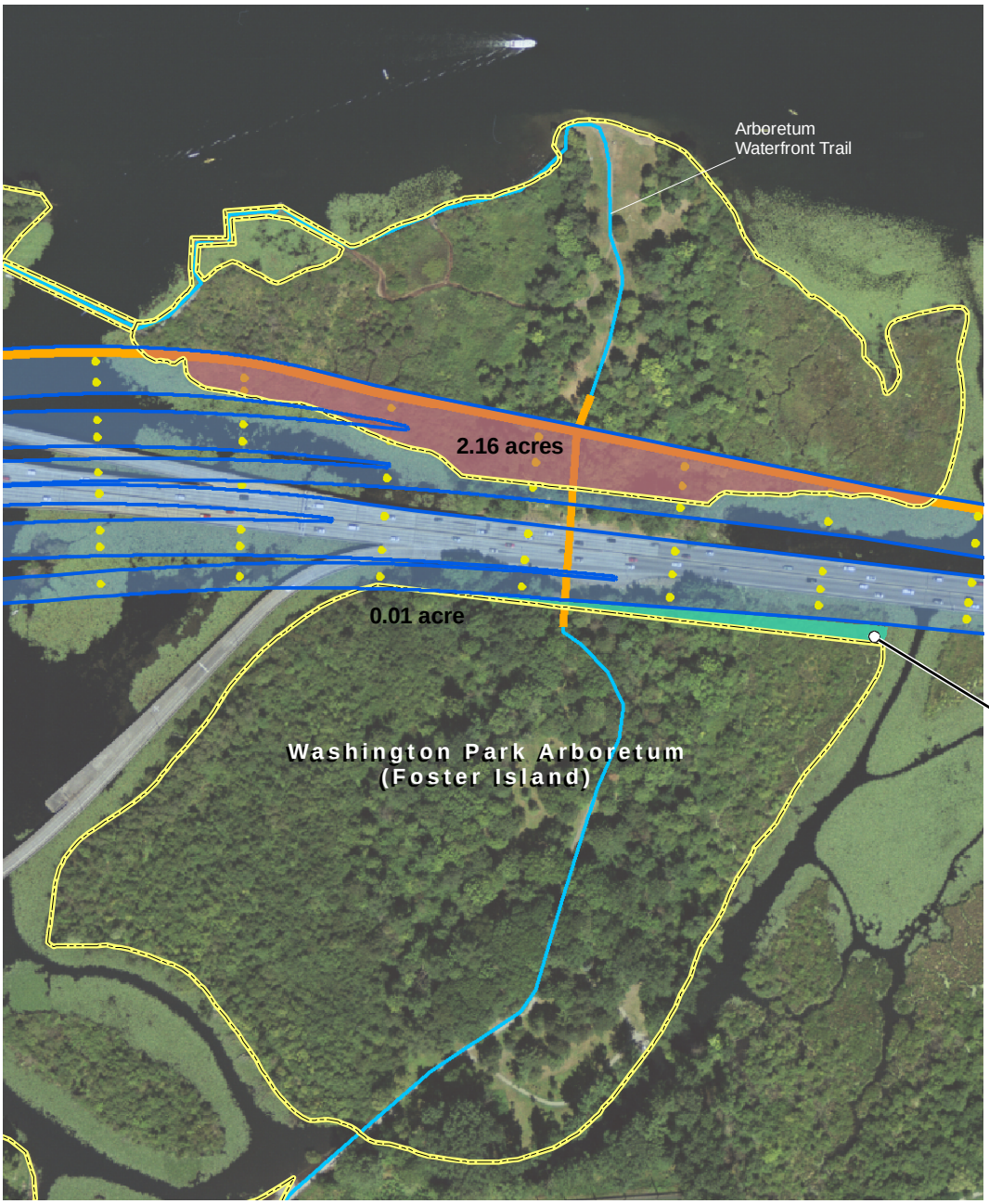


Area within existing right-of-way that could be returned to Seattle for park use after construction:

0.30 acre for the 6 Lanes with Pacific Street Interchange

6 Lanes with Pacific Street Interchange Option

Park property line

Limits of construction

Area to be acquired (permanently)

Columns

Existing Trail/Bicycle Path

Trail/Bicycle Path

Path Under Roadway

Bicycle/Pedestrian Path

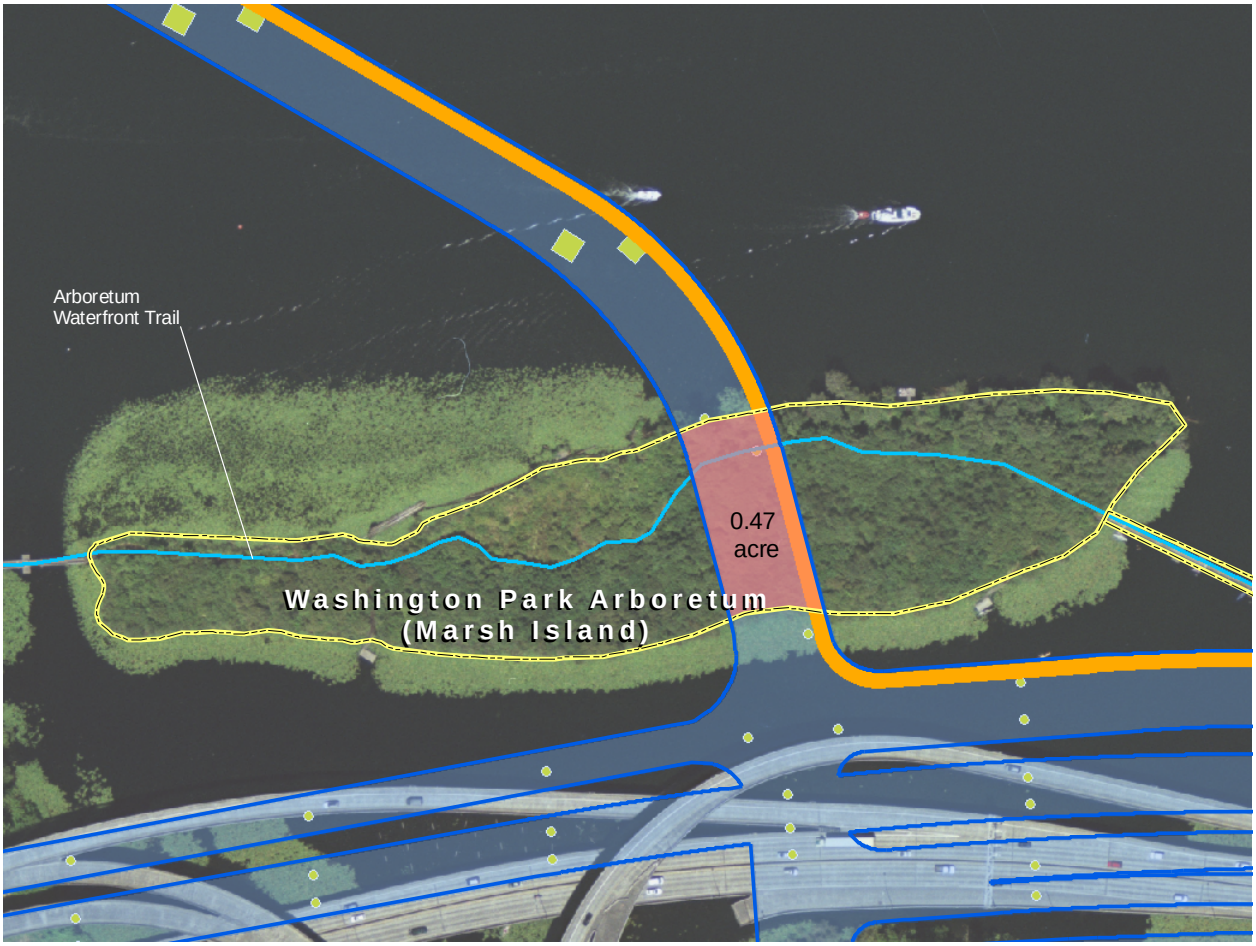
N

0 100 200 Feet

Exhibit 7. **Project Effects on Washington Park Arboretum (Foster Island) – Pacific Street Interchange Option**

SR 520 Bridge Replacement and HOV Project

File Path: \\Simba\proj\Parametrix\168395\180171 SR 520 Bridge Replacement\GIS\Layouts\Section4f\Arboretum_Impacts_PacIC_HighPacIC.mxd, Date: January 16, 2006 9:56:26 AM



6 Lanes with Pacific Street Interchange Option

Park property line
Limits of construction
Area to be acquired
Columns
Existing Trail/Bicycle Path
Proposed Bicycle/Pedestrian Path

N

0 100 200 Feet

Exhibit 8. **Project Effects on Washington Park Arboretum (Marsh Island) – Pacific Street Interchange Option**

SR 520 Bridge Replacement and HOV Project

File Path: \\Simba\proj\Parametrix\168395\180171 SR 520 Bridge Replacement\GIS\Layouts\Addendum\Section4(F)\MarshIsland_Impacts_PacIC.mxd, Date: January 20, 2006

Proximity Effects

This option would further degrade Foster and Marsh islands for park and trail users by increasing the level of visual intrusion. Like the original 6-Lane Alternative, the SR 520 mainline would be approximately 40 feet higher than today and slightly wider (300 feet) than the original 6-Lane Alternative, with a 40-foot gap between the eastbound and westbound lanes. In addition, the proposed interchange would rise above the mainline and roughly 80 feet above Foster Island and be visible from several vantage points along the Arboretum Waterfront Trail and elsewhere within the park. The width of the interchange would be 400 feet at its widest location or twice as wide as the structure is today. The proposed Union Bay Bridge would become the dominant visual feature looking to the north from the islands. These visual changes would likely adversely affect the overall recreational experience for park and trail users in these portions of Washington Park Arboretum.

This option also proposes the removal of the two existing narrow Lake Washington Boulevard ramps, to be replaced with one wider ramp extending the length of the "peninsula" south of the SR 520 mainline and within the WSDOT right-of-way. While some mature trees and grass would be removed to accommodate the new ramp, removing the other ramps (a total of three ramps) and replacing them with a single ramp would have the beneficial effect of opening new and contiguous areas for recreational use.

Because of the planned extensive use of sound walls along SR 520, noise levels in the northern part of the Arboretum would be reduced in a manner similar to that envisioned with the original 6-Lane Alternative.

While construction of this option would result in reductions in noise levels and new and contiguous areas for recreational use in the north area of the park, the visual intrusion of the option elements would further degrade Foster and Marsh Islands for park and trail users. However, WSDOT does not anticipate that these effects would substantially impair the overall aesthetic features or attributes of the trail/park and/or the continued use and enjoyments of those facilities by most recreationalists.

Construction Effects

The detour bridge along the south side of the SR 520 mainline would require the temporary occupancy of a 1.69-acre strip within the

Arboretum, compared to 0.25 acre under the original 6-Lane Alternative. However, because the duration of the occupancy would be less than the duration needed for construction of the full project, the area of effect would be very small compared to the size of the park; there would be no permanent adverse physical effects or interference with the activities or purposes of the park; and the land would be fully restored. Therefore, temporary occupancy would not constitute a use according to Section 4(f) regulations. However, similar to the original 6-Lane Alternative, this temporary occupancy would not constitute a use according to Section 4(f) regulations.

University of Washington Waterfront Activities Center

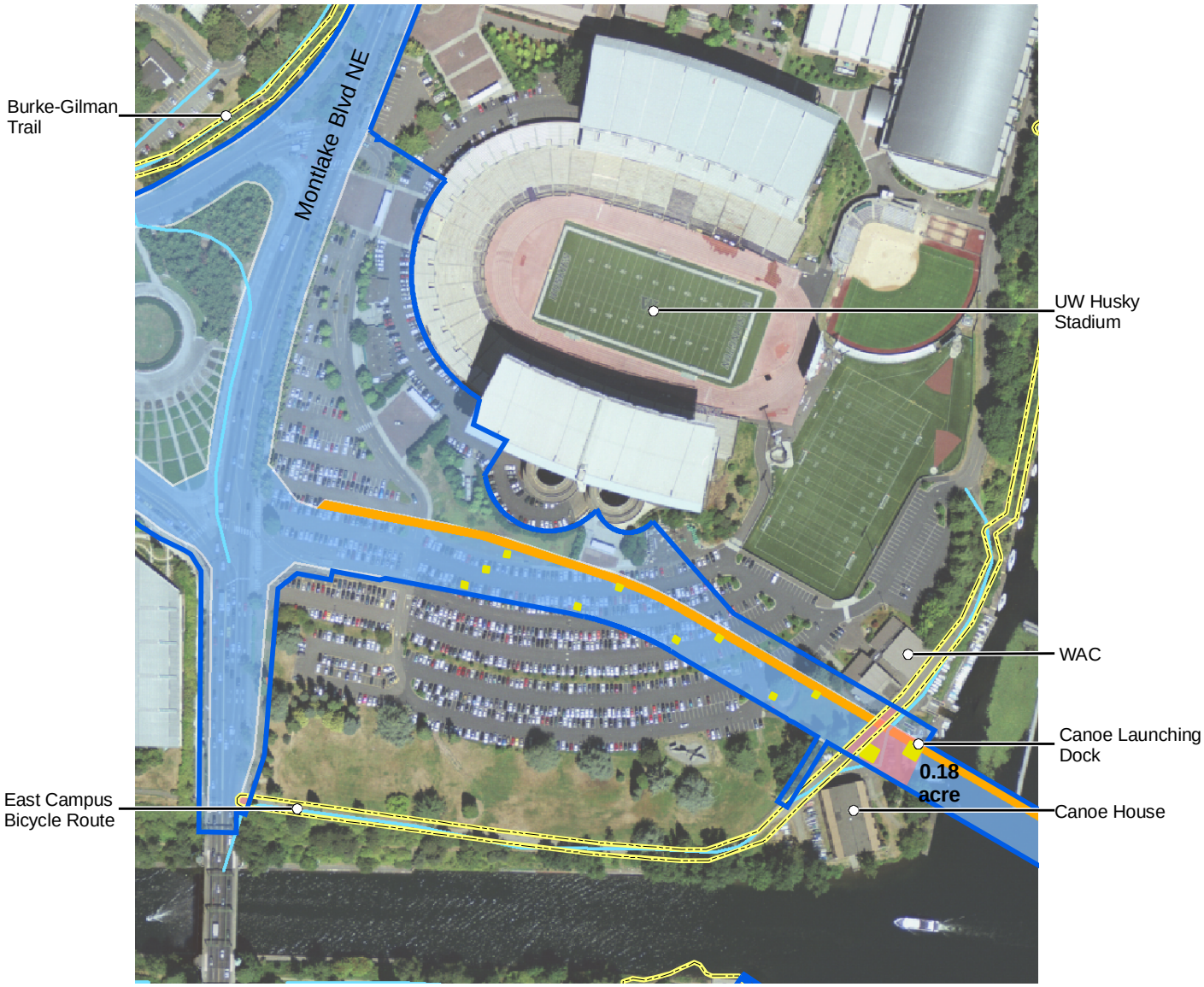
Direct Effects

Approximately 0.18 acre of land at the WAC would be acquired to accommodate two support columns for the proposed Union Bay Bridge (Exhibit 9). The bridge structure would extend over the southern portion of the WAC building, approximately 80 feet to 90 feet above ground level. The placement of 20-foot by 20-foot support columns could affect current operations at the WAC, particularly the column located at the canoe launching dock. Most likely, the dock would need to be relocated within the WAC property.

Proximity Effects

The overall character of the WAC would change from one that currently bears little or no trace of disturbance on the water side, except for the docks, to one that would be substantially encroached upon as a result of the elements discussed above. Water access and facilities would need to be relocated on the remaining areas in and around the bridge and its columns. Even if relocated, the in-water columns would block the mostly pristine views toward the Arboretum, and the overhead bridge span would shade the docks and the waterway east of the Ship Canal currently used by boaters as passage into the Arboretum.

The Union Bay Bridge would be 110 feet or possibly 70 feet above the water at its highest point just east of the Ship Canal, and would be highly visible from all points around Union Bay, including the WAC and the Canoe House. The bridge overhead and its support columns would encroach upon the broad views from these facilities, their openness, and the unobstructed sky overhead.



6 Lanes with Pacific Interchange Option

- Park property line
- Limits of construction
- Edge of pavement
- Column
- Area over the WAC Facilities

Existing Trail/Bicycle Path

- Trail/Bicycle Path

Proposed Bicycle/Pedestrian Path

- Bicycle/Pedestrian Path

N

0 100 200 Feet

Exhibit 9. **Project Effects on the University of Washington Southeast Campus – Pacific Street Interchange Option**

SR 520 Bridge Replacement and HOV Project

File Path: \\Simba\proj\Parametrix\168395\180171 SR 520 Bridge Replacement\GIS\Layouts\Section4f\UW_Impacts_PacIC.mxd, Date: January 16, 2006 10:07:22 AM

Recreational activities (canoe and rowboat rentals, open space, and trail use) may still continue, but the shading and visual encroachments from the new bridge could affect the area's recreational success and appeal.

Construction Effects

During construction of the proposed bridge, the WAC would be subject to periodic, temporary closures for safety purposes. During these closures, activities at the WAC would not be available to recreationalists. Because the duration of these closures would be relatively brief and the facility would be fully operational between closures and after construction, this temporary occupancy would not constitute a use of the land.

University of Washington East Campus Bicycle Route

Proximity Effects

The proposed Union Bay Bridge would be visible to users of the trail and could degrade the eastward view for those users. These effects, however, would not substantially impair the continued use and enjoyment of the trail.

Burke-Gilman Trail

Direct Effects

As a result of the westward shift of Montlake Boulevard, approximately 0.08 acre of the Burke-Gilman Trail right-of-way would be acquired (Exhibit 10). The trail may need to be shifted to the west at specific locations.

Proximity Effects

Many of the trees in the existing 30-foot-wide buffer between the roadway and the trail would be removed along an approximately 2,600-foot section of the trail. These trees currently provide a visual barrier that gives the trail a much sought-after natural appearance. The envisioned 20-foot roadway shift would reduce this strip to a 10-foot-wide area devoid of much of its vegetation. No sound walls are proposed at this location. As a result, noise levels are expected to increase slightly 1 to 2 dBA (decibel on an A-weighted scale) (from 61 to 63 dBA today to 62 to 65 dBA with the project). While that level of noise increase may not be discernible, the cumulative effect of increased noise