between the proposed right-of-way line and the limits of construction, as shown in Exhibits 24 through 28 and described in more detail below by study area and option. As shown in Exhibit 29, the duration of construction would vary by option and by project element. Construction would overlap in time rather than happening consecutively.



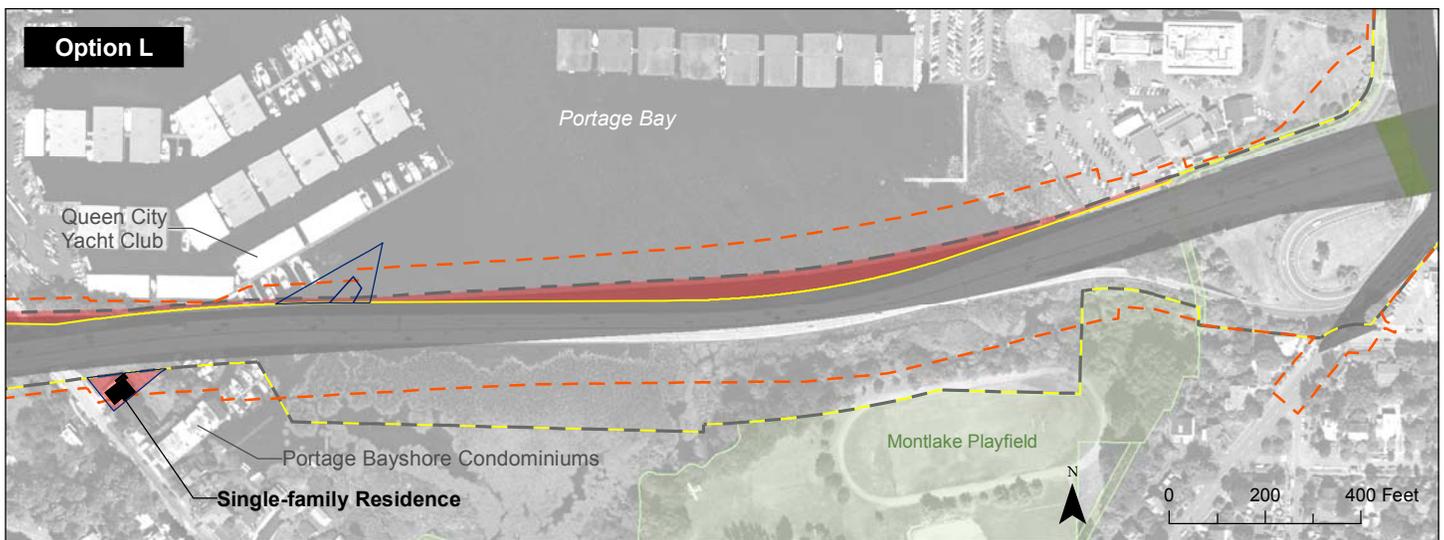
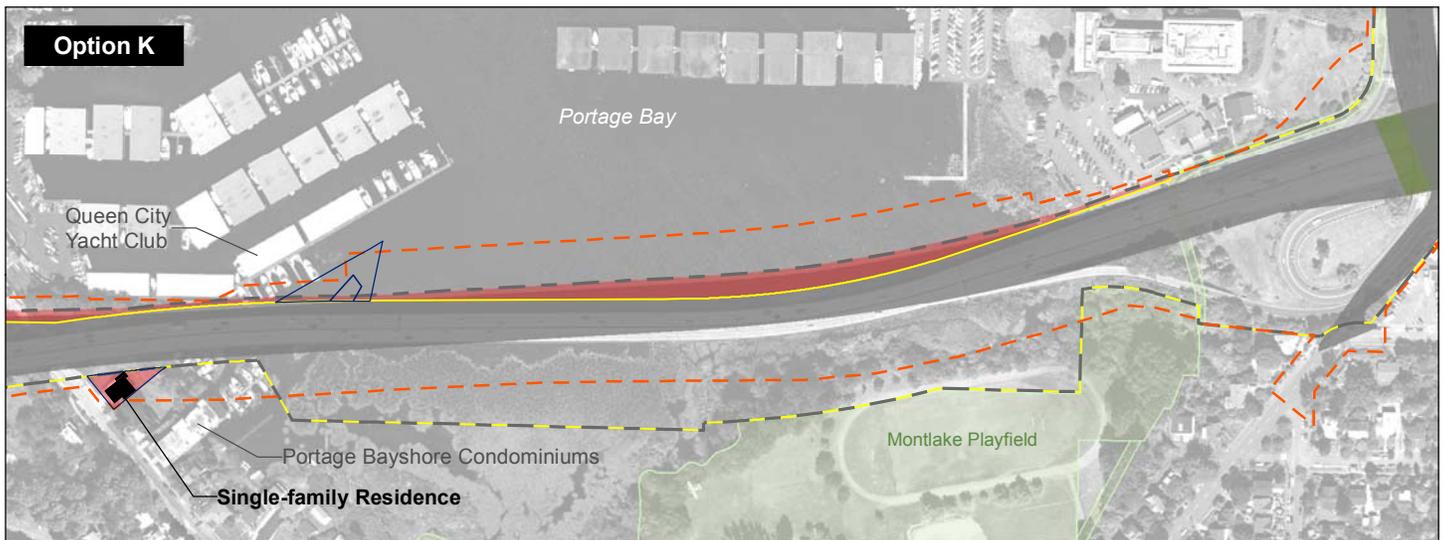
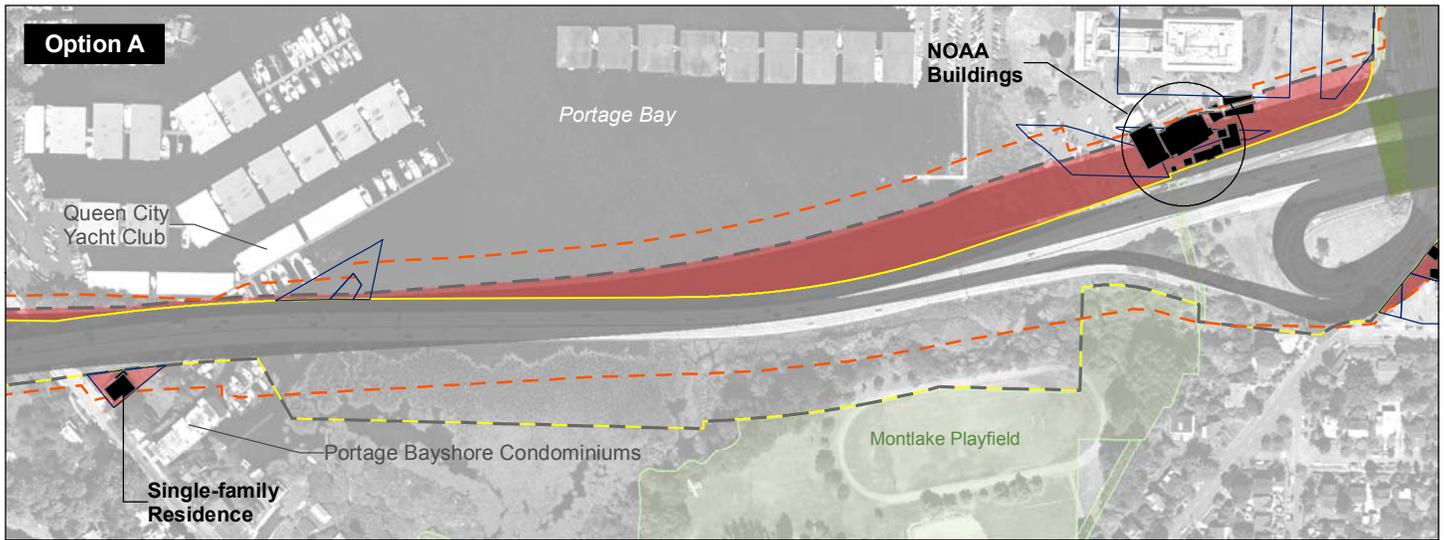


- Permanently Removed Structure
- Affected Parcel
- Converted to Right-of-way
- Existing Right-of-way
- Proposed Right-of-way
- Limits of Construction
- Lid or Landscape Feature
- Pavement
- Park

Source: King County (2006) Aerial Photo, CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.



**Exhibit 24. Affected Property and Structures in the I-5 to Portage Bay Area**  
I-5 to Medina: Bridge Replacement and HOV Project

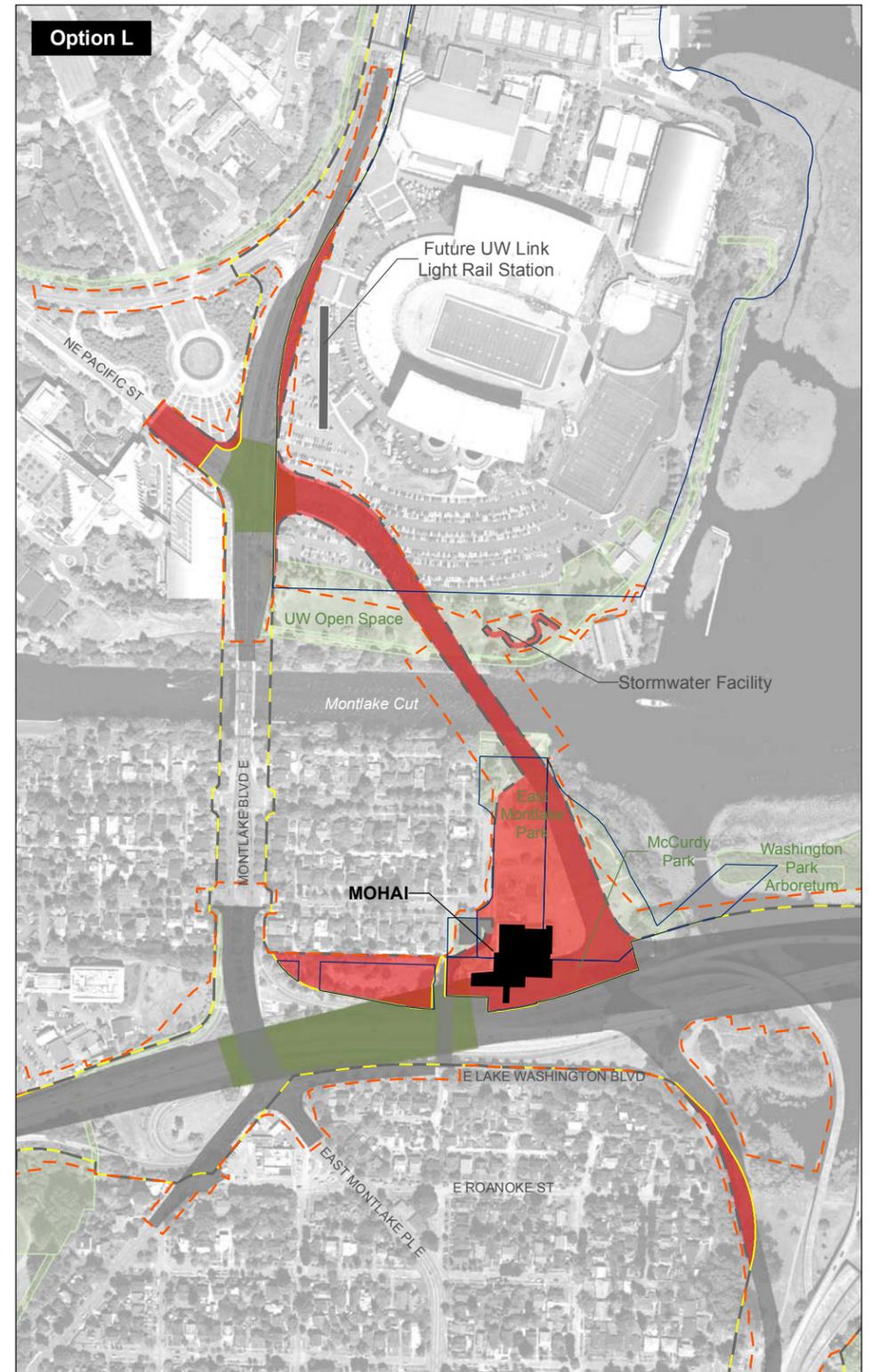
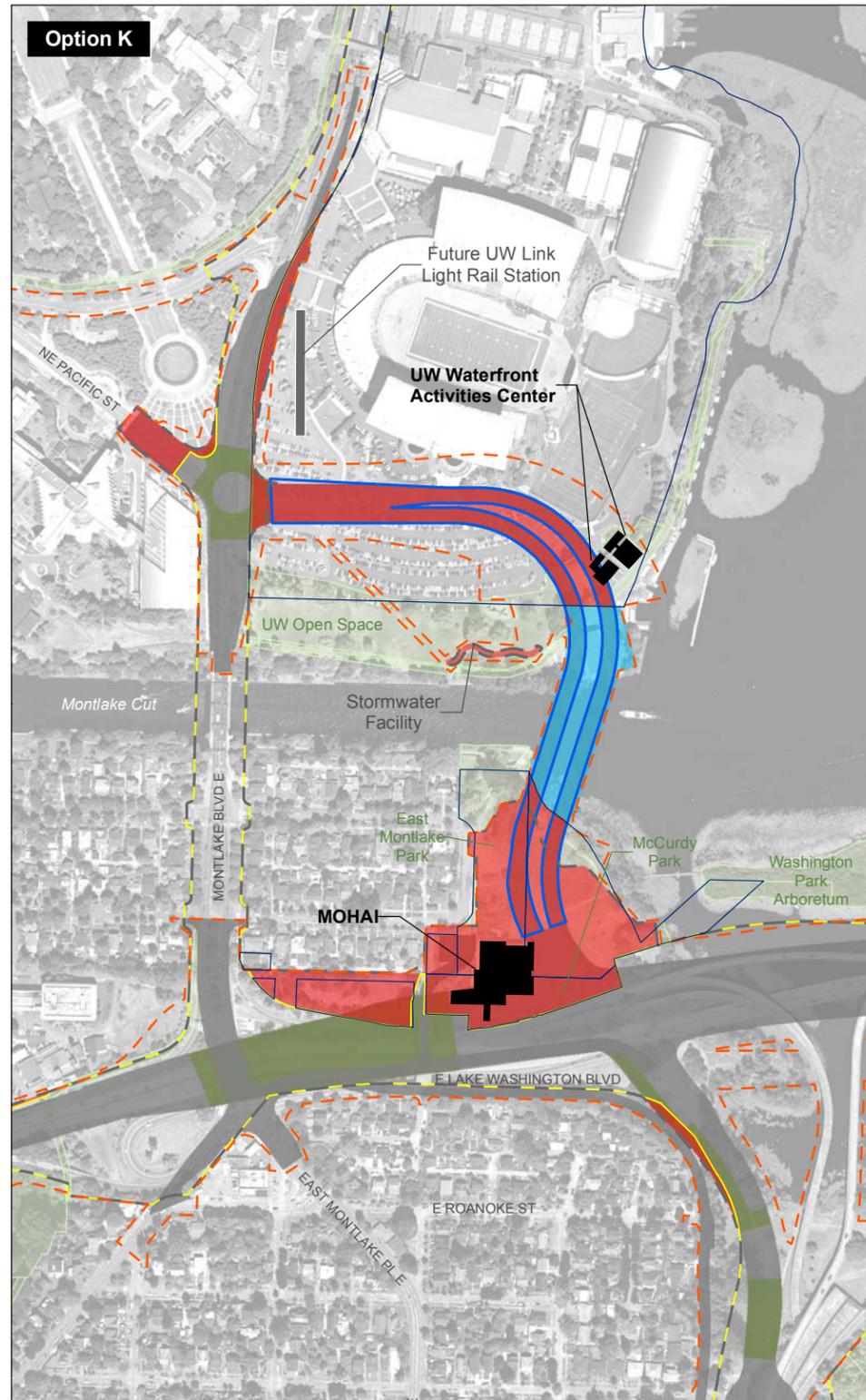
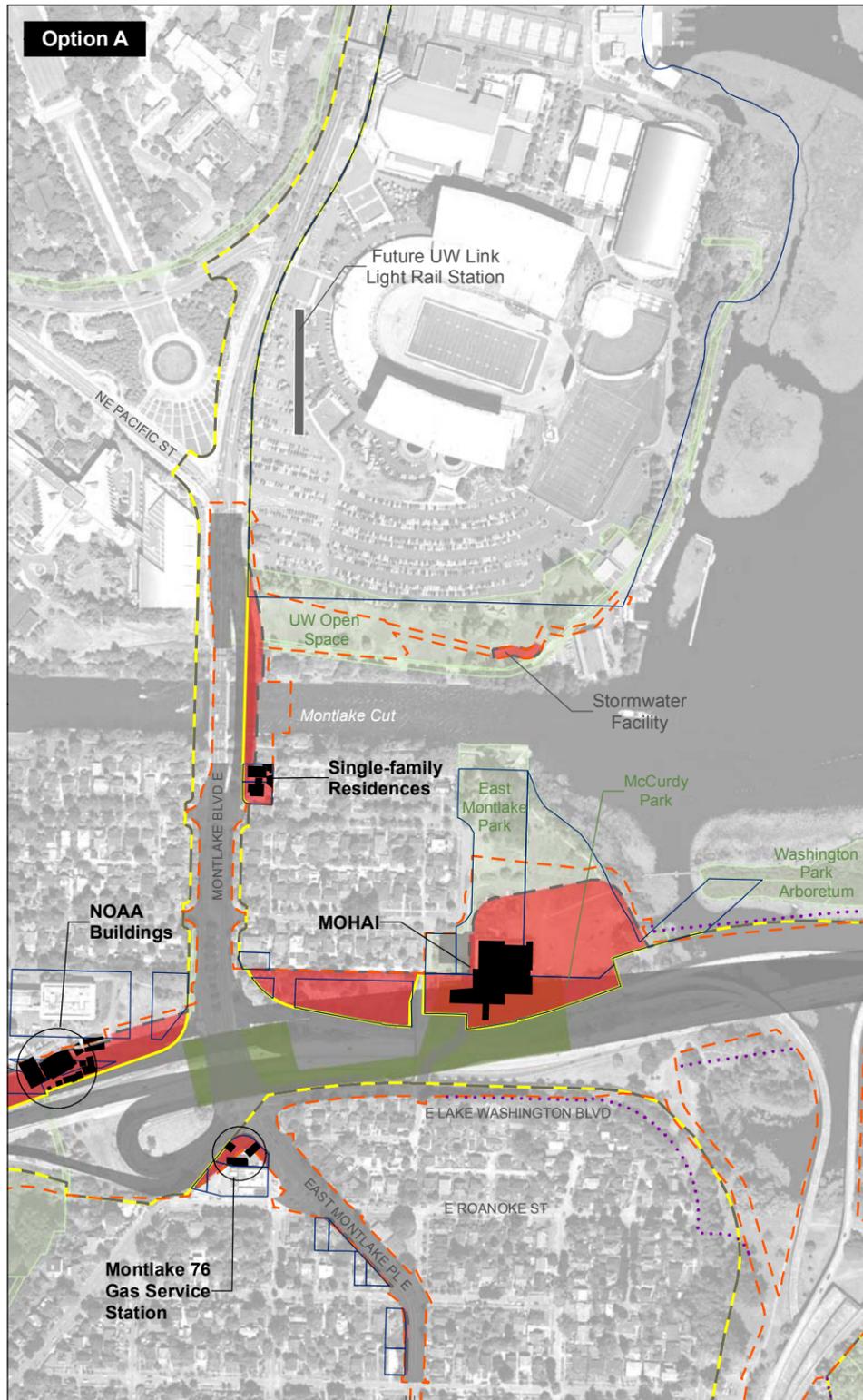


- Permanently Removed Structure
- Affected Parcel
- Converted to Right-of-way
- Existing Right-of-way
- Proposed Right-of-way
- Limits of Construction
- Pavement
- Park

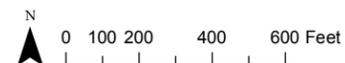
Source: King County (2006) Aerial Photo, City of Seattle (2002) GIS Data (Permanently Removed Structures), and CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.



**Exhibit 25. Affected Property and Structures in the Portage Bay Area**  
I-5 to Medina: Bridge Replacement and HOV Project



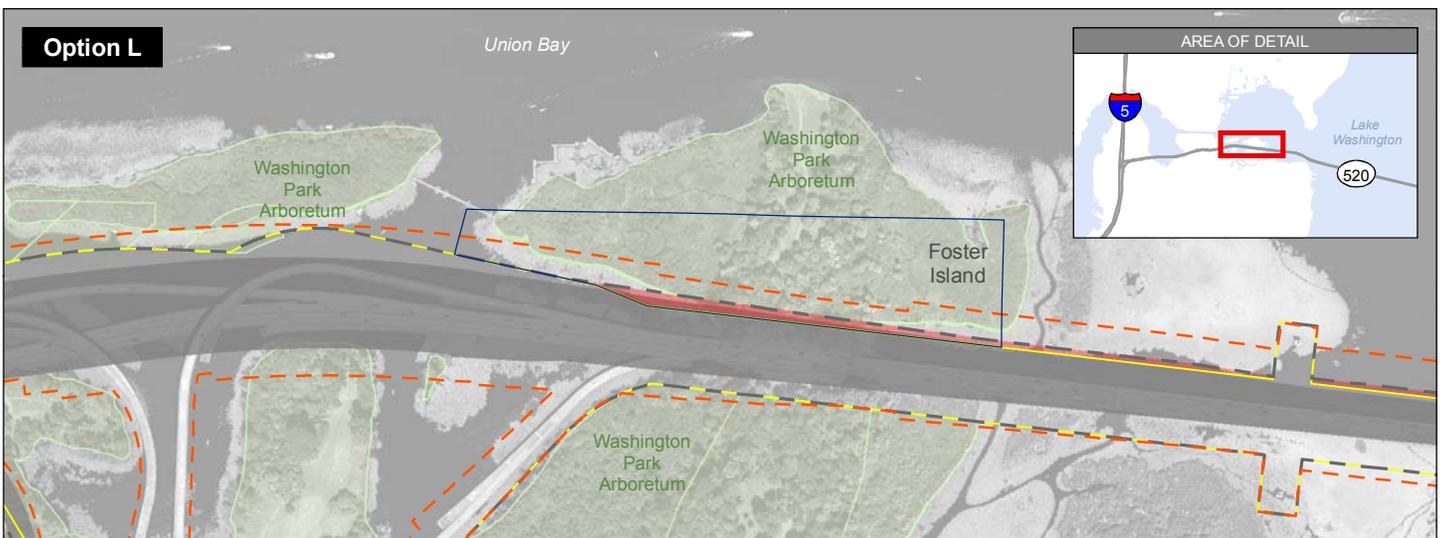
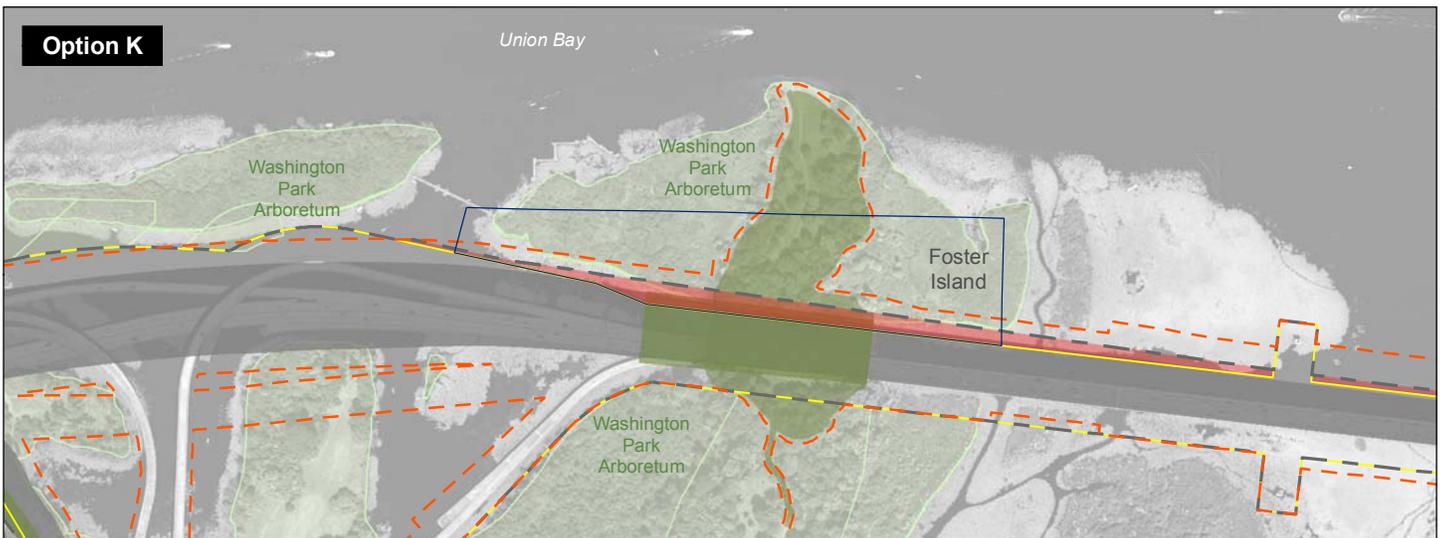
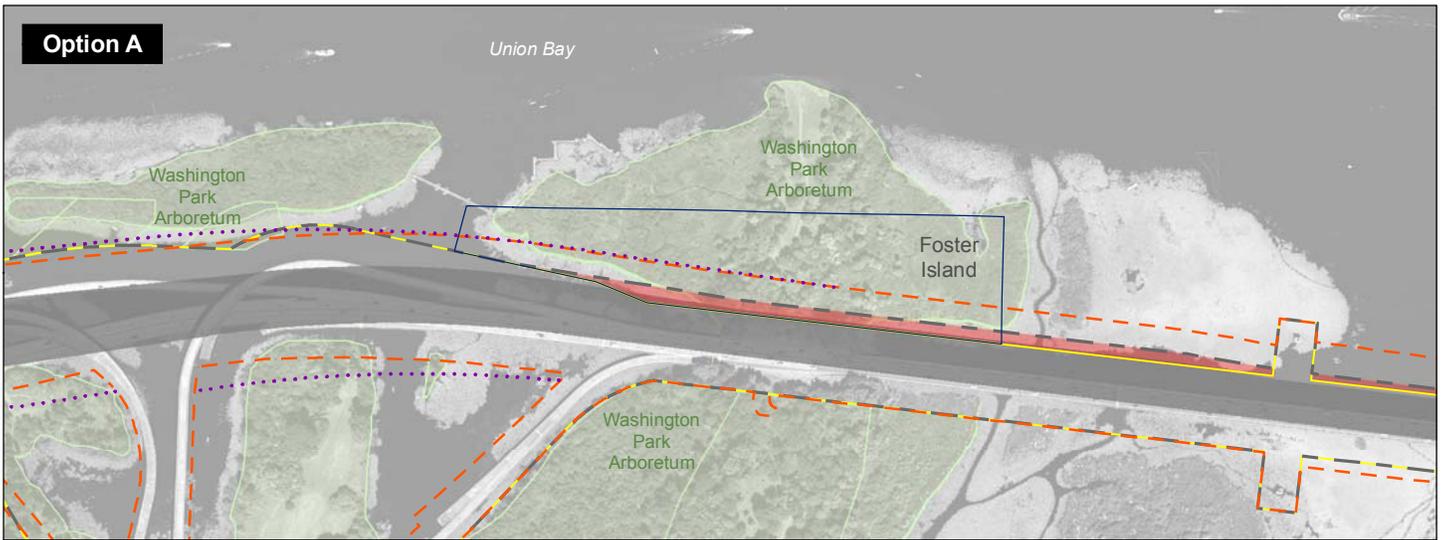
- |                               |  |                          |
|-------------------------------|--|--------------------------|
| Permanently Removed Structure | Existing Right-of-way                    | Lid or Landscape Feature |
| Affected Parcel               | Proposed Right-of-way                    | Pavement                 |
| Converted to Right-of-way     | Limits of Construction                   | Park                     |
| Subterranean Easement         | Limits of Construction (Suboptions of A) |                          |
| Tunnel                        |  |                          |



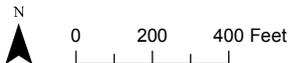
Source: King County (2006) Aerial Photo, CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

**Exhibit 26. Affected Property and Structures in the Montlake and the University of Washington Areas**  
I-5 to Medina: Bridge Replacement and HOV Project





- Affected Parcel
- Converted to Right-of-way
- Existing Right-of-way
- Proposed Right-of-way
- Limits of Construction
- Limits of Construction (Suboptions of A)
- Lid or Landscape Feature
- Pavement
- Park



Source: King County (2006) Aerial Photo, CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

**Exhibit 27. Affected Property and Structures in the Arboretum/Foster Island Area**

I-5 to Medina: Bridge Replacement and HOV Project



- Permanently Removed Structure
- Affected Parcel
- Converted to Right-of-way
- Existing Right-of-way
- Proposed Right-of-way
- Limits of Construction
- Park
- Lid or Landscape Feature
- Pavement



Source: King County (2006) Aerial Photo, CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

**Exhibit 28. Affected Property and Structures in the Lake Washington and Eastside Approach Study Areas**

I-5 to Medina: Bridge Replacement and HOV Project



Exhibit 29. Estimated Construction Durations for the 6-Lane Alternative, Options A, K, and L<sup>a</sup>

<b>Element</b>	<b>Option A</b> (Montlake interchange with bascule bridge across Montlake Cut)	<b>Option K</b> (Depressed SPUI with twin tunnels under Montlake Cut)	<b>Option L</b> (Elevated SPUI with bascule bridge across Montlake Cut)
I-5/SR 520 Interchange	21 months	21 months	21 months
10th Avenue and Delmar Lids	27 months	27 months	27 months
Portage Bay Bridge (north half – 4 lanes)	30 months	30 months	30 months
Portage Bay Bridge (south half – widen to 6 lanes, including demolition of existing structure)	42 months	42 months	42 months
Montlake Interchange and Lid	45 months	Not Applicable	Not Applicable
SPUI, Montlake Lid; Lake Washington Blvd, South of SR 520	Not Applicable	78 months	60 months
Pacific Street/Montlake Blvd Intersection with Lid	Not Applicable	18 months	18 months
New Bascule Bridge	27 months	Not Applicable	30 months
Tunnel from SR 520 to Pacific Avenue/Montlake Blvd E	Not Applicable	45 months	Not Applicable
West Approach (north half – 4 lanes, includes work in Union Bay)	30 months	54 months (Includes Foster Island lid)	30 months
West Approach (south half – widen to 6 lanes, includes demolition of existing structure)	30 months	30 months	30 months
Floating bridge and east approach (includes towing, outfitting, and installing pontoons for 6 lanes)	54 months	54 months	54 months
Bridge maintenance facility	24 months	24 months	24 months

Source: Construction Techniques and Activities Discipline Report (WSDOT 2009e)

<sup>a</sup> Construction durations include testing of new systems and facilities, but do not include mobilization or closeout activities. Mobilization includes material procurement, preparing construction staging areas, and moving equipment to the site. Closeout includes demobilization of staging areas and final roadside planting.



## Seattle

During construction, properties in the Eastlake, Roanoke/Portage Bay, North Capitol Hill, Montlake, University District, and Madison Park neighborhoods, as well as the Washington Park Arboretum, would experience increased noise, dust, traffic congestion, and possibly glare from nighttime construction lighting.

### **All Options – I-5 and Portage Bay Areas**

Land would be required for construction activities that would not be permanently converted to WSDOT right-of-way, as illustrated in Exhibits 24 and 25 (the area between the proposed right-of-way line and the limits of construction). Construction activities would occur adjacent to the City of Seattle Fire Station on East Roanoke Street. However, during construction, the station would be fully operational, access would be maintained, and emergency responses would not be affected. For more information, see the Social Discipline Report (WSDOT 2009f).

The Queen City Yacht Club is located on the west side of Portage Bay abutting the Roanoke/Portage Bay neighborhood. A work bridge would be built that would extend from the west to east shores of Portage Bay, north of the proposed alignment. This work bridge would require that boat slips along the south side of the south dock of the Queen City Yacht Club be temporarily removed (Exhibit 25). Depending on final right-of-way needs, the removed boat slips might be replaced in their original locations after construction was completed.

Docks and boat slips at the Portage Bayshore Condominiums located south of the Portage Bay Bridge (Exhibit 25) would also be removed during construction to accommodate work bridges. These docks and boat slips might be replaced in their original locations after construction is completed.

### **Option A – Montlake and West Approach Areas**

Land would be required for Option A construction activities, as illustrated in Exhibits 25 through 27 (the area between the proposed right-of-way line and the construction limit line). This includes land in the University of Washington Open Space (immediately north of the Montlake Cut); within East Montlake Park; east of the new Montlake Boulevard bascule bridge; along East Lake Washington Boulevard and East Montlake Boulevard; and at the existing SR 520/East Montlake Boulevard interchange.

Option A would permanently remove the Montlake 76 gas service station on Montlake Boulevard East at the SR 520 ramps. Although



some of the parcel would be converted to WSDOT right-of-way, most of the parcel would be used for construction staging, vacated by WSDOT after construction, and available for development after construction.

### ***Option K – Montlake and West Approach Areas***

Land would be required for Option K construction activities that would not be converted to WSDOT right-of-way, as illustrated in Exhibits 25 through 27 (the area between the proposed right-of-way line and the construction limit line). This includes land in the University of Washington parking lot south of Husky Stadium, along East Lake Washington Boulevard, at the existing SR 520/East Montlake Boulevard interchange, and on Foster Island to construct the land bridge.

Option K would relocate the University of Washington Waterfront Activities Center buildings that are southeast of Husky Stadium on Union Bay and the Montlake Cut (Exhibit 26) to accommodate construction of the tunnel under the Montlake Cut. The two buildings at the Waterfront Activities Center would be removed and their functions relocated during construction. The specific location has not been determined and is subject to discussions with the University of Washington.

### ***Option L – Montlake and West Approach Areas***

Land would be required for Option L construction activities that would not be converted to WSDOT right-of-way, as illustrated in Exhibits 25 through 27 (the area between the proposed right-of-way line and the construction limit line). This includes land on the west side of the University of Washington parking lot south of Husky Stadium; along the Montlake Cut, McCurdy Park, and University of Washington Open Space for bridge construction; and at the existing SR 520/East Montlake Boulevard interchange.

### **Lake Washington**

One private dock on Lake Washington north of SR 520 in Medina would not be operational during construction. The dock would be fully operational after construction is completed.

### **Eastside Transition Area**

No direct land use effects would occur during construction because the 6-Lane Alternative would only restripe SR 520 within the existing right-of-way between Evergreen Point Road and 92nd Avenue NE.



## **Pontoon Production and Transport**

As previously described, some of the pontoons required for a new six-lane floating bridge would be constructed as part of the I-5 to Medina project. Some of the required pontoons could be constructed at the existing CTC facility in Tacoma, and some could be constructed at a new facility in Grays Harbor being developed as part of the Pontoon Construction Project.

Pontoon construction at the existing CTC facility in Tacoma and at a new Grays Harbor facility would not cause any construction effects on land use.

## **Phased Implementation Scenario**

Docks and boat slips at the Queen City Yacht Club and the Portage Bayshore Condominiums would be removed to construct a new Portage Bay bridge. Land would be required for construction activities in the Roanoke/Portage Bay and Montlake neighborhoods and in the Washington Park Arboretum and Foster Island areas for construction of the Portage Bay Bridge and west approach.

During construction of the new Evergreen Point Bridge, one private dock on Lake Washington in Medina would not be operational and land would be required for construction activities in Medina.

## **Economic Effects of Project Construction**

### **No Build Alternative**

The No Build Alternative assumes that the existing highway would remain the same as it is today and no additional facilities would be constructed. Right-of-way acquisition would not displace any businesses, property or sales tax revenues would not decrease, and jobs would not be lost. Economic development in the area would be negatively affected if business owners were reluctant to locate in an area with poor access and mobility for employees and customers. Shoppers might also elect to patronize other areas with easier access and mobility.

### **6-Lane Alternative**

#### **Seattle**

During construction, transportation projects usually increase employment and spending near the project. The extent of these effects would largely depend on two factors: (1) the source of project funding and (2) the makeup



of the construction crews (for example, number of workers and whether they were local or from areas beyond the affected communities).

How much a highway project affects a region depends on the source of project funding. Funds from local (City of Seattle) or regional (Puget Sound) sources are transfers that could have been spent by residents and businesses on other economic activities. Typically, only “new money” (state or federal funds) to a region has a measurable economic effect on employment and income gains resulting from project construction. For the 6-Lane Alternative, state and federal funds would be used, resulting in some income and job benefits that would otherwise not occur.

During construction, spending would increase demand for construction materials and jobs. These expenditures could increase the output (for example, sand) of firms in other industries, which would supply the demand for inputs (for example, concrete) to the construction industry. Finally, wages paid to workers in construction trades or supporting industries would be spent on other goods and services in their local communities and the region. Workers generally spend their incomes on goods and services in the communities in which they live. This localized spending would generate local and state sales and use taxes over the entire construction period.

Some local firms and workers from the Seattle/Eastside areas might be directly involved in the construction of the facility. Other local firms and their employees would supply construction materials such as cement, asphalt, wood, steel, gravel, and electrical equipment. Firms within the four-county Puget Sound region would likely provide most of the workers and supplies. Ultimately, it would be up to the selected contractor to secure vendors and subcontractors, and to assemble the workforce.

Exhibit 30 summarizes the employment estimates during construction for each option. Using the Office of Financial Management’s methodology discussed previously, it is estimated that the project would result in approximately 7,700 to 12,600 direct, indirect, and induced jobs during the peak year of construction. Direct jobs are those created directly from project construction (for example, construction workers) and indirect jobs are those created through the purchase of commodities and services that support project construction (for example, concrete suppliers).

**Direct jobs** are those created directly from project construction (for example, construction worker).

**Indirect jobs** are those created through the purchase of commodities and services that support project construction (for example, concrete suppliers).

**Induced jobs** are those created when wages paid to workers in construction trades or supporting industries are spent on other goods and services.



## Exhibit 30. Employment Estimates during Construction

Construction Effects	Option A	Option K	Option L
Construction Period	6 years	7 years	6 years
Cost (2014\$, billions) <sup>a</sup>	\$2.9	\$5.0	\$3.5
Peak Year	2015	2014	2014
Number of Jobs in Peak Year <sup>b</sup>	7,683	12,620	9,526

<sup>a</sup> Includes preliminary engineering, right-of-way, and construction costs.

<sup>b</sup> Includes direct, indirect, and induced employment.

During construction, congestion in the SR 520 corridor would increase. This might result in reduced sales during construction for local businesses that have competitors in other areas of the region not experiencing construction-related congestion. However, most businesses would not likely experience a substantial loss of sales from this effect.

It is possible that evening lane closures could affect businesses that receive much of their revenue in the evening, such as restaurants, theaters, gas stations, or other specialty retailers. As a result, some sales losses could be experienced by those businesses. However, SR 520 would not be the only (or even the main) road that customers of those businesses use. Thus, it is unlikely that many businesses would experience a substantial loss of sales from nighttime lane restrictions.

Construction of the 6-Lane Alternative would increase congestion and detour traffic onto local streets. The construction-related congestion would not be constant during the entire construction timeline and would change with the intensity of the construction activities. As a result, sales at some businesses, especially those that rely heavily on good access and drive-by traffic, could decrease during 6-Lane Alternative construction. This, in turn, could decrease local sales tax revenues. However, these effects would likely be minor because reductions in access would occur mainly at night and during off-peak hours. In addition, short detours would allow alternative access to business districts and neighborhoods. Conversely, revenues for some businesses near construction activities could increase from spending by construction workers. This, in turn, could increase local sales tax revenues.

For all 6-Lane Alternative options, WSDOT plans to keep all interchanges and most local streets open during the day, except for



**Montlake**

The Montlake interchange is a primary travel route to the University of Washington and associated businesses to the north, and to Capitol Hill and a small commercial area along NE 24th Street, south of the interchange (Exhibit 31). Generally, the economic effects of construction would be similar under all 6-Lane Alternative options. Although a few customers would likely be deterred from visiting these areas because of construction at the interchange, most of these businesses serve local customers who would travel to them on local streets. Any economic effects on businesses in this area during construction would be small. WSDOT would minimize traffic delays by phasing and scheduling construction activities outside of high traffic demand periods as much as possible. In addition, access to businesses and residences throughout the study area would continue during the construction period. If roadways and direct business access were closed, detours would maintain access. If practical, short-term roadway closures would occur at night or during low-traffic-volume periods during the day.

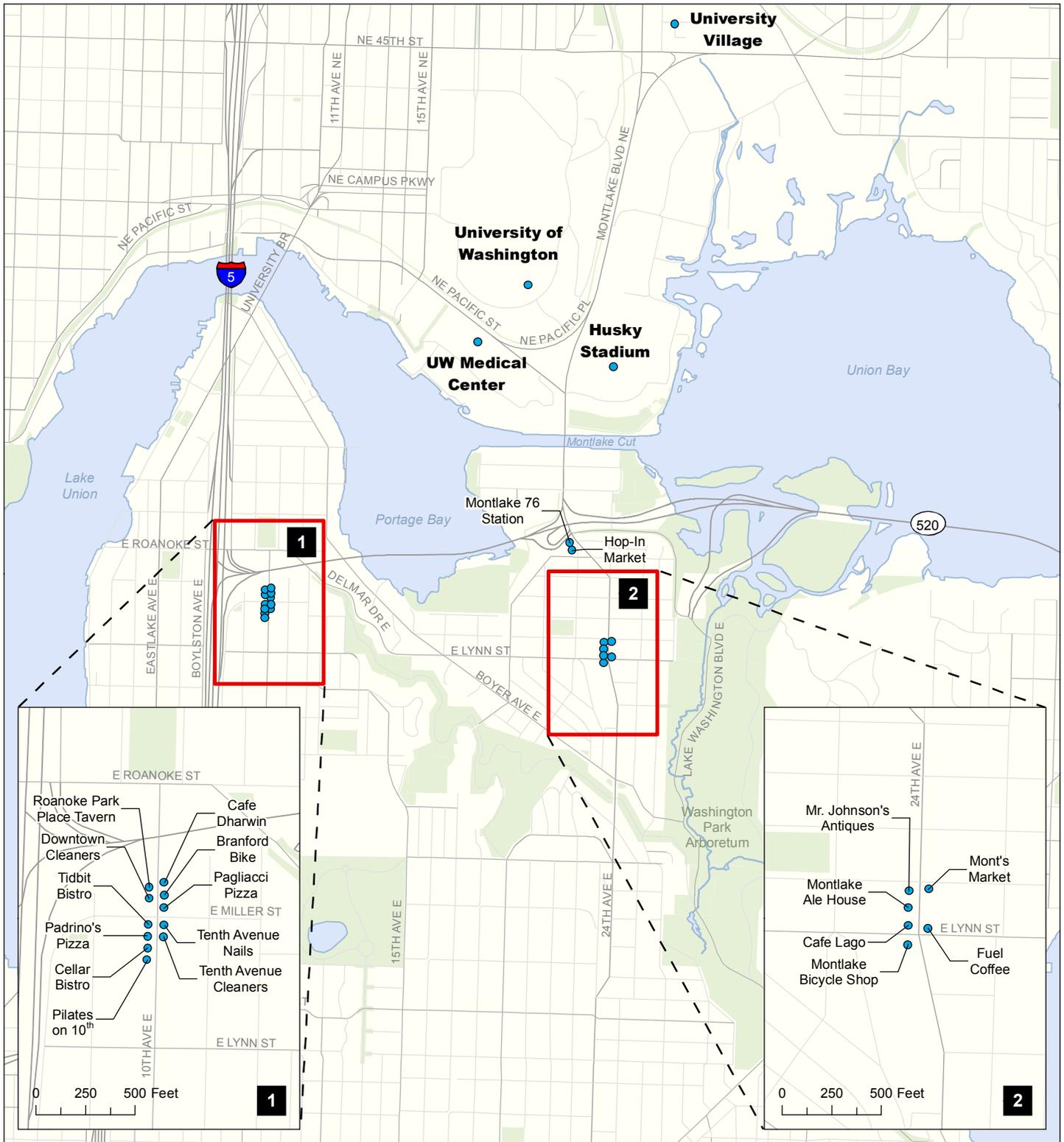
Under all build options, construction activities near the Montlake interchange would require the use of 150 parking stalls at MOHAI for construction staging areas.

Exhibit 32 presents the construction-related parking effects at University of Washington lots E-11 and E-12. These two lots are heavily used by students and employees at the University of Washington and the University of Washington Medical Center and operate at nearly 100 percent capacity. The lots are also heavily used during events at Husky Stadium. The number of stalls available in the two lots (1,175) accounts for proposed changes in the parking lot design because of the construction of Sound Transit's North Link University of Washington Station.

As stated previously, WSDOT would coordinate with the University of Washington, the University of Washington Medical Center, King County Metro, and Sound Transit to develop a mitigation strategy to contend with the loss of parking.

Constructing any of the 6-Lane Alternative options could deter some patrons from attending sporting events, exhibitions, and other events held at the University of Washington because of increased congestion and loss of parking. The loss of parking near Husky Stadium could inconvenience event attendees and campus visitors because alternate parking stalls might be available only at parking areas further from the





● Point of Interest



Source: City of Seattle (2008) GIS Data (Business and Institutions), King County (2005) GIS Data (Streets and Streets), King County (2007) GIS Data (Water Bodies), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.



**Exhibit 31. Businesses and Institutions Located in Montlake Area**  
I-5 to Medina: Bridge Replacement and HOV Project

stadium. In addition, other factors not related to 6-Lane Alternative construction (such as the overall condition of the regional economy and the performance of the teams) could also affect attendance at sporting and other events.

Exhibit 32. Parking Effects at the University of Washington during Construction

Construction Effects	Option A	Option K	Option L
Number of Stalls in E-11 & E-12 Lots	1,175	1,175	1,175
Average Parking occupancy, E-11 & E-12 Lots	99%	99%	99%
Total University of Washington campus Parking Stalls	11,400	11,400	11,400
Average Parking Occupancy, campus	71%	71%	71%
Parking effects			
Number of University of Washington Parking Stalls Affected	54	549	211
Percent of E-11 & E-12 Stalls Affected	4.6%	46.7%	18.0%
Percent of total University of Washington Parking Stalls Affected	0.5%	4.8%	1.9%

Sources: University of Washington (2008), Draft Westside Construction Traffic Technical Memorandum (WSDOT 2009m)

Generally, the economic effects of construction would be similar for all 6-Lane Alternative options. Differences among the options are described below. Economic effects for suboptions would be the same as those for the base Options A, K, and L. On balance, the positive effects of construction-related jobs, spending (for example, project spending and spending by construction workers), and resulting sales tax revenues would be more widely dispersed through the local and regional economies than the location-specific negative effects of increased traffic congestion and noise. For this reason, construction of the 6-Lane Alternative is expected to have a net beneficial economic effect.

### **Option A**

Construction of Option A would take approximately 6 years and would result in approximately 7,700 full-time jobs in the peak year (2015). Of the total full-time jobs, 3,300 would be direct jobs and 4,400 would be indirect and induced jobs.

Construction activities would change access for some nearby businesses and residents, specifically those located along East Roanoke Street,



Delmar Drive East, Montlake Boulevard East, 24th Avenue East, and Lake Washington Boulevard East. Under Option A, construction of the new Montlake Interchange and lid would take approximately 45 months (over 3.5 years). Unlike Options K and L, Option A would not require closure of NE Pacific Street.

Option A would have the smallest effect on parking in University of Washington lots E-11 and E-12. Approximately 54 stalls would be acquired for construction staging, which would represent approximately 5 percent of total stalls in these two parking lots. According to Commuter Services at the University of Washington, more than 11,400 parking stalls were available for campus parking in 2007, and the average parking utilization was 71 percent (University of Washington 2008). Parking fees generated nearly \$4.2 million in revenue for Commuter Services. The number of stalls that would be used for construction staging would represent less than 1 percent of the total campus parking spaces available.

### **Option K**

Construction of Option K would take approximately 7 years and would result in approximately 12,600 full-time jobs in the peak year (2014). Of the total full-time jobs, 5,400 would be direct jobs and 7,200 would be indirect and induced jobs.

Construction activities would change access for some nearby businesses and residents, specifically those located along East Roanoke Street, Delmar Drive East, Montlake Boulevard East, Lake Washington Boulevard East, and NE Pacific Street. Under Option K, construction of the SPUI, the tunnel under the Montlake Cut, and the NE Pacific Street lid would occur over approximately 78 months (6.5 years). Under this option, a partial closure of NE Pacific Street would be required for up to 12 months and would detour traffic to NE Pacific Place at the NE Pacific Street interchange, which would reroute access to the University of Washington Medical Center.

Option K would require the use of approximately 549 parking stalls for construction staging at University of Washington lots E-11 and E-12. This would represent approximately 47 percent of the total stalls in these two parking lots. Of the three options, Option K would inconvenience the largest number of visitors and employees to that part of the campus. However, the number of stalls that would be used for construction staging would represent less than 5 percent of the total campus parking spaces available. According to the Draft Westside



Construction Traffic Technical Memorandum (WSDOT 2009m), the parking spaces affected under Option K would be taken in phases and not all at once. While parking in available spaces in other parts of the campus might help mitigate the loss of some of the parking in lots E-11 and E-12 during construction, the available lots might not be convenient for those working at the University of Washington Medical Center.

### **Option L**

Construction of Option L would take approximately 6 years and would result in approximately 9,500 full-time jobs in the peak year (2014). Of the total full-time jobs, 4,000 would be direct jobs and 5,500 would be indirect and induced jobs.

Construction activities would change access for some nearby businesses and residents, specifically those located along East Roanoke Street, Delmar Drive East, Montlake Boulevard East, Lake Washington Boulevard East, and NE Pacific Street. Under Option L, construction of the SPUI and the NE Pacific Street lid would occur over approximately 60 months (5 years). Similar to Option K, Option L would require a partial closure of NE Pacific Street for up to 12 months and would detour traffic to NE Pacific Place at the NE Pacific Street interchange, which would reroute access to the University of Washington Medical Center.

Option L would require the use of approximately 211 parking stalls for construction staging at University of Washington lots E-11 and E-12. This would represent approximately 18 percent of total stalls in these two parking lots, and less than 2 percent of the total campus parking spaces available. Similar to Option K, the parking spaces affected under Option L would be taken in phases. While parking in available spaces in other parts of the campus might help mitigate the loss of some of the parking in lots E-11 and E-12 during construction, the available lots might not be convenient for those working at the University of Washington Medical Center.

### **Lake Washington**

The new Evergreen Point Bridge would be constructed on a parallel alignment to the existing bridge to maintain traffic on the existing bridge during construction and allow for a smooth transition to the new bridge once completed. As a result, economic effects related to congestion, access, and parking are not expected in the Lake Washington study area.



### **Eastside Transition Area**

Restriping the HOV lanes in the eastbound and westbound directions from Evergreen Point Road to 92nd Avenue NE would occur at night, outside peak traffic periods. The restriping would take at least five nights, with up to one lane of SR 520 closed each night. However, the short and transitory restriping activities would not cause any economic effects.

### **Pontoon Production and Transport**

Forty-four supplemental stability pontoons would be manufactured for the new six-lane floating bridge. Some of the required pontoons would be constructed at a proposed facility in Grays Harbor while others could be produced at the existing CTC facility in Tacoma. At this time, it is unknown how many of the 44 pontoons would be built at the CTC site and how many would be built in Grays Harbor if the CTC is used.

Pontoon construction at the existing CTC facility would bring revenue to CTC through lease of the facility and revenue to the contractors selected to manufacture the pontoons. This activity would also help each firm to sustain employment, which would be a beneficial effect.

Pontoon construction at the new Grays Harbor facility would create jobs and generate income in the Grays Harbor study area. Many of the workers hired to build the pontoons for the Pontoon Construction Project would likely also construct the additional 44 supplemental stability pontoons discussed in this report. While the pontoons are being built, truck traffic associated with hauling manufacturing materials could affect access for businesses and residents near the casting facility in Grays Harbor or along the designated haul route. Pontoon construction also would likely result in a small, short-term improvement in the economic condition of businesses in the Grays Harbor study area by generating construction-related jobs and income.

Towing the pontoons from their moorage locations in either Grays Harbor or the Puget Sound to the Lake Washington construction site would provide jobs and income for tug operators. The extent of these effects would depend on whether the tug operators are hired from a local firm or from areas beyond the affected communities.

### **Phased Implementation Scenario**

The Phased Implementation scenario would construct vulnerable structures first. Improvements to the I-5 and Montlake areas would be



constructed during a later phase, thus delaying some of the benefits (for example, job creation) associated with construction-related spending. Constructing the 6-Lane Alternative in phases would also require multiple mobilizations, which would affect businesses in the study area over a longer period of time. Although replacing vulnerable structures would not construct improvements in the I-5 and Montlake areas, these areas would be affected by potential economic effects related to congestion, reduced access, and road closures discussed as part of the full build 6-Lane Alternative. Parking effects at the University of Washington under Options A, K, and L would not occur until the Montlake area is constructed.

## **How would right-of-way acquisition and operation of the project affect land use, relocations, and economics?**

### **Land Use Effects of Right-of-way Acquisition and Project Operation**

#### **No Build Alternative**

The No Build Alternative would not require the acquisition of property, so there would be no changes in land use from acquisitions.

#### **6-Lane Alternative**

The 6-Lane Alternative would convert existing land uses to WSDOT transportation right-of-way and decrease the amount of property available for development or redevelopment in the I-5 to Medina study area. The land within the footprints of all the options is zoned for park/open space, single-family residential, or multi-family residential use.

Exhibit 33 illustrates the acres that would be converted to transportation right-of-way in the Seattle and Lake Washington study areas by existing land use.



Exhibit 33. 6-Lane Alternative Acres Converted to WSDOT Right-of-Way by Type of Existing Land Use

Existing Land Use	Seattle Study Area			Lake Washington Study Area
	Option A	Option K	Option L	All Options
Civic/Quasipublic	4.9	10.3	7.5	0.0
Park/Open Space	4.4	4.1	3.1	0.0
Single-family Residential	0.4	0.1	0.1	1.2
Commercial	0.2	0.0	0.0	0.0
<b>Total</b>	<b>9.9</b>	<b>14.5</b>	<b>10.7</b>	<b>1.2</b>

Exhibits 24 through 28 show the land that would be converted to right-of-way and the structures that would be affected. Exhibit 34 illustrates the number of acres and King County assessor parcels, in part or whole, required by each option for the entire I-5 to Medina project (Seattle, Lake Washington, and Eastside study areas). These right-of-way totals do not include property needed for wetland mitigation. (WSDOT is in the process of identifying sites for wetland mitigation.)

Exhibit 34. 6-Lane Alternative Land Use Effects – Seattle, Lake Washington, and Eastside Study Areas

Option	Full Acquisitions		Partial Acquisitions		Total	
	King County Parcels	Acres	King County Parcels	Acres	King County Parcels	Acres
Option A	7	4.0	19	7.1*	26	11.1*
Option K	6	4.0	8	11.7*	14	15.7*
Option L	5	3.8	8	8.1*	13	11.9*

\*Includes land use effects to Washington State Department of Natural Resources (DNR) public property in the Montlake Cut ship canal area that is not part of any King County assessor parcels.

Source: King County Assessor (2009)

### Seattle

The 6-Lane Alternative would have similar land use effects for Options A, K, and L. Lids would provide space for street right-of-way and passive recreational uses (such as pathways, benches, and landscaping). Utility lines could also cross SR 520 at the lid structures. The I-5 lid and the 10th Avenue East and Delmar Drive East lid would be identical under each option.

Options A, K, and L would provide limited redevelopment opportunities. Excess property from the acquisition of East Montlake Park would be maintained as parkland. For all options, Bagley



Viewpoint and McCurdy Park would be converted to WSDOT right-of-way. The Recreation Discipline Report [WSDOT 2009b] provides additional information about effects to parklands.

**Option A**

In total, Option A would affect 9.9 acres from 24 King County assessor parcels and Washington State Department of Natural Resources (DNR) public property in the Seattle study area as follows: less than 0.1 acre in the I-5 area, 2.2 acres in the Portage Bay area, 6.7 acres in the Montlake area, and 0.9 acres in the west approach area (Exhibit 35). Exhibit 36 illustrates full property acquisitions for Option A in the Seattle study area. Attachment 2 illustrates all property acquisitions, including partial acquisitions, required for Option A.

Option A would convert the following existing land uses to transportation land use as WSDOT right-of-way in the Seattle study area (Exhibit 33):

- Civic/quasipublic – 4.9 acres
- Park/open space – 4.4 acres
- Single-family residential – 0.4 acre
- Commercial – 0.2 acre

Attachment 2 summarizes each parcel affected.

**Option K**

In total, Option K would affect 14.5 acres from 12 King County assessor parcels and DNR public property in the Seattle study area as follows: less than 0.1 acre in the I-5 area, 1.8 acres in the Portage Bay area, 11.4 acres in the Montlake area, and 1.3 acres in the west approach area (Exhibit 35). Exhibit 37 illustrates full property acquisitions for Option K in the Seattle study area. Attachment 2 illustrates all property acquisitions, including partial acquisitions, required for Option K.



Exhibit 35. 6-Lane Alternative Permanent Right-of-Way Effects (acres)

Option/Suboption	I-5 Area	Portage Bay Area	Montlake Area	West Approach Area	Evergreen Point Bridge and Eastside Approach Areas	Total Effect (Option and Suboption) <sup>a</sup>
<b>Option A</b>	<b>&lt;0.1</b>	<b>2.2</b>	<b>6.7</b>	<b>0.9</b>	<b>1.2</b>	<b>11.1</b>
Lake Washington Boulevard Ramps	0.0	0.0	0.0	0.0	0.0	0.0
Eastbound HOV direct-access Ramp	0.0	0.0	0.0	0.0	0.0	0.0
<b>Option K</b>	<b>&lt;0.1</b>	<b>1.8</b>	<b>11.4</b>	<b>1.3</b>	<b>1.2</b>	<b>15.7</b>
Eastbound Off-ramp from Portage Bay Bridge	0.0	0.0	0.0	0.0	0.0	0.0
<b>Option L</b>	<b>&lt;0.1</b>	<b>1.0</b>	<b>9.1</b>	<b>0.6</b>	<b>1.2</b>	<b>11.9</b>
Northbound capacity on Montlake Boulevard NE to NE 45th Street	0.0	0.0	0.0	0.0	0.0	0.0
Left Turn onto South Ramp Connection	0.0	0.0	0.0	0.0	0.0	0.0

<sup>a</sup> Totals are calculated individually for options and suboptions in order to provide information on the potential additive effect of implementing one or more suboptions with the base Options A, K, or L.

## Exhibit 36. 6-Lane Alternative Full Property Acquisitions – Option A (Seattle Study Area)

King County Parcel Number	Owner	Existing Land Use	Size (acres)	Existing Use Relocated or Removed?
1952200015 <sup>a</sup>	Private	Single-family residential	0.14	Yes
4116100015 <sup>a</sup>	City of Seattle	Civic and quasipublic	1.49	Yes (MOHAI)
8805900002 <sup>a</sup>	University of Washington	Park/open space	0.98	No
5605000590	Private	Residential	0.11	Yes
5605000595	Private	Residential	0.13	Yes

<sup>a</sup> Common full property acquisition to all options

Source: King County Assessor (2009)

## Exhibit 37. 6-Lane Alternative Full Property Acquisitions – Option K (Seattle Study Area)

King County Parcel Number	Owner	Existing Land Use	Size (acres)	Existing Use Relocated or Removed?
1952200015*	Private	Single-family residential	0.14	Yes
4116100015*	City of Seattle	Civic and quasipublic	1.49	Yes (MOHAI)
8805900002*	University of Washington	Park/open space	0.98	No
5605000450	City of Seattle	Civic and quasipublic (small parking lot for MOHAI)	0.17	No

\*Common full property acquisition to all options.

Source: King County Assessor (2009)

Option K would convert the following existing land uses to transportation land use as WSDOT right-of-way in the Seattle study area (Exhibit 33):

- Civic/quasipublic – 10.3 acres
- Park/open space – 4.1 acres
- Single-family residential – 0.1 acre

Attachment 2 summarizes each parcel affected.



**Option L**

In total, Option L would affect 10.7 acres from 11 King County assessor parcels and DNR public property in the Seattle study area as follows: less than 0.1 acre in the I-5 area, 1.0 acre in the Portage Bay area, 9.1 acres in the Montlake area, and 0.6 acre in the west approach area (Exhibit 35).

Exhibit 38 illustrates full property acquisitions for Option L in the Seattle study area. Attachment 2 illustrates all property acquisitions, including partial acquisitions, required for Option L.

Exhibit 38. 6-Lane Alternative Full Property Acquisitions – Option L (Seattle Study Area)

King County Parcel Number	Owner	Existing Land Use	Size (acres)	Existing Use Relocated or Removed?
1952200015*	Private	Single-family residential	0.14	Yes
4116100015*	City of Seattle	Civic and quasipublic	1.49	Yes (MOHAI)
8805900002*	University of Washington	Park/open space	0.98	No

\*Common full property acquisition to all options

Source: King County Assessor (2009)

Option L would convert the following existing land uses to transportation land use as WSDOT right-of-way in the Seattle study area (Exhibit 33):

- Civic/quasipublic – 7.5 acres
- Park/open space – 3.1 acres
- Single-family residential – 0.1 acre

Attachment 2 summarizes each parcel affected.

**Lake Washington**

In the Lake Washington study area (Evergreen Point Bridge and Eastside Approach Area), the 6-Lane Alternative would convert 1.2 acres of existing single-family residential land use to transportation land use as WSDOT right-of-way. Exhibit 39 identifies the two affected King County assessor parcels. They are located in the Eastside Approach Area in Medina west of Evergreen Point Road. WSDOT has already acquired the two properties. One of the two parcels has a dock that would be permanently removed.



## Exhibit 39. 6-Lane Alternative Full Property Acquisitions – Lake Washington Study Area, All Options

King County Parcel Number	Owner	Existing Land Use	Size (acres)	Existing Use Relocated or Removed?
2425049177	WSDOT (early acquisition)	Vacant (single-family residential)	0.64	No
2425049259	WSDOT (early acquisition)	Vacant (single-family residential)	0.54	No

Source: King County Assessor (2009)

Because the bridge maintenance facility on the Eastside would be located within WSDOT right-of-way, the land use effects are included in the total right-of-way acquired.

On Lake Washington, additional right-of-way would be needed north and south of the existing bridge for the floating bridge anchors and cables.

### Eastside Transition Area

The 6-Lane Alternative, which would be within the existing right-of-way, would not require the acquisition of property in Hunts Point, Clyde Hill, and Yarrow Point. Therefore, the 6-Lane Alternative would have no direct land use effects on these Points communities.

### Phased Implementation Scenario

Exhibit 40 illustrates the number of acres and King County assessor parcels, in part or whole, that would be required by each option in order to replace vulnerable structures. Exhibit 41 shows the number of acres this task would affect in the Portage Bay area, the west approach area, and the Evergreen Point Bridge and Eastside Approach Area for each 6-Lane Alternative option.

#### Exhibit 40. 6-Lane Alternative Phased Implementation Scenario Land Use Effects

Option	Acres	King County Parcels
Option A	8.5	10
Option K	10.3	11
Option L	8.5	10

Source: King County Assessor (2009).



Exhibit 41. Phased Implementation Scenario Permanent Right-of-Way Effects (acres)

Option/Suboption	Portage Bay Area	Montlake and West Approach Areas	Evergreen Point Bridge and Eastside Approach Areas	Total Effect (Option and Suboption)*
<b>Option A</b>	<b>2.2</b>	<b>5.1</b>	<b>1.2</b>	<b>8.5</b>
Lake Washington Boulevard Ramps	0.0	0.0	0.0	0.0
Eastbound HOV Direct Access Ramp	0.0	0.0	0.0	0.0
<b>Option K</b>	<b>1.8</b>	<b>7.3</b>	<b>1.2</b>	<b>10.3</b>
Eastbound Off-ramp from Portage Bay Bridge	0.0	0.0	0.0	0.0
<b>Option L</b>	<b>1.0</b>	<b>6.3</b>	<b>1.2</b>	<b>8.5</b>
Northbound Capacity on Montlake Boulevard NE to NE 45th Street	0.0	0.0	0.0	0.0
Left Turn onto South Ramp Connection	0.0	0.0	0.0	0.0

\*Totals are calculated individually for options and suboptions in order to provide information on the potential additive effect of implementing one or more suboptions with the base Options A, K, or L.

## Relocation of Homes and Businesses

### No Build Alternative

No relocations would occur under the No Build Alternative.

### 6-Lane Alternative

Exhibit 42 summarizes the number of 6-Lane Alternative relocation effects by the type of property or facility that would be affected in the Seattle study area. No homes or businesses would be relocated in the Lake Washington or Eastside transition (Evergreen Point Road to 92nd Avenue NE) study areas.

Exhibit 42. Number of 6-Lane Alternative Relocation Effects

Option	Seattle Study Area		
	Single-Family	Business	Civic and Quasipublic
Option A	3	1	2*
Option K	1	0	2
Option L	1	0	1

Source: King County Assessor (2009)

\*Refers to the NOAA campus as a whole. Nine of 11 buildings affected on this property would be removed.



## Seattle

The following items summarize the relocations in the Seattle study area under the 6-Lane Alternative that would be common to all three options:

- One single-family residence would be removed in the Roanoke/Portage Bay neighborhood (location shown in Exhibits 24 and 25). This residence is located on Portage Bay with a view of the water. This effect would occur to accommodate the temporary work bridge constructed on the south side of the Portage Bay Bridge construction.
- The MOHAI building would be removed (location shown in Exhibit 26). Because of the construction of a stormwater treatment wetland near the MOHAI facility, the entire building would need to be removed. The museum building straddles McCurdy and East Montlake parks. The Historical Society of Seattle and King County operates MOHAI. The society, which built the museum in 1952, deeded it at that time to the City of Seattle but retained a lease in perpetuity.

The Seattle City Council adopted Resolution 31092 on September 28, 2008, to authorize the parks director to negotiate relocating the museum, including the MOHAI collection, to a regional museum located at Lake Union Park. The negotiation to move the MOHAI was approved on July 6, 2009, although it may be some time before the relocation is complete.

### **Option A**

In addition to the relocations summarized previously that are common to all options (one single-family residence and one civic and quasipublic use [MOHAI]), Option A would remove two residences, one business, and one civic and quasipublic use in the Seattle study area. The following paragraphs summarize these effects:

- **Residential effects.** Option A would remove two single-family residences in the Montlake neighborhood (location shown in Exhibit 26). These residences are located on the east side of Montlake Boulevard East immediately south of the Montlake Cut. These effects would occur to accommodate the new bascule bridge on Montlake Boulevard East across the Montlake Cut.
- **Business effects.** Because of the reconfiguration of the SR 520 intersection and the SR 520 on- and off-ramps, Option A would



remove the Montlake 76 gas service station at the Montlake Boulevard East and Lake Washington Boulevard intersection, just south of the SR 520 on- and off-ramps (location shown in Exhibit 26). The service center, which includes a 10-pump gas station, is the only gas station to serve the surrounding neighborhood within an approximately 1-mile radius. Although the gas service station would be removed for construction activities, only approximately one-third of the parcel (0.1 acre) would be permanently converted to right-of-way.

- **Civic and quasipublic effects.** Option A would affect the NOAA Northwest Fisheries Science Center located directly north of SR 520 along the eastern shore of Portage Bay. This research complex contains multiple buildings. The original building is known as the North Campus. The other facilities at the research center consist mainly of smaller buildings, which are primarily referred to as the South Campus. In these facilities, fish are reared and fish disease and general fish research takes place. Other facilities include a hazardous materials storage building, a small emergency generator building, and the new interim pilot plant fronting SR 520. The main water line to the facility runs along the southern edge of the NOAA property.

To accommodate the wider highway footprint, Option A would remove 9 of the 11 South Campus buildings (location shown in Exhibit 25). The functions of the two buildings that would not be removed are tied to the functions of the nine buildings that would be removed. Therefore, the functions of these two buildings would need to be relocated.

### **Option K**

In addition to the relocations summarized previously that would be common to all three options (one single-family residence and one civic and quasipublic use [MOHAI]), Option K would remove one civic and quasipublic use:

- **Civic and quasipublic effects.** Because of the construction of the tunnel beneath the Montlake Cut, Option K would relocate the University of Washington Waterfront Activities Center located southeast of Husky Stadium on Union Bay and north of the Montlake Cut (location shown in Exhibit 26). The Waterfront Activities Center includes canoe and rowboat rentals, and storage for private non-motorized boats is available to students, staff, and



alumni association members. The Canoe House and Climbing Rock would not be permanently affected. The Recreation Discipline Report [WSDOT 2009b] provides additional information.

**Option L**

Option L would require no relocations other than those that would be common to all three options (one single-family residence and one civic and quasipublic use [MOHAI]).

**Lake Washington**

No relocations would occur in the Lake Washington study area. WSDOT has purchased two parcels in Medina that would be required for construction of the east approach. Residents in the two single-family structures on these parcels have already been relocated.

**Eastside Transition Area**

No relocations would occur in the Eastside transition area.

**Phased Implementation Scenario**

With the replacement of vulnerable structures, Options A, K, and L would relocate the following uses (Exhibit 43):

- One single-family residence in the Portage Bay area (for construction of a new Portage Bay bridge)
- MOHAI (civic and quasipublic use – for construction of a new west approach)
- The other relocations (in the Montlake area) would occur after the Portage Bay Bridge, the west approach to the Evergreen Point Bridge, and the Evergreen Point Bridge have been replaced.

Exhibit 43. Number of 6-Lane Alternative Phased Implementation Scenario Relocation Effects

Option	Seattle Study Area			Lake Washington Study Area		
	Single-Family	Business	Civic and Quasipublic	Single-Family	Business	Civic and Quasipublic
Option A	1	0	1*			
Option K	1	0	1	0	0	0
Option L	1	0	1			

Source: King County Assessor (2009)

\*Refers to the NOAA campus as a whole. Nine of 11 buildings affected on this property would be removed.



## Differences in the Number of Relocations by Alternative and Option

### No Build Alternative

No relocations would occur under the No Build Alternative.

### 6-Lane Alternative

#### Seattle Study Area

Exhibit 44 illustrates the number and specific types of relocations within the Seattle study area by option.

Exhibit 44. Number and Specific Types of 6-Lane Alternative Relocation Effects

Seattle Study Area			
Option	Single-Family	Business	Civic and Quasipublic
Option A	3 (1 Portage Bay area, 2 Montlake area)	1 (Gas service station)	2* (MOHAI, NOAA Northwest Fisheries Science Center buildings)
Option K	1 (Portage Bay area)	None	2 (MOHAI, University of Washington Waterfront Activities Center)
Option L	1 (Portage Bay area)	None	1 (MOHAI)

Source: King County Assessor (2009)

\*Refers to the NOAA campus as a whole. Nine of 11 buildings affected on this property would be removed.

### Lake Washington and Eastside Transition Area

No residential, business, or civic and quasipublic uses would be relocated in the Lake Washington or Eastside Transition (Evergreen Point Road to 92nd Avenue NE) study areas.

## Economic Effects of Project Operation

### No Build Alternative

The No Build Alternative assumes that the existing highway would remain the same as it is today and no additional facilities would be constructed. Right-of-way acquisition would not displace any businesses nor result in a decrease of property or sales tax revenue or lost jobs. Economic development in the area could be negatively affected if business owners are reluctant to locate in an area with poor access and mobility for employees and customers.



## 6-Lane Alternative

### Seattle

Investment in transportation infrastructure can be beneficial to businesses and consumers because of improved accessibility (the ease with which specific locations or activities can be reached). Accessibility depends on travel times, safety, vehicle operating costs, and the transportation choices available to users (Transportation Research Board 2001). Improvements in accessibility can stimulate new economic development. Economic development is typically defined as the process by which additional income is generated within a region (Eberts 1999). Transportation investments can contribute to growth (economic development) in three ways:

- Internal growth, such as an increase in a region's employment rate or labor participation rate
- External growth, which is an inflow of labor resources and businesses from other regions
- Increased efficiency, or more efficient use of existing labor and capital resources already in place in the region, thereby resulting in productivity gains

Tolling would be implemented under all 6-Lane Alternative options. Tolling would provide a source of revenue to help pay for the 6-Lane Alternative. Nearly all the tolling scenarios include variable tolling (which charges different toll rates depending on the time of day and whether the trip is during peak or off-peak traffic hours). For example, a trip during peak traffic hours would be more expensive than at other times of day.

When tolls are in place, traffic volumes would go down and average speeds would increase under each of the 6-Lane Alternative options when compared to the No Build Alternative. The reduction in traffic volumes would be caused by people changing their travel modes from single-passenger vehicles to carpools, vanpools, transit, or other modes. Traffic volumes on SR 520 would also be reduced because people would divert to other parts of the transportation network to avoid paying the toll.

Each option would improve traffic circulation and reduce congestion along SR 520. These effects would attract customers from a broader geographic area and would shorten the commute time for employees of



local businesses. Businesses that rely on the efficient movement of goods and services (such as business supply companies, service providers, and freight operators) would also benefit from improved mobility. The improved travel-time savings would likely result in a small improvement in the economic prospects of businesses in the I-5 to Medina project corridor.

Businesses along the I-5 to Medina project corridor might experience a modest increase in retail sales activity because of the improved circulation and access. To the extent that customers would spend money that would not otherwise be spent in the area, sales tax revenues in Seattle would increase. However, the overall effect on any of the cities' tax revenues would probably be small.

WSDOT would acquire the additional right-of-way needed to construct the 6-Lane Alternative from taxable property. This taxable property would be removed from the local jurisdictions' tax bases, which would decrease property tax revenues. The following subsections discuss the tax effects of each option and suboption.

#### **Option A**

Option A would provide similar connections to what currently exists at Montlake Boulevard and remove the ramps to and from Lake Washington Boulevard. The decreased capacity would decrease traffic volumes in the SR 520/Montlake Boulevard interchange area.

However, the removal of the Lake Washington Boulevard ramps would increase congestion approaching the Montlake Boulevard/Lake Washington Boulevard/SR 520 eastbound on-ramp intersection.

A suboption of Option A (with Lake Washington Boulevard ramps) would provide similar connections to what currently exists at Montlake Boulevard and would result in traffic volumes and intersection operations in the SR 520/Montlake Boulevard interchange area being similar to the No Build Alternative.

Exhibit 45 shows the initial estimated property tax decrease for Seattle under Option A. The suboptions of Option A are expected to result in property tax effects similar to those of Option A. The total assessed value of the additional acquired right-of-way under Option A would be approximately \$8.5 million. Of this additional right-of-way acquired under Option A, approximately \$1.8 million and \$1.7 million would be taxable, respectively. Applying the 2008 tax levy rate for the city's portion of the taxable right-of-way, it is estimated that the loss of property tax revenue for the City of Seattle would be approximately



\$4,900 under Option A. Because the initial property tax decrease would be less than 0.01 percent compared to the 2008 budgeted property tax revenues, the property acquisitions needed to construct the 6-Lane Alternative would not have a substantial effect on the City of Seattle's overall tax revenues.

Exhibit 45. Estimated Property Tax Effect – Option A and Suboptions of A

Option/City	Estimated Assessed Value of Right-of-Way	Estimated Taxable Value of Right-of-Way	Initial Property Tax Decrease	Budgeted 2008 Property Tax Revenues (percent)
<b>Option A</b>				
Seattle	\$8,500,000	\$1,800,000	\$4,945	Less than 0.01

Source: King County Assessor (2009)

The total initial property tax effect would include partial encroachments. The tax effect of the partial encroachments was calculated by multiplying the actual 2008 property tax collected for the parcel by an estimate of the percentage of the parcel that would be taken for the 6-Lane Alternative.

Option A and its suboptions would require the removal of a gas service station at the corner of Montlake Place East and the eastbound on-ramp to SR 520.

Although every effort would be made to maintain parking during 6-Lane Alternative operation, parking at some businesses might be affected. Exhibit 46 presents permanent parking acquisitions during operation of Option A and its suboptions.

Exhibit 46. Permanent Parking Acquisitions – Option A and Suboptions of A

Location	Existing Parking Supply	Average Number of Spaces in Use	Number of Affected Stalls
Lot at Bagley Viewpoint	10	1	10
NOAA Northwest Fisheries Science Center	148	116	12
Montlake 76 Gas Service Station	5	4	5
Hop-In Market (west side and east side)	27	13	19
MOHAI	150	59	150

Source: Draft Westside Parking Supply Report (WSDOT 2009n)

As discussed in Chapter 9 – Transportation of the Draft Westside Parking Supply Report (WSDOT 2009n), the Hop-In Market has



parking available in the back of the building (west side) and the front of the building (east side). The west side parking lot currently has 17 parking stalls and the east side lot has an additional 10 stalls. On average, nearly 50 percent of the stalls are in use. However, during the noon hour, approximately 90 percent of the parking spaces are currently used. Option A would result in the loss of 9 parking stalls in the west side lot and all 10 stalls in the east side lot, or about 70 percent of its available parking. The removal of these stalls would make it difficult for patrons to frequent the store, especially during the noon hour. During other hours of operation, potential customers could be deterred from shopping at the market because parking spaces could be difficult to find.

Because the Montlake 76 gas service station would be eliminated under Option A, the associated demand to park in this lot would also be eliminated. In addition, the parking lot at MOHAI would be relocated, along with the MOHAI building. Therefore, there would be no economic effects resulting from removal of these lots.

All other parking displacements are not expected to result in adverse economic effects to the local economy because the lots are either rarely used or the amount of lost parking would be less than the amount of remaining spaces after the lot maximizes its average number of spaces in use.

### **Option K**

Option K would provide a new crossing of the Montlake Cut that would not be affected by boat traffic (subject to bridge openings). Compared to the No Build Alternative, the new crossing would reduce traffic by as much as 2,200 vehicles per hour and improve local circulation on Montlake Boulevard between East Roanoke Street and the Montlake Cut, and would increase traffic on Lake Washington Boulevard on either side of the SR 520 ramps. Option K would also increase congestion at the Montlake Boulevard NE/NE Pacific Street intersection because traffic volumes to and from the north would increase.

Some congestion would remain on SR 520 because Option K does not include the westbound auxiliary lane. The congestion on SR 520 would also affect local traffic at the new interchange, spilling back onto the local system.

While some localized traffic congestion would exist in the Montlake area when compared to the No Build Alternative, the overall travel-



time savings in the I-5 to Medina project corridor would provide a regional travel benefit for vehicles on SR 520.

Exhibit 47 shows the initial estimated property tax decrease for Seattle under Option K. The suboptions of Option K are not expected to result in additional property tax effects. The total assessed value of the additional acquired right-of-way would be approximately \$8.1 million. Of this additional right-of-way acquired under Option K, approximately \$174,865 would be taxable. Applying the 2008 tax levy rate for the city’s portion of the taxable right-of-way, it is estimated that the loss of property tax revenue for the City of Seattle under Option K would be approximately \$485. Because the initial property tax decrease would be less than 0.01 percent compared to the 2008 budgeted property tax revenues, the property acquisitions needed to construct the 6-Lane Alternative would not have a substantial effect on the City of Seattle’s overall tax revenues.

Exhibit 47. Estimated Property Tax Effect – Option K and Suboptions of K

Option/City	Estimated Assessed Value of Right-of-Way	Estimated Taxable Value of Right-of-Way	Initial Property Tax Decrease	Budgeted 2008 Property Tax Revenues (percent)
<b>Option K</b>				
Seattle	\$8,100,000	\$174,865	\$485	Less than 0.01

Source: King County Assessor (2009)

The total initial property tax effect would include partial encroachments. The tax effect of the partial encroachments was calculated by multiplying the actual 2008 property tax collected for the parcel by an estimate of the percentage of the parcel that would be taken for the 6-Lane Alternative.

No business relocations are expected under Option K or its suboptions.

Although every effort would be made to maintain parking during 6-Lane Alternative operation, parking at some businesses might be affected. Exhibit 48 presents permanent parking acquisitions during operation of Option K and its suboptions.



Exhibit 48. Permanent Parking Acquisitions – Option K and Suboptions of K

Location	Existing Parking Supply	Average Number of Spaces in Use	Number of Affected Stalls
Lot at Bagley Viewpoint	10	1	10
East Roanoke Street (on-street)	6	6	6
24th Avenue East (on-street)	5	1	1
MOHAI	150	59	150
Husky Stadium (E-11 and E-12)	1175	1164	20
Arboretum Lot of Lake Washington Boulevard	24	24	24

Source: Draft Westside Parking Supply Report (WSDOT 2009n)

As discussed in Chapter 9 – Transportation of the Draft Westside Parking Supply Report (WSDOT 2009n), approximately 20 stalls would be acquired at the Husky Stadium (E-11 and E-12) parking lots during operation of Option K. Although the amount of parking lost would be minimal (20 stalls), the Husky Stadium lots are almost fully used and might require event patrons to find alternative parking around the stadium. However, it is not likely that event attendance would be affected because 20 alternate stalls would likely be available around the stadium.

All other parking displacements are not expected to result in adverse economic effects to the local economy because the lots are rarely used, are not associated with any businesses, or would be relocated. Except for these differences, operational-related economic effects from Option K and its suboptions are expected to be similar to those for Option A and its suboptions.

### **Option L**

Option L would also provide a new interchange east of Montlake Boulevard. However, unlike the tunnel under Option K, the new bascule bridge connection between the SR 520 interchange and the Montlake Boulevard NE/NE Pacific Street intersection would be subject to openings for boat traffic. Option L would reduce traffic (up to 1,700 vehicles per hour) and improve local circulation on Montlake Boulevard between East Roanoke Street and the Montlake Cut. Option L would also increase congestion at the Montlake Boulevard NE/NE Pacific Street intersection because traffic volumes to and from the north would increase.



Some congestion would remain on SR 520 because Option L does not include the westbound auxiliary lane. The congestion on SR 520 would also affect local traffic at the new interchange, spilling back onto the local system.

Compared to the No Build Alternative, there would be some localized traffic congestion in the Montlake area. However, the overall travel-time savings in the I-5 to Medina project corridor would provide a regional travel benefit for vehicles on SR 520.

Exhibit 49 shows the initial estimated property tax decrease for Seattle under Option L. The suboptions of Option L are not expected to result in additional property tax effects. The total assessed value of the additional acquired right-of-way would be approximately \$10 million, respectively. Of this additional right-of-way acquired under Option L, approximately \$178,795 would be taxable. Applying the 2008 tax levy rate for the city’s portion of the taxable right-of-way, it is estimated that the loss of property tax revenue for the City of Seattle under Option L would be approximately \$496. Because the initial property tax decrease would be less than 0.01 percent compared to the 2008 budgeted property tax revenues, the property acquisitions needed to construct the 6-Lane Alternative would not have a substantial effect on the City of Seattle’s overall tax revenues.

Exhibit 49. Estimated Property Tax Effect – Option L

Option/City	Estimated Assessed Value of Right-of-Way	Estimated Taxable Value of Right-of-Way	Initial Property Tax Decrease	Budgeted 2008 Property Tax Revenues (percent)
<b>Option L</b>				
Seattle	\$10,000,000	\$178,795	\$496	Less than 0.01

Source: King County Assessor (2009)

The total initial property tax effect would include partial encroachments. The tax effect of the partial encroachments was calculated by multiplying the actual 2008 property tax collected for the parcel by an estimate of the percentage of the parcel that would be taken for the 6-Lane Alternative.

No business relocations are expected under Option L or its suboptions.

Although every effort would be made to maintain parking during 6-Lane Alternative operation, parking at some businesses might be



affected. Exhibit 50 presents permanent parking acquisitions during operation of Option L and its suboptions.

Exhibit 50. Permanent Parking Acquisitions – Option L and Suboptions of L

Location	Existing Parking Supply	Average Number of Spaces in Use	Number of Affected Stalls
Lot at Bagley Viewpoint	10	1	10
East Roanoke Street (on-street)	6	6	6
MOHAI	150	59	150
Husky Stadium (E-11 and E-12)	1175	1164	171

Source: Draft Westside Parking Supply Report (WSDOT 2009n)

As discussed in Chapter 9 – Transportation of the Draft Westside Parking Supply Report (WSDOT 2009n), approximately 171 stalls would be acquired at the Husky Stadium (E-11 and E-12) parking lots during operation of Option L. Because the Husky Stadium lots are almost fully used, the loss of 171 stalls at the stadium could adversely affect event attendance if enough alternate parking stalls were not available around the stadium.

All other parking displacements are not expected to result in adverse economic effects to the local economy because the lots are rarely used, are not associated with any businesses, or would be relocated. Except for these differences, operational-related economic effects from Option L and its suboptions are expected to be similar to those for Option A and its suboptions.

### Lake Washington

Operation of the Evergreen Point Bridge would improve traffic circulation and access to Seattle and the Eastside communities and would reduce congestion in the study area. These effects would attract customers from a broader geographic area and would shorten the commute time for employees of local businesses. Businesses that rely on the efficient movement of goods and services (such as business supply companies, service providers, and freight operators) would also benefit from improved mobility. The improved travel-time savings would likely result in a small improvement in the economic prospects of businesses located or operating in the study area.

The City of Medina would be the only city on the Eastside affected by property acquisitions and resulting initial property tax decreases. The



6-Lane Alternative options require acquisition of two properties for right-of-way. WSDOT has already acquired these two properties. As shown in Exhibit 51, the total assessed value of the additional acquired right-of-way would be approximately \$1.1 million. Of this additional right-of-way, approximately \$1.1 million would be taxable. Applying the 2008 tax levy rate for the city's portion of the taxable right-of-way, it is estimated that the loss of property tax revenue for the City of Medina would be approximately \$920. Because the initial property tax decrease would be less than 0.01 percent compared to the 2008 budgeted property tax revenues, the property acquisitions needed to construct the 6-Lane Alternative would not have a substantial effect on the City of Medina's overall tax revenues.

Exhibit 51. Estimated Property Tax Effect – Eastside

City	Estimated Assessed Value of Right-of-Way	Estimated Taxable Value of Right-of-Way	Initial Property Tax Decrease	Budgeted 2008 Property Tax Revenues (percent)
Medina	\$1,100,000	\$1,100,000	\$920	Less than 0.01

Source: King County Assessor (2009)

### Eastside Transition Area

During operation, the Eastside improvements would enhance traffic circulation and access in the I-5 to Medina project corridor and would reduce congestion in the study area. These effects would attract customers from a broader geographic area and would shorten the commute time for employees of local businesses. This would likely result in a small improvement in the economic prospects of businesses in the study area.

### Phased Implementation Scenario

Exhibit 52 shows the initial estimated property tax decreases for the City of Seattle for vulnerable structure replacement for each option. Option A would have the largest total assessed value of additional acquired right-of-way (approximately \$6 million). Of this additional right-of-way acquired under each option, approximately \$1.3 million would be taxable.



Exhibit 52. Estimated Property Tax Effect – Phased Implementation Scenario

Option/City	Estimated Assessed Value of Right-of-Way	Estimated Taxable Value of Right-of-Way	Initial Property Tax Decrease	Budgeted 2008 Property Tax Revenues (percent)
Option A	\$5,955,809	\$1,309,019	\$1,430	Less than 0.01
Option K	\$4,555,016	\$1,299,865	\$1,405	Less than 0.01
Option L	\$3,840,818	\$1,303,795	\$1,416	Less than 0.01

Note: Totals are calculated individually for options and suboptions in order to provide information on the potential additive effect of implementing one or more suboptions with the base Options A, K, or L.

Source: King County Assessor (2009)

Applying the 2008 tax levy rate for the city's portion of the taxable right-of-way, it is estimated that the loss of property tax revenue for the City of Seattle under Options A, K, and L, would be less than a 0.01 percent decrease compared to the 2008 budgeted property tax revenues. This would not have a substantial effect on either city's overall tax revenues.

WSDOT has purchased two parcels in the City of Medina for replacement of the Evergreen Point Bridge. No other property acquisition is required for the 6-Lane Alternative options. The City of Medina's loss of taxable right-of-way would be approximately \$920 compared to the 2008 budgeted property tax revenues. This does not represent a substantial effect on the city's overall tax revenues.

No business relocations are expected during vulnerable structure replacement.

## Would the project be consistent with state, regional, and local plans and development regulations?

### State Plans

#### Washington Transportation Plan and Highway System Plan

The 2007-2026 *Washington Transportation Plan* (WTP) (WSDOT 2006) guides transportation policy and investment decisions at all levels throughout the state and meets federal and state planning requirements. The WTP addresses the state's transportation challenges



by making targeted, prioritized investments to achieve the greatest benefit with limited funding. Following are other functions of the WTP:

- Offers policy guidance on matters related to the transportation system over the next 20 years.
- Guides transportation priorities that reflects input from the public and the Transportation Commission.
- Identifies the top transportation investment priorities in the areas of preservation, safety, economic vitality, mobility, and environmental quality and health.

The 2007-2026 *Washington State Highway System Plan (HSP)* (WSDOT 2007) is the element of the WTP that addresses current and forecasted state highway needs. The HSP assesses current and future transportation needs through a collaborative planning process with local governments, regional planning agencies, and private transportation providers. This process ensures that the state's transportation network functions safely, efficiently, reliably, and cost effectively. The HSP, which is updated every 2 years, guides WSDOT in developing and prioritizing projects. Following are the primary HSP policies:

- **Preservation.** To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.
- **Safety.** To provide for and improve the safety and security of transportation customers and the transportation system.
- **Mobility.** To improve the predictable movement of goods and people throughout Washington State.
- **Environment.** To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
- **Stewardship.** To continuously improve the quality, effectiveness, and efficiency of the transportation system.

Attachment 1 documents how the 6-Lane Alternative would be consistent with these primary policies, and how the No Build Alternative would be inconsistent with three of the five primary policies. The "HSP Implementation Strategies" appendix of the HSP identifies two projects within the study area: SR 520: I-5 to Montlake Boulevard and SR 520: Montlake to Hunts Point.



## Coastal Zone Management Program

Under the requirements of the Coastal Zone Management Act of 1972, activities of federal agencies that affect coastal zone land uses, water uses, or natural resources must be consistent with the state's Coastal Zone Management Act. The state of Washington uses the Shoreline Management Act as its primary implementing mechanism to comply with Coastal Management Act requirements. Ecology administers the Washington State Coastal Zone Management Program and determines whether an activity would affect coastal resources. The SMA and its implementing regulations establish the foundation of the Washington State Coastal Zone Management Program. The applicable Shoreline Master Programs are discussed in the "Development Regulations" subsection.

## Statewide Comprehensive Outdoor Recreation Plan

The *Statewide Comprehensive Outdoor Recreation Plan (SCORP)* (Interagency Committee for Outdoor Recreation 2002) identifies essential issues that affect the future of outdoor recreation in Washington, includes recommendations, and informs decision-makers about issues and opportunities associated with outdoor recreation.

The 6-Lane Alternative would provide new bicycle and pedestrian facilities and would be consistent with SCORP, as documented in Attachment 1. Because the No Build Alternative would maintain existing conditions, which would not improve facilities, it would be inconsistent with SCORP.

## Regional Plans

### Vision 2040 and Destination 2030

*Vision 2040* (PSRC 2008) is PSRC's long-range growth management, economic, and transportation strategy for the central Puget Sound Region, which encompasses King, Kitsap, Pierce, and Snohomish counties. *Vision 2040* contains numerous land use- and transportation-related policies that emphasize concentrating growth in urban centers and connecting those centers with an efficient, transit-oriented, multimodal transportation system. Designated urban centers near the study area are First Hill/Capitol Hill and the University District. In addition, SR 520 serves as an important connection between other urban centers, such as the Westside urban centers of downtown Seattle,



South Lake Union, Uptown Queen Anne, and Northgate, and the Eastside urban centers of Bellevue.

*Vision 2040* supports developing a transportation system that connects urban centers with frequent service, convenient connections, and easy transfers between modes. *Vision 2040* calls for maintaining existing transportation systems and improving the regional HOV system to decrease travel time for HOVs and transit. Transportation investments in major facilities and services should maximize transportation system continuity and be phased to support regional economic development and growth management objectives.

*Destination 2030* (PSRC 2007) is the regional transportation-planning document that serves as the basis for state and federal transportation expenditures within the region. This document translates the policies of *Vision 2040* into implementation strategies, providing a guide for large regional projects and important local solutions for a 30-year period. The primary priority of this plan is to maintain, preserve, make safe and secure, and optimize existing transportation infrastructure and service. The plan calls for coordinating transportation and land use decisions to support transit- and pedestrian-oriented land use patterns. High priorities are HCT station areas that reinforce urban design characteristics and promote mobility and access. *Destination 2030* supports priority treatment for HOVs by investing in a core HOV network on regional freeways and direct access for more efficient use of HOV facilities. *Destination 2030* is currently being updated, and it is anticipated that this plan update – called Transportation 2040 – will be adopted in 2010.

The “Projects” appendix (updated March 12, 2009) of *Destination 2030* identifies projects in the SR 520 corridor. The 6-Lane Alternative would be consistent with *Vision 2040* and, therefore, also consistent with *Destination 2030* policies. Attachment 1 lists the pertinent land use and transportation policies and how the 6-Lane Alternative would be consistent. The No Build Alternative would be inconsistent with most of the pertinent land use and transportation policies, as documented in Attachment 1.

## **Regional Transportation Improvement Program**

The 2007-2010 *Regional Transportation Improvement Program* (RTIP) (PSRC 2009) contains the transportation project list for the Puget Sound Region developed and approved through the regional decision-making



process. The RTIP focuses on developing and implementing projects that are in or directly support key local, regional, and state transportation plans and policies, including *Destination 2030* (PSRC 2007). Under federal law, the RTIP must be a 4-year program of projects that is updated at least every 3 years.

The 6-Lane Alternative is consistent with the RTIP. The “2007-2010 Regional TIP Projects” appendix (amended May 1, 2009) identifies an SR 520 corridor project. The No Build Alternative is not identified in the RTIP.

### **Sound Transit’s High-Capacity Transit Plans**

The Sound Transit Board adopted the *Regional Transit Long-Range Vision* in 1996 (the blueprint for the 2030 *Sound Move* plan [Sound Transit 1996]), and voters approved the plan in November 1996. HCT service connecting regional centers on key travel corridors is a critical component of *Destination 2030*. Elements of the 2030 *Sound Move* plan include the following:

- Regional Express bus routes connecting centers on the HOV lane system
- A program of HOV direct access ramp projects to improve access to the HOV system as well as park-and-ride and transit centers
- Light-rail service between Seattle-Tacoma International Airport, downtown Seattle, and the University of Washington
- Sounder Commuter rail service between Everett and Seattle and between Tacoma, and Seattle

In 2005, the Sound Transit Board adopted an updated *Regional Transit Long-Range Plan* and directed staff to begin developing the next phase of HCT improvements for the region to take to voters for their approval. *Sound Transit 2*, which voters approved in November 2008, includes the following:

- Extension of the light-rail system north to Lynnwood, east across I-90 to downtown Bellevue and Overlake, and south to Star Lake/South 272nd Avenue
- Additional ST Express bus service in the region, including bus rapid transit (BRT)-level service in the SR 520 corridor that is planned in conjunction with the proposed HOV improvements



- Additional Sounder commuter rail service and station improvements
- Light-rail planning studies in several corridors (including SR 520) to evaluate potential routes, stations, and terminals to provide information to the Sound Transit Board about potential light-rail corridors to consider as part of future phases of HCT investments in the region
- Other programs and projects to improve regional mobility

The 6-Lane Alternative would be consistent with Sound Transit's HCT plans because it would implement HOV lanes. These lanes would improve the connection between designated urban centers in a key travel corridor by providing improving mobility, promoting transit use, and providing connections to other Sound Transit projects, including the University of Washington light rail station. An HOV lane system in the SR 520 corridor would improve mobility for future regional express bus routes by connecting centers on the east and west sides of Lake Washington.

### **Countywide Planning Policies**

Consistent with the provisions of the GMA and *Vision 2040* (PSRC 2008), the King County Countywide Planning Policies (King County 2008) serve as the vision and framework for the comprehensive plans of King County and its cities. King County and its cities developed the countywide policies to meet GMA requirements and to coordinate planning among all of the jurisdictions. These policies establish an urban growth area in the western one-third of King County where most growth and development is projected to occur. They support this land use pattern with a balanced transportation system that includes HCT and an extensive HOV system. The policies address reducing urban sprawl, protecting rural areas, and providing more efficient roads, parks, and other services.

The 6-Lane Alternative would be consistent with the King County Countywide Planning Policies. Attachment 1 lists the pertinent land use and transportation policies and how the 6-Lane Alternative would be consistent. The No Build Alternative would be inconsistent with two of the three pertinent land use and transportation policies, as documented in Attachment 1.



## Local Plans

### Comprehensive Plans

*Seattle's Comprehensive Plan: Toward a Sustainable Seattle* land use policies (City of Seattle 2007) are geared toward creating urban centers that concentrate residential development and employment centers, while maintaining the density and character of the neighborhoods outside those centers. No substantial changes in land use patterns are planned for the Seattle neighborhoods in the study area. The Seattle comprehensive plan identifies the Eastlake neighborhood as a residential urban village, which calls for intensifying residential land use. The land uses identified in the Medina, Hunts Point, Clyde Hill, and Yarrow Point comprehensive plans do not differ from existing uses, and no substantial changes in land use patterns are planned for these communities.

The 6-Lane Alternative would be consistent with the Seattle, Medina, Hunts Point, Clyde Hill, and Yarrow Point comprehensive plans. Attachment 1 lists the pertinent land use and transportation policies and the 6-Lane Alternative's consistency with each. The No Build Alternative would be inconsistent with numerous pertinent land use and transportation policies in the Seattle, Medina, Hunts Point, Clyde Hill, and Yarrow Point comprehensive plans, as documented in Attachment 1.

### Transportation Strategic Plan

The City of Seattle's *Transportation Strategic Plan (TSP)* (City of Seattle 2005) describes the actions the Seattle Department of Transportation (SDOT) plans to take to accomplish the transportation goals and policies in *Seattle's Comprehensive Plan* (City of Seattle 2007) and *Vision 2040* (PSRC 2008). The TSP is the overarching policy document for SDOT's transportation planning and actions. If a project were consistent with *Seattle's Comprehensive Plan*, then it would also be consistent with the TSP.

The 6-Lane Alternative would be consistent with the TSP. Attachment 1 lists the pertinent policies and the 6-Lane Alternative's consistency with each. The No Build Alternative would be inconsistent with most pertinent policies of the TSP, as documented in Attachment 1.



## **Seattle Neighborhood Plans**

### **Eastlake Neighborhood Plan**

The *Eastlake Neighborhood Plan* (City of Seattle 1998a) guides neighborhood planning for Eastlake. Neighborhood planning goals for Eastlake adopted by the City of Seattle are contained in the City of *Seattle's Comprehensive Plan* (City of Seattle 2007). The applicable policies call for developing public open space; reducing freeway-related noise, air, and water pollution; and supporting the neighborhood's visibility and identity from I-5 through such means as landscaping and signage.

The 6-Lane Alternative would be consistent with the Eastlake neighborhood planning policies in *Seattle's Comprehensive Plan*. Attachment 1 lists the pertinent policies and the 6-Lane Alternative's consistency with each. The No Build Alternative would be inconsistent with the pertinent policies of the plan, as documented in Attachment 1.

### **University Community Urban Center Neighborhood Plan**

The University District is adjacent to Montlake Boulevard NE and the University of Washington. The *University Community Urban Center Neighborhood Plan* (City of Seattle 1998b) guides neighborhood planning for the University District. Neighborhood planning goals for the University District adopted by the City of Seattle are contained in *Seattle's Comprehensive Plan* (City of Seattle 2007). The applicable policies call for an efficient transportation system that balances different modes (including public transit, pedestrians, bicycles, and automobiles) and minimizes effects to the community. A goal of the neighborhood plan is to focus on improving circulation within existing roadway capacity.

The 6-Lane Alternative and the No Build Alternative would be consistent with the University District neighborhood planning goals in *Seattle's Comprehensive Plan* (City of Seattle 2007). Attachment 1 lists the pertinent policies and documents that the 6-Lane Alternative and the No Build Alternative would be consistent with each.

### **University of Washington Master Plan – Seattle Campus**

The *University of Washington Master Plan – Seattle Campus* (University of Washington 2003) identifies major pedestrian pathways along Montlake Boulevard NE and the Union Bay shoreline within the south campus area where 6-Lane Alternative improvements would occur. The plan also identifies areas of development and increased parking capacity in



and around the Husky Stadium. Objectives in the plan include increasing access for pedestrians and bicycles to and within campus and improving transit access to minimize vehicle trips. The plan also includes a policy to work in partnership with the City of Seattle and regional partners to provide a high level of transit service to the campus and the adjacent community.

The 6-Lane Alternative would construct new transportation facilities across the Montlake Cut and on the southeast area of the University of Washington campus. These new facilities would be inconsistent with the passive recreation facilities identified in the *University of Washington Master Plan – Seattle Campus*. The 6-Lane Alternative would be located within the “Conservancy Management” shoreline environment, as identified in the *University of Washington Master Plan – Seattle Campus* (University of Washington 2003). The 6-Lane Alternative would construct transportation facilities at the Montlake Cut and in the southeast area of the University of Washington campus that would be inconsistent with the types of uses identified for the Conservancy Management shoreline environment.

The 6-Lane Alternative would be consistent with all other policies of the *University of Washington Master Plan – Seattle Campus* (University of Washington 2003). Attachment 1 lists the pertinent policies and the 6-Lane Alternative’s consistency with each. The No Build Alternative would be consistent with all pertinent policies, as documented in Attachment 1.

### **Washington Park Arboretum Master Plan**

The Seattle City Council approved the *Washington Park Arboretum Master Plan* in 2001 (Seattle Parks and Recreation et al. 2001). The plan calls for the continued use of the arboretum for education, conservation, and recreation and visitor services.

A policy in the *Washington Park Arboretum Master Plan* calls for the unused R.H. Thomson Expressway ramps to be converted to a multiuse path to MOHAI. The 6-Lane Alternative would remove these ramps and would relocate MOHAI and, thus, be inconsistent with this policy. Another policy in the *Washington Park Arboretum Master Plan* calls for retaining the WSDOT parking lot on Lake Washington Boulevard west of the SR 520 ramps. Option K would remove this parking lot, and thus, Option K of the 6-Lane Alternative would be inconsistent with this policy. The 6-Lane Alternative would be consistent with all other policies of the *Washington Park Arboretum Master Plan*. Attachment 1



lists the pertinent policies and the 6-Lane Alternative's consistency with each. The No Build Alternative would be consistent with all pertinent policies, as documented in Attachment 1.

## Development Regulations

The 6-Lane Alternative would acquire and convert land in Seattle and Medina to transportation right-of-way. Development regulations for these lands are located in the Seattle Municipal Code and the Medina Municipal Code.

## Zoning Regulations

Transportation facilities are permitted uses within the affected zones in Seattle. In Medina, a special use permit would be required for essential public facilities, which would include the 6-Lane Alternative within Medina's jurisdiction. A conditional use permit would be required for the bridge maintenance facility because it is a use that is not specifically identified in Medina's zoning code. The 6-Lane Alternative would be consistent with the Seattle Municipal Code and the Medina Municipal Code.

## Shoreline Regulations

Shoreline regulations would apply to improvements located within 200 feet of shorelines (Exhibit 13). Within Seattle, bridges are currently permitted as a special use under the CN, CR, and CM shoreline designations and as a conditional use under the CP designation. Bridges and streets are permitted outright in areas designated UR. Specific elements of the 6-Lane Alternative (for example, fill, temporary work bridge, tunnel, and bridge maintenance facilities) within 200 feet of shorelines are not consistent with current shoreline regulations. However, the City of Seattle is in the process of updating its shoreline master program. WSDOT will assess how the project complies with the new shoreline master program determinations, and work to comply with shoreline designations.

When a design for the 6-Lane Alternative is selected and the specific location of project elements are determined and finalized, WSDOT will work with Ecology and the cities of Seattle and Medina to ensure the 6-Lane Alternative could obtain all required shoreline master program permits and approvals. Construction of the 6-Lane Alternative would

A **Shoreline Special Use** is a use identified in the Shoreline Master Program that may be authorized by the City of Seattle.

A **Shoreline Conditional Use** is a use identified in the Shoreline Master Program that may be authorized by the City of Seattle and the Washington State Department of Ecology in specific cases and where certain stated facts and conditions are met.



also follow best management practices and other site-specific mitigation measures to protect shoreline areas.

Because the No Build Alternative would maintain existing conditions, shoreline regulations would not be triggered.

### **Critical Area Regulations**

Specific elements of the 6-Lane Alternative within critical areas would need to demonstrate consistency with Environmentally Critical Area regulations to minimize alteration or, if possible, avoid protected areas. City of Seattle and City of Medina permit requirements for Environmentally Critical Areas would apply to all work associated with the 6-Lane Alternative in Environmentally Critical Areas. WSDOT would obtain all applicable permits where necessary to be consistent with these development regulations. As the design of the 6-Lane Alternative options progresses and the specific location of project elements are determined and finalized, WSDOT will work with the cities of Seattle and Medina to ensure the 6-Lane Alternative could obtain all required critical area development permits and approvals. Construction of the 6-Lane Alternative would also follow best management practices and other site-specific mitigation measures to protect critical areas.

Because the No Build Alternative would maintain existing conditions, development regulations would not be triggered.

### **Pontoon Production and Transport**

As previously described, some of the pontoons required for a new six-lane floating bridge would be constructed as part of the I-5 to Medina project. These 44 additional pontoons could be constructed at the existing CTC facility in Tacoma, and some could be constructed at a new facility in Grays Harbor being developed as part of the Pontoon Construction Project.

The project sites in Grays Harbor and Tacoma are currently zoned for industrial development. The facilities would maintain an existing use and be compatible with the general plan provisions of each municipality's comprehensive plans, including the *City of Aberdeen Comprehensive Land Use Plan* (City of Aberdeen 2001) and the *City of Hoquiam Comprehensive Land Use Plan* (City of Hoquiam 2008).



# Mitigation

## What has been done to avoid or minimize negative effects?

Throughout the design process, WSDOT has taken care to avoid and minimize any adverse land use, economic, and relocation effects of the 6-Lane Alternative, including the relocation of homes and businesses. Generally, potential relocations and land use effects have been minimized because:

- The 6-Lane Alternative would primarily occur within the existing right-of-way. This would minimize relocations. Only approximately 11.1 to 15.7 acres of land would be converted from their existing uses to a transportation land use as WSDOT right-of-way to construct the 6-Lane Alternative, depending on the option selected.
- The 6-Lane Alternative's design includes various design elements along the I-5 to Medina project corridor to minimize encroachment into private property. These design elements include retaining walls and underground water treatment facilities.
- The proposed bridge operations facility was designed under the east approach so that additional new right-of-way acquisition and residential relocations in Medina would not be necessary.

### What is Mitigation?

With regard to environmental impacts, mitigation means sequentially (in the following order of decreasing preference):

- (1) Avoiding the impact altogether by not taking a certain action or parts of an action
- (2) Minimizing impacts by limiting the degree or magnitude of the action and its implementation
- (3) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment
- (4) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action
- (5) Compensating for the impact by replacing or providing substitute resources or environments

## What would be done to mitigate negative effects that could not be avoided or minimized?

### Land Use Effects

As described above, WSDOT has designed and refined the 6-Lane Alternative to avoid and minimize adverse land use effects. The 6-Lane Alternative would primarily occur within existing right-of-way and it includes design elements to minimize effects.



## Residential Effects

WSDOT would contact those residents identified as potentially being removed by the 6-Lane Alternative. Mitigation for residents relocated by the 6-Lane Alternative would consist of relocation assistance to enable residents to obtain decent, safe, and sanitary housing. The acquisition and relocation for the 6-Lane Alternative would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Relocated residents are eligible to receive relocation advisory services and certain monetary payments for moving and replacement housing costs. Relocation resources would be made available to all residential relocates without discrimination. If WSDOT determined that insufficient housing existed, it would commit to Housing of Last Resort (WAC 468-100-404), which provides necessary housing in a number of ways and in a manner feasible for the individual situations.

The SR 520 analysts searched the Northwest Real Estate Internet site (Washington Information Network 2009) to locate properties with the same characteristics as those that would be removed in Seattle. Several comparable properties in Seattle were identified. Thus, decent, safe, and sanitary housing in Seattle is feasible.

The docks and boat slips at the Portage Bayshore Condominiums would be removed during construction. Future discussions would be necessary to determine the feasibility of replacement moorage within the existing area during construction.

## Business, Civic, and Quasipublic Effects

WSDOT would contact those businesses identified as potentially being removed by the 6-Lane Alternative. Mitigation for businesses removed by the 6-Lane Alternative would consist of relocation assistance to enable businesses to obtain comparable facilities. Properties would be acquired and relocated for the 6-Lane Alternative in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocated businesses would be eligible for advisory services and monetary payments for moving and reestablishment costs. Relocation resources would be made available to all business relocates without discrimination.

WSDOT would coordinate with business owners to reconfigure or provide alternative access for customers during construction. Signage



that clearly marks detour routes and indicates that stores are open would notify customers that businesses are operating during construction. The Air Quality, Noise, and Transportation discipline reports (WSDOT 2009j, d, and l) identify other potential mitigation measures to reduce traffic congestion, noise, visual and aesthetic, and dust effects during construction and operation of the 6-Lane Alternative. (These other effects could also deter patrons from using local businesses in the study area.)

The following mitigation would be common to all the 6-Lane Alternative options.

- **Queen City Yacht Club.** The Queen City Yacht Club might not have room on its current property to relocate or replace the moorages on the south dock that would be removed during construction. Future discussions with staff of the Queen City Yacht Club would be necessary to determine the feasibility of replacement moorage within the existing area of the facility during construction.
- **MOHAI.** MOHAI would be removed under all the 6-Lane Alternative options. Because of the predominantly single-family residential land use of the surrounding areas, comparable facilities might be difficult to find within or near the study area. WSDOT would coordinate with Seattle Parks and Recreation (owner of the MOHAI building) to identify a comparable facility.

As previously stated, the Seattle City Council adopted 31092 on September 28, 2008, to authorize the parks director to negotiate relocating the museum, including the MOHAI collection, to a regional museum located at Lake Union Park. The negotiation to move the MOHAI was approved on July 6, 2009, although it may be some time before the relocation is complete. If MOHAI has not moved to another site before construction of the 6-Lane Alternative, WSDOT would assist MOHAI in moving to suitable replacement facilities. WSDOT would also compensate Seattle Parks and Recreation and the Seattle-King County Historical Society for the loss of the MOHAI facilities in accordance with applicable WSDOT policies and regulations for right-of-way acquisition.

- **University of Washington.** WSDOT would develop strategies to mitigate construction activities during special events, such as special event shuttle services and additional traffic control



Several parklands in Seattle would be affected by the 6-Lane Alternative options. McCurdy Park and Bagley Viewpoint would need to be replaced in their entirety to accommodate the 6-Lane Alternative. The Recreation Discipline Report (WSDOT 2009b) and Draft Section 4(f) Evaluation (WSDOT 2009o) discuss the effects on recreational facilities, as well as measures to avoid or otherwise mitigate those effects.

## Option A

Option A would remove one business (the Montlake 76 gas service station) and one civic and quasipublic use (the buildings and functions part of the NOAA Northwest Fisheries Science Center South Campus) that would not be affected under Options K and L.

- **Montlake 76 Gas Service Station.** Relocating the Montlake 76 gas service station at the Montlake Boulevard East and Lake Washington Boulevard intersection within the study area might be difficult. This service center is unique because it provides a service not otherwise provided in an approximately 1-mile radius. The existing and future land uses around the service station (the Montlake neighborhood to the south and north and the Roanoke/Portage Bay neighborhood to the west) are generally single-family, with few to no commercial sites available. Farther outside of the study area, replacement property or replacement facilities could be found, but the service station would no longer serve the same customers.
- **NOAA Northwest Fisheries Science Center.** Nine of the eleven NOAA South Campus buildings would be removed. The functions of the two buildings that would not be removed are tied to the functions of the nine buildings that would be removed. Therefore, the functions of these two buildings would need to be relocated. WSDOT is coordinating with NOAA on mitigating the effects of relocating these facilities. However, it is important to note that, although the research center is located on Portage Bay, none of the existing research facilities depends on receiving water from the bay.
- **Hop-In Market.** Approximately 70 percent of the available parking for this business would be removed. WSDOT would work with the property owner to mitigate for project effects to this business.



## Option K

Option K would relocate the two buildings of the University of Washington Waterfront Activities Center that would not be affected under Options A and L.

- **University of Washington Waterfront Activities Center.** The current functions in the two buildings at the Waterfront Activities Center would be relocated near the area during construction. A new permanent building could be provided at the same location after construction of the tunnel beneath the Montlake Cut was complete. However, this is subject to discussions with the University of Washington.
- **University of Washington.** WSDOT would coordinate with the University of Washington, the University of Washington Medical Center, King County Metro, and Sound Transit to develop a mitigation strategy to contend with the loss of parking.

## Option L

- **University of Washington.** WSDOT would coordinate with the University of Washington, the University of Washington Medical Center, King County Metro, and Sound Transit to develop a mitigation strategy to contend with the loss of parking.

## What negative effects would remain after mitigation?

Between 11.1 and 15.7 acres of land would be converted from their existing uses to a transportation land use as WSDOT right-of-way, depending on the option selected. Exhibit 53 shows the number of acres by option and existing land use that would be converted to WSDOT right-of-way. This conversion of land to right-of-way would be an unavoidable effect because the effects would remain after construction and regardless of mitigation.



**Exhibit 53. 6-Lane Alternative Acres Converted to WSDOT Right-of-Way by Type of Existing Land Use**

<b>Existing Land Use</b>	<b>Option A</b>	<b>Option K</b>	<b>Option L</b>
Civic/quasipublic	4.9	10.3	7.5
Park/open Space	4.4*	4.1*	3.1*
Single-family Residential	1.6	1.3	1.3
Commercial	0.2	0.0	0.0
<b>Total</b>	<b>11.1</b>	<b>15.7</b>	<b>11.9</b>

Park/open space effects are addressed in the Recreation Discipline Report (WSDOT 2009b).  
Source: King County Assessor (2009).



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# **Attachment 1**

**Pertinent Countywide and State,  
Regional, and Local Land Use and  
Transportation Policies**



# Attachment 1

## Pertinent Countywide and State, Regional, and Local Land Use and Transportation Policies

This attachment provides policy excerpts from the following documents:

- *2007-2026 Washington State Highway System Plan* (Washington State Department of Transportation [WSDOT] 2007)
- *Assessment of Outdoor Recreation: A State Comprehensive Outdoor Recreation Planning Document* (Interagency Committee for Outdoor Recreation 2002)
- *Vision 2040* (Puget Sound Regional Council [PSRC] 2008)
- *King County Countywide Planning Policies* (King County 2008)
- *Seattle's Comprehensive Plan: Toward a Sustainable Seattle* (City of Seattle 2007)
- *Transportation Strategic Plan* (City of Seattle 2005)
- *Eastlake Neighborhood Plan* (City of Seattle 1998a)
- *University Community Urban Center Neighborhood Plan* (City of Seattle 1998b)
- *University of Washington Master Plan – Seattle Campus* (University of Washington 2003)
- *Washington Park Arboretum Master Plan* (Seattle Parks and Recreation et al. 2001)
- *City of Medina Comprehensive Plan* (City of Medina 2005)
- *Town of Hunts Point Comprehensive Plan* (Town of Hunts Point 2004)
- *City of Clyde Hill Comprehensive Plan* (City of Clyde Hill 2002)
- *Town of Yarrow Point Comprehensive Plan* (Town of Yarrow Point 1994)
- *City of Medina Shoreline Master Program* (City of Medina 1990)





## 2007-2026 Washington State Highway System Plan (WSDOT 2007)

Policy (Guidelines)	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
<p>Preservation. To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.</p>	<p>The No Build Alternative would maintain existing conditions, and thus would maintain and preserve the existing transportation system. However, the Evergreen Point Bridge is vulnerable to windstorms, and the west approach of the bridge is vulnerable to earthquakes. The Portage Bay Bridge is vulnerable to earthquakes. Thus, the No Build Alternative would not extend the life of prior investments. The No Build Alternative is neither consistent nor inconsistent with this policy.</p>	<p>The 6-Lane Alternative would be located within the existing SR 520 corridor and maintain existing infrastructure where feasible to extend the life of prior investments. The 6-Lane Alternative would be consistent with this policy.</p>
<p>Safety. To provide for and improve the safety and security of transportation customers and the transportation system.</p>	<p>The No Build Alternative would maintain existing conditions, and thus would not improve the design of the corridor to existing standards and the security of the system could be compromised during a windstorm and/or earthquake. Thus, the No Build Alternative would be inconsistent with this policy.</p>	<p>The 6-Lane Alternative would improve safety and security of transportation users in the SR 520 corridor. The 6-Lane Alternative would be consistent with this policy.</p>
<p>Mobility. To improve the predictable movement of goods and people throughout Washington State.</p>	<p>The No Build Alternative would maintain existing conditions, and thus would not improve movement of goods and people through the SR 520 corridor. The No Build Alternative would be inconsistent with this policy.</p>	<p>The 6-Lane Alternative would improve mobility in the SR 520 corridor by implementing designated HOV lanes and implementing variable tolls to maintain mobility. The 6-Lane Alternative would be consistent with this policy.</p>



## 2007-2026 Washington State Highway System Plan (WSDOT 2007)

Policy (Guidelines)	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
<p>Environment. To enhance Washington’s quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.</p>	<p>The No Build Alternative would maintain existing conditions, and thus no transportation investment would occur. The No Build Alternative would be neither consistent nor inconsistent with this policy.</p>	<p>The 6-Lane Alternative would protect the environment by mitigating all environmental effects by following federal, state, and local regulations. The 6-Lane Alternative would enhance healthy communities by providing new bicyclist and pedestrian facilities. These facilities include a new bicyclist and pedestrian path across Lake Washington on the Evergreen Point Bridge, and new paths on the lids over SR 520 and I-5 that remove the existing barrier between the Montlake areas north and south of SR 520 and the Eastlake and Portage Bay/Roanoke neighborhoods. The 6-Lane Alternative would provide new facilities to promote transit, HOV, bicyclist, and pedestrian travel. These modes would provide travel opportunities to conserve energy and reduce air quality effects compared to single-occupant vehicle (SOV) travel. The 6-Lane Alternative would be consistent with this policy.</p>
<p>Stewardship. To continuously improve the quality, effectiveness, and efficiency of the transportation system.</p>	<p>The No Build Alternative would maintain existing conditions, and thus would not improve the quality, effectiveness, or efficiency of the SR 520 corridor. The No Build Alternative would be inconsistent with this policy.</p>	<p>The 6-Lane Alternative would improve the quality, effectiveness, and efficiency of the transportation system by making structural, design, and mobility improvements. The 6-Lane Alternative would be consistent with this policy.</p>



## Assessment of Outdoor Recreation: A State Comprehensive Outdoor Recreation Planning Document (Interagency Committee for Outdoor Recreation 2002)

Policy	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
<p>The Inter-Agency Committee on Outdoor Recreation encourages WSDOT to continue to provide financial and technical assistance to local agencies seeking to improve conditions for bicycling and walking, as well as to provide bicycling and walking in its own capital projects, especially in populated areas.</p> <p><i>Note: The Inter-Agency Committee on Outdoor Recreation is now called the Recreation and Conservation Funding Board (RCFB), which is staffed by the Recreation and Conservation Funding Office.</i></p>	<p>The No Build Alternative would maintain existing conditions, and thus not be a capital project. The No Build Alternative would be neither consistent nor inconsistent with this policy.</p>	<p>The 6-Lane Alternative would implement a bicycle/pedestrian path on a new Evergreen Point Bridge to connect urban centers on the west and east sides of Lake Washington. The 6-Lane Alternative would construct lids across I-5 and SR 520, which would improve connectivity for bicyclists and pedestrians between land uses on each side. The 6-Lane Alternative would be consistent with this policy.</p>
<p>The Inter-Agency Committee on Outdoor Recreation encourages WSDOT to consider improved facilities and resources for bicycling on state highways, including shoulder improvements, maps, and signing</p>	<p>The No Build Alternative would maintain existing conditions, and thus not improve facilities for bicycling. The No Build Alternative would be inconsistent with this policy.</p>	<p>The 6-Lane Alternative would implement a path on a new Evergreen Point Bridge that would accommodate bicyclists. The 6-Lane Alternative would be consistent with this policy.</p>



## Vision 2040 (PSRC 2008)

Policy	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
MPP-En-3—Maintain and, where possible, improve air and water quality, soils, and natural systems to ensure the health and well-being of people, animals, and plants. Reduce the impacts of transportation on air and water quality, and climate change.	The No Build Alternative would maintain existing conditions, and thus would not reduce the impacts of transportation on air, water quality, and climate change. The No Build Alternative is inconsistent with this policy.	The 6-Lane Alternative would mitigate all environmental effects by following federal, state, and local regulations. The 6-Lane Alternative would be consistent with this policy.
MPP-En-7—Mitigate noise caused by traffic, industries, and other sources.	The No Build Alternative would maintain existing conditions, and thus would not mitigate traffic noise. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would implement sound barriers where reasonable and feasible to mitigate traffic noise. The 6-Lane Alternative would be consistent with this policy.
MPP-En-19—Continue efforts to reduce pollutants from transportation activities, including through the use of cleaner fuels and vehicles and increasing alternatives to driving alone, as well as design and land use.	The No Build Alternative would maintain existing conditions, and thus would not implement HOV lanes to encourage HOV travel and transit use, which would reduce pollutants from transportation activities. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would implement HOV lanes to encourage HOV travel and transit use, which would reduce pollutants from transportation activities. The 6-Lane Alternative would be consistent with this policy.
MPP-En-21—Reduce the rate of energy use per capita, both in building use and in transportation activities.	The No Build Alternative would maintain existing conditions, and thus would not implement HOV lanes to encourage HOV travel and transit use, which would reduce energy use per capita. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would implement HOV lanes to encourage HOV travel and transit use. These modes would be expected to reduce the rate of energy per capita. The 6-Lane Alternative would be consistent with this policy.
MPP-En-23—Reduce greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicle miles traveled by increasing alternatives to driving alone.	The No Build Alternative would maintain existing conditions, and thus would not promote transit, bicycle, and pedestrian travel, which would reduce greenhouse gases. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would promote transit, bicycle, and pedestrian travel, which would reduce greenhouse gases. The 6-Lane Alternative would be consistent with this policy.
MPP-DP-40—Design transportation projects and other infrastructure to achieve community development objectives and improve communities.	The No Build Alternative would maintain existing conditions, and thus would not be a transportation project. The No Build Alternative would be neither consistent nor inconsistent with this policy.	The 6-Lane Alternative would be designed to minimize effects to communities and would be consistent with adopted land use and transportation policies. The 6-Lane Alternative would be consistent with this policy.
MPP-Ec-18—Concentrate a significant amount of economic growth in designated centers and connect them to each other in order to strengthen the region's economy and communities and to promote economic opportunity.	The No Build Alternative would maintain existing conditions. SR 520 would continue to connect designated centers. The No Build Alternative would be consistent with this policy.	The 6-Lane Alternative would improve the connection between designated centers by providing improved mobility, bicycle, and pedestrian facilities, and promote transit use. The 6-Lane Alternative would be consistent with this policy.



## Vision 2040 (PSRC 2008)

Policy	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
MPP-T-1—Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.	The No Build Alternative would maintain existing conditions, and thus improvements would not be made to improve the safe, efficient, and reliable movement of people, goods, and services. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would implement variable tolls to maintain mobility, which would provide safe, efficient, and reliable movement of people, goods, and services. The 6-Lane Alternative would be consistent with this policy.
MPP-T-3—Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.	The No Build Alternative would maintain existing conditions, and thus would not be a new capital improvement. However, there is a need for capital improvements to address the vulnerability of the SR 520 corridor during a windstorm and/or earthquake. The No Build Alternative would be consistent with this policy.	Investments in operations, pricing programs, and demand management strategies, and system management activities would not address the vulnerability of the SR 520 corridor during a windstorm and/or earthquake. The 6-Lane Alternative would implement variable tolls to improve the efficiency of the system. The 6-Lane Alternative would be consistent with this policy.
MPP-T-4—Improve safety of the transportation system and, in the long term, achieve the state’s goal of zero deaths and disabling injuries.	The No Build Alternative would maintain existing conditions, and thus would not improve the safety of the SR 520 corridor. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would improve safety of the SR 520 corridor. The 6-Lane Alternative would be consistent with this policy.
MPP-T-5—Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.	The No Build Alternative would maintain existing conditions, and thus would not implement HOV lanes or bicycle and pedestrian facilities to foster a less polluting system. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would mitigate all environmental effects by following federal, state, and local regulations. The 6-Lane Alternative would promote HOV travel and transit use. These modes would reduce the negative effects of transportation on the climate and natural environment. The 6-Lane Alternative would be consistent with this policy.
MPP-T-6—Seek the development and implementation of transportation modes and technologies that are energy efficient and improve system performance.	The No Build Alternative would maintain existing conditions, and thus would not implement transportation facilities that are energy efficient. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would implement HOV lanes to promote HOV travel and transit use. These modes are energy efficient and improve system performance. The 6-Lane Alternative would be consistent with this policy.
MPP-T-7—Develop a transportation system that minimizes negative impacts to human health.	The No Build Alternative would maintain existing conditions, and thus would not develop a transportation system. The No Build Alternative would be neither consistent nor inconsistent with this policy.	The 6-Lane Alternative would implement HOV lanes to promote HOV travel and transit use. These modes would minimize air and noise pollution effects compared to SOV travel. The 6-Lane Alternative would be consistent with this policy.



## Vision 2040 (PSRC 2008)

Policy	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
MPP-T-8—Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses.	The No Build Alternative would maintain existing conditions, and thus would not replace the existing disaster-vulnerable Evergreen Point Bridge and Portage Bay Bridge. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would protect Evergreen Point Bridge and the Portage Bay Bridge against windstorm and earthquake events. The 6-Lane Alternative would be consistent with this policy.
MPP-T-9—Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the regional growth strategy.	The Puget Sound Regional Council has been involved in this project, including as a representative on the project’s Mediation Group. The No Build Alternative would be consistent with this policy.	The Puget Sound Regional Council has been involved in this I-5 to Medina project, including as a representative on the project’s Mediation Group. The 6-Lane Alternative would be consistent with this policy.
MPP-T-11—Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.	The No Build Alternative would maintain existing conditions, and thus would not be an investment. The No Build Alternative would be neither consistent nor inconsistent with this policy.	The 6-Lane Alternative would connect designated urban centers and promote transit use, which would support transit-oriented development and regional land use goals. The 6-Lane Alternative is consistent with this policy.
MPP-T-13—Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.	The No Build Alternative would maintain existing conditions, and thus would not be a transportation investment. The No Build Alternative would be neither consistent nor inconsistent with this policy.	The 6-Lane Alternative would improve mobility in a key regional corridor. The 6-Lane Alternative would be consistent with this policy.
MPP-T-14—Design, construct, and operate transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, as suitable to each facility’s function and context as determined by the appropriate jurisdictions.	The No Build Alternative would maintain existing conditions, and thus safety and mobility in the SR 520 corridor would not be improved. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would improve safety and mobility for all users, including transit users, bicyclists, and pedestrians. The 6-Lane Alternative would be consistent with this policy.
MPP-T-16—Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.	The No Build Alternative would maintain existing conditions, and thus would not promote bicycle and pedestrian travel by providing a new bicycle and pedestrian path across Lake Washington. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would promote bicycle and pedestrian travel by implementing a path on the new Evergreen Point Bridge across Lake Washington. The 6-Lane Alternative would be consistent with this policy.
MPP-T-17—Ensure the freight system meets the needs of: (1) global gateways, (2) producer needs within the state and region, and (3) regional and local distribution.	The No Build Alternative would maintain existing conditions, and thus would not improve mobility in the SR 520 corridor. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would improve mobility in the SR 520 corridor, which would benefit the freight system. The 6-Lane Alternative would be consistent with this policy.



## Vision 2040 (PSRC 2008)

Policy	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
MPP-T-18—Maintain and improve the existing multimodal freight transportation system in the region to increase reliability and efficiency and to prevent degradation of freight mobility.	The No Build Alternative would maintain existing conditions, and thus would not improve mobility in the SR 520 corridor. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would improve freight mobility in the SR 520 corridor. The 6-Lane Alternative would be consistent with this policy.
MPP-T-20—Design transportation facilities to fit within the context of the built or natural environments in which they are located.	The No Build Alternative would maintain existing conditions, and thus would not design a new transportation facility. The No Build Alternative would be consistent with this policy.	The 6-Lane Alternative would be located within the existing SR 520, and would be designed to minimize effects to the surrounding natural and built environment. The 6-Lane Alternative would mitigate all environmental effects by following federal, state, and local regulations. Design features, such as lids across I-5 and SR 520, have been incorporated to minimize effects. The 6-Lane Alternative would be consistent with this policy.
MPP-T-22—Implement transportation programs and projects in ways that prevent or minimize negative impacts to low income, minority, and special needs populations.	The No Build Alternative would maintain existing conditions, and thus would not be a transportation project. The No Build Alternative would be neither consistent nor inconsistent with this policy.	The 6-Lane Alternative would mitigate all environmental effects by following federal, state, and local regulations. The 6-Lane Alternative would be consistent with this policy.
MPP-T-23—Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.	The No Build Alternative would maintain existing conditions, and thus would not be a transportation investment. The No Build Alternative would be neither consistent nor inconsistent with this policy.	The 6-Lane Alternative would implement HOV lanes on SR 520, which would encourage HOV travel and transit use between existing centers. The 6-Lane Alternative would be consistent with this policy.
MPP-T-24—Increase the proportion of trips made by transportation modes that are alternatives to driving alone.	The No Build Alternative would maintain existing conditions, and thus would promote non-SOV travel. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would implement HOV lanes, which would encourage HOV travel and transit use and the proportion of trips made by non-SOVs. The 6-Lane Alternative would be consistent with this policy.
MPP-T-26—Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and within the urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.	The No Build Alternative would maintain existing conditions, and thus would not expand capacity or efficiency of the transportation system. The No Build Alternative would be neither consistent nor inconsistent with this policy.	The 6-Lane Alternative would implement HOV lanes on SR 520, which would expand capacity and increase efficiency of the SR 520 corridor. All environmental effects would be mitigated per local, state, and federal regulations. The 6-Lane Alternative would be consistent with this policy.



## Vision 2040 (PSRC 2008)

Policy	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
<p>MPP-T-27—Improve key facilities connecting the region to national and world markets to support the economic vitality of the region.</p>	<p>The No Build Alternative would maintain existing conditions, and thus would not improve the SR 520 corridor, a key facility connecting the region. The No Build Alternative would be inconsistent with this policy.</p>	<p>The 6-Lane Alternative would improve mobility in the SR 520 corridor, which would support economic vitality of the region. The 6-Lane Alternative would be consistent with this policy.</p>
<p>MPP-T-33—Promote transportation financing methods, such as user fees, tolls, and pricing, that sustain maintenance, preservation, and operation of facilities and reflect the costs imposed by users.</p>	<p>The No Build Alternative would maintain existing conditions. Thus, it would not include user fees, tolls, or pricing that could sustain the maintenance, preservation, and operation of facilities. The No Build Alternative would be inconsistent with this policy.</p>	<p>The Washington State Legislature passed a bill in April 2009 relating to the authorization, administration, collection, and enforcement of tolls on the Evergreen Point Bridge of SR 520. WSDOT intends to toll the facility with variable tolls, which would sustain the maintenance, preservation, and operation of the SR 520 corridor. The 6-Lane Alternative would be consistent with this policy.</p>



## King County Countywide Planning Policies (King County 2008)

Policy	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
<p>LU-46—The system of Urban Centers shall form the land use foundation for a regional high-capacity transit system. Urban Centers should receive very high priority for the location of high-capacity transit stations and/or transit centers.</p>	<p>The No Build Alternative would maintain existing conditions and would not preclude urban centers from receiving high priority for high capacity transit stations. The No Build Alternative would be consistent with this policy.</p>	<p>The 6-Lane Alternative would enhance transit mobility and reliability across Lake Washington connecting designated urban centers. The 6-Lane Alternative would be consistent with this policy.</p>
<p>FW-18—The land use pattern shall be supported by a balanced transportation system that provides a variety of mobility options. This system shall be cooperatively planned, financed, and constructed. Mobility options shall include an HCT system that links the urban centers and is supported by an extensive HOV system, local community transit system for circulation within the centers and to the noncenter urban areas, and nonmotorized travel options.</p>	<p>The No Build Alternative would maintain the existing transportation system in the SR 520 corridor, which would not provide HOV facilities across Lake Washington. Thus, the No Build Alternative would be inconsistent with this policy.</p>	<p>The 6-Lane Alternative would improve:</p> <ul style="list-style-type: none"> <li>• The continuity of the regional HOV system by implementing HOV lanes and direct-access ramps</li> <li>• The regional bicycle system by providing new bicycle paths, including a new bicycle/pedestrian path on a new Evergreen Point Bridge</li> <li>• Promote an HCT system that links urban centers by improving transit mobility and reliability</li> </ul> <p>The 6-Lane Alternative would be consistent with this policy.</p>
<p>T-1—The countywide transportation system shall promote the mobility of people and goods and shall be a multimodal system based on regional priorities consistent with adopted land use plans. The transportation system shall include the following:</p> <ul style="list-style-type: none"> <li>• An aggressive transit system, including HCT;</li> <li>• HOV facilities;</li> <li>• Freight railroad networks;</li> <li>• Marine transportation facilities and navigable waterways;</li> <li>• Airports;</li> <li>• Transportation demand management actions;</li> <li>• Nonmotorized facilities; and</li> <li>• Freeways, highways, and arterials.</li> </ul>	<p>The No Build Alternative would not provide HOV facilities across Lake Washington in the SR 520 corridor. The No Build Alternative would be inconsistent with this policy.</p>	<p>The 6-Lane Alternative would:</p> <ul style="list-style-type: none"> <li>• Promote mobility of HCT by improving transit mobility and reliability</li> <li>• Improve the continuity of the regional HOV system by implementing HOV lanes and direct-access ramps</li> <li>• Improve non-motorized facilities by providing new connections across I-5 and SR 520 via lids, and across Lake Washington with a new bicycle/pedestrian path</li> </ul> <p>The 6-Lane Alternative would be consistent with this policy.</p>



## Seattle’s Comprehensive Plan: Toward a Sustainable Seattle (City of Seattle 2007)<sup>a</sup>

Policy	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
<p>LU241 (partial)</p> <p>1. Streets, highways, freeways and railroads should be located away from the shoreline in order to maximize the area of waterfront lots and minimize the area of upland lots. Streets, highways, freeways and railroads not needed for access to shoreline lots shall be discouraged in the Shoreline District.</p> <p>2. To facilitate expeditious construction in an environmentally and fiscally responsible manner, standards for major state and regional transportation projects should be considered that will allow flexibility in construction staging, utility relocations, and construction-related mitigation and uses, provided that the projects result in no net loss of ecological function.</p>	<p>The No Build Alternative would maintain existing conditions and thus would not construct new facilities within designated shoreline areas. The No Build Alternative would be consistent with this policy.</p>	<p>The 6-Lane Alternative would be constructed in the existing SR 520 corridor and would not substantially change existing land uses in the project vicinity. The 6-Lane Alternative would acquire the necessary permits and approvals before construction and where actions would be inconsistent with the City of Seattle’s shoreline master program. Because of financial constraints, construction of the 6-Lane Alternative is being planned in multiple phases. All environmental effects would be mitigated according to local, state, and federal regulations. The 6-Lane Alternative would be consistent with this policy.</p>
<p>LU242—The primary purpose of waterways in Lake Union and Portage Bay is to facilitate navigation and commerce by providing navigational access to adjacent properties, access to the land for the loading and unloading of watercraft, and temporary moorage. The importance of waterways in providing public access from dry land to the water is also recognized.</p>	<p>The No Build Alternative would maintain existing conditions and thus would not interfere with navigation and commerce in Lake Union and Portage Bay. The No Build Alternative would be consistent with this policy.</p>	<p>The 6-Lane Alternative would not permanently interfere with navigation and commerce in the Lake Union and Portage Bay areas. The Navigable Waterways Discipline Report (WSDOT 2009p) discusses temporary construction effects that would occur in the Union Bay and Portage Bay areas. The 6-Lane Alternative would be consistent with this policy.</p>



## Seattle’s Comprehensive Plan: Toward a Sustainable Seattle (City of Seattle 2007)<sup>a</sup>

Policy	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
<p>LU269 (partial)</p> <p>1. Area Objectives For Shorelines Of Statewide Significance</p> <p>f. Lake Washington and Union Bay:</p> <ul style="list-style-type: none"> <li>• Preserve the resources of natural areas and fish migration, feeding areas and spawning areas.</li> <li>• Provide quality public access to the shoreline by encouraging and enhancing shoreline recreational activities, particularly in developed parks.</li> <li>• Preserve and enhance views of the water.</li> <li>• Protect developed residential and commercial areas in a manner consistent with adopted land use policies.</li> </ul> <p>Union Bay:</p> <ul style="list-style-type: none"> <li>• Protect fragile natural environments.</li> <li>• Provide opportunities for the public to enjoy the natural environment.</li> </ul> <p>2. Area Objectives For Other Shoreline Areas</p> <p>b. Lake Union and Portage Bay</p> <ul style="list-style-type: none"> <li>• Maintain and encourage a diversity of uses around Lake Union and Portage Bay by designating different areas of the shoreline with different shoreline environments.</li> <li>• Retain the working character of Lake Union by reserving those areas of the lake’s shorelines that are suitable for water-dependent uses for the use of marine businesses. Prohibit new residential uses on industrial shorelines.</li> <li>• Allow a greater mix of uses, including non-water-dependent uses providing public access, in those areas that are not being preserved for water-dependent uses.</li> </ul>	<p>The No Build Alternative would maintain existing conditions and would not trigger development within designated shoreline areas. The No Build Alternative would be consistent with this policy.</p>	<p>The 6-Lane Alternative would pass through shoreline areas designated as UR, CR, CM, CN, and CP (see Exhibit 13 of this Land Use, Economics, and Relocations Discipline Report). The Portage Bay Bridge would fall within the UR and CR shoreline designations. For Option A, the new Montlake Boulevard Bridge would fall within the UR, CM, and CN designations. Option K would tunnel under shoreline areas designated CM, CN, and CP. The new bridge across Montlake Cut for Option L would be within the CM, CN, and CP areas. The west approach area would fall within the CM, CN, CP, and CR shoreline designations.</p> <p>The 6-Lane Alternative components within the CM, CN, and CR shoreline designations would require a special use permit. The 6-Lane Alternative components within the CP shoreline designation would require a conditional use permit. Options A and L might also require a height variance under the shoreline master program for the bridge structures crossing the Montlake Cut. The City of Seattle is currently updating its shoreline master program. This process might allow the 6-Lane Alternative outright within the shoreline designations in the study area. If so, special or conditional use authorization might not be required.</p> <p>The 6-Lane Alternative would acquire the necessary permits and approvals prior to construction and where actions would be inconsistent with the City of Seattle’s shoreline master program.</p>



## Seattle’s Comprehensive Plan: Toward a Sustainable Seattle (City of Seattle 2007)<sup>a</sup>

Policy	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
<p>b. Lake Union and Portage Bay (continued)</p> <ul style="list-style-type: none"> <li>• Preserve the existing floating home community.</li> <li>• Provide a maximum amount of public access in locations that do not conflict with water-dependent manufacturing uses.</li> <li>• Provide for some open water and protect views of the Lake and Bay in all environments in Lake Union and Portage Bay.</li> </ul> <p>Restore and enhance the Lake’s natural environment.</p>		
<p>TG1—Ensure that transportation decisions, strategies and investments are coordinated with land use goals and support the urban village strategy.</p>	<p>The No Build Alternative would maintain existing and would not substantially change existing land uses in Eastlake, a designated urban village. The No Build Alternative would be consistent with this policy.</p>	<p>The 6-Lane Alternative would not substantially change existing land uses in Eastlake, a designated urban village. The 6-Lane Alternative would construct a landscaped lid across I-5 that would provide pedestrian and bicycle connections. The 6-Lane Alternative would be consistent with this policy.</p>
<p>T2—Make the design and scale of transportation facilities compatible with planned land uses and with consideration for the character anticipated by this Plan for the surrounding neighborhood.</p>	<p>The No Build Alternative would maintain existing conditions and thus would not construct new transportation facilities to consider design and scale. The No Build Alternative would be consistent with this policy.</p>	<p>The 6-Lane Alternative would maintain two general-purpose lanes for SOV travel. The 6-Lane Alternative would provide HOV facilities and direct ramps to/from SR 520 to encourage HOV travel and transit use. The 6-Lane Alternative would include design elements, such as lids over I-5 and SR 520, to minimize effects to surrounding land uses. The 6-Lane Alternative would be consistent with this policy.</p>
<p>TG3—Promote safe and convenient bicycle and pedestrian access throughout the transportation system.</p>	<p>The No Build Alternative would maintain existing conditions and thus would not improve bicycle and pedestrian facilities or access. The No Build Alternative would be inconsistent with this policy.</p>	<p>The 6-Lane Alternative would improve bicycle and pedestrian facilities by providing new paths, including on the lids across I-5 and SR 520. The 6-Lane Alternative would be consistent with this policy.</p>
<p>TG4—Promote adequate capacity on the street system for transit and other designated uses.</p>	<p>The No Build Alternative would maintain existing conditions and thus would maintain adequate capacity for transit and other uses. The No Build Alternative would be consistent with this policy.</p>	<p>The 6-Lane Alternative would not decrease the capacity on the local street system for transit and other travel uses. The 6-Lane Alternative would be consistent with this policy.</p>



## Seattle’s Comprehensive Plan: Toward a Sustainable Seattle (City of Seattle 2007)<sup>a</sup>

Policy	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
<p>TG6—Promote efficient freight and goods movement.</p>	<p>The No Build Alternative would maintain existing conditions and thus would not improve operations and mobility on SR 520. The No Build Alternative would be consistent with this policy.</p>	<p>The 6-Lane Alternative would improve mobility on SR 520, thus improving freight movement. The 6-Lane Alternative would be consistent with this policy.</p>
<p>TG7—Protect neighborhood streets from through traffic.</p>	<p>The No Build Alternative would maintain existing conditions and thus protect neighborhood streets from through traffic. The No Build Alternative would be consistent with this policy.</p>	<p>The 6-Lane Alternative would not substantially change local traffic patterns on neighborhood streets. The 6-Lane Alternative would be consistent with this policy.</p>
<p>T15—Increase capacity on roadways only if needed to improve safety, improve connectivity of the transportation network, improve isolated connections to regional roadways, or where other measures are impractical to achieve level-of-service standards. The City will manage capacity of principal arterials where and as appropriate and will not attempt to provide street space to meet latent demand for travel by car. The City will not support freeway expansion for the sole purpose of increasing general traffic capacity.</p>	<p>The No Build Alternative would maintain existing conditions, and thus would not increase capacity on roadways. The No Build Alternative would be consistent with this policy.</p>	<p>The 6-Lane Alternative would increase capacity on the local roadway to improve operations, but would also minimize local effects to residences and businesses. The 6-Lane Alternative would maintain two general-purpose lanes in each direction on SR 520, but would also implement HOV facilities to encourage HOV travel and improve transit mobility and reliability. The 6-Lane Alternative would be neither consistent nor inconsistent with this policy.</p>
<p>TG13—Provide mobility and access by public transportation for the greatest number of people to the greatest number of services, jobs, educational opportunities, and other destinations.</p>	<p>The No Build Alternative would maintain existing conditions, and thus would not improve mobility and access for public transportation. The No Build Alternative would be inconsistent with this policy.</p>	<p>The 6-Lane Alternative would implement designated HOV facilities on SR 520 and HOV direct-access ramps to/from SR 520 that would promote transit mobility. The 6-Lane Alternative would be consistent with this policy.</p>
<p>TG14—Increase transit ridership, and thereby reduce use of single-occupant vehicles to reduce environmental degradation and the societal costs associated with their use.</p>	<p>The No Build Alternative would maintain existing conditions, and thus would not improve facilities to promote transit ridership and reduce single-occupant vehicles. The No Build Alternative would be inconsistent with this policy.</p>	<p>The 6-Lane Alternative would indirectly increase capacity for SOVs. Implementing HOV lanes would increase capacity for SOVs in the general-purpose lanes on SR 520. However, The 6-Lane Alternative would increase transit mobility and reliability on SR 520. HOV travel times, and thus transit travel times, would be faster with the 6-Lane Alternative than without the 6-Lane Alternative. The 6-Lane Alternative would be consistent with this policy.</p>



## Seattle’s Comprehensive Plan: Toward a Sustainable Seattle (City of Seattle 2007)<sup>a</sup>

Policy	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
<p>T20—Work with transit providers to provide transit service that is fast, frequent, and reliable between urban centers and urban villages and that is accessible to most of the city’s residences and businesses. Pursue strategies that make transit safe, secure, comfortable, and affordable.</p>	<p>The No Build Alternative would maintain existing conditions, and thus would not improve facilities to provide fast, frequent and reliable transit service between urban centers. The No Build Alternative would be inconsistent with this policy.</p>	<p>The 6-Lane Alternative would implement HOV lanes on SR 520 in Seattle and HOV direct-access ramps to/from SR 520. These features would promote transit mobility across Lake Washington and between urban centers on the west and east sides of the lake. The 6-Lane Alternative would be consistent with this policy.</p>
<p>T21—Support development of an integrated regional high capacity transit system that links urban centers within the city and the region.</p>	<p>The No Build Alternative would maintain existing conditions, and thus would not promote a regional high capacity transit system between urban centers. The No Build Alternative would be inconsistent with this policy.</p>	<p>The 6-Lane Alternative would implement HOV lanes on SR 520 between I-5 and Medina that would support the regional HCT system that connects urban centers. The 6-Lane Alternative would be consistent with this policy.</p>
<p>TG16—Create and enhance safe, accessible, attractive and convenient street and trail networks that are desirable for walking and bicycling.</p>	<p>The No Build Alternative would maintain existing conditions, and thus would not improve bicycle and pedestrian travel. The No Build Alternative would be inconsistent with this policy.</p>	<p>The 6-Lane Alternative would improve bicycle and pedestrian travel access with paths on landscaped lids across I-5 and SR 520. The 6-Lane Alternative would be consistent with this policy.</p>
<p>T30—Improve mobility and safe access for walking and bicycling, and create incentives to promote non-motorized travel to employment centers, commercial districts, transit stations, schools and major institutions, and recreational destinations.</p>	<p>The No Build Alternative would maintain existing conditions, and thus would not improve connectivity, mobility, or safety for bicyclists and pedestrians. The No Build Alternative would be inconsistent with this policy.</p>	<p>The 6-Lane Alternative would construct lids over I-5 and SR 520, which would improve connectivity, mobility, and safety for bicyclists and pedestrians. The 6-Lane Alternative would be consistent with this policy.</p>
<p>T34—Provide and maintain a direct and comprehensive bicycle network connecting urban centers, urban villages and other key locations. Provide continuous bicycle facilities and work to eliminate system gaps.</p>	<p>The No Build Alternative would maintain existing conditions, and thus would not provide a bicycle facility to connect urban centers in the SR 520 corridor. The No Build Alternative is inconsistent with this policy.</p>	<p>The 6-Lane Alternative would construct a bicycle/pedestrian path on a new Evergreen Point Bridge to connect urban centers on the west and east sides of Lake Washington. The 6-Lane Alternative would construct lids across I-5 and SR 520, which would improve connectivity for bicyclists and pedestrians between land uses on each side. The 6-Lane Alternative would be consistent with this policy.</p>
<p>TG19—Preserve and improve mobility and access for the transport of goods and services.</p>	<p>The No Build Alternative would maintain existing conditions, and thus would not preserve or improve freight mobility. The No Build Alternative would be inconsistent with this policy.</p>	<p>The 6-Lane Alternative would improve mobility for freight by improving operations in the SR 520 corridor. The 6-Lane Alternative would be consistent with this policy.</p>



## Seattle’s Comprehensive Plan: Toward a Sustainable Seattle (City of Seattle 2007)<sup>a</sup>

Policy	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
<p>TG22—Reduce or mitigate air, water, and noise pollution from motor vehicles.</p>	<p>The No Build Alternative would maintain existing conditions, and thus would not reduce or mitigate air, water, and noise pollution from motor vehicles. The No Build Alternative would be inconsistent with this policy.</p>	<p>The 6-Lane Alternative would implement mitigation measures where required. These mitigation strategies are listed in the specific discipline reports for this I-5 to Medina project (for example, WSDOT 2009j, q, and d, respectively). The 6-Lane Alternative would be consistent with this policy.</p>
<p>TG23—Promote energy-efficient transportation.</p>	<p>The No Build Alternative would maintain existing conditions, and thus would not promote HOV, bicyclist, or pedestrian travel, or transit use in the SR 520 corridor. The No Build Alternative would be inconsistent with this policy.</p>	<p>The 6-Lane Alternative would improve operations in the SR 520 corridor, which would reduce inefficient energy use. The 6-Lane Alternative would construct HOV lanes on SR 520, which would improve transit mobility and reliability, encouraging transit use. The 6-Lane Alternative would be consistent with this policy.</p>
<p>T54—Identify, evaluate, and mitigate environmental impacts of transportation investments and operating decisions (including impacts on air and water quality, noise, environmentally critical areas and endangered species). Pursue transportation projects, programs, and investment strategies consistent with noise reduction, air quality improvement, protection of critical areas and endangered species, and water quality improvement objectives.</p>	<p>The No Build Alternative would maintain existing conditions, and thus no transportation project, program, or investment would be implemented. The No Build Alternative would be neither consistent nor inconsistent with this policy.</p>	<p>The 6-Lane Alternative would implement mitigation measures where required. These mitigation strategies are listed in the specific discipline reports for this I-5 to Medina project (for example, WSDOT 2009j, q, d, h, and i). The 6-Lane Alternative would be consistent with this policy.</p>
<p>T55—Coordinate with other city, county, regional, state, and federal agencies to pursue opportunities for air and water quality improvement, street and storm water runoff prevention, reduction in vehicle miles traveled, and noise reduction.</p>	<p>The City of Seattle was represented on the project’s Mediation Group. The No Build Alternative would be consistent with this policy.</p>	<p>The City of Seattle was represented on the project’s Mediation Group, which defined the 6-Lane Alternative and Options A, K, and L for analysis in the Supplemental Draft Environmental Impact Statement (SDEIS). The 6-Lane Alternative would mitigate all environmental effects by following federal, state, and local regulations. The 6-Lane Alternative would be consistent with this policy.</p>
<p>TG24—Actively engage other agencies to assure that regional projects and programs affecting the city are consistent with City plans, policies and priorities.</p>	<p>The City of Seattle was represented on the project’s Mediation Group. The No Build Alternative would be consistent with this policy.</p>	<p>The City of Seattle was represented on the project’s Mediation Group, which defined the 6-Lane Alternative and Options A, K, and L for analysis in the SDEIS. The 6-Lane Alternative would be consistent with this policy.</p>



## Seattle’s Comprehensive Plan: Toward a Sustainable Seattle (City of Seattle 2007)<sup>a</sup>

Policy	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
T58—Coordinate with regional, state, and federal agencies, local governments, and transit providers when planning and operating transportation facilities and services in order to promote regional mobility for people and goods and the urban center approach to growth management.	The project’s co-lead agencies (FHWA and WSDOT) have involved all applicable federal, state, regional, and local agencies, including the City of Seattle, throughout the planning of this project. The No Build Alternative would be consistent with this policy.	The project’s co-lead agencies (FHWA and WSDOT) have involved all applicable federal, state, regional, and local agencies, including the City of Seattle, throughout the planning of this project. The 6-Lane Alternative would be consistent with this policy.
T59—Support completion of the freeway high-occupancy-vehicle (HOV) lane system throughout the Puget Sound region. Maintain the HOV system for its intended purpose of promoting non-SOV travel.	The No Build Alternative would not support the completion of the freeway HOV lane system on SR 520, nor would it promote non-SOV travel. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would implement HOV lanes and direct-access ramps to/from SR 520. These features would improve the regional continuity of the HOV system in the Puget Sound region and promote non-SOV travel. The 6-Lane Alternative would be consistent with this policy.
T60—Expansion of freeway capacity should be limited primarily to accommodate non-SOV users. Spot expansion of capacity to improve safety or remove operational constraints might be appropriate in specific locations.	The No Build Alternative would maintain existing conditions and thus would not expand freeway capacity. The No Build Alternative would be consistent with this policy.	The 6-Lane Alternative would expand freeway capacity, but would maintain two general-purpose lanes on SR 520 across Lake Washington. The implementation of HOV lanes on SR 520 between I-5 and Medina and direct-access ramps to/from SR 520 would improve the regional continuity of the HOV system to promote non-SOV travel. The 6-Lane Alternative would be consistent with this policy.
TG25—Promote the safe and efficient operation of Seattle’s transportation system.	The No Build Alternative would maintain existing conditions, which would not promote the safe and efficient operation of the transportation system. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would improve safety and operations (by constructing HOV lanes on SR 520). The 6-Lane Alternative would be consistent with this policy.
<sup>a</sup> Note: The City of Seattle shoreline master program’s policies are integrated into <i>Seattle’s Comprehensive Plan</i> (Land Use element, section C-4 – Shorelines).		



## Transportation Strategic Plan (City of Seattle 2005)

Policy	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
S1.1—Optimize the movement of people, goods and services on arterial streets through operational improvements.	The No Build Alternative would maintain existing conditions, and thus not make operational improvements to arterial streets. The No Build Alternative would be neither consistent nor inconsistent with this policy.	The 6-Lane Alternative would include improvements that would improve operations on Montlake Boulevard. The 6-Lane Alternative would be consistent with this policy.
S1.2—Optimize people-moving capacity through major capital improvements	The No Build Alternative would maintain existing conditions, and thus would not be a major capital improvement. The No Build Alternative would be neither consistent nor inconsistent with this policy.	The 6-Lane Alternative would implement HOV facilities to encourage HOV travel, transit mobility, and transit reliability, which would optimize people-moving capacity on SR 520. The 6-Lane Alternative would be consistent with this policy.
TDM3—Advocate for incorporating TDM in major transportation projects.	The No Build Alternative would maintain existing conditions, and thus would not be a major transportation project. The No Build Alternative would be neither consistent nor inconsistent with this policy.	The Washington State Legislature passed a bill in April 2009 relating to the authorization, administration, collection, and enforcement of tolls on the Evergreen Point Bridge of SR 520. WSDOT intends to toll the facility with variable tolls, which would help to maintain minimum travel speeds on SR 520. The 6-Lane Alternative would be consistent with this policy.
TDM5—Support efforts to evaluate and reform transportation pricing.	The No Build Alternative would maintain existing conditions, and thus would not include user fees, tolls, or pricing that would sustain maintenance, preservation, and operation of facilities. The No Build Alternative would be inconsistent with this policy.	The Washington State Legislature passed a bill in April 2009 relating to the authorization, administration, collection, and enforcement of tolls on the Evergreen Point Bridge of SR 520. The legislation allows the state to administer tolls if the 6-Lane Alternative were constructed to help finance construction of the bridge. The 6-Lane Alternative would be consistent with this policy.
TR1—Develop and implement Seattle’s future transit network.	The No Build Alternative would not construct HOV lanes on SR 520, a designated “Principal Transit Street” in the <i>Transportation Strategic Plan</i> , which would not encourage high-capacity use. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would construct HOV lanes on SR 520, a designated “Principal Transit Street” in the <i>Transportation Strategic Plan</i> , which would encourage high-capacity transit use. The 6-Lane Alternative would be consistent with this policy.
TR1.1—Maintain a vision of Seattle’s future transit system that integrates planned and potential high, intermediate, and local capacity transit investments.	The No Build Alternative would not construct HOV lanes on SR 520, a designated “Principal Transit Street” in the <i>Transportation Strategic Plan</i> , which would not encourage high-capacity use. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would construct HOV lanes on SR 520, a designated “Principal Transit Street” in the <i>Transportation Strategic Plan</i> , which would encourage high-capacity transit use. The 6-Lane Alternative would be consistent with this policy.



## Transportation Strategic Plan (City of Seattle 2005)

Policy	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
W1.3—Consider overpasses over major pedestrian barriers.	The No Build Alternative would maintain existing conditions and thus would not improve pedestrian access across SR 520. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would construct lids over I-5 and SR 520, which are existing pedestrian barriers. These lids would provide improved connectivity between land uses on each side of I-5 and SR 520 for pedestrians. The 6-Lane Alternative would be consistent with this policy.
W5—Provide for routine accommodation of pedestrian facilities.	The No Build Alternative would maintain existing conditions, which provides for routine accommodation of pedestrian facilities. The No Build Alternative would be consistent with this policy.	The 6-Lane Alternative would maintain or improve pedestrian facilities to accommodate pedestrian travel. The 6-Lane Alternative would be consistent with this policy.
P9—Address parking impacts of major transportation capital projects.	The No Build Alternative would maintain existing conditions, and thus would not be a major capital improvement. The No Build Alternative would be neither consistent nor inconsistent with this policy.	Parking effects of the 6-Lane Alternative are addressed in this Land Use, Economics, and Relocations Discipline Report. The 6-Lane Alternative would be consistent with this policy.



## Eastlake Neighborhood Plan (City of Seattle 1998a)

Policy	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
EL-P9—Promote interesting, safe, and diverse pedestrian connections that are compatible with and sensitively designed for abutting land uses.	The No Build Alternative would maintain existing conditions and would not provide new pedestrian connections. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would construct a lid across I-5, which would provide a new pedestrian connection across I-5. The 6-Lane Alternative would be consistent with this policy.
EL-P16—Encourage the use of landscaping, berms and other natural sound absorption techniques to reduce noise and create an aesthetically pleasing environment for wildlife habitat.	The No Build Alternative would maintain existing conditions and would not incorporate natural sound absorption techniques to reduce noise. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would construct a lid across I-5, which would reduce noise effects from I-5 on the Eastlake neighborhood. The 6-Lane Alternative would be consistent with this policy.
EL-P17—Provide open space for wildlife and plant habitat, pedestrian connections, and passive and active recreation. For individual open space sites, identify the primary purpose from among these four purposes, plan for compatible uses and discourage incompatible uses.	The No Build Alternative would maintain existing conditions and would not provide pedestrian connections and or a location for passive recreation. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would construct a lid across I-5, which would provide new pedestrian connection across I-5 and provide a location for passive recreation. The 6-Lane Alternative would be consistent with this policy.
EL-P19—Strive to improve pedestrian facilities including street crossings, sidewalks and other walkways, especially along Eastlake Avenue.	The No Build Alternative would maintain existing conditions and would not improve pedestrian facilities. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would construct a lid across I-5, which would provide a pedestrian connection across I-5. The 6-Lane Alternative would be consistent with this policy.
EL-P20—Strive to establish additional pedestrian connections where they do not now exist such as under or over Interstate-5 or along the shoreline.	The No Build Alternative would maintain existing conditions and would not establish pedestrian connections under or over I-5. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would construct a lid across I-5, which would provide a new pedestrian connection across I-5. The 6-Lane Alternative would be consistent with this policy.
EL-P22—Strive to reduce freeway-related noise, air and water pollution.	The No Build Alternative would maintain existing conditions and would not reduce noise pollution. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would construct a lid across I-5, which would reduce noise effects from I-5 on the Eastlake neighborhood. The 6-Lane Alternative would be consistent with this policy.
EL-P23—Support the neighborhood’s visibility and identity from Interstate-5 through such means as landscaping and signage.	The No Build Alternative would maintain existing conditions and would not support neighborhood visibility from I-5. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would construct a landscaped lid across I-5, which would improve visibility and identity of the Eastlake neighborhood from I-5. The 6-Lane Alternative would be consistent with this policy.



## University Community Urban Center Neighborhood Plan (City of Seattle 1998b)

Policy	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
<p>UC-G3—An efficient transportation system that balances different modes, including public transit, pedestrian, bicycle and automobile, and minimizes negative impacts to the community.</p>	<p>The No Build Alternative would maintain existing conditions, which balances different modes. The No Build Alternative would be consistent with this policy.</p>	<p>The 6-Lane Alternative would implement HOV lanes on SR 520 in Seattle, which would promote transit use and non-SOV travel. The 6-Lane Alternative would also construct a bicycle/ pedestrian path on a new Evergreen Point Bridge, and provide pedestrian and bicycle connections across SR 520 on a lid in the Montlake area. The 6-Lane Alternative would be consistent with this policy.</p>
<p>UC-P9—Involve the community and contiguous neighborhoods in the monitoring of traffic and the identification of actions needed to preserve the multimodal capacity of the principal arterial streets, to accommodate projected growth and protect residential streets from the effects of through-traffic. Give priority to transit, bicycle and pedestrian modes for those networks identified in the Comprehensive Plan and where specific mode improvements are noted on the map in Figure 2.</p>	<p>The University District Community Council was represented on the project’s Mediation Group. The No Build Alternative would be consistent with this policy.</p>	<p>The University District Community Council was represented on the project’s Mediation Group, which defined the 6-Lane Alternative and Options A, K, and L for analysis in the SDEIS. The 6-Lane Alternative would implement HOV facilities on SR 520 and direct-access ramps to/from SR 520, which would promote transit use. The 6-Lane Alternative would be consistent with this policy.</p>



## University of Washington Master Plan – Seattle Campus (University of Washington 2003)

Policy	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
<p>The University will cooperate with the City and adjacent communities in improving traffic flow on street networks surrounding and leading to the University including decreasing the impact of street parking. The University and the City recognize that streets in neighborhoods in the university area might also be impacted by street parking by commuters who continue their commute trip by other means such as walking, rollerblading, bicycle, carpool, and transit.</p>	<p>The No Build Alternative would maintain existing conditions. The No Build Alternative would be consistent with this policy.</p>	<p>The 6-Lane Alternative would improve the interchange of SR 520 in the Montlake area and increase roadway capacity between SR 520 and the University of Washington, which would improve traffic flow. The 6-Lane Alternative would not substantially change parking on neighborhood streets in the university area. The 6-Lane Alternative would improve transit mobility by increasing roadway capacity and providing direct access ramps to/from SR 520, which could encourage a travel mode shift from automobile to transit. The 6-Lane Alternative would be consistent with this policy.</p>
<p>The University will continue to act in partnership with King County Metro, Community Transit, and Sound Transit to provide a high level of transit service to the campus, the university area, and nearby residential and neighborhood business districts.</p>	<p>The No Build Alternative would maintain existing conditions. The No Build Alternative would be consistent with this policy.</p>	<p>The 6-Lane Alternative would improve transit mobility by increasing roadway capacity and providing direct access ramps to/from SR 520, which would promote transit use to/from the University of Washington. The 6-Lane Alternative would be consistent with this policy.</p>
<p>Directly connect campus bicycle routes to external routes to facilitate commuting by bike, particularly in the vicinity of the University Bridge/Campus Parkway.</p>	<p>The No Build Alternative would maintain existing conditions. The No Build Alternative would be consistent with this policy.</p>	<p>The 6-Lane Alternative would provide new bicycle facilities across the Montlake Cut and across SR 520 via a lid. These improvements would enhance mobility between the Montlake area and the University of Washington campus. The 6-Lane Alternative would be consistent with this policy.</p>
<p>New uses within the Conservancy Management shoreline environment, extending from the Union Bay Slough and associated wetlands to the existing Fisheries Pond, will include wildlife habitat, nature study, research, active and passive recreation, intercollegiate athletics, boat moorage, boat rental, boat launching, dry storage of boats, streets, utilities, and parking associated with these uses. Other uses permitted in the Conservancy Management Zone might also be allowed.</p>	<p>The No Build Alternative would maintain existing conditions. The No Build Alternative would be consistent with this policy.</p>	<p>The 6-Lane Alternative would be located within the “Conservancy Management” shoreline environment, as identified in the Master Plan. The 6-Lane Alternative would construct transportation facilities at the Montlake Cut and in the southeast area of the University of Washington campus. These uses would be inconsistent with the types of uses identified for the Conservancy Management shoreline environment. The 6-Lane Alternative would be inconsistent with this policy.</p>



## University of Washington Master Plan – Seattle Campus (University of Washington 2003)

Policy	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
<p>The primary uses of the high-bank, ship canal waterfront will be passive recreation related to viewing boating activities, including crew races and other special water-based events. The open space character of this area will be retained as a major amenity for the large Health Sciences population, University faculty, students, staff, and the general public.</p>	<p>The No Build Alternative would maintain existing conditions. The No Build Alternative would be consistent with this policy.</p>	<p>The 6-Lane Alternative would construct new transportation facilities across the Montlake Cut and on the southeast area of the University of Washington campus. These uses would be inconsistent with the passive recreation facilities identified in the plan. The 6-Lane Alternative would be inconsistent with this policy.</p>
<p>Access at designated points in the Conservancy Management shoreline environment will be provided for pedestrians, bicyclists, and boats. A continuous bicycle and pedestrian path will be provided along this shoreline. Portions of the bicycle path might utilize University streets, which will be allowed in this shoreline environment.</p>	<p>The No Build Alternative would maintain existing conditions. The No Build Alternative would be consistent with this policy.</p>	<p>The 6-Lane Alternative would provide improved bicycle and pedestrian facilities in the Montlake Cut area and the southeast area of the University of Washington campus. The 6-Lane Alternative would not permanently affect boat access to the University of Washington. The 6-Lane Alternative would be consistent with this policy.</p>
<p>Boat moorage and launching facilities in the Conservancy Management shoreline environment will be provided at the Waterfront Activities Center and the Conibear Shellhouse. The highest priority will be given to student recreational and intercollegiate athletic uses. Public use of the Waterfront Activities Center moorage facilities will be allowed for boat rentals and special events, for example, Husky football games.</p>	<p>The No Build Alternative would maintain existing conditions. The No Build Alternative would be consistent with this policy.</p>	<p>The 6-Lane Alternative would not permanently affect operations at the Waterfront Activities Center. Under Option K, the current functions in the two buildings at the Waterfront Activities Center would be relocated near the area during construction. It is anticipated that a new permanent building would be provided at the same location after construction of the tunnel beneath the Montlake Cut was complete. However, this is subject to discussions with the University of Washington. Thus, permanent use of the Waterfront Activities Center would not be affected. The 6-Lane Alternative would be consistent with this policy.</p>
<p>Development within the Conservancy Management shoreline environment will be located and designated to minimize disturbance of any critical habitat areas, including the wetlands of Union Bay.</p>	<p>The No Build Alternative would maintain existing conditions. The No Build Alternative would be consistent with this policy.</p>	<p>The 6-Lane Alternative would implement mitigation measures where required to minimize effects. These mitigation strategies are listed in the specific discipline reports for this I-5 to Medina project (for example, WSDOT 2009h and q). The 6-Lane Alternative would be consistent with this policy.</p>



## University of Washington Master Plan – Seattle Campus (University of Washington 2003)

Policy	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
<p>Canoe and rowboat rental provided at the Waterfront Activities Center will be available to the general public.</p>	<p>The No Build Alternative would maintain existing conditions. The No Build Alternative would be consistent with this policy.</p>	<p>The 6-Lane Alternative would not permanently affect operations at the Waterfront Activities Center. Under Option K, the current functions in the two buildings at the Waterfront Activities Center would be relocated near the area during construction. It is anticipated that a new permanent building would be provided at the same location after construction of the tunnel beneath the Montlake Cut was complete. However, this is subject to discussions with the University of Washington. Thus, permanent use of the Waterfront Activities Center would not be affected. The 6-Lane Alternative would be consistent with this policy.</p>
<p>The maximum building height in the Conservancy Management shoreline environment will not exceed that allowed by the Seattle Shoreline Master Program.</p>	<p>The No Build Alternative would maintain existing conditions. The No Build Alternative would be consistent with this policy.</p>	<p>The 6-Lane Alternative would acquire the necessary permits and approvals prior to construction where actions would be inconsistent with the City of Seattle’s shoreline master program. The 6-Lane Alternative would be consistent with this policy.</p>



## Washington Park Arboretum Master Plan (Seattle Parks and Recreation et al. 2001)

Policy	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
<p>Modify the intersection of Lake Washington Boulevard and the on-off ramps of SR-520 to create a more graceful entry to the Arboretum; maintain existing stop signs and turn restrictions at this intersection and at Lake Washington Boulevard and Foster Island Road; and modify the unused freeway ramp at the north end to make a multiuse (including bicycles and service vehicles) link to the Museum of History and Industry</p>	<p>The No Build Alternative would maintain existing conditions and thus retain the potential for these improvements. The No Build Alternative would be consistent with this policy.</p>	<p>The 6-Lane Alternative would modify the SR 520 on- and off-ramps at Lake Washington Boulevard. The 6-Lane Alternative would remove the unused R.H. Thomson Expressway ramps, which would not allow for a multiuse link path to MOHAI. In addition, MOHAI would be removed by the 6-Lane Alternative. The 6-Lane Alternative would be inconsistent with this policy.</p>
<p>Retain the "Department of Transportation" lot, with 25-car capacity, off Lake Washington Boulevard just west of the SR-520 ramps</p>	<p>The No Build Alternative would maintain existing conditions and thus retain this parking lot. The No Build Alternative would be consistent with this policy.</p>	<p>Options A and L of the 6-Lane Alternative would not permanently affect this parking lot. Options A and L of the 6-Lane Alternative would be consistent with this policy.</p> <p>Option K of the 6-Lane Alternative would remove this parking lot. Option K of the 6-Lane Alternative would be inconsistent with this policy.</p>
<p>Remove most of the small parking lots at the north end of the park (6 lots, 108 cars) and expand the present GVC lot southward from present 49 cars to 109 cars and 4 buses. Approximately ten parking spaces would be retained on Foster Island Road and would include some spaces dedicated for barrier-free parking.</p>	<p>The No Build Alternative would maintain existing conditions and thus would not affect these parking plans. The No Build Alternative would be consistent with this policy.</p>	<p>The 6-Lane Alternative would not permanently affect these parking plans identified in the Master Plan. The 6-Lane Alternative would be consistent with this policy.</p>
<p>Remove most of the small parking lots at the north end of the park (6 lots, 108 cars) and expand the present GVC lot southward from present 49 cars to 109 cars and 4 buses. Approximately ten parking spaces would be retained on Foster Island Road and would include some spaces dedicated for barrier-free parking.</p>	<p>The No Build Alternative would maintain existing conditions and thus would not affect these parking plans. The No Build Alternative would be consistent with this policy.</p>	<p>The 6-Lane Alternative would not affect these parking lots and thus not preclude these parking plans. The 6-Lane Alternative would be consistent with this policy.</p>
<p>Add a wheelchair-accessible overpass over Foster Island Drive, including adding earthen fill on the north side to provide a ramping path down to existing grade.</p>	<p>The No Build Alternative would maintain existing conditions and thus would not preclude construction of this overpass. The No Build Alternative would be consistent with this policy.</p>	<p>The 6-Lane Alternative would not preclude the construction of this overpass. The 6-Lane Alternative would be consistent with this policy.</p>



## **Washington Park Arboretum Master Plan (Seattle Parks and Recreation et al. 2001)**

<b>Policy</b>	<b>No Build Alternative</b>	<b>6-Lane Alternative (All Options – A, K, and L)</b>
Increase the number of "outdoor education shelters" from one to five: retain the 600 sq. ft. shelter at the Overlook, and construct new 300 sq. ft. shelters at Foster Island, at the Yew Hill canopy walk; at the alpine plant display; and at Madrona Terrace.	The No Build Alternative would maintain existing conditions and thus would not preclude constructing these shelters. The No Build Alternative would be consistent with this policy.	The 6-Lane Alternative would not preclude the construction of these shelters. The 6-Lane Alternative would be consistent with this policy.

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## City of Medina Comprehensive Plan (City of Medina 2005)

Policy	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
<p>General—The objective of the City is to preserve property values; to mitigate, to the extent feasible, the adverse impacts that currently exist; and to prevent further degradation of the environment. Mitigation should include a combination of methods, including, but not limited to, sound barriers, landscaping, landscape screening, and landscaped lids. Improved access to transit and pedestrian facilities within the corridor should be provided. Access to the facilities should be improved for citizens of Medina and the Points Communities. Bicycle and pedestrian pathways should be constructed within the margins of the right-of-way and should connect with the City and regional bicycle and pedestrian trail system. The overall efficiency of the SR 520 corridor should be increased by emphasizing its use for public transportation and by providing incentives for multiple occupancy in private vehicles.</p>	<p>The No Build Alternative would maintain existing conditions, and thus would not implement mitigation measures to minimize effects. The No Build Alternative would not implement HOV lanes on SR 520, which would not promote the use of transit or increase the overall efficiency of SR 520. The No Build Alternative would be inconsistent with this policy.</p>	<p>The 6-Lane Alternative would implement mitigation measures where required to minimize effects. These mitigation strategies are listed in the specific discipline reports for this project. The 6-Lane Alternative would implement HOV lanes on SR 520, which would promote the use of transit by improving transit reliability and mobility and would promote multiple-occupancy vehicle travel. The 6-Lane Alternative would be consistent with this policy.</p>
<p>T-G2—To enhance pedestrian and bicycle access throughout the City.</p>	<p>The No Build Alternative would maintain existing conditions, and thus would not construct a bicycle and pedestrian path on the Evergreen Point Bridge to enhance pedestrian and bicycle travel and access in Medina. The No Build Alternative would be inconsistent with this policy.</p>	<p>The 6-Lane Alternative would construct a bicycle/pedestrian path on a new Evergreen Point Bridge, which would encourage pedestrian and bicycle travel in Medina. The 6-Lane Alternative would be consistent with this policy.</p>
<p>T-G4—To minimize impacts of regional transportation facilities on adjacent residential uses and the City as a whole.</p>	<p>The No Build Alternative would maintain existing conditions, and thus would not minimize the impacts of SR 520 on adjacent residential uses. The No Build Alternative would be inconsistent with this policy.</p>	<p>The 6-Lane Alternative would mitigate substantial effects to residential uses, such as constructing sound walls along SR 520 where feasible and reasonable. The 6-Lane Alternative would be consistent with this policy.</p>
<p>T-G5—To maintain and enhance access to public transportation.</p>	<p>The No Build Alternative would maintain existing conditions, and thus would not improve access to public transportation services. The No Build Alternative would be inconsistent with this policy.</p>	<p>The 6-Lane Alternative would implement HOV lanes on SR 520 between I-5 and Medina, which would improve transit mobility and reliability, thus enhancing access to public transportation services. The 6-Lane Alternative would be consistent with this policy.</p>



## City of Medina Comprehensive Plan (City of Medina 2005)

Policy	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
<p>TP-7—The City shall encourage the development of a bicycle/pedestrian path in conjunction with the improvement/expansion of SR 520 and the Evergreen Point Bridge to connect to and enhance key non-motorized routes.</p>	<p>The No Build Alternative would maintain existing conditions and not improve or expand SR 520. Thus, the No Build Alternative would be neither consistent nor inconsistent with this policy.</p>	<p>The 6-Lane Alternative would construct a multi-use path on a new Evergreen Point Bridge to enhance connectivity between the east and west sides of Lake Washington. The 6-Lane Alternative would be consistent with this policy.</p>
<p>T-P8—The City shall work with WSDOT, city residents and other groups, stakeholders and agencies to develop mitigation measures that might be implemented as part of any SR 520 improvement/expansion project. The City shall seek an overall reduction of impacts, including measures such as:</p> <ul style="list-style-type: none"> <li>• Noise reduction measures</li> <li>• Landscaped lids and open space</li> <li>• Landscaped buffers</li> <li>• Protection of Fairweather Nature Park</li> <li>• Enhanced motorized and non-motorized local connectivity</li> <li>• Water and air quality improvements</li> <li>• Overall environmental protection</li> </ul>	<p>The No Build Alternative would maintain existing conditions and not improve or expand SR 520. The No Build Alternative would be neither consistent nor inconsistent with this policy.</p>	<p>The 6-Lane Alternative would implement mitigation measures where required. These mitigation strategies are listed in the specific discipline reports for this I-5 to Medina project. The 6-Lane Alternative would be consistent with this policy.</p>
<p>T-P9—The City shall continue to be involved in regional transportation discussions and coordination such as the SR 520 Bridge Replacement and HOV Project.</p>	<p>The City of Medina was represented on the project’s Mediation Group. The No Build Alternative would be consistent with this policy.</p>	<p>The City of Medina was represented on the project’s Mediation Group, which defined the 6-Lane Alternative and Options A, K, and L to be analyzed in the SDEIS. The 6-Lane Alternative would be consistent with this policy.</p>
<p>T-P10—The overall efficiency of the SR 520 corridor should be increased by emphasizing its use for public transportation and by providing incentives for multiple occupancy in private vehicles and, at a minimum, retaining the current number of transit stops.</p>	<p>The No Build Alternative would maintain existing conditions, and thus would not implement HOV lanes to increase the overall efficiency of the SR 520 corridor. The No Build Alternative would be inconsistent with this policy.</p>	<p>The 6-Lane Alternative would implement HOV lanes on SR 520 in the project vicinity, which would promote multiple-occupancy travel and improve transit mobility and reliability. The 6-Lane Alternative would be consistent with this policy.</p>



## ***Town of Hunts Point Comprehensive Plan (Town of Hunts Point 2004)***

<b>Policy</b>	<b>No Build Alternative</b>	<b>6-Lane Alternative (All Options – A, K, and L)</b>
Hunts Point will also actively pursue the installation of noise baffles along the roadway or construction of a lid over SR 520 as a long-term means of controlling the effects of SR 520 on Hunts Point residents. The Town will actively seek every opportunity to mitigate noise originating from SR 520.	The No Build Alternative would maintain existing conditions, and thus would not mitigate noise originating from SR 520. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would be neither consistent nor inconsistent with this policy because The 6-Lane Alternative would only restripe SR 520 within Hunts Point.

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## City of Clyde Hill Comprehensive Plan (City of Clyde Hill 2002)

Policy	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
<p>Encourage and support the development of a fully accessible transportation system that will accommodate the present and future travel demands of the community.</p> <ul style="list-style-type: none"> <li>• Coordinate public transportation planning with adjacent communities and regional transportation systems.</li> <li>• Encourage the use of alternative forms of transportation.</li> <li>• Encourage carpooling for commuters.</li> <li>• Encourage Metro Transit to provide an expanded park and ride system for the City.</li> </ul>	<p>The No Build Alternative would maintain existing conditions, which would not encourage transit, bicycle and pedestrian travel, and carpooling on SR 520 by implementing HOV lanes and a bicycle/pedestrian path on a new Evergreen Point Bridge. The No Build Alternative would be inconsistent with this policy.</p>	<p>The City of Clyde Hill was represented on the project's Mediation Group, which defined the 6-Lane Alternative and Options A, K, and L to be analyzed in the SDEIS. The 6-Lane Alternative would encourage transit, bicycle and pedestrian travel, and carpooling on SR 520 by implementing HOV lanes and a bicycle/pedestrian path on a new Evergreen Point Bridge. The 6-Lane Alternative would be consistent with this policy.</p>
<p>Enhance and expand the pedestrian and bicycle opportunities for City residents</p> <ul style="list-style-type: none"> <li>• Continue to connect with paths and trails in adjacent communities to expand and improve the Points Loop Trail and pedestrian connections into Bellevue.</li> <li>• Support development of a pedestrian/bicycle facility along SR 520 that connects communities on either side of Lake Washington.</li> </ul>	<p>The No Build Alternative would maintain existing conditions, which would not support the development of a bicycle and pedestrian facility along SR 520 to connect both sides of Lake Washington. The No Build Alternative would be inconsistent with this policy.</p>	<p>The 6-Lane Alternative would construct a bicycle/pedestrian path on a new Evergreen Point Bridge to enhance connectivity between the east and west sides of Lake Washington. The 6-Lane Alternative would be consistent with this policy.</p>
<p>To encourage residents to use alternative modes of travel in order to reduce energy consumption, air pollution, traffic congestion and noise levels.</p>	<p>The No Build Alternative would maintain existing conditions, which would not construct HOV lanes and a bicycle and pedestrian path on SR 520 to encourage alternative modes of travel. The No Build Alternative would be inconsistent with this policy.</p>	<p>The 6-Lane Alternative would encourage alternative modes of travel on SR 520 by the following:</p> <ul style="list-style-type: none"> <li>• Implementing HOV lanes on SR 520 between I-5 and Medina, which would improve transit mobility and reliability</li> <li>• Constructing a bicycle/pedestrian path on a new Evergreen Point Bridge</li> </ul> <p>The 6-Lane Alternative would be consistent with this policy.</p>



## Town of Yarrow Point Comprehensive Plan (Town of Yarrow Point 1994)

Policy	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
Provide a matrix of transportation capabilities including private cars, carpools, and short- and long-haul public transportation so that the efficiency of the system minimizes the demand for new streets and highways.	The No Build Alternative would maintain existing conditions, and thus would not implement HOV lanes on SR 520 west of Evergreen Point Road in Medina to encourage carpools or vanpools. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would implement HOV lanes on SR 520 west of the Evergreen Point Road overpass in Medina (west of Yarrow Point), and thus encourage carpools and vanpools on SR 520 in Yarrow Point. The 6-Lane Alternative would be consistent with this policy.
E1—Increase use of public transportation.	The No Build Alternative would maintain existing conditions, and thus would not improve transit mobility and reliability to encourage the use of public transportation on SR 520. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would implement HOV lanes on SR 520 west of the Evergreen Point Road overpass in Medina (west of Yarrow Point), which would improve transit mobility and reliability, and thus encourage the use of public transportation. The 6-Lane Alternative would be consistent with this policy.
E2—Encourage the use of carpools and vanpools.	The No Build Alternative would maintain existing conditions, and thus would not implement HOV lanes west of Evergreen Point Road to encourage carpools and vanpools on SR 520. The No Build Alternative would be inconsistent with this policy.	The 6-Lane Alternative would implement HOV lanes on SR 520 west of the Evergreen Point Road overpass in Medina (west of Yarrow Point), thus encouraging carpools and vanpools on SR 520 in Yarrow Point. The 6-Lane Alternative would be consistent with this policy.



## City of Medina Shoreline Master Program (City of Medina 1990)

Policy	No Build Alternative	6-Lane Alternative (All Options – A, K, and L)
<p>C1—Additional transportation systems must be designed to minimize any increases in noise, air, and water pollution above existing levels. In addition, the expansion of existing facilities (i.e. Evergreen Point Bridge) must reduce to the maximum extent, and mitigate any possible associated impacts from upgrading or improvements.</p>	<p>The No Build Alternative would maintain existing conditions and thus would not construct additional transportation systems. The No Build Alternative would be neither consistent nor inconsistent with this policy.</p>	<p>The 6-Lane Alternative would implement mitigation measures where required. These mitigation measures are listed in the specific discipline reports for this I-5 to Medina project. The 6-Lane Alternative would be consistent with this policy.</p>
<p>C2—No additional cross-lake bridges shall be built on Medina’s shoreline.</p>	<p>The No Build Alternative would maintain existing conditions and would not construct an additional cross-lake bridge. The No Build Alternative would be consistent with this policy.</p>	<p>The 6-Lane Alternative would replace the existing Evergreen Point Bridge with a new bridge. No new cross-lake bridge would be built. The 6-Lane Alternative would be consistent with this policy.</p>
<p>C3—Provisions for METRO Public Transit or other mass transit should be implemented in all transportation facilities crossing Lake Washington.</p>	<p>The No Build Alternative would maintain existing conditions and would not implement provisions for public transit. The No Build Alternative would be inconsistent with this policy.</p>	<p>The 6-Lane Alternative would implement HOV lanes on SR 520 in the project vicinity, which would promote multiple-occupancy travel and improve transit mobility and reliability. The 6-Lane Alternative would be consistent with this policy.</p>
<p>C4—Pedestrian and bicycle pathways should be included in any expansion of the Evergreen Point Bridge.</p>	<p>The No Build Alternative would maintain existing conditions and thus would not expand the Evergreen Point Bridge. The No Build Alternative would be neither consistent nor inconsistent with this policy.</p>	<p>The 6-Lane Alternative would construct a bicycle/pedestrian path on a new Evergreen Point Bridge. The 6-Lane Alternative would be consistent with this policy.</p>

Note: Because the 6-Lane Alternative would be farther than 200 feet from the shoreline management areas in Clyde Hill and Yarrow Point, shoreline management requirements would not be triggered.





# **Attachment 2**

## **6-Lane Alternative Required Permanent Property Acquisitions**



## Option A

King County Parcel Number	Existing Land Use	Existing Parcel Size (Acres)	Acres Acquired	Full Acquisition	Relocation	Intended Land Use
1625049001	University of Washington	476.05	0.03	No	No	Transportation right-of-way
1952200015	Single-family residential	0.14	0.14	Yes	Yes	Transportation right-of-way
2125049048	MOHAI	2.99	1.91	No	Yes	Transportation right-of-way
2425049177	Single-family residential	0.64	0.64	Yes	No	Transportation right-of-way
2425049259	Single-family residential	0.54	0.54	Yes	No	Transportation right-of-way
4088800340	Water	0.04	0.01	No	No	Transportation right-of-way
4089400080	Water	0.24	0.03	No	No	Transportation right-of-way
4089400222	NOAA	2.43	0.04	No	Yes	Transportation right-of-way
4114600275	Arboretum	11.25	0.89	No	No	Transportation right-of-way
4116100015	MOHAI	1.49	1.49	Yes	Yes	Transportation right-of-way
5535100285	City of Seattle Fire Station	0.25	0.03	No	No	Transportation right-of-way
5605000590	Single-family residential	0.11	0.11	Yes	Yes	Transportation right-of-way
5605000595	Single-family residential	0.13	0.13	Yes	Yes	Transportation right-of-way
5605000646	MOHAI	2.60	0.83	No	Yes	Transportation right-of-way
6788202280	Park/open space	17.43	2.02	No	No	Transportation right-of-way
8805900001	NOAA	4.15	0.51	No	Yes	Transportation right-of-way
8805900002	Park/open space	0.98	0.98	Yes	No	Transportation right-of-way
8805900245	Single-family residential	0.10	<0.01	No	No	Transportation right-of-way
8805900255	Single-family residential	0.10	0.01	No	No	Transportation right-of-way
8805900315	Single-family residential	0.07	<0.01	No	No	Transportation right-of-way
8805900320	Single-family residential	0.06	0.01	No	No	Transportation right-of-way
8805900835	Single-family residential	0.15	0.03	No	No	Transportation right-of-way



## Option A

King County Parcel Number	Existing Land Use	Existing Parcel Size (Acres)	Acres Acquired	Full Acquisition	Relocation	Intended Land Use
8805900850	Single-family residential	0.11	0.01	No	No	Transportation right-of-way
8805901070	Commercial	0.04	0.02	No	No	Transportation right-of-way
8805901085	Commercial	0.24	0.15	No	Yes	Transportation right-of-way
8805901090	Commercial	0.37	0.04	No	No	Transportation right-of-way
DNR	Park/open space	N/A	0.49	No	No	Transportation right-of-way

DNR = Washington State Department of Natural Resources; not part of a King County assessor parcel. This land is public property in the Montlake Cut ship canal area.

N/A = not available

Acreage acquired is based on existing design and subject to change.



## Option K

King County Parcel Number	Existing Land Use	Existing Parcel Size (Acres)	Acres Acquired	Full Acquisition	Relocation	Intended Land Use
1625049001	University of Washington	476.05	3.93	No	No	Transportation right-of-way
1952200015	Single-family residential	0.14	0.14	Yes	Yes	Transportation right-of-way
2125049048	MOHAI	2.99	2.66	No	Yes	Transportation right-of-way
2425049177	Single-family residential	0.64	0.64	Yes	No	Transportation right-of-way
2425049259	Single-family residential	0.54	0.54	Yes	No	Transportation right-of-way
4088800340	Water	0.04	0.01	No	No	Transportation right-of-way
4089400080	Water	0.24	0.02	No	No	Transportation right-of-way
4114600275	Arboretum	11.25	1.35	No	No	Transportation right-of-way
4116100015	MOHAI	1.49	1.49	Yes	Yes	Transportation right-of-way
5535100285	City of Seattle Fire Station	0.25	0.03	No	No	Transportation right-of-way
5605000450	MOHAI	0.25	0.17	Yes	Yes	Transportation right-of-way
5605000646	MOHAI	2.60	1.99	No	Yes	Transportation right-of-way
6788202280	Park/open space	17.43	1.58	No	No	Transportation right-of-way
8805900002	Park/open space	0.98	0.98	Yes	No	Transportation right-of-way
DNR	Park/open space	N/A	0.13	No	No	Transportation right-of-way

DNR = Washington State Department of Natural Resources; not part of a King County assessor parcel. This land is public property in the Montlake Cut ship canal area.

N/A = not available

Acreage acquired is based on existing design and subject to change.



## Option L

King County Parcel Number	Existing Land Use	Existing Parcel Size (Acres)	Acres Acquired	Full Acquisition	Relocation	Intended Land Use
1625049001	University of Washington	476.05	1.85	No	No	Transportation right-of-way
1952200015	Single-family residential	0.14	0.14	Yes	Yes	Transportation right-of-way
2125049048	MOHAI	3.62	1.95	No	Yes	Transportation right-of-way
2425049177	Single-family residential	0.64	0.64	Yes	No	Transportation right-of-way
2425049259	Single-family residential	0.54	0.54	Yes	No	Transportation right-of-way
4088800340	Water	0.04	0.01	No	No	Transportation right-of-way
4114600275	Arboretum	26.77	0.64	No	No	Transportation right-of-way
4116100015	MOHAI	1.49	1.49	Yes	Yes	Transportation right-of-way
5535100285	City of Seattle Fire Station	0.25	0.03	No	No	Transportation right-of-way
5605000450	MOHAI	0.25	0.03	No	Yes	Transportation right-of-way
5605000646	MOHAI	2.60	2.17	No	Yes	Transportation right-of-way
6788202280	Park/open space	17.43	0.84	No	No	Transportation right-of-way
8805900002	Park/open space	0.98	0.98	Yes	No	Transportation right-of-way
DNR	Park/open space	N/A	0.61	No	No	Transportation right-of-way

DNR = Washington State Department of Natural Resources; not part of a King County assessor parcel. This land is public property in the Montlake Cut ship canal area.

N/A = not available

Acres acquired is based on existing design and subject to change.

