

How will the project affect parks and recreation?

Project Effects

- In the Seattle project area, both the build alternatives and all options would require the acquisition of Bagley Viewpoint, and portions of McCurdy Park, East Montlake Park, and the Washington Park Arboretum.
- The project would remove the “ramps to nowhere” near the Arboretum.
- Neither of the build alternatives would result in the permanent acquisition of any park property on the Eastside.

Mitigation

- WSDOT will work with local jurisdictions to minimize and mitigate effects.
- Vegetation removed during construction would be replanted wherever possible.
- Mitigation would include replacement or enhancement, or both, of affected parks.

Parks and Recreational Area Land Permanently Acquired by Build Alternatives

Alternative/Option	Park Land Permanently Acquired (acres)		
	Seattle	Eastside	Total Land
4-Lane Alternative	1.96	--	1.96
6-Lane Alternative	3.67	--	3.67
Pacific Street Interchange Option	3.86	--	3.86
Second Montlake Bridge Option	2.94	--	2.94

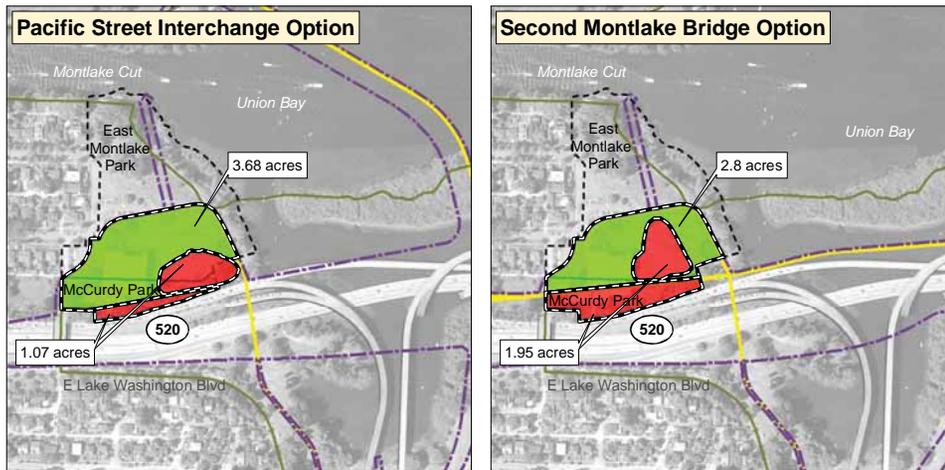
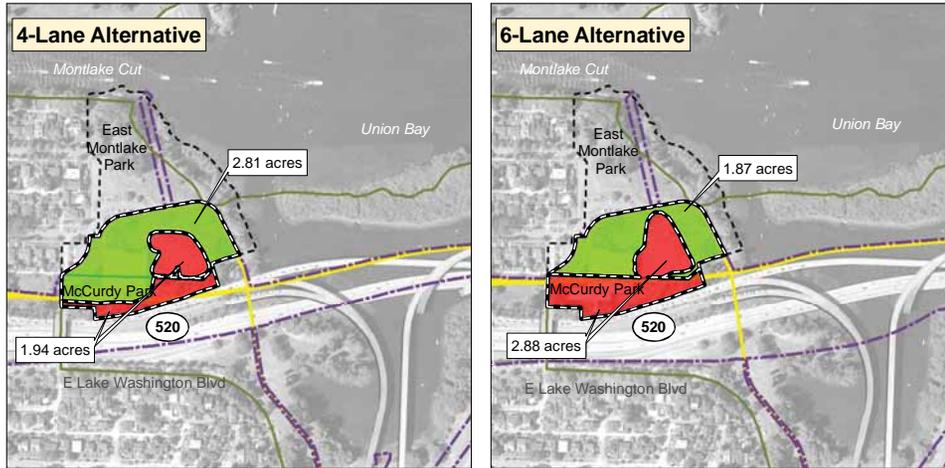


“Ramps to nowhere” near the Arboretum would be removed with all the build alternatives.

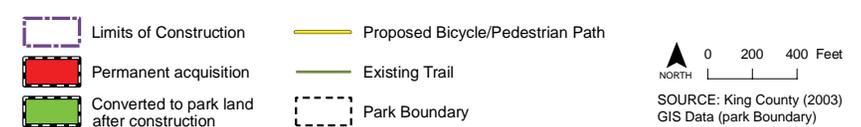
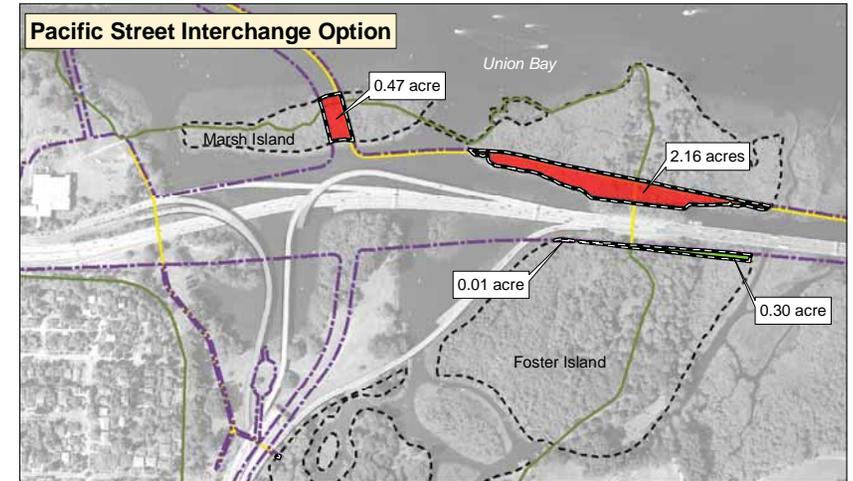
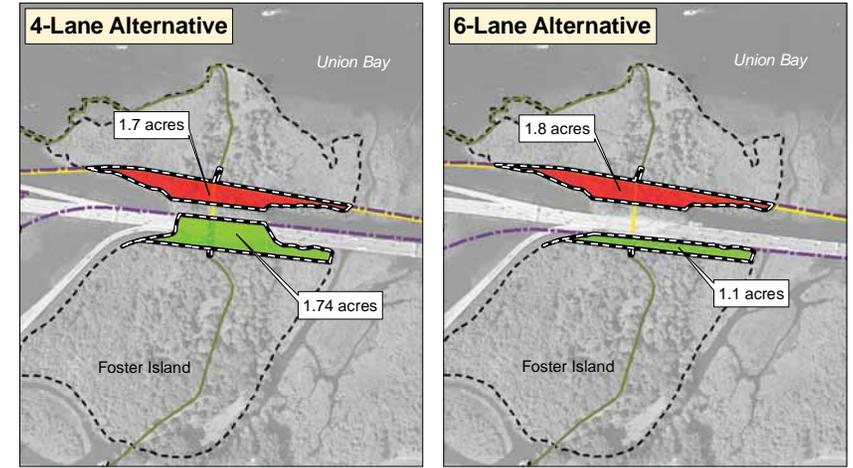


Parks and Recreation

Project Effects on McCurdy and East Montlake Parks



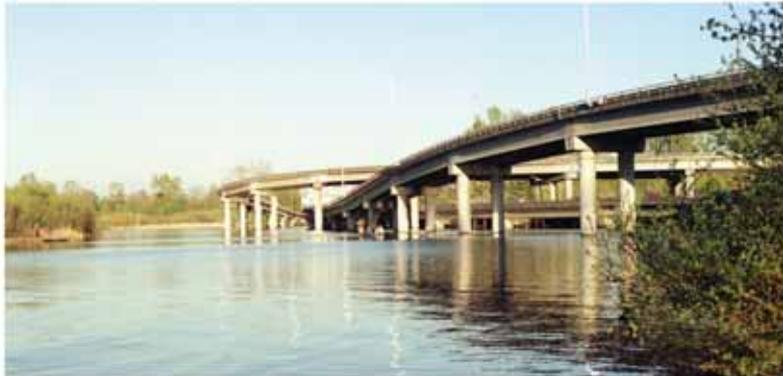
Project Effects on Washington Park Arboretum



View of Arboretum Wetlands



Looking east across Union Bay toward west approach and ramps and Marsh Island from just south of pedestrian bridge in East Montlake Park



Existing View

- Column spacing 100 feet on center
- Main roadway about 15 feet above water
- Arboretum off-ramp visible center left; Montlake Boulevard off-ramp closest to viewpoint; main roadway visible in background



4-Lane Alternative

- Main roadway is long structure in middle of image, 45 to 55 feet above water at distant ramp
- Arboretum off-ramp is partially visible in distance, about 70 feet above water
- Column spacing 250 feet on center
- Unused ramps removed
- Main roadway has 8-foot-high sound walls



6-Lane Alternative

- Montlake Boulevard exit ramp visible in center of image, 30 to 40 feet above water
- HOV off-ramp visible at top of image, about 60 feet above water
- Column spacing, removal of unused ramps, and 8-foot-high sound walls on main roadway same as 4-Lane Alternative



Pacific Street Interchange Option

- Pacific Street Interchange and Union Bay Bridge visible at top of image, about 80 feet above water
- Main roadway, visible at center of image, 30 to 40 feet above water
- Column spacing, removal of unused ramps, and 8-foot-high sound walls on main roadway same as 4-Lane Alternative



View of Arboretum Trail



Looking northwest along pedestrian path toward tunnel under SR 520 that connects to Foster Island trail



Existing Views

- Main roadway 15 to 20 feet above ground level
- Column spacing 100 feet on center

4-Lane Alternative

- Roadway shifted about 80 feet to north
- Roadway 50 to 55 feet above ground level
- Column spacing 250 feet on center

6-Lane Alternative

- South edge of roadway about 15 feet closer to viewpoint
- Roadway and column spacing same as 4-Lane Alternative

Pacific Street Interchange Option

- Roadway in this area is 20 feet wider than 6-Lane Alternative
- Roadway and column spacing same as 4-Lane Alternative

