Attachment 2

Visualizations

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Existing View

- 4-lane bridge, including westbound on-ramp
- City of Seattle Scenic Route
- Monotube-style signage

Option A

- 7-lane bridge, including westbound auxiliary lane
- No sound walls
- ITS gantries
- Cobra head light standards on mainline

Exhibit 2-1 View of Portage Bay Bridge deck—Viewpoint 1

Looking east from Delmar Drive East near Bagley Viewpoint toward Portage Bay Bridge

Option K

- 6-lane bridge
- No sound walls
- ITS gantries
- Quieter pavement
- Cobra head light standards on mainline

Option L

- 6-lane bridge
- Sound walls
- ITS gantries
- Cobra head light standards on mainline

Exhibit 2-1 View of Portage Bay Bridge deck—Viewpoint 1

Looking east from Delmar Drive East near Bagley Viewpoint toward Portage Bay Bridge

Existing View

- 4-lane bridge, including westbound on-ramp
- City of Seattle Scenic Route
- View of Cascade Mountains to east

Option A

- 7-lane bridge with eastbound HOV lane
- Montlake access ramps eastbound and westbound
- No sound walls
- ITS gantries

Exhibit 2-2 View from Portage Bay Bridge deck—Viewpoint 23

Looking east on Portage Bay Bridge from SR 520

Option K

- 6-lane bridge
- No sound walls
- ITS gantries
- Quieter pavement

Option L

- 6-lane bridge
- Sound walls
- ITS gantries

Exhibit 2-2 View from Portage Bay Bridge deck—Viewpoint 23

Looking east on Portage Bay Bridge from SR 520

Existing View

- 4-lane bridge, including westbound on-ramp
- City of Seattle Scenic Route
- Monotube-style signage

Option A

- 6-lane bridge with westbound auxiliary lane
- No sound walls
- 10th and Delmar lid

Exhibit 2-3 View from Portage Bay Bridge deck—Viewpoint 24

Looking west toward Capitol Hill and Roanoke from SR 520

Option K

- 6-lane bridge
- No sound walls
- Quieter pavement
- 10th and Delmar lid

Option L

- 6-lane bridge
- Sound walls
- 10th and Delmar lid

Exhibit 2-3 View from Portage Bay Bridge deck—Viewpoint 24

Looking west toward Capitol Hill and Roanoke from SR 520

Existing View

- 4-lane bridge
- Queen City Yacht Club covered docks

Option A

- 6-lane bridge with westbound auxiliary lane
- No sound walls
- ITS gantries
- Bridge widened 40 feet on north side
- Bridge design to be determined through design competition

Exhibit 2-4 View of Queen City Yacht Club moorage—Viewpoint 2

Looking east from Boyer Avenue toward Portage Bay Bridge and Montlake

Option K

- 6-lane bridge
- No sound walls
- ITS gantries
- Bridge widened 40 feet on north side
- False arches

Option L

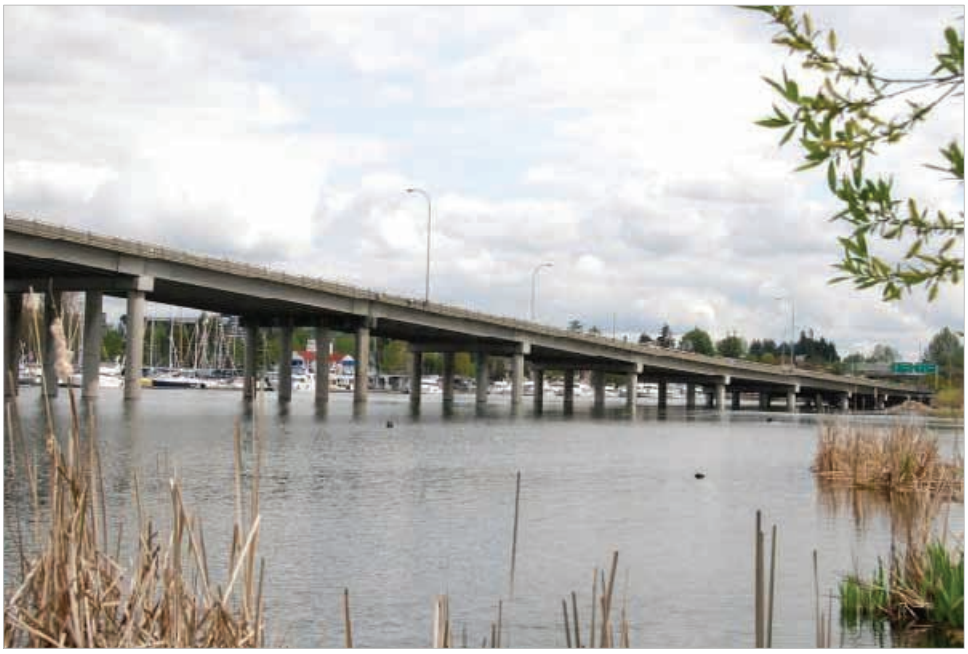
- 6-lane bridge
- Sound walls
- ITS gantries
- Bridge widened 40 feet on north side
- False arches

Exhibit 2-4 View of Queen City Yacht Club moorage—Viewpoint 2

Looking east from Boyer Avenue toward Portage Bay Bridge and Montlake

Existing View

- 4-lane bridge
- Column spacing at 100 feet on center



Option A

- 6-lane bridge with westbound auxiliary lane
- Column spacing at 250 feet on center
- No sound walls
- Bridge design to be determined

Exhibit 2-5 View of Portage Bay Bridge columns—Viewpoint 3

Looking northeast toward underside of Portage Bay Bridge

Option K

- 6-lane bridge
- Column spacing at 250 feet on center
- No sound walls
- False arches

Option L

- 6-lane bridge
- Column spacing at 250 feet on center
- Sound walls
- False arches

Exhibit 2-5 View of Portage Bay Bridge columns—Viewpoint 3

Looking northeast toward underside of Portage Bay Bridge

Existing View

- 4-lane bridge
- Column spacing at 100 feet on center

Option A

- 6-lane bridge with westbound auxiliary lane
- Column spacing at 250 feet on center
- No sound walls
- Bridge design to be determined

Exhibit 2-6 View of Portage Bay Bridge from NOAA—Viewpoint 4

Looking southwest from NOAA toward Portage Bay Bridge

Option K

- 6-lane bridge
- Column spacing at 250 feet on center
- No sound walls
- False arches

Option L

- 6-lane bridge
- Column spacing at 250 feet on center
- Sound walls
- False arches

Exhibit 2-6 View of Portage Bay Bridge from NOAA—Viewpoint 4

Looking southwest from NOAA toward Portage Bay Bridge

Existing View

- NOAA research facility
- SR 520 westbound on-ramp

Option A

- 6-lane bridge with westbound auxiliary lane
- Bill Dawson Trail (foreground)
- Removal of NOAA out-buildings

Exhibit 2-7 View of NOAA out-buildings and parking—Viewpoint 5

Looking south from NOAA parking lot toward SR 520

Option K

- 6-lane bridge
- Bill Dawson Trail

Option L

- 6-lane bridge
- Sound walls
- Bill Dawson Trail

Exhibit 2-7 View of NOAA out-buildings and parking—Viewpoint 5

Looking south from NOAA parking lot toward SR 520

Existing View

- 4-lanes with bus lane and eastbound and westbound access ramps
- Portage Bay Bridge in distance
- Roanoke and North Capitol Hill in distance

Option A

- 6-lane Portage Bay Bridge with westbound auxiliary lane
- Montlake interchange rebuilt
- Westbound and eastbound access ramps
- Partial lid from Montlake Boulevard East
- Landscaping not shown

Exhibit 2-8 View of SR 520 Mainline—Viewpoint 10

Looking west toward Portage Bay Bridge from mid-point of Montlake Boulevard overpass

Option K

- 6-lane Portage Bay Bridge
- Rebuilt Montlake Boulevard bridge
- No access ramps
- Full lid from Montlake Boulevard to 24th Avenue East
- Landscaping not shown

Option L

- 6-lane Portage Bay Bridge
- Rebuilt Montlake Boulevard bridge
- No access ramps
- Full lid from Montlake Boulevard to 24th Avenue East
- Landscaping not shown

Exhibit 2-8 View of SR 520 Mainline—Viewpoint 10

Looking west toward Portage Bay Bridge from mid-point of Montlake Boulevard overpass

Existing View

- Transit station on mainline
- 4-lanes plus transit-only lanes
- Eastbound on-ramp
- 24th Avenue East bridge
- Cascade Mountains

Option A

- Montlake interchange rebuilt
- Westbound and eastbound access ramps
- Partial lid from Montlake Boulevard East
- Transit station on lid near Montlake Boulevard
- Landscaping not shown

Exhibit 2-9 View of SR 520 Mainline—Viewpoint 11

Looking east toward 24th Avenue East from mid-point of Montlake Boulevard overpass

Option K

- Rebuilt Montlake Boulevard bridge
- No westbound or eastbound access ramps
- Full lid from Montlake Boulevard to 24th Avenue East
- Relandscaped Lake Washington Boulevard
- Landscaping not shown

Option L

- Rebuilt Montlake Boulevard bridge
- Elevated SPUI
- Full lid from Montlake Boulevard to 24th Avenue East
- Landscaping not shown

Exhibit 2-9 View of SR 520 Mainline—Viewpoint 11

Looking east toward 24th Avenue East from mid-point of Montlake Boulevard overpass

Existing View

- Physical terminus of historic Olmsted Rainier Vista
- Specimen trees in UW open space
- Busy intersection
- University of Washington Medical Center (right)

Option A

- Second bascule drawbridge parallel to existing Montlake Bridge

Exhibit 2-10 View of Montlake Triangle—Viewpoint 6

Looking southeast toward Montlake Bridge

Options K and L

- Lowered intersection at Montlake Boulevard NE and NE Pacific Street
- Partial lid structure
- Grade-separated pedestrian crossing
- Sound Transit Light Link transit stop (left)

Existing View

- Physical terminus of historic Olmsted Rainier Vista
- Specimen trees in UW open space
- Busy intersection
- Husky Stadium (left)

Exhibit 2-10 View of Montlake Triangle—Viewpoint 6

Looking southeast toward Montlake Bridge

Existing View

- Historic Olmsted Rainier Vista
- View framed by flowering cherries and specimen trees

Option A

- Removal of specimen trees in UW open space for second bascule drawbridge

Exhibit 2-11 View of Rainier Vista—Viewpoint 7

Looking southeast toward Montlake Triangle and Mount Rainier from Drumheller Fountain

Options K and L

- Lowered intersection at Montlake Boulevard NE and NE Pacific Street
- Partial or full lid structure

Exhibit 2-11 View of Rainier Vista—Viewpoint 7

Looking southeast toward Montlake Triangle and Mount Rainier from Drumheller Fountain

Existing View

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

Option A

- 6-lane bridge
- Higher and wider Evergreen Point Bridge
- West highrise straightened and moved 100 feet north

Exhibit 2-12 View from Husky Stadium—Viewpoint 8

Looking southeast toward Union Bay and Lake Washington

Option K

- 6-lane bridge
- Land bridge at Foster Island (landscaping not shown)
- Higher and wider Evergreen Point Bridge
- West highrise straightened and moved 100 feet north

Option L

- 6-lane bridge
- Second bascule drawbridge over Montlake Cut
- Higher and wider Evergreen Point Bridge
- West highrise straightened and moved 100 feet north

Exhibit 2-12 View from Husky Stadium—Viewpoint 8

Looking southeast toward Union Bay and Lake Washington

Existing View

- University of Washington Waterfront Activities Center
- Motorized and non-motorized boat traffic on Union Bay
- Dense shoreline vegetation

Option A

- 6-lane bridge at approximately the same elevation as existing

Exhibit 2-13 View from University of Washington Waterfront Activities Center—Viewpoint 9

Looking south at Marsh Island and SR 520 bridge through the Arboretum

Option K

- 6-lane bridge with elevated mainline and depressed SPUI
- Stormwater ponds in East Montlake Park

Option L

- 6-lane bridge with elevated SPUI and depressed mainline
- Bridge over East Montlake Park
- Stormwater ponds in East Montlake Park

Exhibit 2-13 View from University of Washington Waterfront Activities Center—Viewpoint 9

Looking south at Marsh Island and SR 520 bridge through the Arboretum

Existing View

- East Montlake Park with waterfront trail to Montlake Cut paths
- Union Bay and Cascade Mountains in background

Option A

- Stormwater treatment wetland pond

Exhibit 2-14 View of East Montlake Park—Viewpoint 12

Looking from east end of Shelby Street across East Montlake Park toward Marsh Island

Option K

- Stormwater treatment wetland ponds
- Berm and entrance to twin tunnels under Montlake Cut
- Land bridge at Foster Island with emergency vehicle access

Option L

- Stormwater treatment wetland ponds
- Bridge over East Montlake Park to second bascule draw

Exhibit 2-14 View of East Montlake Park—Viewpoint 12

Looking from east end of Shelby Street across East Montlake Park toward Marsh Island

Existing View

- 4-lane roadway
- Unused R.H. Thomson Expressway ramps in distance
- Lake Washington Boulevard off-ramp

Option A

- Partial lid from Montlake Boulevard East to 24th Avenue East
- Landscaping not shown

Exhibit 2-15 View of 24th Avenue East—Viewpoint 13

Looking northeast from Lake Washington Boulevard at MOHAI and McCurdy Park trees

Option K

- Full lid from Montlake Boulevard to beyond 24th Avenue East
- Vent tower for twin tunnels under Montlake Cut
- Depressed SPUI east of 24th Avenue East
- Landscaping not shown

Option L

- Full lid from Montlake Boulevard to 24th Avenue East
- Bridge over East Montlake Park
- Elevated SPUI east of 24th Avenue East
- HOV direct-access ramps

Exhibit 2-15 View of 24th Avenue East—Viewpoint 13

Looking northeast from Lake Washington Boulevard at MOHAI and McCurdy Park trees

Existing View

- North Foster Island shoreline park
- Mature woods
- Passive recreation

Options A and L

- No change to north Foster Island

Exhibit 2-16 View from Foster Island north shoreline—Viewpoint 17

Looking south from Foster Island's north shoreline toward SR 520

Option K

- Land bridge at Foster Island with emergency vehicle access
- Amphitheater for gathering and passive recreation

Exhibit 2-16 View from Foster Island north shoreline—Viewpoint 17

Looking south from Foster Island's north shoreline toward SR 520

Existing View

- 4-lane bridge
- Column spacing at 100 feet on center
- Husky Stadium
- Boat traffic

Option A

- 6-lane bridge
- Column spacing at 250 feet on center

Exhibit 2-17 View from north Madison Park—Viewpoint 18

Looking northwest from Edgewater Apartments toward SR 520 West Approach and Husky Stadium

Option K

- 6-lane bridge
- Column spacing at 250 feet on center

Option L

- 6-lane bridge
- Column spacing at 250 feet on center
- Sound walls

Exhibit 2-17 View from north Madison Park—Viewpoint 18

Looking northwest from Edgewater Apartments toward SR 520 West Approach and Husky Stadium

Existing View

- Evergreen Point Bridge and East Approach
- Shorelines and hills of Medina and Kirkland
- Cascade Mountains in far distance

Options A, K, and L

- Evergreen Point Bridge 22 feet higher than existing
- Higher west approach

Exhibit 2-18 View from Madison Park at Lynn Street—Viewpoint 19

Looking northeast toward SR 520 Evergreen Point Bridge and East Approach

Existing View

- Overhead truss structures at west highrise
- Column spacing at 100 feet on center
- Hills of Madison Park

Options A and K

- West highrise moved farther west
- Column spacing at 250 feet
- No superstructure

Exhibit 2-19 View from Webster Point—Viewpoint 20

Looking southeast from Laurelhurst Webster Point toward Madison Park and west highrise

Option L

- West highrise moved farther west
- Column spacing at 250 feet
- No superstructure
- Sound walls

Exhibit 2-19 View from Webster Point—Viewpoint 20

Looking southeast from Laurelhurst Webster Point toward Madison Park and west highrise

Existing View

- West approach bridge
- Column spacing at 100 feet on center
- Arboretum in background

Option A

- West highrise farther north
- Column spacing at 250 feet

Exhibit 2-20 View from Webster Point—Viewpoint 20

Looking southwest from Laurelhurst Webster Point

Option K

- West highrise farther north than existing
- Column spacing at 250 feet
- Foster Island land bridge

Option L

- West highrise farther north and west than existing
- Column spacing at 250 feet
- Sound walls

Exhibit 2-20 View from Webster Point—Viewpoint 20

Looking southwest from Laurelhurst Webster Point

Existing View

- Mainline at flat grade just above water
- Montlake Boulevard off-ramp
- Shoreline vegetation

Option A

- No ramps to Lake Washington Boulevard
- Wider column spacing
- Regional Bike and Pedestrian Path

Exhibit 2-21 View of Marsh Island Trail—Viewpoint 16

Looking south from pedestrian bridge between MOHAI and Marsh Island toward SR 520

Option K

- Depressed SPUI east of 24th Avenue East
- Regional Bike and Pedestrian Path
- Mainline at approximately the same level as existing

Option L

- Elevated SPUI east of 24th Avenue East
- Sound walls
- Regional Bike and Pedestrian Path

Exhibit 2-21 View of Marsh Island Trail—Viewpoint 16

Looking south from pedestrian bridge between MOHAI and Marsh Island toward SR 520

Existing View

- Historic canal between Union Bay and Portage Bay
- High volumes of boat traffic
- Pedestrian trails
- Mature vegetation lines both side of channel
- Eastside hills and Cascade Mountains in distance

Option A

- Second bascule drawbridge parallel to existing Montlake Bridge

Exhibit 2-22 View of Montlake Cut—Viewpoint 14

Looking east from mid-span of Montlake Bridge toward Union Bay

Option K

- Twin tunnels under Montlake Cut

Option L

- Second bascule drawbridge over east mouth of Montlake Cut
- Loss of some shoreline vegetation

Exhibit 2-22 View of Montlake Cut—Viewpoint 14

Looking east from mid-span of Montlake Bridge toward Union Bay

Existing View

- Historic bascule drawbridge and Montlake Cut
- High volumes of boat traffic
- Mature vegetation lines both side of channel
- Viewing deck

Option A

- Second bascule drawbridge parallel to existing Montlake Bridge

Exhibit 2-23 View of Montlake Bridge—Viewpoint 15

Looking west from northeast corner of East Montlake Park toward Montlake Bridge

Option K

- Twin tunnels under Montlake Cut

Option L

- Second bascule drawbridge over east mouth of Montlake Cut

Exhibit 2-23 View of Montlake Bridge—Viewpoint 15

Looking west from northeast corner of East Montlake Park toward Montlake Bridge

Existing View

- 4-lane mainline
- Overhead truss structure at East Approach
- Mature vegetation lines both side of corridor
- Views of Olympic Mountains and Lake Washington

Proposed

- 500-foot lid at Evergreen Point Road (landscaping not shown)
- 6-lane Evergreen Point Bridge
- Views across Lake Washington
- Regional bicycle path

Exhibit 2-24 View of Lake Washington from Evergreen Point Road — Viewpoint 21

Looking west from mid-span of Evergreen Point Road toward East Approach and Lake Washington

Existing View

- Evergreen Point Road overcrossing
- Paved park-and-ride for access to bus stop on SR 520
- Adjacent to Bellevue Christian School/ Three Points Elementary

Proposed

- Approximately 60-stall, 6-lane park-and-ride
- East half of landscaped lid
- Transit access from lid
- Elevator towers and safety walls

Exhibit 2-25 View of Evergreen Point lid transit facility— Viewpoint 22

Looking from Evergreen Point Road NE/76th Avenue NE at park-and-ride