Existing View

- Historic bascule draw bridge
- Water link between Lake Washington and Portage Bay
- High volumes of recreational boat traffic
- Mature vegetation lines both side of channel

Preferred Alternative

- Second bascule draw bridge in front of Montlake Bridge
- Design and aesthetic treatments to be determined with Department of Archaeology and Historic Preservation

Exhibit 2-26. Montlake Bascule Bridge—Viewpoint 25 (update to Exhibit 2-26 of 2009 discipline report)

Looking west along the Montlake Cut from northeast corner of East Montlake Park
**Existing View**

- Historic water link between Lake Washington and Portage Bay
- High volumes of boat traffic
- Mature vegetation lines both side of channel
- Union Bay in middle ground and Cascade Mountains in background

**Preferred Alternative**

- New bascule draw bridge just east of existing Montlake Bridge
- Design and aesthetic treatments to be determined with Department of Archaeology and Historic Preservation

---

**Exhibit 2-27. Montlake Bascule Bridge—Viewpoint 26 (update to Exhibit 2-27 of 2009 discipline report)**

**Looking east along the Montlake Cut toward Union Bay from east side of Montlake Bridge**
**Existing View**

- Physical terminus of historic Olmsted Rainier Vista
- Photograph taken prior to removal of specimen trees in UW Open Space for U Link
- University of Washington Medical Center and Husky Stadium

**Preferred Alternative**

- Tower of new bascule draw bridge in distance
- Sound Transit U Link transit stop just outside left side of photograph

---

Exhibit 2-28. Montlake Triangle—Viewpoint 27 (update to Exhibit 2-10 of the 2009 discipline report)

Looking southeast toward Montlake Bridge and Mount Rainier
**Existing View**

- Historic Olmsted Rainier Vista
- Flowering cherry trees and mature conifer borders
- Entrance to Triangle parking garage visible in lower center

---

**Preferred Alternative**

- Removal of specimen trees on Montlake Cut near second bascule draw bridge

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**Exhibit 2-29.** Drumheller Fountain—Viewpoint 28 (update to Exhibit 2-28 of the 2009 discipline report)

Looking southeast along Rainier Vista toward Montlake Triangle and Mount Rainier
Existing View

- Views to Union Bay, Madison Park, and Lake Washington
- Boat traffic
- Washington Park Arboretum in middle distance
- Evergreen Point Bridge and approaches in far distance

Preferred Alternative

- 6-lane bridge
- Higher and wider Evergreen Point Bridge
- High rise bridge straightened and realigned 190 feet north at west end

Exhibit 2-30. Husky Stadium, northeast benches—Viewpoint 29 (update to Exhibit 2-29 of the 2009 discipline report)
Looking southeast toward Union Bay and Lake Washington
**Existing View**

- 4-lane west approach bridge running parallel to Marsh Island
- Beginning of Arboretum Waterfront Trail
- Marsh Island in middle distance

**Preferred Alternative**

- 6-lane west approach bridge

---

*Exhibit 2-31. Marsh Island Trailhead at MOHAI—Viewpoint 32*

Looking east along Marsh Island boardwalk between MOHAI site and Marsh Island
Existing View

- Foster Island Trail south of SR 520
- Pedestrian tunnel to north Foster Island just visible in center of image, to right of large foreground tree

Preferred Alternative

- 6-lane bridge
- 4 foot high traffic barriers
- Wider pedestrian under-crossing

Exhibit 2-32. Foster Island Trail, south of SR 520—Viewpoint 35
Looking northwest from south branch of Foster Island Trail toward SR 520
Existing View

- SR 520 (bus is just visible) screened by mature roadside trees and shrubs

Preferred Alternative

- Roadside plantings still young; will screen part of the bridge when mature
- Improved connections between north and south Foster Island

Exhibit 2-33. Foster Island Trail north of SR 520—Viewpoint 37
Looking south from north Foster Island along the trail toward SR 520
**Existing View**

- Approach to pedestrian tunnel under west side of 4-lane bridge
- Chain link fence marking right-of-way boundary
- Compacted earth trail and Union Bay shoreline

**Preferred Alternative**

- New west approach bridge pedestrian and bicycle path

**Exhibit 2-34. Foster Island Trail Pedestrian Tunnel—Viewpoint 36**

Looking northwest at south entrance of Foster Island pedestrian tunnel under SR 520
Existing View

- North Foster Island picnic area at shoreline
- Mature woods

Preferred Alternative

- 6-lane bridge at 13 to 15 feet above ground
- No change to North Foster Island

Exhibit 2-35. Picnic and swimming area on North Foster Island—Viewpoint 38 (update to Exhibit 2-36 of the 2009 discipline report)

Looking south from north Foster Island shoreline toward SR 520
Existing View

- Arboretum Waterfront Trail on boardwalks between Foster Island and Marsh Island
- Dense marsh vegetation

Preferred Alternative

- 6-lane west approach bridge
- East portal of Montlake lid visible in distance

Exhibit 2-36. Observation deck on Foster Island Trail—Viewpoint 39
Looking southwest across Foster Island marsh toward Montlake
Existing View

- R. H. Thompson Ramps
- WSDOT “peninsula” used for passive recreation
- Informal trail to shoreline

Preferred Alternative

- Ramps removed
- Mature trees protected

Exhibit 2-37. Lake Washington Boulevard off-ramps—Viewpoint 33

Looking northeast and east across WSDOT peninsula at Lake Washington Boulevard ramps
Existing View

- Lake Washington Boulevard east-bound on-ramps
- Informal recreation uses

Preferred Alternative

- Lake Washington Boulevard and R. H. Thompson ramps removed
- 6-lane west approach bridge in middle distance
- View of Husky Stadium in distance

Exhibit 2-38. WSDOT peninsula north of Arboretum ramps—Viewpoint 34
Looking west across WSDOT peninsula toward Husky Stadium
Existing View

- 4-lane bridge
- View of south Union Bay
- Column spacing at 100 feet on center
- Husky Stadium in distance (left of center)
- Boat traffic

Preferred Alternative

- Wider and higher 6-lane bridge
- More open view into north Union Bay
- Column spacing at 250 feet on center
- ITS gantry (visible in front of Husky Stadium roof line)
  Transit bus on bridge (center)

Exhibit 2-39. Edgewater Apartments in north Madison Park—Viewpoint 40 (update to Exhibit 2-17 of the 2009 discipline report)

Looking northwest toward SR 520 West Approach Bridge and Husky Stadium
Existing View

- Side view (profile) of West Approach Bridge
- View of north Union Bay
- View of North Madison Park and Arboretum in background
- Private docks in foreground

Preferred Alternative

- Wider and higher 6-lane bridge
- Bridge realigned to north
- West Approach Bridge more visible due to height and obscures view of Seattle shoreline

Exhibit 2-40. Webster Point in Laurelhurst—Viewpoint 41 (update to Exhibit 2-41 of the 2009 discipline report)

Looking southwest from private dock toward West Approach Bridge
Existing View

- Side view (profile) of west high rise with overhead truss structures
- Column spacing at 100 feet on center
- View of Lake Washington
- North Madison Park visible in distance behind West Approach Bridge

Preferred Alternative

- West high rise and West Approach Bridge realigned 190 feet north (toward viewer)
- No overhead truss
- Bridge more noticeable due to increased height and closer proximity

Exhibit 2-41. Webster Point in Laurelhurst—Viewpoint 42 (update to Exhibit 2-39 of the 2009 discipline report)

Looking southeast across Union Bay toward Madison Park and West Approach Bridge
Existing View

- Shoreline park in Madison Park
- Evergreen Point Bridge and East Approach
- Road deck approximately 8 feet above water
- Medina shoreline in distance
- Cascade Mountains far in distance

Preferred Alternative

- Road deck approximately 20 feet above water
- Slight increase in visibility of floating bridge

Exhibit 2-42. Lynn Street Park in Madison Park—Viewpoint 42 (update to Exhibit 2-38 of the 2009 discipline report)

Looking northeast across Lake Washington at Evergreen Point Bridge
Existing View

- 4-lane mainline
- Overhead truss structure of East Approach
- Mature vegetation along both side of roadway
- Narrow views of Olympic Mountains and Lake Washington

Preferred Alternative

- 500-foot lid at Evergreen Point Road
- Wider and higher 6-lane Evergreen Point bridge
- Evergreen Point bridge realigned 160 feet north on east end
- ITS structure visible in middle distance
- More open views across Lake Washington

Exhibit 2-43. Midway on west side of Evergreen Point Road (76th Avenue NE) bridge—Viewpoint 43 (update of Exhibit 2-40 of 2009 discipline report)

Looking west across the west part of the Evergreen Point lid at floating bridge and Lake Washington
Existing View

- Two-lane Evergreen Road bridge over SR 520
- Paved park and ride at SE corner of bridge
- Access to bus stop
- Adjacent to Bellevue Christian School/ Three Points Elementary

Preferred Alternative

- Approx. 60-stall Park and Ride
- 500-foot landscaped lid
- Access to center transit stops from lid
- Elevator towers and safety walls in middle distance

Exhibit 2-44. Evergreen Point Road NE near park-and-ride—Viewpoint 44 (update to Exhibit 2-41 of 2009 discipline report)

Looking across Evergreen Point Road NE and park-and-ride
Attachment 3

Visual Quality Assessment Matrix
### VIEWS TO THE ROAD

**SR 520, I-5 to Medina: Bridge Replacement and HOV Project**

**VISUAL QUALITY ASSESSMENT**

- **Revised**: 8/19/2009
- Prepared by: Susan Wessman

#### VIEW UNIT NUMBER

<table>
<thead>
<tr>
<th>View Unit Number</th>
<th>Queen City Yacht Club</th>
<th>Montlake Park</th>
<th>UW WAC</th>
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#### VIEW UNIT NUMBER

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#### VIVIDNESS

- **MAN-MADE (E=existing, P=proposed)**
  - LAND: 3.00
  - WATER: 3.33
  - VEGETATION: 3.00
  - MAN-MADE: 2.33

#### INTACTNESS

- **MAN-MADE**: 3.00
- **NATURAL ENVIRONMENT**: 3.67
- **MAN-MADE**: 3.00
- **OVERALL**: 3.00

#### UNITY

- **MAN-MADE**: 3.00
- **OVERALL**: 3.00

#### TOTAL VISUAL QUALITY

- **Evaluation Scale**: 3.03, 2.86, 2.86, 2.86
- **VIVIDNESS**: 4.76, 4.55, 4.28
- **INTACTNESS**: 4.75, 4.63, 3.40, 3.03
- **UNITY**: 5.27, 4.96, 3.90, 4.04

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**SR 520, I-5 to Medina: Bridge Replacement and HOV Project**

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</table>

#### VIVIDNESS

- **MAN-MADE (E=existing, P=proposed)**
  - LAND: 3.00
  - WATER: 3.33
  - VEGETATION: 3.00
  - MAN-MADE: 2.33

#### INTACTNESS

- **MAN-MADE**: 3.00
- **NATURAL ENVIRONMENT**: 3.67
- **MAN-MADE**: 3.00
- **OVERALL**: 3.00

#### UNITY

- **MAN-MADE**: 3.00
- **OVERALL**: 3.00

#### TOTAL VISUAL QUALITY

- **Evaluation Scale**: 3.03, 2.86, 2.86, 2.86
- **VIVIDNESS**: 4.76, 4.55, 4.28
- **INTACTNESS**: 4.75, 4.63, 3.40, 3.03
- **UNITY**: 5.27, 4.96, 3.90, 4.04
### Views to the Road

#### Foster Island
- **LAND**
  - 2.00: Zone visible from viewpoint, which is park like; most impact for Option K, which will require extensive grading for land bridge.
- **WATER**
  - 1.00: None visible from viewpoint.
- **VEGETATION**
  - 5.00: Nature woods; loss of vegetation with Option K land bridge.
- **MAN-MADE**
  - 1.00: None present; Option K land bridge will be organic/naturalistic forms.

#### Edgewater
- **LAND**
  - 2.00: E: primarily views of immediate foreground, which is park like; P: more visible with higher bridge with wider-spaced columns.
  - 4.00: E: views to Capitol Hill and University District; Option K land bridge at Foster Island will have an impact.
- **WATER**
  - 1.00: None visible from viewpoint.
- **VEGETATION**
  - 5.00: Nature woods; loss of vegetation with Option K land bridge.
- **MAN-MADE**
  - 1.00: None present; Option K land bridge will be organic/naturalistic forms.

#### Laurelhurst
- **LAND**
  - 2.00: E: primarily views of immediate foreground, which is park like; P: more visible with higher bridge with wider-spaced columns.
  - 4.00: E: views to Capitol Hill and University District; Option K land bridge at Foster Island will have an impact.
- **WATER**
  - 1.00: None visible from viewpoint.
- **VEGETATION**
  - 5.00: Nature woods; loss of vegetation with Option K land bridge.
- **MAN-MADE**
  - 1.00: None present; Option K land bridge will be organic/naturalistic forms.

#### Montlake Bridge
- **LAND**
  - 2.00: E: primarily views of immediate foreground, which is park like; P: more visible with higher bridge with wider-spaced columns.
  - 4.00: E: views to Cascades and Union Bay; addition of second bascule bridge (Option A) or bridge to Montlake (Option L) may block views to east.
- **WATER**
  - 1.00: None visible from viewpoint.
- **VEGETATION**
  - 5.00: Nature woods; loss of vegetation with Option K land bridge.
- **MAN-MADE**
  - 1.00: None present; Option K land bridge will be organic/naturalistic forms.

### Evaluation Scale

- 7= VERY HIGH
- 6= HIGH
- 5= MODERATELY HIGH
- 4= AVERAGE
- 3= MODERATELY LOW
- 2= LOW
- 1= VERY LOW TO NON-EXISTENT

- 7= NO DEVELOPMENT TO NON-EXISTENT
- 6= LITTLE DEVELOPMENT
- 5= SOME DEVELOPMENT
- 4= AVERAGE LEVEL OF DEVELOPMENT
- 3= MODERATELY LOW DEVELOPMENT
- 2= LOW DEVELOPMENT
- 1= VERY LOW TO NON-EXISTENT

### TOTAL VISUAL QUALITY

- 4.92
- 4.83
- 3.72
- 4.83

### NATURAL ENVIRONMENT

- 6.00
- 6.00
- 5.00

### MAN-MADE

- 6.00
- 4.00
- 6.00

### UNITY

- 5.50
- 3.33
- 6.00

### OVERALL

- 6.00
- 4.00
- 8.00

### AVERAGE

- 6.00
- 4.00
- 8.00

### See Above

- 5.33
- 5.00
- 6.00

### 3-2
### SR 520, I-5 to Medina: Bridge Replacement and HOV Project
#### VISUAL QUALITY ASSESSMENT

**VIEWS FROM THE ROAD**

**Revised 8/19/2009 Prepared by: Susan Wessman**

<table>
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<tr>
<th>View Unit Number</th>
<th>Portage Bay Bridge</th>
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<td>6= HIGH</td>
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<td>5= MODERATELY HIGH</td>
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<td>4= AVERAGE</td>
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