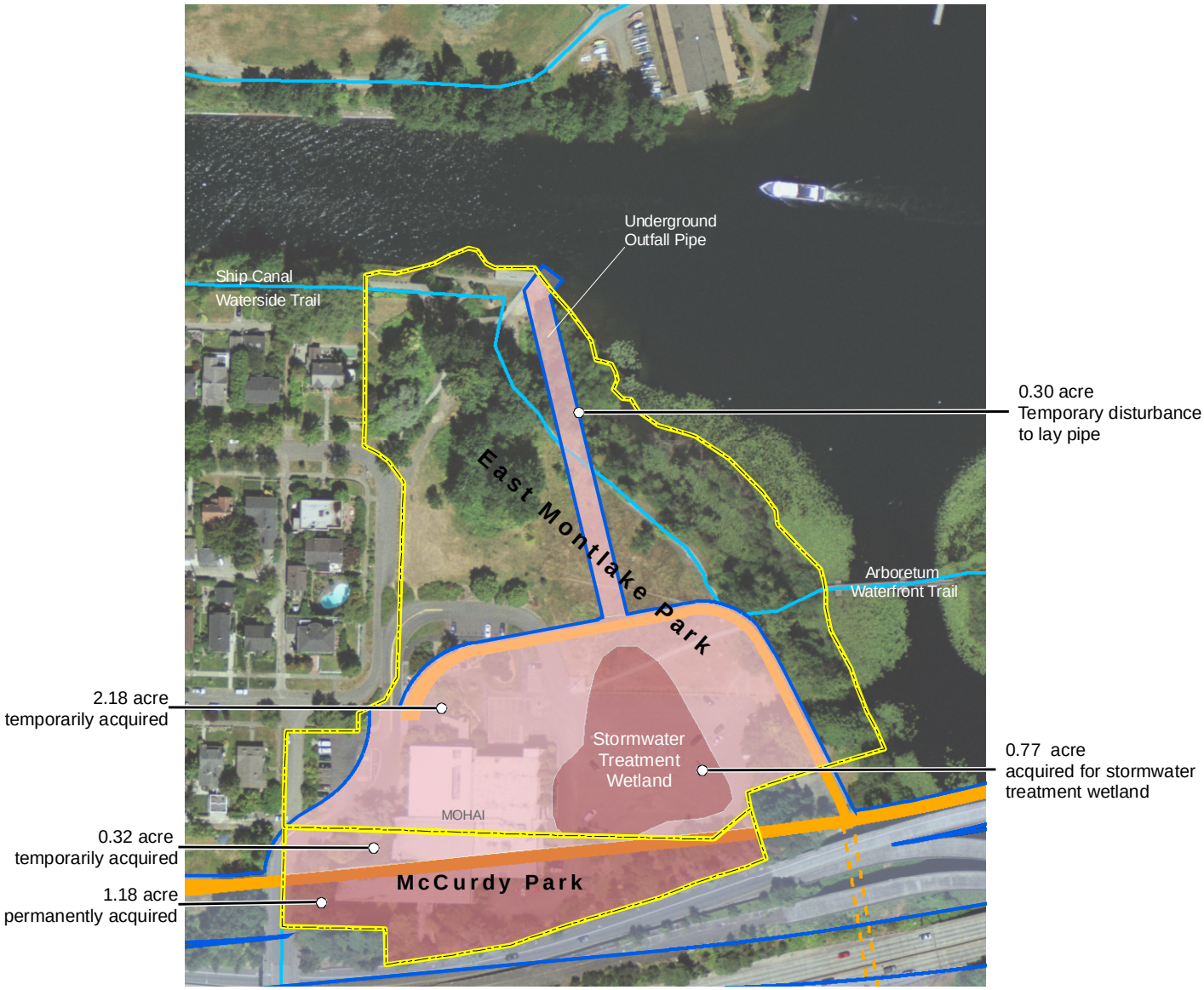

Second Montlake Bridge Option

- Park property line
- Limits of construction
- Area to be acquired (permanently)
- Area to be acquired (temporarily)
- Existing Trail/Bicycle Path

Proposed Bicycle/Pedestrian Path

- Bicycle/Pedestrian Path
- Path Under Roadway

N

0 100 200 Feet

Exhibit 19. **Project Effects on McCurdy and East Montlake Parks for the Second Montlake Bridge Options**

SR 520 Bridge Replacement and HOV Project

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existing bridge (Exhibit 20). The new bridge would also cover and shade about 100 additional feet of trail.

University of Washington Open Space and East Campus Bicycle Route

Unlike the original 6-Lane Alternative, this option would construct a new bridge across the Montlake Cut which would affect a small portion of the University of Washington Open Space and a short section of the East Campus Bicycle Route.

Constructing the new bridge east of the existing Montlake Bridge would remove 100 feet of vegetation that currently exists adjacent to the existing bridge. The new bridge would eliminate about 100 feet of the trail at its western end near Montlake Boulevard.

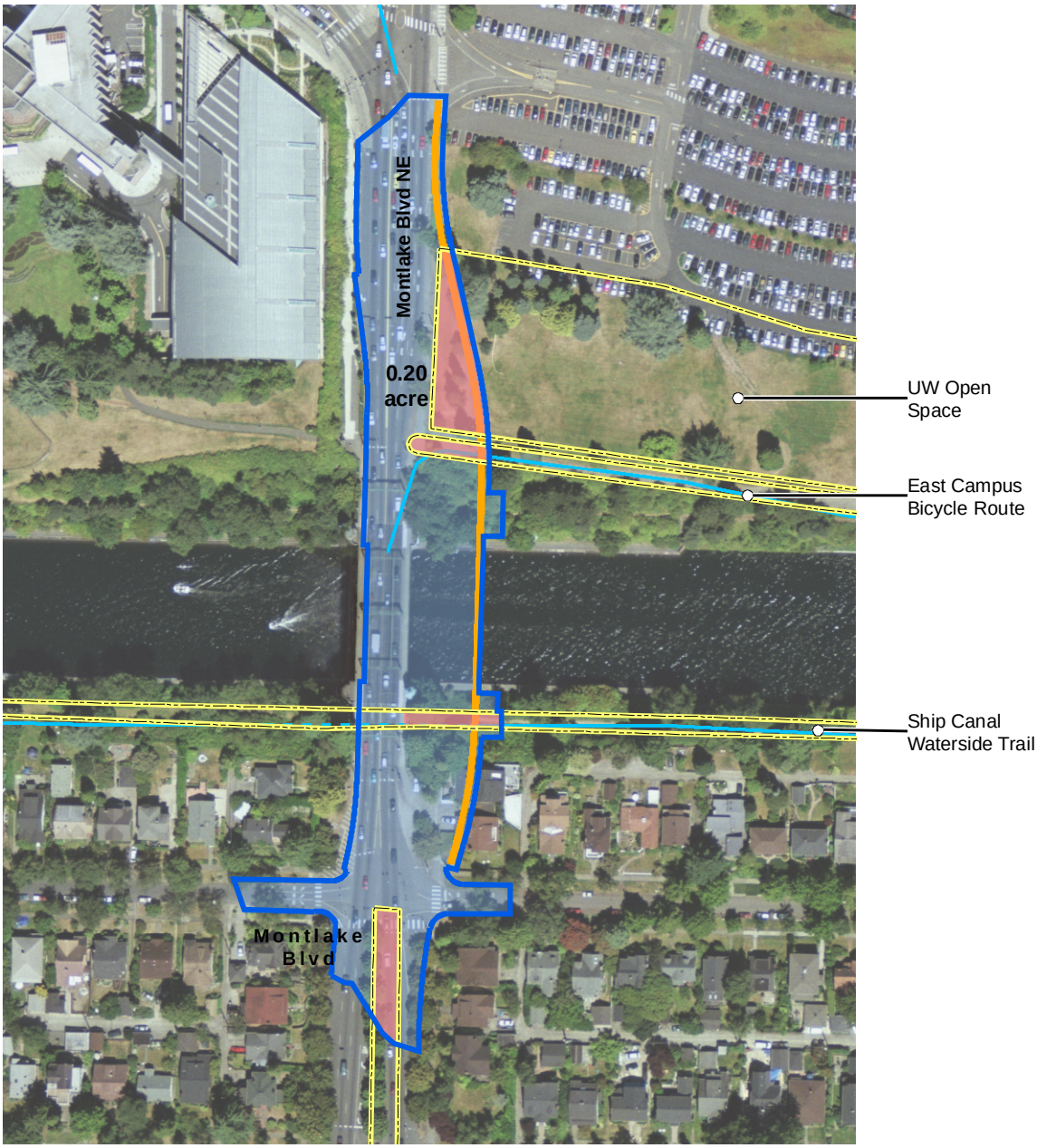
How would the Second Montlake Bridge option differ from the original 6-Lane Alternative in its effects on recreational facilities?

The primary differences between the Second Montlake Bridge option and the original 6-Lane Alternative would result from the new bridge and the widening of Montlake Boulevard. Exhibit 17 lists these differences.

In general, the Second Montlake Bridge option would result in less property permanently acquired from McCurdy Park and East Montlake Park, the loss of a portion of the East Campus Bicycle Route, and more shading of the Ship Canal Waterside Trail.

How would the South Kirkland Park-and-Ride Transit Access – 108th Avenue Northeast Option affect parklands?

The South Kirkland Park-and-Ride Transit Access – 108th Avenue Northeast option would not alter the original 6-Lane Alternative in either the Seattle or the Lake Washington project areas. Therefore, this section only assesses the potential effects of the option in the Eastside



Second Montlake Bridge Option

Park boundary line

Limits of construction

Area to be acquired

Existing Trail/Bicycle Path

Trail/Bicycle Path

Path Under Roadway

Proposed Bicycle/Pedestrian Path

Bicycle/Pedestrian Path

N

0 100 200 Feet

Exhibit 20. **Project Effects on the Ship Canal Waterfront Trail and University of Washington Southeast Campus**

SR 520 Bridge Replacement and HOV Project

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project area and compares those effects with the original 6-Lane Alternative.

The South Kirkland Park-and-Ride Transit Access – 108th Avenue Northeast option would not differ from the original 6-Lane Alternative in its effect on recreation. See the 2005 *Recreation Discipline Report* for a discussion of effects on these resources.

How would project construction temporarily affect recreational facilities?

Seattle

Construction-related effects in Seattle would be similar between the original 6-Lane Alternative and all of the options. 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 the *Potential Effects of the Project* section.

Bagley Viewpoint

Construction would occur within the acquired portion of the park. The remaining portion of the viewpoint 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 original 6-Lane Alternative and all options the park would be temporarily closed during construction.

East Montlake Park

The original 6-Lane Alternative and all options would construct a pipeline to convey treated stormwater out of the stormwater treatment wetland and reconstruct an existing outfall on the Ship Canal. Construction would consist of open trench excavation for the pipe, which would require removing a few mature trees and other vegetation along the pipe alignment. This would generate dust and construction-related noise and vibration. Overall, most of the trees would remain. The area would be returned to preconstruction grade after installation

of the outfall pipe, but 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.

The area to be used for construction staging and construction of the proposed stormwater treatment wetland for the original 6-Lane Alternative and all options would be closed for park use, which would make it difficult to access the canoe and kayak launch point for the duration of the construction of the west approach, or approximately 4 to 5 years.

Washington Park Arboretum

Construction of the original 6-Lane Alternative and all options on Foster Island would generally allow the Arboretum Waterfront Trail to be kept open. Pedestrian safety elements would likely be added so construction could occur overhead. There would also be short-term closures during major construction activities, probably for one or two weeks at a time. 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 original 6-Lane Alternative and all options 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 1.69-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. The affected area would be revegetated and returned to park use after completion of construction.

University of Washington Recreational Facilities

Construction of the 6 Lanes with Pacific Street Interchange option over the University of Washington's southeast campus recreational facilities would require the periodic closure of the WAC, Canoe House, and East Campus Bicycle Route. For the most part, the buildings would remain open. However, the dock and boat launching area would be closed for up to 6 months. During these closures, users would be unable to use the canoes and launching docks. Other facilities would be open to the limits of construction, but there may be some detours around construction sites.

Burke-Gilman Trail

Construction of the 6 Lanes with Pacific Street Interchange option may require periodic detours of the Burke-Gilman Trail around areas of construction during the widening of Montlake Boulevard.

East Campus Bicycle Route

Construction of the Second Montlake Bridge option would require closures of the west end of the East Campus Bicycle Route. During these closures, trail users would be prevented from using the trail and would be detoured around the limits of construction.

Ship Canal Waterfront Trail

Construction of the Second Montlake Bridge option would require periodic closures of the section of the Ship Canal Waterside Trail located under the Montlake Bridge. During these closures, trail users would be prevented from using the trail and would be detoured around the limits of construction.

Other Recreational Facilities

In addition to the four parks discussed above, the following four facilities would experience construction-related effects from the original 6-Lane Alternative and all options:

- **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**—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

Short-term construction effects of South Kirkland Park-and-Ride Transit Access option would be the same as the original 6-Lane Alternative.

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

Long-Term Effects

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. Additional area within the current WSDOT right-of-way may be available with the Pacific Interchange options at the existing Montlake interchange where the ramps will be removed. 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.

Mitigation for traffic noise effects on nearby parks and recreational resources would be considered when the predicted noise levels approach, within 1 decibel (A-weighted scale) (dBA), the Federal Highway Administration (FHWA) noise abatement criterion of 67 dBA for parks and recreational land uses. For more information about the effects of noise levels in the project area, see Appendix M to the *Noise Discipline Report* (CH2M HILL 2005b).

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

Bagley Viewpoint

Under the original 6-Lane Alternative and all options, WSDOT would investigate the possibility of designing a portion of the 10th and Delmar lid for a replacement viewpoint, if considered suitable by Seattle. 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 original 6-Lane Alternative and all options, 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 original 6-Lane Alternative or any of the options, WSDOT would assist MOHAI in moving to suitable replacement facilities. The Seattle Parks and Recreation Department and the Arboretum Foundation currently plan to expand their office space into the MOHAI facility. WSDOT would compensate them for the loss of future office space.

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 original 6-Lane Alternative and any of the options, a portion of the affected parkland would be replaced by returning WSDOT right-of-way 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.

University of Washington Recreational Facilities

WSDOT would coordinate with the University of Washington to investigate opportunities to relocate and restore the recreation functions at the WAC.

Burke-Gilman Trail

Vegetation would be replanted along the trail after construction.

Fairweather Park

Mitigation would be the same as described for the original 6-Lane Alternative.

Points Loop Trail

Mitigation would be the same as described for the original 6-Lane Alternative.

Wetherill Park

Mitigation would be the same as described for the original 6-Lane Alternative.

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