

The temporary bridges built to construct the Portage Bay Bridge may visually affect the Mason House, which may experience temporary periods of restricted access during construction. No temporary occupancy of the property is anticipated, and while access may be temporarily restricted, it would not be precluded and would not substantially diminish the use of the property. Vibrations and noise from project construction would be monitored to ensure compliance with local regulations (see the *Noise Discipline Report* for details on noise regulations and construction monitoring). The proximity effects from construction would not substantially impair significant features of the historic house. Therefore, there would be no use of the property as defined by Section 4(f).

### **NRHP-Eligible Montlake Historic District, Direct Effects**

The relocation of traffic lanes to the north to accommodate wider shoulders and a new bicycle/pedestrian path would have a direct effect on the NRHP-eligible Montlake historic district through complete or partial demolition of MOHAI, a contributing element to the district located at 2161 East Hamlin Street (see **Exhibit 41**). MOHAI's status as a contributing element to the historic district is what qualifies it as a Section 4(f) resource. Even if a portion of MOHAI's building could be retained, the original, historic, southern portion of the building would be removed to accommodate the proposed SR 520 improvements. Thus, even partial demolition would result in a substantial impairment of the attributes that qualify the building as a contributing element to the historic district. In addition, if a portion of the building were to remain, the new bicycle/pedestrian path and proposed stormwater treatment wetland would take most of the existing parking on the MOHAI site, which would greatly reduce its viability as a public facility and would adversely affect the setting. Therefore, even removal of part of the MOHAI site would result in the loss of setting, a character defining element that is part of its significance as a contributing element to the district. Thus, complete or partial demolition of the property would result in the historic site being permanently incorporated into the transportation facility, which is defined as a use under Section 4(f).

The Montlake historic district would sustain another direct effect through the taking of part of the grounds surrounding the west wing of the NOAA Northwest Fisheries Science Center on Montlake Boulevard. The westbound lanes of SR 520 would be relocated substantially closer to the building. The wider bike path would intrude further onto the property outside the new sound wall. Much of the parking lot and



several accessory buildings on the site would be eliminated, as well as some green space. Although the project would not demolish the historic building, it would remove part of its property and substantially degrade its setting. In addition, the taking could impair the function of the historic building. The building was originally constructed as a research center; that use is part of the significance of the site and contributes to its eligibility. The reduction of the parking area and demolition of support buildings, such as an emergency generator shed, a hazardous materials storage building, oxygen tanks, an interim pilot plant, and fish labs with tanks, could impair the continued use of the site as a research center to such a degree that the historic and current function of the building would be impaired. The taking of the property would result in part of the setting of the historic west wing, a contributing element to the Montlake historic district, being permanently incorporated into the transportation facility, which is defined as a use under Section 4(f).

The Montlake historic district would experience no other direct effects from the project.

#### **NRHP-Eligible Montlake Historic District, Proximity Effects**

##### ***NOAA Northwest Fisheries Science Center***

The NOAA Northwest Fisheries Science Center would also experience proximity effects in addition to the direct effects discussed above. Increased visual intrusion would result from the relocation of the Portage Bay Bridge and traffic lanes closer to the building and from the introduction of sound walls along SR 520. As a beneficial effect, the introduction of sound walls would help decrease existing noise levels in this area, which range from 66 to 69 dBA. The construction of the proposed sound walls would lower these levels to 57 to 61 dBA, decreasing noise levels in this area of the historic district. The proposed sound walls would also provide some visual screening from SR 520. Although the visual intrusion would affect the setting of the historic property, it would not substantially impair the setting or other significant features, such as its architectural design, unique terra cotta ornamentation, and long history as a research facility.

##### ***Montlake Historic District - North Side***

The 4-Lane Alternative would have proximity effects on the north side of the Montlake historic district. The wider shoulders and new bicycle/pedestrian path would cause a partial loss of the landscaped buffer behind the rear property lines of the buildings along the south side of East Hamlin Street, increasing visual intrusion. The construction of



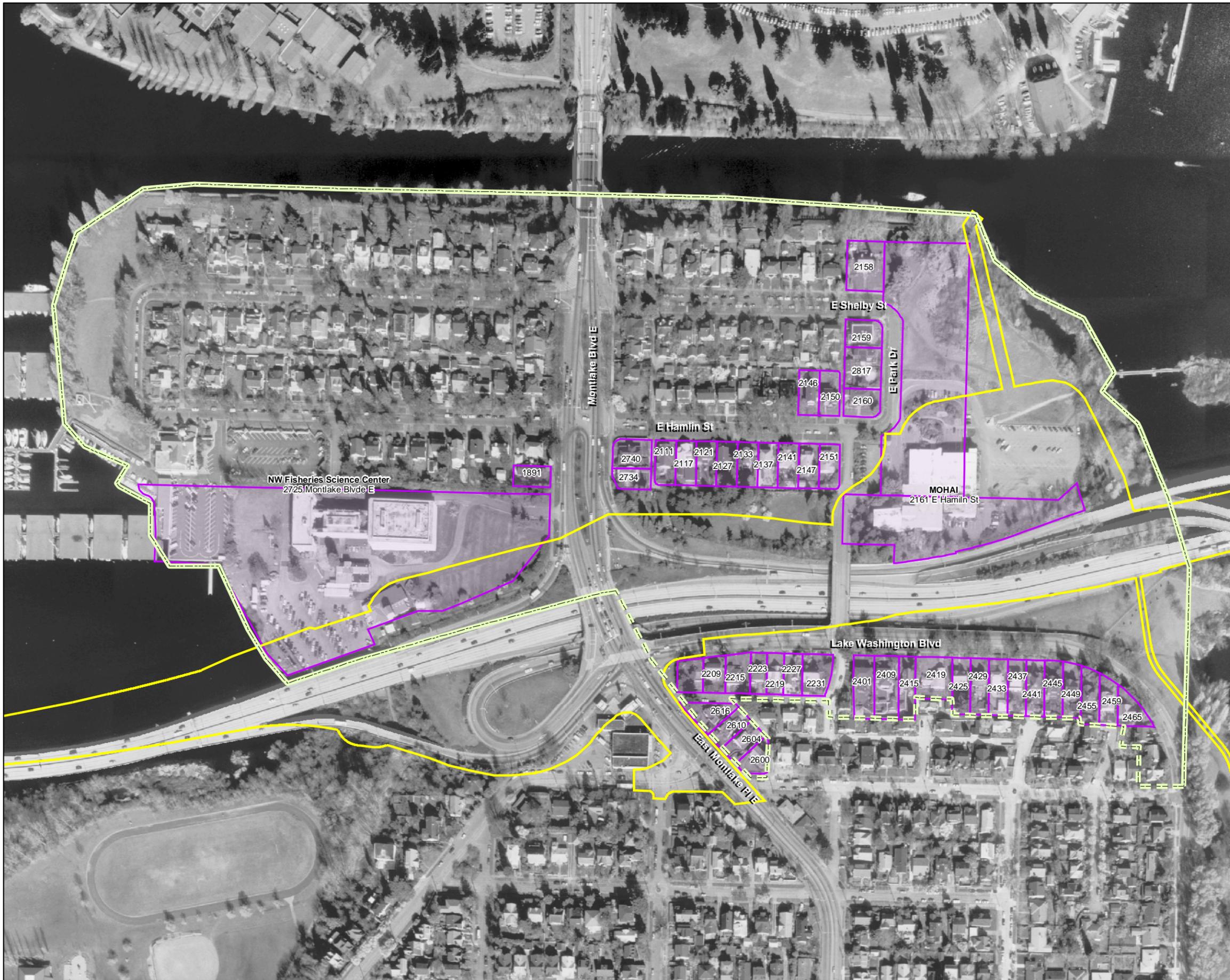
sound walls along SR 520 would also cause visual intrusion, but would have the beneficial effect of screening the view of traffic on SR 520 and lowering existing noise levels in the Montlake area, which range from 60 to 75 dBA. Construction of the proposed sound walls would lower noise levels to 52 to 69 dBA, decreasing noise levels in the historic district. In addition, the existing SR 520 roadway through Montlake would be lowered about 4 feet, which would further decrease the audible and visual effects of the highway on the surrounding historic district.

The increased visual intrusion from the partial loss of buffer zone and introduction of sound walls would be partially offset by the lowering of the roadway, and would not substantially alter the appearance of the historic district, nor interrupt its character. The audible proximity effects would be positive. In addition, the houses along East Shelby Street, 24th Avenue East, and the east end of East Hamlin Street would experience a visual effect from the replaced 24th Avenue East bridge, which would be 15 feet higher than the existing bridge, and from the introduction of the new bicycle/pedestrian path extending from the 24th Avenue East bridge through the existing McCurdy Park along 24th Avenue East. However, these visual effects would not substantially impair significant features of the historic district.

#### ***Montlake Historic District - South Side***

On the south side of SR 520, houses on East Lake Washington Boulevard near the 24th Avenue East bridge would also experience an increased visual effect from the rebuilt bridge discussed above, and they would also experience a visual effect from the new sound wall. Houses at the west end of East Lake Washington Boulevard and those facing East Montlake Place East would experience increased visual effects because of the widening of East Montlake Place East and also the widening of the intersection of East Montlake Place East and Lake Washington Boulevard East at the SR 520 on- and off-ramps. Because the new west approach to the Evergreen Point Bridge would be higher than the existing roadway, new traffic ramps would be higher but located east of the existing ramps, farther away from the historic residences. Even with the increased height, the new ramps would be below the tree line, so they would not have an adverse visual effect on the surrounding Montlake historic district on the south side of SR 520. None of these visual effects would substantially impair significant features of the historic district, such as altering the general appearance

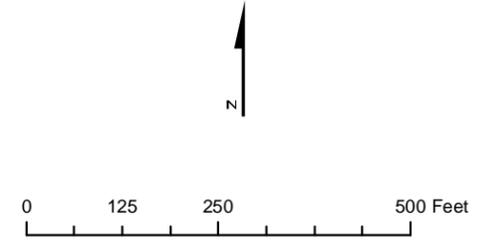




- 4-Lane Footprint
- Montlake historic district
- NRHP Eligible Historic District**
- Contributing
- Non-Contributing

\* The southern boundary of the Montlake historic district was located to include East Lake Washington Boulevard. The area south of the dotted line was not subject to intensive survey for this project. Future surveys may determine that the southern boundary should be extended to include more of this area in the historic district.

Source: King County (2003) GIS data (Parcels). Horizontal datum for all layers is NAD83(91), vertical datum for layers is NAVD88. Note that Northwest Fisheries Science Center is located on federal land, for which accurate records are not always available. Lot lines shown on this exhibit represent the information that is currently available in the King County GIS database, which may contain some inaccuracies.



**Exhibit 41. Effects of the 4-Lane Alternative on Historic Resources in Montlake Historic District**  
 SR 520 Bridge Replacement and HOV Project



of the historic district, degrading its overall setting, or intruding on its intact character.

### **NRHP-Eligible Montlake Historic District, Construction Effects**

Construction effects of the 4-Lane Alternative would include temporary noise associated with construction activities; fugitive dust; possible restricted access to the four houses on East Montlake Place East during widening of East Montlake Place East; and possible restricted access at the residence at 2209 Lake Washington Boulevard during expansion of the adjacent intersection of East Montlake Place East and Lake Washington Boulevard East. Houses near the 24th Avenue East bridge over SR 520 may experience vibrations during demolition and reconstruction of that bridge. On the south side of this bridge, houses on Lake Washington Boulevard East may experience temporary restricted access related to demolition and reconstruction of the 24th Avenue East bridge. Houses near the west approach of the Evergreen Point Bridge may experience vibration from demolition of the R.H. Thompson Expressway Ramps and from pile driving for the temporary detour bridge and the new Evergreen Point Bridge. As noted earlier in this report, East Montlake Park in this historic district would have a temporary occupancy, but no other temporary occupancies within the district are anticipated. While access to selected resources may be temporarily restricted, it would not be precluded and would not substantially diminish the use of the properties. The proximity effects from construction would not substantially impair significant features of the historic district - fugitive dust and vibrations would be temporary and would not alter the properties within the district or make them unusable. Vibrations and noise from project construction would be monitored to ensure compliance with local regulations (see the *Noise Discipline Report* for details on noise regulations and construction monitoring).

### **Washington Park Arboretum**

As noted previously in the 4-Lane Alternative *Washington Park Arboretum* subsection of the *How would the project alternatives use Section 4(f) parks and recreational facilities in Seattle?* section, the historic Arboretum would experience a direct effect, but it would result in a net gain of approximately 0.04 acre of parkland to the resource, as presented in **Exhibit 33**.



## 6-Lane Alternative

### NRHP-Eligible Roanoke Park Historic District, Proximity Effects

The 6-Lane Alternative would result in no direct use of property within the NRHP-eligible Roanoke Park historic district (see **Exhibit 42**). Two existing bridges over SR 520 at 10th Avenue East and Delmar Drive East would be replaced by a single landscaped lid that would accommodate both streets and would have Olmsted style landscaping to visually link the lid with Roanoke Park. The lid would have beneficial effects, providing a pedestrian passageway between the North Capitol Hill and Roanoke/Portage Bay neighborhoods that are currently separated by SR 520, increasing landscaped green space in the area, and visually screening SR 520 from part of the historic district. The part of the district that is not adjacent to the proposed lid would experience increased visual intrusion from the wider footprint of SR 520, but given the existing intrusion, the increase would not be sufficient to cause substantial impairment to the district.

### NRHP-Eligible Roanoke Park Historic District, Construction Effects

Construction effects on the historic district would be limited to temporary noise associated with construction activities; fugitive dust; possible limited access to some locations of the district during construction, particularly during the demolition of the 10th Avenue and Delmar Drive bridges and construction of the lid; and possible vibrations, especially during construction of the elevated HOV ramp from I-5 to SR 520, and during demolition of the 10th Avenue and Delmar Drive bridges and construction of the lid. Vibrations and noise from project construction would be monitored to ensure compliance with local regulations (see the *Noise Discipline Report* for details on noise regulations and construction monitoring). No temporary occupancy of sites within the historic district are expected, and the proximity effects would not substantially impair visual features or other significant attributes of the NRHP-eligible Roanoke Park historic district.

### Mason House, Proximity Effects

The Mason House at 2545 Boyer Avenue East would not experience any direct use, but would experience increased visual intrusion from the wider footprint of the Portage Bay Bridge (see **Exhibit 42**). However, the bridge would be expanded mainly to the north, away from the house, reducing the potential visual effect. Given the existing conditions and the minor southward expansion, the wider bridge would not substantially impair significant attributes of the historic



resource. Construction of a sound wall along SR 520 and the Portage Bay Bridge would have a beneficial effect on the Mason House because of reduced noise levels. The existing noise level at the receptor closest to this point is 70 dBA. The construction of sound walls would result in a noise level of 58 dBA, a substantial decrease of 12 dBA.

### **Mason House, Construction Effects**

Construction effects would include temporary noise associated with construction activities; fugitive dust; and vibrations that would occur during demolition of the Delmar Drive East bridge and the Portage Bay Bridge, including pile driving for new columns and the construction of the 10th Avenue/Delmar Drive lid. The temporary bridges built for construction of the Portage Bay Bridge may also visually affect the Mason House, which may experience temporary periods of restricted access during construction. No temporary occupancy of the property is anticipated, and while access may be temporarily restricted, it would not be precluded and would not substantially diminish the use of the property. The proximity effects from construction would be temporary and would not substantially impair significant features of the historic house, such as its architectural design, materials and appearance, or its dramatic siting. Vibration levels from project construction would be monitored and would not be expected to cause a substantial impairment of the resource.

### **NRHP-Eligible Montlake Historic District, Direct Effects**

The 6-Lane Alternative would have a direct effect on the NRHP-eligible Montlake historic district through the demolition of MOHAI, a contributing element (see **Exhibit 43**). The additional lanes, widened shoulders, new bicycle/pedestrian path, and new stormwater treatment wetland would all encroach onto the site, necessitating the complete removal of MOHAI. The historic site would be incorporated into the transportation facility, causing a use under Section 4(f).

Another direct effect on the Montlake historic district would be the taking of property surrounding the historic west wing of the NOAA Northwest Fisheries Science Center on Montlake Boulevard. The westbound lanes of SR 520 would be relocated substantially closer to the historic building. The wider bike path would intrude further onto the property outside the proposed sound wall. This would eliminate much of the parking lot and a number of accessory buildings on the site, as well as some green space. Although the taking would not demolish the historic building, it would remove part of its property and





- NRHP Individually Eligible
- Not NRHP Individually Eligible
- NRHP Eligible Historic District**
- Contributing
- Non-Contributing
- Roanoke Park Historic District
- 6-Lane Footprint
- Proposed Lid

0 50 100 Feet



**Exhibit 42. Effects of the 6-Lane Alternative on Historic Resources in the Roanoke, Portage Bay, and North Capitol Hill Neighborhoods**  
 SR 520 Bridge Replacement and HOV Project

substantially degrade its setting. In addition, the taking could impair the function of the historic building. The building was originally constructed as a research center; that use is part of the significance of the site and contributes to its eligibility as a contributing element to the Montlake historic district. The reduction of the parking area and demolition of support buildings, such as an emergency generator shed, a hazardous materials storage building, oxygen tanks, an interim pilot plant, and fish labs with tanks, could impair the continued use of the site as a research center to such a degree that the historic and current function of the building would be impaired. The taking of the property would result in part of the setting of the historic building being permanently incorporated into the transportation facility, which is defined as a use under Section 4(f).

### **NRHP-Eligible Montlake Historic District, Proximity Effects**

#### ***NOAA Northwest Fisheries Science Center***

The NOAA Northwest Fisheries Science Center would experience proximity effects in addition to the direct effects discussed above. Visual intrusion would result from the proposed sound wall and the closer proximity of the Portage Bay Bridge and new traffic lanes. As a beneficial effect, the sound walls would provide some visual screening from SR 520 and help decrease noise levels. Existing noise levels in this area of the historic district range from 66 to 69 dBA. Construction of sound walls would lower these levels to 60 to 61 dBA. Although the visual intrusion would affect the setting of the historic property, it would not substantially impair the setting or other significant features, such as its architectural design, unique terra cotta ornamentation, and long history as a research facility.

#### ***Montlake Historic District - North Side***

The 6-Lane Alternative would have proximity effects on selected buildings on the north side of the NRHP-eligible Montlake historic district because of the additional lanes, new sound walls, and new or widened bicycle/pedestrian paths. The houses along 24th Avenue East, East Shelby Street, and the east end of East Hamlin Street would experience a visual effect from the new 24th Avenue East bridge, which would be higher than the existing bridge, and from the introduction of the new bicycle/pedestrian path extending from the 24th Avenue East bridge through the existing McCurdy Park along 24th Avenue East. Buildings located on the south side of East Hamlin Street would lose part of the landscaped buffer zone behind their rear property lines, increasing visual intrusion. However, the 6-Lane Alternative would



have a beneficial effect by constructing sound walls along SR 520 and placing a lid at the Montlake Boulevard bridge.

Existing noise levels in this area range from 60 to 69 dBA. The construction of sound walls and the lid would lower these levels to 53 to 69 dBA, decreasing noise levels in this historic district. The lid would be landscaped in the Olmsted style with a pedestrian passageway and green space. The beneficial effects of the lid would be to reduce visual intrusion and noise from the roadway, as well as help to reconnect the two sides of the Montlake historic district, currently separated by SR 520. In addition, the project would lower the SR 520 roadway up to 10 feet, which would contribute to noise reduction as well as lessening the existing visual impact of SR 520. The visual intrusion from new sound walls and loss of buffer zone would be greatly offset by lowering the roadway and the new landscaped lid, and the walls would not cause the appearance of the historic district to change significantly. Therefore, these proximity effects would not substantially impair significant features of the historic district.

#### ***Montlake Historic District - South Side***

The south side of the Montlake historic district would experience the same beneficial effects from the lid and the lowering of the roadway as would the north side. Houses near the 24th Avenue East bridge on the south side of SR 520 would also experience an increased visual effect from the rebuilt 24th Avenue East bridge as discussed above. Houses at the west end of Lake Washington Boulevard East and those facing East Montlake Place East would experience increased visual effects because of the expansion of SR 520, widening of East Montlake Place East, and reconstruction of the Montlake Boulevard/Lake Washington Boulevard East intersection. Historic structures located at the east end of Lake Washington Boulevard East would experience increased visual intrusion because of the addition of new elevated HOV ramps and the higher roadway at the west approach of the Evergreen Point Bridge. As a beneficial effect, the 6-Lane Alternative would remove the existing R.H. Thompson Expressway Ramps and build new ramps east of the current location, farther from the historic structures. However, none of these visual effects would substantially impair significant features of the historic district, such as altering the general appearance of the historic district, degrading its overall setting, or intruding on its intact character.

