

## 2575 W Montlake Pl E property acquisition – Frequently Asked Questions

### Where is the 2575 West Montlake Place East property located?

The property is located in the red circle on the map below.



### Why did WSDOT buy this property?

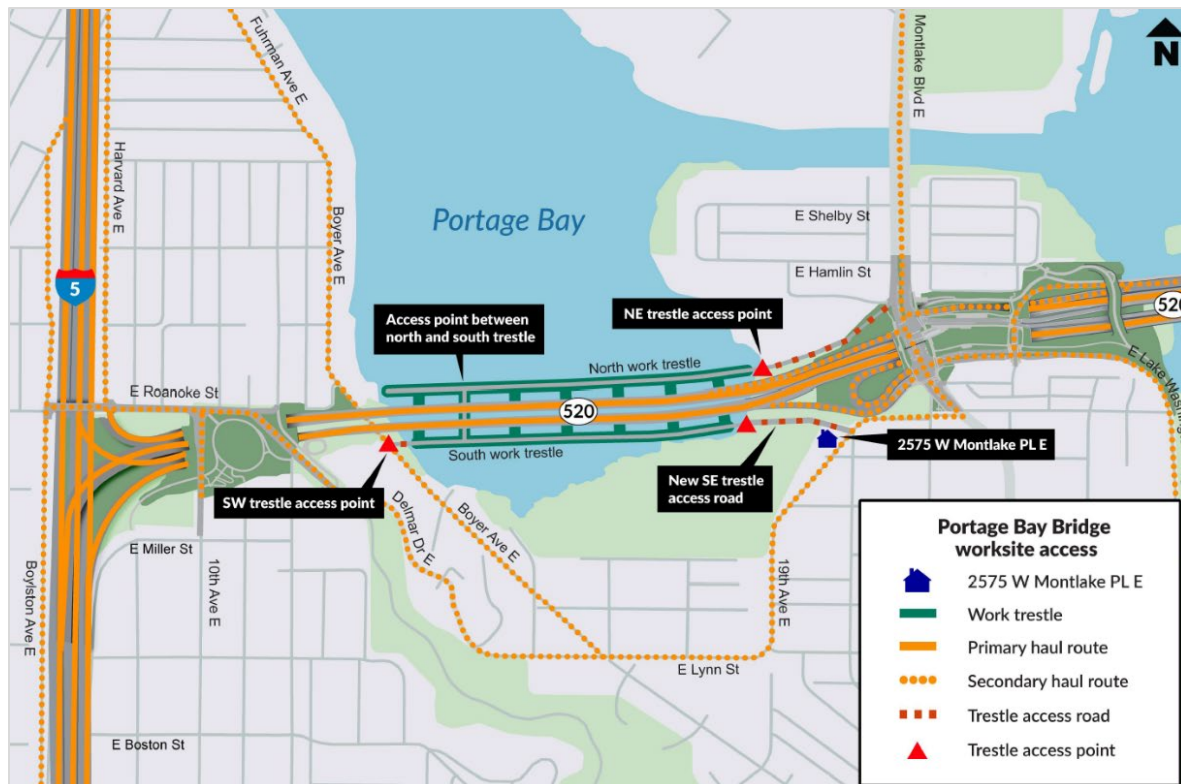
We bought this property for three main reasons:

- **Increase construction access to the Portage Bay work site from land.** Crews have limited access to the work site. Currently, they can only access the Portage Bay work trestles from two places on land: one from the southwest side of the bridge (off Boyer Avenue East) and the other from the northeast side of the bridge (off Montlake Boulevard). Both access points have challenges for crews and effects on the neighborhood.
- **Reduce truck traffic on haul routes.** Crews currently have to rely heavily on Boyer Avenue East as a haul route. Boyer Avenue East is a narrow and highly used arterial street without direct freeway access. During the Portage Bay Project's [Neighborhood Traffic Management Plan](#) process, neighbors shared concerns about the strain of additional traffic on Boyer Avenue East. The new, widened southeast access point will help reduce this concern by keeping construction traffic closer to SR 520 mainline.
- **Reduce risk to the property.** This home experienced vibration-related damage during the Montlake Project. Due to its unique proximity to the Portage Bay construction area, the house could be seriously affected by construction and at risk of additional vibration-related damage.

### Where are the current on-land construction access points, and what are their challenges?

- Southwest side of the existing bridge:** Shown on the graphic below, the first construction access point is from a WSDOT-owned property. This access point requires crews to use Boyer Avenue East as a haul route. As noted above, Boyer Avenue East is a narrow, highly used arterial and access to and from SR 520 and I-5 is not ideal.
- Northeast side of the existing bridge:** The second access point is on the northeast side of the existing bridge near the NOAA facility, where we closed the Bill Dawson Trail. Because the existing Portage Bay Bridge is so low to the ground, crews can't safely transport machinery and materials directly from the northeast side of the bridge to the southeast side. To get to the southern work trestle, crews need to drive halfway across the north work trestle and cross under the existing Portage Bay Bridge where there is enough headroom.

Our contract originally included a third access point by the 2575 W Montlake PL E property to build a narrow, one-lane road that would connect to the eastbound SR 520 off-ramp to Montlake Boulevard. The access road would have been extremely close to the house. It would have created a lot of noise for the owners and put the home at further risk of damage. By purchasing the property, we can create a wider access road to support large equipment operating in both directions, avoid affecting traffic on the eastbound off-ramp, and reduce the need to rely on Boyer Avenue East.



### How will Skanska use this property?

Skanska will demolish the house and build a temporary access road to the east end of the south work trestle. The road will connect from East Roanoke Street, through the property, and down to the southeast access point. This will allow crews to safely and efficiently get to and from the southern work trestle without exclusively relying on the other two access points.

### Are neighboring properties at risk of vibration-related damage?

Every property is unique, and the soil conditions in this area vary. To mitigate vibration-related damage, we have installed vibration monitors throughout the neighborhood. Crews receive an alert and are required to stop work if they exceed the vibration thresholds in our contract. We also offered pre-construction inspections to frontline neighbors to document the baseline conditions of their homes. If you believe you've experienced vibration-related damage or want a home inspection, please send an email to the SR 520 inbox at [SR520bridge@wsdot.wa.gov](mailto:SR520bridge@wsdot.wa.gov).

### What are the Section 106 concurring parties and why did they need to be consulted?

Since the start of the SR 520 Program, WSDOT has regularly consulted with key stakeholders (referred to as Section 106 concurring parties) in compliance with [Section 106 of the National Historic Preservation Act](#). We signed a Section 106 Programmatic Agreement in 2011 that outlines the measures WSDOT and contractors must take to avoid, reduce and mitigate adverse effects to properties that are eligible for listing on the National Register of Historic Places.

Because the house is a contributing property to the Montlake Historic District, we needed to consult with Section 106 concurring parties about potential adverse effects to the district. Following consultation, we finalized an amendment to our Section 106 Programmatic Agreement allowing WSDOT to demolish the house and build an access road to the south work trestle.

### How will WSDOT mitigate the adverse effects on the Montlake Historic District?

WSDOT took photos and wrote a detailed description of the home's structures to preserve an accurate historic record of the property. We also hired a nonprofit to salvage and reuse some of the house's architectural elements, such as doors, windows, moldings, etc.

### What permits are needed to demolish the house and build the access road?

We needed to submit a modification to our shoreline permit from the city of Seattle, which has been approved. We also needed to update our environmental documentation to the Federal Highway Administration. Skanska applied for a permit from the city of Seattle to demolish the house. They are waiting for the permit to be approved.

### When will construction start and what can neighbors expect?

We will not be able to demolish the house until we've received all the necessary permits. We are currently targeting September 2025 to demolish the house, assuming the demolition permit is approved.

Demolishing the house will likely take several days. During this time, nearby neighbors can expect to see trucks, excavators, and other large equipment. Crews are allowed to work Monday through Friday from 7 a.m. to 10 p.m., but typical working hours will likely be from 7 a.m. to 4 p.m. We will notify neighbors in advance once we have more details about the work.

After crews demolish the home, neighbors can expect to see additional construction in the area as crews grade and pave an access road from the property to the southeast Portage Bay shoreline. Crews will use this access road to carry equipment and materials to and from the southern work trestle. Neighbors can expect to see increased truck traffic on East Roanoke Street between Montlake Boulevard and the access road by the property.

### What will happen to the access road and property when the project is complete?

When the project is complete, crews will remove, grade, and reseed the road and prepare to sell the property as surplus.