

Bellevue Christian School, Direct Effects

The 4-Lane Alternative would have a direct effect on the Bellevue Christian School through the acquisition of 3,436 square feet of property to accommodate a new bicycle/pedestrian path along the southern right-of-way (see **Exhibit 46**). This narrow strip of property is located along the rear of the school grounds, immediately adjacent to SR 520, in close proximity to the main building. It would not affect any of the structures on the site, but incorporating part of the property into the transportation facility is considered a use, as defined in Section 4(f).

Bellevue Christian School, Proximity Effects

The 4-Lane Alternative would have a beneficial proximity effect on the property because of the construction of sound walls along SR 520 to reduce noise levels. Current noise levels range from 66 to 71 dBA. The proposed sound walls would reduce these levels to 59 to 63 dBA, resulting in a decrease in noise at this historic property.

Bellevue Christian School, Construction Effects

The property would not experience any temporary occupancy during construction. Noise and dust generated during construction may affect the school grounds because the school has only exterior circulation walkways, which must be used by the students and faculty throughout the school day. In addition, the physical education/outdoor play area located next to SR 520 may be affected by construction dust and noise during the school day. Noise from construction may also affect the academic environment at the school. However, dust and construction noise would be temporary and would not alter the property or make it unusable. Noise from project construction would be monitored to ensure compliance with local regulations (see the *Noise Discipline Report* for details on noise regulations and construction monitoring).

Therefore, these proximity effects are not expected to be so severe as to substantially impair important activities or significant features of the property.

6-Lane Alternative

2851 Evergreen Point Road, Proximity Effects

Although the 4-Lane Alternative would have a direct effect on this property, the 6-Lane Alternative would not. The proposed Evergreen Point Road lid would have beneficial visual and audible effects on this residence (see **Exhibit 47**). The landscaped lid would increase green space adjacent to the property and reduce the visibility of SR 520, which



would partially restore the original setting and help to decrease noise levels. The current noise level at this site is 73 dBA. Construction of the lid and adjacent sound walls would reduce the noise level to 62 dBA.

2851 Evergreen Point Road, Construction Effects

Access to the property may be temporarily restricted during construction of the new bicycle/pedestrian path access ramp, or during the demolition of the Evergreen Point Road bridge over SR 520 and construction of the Evergreen Point Road lid. No temporary occupancy of the property is anticipated, and while access may be temporarily restricted, it would not be precluded and would not substantially diminish the use of the property. During construction, this property may experience temporary noise associated with construction; fugitive dust; and vibrations specifically associated with demolition of the existing fixed section of the Evergreen Point Bridge, construction of new columns for the new bridge, demolition of the Evergreen Point Road bridge over SR 520, and construction of the Evergreen Point Road lid. The proximity effects from construction would not substantially impair significant historic features of the property - fugitive dust, noise and vibrations would be temporary and would not alter the property or make it unusable. Vibration and noise from project construction would be monitored to ensure compliance with local regulations (see the *Noise Discipline Report* for details on noise regulations and construction monitoring) and would not be expected to cause a substantial impairment of the resource.

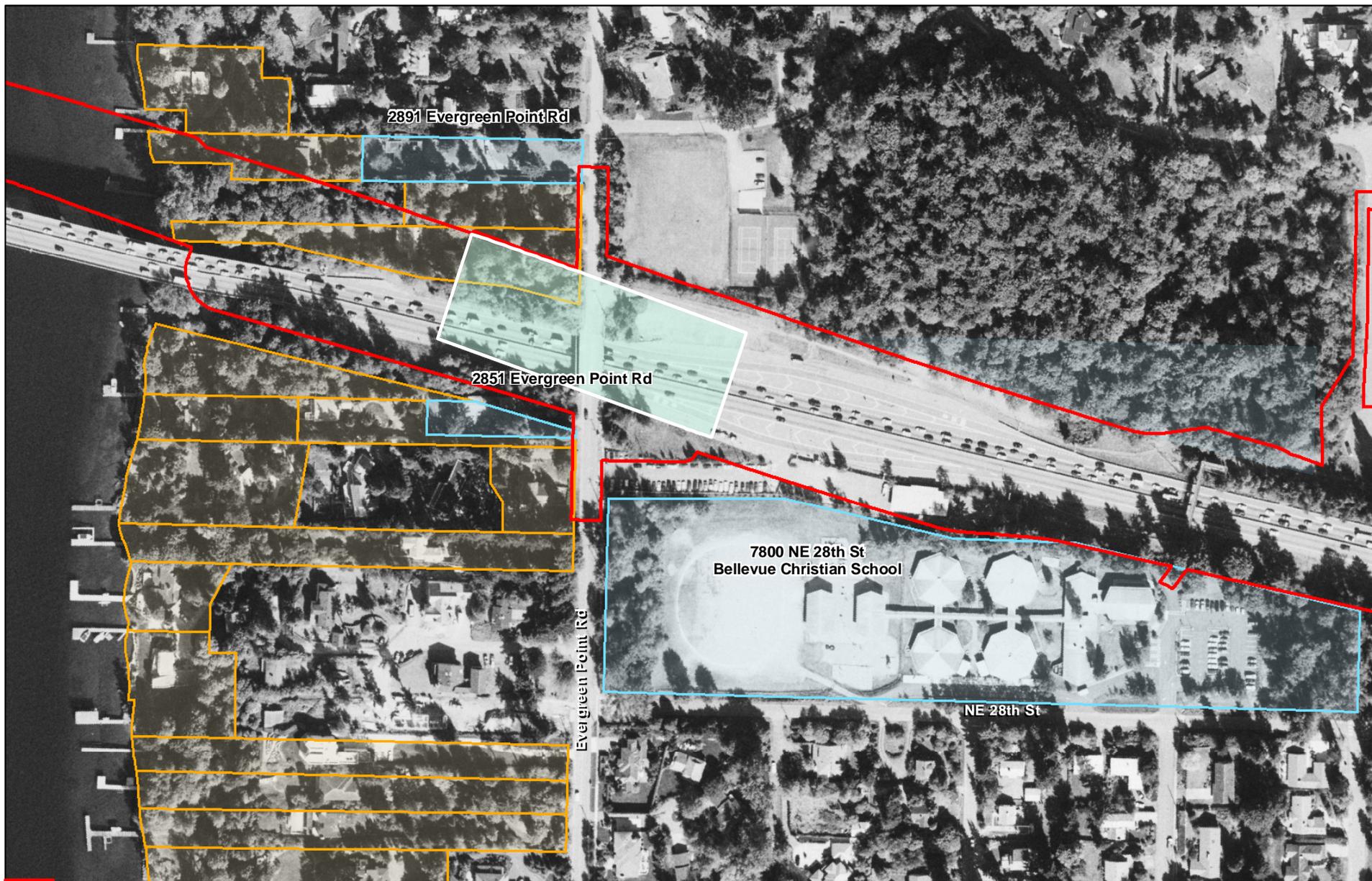
2891 Evergreen Point Road, Proximity Effects

This residence would experience increased visual intrusion because of the relocation of the Evergreen Point Bridge to the north (closer to the house), and the removal of selected structures and vegetation that currently buffer and screen the property from the roadway (see **Exhibit 47**). It would also experience visual intrusion from the construction of new sound walls. However, the sound wall at this location would provide a beneficial effect through reduced noise levels. The current noise level near this site is 64 dBA. Sound walls would lower the noise level to 59 dBA. In addition, the visual effects would not be so severe that they would substantially impair significant historic features of the property.

2891 Evergreen Point Road, Construction Effects

No temporary occupancy of the property is anticipated. Access to the property may be temporarily restricted during the demolition of the





- 6-Lane Footprint
- Proposed Lid
- NRHP Individually Eligible
- Not NRHP Individually Eligible



0 50 100 200 300 Feet



Exhibit 47. Effects of the 6-Lane Alternative on Historic Resources in the Eastside Project Area
 SR 520 Bridge Replacement and HOV Project

Evergreen Point Road bridge over SR 520 and construction of the Evergreen Point Road lid. While access may be temporarily restricted, it would not be precluded and would not substantially diminish the use of the property. During construction, this property may experience temporary noise associated with construction; fugitive dust; and vibrations specifically associated with demolition of the existing fixed section of the Evergreen Point Bridge, construction of new columns for the new bridge, demolition of the Evergreen Point Road bridge over SR 520, and construction of the Evergreen Point Road lid. These proximity effects from construction would not substantially impair significant features of the historic site - fugitive dust and vibrations would be temporary and would not alter the property or make it unusable. Vibration and noise from project construction would be monitored to ensure compliance with local regulations (see the *Noise Discipline Report* for details on noise regulations and construction monitoring) and would not be expected to cause a substantial impairment of the resource.

Bellevue Christian School, Direct Effects

The Bellevue Christian School would be directly affected by the 6-Lane Alternative (see **Exhibit 47**). A small piece of its property, 4,884 square feet, would be acquired to accommodate a new bicycle/pedestrian path along the southern right-of-way. This narrow strip of property is located along the rear of the school grounds, immediately adjacent to SR 520, in close proximity to the main building. This would not affect any of the structures on the site, but incorporating part of the property into the transportation facility is considered a use, as defined by Section 4(f).

Bellevue Christian School, Proximity Effects

The property would experience beneficial proximity effects from the proposed Evergreen Point Road lid, which would increase green space adjacent to part of the property and reduce the visibility of SR 520, partially restoring the original setting, and helping to decrease noise levels. New sound walls would also be beneficial. The current noise levels range from 66 to 71 dBA, depending on the location within the property. The proposed lid and sound walls would reduce these levels to 58 to 65 dBA, resulting in a decrease in noise at this historic property.

Bellevue Christian School, Construction Effects

The property would not experience any temporary occupancy during construction. Noise and dust generated during construction may affect



the Bellevue Christian School grounds because the school has only exterior circulation walkways, which must be used by the students and faculty throughout the school day. In addition, the physical education/outdoor play area located next to SR 520 may be affected by construction dust and noise during the school day. Noise from construction may also affect the academic environment at the school. However, dust and construction noise would be temporary and would not alter the property or make it unusable. Noise from project construction would be monitored to ensure compliance with local regulations (see the *Noise Discipline Report* for details on noise regulations and construction monitoring). Therefore, these proximity effects are not expected to be so severe as to substantially impair important activities or significant historic features of the property.

What is Section 6(f), what are the Section 6(f) properties, and how would the project alternatives use these properties?

In addition to Section 4(f) regulations and the protection provided by them, parks and other recreational facilities acquired and/or developed using funds from the Land and Water Conservation Fund (LWCF) Act of 1965 (Title 16, USC, Section 4601) are protected from conversion to uses other than public outdoor recreation. Section 6 (f)(3) of the Act prohibits grant-assisted resources from being converted without the approval of the U.S. Department of the Interior National Park Service. That approval depends on mitigation through replacement with property of at least fair market value and of reasonably equivalent usefulness and location.

There is only one LWCF-assisted resource protected by Section 6(f) in the project area—the Arboretum Waterfront Trail that extends from the Ship Canal, through East Montlake Park and Marsh and Foster Islands in the Washington Park Arboretum, to its southern terminus in the main area of the Arboretum. The trail, which was constructed in 1967, passes under SR 520 in the middle of Foster Island. The two parks through which the trail traverses are not Section 6(f) resources—in other words, neither park was acquired nor developed with LWCF funds.

As noted in the previous analysis of both East Montlake Park and the Arboretum, the Arboretum Waterfront Trail would be affected during construction of both the 4-Lane and 6-Lane Alternatives. Construction of a pipeline from the proposed stormwater treatment wetland in East



Montlake Park to an outfall on the Ship Canal would require the periodic closure of that section of the trail in the vicinity of the pipeline for safety purposes. It is not anticipated that those closures would be longer than one month at a time.

Construction of the proposed highway improvements would require the periodic closure of that section of the trail that passes under the highway on Foster Island in the Arboretum. During closures, trail users would be unable to use the trail in its entirety between the Ship Canal and the main area of the Arboretum. It is not anticipated that these closures would be longer than 180 consecutive days.

In accordance with the LWCF policy manual (Section 675.9.3A[5][Cc]), followed by the National Park Service and the IAC (the Washington State agency that administers the LWCF funds), closure of the trail in either location (and thus a “temporary” nonconforming use) would constitute a “conversion” to a nonrecreational use if the closures were more than 180 consecutive days. Conversion would require approval by the National Park Service and replacement of the converted land (the extent of the trail not available for recreational purposes). However, because the temporary closures of the trail are not anticipated to be longer than 180 consecutive days. It should also be noted that the affected area is relatively small, the temporary use would not result in permanent damage, and no practical alternatives to the temporary use exist. No conversion of recreational use is predicted.

Are there feasible and prudent alternatives that would avoid use of the Section 4(f) properties?

Section 4(f) requires that, if a use is identified to a protected property, an analysis must be performed to identify feasible and prudent alternatives to avoid that use. As previously noted, if a feasible and prudent avoidance alternative is available, it must be selected. The following discussion presents alternatives that could feasibly avoid Section 4(f) properties that would be used by the project and the reasons why these alternatives are not considered prudent.



What avoidance alternatives were considered but rejected?

The SR 520 Bridge Replacement and HOV Project team evaluated a number of alternatives that would avoid the SR 520 corridor through a multi-step screening process.

New corridors were evaluated, such as a new bridge from Sand Point to Kirkland, a High Capacity Transit (HCT) crossing between SR 520 and I-90, and a new submerged tunnel underneath SR 520. Operational changes were evaluated, such as closing the SR 520 on- and off-ramps between I-5 and I-405, modifying HOV operations, or increasing investment in transportation demand measures. New trans-lake travel modes were evaluated, such as passenger ferries and new HCT corridors between Madison Park and Kirkland.

Through an extensive screening processes, many of these alternatives were eliminated over time because they did not meet the project's purpose and need, would result in low transportation effectiveness, or would cause substantial adverse environmental effects, as discussed below.

- New corridors – Building new transportation corridors for either a highway, arterial, or HCT would result in substantial adverse environmental effects. The transportation effectiveness was low and/or did not meet the project's purpose and need of improving mobility for people and goods across SR 520.
- Operational changes – the transportation effectiveness would be low, and changing the operation of SR 520 would not meet the project's purpose and need of improving mobility for people and goods across SR 520. Increasing the investment in transportation demand measures was determined to be beneficial in combination with an alternative, and was carried forward as part of the EIS build alternatives.
- New travel modes – The transportation effectiveness would be low, and changing the operation of SR 520 would not meet the project's purpose and need of improving mobility for people and goods across SR 520.

More detail related to alternatives that have been considered as part of this project is contained in the *Description of Alternatives and Construction Techniques Report* (Appendix A of the Draft EIS).



In addition to these broader alternatives, there were a number of design options that were considered that had the potential to avoid use of specific protected properties. These are discussed below.

Are there feasible and prudent alternatives that would avoid use of parks and recreational facilities?

Bagley Viewpoint

The obvious avoidance alternative would be to shift the proposed highway footprint farther south 45 feet or 65 feet, depending on the alternative. Holding the existing southern edge of the WSDOT right-of-way and extending northward was viewed from an engineering perspective as the best means of improving the highway geometrics (specifically the Portage Bay Bridge alignment) and heightening driver safety. Shifting the highway alignment south was not considered prudent because of:

- The extraordinary community disruption and additional construction costs of an extraordinary magnitude that would be incurred throughout the Montlake corridor
- The unacceptable and severe adverse economic and environmental effects such as the increased noise experienced by a greater number of sensitive noise receptors on the south side of the highway
- The effects on the wetlands on the south side of Portage Bay.

McCurdy and East Montlake Parks

Shifting the highway alignment farther south would avoid effects on these parks and the Arboretum Waterfront Trail, a Section 6(f) property; however, a more southerly alignment would have far more extensive effects on the residences that make up the NRHP-eligible Montlake historic district, resulting in extraordinary community disruption and relocation costs of an extraordinary magnitude. As a result, a southern shift was not considered prudent.

In addition, the stormwater treatment wetland is proposed to be located at the low point topographically within the park. Shifting the highway alignment further south would not negate the need for this facility to still be located where it is currently proposed.



Washington Park Arboretum

There are no feasible and prudent avoidance alternatives. Shifting the alignment north of the park (through the northern portion of the NRHP-eligible Montlake historic district, along the Ship Canal, and over Portage Bay) would cause unacceptable and severe adverse environmental effects, extraordinary community disruption, and additional construction costs of an extraordinary magnitude.

Are there feasible and prudent alternatives that would avoid use of historic properties?

NRHP-Eligible Montlake Historic District

As noted above, holding the existing southern edge of the WSDOT right-of-way and extending northward was viewed from an engineering perspective as the best means of improving the highway geometrics (specifically the Portage Bay Bridge alignment) and improving driver safety. From an environmental perspective, extending northward was also preferred because it expands the Portage Bay Bridge over open water, avoiding wetlands and shoreline. Shifting the alignment to the south could avoid taking the property at the NOAA Northwest Fisheries Science Center, but that alternative may not be prudent because of the greater effects on wetlands and shoreline, as well as other Section 4(f) resources. It would possibly take a part of the Montlake Playfield, and would have a greater effect on the historic Mason House on the west shore of the bay. In addition, holding the southern right-of-way would take no further resources to the south and would involve no displacements, whereas shifting to the south could involve multiple acquisitions and relocations along Lake Washington Boulevard, causing extraordinary community disruption and additional construction costs of an extraordinary magnitude.

Alternatives that take less of the NOAA property could be investigated, such as relocating the enforcement area and flyer stop. It may not be prudent to relocate the flyer stop, as it is proposed to be kept in its existing location which is convenient for transit riders. However, future development of the light rail system envisions a stop along Montlake Boulevard, close to the University of Washington. If feasible, coordinating the bus stop route with the light rail system and relocating the bus stop to Montlake Boulevard would eliminate the flyer stop and thus reduce the highway footprint and the amount of NOAA land needed.



Under the 4-Lane Alternative, MOHAI could possibly be avoided by realigning the roadway slightly to the south. Vacant land available within and immediately adjacent to the existing southern right-of-way could potentially be used to accomplish this more southern alignment. If the 4-Lane Alternative is identified as the preferred alternative, further investigation of this realignment could be conducted. There is no avoidance alternative that is prudent and feasible to avoid the demolition of MOHAI under the 6-Lane Alternative.

Evergreen Point Bridge

No feasible and prudent avoidance alternatives exist for the Evergreen Point Bridge. The existing bridge cannot remain in service indefinitely due to its advanced age, limited lifespan, and vulnerability to damage or loss from wind, waves and earthquakes. Adding another bridge adjacent to the existing one would not meet the purpose and need of the project – the existing fixed and floating spans of the bridge would remain subject to failure.

2851 Evergreen Point Road

To avoid taking this property under the 4-Lane Alternative, either the bicycle/pedestrian path or the bridge operations facility access road would need to be relocated from the southern right-of-way to the northern right-of-way. Relocating either of these amenities would reduce the amount of property needed on the southern right-of-way and would thus avoid the demolition of this resource. If the 4-Lane Alternative is identified as the preferred alternative, further investigation of this possible relocation could be conducted.

Bellevue Christian School

To avoid the direct effect of taking a small piece of the school property, the alignment could be shifted to the north. However, this shift would affect Fairweather Park, and could also cause greater proximity effects on the historic resource at 2891 Evergreen Point Road. Thus, it was not considered prudent because the acquisition of school property is very small and in a peripheral area. The direct effect could be avoided by relocating the bicycle/pedestrian path to the northern right-of-way. Doing so, however, does not appear to be prudent because of the possibility of causing greater effects to Fairweather Park. If the 4-Lane Alternative is identified as the preferred alternative, further investigation of this possible relocation could be conducted.



What measures have been included in the project to minimize harm to the Section 4(f) properties?

As noted above, because of the density of development and the proximity of other sensitive features within the project area, effects on Section 4(f) properties could not be avoided. Effects have been minimized by incorporating the following measures and features into the design of the project:

- The new Lake Washington Boulevard west-to-south off-ramp and north-to-east on-ramp were located close together within the existing WSDOT right-of-way to minimize visual effects on the park.
- The new ramps and mainline structures near the Washington Park Arboretum, while elevated, were designed to be below the existing tree line to minimize adverse visual effects. In addition, these structures include haunched girders designed to reduce their visual bulk.
- On the Eastside, retaining walls were incorporated into the design to minimize encroachment into adjacent parklands and historic properties.
- The proposed sound walls would result in substantial reduction in noise levels at sensitive receptors adjacent to the highway, including most parks and recreational facilities and historic properties.
- The width of the proposed flyer stop in the Montlake area was designed to be narrower than the maximum width allowed for a flyer stop to reduce the width of the SR 520 footprint and minimize property acquisition in the NRHP-eligible Montlake historic district.
- Existing curves in the alignment were retained in the Montlake area. The more efficient, straight-line alternative was not selected in order to avoid existing structures and minimize property acquisition and displacements.
- Under the 6-Lane Alternative, 500-foot-long lids have been designed to cover SR 520 at 10th Avenue East and Delmar Drive East, Montlake Boulevard, Evergreen Point Road, 84th Avenue Northeast, and 92nd Avenue Northeast. These lids would be landscaped, providing a new green space in each area and reuniting



the communities on either side of SR 520, allowing enhanced pedestrian access across SR 520. The landscaped lids would also help to minimize the visual effect of the increased size of SR 520 under the 6-Lane Alternative.

What measures are proposed to mitigate for unavoidable use of the Section 4(f) properties?

What mitigation is proposed for parks and recreational facilities?

With regards to the conversion of any Seattle parkland to nonpark use (Bagley Viewpoint, Montlake Playfield, McCurdy Park, East Montlake Park, and Washington Park Arboretum), WSDOT would work with the Seattle Parks and Recreation Department to identify suitable replacement property per the requirements of Seattle Ordinance 118477 (equivalent or better size, value, location, and usefulness).

In addition, WSDOT would work with the Seattle Parks and Recreation Department to determine whether a potential land bank, created from the land within the current WSDOT right-of-way northwest of Washington Park Arboretum, could satisfy Ordinance 118477's replacement requirements. It is estimated that the total available local area within the potential land bank would be approximately 12.86 acres. While that area would exceed the amount of parkland affected, WSDOT and Seattle would need to investigate further whether specifically affected properties have attributes that cannot be replaced at the land bank and, if so, what other mitigation options could be done.

In addition to these more general mitigation measures, the following more detailed measures relate to specific properties:

Bagley Viewpoint

- Under the 4-Lane Alternative, WSDOT would coordinate with Seattle to investigate the redevelopment opportunities for that portion of the viewpoint that would not be acquired. WSDOT and Seattle would investigate the possibilities of restoring the connection between the viewpoint and Interlaken Park with landscaping and a sidewalk and/or viewpoint along the eastside of the Delmar Drive East bridge over SR 520.



- Under the 6-Lane Alternative, WSDOT would investigate the design of a portion of the 10th Avenue East/ Delmar Drive East lid for a replacement viewpoint, if considered suitable by the city. The developable area of this lid is estimated to be 2.14 acres, which would allow for the complete relocation of the viewpoint to a site that could ensure maintenance of the existing view features and attributes.

Bill Dawson Trail (Montlake Bike Path)

- Closure of the trail during construction would be minimized to the greatest extent possible and detour routes would be identified and signed.

McCurdy and East Montlake Parks

- Under the 4-Lane Alternative, WSDOT would work with Seattle to investigate the redevelopment opportunities for those portions of each park that could be returned to park use after construction. Any remaining net loss could be accommodated through the proposed land bank.
- Under the 6-Lane Alternative, WSDOT would investigate the possibility of designing a portion of the Montlake Boulevard lid to replace all or a portion of the parks. The developable area of this lid is estimated to be 1.92 acres. In addition, WSDOT would investigate the possibility of replacing lost parkland within the proposed land bank, if considered suitable as replacement land by Seattle.
- Under both build alternatives, WSDOT would coordinate with Seattle, MOHAI, and the Arboretum Foundation to identify suitable space for the Arboretum staff currently scheduled to move into the MOHAI building in 2009. WSDOT would compensate Seattle for the loss of the MOHAI facilities. If MOHAI has not moved prior to construction of the project, WSDOT would also coordinate with MOHAI to identify suitable replacement facilities (for museum displays, auditorium, and storage).
- WSDOT would coordinate with Seattle to investigate the opportunities to restore and enhance the shoreline wetlands and/or protect the wetland buffer area.
- Closure of the Arboretum Waterfront Trail during construction would be minimized to the greatest extent possible and detour routes would be identified and signs would be posted. An



alternative canoe/kayak launch point and associated parking would be identified.

Washington Park Arboretum

- Under the 4-Lane Alternative, most of the affected parkland on Foster Island would be replaced by removing the existing SR 520 roadway and returning that area and the WSDOT right-of-way to the south to park use. If additional parkland needs to be replaced, WSDOT would coordinate with Seattle and others to identify appropriate replacement land including the proposed land bank if considered suitable by Seattle.
- Under the 6-Lane Alternative, a portion of the affected parkland would be replaced by returning the WSDOT right-of-way to the south of SR 520 to park use. If additional parkland needs to be replaced, WSDOT would coordinate with Seattle and others to identify appropriate replacement land.
- Closure of the Arboretum Waterfront Trail during construction would be minimized to the greatest extent possible and detour routes would be identified and signs would be posted.
- Trees and other vegetation compatible with the character of the existing vegetation would be planted to replace the vegetation that is removed to accommodate the new structures and detour bridge. In addition, WSDOT and Seattle would examine the potential for shoreline and wetland restoration on both sides of SR 520 on Foster Island.

Points Loop Trail

- Vegetation would be replanted along the trail after construction.
- New connections in Fairweather Park and to Northeast 33rd Street through Wetherill Park would be signed to maintain the continuity of the trail.

Fairweather Park

- Under the 6-Lane Alternative, WSDOT would work with Medina to determine appropriate mitigation for the redevelopment of the southwest corner of Fairweather Park to accommodate the relocated and reconstructed Points Loop Trail, including the possible integration of the park with the proposed lid at Evergreen Point Road.



Wetherill Park

- Under the 6-Lane Alternative, WSDOT would work with Hunts Point and Yarrow Bay to determine appropriate mitigation for the relocation and construction of Points Loop Trail along the eastern edge of Wetherill Park and the construction of the flow spreader at the southwestern tip of the park.

What mitigation is proposed for historic properties?

WSDOT would coordinate with SHPO on any mitigation measures proposed for historic properties. In addition, WSDOT would coordinate with the SHPO on any mitigation measures proposed for historic properties within Seattle. Dust control measures would be used that minimize dust during construction. Every effort would be made to maintain access to historic properties, except for unavoidable short periods during construction. Any temporary construction sheds, barricades, or material storage would be located away from historic properties, and would avoid obscuring views of historic properties. In addition to these general mitigation measures, more detailed measures for specific properties follow:

NRHP-Eligible Montlake Historic District

- WSDOT would coordinate with NOAA Fisheries to investigate the possible redevelopment of the area under the Portage Bay Bridge adjacent to the NOAA Northwest Fisheries Science Center as a parking area to mitigate for the loss of the parking lot that would be acquired by the project.
- WSDOT would coordinate with NOAA Fisheries to determine new locations for structures that would be demolished by the project, when such structures are necessary for the continued viability of the site as a research facility.
- The NOAA property adjacent to SR 520 would be landscaped as screening to mitigate the visual proximity of the new highway.
- Under the 4-Lane Alternative, landscaping would be installed along the northern right-of-way of SR 520 from Montlake Boulevard east to the shore of Union Bay to provide a buffer between the historic district and the highway.



- Under the 6-Lane Alternative, landscaping would be installed on the Montlake Boulevard lid. The landscaping would be in the Olmsted-style, in keeping with the landscaping plan prepared for the area by Frederick Olmsted.
- Under the 4-Lane Alternative, if some portion of MOHAI can be saved, landscaping would be installed to screen MOHAI from SR 520.
- Under the 6-Lane Alternative, established standards for documentation of MOHAI would be met before removal. The cultural artifacts of the museum would be relocated to an appropriate repository, presumably at MOHAI's new location. WSDOT would coordinate with the Seattle Parks and Recreation, SHPO, and the Seattle Historic Preservation Officer to:
 - Determine the best use for the remaining land outside the required right-of-way at the former MOHAI site
 - Select a design for the remaining land that is complementary to the historic district.
- Additional mitigation could include funding for the redevelopment of the former MOHAI site, and/or funding of an exhibit on the history of MOHAI and its original structure.

The Historic American Buildings Survey/Historic American Engineering Record, or HABS/HAER, program is a division of the National Park Service. The HABS/HAER program collects documents of important architectural, engineering, and industrial sites throughout the United States. The HABS/HAER collections are archived at the Library of Congress.

Evergreen Point Bridge

- Level 1 Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) documentation for the bridge would be provided; documentation would include photographs, measured drawings, and a written history component.
- Additional compensation for the loss of the bridge could include funding of a bridge- or transportation-related community project, such as a survey of historic transportation elements in the area; funding of an educational display at a local museum on historic bridges of the Puget Sound region; or funding of an educational publication or a website featuring historic bridges and/or transportation facilities in the region.

2851 Evergreen Point Road

- If, after further review, an avoidance alternative is determined to be prudent and feasible that avoids the use of this property under the



4-Lane Alternative, then that avoidance alternative would be implemented.

- Landscaping would be installed along SR 520 between the historic house and the sound wall to reduce the visual effects from the project under the 4-Lane Alternative.

Bellevue Christian School

- Landscaping would be installed between the new bicycle/pedestrian path and the school grounds to mitigate for the acquisition of a narrow strip of land fronting on SR 520 that would be used for the new bicycle/pedestrian path.



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Attachment 1

**Correspondence with Local Officials with
Jurisdiction**



City of Seattle

Gregory J. Nickels, Mayor

Seattle Department of Parks and Recreation

Kenneth R. Bounds, Superintendent

October 27, 2004

Paul W. Krueger
Environmental Coordinator
SR 520 Bridge Replacement and HOV Project
Northwest Washington Division
Urban Corridors Office
401 2nd Avenue South – Suite 560, TB85-95
Seattle, WA 98104-2887

Subject: Section 4 (f) Evaluation, SR 520 Bridge Replacement and HOV Project

Dear Mr. Krueger:

As requested in your October 12 letter, the following comments are offered on the significance of Seattle park properties affected by the proposal:

Bagley Viewpoint

Bagley Viewpoint is one of the 62 squares, places and triangles that the Department of Parks and Recreation maintains at various locations throughout the city.

This viewpoint was originally established and named in honor of a pioneer homeopathic physician, Dr. Herman Beardsley Bagley. He came to Seattle in 1875, was active in civic affairs including service on the city council and as the City's health officer. He also specifically promoted development of the Lake Washington ship canal, which the viewpoint overlooks. His widow later donated an ornamental lamp and drinking fountain for installation at the viewpoint, then called Bagley Light Vista Point. The site provided a west entrance to Interlaken Park. In 1956 the lamp and fountain were damaged and removed, then replaced in 1970 with a commemorative plaque, a bench and plantings adjacent to the paved parking area. Construction of SR 520 in 1963 separated the viewpoint from the park

The 0.1 acre Bagley Viewpoint site offers views of Portage Bay, Lake Washington and the Cascade Mountains. Although it has a bench to accommodate viewers, the viewpoint's proximity to SR 520 and busy arterial streets makes it fairly noisy (average 75 dBA, per WSDOT's 10 October, 2004 *Draft Section 4(f)/6(f) Evaluation* for the SR 520 project). It is hardly the kind of place for seeking peace and solitude as part of a viewing experience. And yet the site has value, in providing people a place to pull off the road, park and enjoy a panoramic view of the Ship Canal and Portage Bay. The juxtaposition of these urban places with the expanse of Lake Washington and the Cascade Range beyond is engaging, especially for visitors in Seattle. Anecdotal observations indicate that occasional users of this viewpoint



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include tour bus companies that briefly park on the site's hard surface, unload passengers and describe these features for their mostly out-of-town clientele. The site offers good access from both I-5 and SR 520 for such visitors.

The view to the east has been diminished approximately 50% in recent years by the growth of vegetation up the slope on WSDOT and private property. Invasive weeds have recently been cleared at the top of the slope. Seattle Parks and Recreation's *Vegetation Management Plan for Seattle Parks Viewpoints* (March, 2004 Draft) notes that the next phase of work on this viewpoint will be tree removal and pruning, specifically the big leaf maples and alders. This will require a cooperative agreement with adjacent private parties and WSDOT, which owns downslope property. The *Vegetation Management Plan* is expected to be finalized late in 2004. When it is funded and carried out, Bagley Viewpoint's eastward view will once again be available.

Bagley Viewpoint is included in the Seattle Department of Design, Construction and Land Use - *Seattle Views: An Inventory of 86 Public View Sites Protected Under SEPA (SMC 25.05.675)*, May, 2002, p. 10. The SEPA-protected designation means that the City Council may impose conditions on any physical development affecting those views. Inclusion on the SEPA-protected viewpoint list amounts to the City's reaffirmation that Bagley Viewpoint is significant, even though it is located in a noisy, busy area and is presently in need of vegetation management.

Montlake Playfield

This is one of Seattle's 33 playfields, distributed throughout the City to provide space for field sports. The 27 acre site provides a children's play area east of the community center buildings, picnic tables, two lighted tennis courts, a soccer/football field encircled by a cinder running track, two softball fields and a 29-car parking lot. It also features pedestrian paths and trails, including some that are accessible for people with disabilities.

Montlake Playfield serves the northerly end of Capitol Hill, the west slopes of the Eastlake residential area, and of course the Montlake area eastward to the Arboretum. These boundaries are quite flexible and "porous" in nature, as people from other parts of the city also use Montlake's playfield, tennis courts, running track, and other facilities.

Scheduled and programmed activities provide a quantitative measure of the playfield's importance to the city and surrounding communities. Seattle Preparatory School (Seattle Prep) is a major user of Montlake Playfield for its athletic programs, including football, soccer, track, tennis and baseball. Other users include local youth baseball and soccer programs. The grass playfield surface has been compromised over the years by the high water table and poor drainage, but nevertheless absorbs heavy use. Seattle Prep has approached the City about making improvements to the site.

The tennis courts were among those lighted with Forward Thrust park improvement funds in the 1970's and are well used.

The aforementioned water table/drainage condition results from the playfield's location on a very low-lying site, which had until the 1920's been a dahlia flower nursery along the marshy south shoreline edge of Portage Bay. Vast amounts of fill materials from freeway and sewer construction projects over the years were added to the site to enable creation of the ballfields but the boggy shoreline edge has evolved into an important wildlife habitat. The wetland fringe of this site, and the submerged lands offshore, are valuable for more "passive" resource-oriented use than the actively-programmed athletic facilities. One of these passive uses is for canoe/kayak use on the surface water. Even though designated launch/retrieval facilities are not provided at Montlake Playfield, a number of such points are available along the Ship Canal in the near vicinity.

Some 6.8 acres of the original site are submerged lands in Portage Bay. The northern, shoreline edge of the playfield is a designated *Shoreline Critical Area*, and therefore falls within the City of Seattle's regulations for Environmentally Critical Areas (Seattle Municipal Code, Chapter 25.09). This shoreline was also included in a recent study entitled, *Seattle Shoreline Park Inventory and Habitat Assessment* (Anchor Environmental, L.L.C., for the Seattle Department of Parks and Recreation, April, 2003). The study assessed 18 Seattle parks on Lake Washington in terms of their suitability and relative priority for juvenile salmonid habitat restoration and conservation. The Montlake Playfield's shoreline was described as gentle slope, unarmored, silt/clay substrate, mixed vegetation with high cover. Relative to the other parks in the assessment, this shoreline did not rank highly in terms of habitat improvement potential, i.e. how much it could be improved for juvenile fish. The study noted that because habitat value is already quite good, that further restoration work would not be a high priority. It recommended only that non-native plants be removed and replaced with more native plantings, and that shoreline development be discouraged.

Montlake Playfield's shoreline and submerged lands are within the middle range visual resources seen from the SEPA-protected Montlake Playfield viewpoint. The documented viewpoint is from the community center facilities at the south edge of the playfield (see community center description below). Although the existing elevated SR 520 highway structure limits the extent of the view, it was considered valuable and significant enough to include in the limited list of viewpoints protected by Seattle's SEPA Ordinance. The City may impose protective conditions on new developments affecting such views.

The *Draft Vegetation Management Plan for Seattle Park Viewpoints* notes that only 10% of the intended views are currently visible due to the dense growth of native trees along the shoreline. Clusters of big leaf maples, alders, poplars and willows crowd the shoreline, while ivy and Himalayan blackberry dominate the understory. The plan calls for tree thinning to remove dead, dying and diseased trees, and those with poor structural form. Restoring of intended views is rated "high priority" due to the high degree of view obstruction. The plan notes further that "The extent of park use and the importance of the community center to the region has also been considered...."

WSDOT requests that Section 4(f) letters consider the significance of entire park properties and not just the portions directly affected by the SR 520 project alternatives. In that regard it is important to describe the Montlake Community Center facility that is located at the south

central end of Montlake Playfield. The playfield and a small brick field house, designed with Tudor Revival stylistic features, were developed at the same time and dedicated in 1935. The building was smaller than contemporary field houses but larger than the smaller “shelter houses” that were located in some communities at that time. A gymnasium building was added in 1977 to broaden the community center’s range of program capabilities. In 1998 a modular trailer building was added to the complex to provide a space focused on teen activities. The site development also includes an old 800 sq. ft. metal structure that provides space for pre-camp (3- to 5- year olds). The City’s 2004 Capital Improvement Program includes a further Montlake Community Center upgrade and expansion project, a \$2.9 million effort funded by the 2001 Pro Parks Levy, with construction anticipated by 2006.

Presently the Tudor Building offers pottery programs, distinctive enough that people from well outside the community enroll to take advantage of the instruction and facilities. The same 1,009 sq. ft. space also accommodates the main public meeting area, occasionally rented out for other events. It also is used for martial arts, yoga and other fitness programs, and in summer provides a space for the day camp program. The small Annex building accommodates children’s games and crafts, as well as pre-camp programs for 3-to 5-year old children. The gym accommodates basketball-related activities such as league games, practices and “free shoots”, and other activities such as adult aerobics. In inclement weather a portable children’s play area is operated by parents and care providers for small children. The modular building provides a Teen Room and a Game Room, and occasionally is the setting for community meetings.

Bill Dawson Trail

The Bill Dawson Trail, also known as the Montlake Bike Path, passes under the SR 520 structure, connecting Montlake Playfield’s northeast corner with the Northwest Fisheries Center at the NOAA site north of the freeway. The trail is frequently used by pedestrians and bicyclists because it provides a critical link in the larger citywide path system, including Lake Washington Boulevard and the Arboretum Waterfront Trail to the east and south, the UW campus and Burke-Gilman trail system to the north and west. The trail provides an essential connection through a complex maze of traffic at the juncture of SR 520 and Montlake Boulevard. The *Seattle Bicycling Guide Map* (Seattle Engineering Dept., 1996) shows the Bill Dawson Trail route providing unique access southwest of the Montlake Bridge to the Montlake Neighborhood, bypassing the busy interchange area.

McCurdy Park

The park was named in honor of Horace McCurdy who was an early benefactor to the Museum of History and Industry (MOHAI) and president of the firm that built the Evergreen Floating Bridge across Lake Washington. This 1.5-acre park immediately north of SR 520 is used, together with East Montlake Park, as the site for the MOHAI building which was constructed in 1952. That facility is a major repository of the City’s historic archival materials including photographs and other records, and it presents exhibits and programs related to those materials. A 499-seat auditorium on the ground floor is available for various public presentations and performances. Seattle Parks and Recreation owns and maintains the

MOHAI building, while programming and operation are handled by the MOHAI organization.

The McCurdy Park site also accommodates picnic tables where people can enjoy the landscaped park surroundings of the building, and the building itself which is a contributing element to the National Register of Historic Places-eligible Montlake historic district. People using those tables, or approaching the upper-level building entrance by a walkway from the parking lot, can enjoy the views afforded from there of Lake Washington to the northeast, and the marshes near Foster Island to the east. A vehicular overpass structure (East Park Drive East) bridges the SR 520 highway, connecting McCurdy and East Montlake Parks with Lake Washington Boulevard immediately to the south. That boulevard is part of Seattle's Olmsted system. McCurdy Park is also one of the City's SEPA-protected viewpoints, as defined earlier in this letter.

The *Draft Vegetation Management Plan for Seattle Park Viewpoints* notes that overgrown native alders and dense understory vegetation along the shoreline have diminished the park's water views to about 10% of the intended potential. The plan calls for thinning of the tree groves and removal of some trees, as well as invasive weeds.

The University of Washington owns some significant "collection trees" on the McCurdy Park site, catalogued and documented for research purposes. This supports the Arboretum's broader educational goals (described below in this letter), and adds to the beauty and value of the park surroundings near the MOHAI building.

East Montlake Park (including the Arboretum Waterfront Trail)

The southernmost end of this 7.1-acre park, together with the adjacent McCurdy Park, provides part of the site for the MOHAI building described above. It also accommodates the 100 car capacity parking lot that supports the museum as well as the people who use the park's kayak/canoe launch and access the Waterfront Trail that connects to the Ship Canal, Foster Island, Marsh Island and the Washington Park Arboretum. On fall football weekends, the parking area is heavily used by football fans who park there, have tailgate parties, and walk over the bridge to Husky Stadium.

Seattle Parks and Recreation Department owns only the western third of the park, and the Arboretum Foundation has title to the eastern two-thirds. Despite this unusual ownership situation, the site is signed and used as a single public park. Like the Bagley Viewpoint, Montlake Playfield and McCurdy Park sites described above, East Montlake Park is also one of the City's SEPA-protected viewpoints. It provides panoramic views of Lake Washington and the Ship Canal at the Montlake Cut. It is readily accessible by Metro Transit as well as the trail connections that abound in the vicinity.

The aforementioned *Seattle Shoreline Park Inventory and Habitat Assessment* draft report characterized one of two shoreline reaches at East Montlake Park as having very high conservation value for juvenile salmonid habitat. The four parks assigned this very high conservation value were characterized as having "...unarmored, gently sloping shorelines,

with small or detritus-rich small substrates, large woody debris, and abundant cover provided by native vegetation. Within their respective parks, these reaches should be conserved to maintain their habitat value...”(page ES-3).

Washington Park Arboretum (including the Arboretum Waterfront Trail)

Washington Park is one of Seattle’s oldest parks, and over the years has come to accommodate a broad range of recreational and scenic purposes as well as scientific and educational functions. The Arboretum located in the park contains a large, diverse collection of plants from around the world, including more than 10,000 individual plants representing over 4,400 species and cultivated varieties. Some 179 of these species are considered threatened or endangered. The Washington Park Arboretum also provides for extensive public access via a network of footpaths and roads that allow people to view the plants and enjoy the park’s peace and beauty. The trails, open spaces and surrounding waters are used for walking, jogging, bird-watching, picnicking, boating, fishing, formal and informal educational tours, weddings, and a variety of other activities and events. Finally, it should be noted that the Washington Park also provides an important civic staging area for major public gatherings, such as:

- Annual opening day of boating season, viewing of parade and crew races (early May)
- Annual Seattle to Portland bike ride, starting at the University, southward on Lake Washington Boulevard (July)
- Annual Seattle Marathon, traversing Lake Washington Boulevard through the park, and Interlaken Boulevard connecting with it.

Visual Characteristics: The Final EIS for the Washington Park Arboretum Master Plan (Seattle Dept. of Parks and Recreation, Jan. 2001, p.187 ff) describes the park’s visual character as follows:

“Visually, the Washington Park Arboretum is a large, wooded green space in the midst of urban residential neighborhoods...gently rolling hills that are dominated by plant collections and a backdrop of native forest species such as western red cedar and big-leaf maples. The dominance of these large native trees gives a unified theme to the park despite the wide variety of plant collections among them. Most areas of the park are well screened from the surrounding urban activity, providing visitors a relatively quiet atmosphere that is intruded upon only by traffic along Lake Washington Boulevard East, and by the noise and visual presence of SR 520 on Foster Island.

The Washington Park Arboretum has few buildings. The Graham Visitors Center, the principal visitor service facility in the arboretum, is its most modern building, constructed in 1985. Nearly all other built structures within the park were constructed between 1914 and 1942...These solid well built structures have aged nicely and contribute to the grace and distinction of the Washington Park Arboretum...

Foster Island, a peat and marsh landscape that was enlarged by the lowering of Lake Washington in 1917, occupies the southern shore of Union Bay and is a prominent and

unique landscape feature in the Washington Park Arboretum. The waterways surrounding the island consist of marshes and open water containing forms of vegetation that cannot be seen in the main portion of the park, providing habitat for a range of wildlife, particularly birds. The wood-chip trail leading to a meandering walkway on a series of floating piers and structures through the marsh gives the island a sense of remoteness and separateness from the rest of the park.

In contrast to the rest of the Washington Park Arboretum, Foster Island has been greatly altered by urban freeway construction. Although portions of the island have maintained a sense of wilderness, many areas are severely affected by the noise and visual intrusion of SR 520. The elevated freeway ramps dominate the landscape, and the freeway itself divides Foster Island in half, making passage to the north end of the island a less than calm experience through a narrow, dark pedestrian underpass....

On a citywide scale, the Washington Park Arboretum represents an important aesthetic element in Seattle's urban environment, providing visual relief that is part of a system of scenic routes and large open spaces envisioned in a park and boulevard plan commissioned by the city in 1904 and prepared by the Olmsted Brothers Landscape Architects. The visual character of the park was further influenced by the natural planting design and vegetation management philosophy of the 1936 *General Plan for the University of Washington Arboretum* (also prepared by the Olmsted Brothers firm), which are evident in the inviting and informal spatial character and elegantly flowing plant masses throughout the park....”

Historical Origins and Resources: The park's original 62 acres was obtained by donation in 1900. Soon after, the south end of the property was used for a playfield, harness racing and horseback riding on the “speedway” (an old logging road that is now Azalea Way), bicycling and walking on numerous logging roads and paths—many of which remain as footpaths today.

In 1904, the City hired the Olmsted Brothers to develop a comprehensive plan for Seattle's public park system. The plan featured a 20-mile landscaped boulevard system linking numerous existing and planned parks, greenbelts and playfields. Lake Washington Boulevard was among the first elements of the plan to be constructed. The boulevard served as the main entry to the Alaska Yukon Exposition in 1909. The Wilcox Footbridge over the boulevard (now a Seattle Landmark and on the National Register of Historic Places) was completed in 1914. It serves as the primary pedestrian entry into the park from the adjacent Montlake neighborhood.

With additional land acquisitions, including Foster Island, Washington Park grew to its present size by 1934. In that year, the City of Seattle and the University of Washington established the Washington Park Arboretum, and the first plantings were designed in that year by James F. Dawson of the Olmsted firm. In the following year the Olmsted firm was commissioned to prepare a plan to guide subsequent arboretum planning. Between 1936 and 1941, the federal Works Progress Administration carried out basic construction, including prominent Arboretum features such as Azalea Way, the rock garden, the stone bridge at the

Pinetum west of the boulevard, most of the trail system, and the stone cottage at the south entrance.

According to the history recounted in the previously cited Final EIS for the Washington Park Arboretum Master Plan (p. 160), most of the existing plant collections were established after World War II, when the facility was developing into a major regional, national and international resource. The Japanese Garden, developed in 1960, was one of the achievements of this postwar period. Located immediately westerly of a fence that visually screens it from Lake Washington Boulevard, the garden symbolizes international friendship and cooperation, featuring stone lanterns, pools, plantings and a teahouse.

Lake Washington Boulevard runs through the entire length of the park, connecting the Olmsted-planned boulevard from the south end of Seattle's lakefront northward past the University to Ravenna Boulevard and Green Lake. The continuity and design details of the one-mile segment through the Arboretum continue to be critically important to the cohesiveness of the entire historic boulevard system. As the previously-cited Final EIS document points out (page 172), the existing boulevard is laid out more or less according to the 1904 Olmsted Brothers' plan, except at the north end where it was supposed to connect to Lakeside Boulevard. The subsequently-constructed SR 520 ramp structures and their associated traffic have had a large impact on the appearance and use of the boulevard.

Current Management and Planning Guidelines: Since 1934, the Seattle Department of Parks and Recreation has owned and maintained the 230-acre Washington Park Arboretum. The University of Washington owns and manages its plant collections. The multiple roles of the Arboretum were summarized in a recent document as follows:

”...The Arboretum is valued not only as a world-renowned collection of valuable trees and shrubs, but also as part of Seattle's natural environment and its history as well...a broad range of differing visions for the Washington Park Arboretum. At one end of the spectrum, the Arboretum and Botanical Garden Committee has emphasized the citywide and regional value of the educational and scientific functions of the arboretum and its potential as a prominent public garden. This management objective is based on the various resolutions and mission statements that have been adopted ...through the years by both the city and the university. At the other end of the spectrum, some everyday users of the park emphasize its long-standing function as a neighborhood, city and regional open space resource...[These] park users value its aesthetic and recreational qualities, apart from its value as a plant collection... [The] proposed master plan is intended to provide a balance among these differing visions....” (Seattle Dept. of Parks and Recreation, Final EIS for the Arboretum Master Plan, Jan. 2001, p.15}

The 2001 Master Plan best describes the Washington Park Arboretum's role in meeting community objectives. The “community” it serves is diverse and complex, so the plan for this 230-acre public open space is guided by multiple goals. Those most pertinent to the SR 520 project are highlighted below:

Education: ...serve K-12 students, higher education, families, landscape professionals, natural history/ecology enthusiasts, gardeners, special needs populations, and general visitors....

Conservation: ...Healthy, thriving plant collections and exhibits throughout the Washington Park Arboretum... a sanctuary for diverse urban wildlife... Rehabilitation of historic planting sites, physical amenities, and Olmstedian influences.

Recreation and Visitor Services: Non-structured recreational use of Washington Park consistent with the Arboretum's mission of education, display and conservation... Decreased disruption of park and arboretum use by arterial traffic on Lake Washington Boulevard and entering/exiting State Route 520... Improved pedestrian and bicycle access to Washington Park... Enhancement of the ambiance and visitor experience at the Japanese Garden...

The above goal of decreasing park and arboretum disruption by Lake Washington Boulevard traffic entering and leaving SR 520 was further detailed in an Objective # 26:

“Work with appropriate agencies to reorient arterial traffic conduits at the north end of the Washington Park Arboretum and reduce speed of traffic on Lake Washington Boulevard so traffic moves logically between Lake Washington Boulevard and SR-520, with minimum disruption to the Arboretum....

The master plan includes the following features at the north end of the Park, closest to SR 520:

- Convert unused freeway ramps into a pedestrian and bicycle access to MOHAI area...
- Complete Foster Island Loop Trail...better opportunities for bird watching...
- Waterfowl and scenic viewing platform alongside Duck Bay...
- Daylighting of Arboretum Creek (near present SR 520 ramps intersection with LWB)...
- Restoration of Duck Bay...better opportunities for bird-watching and wetland appreciation...
- A multi-purpose outdoor shelter along the Foster Island Loop Trail...

Viewpoint Resources: Washington Park is another of the City's 86 public view sites protected under Seattle's SEPA ordinance. Several viewpoints within the park provide panoramic views of Lake Washington, the Ship Canal, and the Cascades. Amenities supporting the viewpoint function include seating areas, ADA accessibility, an elevated viewing platform, signage, parking and Metro bus service within walking distance of these views.

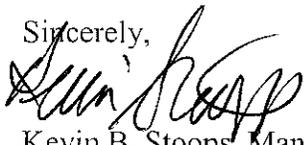
Wildlife Habitat: The *Seattle Environmentally Critical areas Folio* identifies the wetlands associated with Foster Island and Lake Washington, while the remaining upland portions of the Washington Park Arboretum are mapped as critical fish and wildlife habitat (1992). Seattle's Environmentally Critical Area Regulations (Seattle Municipal Code 25.09) classify the western portion of the park as fish and wildlife habitat area. There is an eagle nest within

the park boundaries, although the eagles may periodically nest elsewhere in the vicinity. The Washington Park Arboretum's shoreline, including Foster Island, is quite extensive and varied in nature, so the previously-cited *Seattle Shoreline Park Inventory and Habitat Assessment* divided the shoreline into 10 different reaches. Those in the Duck Bay area generally were characterized by steep, unarmored slopes, with high restoration priority ratings. The report noted restoration projects already planned there (see *Arboretum Shoreline and Trail Improvements* project described below).

The park's Duck Bay shoreline is being improved as par the current Arboretum Shoreline and Trail Improvements project, financed by the Shoreline Park Improvement Fund. In 1999 the Seattle City Council authorized this project in lieu of the previously proposed Arboretum Lakeside Trail. According to the Executive Summary in the master plan for this area, it suffers from "...overuse, inaccessible pathways, eroded landscapes, intrusion of exotic plants and reduced native habitats. Extensive trampling together with the artificial raising and lowering of the lake has created a very denuded and eroded shoreline...Improvements to this area have the opportunity to greatly improve the native habitats and visitor experience...." The current project includes shoreline trail improvements and replacement of the pedestrian bridge to Foster Island, habitat; Control and improvement of public access to the water, and revegetation of the eroded shore with native plants and woody habitat structures.

I hope that the above narrative, will sufficiently describe the significance of Seattle's park properties most directly affected by the SR 520 Bridge Replacement and HOV Project. If you have further questions, please feel free to contact me at 684-7053 or Peter Marshall at 684-7048.

Sincerely,



Kevin B. Stoops, Manager
Major Projects and Planning

cc: Kenneth R. Bounds
Erin Devoto
Peter Marshall
Donald Harris
Terry Dunning
David Allen, SDOT



Washington State
Department of Transportation
Douglas B. MacDonald
Secretary of Transportation

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October 12, 2004

Kevin Stoops
Senior Planner, Major Projects and Planning
Seattle Parks and Recreation
800 Maynard Ave. S., 3rd Floor
Seattle, WA 98134-1336

Dear Kevin Stoops:

As part of the SR 520 Bridge Replacement and HOV Project, WSDOT has evaluated the potential effects of the project on public parks and recreational facilities. In addition, WSDOT has worked with the Federal Highway Administration to prepare a Section 4(f) Evaluation that describes the effect of the project on these facilities. The Section 4(f) Evaluation is a requirement of the U.S. Department of Transportation Act of 1966. The Act requires that proponents of federally funded transportation projects (such as the SR 520 Bridge Replacement and HOV Project) evaluate the effect of their project on parklands, as well as evaluate feasible and prudent avoidance alternatives and measures to minimize harm to parklands.

We request that you, as a local public official with jurisdiction over affected park and recreational facilities, provide formal comment on the significance of those facilities. In the context of Section 4(f), significance means that in comparing the availability and function of the recreation, park, or wildlife and waterfowl refuge area with the recreational, park, and refuge objectives of that community, the land in question plays an important role in meeting those objectives. Your significance determination must consider the significance of the entire property and not just the portion of the property that may be affected by the project.

The SR 520 Bridge Replacement and HOV Project Section 4(f) Evaluation has identified the following facilities within your jurisdiction that would potentially experience direct and/or proximity effects:

- Bagley Viewpoint
- Montlake Playfield
- Submerged land in Portage Bay near Montlake Playfield
- Bill Dawson Trail
- McCurdy Park
- East Montlake Park (including the Arboretum Waterfront Trail)

- Washington Park Arboretum (including the Arboretum Waterfront Trail)

In accordance with Section 4(f) requirements, we request that you provide formal comments on the facilities included in the list above. Your input will become part of the official record of the SR 520 Bridge Replacement and HOV Project EIS and Section 4(f) process and will be included in the Section 4(f) Evaluation.

We ask that you respond to this request no later than October 25. Thank you for your cooperation.

Sincerely,

A handwritten signature in black ink that reads "Paul Krueger". The signature is written in a cursive style with a long, sweeping underline.

Paul W. Krueger
Environmental Coordinator
SR 520 Bridge Replacement and HOV Project



**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

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October 12, 2004

Sheldon Jahn
Director of Public Works
City of Medina
P.O. Box 144
Medina, WA 98039

Dear Sheldon Jahn:

As part of the SR 520 Bridge Replacement and HOV Project, WSDOT has evaluated the potential effects of the project on public parks and recreational facilities. In addition, WSDOT has worked with the Federal Highway Administration to prepare a Section 4(f) Evaluation that describes the effect of the project on these facilities. The Section 4(f) Evaluation is a requirement of the U.S. Department of Transportation Act of 1966. The Act requires that proponents of federally funded transportation projects (such as the SR 520 Bridge Replacement and HOV Project) evaluate the effect of their project on parklands, as well as evaluate feasible and prudent avoidance alternatives and measures to minimize harm to parklands.

We request that you, as a local public official with jurisdiction over affected park and recreational facilities, provide formal comment on the significance of those facilities. In the context of Section 4(f), significance means that in comparing the availability and function of the recreation, park, or wildlife and waterfowl refuge area with the recreational, park, and refuge objectives of that community, the land in question plays an important role in meeting those objectives. Your significance determination must consider the significance of the entire property and not just the portion of the property that may be affected by the project.

The SR 520 Bridge Replacement and HOV Project Section 4(f) Evaluation has identified the following facilities within your jurisdiction that would potentially experience direct and/or proximity effects:

- Fairweather Park
- Points Loop Trail

In accordance with Section 4(f) requirements, we request that you provide formal comments on the facilities included in the list above. Your input will become part of the

official record of the SR 520 Bridge Replacement and HOV Project EIS and Section 4(f) process and will be included in the Section 4(f) Evaluation.

We ask that you respond to this request no later than October 25. Thank you for your cooperation.

Sincerely,

A handwritten signature in black ink that reads "Paul Krueger". The signature is written in a cursive style with a large initial "P" and a long horizontal stroke at the end.

Paul W. Krueger
Environmental Coordinator
SR 520 Bridge Replacement and HOV Project



**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

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October 12, 2004

Jack McKenzie
Town Administrator
Town of Hunts Point
3000 Hunts Point Road
Hunts Point, WA 98004

Dear Jack McKenzie:

As part of the SR 520 Bridge Replacement and HOV Project, WSDOT has evaluated the potential effects of the project on public parks and recreational facilities. In addition, WSDOT has worked with the Federal Highway Administration to prepare a Section 4(f) Evaluation that describes the effect of the project on these facilities. The Section 4(f) Evaluation is a requirement of the U.S. Department of Transportation Act of 1966. The Act requires that proponents of federally funded transportation projects (such as the SR 520 Bridge Replacement and HOV Project) evaluate the effect of their project on parklands, as well as evaluate feasible and prudent avoidance alternatives and measures to minimize harm to parklands.

We request that you, as a local public official with jurisdiction over affected park and recreational facilities, provide formal comment on the significance of those facilities. In the context of Section 4(f), significance means that in comparing the availability and function of the recreation, park, or wildlife and waterfowl refuge area with the recreational, park, and refuge objectives of that community, the land in question plays an important role in meeting those objectives. Your significance determination must consider the significance of the entire property and not just the portion of the property that may be affected by the project.

The SR 520 Bridge Replacement and HOV Project Section 4(f) Evaluation has identified the following facilities within your jurisdiction that would potentially experience direct and/or proximity effects:

- Weatherill Park
- Points Loop Trail

In accordance with Section 4(f) requirements, we request that you provide formal comments on the facilities included in the list above. Your input will become part of the official record of the SR 520 Bridge Replacement and HOV Project EIS and Section 4(f) process and will be included in the Section 4(f) Evaluation.

We ask that you respond to this request no later than October 25. Thank you for your cooperation.

Sincerely,

A handwritten signature in black ink that reads "Paul Krueger". The signature is written in a cursive style with a large initial "P" and "K".

Paul W. Krueger
Environmental Coordinator
SR 520 Bridge Replacement and HOV Project



**Washington State
Department of Transportation**
Douglas B. MacDonald
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October 12, 2004

Mitch Wasserman
City Administrator
City of Clyde Hill
9605 NE 24th St.
Clyde Hill, WA 98004

Dear Mitch Wasserman:

As part of the SR 520 Bridge Replacement and HOV Project, WSDOT has evaluated the potential effects of the project on public parks and recreational facilities. In addition, WSDOT has worked with the Federal Highway Administration to prepare a Section 4(f) Evaluation that describes the effect of the project on these facilities. The Section 4(f) Evaluation is a requirement of the U.S. Department of Transportation Act of 1966. The Act requires that proponents of federally funded transportation projects (such as the SR 520 Bridge Replacement and HOV Project) evaluate the effect of their project on parklands, as well as evaluate feasible and prudent avoidance alternatives and measures to minimize harm to parklands.

We request that you, as a local public official with jurisdiction over affected park and recreational facilities, provide formal comment on the significance of those facilities. In the context of Section 4(f), significance means that in comparing the availability and function of the recreation, park, or wildlife and waterfowl refuge area with the recreational, park, and refuge objectives of that community, the land in question plays an important role in meeting those objectives. Your significance determination must consider the significance of the entire property and not just the portion of the property that may be affected by the project.

The SR 520 Bridge Replacement and HOV Project Section 4(f) Evaluation has identified one facility within your jurisdiction that would potentially experience direct and/or proximity effects:

- Points Loop Trail

In accordance with Section 4(f) requirements, we request that you provide formal comments on the facility listed above. Your input will become part of the official record of the SR 520 Bridge Replacement and HOV Project EIS and Section 4(f) process and will be included in the Section 4(f) Evaluation.

We ask that you respond to this request no later than October 25. Thank you for your cooperation.

Sincerely,

A handwritten signature in black ink that reads "Paul Krueger". The signature is written in a cursive style with a large initial "P" and a long, sweeping underline.

Paul W. Krueger
Environmental Coordinator
SR 520 Bridge Replacement and HOV Project



**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

Urban Corridors Office
414 Olive Way, Suite 400
Seattle, WA 98101-1209
206-381-6407 / Fax 206-381-6442
TTY: 1-800-833-6388
www.wsdot.wa.gov

October 12, 2004

Larry Howard
Town Clerk
Town of Yarrow Point
4030 95th Avenue NE
Yarrow Point, WA 98004

Dear Larry Howard:

As part of the SR 520 Bridge Replacement and HOV Project, WSDOT has evaluated the potential effects of the project on public parks and recreational facilities. In addition, WSDOT has worked with the Federal Highway Administration to prepare a Section 4(f) Evaluation that describes the effect of the project on these facilities. The Section 4(f) Evaluation is a requirement of the U.S. Department of Transportation Act of 1966. The Act requires that proponents of federally funded transportation projects (such as the SR 520 Bridge Replacement and HOV Project) evaluate the effect of their project on parklands, as well as evaluate feasible and prudent avoidance alternatives and measures to minimize harm to parklands.

We request that you, as a local public official with jurisdiction over affected park and recreational facilities, provide formal comment on the significance of those facilities. In the context of Section 4(f), significance means that in comparing the availability and function of the recreation, park, or wildlife and waterfowl refuge area with the recreational, park, and refuge objectives of that community, the land in question plays an important role in meeting those objectives. Your significance determination must consider the significance of the entire property and not just the portion of the property that may be affected by the project.

The SR 520 Bridge Replacement and HOV Project Section 4(f) Evaluation has identified the following facilities within your jurisdiction that would potentially experience direct and/or proximity effects:

- Weatherill Park
- Points Loop Trail

In accordance with Section 4(f) requirements, we request that you provide formal comments on the facilities included in the list above. Your input will become part of the

official record of the SR 520 Bridge Replacement and HOV Project EIS and Section 4(f) process and will be included in the Section 4(f) Evaluation.

We ask that you respond to this request no later than October 25. Thank you for your cooperation.

Sincerely,

A handwritten signature in black ink that reads "Paul Krueger". The signature is written in a cursive style with a large, sweeping initial "P".

Paul W. Krueger
Environmental Coordinator
SR 520 Bridge Replacement and HOV Project