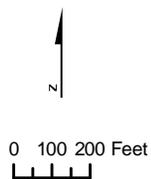


Burke-Gilman Trail

**6 Lanes with Pacific Street Interchange Option**

-  Park property line
-  Limits of construction
-  Edge of pavement
-  Area to be acquired



**Exhibit 10. Project Effects on the Burke-Gilman Trail**

SR 520 Bridge Replacement and HOV Project

and loss of adjacent vegetation would affect the overall character of this segment of the trail. However, other segments of the trail outside of the study area do exhibit a more urban character with minimal buffering vegetation and directly adjacent travel lanes. Although the Burke-Gilman Trail would continue to operate functionally as it does today and be aesthetically similar to other segments of the trail outside of the project area, this natural and protected trail segment would be highly diminished. Nevertheless, the proposed project would not substantially impair its continued use and enjoyment.

### **Construction Effects**

During construction along Montlake Boulevard, the trail would be subject to periodic temporary closures. During these periods, trail users would be prevented from using the trail and would be detoured around the limits of construction. Because the duration of these closures would be brief and the trail would be accessible between closures and after construction, this temporary occupancy would not constitute a use of the facility.

### **Ship Canal Waterside Trail**

#### **Proximity Effects**

The proposed Union Bay Bridge would be the dominant feature in views to the east from the trail. Currently, that view is unobstructed; with the bridge, views toward Lake Washington and the Cascade Mountains in the far distance would be obstructed. This effect, however, would not substantially impair the features or attributes of the trail or its continued use and enjoyment.

## **How would the 6 Lanes with Pacific Street Interchange option affect Section 4(f) historic properties?**

This option would not alter the original 6-Lane Alternative in either the Lake Washington or the Eastside project areas. Therefore, this section only assesses the potential effects of the option in the Seattle project area. This option would have many of the same effects on historic resources in the Seattle study area as the original 6-Lane Alternative. It would not differ substantially from the original 6-Lane Alternative in its effects on the National Oceanic and Atmospheric Administration



(NOAA) Northwest Fisheries Science Center and MOHAI, both of which would experience a use. The differences between this option and the original 6-Lane Alternative are described below.

## Proposed Montlake Historic District

### Direct Effects

As noted above, this option would have similar direct effects on the NOAA Northwest Fisheries Science Center and MOHAI as the original 6-Lane Alternative. Compared to the original 6-Lane Alternative, less property would be removed from the NOAA facility, although it would still experience a loss of property and buildings and an alteration to the setting of the historic building on the site. MOHAI would still be demolished under this option, just as under the original 6-Lane Alternative.

### Proximity Effects

In the proposed Montlake Historic District north of SR 520, the peak-hour traffic noise levels would decrease from between 1 and 6 dBA, lower than the original 6-Lane Alternative levels, due to traffic shifting from using Montlake Boulevard to using the Pacific Street interchange. South of SR 520, houses in the study area along East Lake Washington Boulevard and Lake Washington Boulevard East in the proposed Montlake Historic District would also experience a slight decrease in peak-hour traffic noise levels. This would be due to reduced traffic on Lake Washington Boulevard and the elimination of on- and off-ramps at SR 520. These decreased noise levels would be a beneficial effect for the Montlake Historic District. (For more information on noise effects for this option, see the *Addendum to Noise Discipline Report*.) The permanent removal of the on- and off-ramps at the SR 520/Montlake Boulevard interchange would also result in a beneficial effect to the proposed Montlake Historic District because of the conversion of pavement to landscaped open space, more as it was before the intrusion of SR 520.

The new Union Bay Bridge could be as high as 110 feet above the water near the Montlake Cut and would dominate views from the east and north sides of the proposed Montlake Historic District. This would result in a dramatic change to the visual setting of portions of the proposed historic district. (For more information on visual effects under this option, see *Addendum to Visual Quality and Aesthetics Discipline Report*.) However, this visual proximity effect would not substantially



impair important features or other significant attributes of the NRHP-eligible proposed Montlake Historic District because it would not diminish the integrity of the district's historic features.

### **Construction Effects**

Construction-related effects to the proposed Montlake Historic District under the 6 Lanes with Pacific Street Interchange option would be similar to those described in the *Section 4(f) Evaluation* for the original 6-Lane Alternative.

### **Washington Park Arboretum**

The study area includes a portion of the Arboretum which is considered a historic resource, although the whole of the Arboretum has not been listed or formally determined eligible for listing in the NRHP. For effects of this option to the Arboretum, see the subsection on the Washington Park Arboretum in the *How would the 6 Lanes with Pacific Street Interchange option use Section 4(f) parks and recreation facilities?* section.

### **Canoe House**

#### **Proximity Effects**

The Canoe House is expected to have decreased noise levels from reduced traffic on the Montlake Bridge, resulting in a beneficial effect on this NRHP-listed resource. However, the new Union Bay Bridge would have a strong visual effect on the setting of the Canoe House. At this location, the Union Bay Bridge structure would be about 80 feet wide and 80 to 90 feet above the waterfront . Along with the span itself, the placement of two bridge support columns would affect the Canoe House surroundings as well as its operations. These columns would be 20 feet by 20 feet, with one at the canoe launching dock and the other located about 20 feet upland. The Union Bay Bridge would be 110 feet above the water at its highest point just west of the Ship Canal, and would be highly visible from the Canoe House. The bridge overhead and the new piers would encroach upon the broad view currently enjoyed by the Canoe House and obscure its view toward the Arboretum. The overall character of the Canoe House setting would change and is likely to cause an adverse effect. However, these proximity effects are not expected to result in substantial impairment of the resource. It will still be able to fulfill its function, after relocation of



the canoe dock, and the building will not be physically impaired or altered, nor will the immediately surrounding property.

### **Construction Effects**

General construction-related effects described in the *Section 4(f) Evaluation* would also apply to this option. In addition, the Canoe House launching dock would be displaced and access to the Canoe House would be impaired during the duration of the construction phase. The Canoe House and surrounding facilities would experience periodic closures during construction. Because the duration of these closures would be relatively brief and the facility would be fully operational between closures and after construction, this would not constitute a use.

## **Montlake Cut**

### **Proximity Effects**

Montlake Cut is expected to have decreased noise levels from reduced traffic on the Montlake Bridge, resulting in a beneficial effect on this NRHP-listed resource. However, the new Union Bay Bridge would have a strong visual effect on the setting, spanning the view east from the Cut out to Lake Washington. However, given the existing urban context of the area, the visual effect is not expected to be so severe that the activities along the cut and its attributes would be substantially impaired.

### **Construction Effects**

General construction-related effects described in the *Section 4(f) Evaluation* would also apply to this option. In addition, access to the east end of the Cut may be temporarily impaired during some periods of construction. However, these impairments would be relatively brief and the cut would be fully operational between impairments and after construction.

## **Montlake Bridge**

### **Proximity Effects**

The Montlake Bridge is expected to have decreased noise levels from reduced traffic on the bridge, resulting in a beneficial effect on this NRHP-listed resource. The Pacific Street/Montlake Boulevard intersection immediately north of the bridge would be noticeably



different due to the Union Bay Bridge's terminus in the south Husky Stadium parking lot, and the lowered roadway at Montlake Boulevard, both of which would affect the setting of the bridge. However, given the existing urban context of the area, the visual effect is not expected to be so severe that the bridge's attributes would be substantially impaired. The bridge would remain uniquely visible with its two ornate towers that rise more than 100 feet above the water.

### **Construction Effects**

General construction-related effects described in the *Section 4(f) Evaluation* would also apply to this option. In addition, access to the bridge may be temporarily impaired during some periods of construction, especially during construction of the new Pacific Street/Montlake Boulevard interchange. However, these impairments would be relatively brief and the bridge would be fully operational between impairments and after construction.

## **University of Washington Club**

### **Proximity Effects**

The new Union Bay Bridge will have a visual effect on the NRHP-eligible UW Club, which currently enjoys an open vista of Lake Washington. This vista will be interrupted by the new bridge. However, this proximity effect is not expected to be so severe that the activities at the club and the integrity of the current building's architectural attributes would be substantially impaired.

### **Construction Effects**

General construction-related effects described in the *Section 4(f) Evaluation* would also apply to this option. However, any impairments would be relatively brief and the club would be fully operational during and after construction.

## **How would the Second Montlake Bridge option affect Section 4(f) parks and recreational facilities?**

This option would not alter the original 6-Lane Alternative in either the Lake Washington or the Eastside project areas. Therefore, this section only assesses the potential effects of this option in the Seattle project



area. This option would not differ from the original 6-Lane Alternative in its effects on the Bagley Viewpoint, Bill Dawson Trail, and Washington Park Arboretum. Otherwise, the effects would differ at the other parks and recreational facilities, as discussed below.

## McCurdy and East Montlake Parks

### Direct Effects

The Second Montlake Bridge option would require the permanent acquisition of 1.18 acres of McCurdy Park, compared to 1.5 acres with the original 6-Lane Alternative and 0.62 acre with the 6 Lanes with Pacific Street Interchange option previously discussed (Exhibit 11). In addition, approximately 0.77 acre of East Montlake Park would need to be permanently acquired, compared to 1.38 acres with the original 6-Lane Alternative and 0.45 acre with the 6 Lanes with Pacific Street Interchange option. The proposed stormwater treatment wetland would be sized and configured similar to that proposed with the original 6-Lane Alternative. As a result, the entire existing parking lot would be lost.

### Proximity Effects

Proximity effects to East Montlake and McCurdy parks under this option would be similar to those described for the original 6-Lane Alternative. Current noise levels modeled at a single location within East Montlake Park are approximately 63 dBA. Construction of the proposed sound walls would result in a 4 dBA decrease in noise levels in 2030 compared to existing conditions and a 5 dBA decrease in 2030 compared to the No Build Alternative. (Because these results relate to the single modeling location within this park, noise could vary depending on the proximity of other locations to SR 520.)

Currently, SR 520 is virtually unseen from areas within East Montlake Park; the view to the south is blocked by the MOHAI building and trees in McCurdy Park. The removal of those trees and the building could degrade the southward view for park users. The effect, however, is not anticipated to be so severe as to substantially impair the continued use and enjoyment of the park.

### Construction Effects

Construction effects to East Montlake and McCurdy parks under this option would be similar to the original 6-Lane Alternative and the 6 Lanes with Pacific Street Interchange option. During construction, a

