

Limits of Construction

Area within existing SR 520 right-of-way that could be returned to Seattle for park use after construction (1.74 acres)

Arboretum Waterfront Trail

Foster Island

Arboretum Waterfront Trail

Area to be acquired (1.7 acres)

Existing SR 520 right-of-way

Washington Park Arboretum

520

-  Park Property Line
-  Limits of Construction
-  Area to be acquired
-  Area that could be returned to Seattle after construction

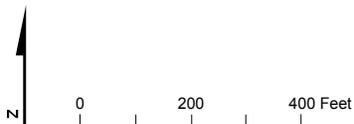


Exhibit 12. 4-Lane Alternative, Washington Park Arboretum

SR 520 Bridge Replacement and HOV Project

Existing noise levels in the northern part of Washington Park Arboretum (Foster Island and the adjacent Marsh Island) range from 63 dBA at the northern tip of Foster Island to 71 dBA along the Arboretum Waterfront Trail immediately north and south of the SR 520 mainline.

Construction of the proposed sound walls on both sides of the new SR 520 mainline is expected to reduce noise levels in 2030 by:

- 6 dBA compared to existing conditions or the No Build Alternative at the northern tip of Foster Island
- Between 8 and 12 dBA compared to existing conditions and 9 to 13 dBA compared to the No Build Alternative along the trail immediately north and south of the new SR 520 mainline

Because the highway mainline would be elevated approximately 43 feet above the Arboretum Waterfront Trail, the highway would become a more dominant and noticeable feature, which would affect the visual environment for some trail users. In addition, the existing unused R.H. Thompson Expressway Ramps would be removed, which would open views for park users and improve visibility across the land and water. Wider column spacing on the proposed bridge to support the elevated structure (250 feet compared to 100 feet currently) would also contribute to the positive visual change.

The Arboretum Waterfront Trail currently crosses under SR 520 in a low and narrow tunnel. Many trail users find this tunnel unpleasant and uncomfortable (Exhibit 13). The new SR 520 structure would be more than four stories high, which would allow the trail to be reconstructed at-grade, instead of passing through the tunnel. Exhibit 13 shows a visualization of how this location would change under the 4-Lane Alternative.

New west-to-south and north-to-east Lake Washington Boulevard ramps and a stormwater treatment wetland similar to the one proposed in East Montlake Park would be built south of the proposed SR 520 mainline. As discussed above, although this area is perceived to be part of the Washington Park Arboretum, it is within WSDOT's right-of-way; therefore, no land from the formal park would be acquired for nonpark use. However, the proposed project improvements would affect the informal recreational use of this area. While some of the existing mature trees and grass would be removed to accommodate the new ramps, the existing ramps would also be removed, leaving this area available for



Existing View

- Main roadway 15 to 20 feet above ground level
- Column spacing 100 feet apart
- Existing trail 10 feet wide



4-Lane Alternative

- Roadway shifted about 80 feet to north
- Main roadway 50 to 55 feet above ground level
- Column spacing 250 feet apart
- Off-ramp not visible behind main roadway



6-Lane Alternative

- South edge of roadway about 15 feet closer to viewpoint
- Roadway and column spacing same as 4-Lane Alternative
- Main roadway about 50 feet above ground
- Arboretum off-ramp about 45 feet above ground
- Bicycle/pedestrian ramp about 30 feet above ground



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



Exhibit 13. View of Arboretum Trail
SR 520 Bridge Replacement and HOV Project

recreational use. Additionally, because the new ramps would be closer together, less overall area would be covered, resulting in larger contiguous portions of open space available for recreational use.

6-Lane Alternative

The 6-Lane Alternative would require land acquisition at five recreational facilities. The parks that would experience this long-term effect are discussed in the following sections. Exhibit 14 summarizes the effects from the project, including land acquisition and long-term proximity effects.

Bagley Viewpoint

Under the 6-Lane Alternative, the northern edge of the widened and additional westbound lanes of SR 520 would intrude into the southern 65 feet of the viewpoint. The total area of acquisition would be 0.09 acre, or 60 percent of the total park area (Exhibit 15). Because of its small size, the remainder of the viewpoint could become unusable, depending on whether access and parking could be provided in the remaining portion of the viewpoint.

Existing noise levels within Bagley Viewpoint average approximately 75 dBA. Construction of the proposed sound walls would reduce 2030 noise levels near the viewpoint. A residence on the north side of East Roanoke Street immediately north of the viewpoint would experience a 4 dBA decrease in noise levels compared to existing conditions, and a 5 dBA decrease compared to the No Build Alternative. Despite a similar decrease, Bagley Viewpoint would remain a high noise location that exceeds the FHWA noise abatement criteria for parklands of 67 dBA.

Montlake Playfield

Under the 6-Lane Alternative, 2.45 acres of submerged land in Portage Bay would be acquired to accommodate the northward shift and additional lanes of the SR 520 alignment. The submerged land is not currently used for recreational purposes, is not accessible to the public for recreational use, and there are no plans for recreational use in the future.

McCurdy Park and East Montlake Park

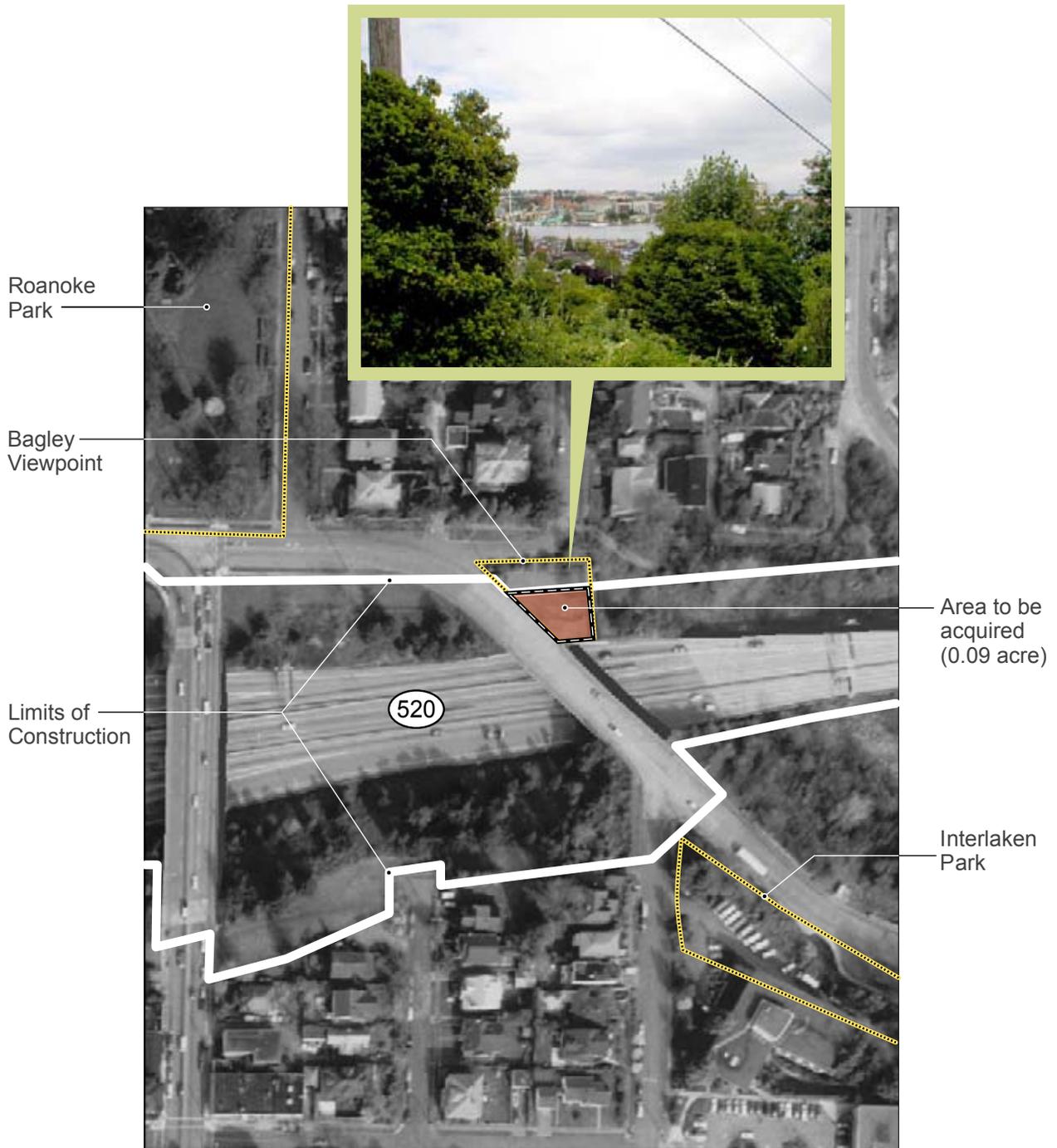
The 6-Lane Alternative would require acquisition of the entire McCurdy Park (1.5 acres) to accommodate the highway improvements. Unlike the 4-Lane Alternative, none of the acquired park area expected to be acquired could be returned to park use (Exhibit 16).



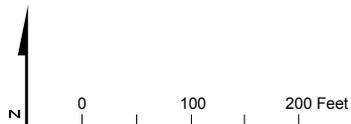
Exhibit 14. Affected Parklands in the Seattle Project Area – 6-Lane Alternative

Name	Long-Term Effects		
	Adverse Effects		
	Acquisition or Other Direct Use	Proximity Effects	Beneficial Effects
Bagley Viewpoint	0.09 acre acquisition	See discussion page 31	See discussion page 31
Montlake Playfield	None anticipated in the main body of the playfield; 2.45 acres acquisition of submerged land	None anticipated	Same as 4-Lane Alternative
Bill Dawson Trail (Montlake Bike Path)	No acquisition anticipated. The existing crossing under SR 520 would be maintained. However, a longer section of the path would be under SR 520 (170 feet, compared to 85 feet currently).	A longer section of the path would experience shading under SR 520	Same as 4-Lane Alternative
McCurdy Park	1.5 acres acquisition	See discussion page 31	See discussion page 35
East Montlake Park	3.25 acres initial acquisition	See discussion page 31	See discussion page 35
Washington Park Arboretum	1.8 acres initial acquisition	See discussion page 36	See discussion page 36 and 38



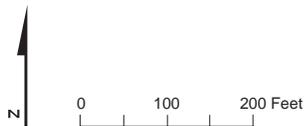
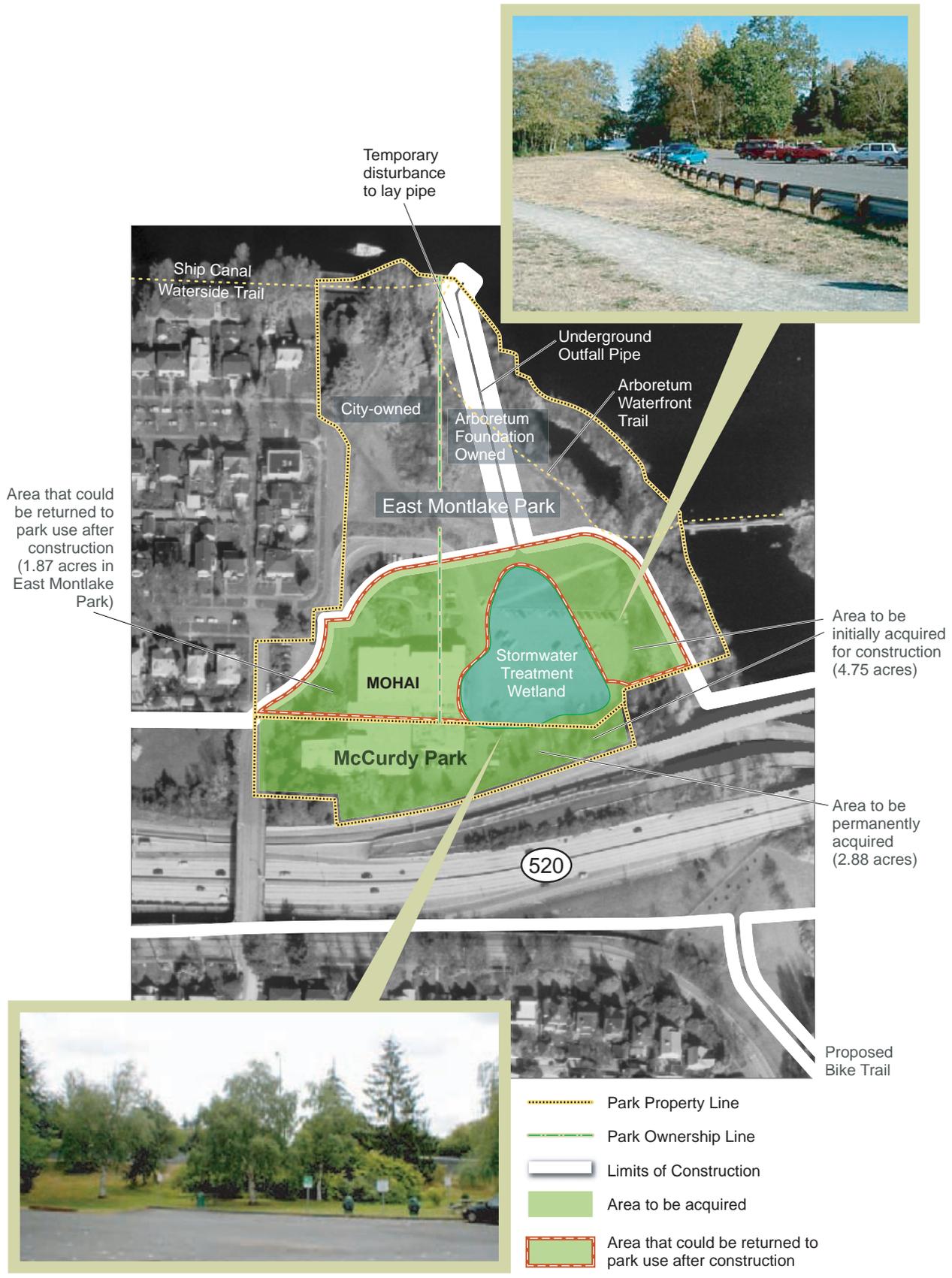


-  Park Property Line
-  Limits of Construction
-  Area to be acquired



**Exhibit 15. 6-Lane Alternative,
Bagley Viewpoint**

SR 520 Bridge Replacement and HOV Project



**Exhibit 16. 6-Lane Alternative,
McCurdy and East Montlake Parks**
SR 520 Bridge Replacement and HOV Project

The 6-Lane Alternative would require the acquisition of approximately 3.25 acres in the southern half of East Montlake Park to accommodate the stormwater treatment wetland and new trails (Exhibit 16). Most of the stormwater treatment wetland would be within the footprint of the existing parking lot that currently serves MOHAI and the park (all 100 existing parking spaces would be lost). Of the area to be acquired, the Arboretum Foundation owns 2.25 acres within the eastern portion of the park; the Seattle Parks and Recreation Department owns the remaining area to be acquired (1.0 acre).

After construction of the stormwater treatment wetland, approximately 58 percent of the initially acquired park area (1.87 acres, including 1.01 acres owned by the Arboretum Foundation and 0.86 acre owned by the city) could be returned to park use. The resulting net loss would be 1.38 acres, or 19 percent of the existing park area. To complete periodic maintenance of the stormwater treatment wetland, WSDOT would access the facility directly from the WSDOT right-of-way to the south.

Existing noise levels modeled at a single location in East Montlake Park average approximately 63 dBA. Construction of the proposed sound walls would reduce future (2030) noise levels by 4 dBA compared to existing conditions and by 5 dBA compared to the No Build Alternative.

Currently, SR 520 cannot be seen from areas within East Montlake Park because the view to the south is blocked by the MOHAI building and trees in McCurdy Park. Removal of the building and the trees and other well-established vegetation could degrade the southward view for park users.

Beneficial effects of the project would include the stormwater treatment wetland proposed to be built in East Montlake Park. Although the wetland would remain within the new WSDOT right-of-way, it could become an amenity to the remaining park and provide a positive visual effect by replacing the existing parking lot with a more natural-appearing landscape that would blend in with the adjacent shoreline. Unlike conventional stormwater retention/detention ponds, this treatment wetland would not be contained within a fence or constructed of concrete materials.

Another beneficial effect of the project would be the redevelopment of the existing trail system within McCurdy Park and East Montlake Park. Exhibit 11 shows the existing trail system in this area. Currently, the



Arboretum Waterfront Trail extends from the viewing platform at the eastern end of the Montlake Cut to a kiosk in East Montlake Park. The trail continues through Marsh and Foster Islands to a tunnel under SR 520, and then into the main section of Washington Park Arboretum. The 6-Lane Alternative would construct two new trail connections to the existing trail system (see Exhibit 11). First, a new bicycle/pedestrian path would be constructed along the east side of the proposed stormwater treatment wetland; the path would proceed south under SR 520 and connect to other trails outlined in the Arboretum Master Plan. A second bicycle/pedestrian path would extend from the trail kiosk along the north edge of the stormwater treatment wetland to 24th Avenue East. Redevelopment and expansion of the trail system in this area would help complete the loop trail through the Washington Park Arboretum, and would provide additional linkages to areas north and south of SR 520.

Museum of History and Industry

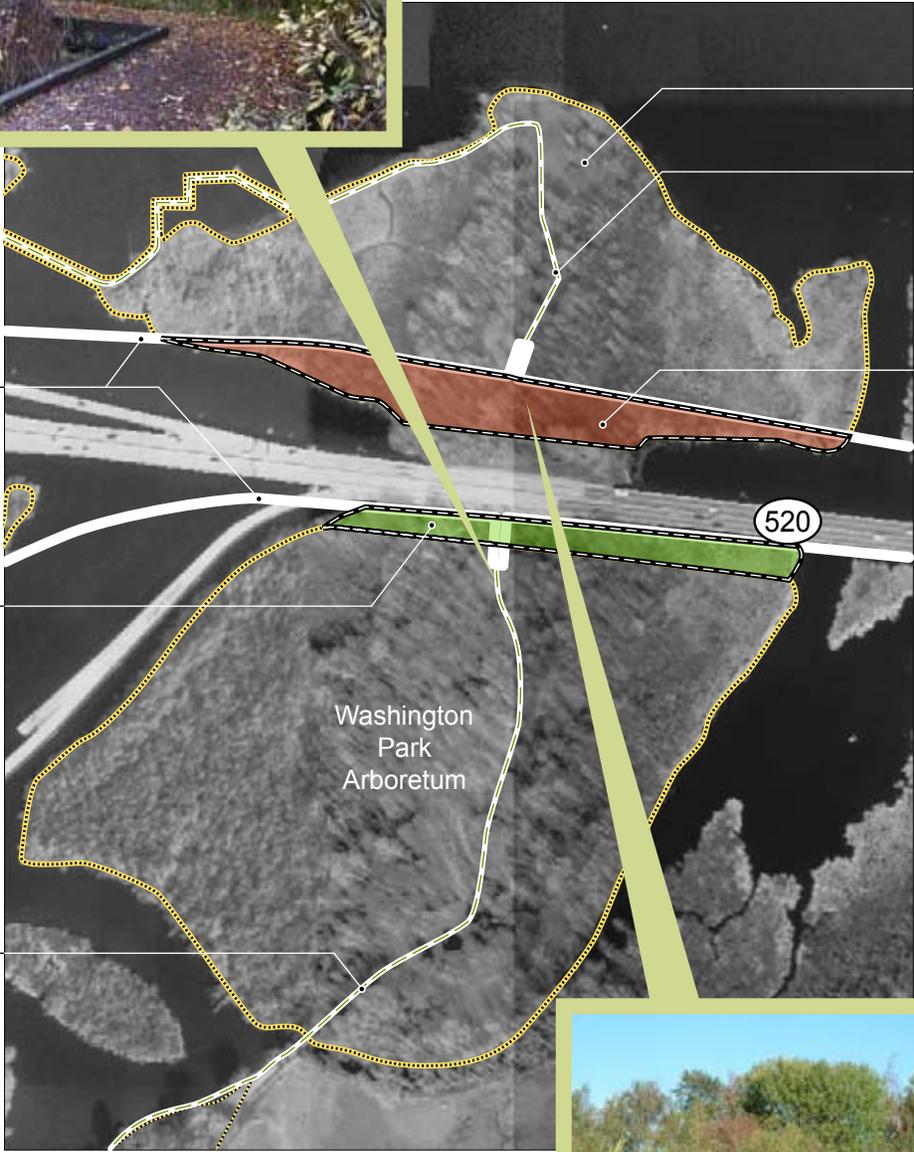
The MOHAI building straddles both McCurdy Park and East Montlake Park. The 6-Lane Alternative would require its removal to accommodate the new SR 520 roadway and the stormwater treatment wetland. This would require the relocation of MOHAI, if the museum has not already relocated to another site. Additionally, MOHAI and other organizations considering use of the facility, such as the Arboretum, would lose that opportunity. WSDOT would need to identify replacement facilities.

Washington Park Arboretum

Under the 6-Lane Alternative, the westbound lanes of the proposed highway would intrude roughly 83 feet northward into Foster Island. The total area of acquisition would be 1.8 acres, or 5.7 percent of Foster Island, which is less than 1 percent of the total area of Washington Park Arboretum (Exhibit 17). The highway mainline would be elevated approximately 43 feet above the Arboretum Waterfront Trail on Foster Island. Although the land underneath the footprint of the highway would be within the WSDOT right-of-way, it could be available for park use after construction, except for the area necessary for the columns to support the highway structure.

Because of the proposed northward shift of the highway, the area of Foster Island south of SR 520 currently occupied by WSDOT right-of-way (roughly 1.1 acres) could be returned to the city of Seattle for park use after construction of the proposed project. In addition, the area





Limits of Construction

Area within existing SR 520 right-of-way that could be returned to the City for park use after construction (1.1 acres)

Arboretum Waterfront Trail

Foster Island
Arboretum Waterfront Trail
Area to be acquired (1.8 acres)

-  Park Property Line
-  Limits of Construction
-  Area to be acquired
-  Area that could be returned to Seattle after construction

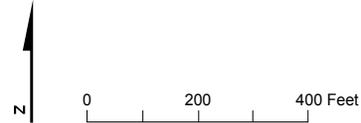


Exhibit 17. 6-Lane Alternative, Washington Park Arboretum
SR 520 Bridge Replacement and HOV Project

under the proposed bridge could be used for recreation after construction. The resulting net loss would be 0.70 acres, or 2.2 percent of the existing Washington Park Arboretum.

Existing noise levels in the northern part of Washington Park Arboretum (Foster Island and the adjacent Marsh Island) range from 63 dBA at the northern tip of Foster Island to 71 dBA along the Arboretum Waterfront Trail immediately north and south of the SR 520 mainline. Construction of the proposed sound walls on both sides of the new SR 520 mainline would reduce noise levels in 2030 by:

- 6 dBA compared to existing conditions and the No Build Alternative at the northern tip of Foster Island
- Between 9 and 12 dBA compared to existing conditions and from 10 to 13 dBA compared to the No Build Alternative along the trail immediately north and south of the new SR 520 mainline

Because the highway mainline would be elevated approximately 43 feet above the Arboretum Waterfront Trail, the highway would become a more dominant and noticeable feature, which would affect the visual environment for some trail users. In addition, the existing unused R.H. Thompson Expressway Ramps would be removed, which would open views for park users and improve visibility across the land and water. The wider column spacing on the proposed bridge to support the elevated structure (250 feet compared to 100 feet currently) would also contribute to the positive visual change.

The Arboretum Waterfront Trail currently crosses under SR 520 in a low and narrow tunnel that many trail users find unpleasant and uncomfortable (Exhibit 13). The new SR 520 structure would be more than four stories high, which would allow the trail to be reconstructed at-grade, instead of passing through the tunnel. Exhibit 13 is a visualization of how this location would change under the 6-Lane Alternative.

New west-to-south and north-to-east Lake Washington Boulevard ramps would be built south of the proposed SR 520 mainline. As discussed above, although this area is perceived to be part of the Washington Park Arboretum, it is within WSDOT's right-of-way; therefore, no land from the formal park would be acquired for nonpark use. However, the proposed project improvements would affect the informal recreational use of this area. While some of the existing mature trees and grass would be removed to accommodate the new ramps, the



existing ramps would also be removed, leaving this area available for recreational use. Additionally, because the new ramps would be placed closer together, less overall area would be covered, resulting in larger contiguous portions of open space available for recreational use.

Eastside

No Build Alternative

The No Build Alternative's Continued Operation Scenario would not result in land acquisition or other long-term use of parks and recreational facilities in the Eastside project area. The proximity effect that could occur would be an increase in noise because of more traffic along the SR 520 corridor. Longer peak-hour travel times would occur because more vehicles would be traveling on the existing roadway. This would result in longer periods of time during which traffic would be present near parklands, thus resulting in longer durations of traffic noise experienced in those parks.

Under the Catastrophic Failure Scenario, traffic would not be able to cross the bridge. The inability to cross the lake would result in a substantial reduction in the amount of traffic on SR 520 adjacent to the recreational facilities. Less traffic would result, in turn, in lower air and noise pollution levels in the parks compared to existing levels.

4-Lane Alternative

None of the parks and recreational facilities in the Eastside project area would be acquired. The Points Loop Trail would be relocated; other long-term proximity and beneficial effects are highlighted in Exhibit 18.

Points Loop Trail

The existing Points Loop Trail is situated within the SR 520 right-of-way in the project area, occasionally meandering into the limits of construction. Because of this, the trail would have to be relocated and reconstructed in certain locations under the 4-Lane Alternative, which would be a long-term direct effect. All existing SR 520 crossings would be maintained. Additionally, the roadway expansion would require removing existing vegetation along the trail. In many cases, this vegetation enhances the recreational experience for trail users by serving as a buffer from the highway; therefore, its loss would be a long-term proximity effect. The vegetation would be replaced by a 12-foot-high concrete sound wall, which could also affect the character of the trail (Exhibit 19).



Exhibit 18. Affected Parklands in the Eastside Project Area – 4-Lane Alternative

Name	Long-Term Effects		
	Adverse Effects		
	Acquisition or Other Direct Use	Proximity Effects	Beneficial Effects
Points Loop Trail (Medina, Hunts Point, Clyde Hill, Yarrow Point)	Trail relocation and replacement of the trail in certain locations.	See discussion page 39	See discussion page 42
Fairweather Park (Medina)	None anticipated	None anticipated	Because of the proposed sound walls, future noise levels in the park are expected to be 6 to 9 dBA less than current levels that range from 63 to 70 dBA
Hunts Point Park/D.K. McDonald Park (Hunts Point)	None anticipated	None anticipated	Because of the proposed sound walls, future noise levels in the park area are expected to be below 58 dBA, compared to current levels of 64 dBA
Wetherill Park (Hunts Point and Yarrow Point)	None anticipated	None anticipated	Because of the proposed sound walls, future noise levels in the park are expected to be 2 to 4 dBA less than current levels that range from 47 to 56 dBA
Yarrow Bay Wetland (Kirkland)	None anticipated	None anticipated	Because of the proposed sound walls, future noise levels in the park closest to SR 520, are expected to be in the range of 63 to 65 dBA, compared to current levels that range from 64 to 67 dBA



Existing View

- Points Loop Trail separated from westbound lanes by landscaped open space
- Existing trail 9 feet wide



4-Lane Alternative

- Trail shifted about 2 feet north
- 12-foot-high sound wall



6-Lane Alternative

- Edge of new roadway about 5 feet from trail edge
- 12-foot-high sound wall



Looking east along Points Loop Trail toward SR 520 where trail descends from Hunts Point City Hall and curves east along SR 520



Exhibit 19. **View Toward SR 520 from Points Loop Trail**

SR 520 Bridge Replacement and HOV Project

The trail currently experiences noise levels ranging from 56 to 74 dBA. Construction of the sound walls would reduce noise levels in 2030 by 5 to 15 dBA compared to existing conditions, and by 6 to 16 dBA compared to the No Build Alternative. These reductions in noise levels could create a more comfortable experience for trail users.

6-Lane Alternative

The 6-Lane Alternative would affect a total of five recreational facilities. Of these facilities, three would require acquisition or relocation; these facilities are discussed below. All affected parks are listed in Exhibit 20.

Points Loop Trail

The existing Points Loop Trail is situated within the SR 520 right-of-way in the project area. In addition to the relocation and reconstruction of the trail that would occur under the 4-Lane Alternative, the 6-Lane Alternative would shift sections of the trail from the WSDOT right-of-way into Fairweather Park and Wetherill Park. Those direct effects are discussed below under each of these parks.

The roadway expansion would require removal of existing vegetation along the trail. In many cases, this vegetation enhances the recreational experience for trail users by buffering them from the highway; thus, this loss would result in a long-term proximity effect. In addition, the loss of vegetation, which would be replaced by a 12-foot-high concrete sound wall, could affect the character of the trail (Exhibit 19).

Because of its frequent proximity to the highway, the trail currently experiences noise levels ranging from 56 to 74 dBA. Construction of the proposed sound walls would reduce noise levels in 2030 by 5 to 13 dBA compared to existing conditions, and by 6 to 14 dBA compared to the No Build Alternative. These reductions in noise levels could create a more comfortable experience for trail users.

Fairweather Park

Because the highway would shift northward and a highway lid would be constructed at Evergreen Point Drive, the 6-Lane Alternative would require relocating the existing Points Loop Trail from outside of the park boundary north into the park (Exhibit 21). The area of Fairweather Park that would include the trail, however, would be returned to recreational use (the trail) upon completion of construction. As a result, 0.2 acre of the southwest corner of Fairweather Park (grassy playfield) would be converted to a trail. This affected area comprises roughly 2 percent of the total park area. WSDOT would likely obtain a temporary construction easement for the required work.



Exhibit 20. Affected Parklands in the Eastside Project Area – 6-Lane Alternative

Name	Long-Term Effects		
	Adverse Effects		
	Acquisition or Other Direct Use	Proximity Effects	Beneficial Effects
Points Loop Trail (Medina, Hunts Point, Clyde Hill, Yarrow Point)	Trail relocation and replacement	See discussion page 42	See discussion page 42
Fairweather Park (Medina)	0.2 acre converted to trail	See discussion page 42	See discussion page 45
Hunts Point Park/ D.K. McDonald Park	None anticipated	None anticipated	Same as 4-Lane Alternative (Exhibit 18)
Wetherill Park (Hunts Point and Yarrow Point)	0.1 acre converted to trail	See discussion page 45	See discussion page 45
Yarrow Bay Wetland	None anticipated	None anticipated	Same as 4-Lane Alternative (Exhibit 18)



Area for reconstruction of Points Loop Trail would be returned to park after construction (0.2 acre)

Proposed Trail

Evergreen Point Road Lid

Existing Points Loop Trail

Fairweather Park

520

Existing Points Loop Trail

Limits of Construction



-  Park Property Line
-  Points Loop Trail
-  Proposed Trail
-  Limits of Construction
-  Area for reconstruction to be returned after construction

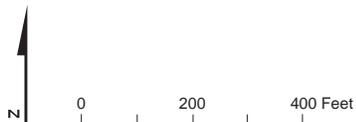


Exhibit 21. 6-Lane Alternative, Fairweather Park

SR 520 Bridge Replacement and HOV Project

The proposed lid could serve as an extension of the park and create a positive effect on open space and community connections.

Fairweather Park currently experiences noise levels of roughly 70 dBA in the southwest corner of the park, 63 dBA in the northwest corner of the park, and 64 dBA in the eastern forested area. Construction of the proposed sound walls would reduce 2030 noise levels by:

- 9 dBA compared to existing conditions and 10 dBA compared to the No Build Alternative in the southwest corner of the park adjacent to the WSDOT right-of-way
- 8 dBA compared to existing conditions and 9 dBA compared to the No Build Alternative in the northwest corner near the parking lot
- 8 dBA compared to existing conditions and the No Build Alternative in the eastern forested area

Wetherill Park

Because of the lack of space within the WSDOT right-of-way, the Points Loop Trail would be rerouted outside of the right-of-way from just west of 92nd Avenue Northeast to Northeast 33rd Street under the 6-Lane Alternative. The trail would follow an existing pathway within and along the eastern edge of Wetherill Park.

To accommodate the rerouted Points Loop Trail, approximately 0.1 acre of the nature park (less than 1 percent of the park area) would be converted to trail use. The affected area is forested and has no recreational facilities or use. WSDOT would likely obtain a temporary construction easement for the required work (Exhibit 22). The area of Wetherill Park that would include the trail, however, would be returned to recreational (trail) use after construction.

Current noise levels within Wetherill Park range from 49 to 58 dBA, depending on the distance from SR 520. Construction of the proposed 10- to 12-foot sound walls immediately adjacent to the southern edge of the park would reduce future (2030) noise levels within the park by 2 to 3 dBA compared to existing conditions, and by 3 to 4 dBA compared to the No Build Alternative. Noise level changes of 3 dBA or less are generally not perceptible to the human ear.





-  Park Property Line
-  Limits of Construction
-  Area for relocating Points Loop Trail, and Drainage Easement Area

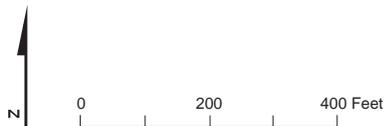


Exhibit 22. 6-Lane Alternative, Wetherill Park

SR 520 Bridge Replacement and HOV Project

How would project construction temporarily affect recreational facilities?

Seattle

Short-term or temporary construction-related effects in Seattle would be similar between the 4-Lane and 6-Lane Alternatives. This section discusses the construction effects on those parks and recreational facilities that would experience long-term effects and those that would otherwise not be affected by the project. Unless otherwise specified, this analysis assumes that all construction staging areas would be located within the project footprint, and, therefore, the effects are accounted for in this *Potential Effects of the Project* section.

Bagley Viewpoint

Construction would occur within the acquired portion of the park. The remaining portion of the viewpoint, however, may be fenced and thus inaccessible during the construction period to accommodate access to the construction site, to stage equipment and materials, and to ensure public safety.

McCurdy Park

Under the 4-Lane Alternative, the portion of the park that would be returned to park use after construction would temporarily close during the construction. Because the entire park would be acquired under the 6-Lane Alternative, construction-related effects would not exist.

East Montlake Park

The project would construct a pipeline from the stormwater treatment wetland to an existing outfall on the Ship Canal. The outfall would be reconstructed. Construction would consist of open trench excavation for the pipe, which would require removing mature trees and other vegetation along the pipe alignment. This would generate dust and construction-related noise and vibration. Although the area would be returned to preconstruction grade after installation of the outfall pipe, the loss of the mature trees along the alignment could affect the value and character of the park for park users.

Access to the entire northeast portion of the park surrounding the pipeline alignment would likely be closed periodically for safety purposes during construction of the pipeline; this would preclude use of the Arboretum Waterfront Trail during these closures. In combination with construction of the stormwater treatment wetland in



the southern half of the park, the only area of the park that would continue to experience relatively easy access during construction would be the northwest corner.

Construction of the proposed stormwater treatment wetland would likely temporarily make it difficult to access to the canoe and kayak launch point.

Washington Park Arboretum

Construction of the proposed project on Foster Island would require the periodic closure of the section of the Arboretum Waterfront Trail currently located under SR 520. During these closures, trail users would be prevented from using the trail to connect between the north and south areas of Foster Island; the trail would be open to the limits of construction, at which point users would need to turn around.

The 4-Lane and 6-Lane Alternatives would require construction of a 60-foot-wide detour bridge along the south side of the existing SR 520 mainline that would allow traffic to operate while the new structures are being constructed. The detour bridge would be located predominantly in the existing WSDOT right-of-way, except for a small 0.25 acre strip within the park directly south of the right-of-way. All of the vegetation within the footprint of the detour bridge would be removed (a total vegetation loss of roughly 1.19 acres). The affected area would return to park use upon completion of construction.

Other Recreational Facilities

In addition to the four parks discussed above, the following four facilities would experience construction-related effects.

- **Bill Dawson Trail (Montlake Bike Path)**— Temporary closure/detour of trail would occur during the 20-month construction period.
- **Lake Washington Boulevard**— Temporary closure/detour at the Lake Washington Boulevard/Montlake Boulevard intersection would occur during reconfiguration of the intersection.
- **Montlake Boulevard**— Temporary closure/detour of the boulevard would occur while a new bridge over SR 520 is constructed.
- **Interlaken Park/Boulevard**— Under the 6-Lane Alternative only, the southern boundary of the limits of construction would be close to the northernmost point of the park. This area of the park could experience noise and dust from the adjacent construction activity.



Eastside

This section discusses the short-term construction effects of the 4-Lane and 6-Lane Alternatives on parks and recreational facilities that would experience long-term effects and those that would otherwise not be affected by the project.

Fairweather Park

Under the 4-Lane Alternative, a small portion of the southwest corner of the park (approximately 0.03 acre) would be occupied by a temporary bridge to accommodate continued use of the street and provide access north of SR 520. It is anticipated that the bridge would remain in this portion of the park for up to 20 months, until Evergreen Point Road is relocated to its permanent alignment over SR 520.

Under the 6-Lane Alternative only, reconstruction of the Points Loop Trail would result in the temporary fencing/closure of the southwest corner of the park, as well as any additional area required to accommodate construction activities. However, because the park entrance is at the north boundary of the park, access and use of the park would continue during construction.

Wetherill Park

Under the 6-Lane Alternative only, construction of the Points Loop Trail would result in the temporary fencing/closure of the eastern edge of the park. However, because the entrance to the park is located west of the affected area, access and use of the park would continue during construction.

During construction, roughly 400 square feet at the southwest tip of the park (approximately 0.01 acre) would be occupied for the construction of a stormwater flow spreader required for the proposed water quality detention vaults. The area of Wetherill Park that would contain the flow spreader, however, is a wetland that is not used for active recreational purposes. WSDOT would likely obtain a drainage easement for the flow spreader (Exhibit 22).

Points Loop Trail

Because the Points Loop Trail lies within the WSDOT right-of-way, in places the trail would be within the limits of construction and thus would be closed and relocated under both the 4-Lane and 6-Lane Alternatives. During construction, detour routes using local streets would be provided, thus ensuring the continued use and continuity of the trail.



How would the alternatives differ in their effects on recreational facilities?

The primary difference between the 4-Lane and 6-Lane Alternatives is the result of the wider footprint of the 6-Lane Alternative. Exhibit 23 lists these differences.

Exhibit 23. Differences in Effects Between the 4-Lane and 6-Lane Alternatives

Resource	4-Lane Alternative (in acres)			6-Lane Alternative (in acres)		
	Acquired	Returned to Parkland	Net Gain or Loss	Acquired	Returned to Parkland	Net Gain or Loss
Seattle						
Bagley Viewpoint	0.06	—	-0.06	0.09	—	-0.09
Bill Dawson Trail (Montlake Bike Path)	Section of trail under SR 520 would be lengthened by 55 feet			Section of trail under SR 520 would be lengthened by 85 feet		
McCurdy Park	1.5	0.62	-0.88	1.5	—	-1.5
East Montlake Park	3.25	2.19	-1.06	3.25	1.87	-1.38
Washington Park Arboretum	1.7	1.74	+0.04	1.8	1.1	-0.7
Total	6.51*	4.55	-1.96	6.64*	2.97	-3.67
Eastside						
Fairweather Park	No effect			0.20 (easement)	0.20	—
Points Loop Trail	Existing trail would be relocated and reconstructed in places			Existing trail would be relocated and reconstructed in places and rerouted along the southern edge of Fairweather Park and the eastern edge of Wetherill Park		
Wetherill Park	No effect			0.10 (easement)	0.10	—
Total	—			0.30	0.30	—

*Does not include Montlake Playfield submerged land.

In general, the 6-Lane Alternative would acquire more land from recreational facilities in the Seattle project area; less of this land could be returned to park use after construction. In addition, the 6-Lane Alternative would affect two parks in the Eastside project area that would be untouched by the 4-Lane Alternative. The 6-Lane Alternative would result in the greatest noise level reductions in parklands compared to the 4-Lane Alternative.



Mitigation

What has been done to avoid or minimize adverse effects on recreational facilities?

Throughout the design process for the proposed project, care has been taken to avoid and minimize adverse effects on parks and recreational facilities where possible. Because of the density of development in the project area, the narrow existing highway right-of-way, and the fact that the original highway bisected several parklands, effects on parks could not be avoided in most cases. Generally, effects on recreational facilities were minimized by the following measures:

- The new Lake Washington Boulevard west-to-south off-ramp and the north-to-east on-ramp to the west of the Washington Park Arboretum were located in the existing WSDOT right-of-way to minimize the visual effect on the park.
- The new ramps and mainline structures in Washington Park Arboretum, while elevated, were designed to be at the existing tree line to minimize adverse visual effects. See Appendix S, *Visual Quality and Aesthetics Discipline Report*. In addition, these structures include haunched girders, an architectural feature that would reduce their visual bulk.
- In the Eastside project area, retaining walls were incorporated into the design to minimize encroachment into adjacent parklands and historic properties.
- The proposed sound walls would reduce noise levels at sensitive receptors adjacent to the highway, including most parks and recreational facilities and historic properties.
- The width of the proposed transit stops on SR 520 in the Montlake area was designed to be narrower than the maximum width allowed for a transit stop. This was done to reduce the width of the SR 520 footprint and minimize parkland acquisition to the north.
- Existing curves in the alignment were retained in the Montlake area. The more efficient, straight-line alternative was not selected in order to avoid or minimize parkland acquisition.



How could the project compensate for unavoidable adverse effects on recreational facilities?

Long-Term Effects

In regards to the conversion of any Seattle parkland to nonpark use, WSDOT would work with the Seattle Parks and Recreation Department to identify suitable replacement property in accordance with 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 the 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 need to further investigate whether specifically affected properties have attributes that cannot be replaced at the land bank and whether other mitigation options also need to be investigated.

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 work with Seattle to investigate the redevelopment opportunities for that portion of the viewpoint that would not be acquired, including the possibility of restoring the connection between the viewpoint and Interlaken Park.
- Under the 6-Lane Alternative, WSDOT would investigate the possibility of designing a portion of the 10th and Delmar 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 would ensure maintenance of the existing view features and attributes.

McCurdy Park and East Montlake Park

- 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 lid to replace all or a portion of these 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 by Seattle.
- If MOHAI has not moved to another site prior to construction of either the 4-Lane or 6-Lane Alternative, WSDOT would assist MOHAI in moving to suitable replacement facilities. WSDOT would also compensate the Seattle Parks and Recreation Department and the Arboretum Foundation for the loss of the MOHAI facilities, which are currently planned for staff use in 2009.
- WSDOT would coordinate with Seattle to investigate opportunities to restore and enhance the shoreline wetlands and/or protect the wetland buffer area.

Washington Park Arboretum

- Under the 4-Lane Alternative, most of the affected parkland 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 had to be replaced, WSDOT would work 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 had to be replaced, WSDOT would work with Seattle and others to identify appropriate replacement land.
- Trees and other vegetation having the same character as the existing vegetation would be planted to replace vegetation that is removed to accommodate the new structures and detour bridge.
- WSDOT and Seattle would examine the potential for shoreline and wetland restoration on both sides of SR 520 on Foster Island.



Fairweather Park

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

Points Loop Trail

- Under the 6-Lane Alternative, new connections in Fairweather Park and to Northeast 33rd Street through Wetherill Park would be signed to maintain the continuity of the trail.
- Vegetation would be replanted along the trail after construction.

Wetherill Park

- Under the 6-Lane Alternative, WSDOT would work with Hunts Point and Yarrow Point to determine appropriate mitigation for the relocation and construction of the trail within and along the eastern boundary of the park and the construction of the flow spreader at the southwestern corner of the park.

Construction Effects

The identified construction effects could be mitigated for with the appropriate measures discussed below in Exhibit 24.

Exhibit 24. Proposed Mitigation for Construction Effects for the 4-Lane and 6-Lane Alternatives

Name	4-Lane Alternative	6-Lane Alternative
Seattle		
Harvard-Miller/ Roanoke Annex	None required	None required
Roanoke Park	None required	None required
Bagley Viewpoint	None required because park would likely be closed	Same as 4-Lane Alternative
Interlaken Park/Boulevard	None required	None required
Montlake Playfield	None required	None required
Bill Dawson Trail (Montlake Bike Path)	The trail would be kept open as often as safely possible. A detour route would be identified and signed.	Same as 4-Lane Alternative
McCurdy Park	None required because the entire park would initially be acquired	Same as 4-Lane Alternative



Exhibit 24. Proposed Mitigation for Construction Effects for the 4-Lane and 6-Lane Alternatives

Name	4-Lane Alternative	6-Lane Alternative
East Montlake Park	The alignment of the outfall pipe would be returned to preconstruction grade after construction (although the vegetation likely would not be as mature as what previously existed). The Arboretum Waterfront Trail would require a detour route to be identified and signed during construction. An alternate canoe/kayak launch point and associated parking facilities would be identified.	Same as 4-Lane Alternative
Washington Park Arboretum	The Arboretum Waterfront Trail would be closed periodically during construction. The trail would be kept open as often as safely possible. A detour route would be identified and signed. After removal of the detour bridge, the area would be returned to preconstruction conditions (although the vegetation likely would not be as mature as what previously existed).	Same as 4-Lane Alternative
Lake Washington Boulevard	None required	None required
Montlake Boulevard	The planting strip along Montlake Boulevard would be replaced upon completion of construction.	Same as 4-Lane Alternative
Ship Canal Waterside Trail	None required	None required
Eastside		
Points Loop Trail	A detour route would be identified and signed for use during construction.	Same as 4-Lane Alternative
Fairweather Park	The area of the park used for the temporary construction bridge to accommodate Evergreen Point Drive would be landscaped to pre-construction conditions	Same as 4-Lane Alternative
Hunts Point Park/ D.K. McDonald Park	None required	None required
Wetherill Park	None required	None required
Yarrow Bay Wetland	None required	None required



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