

# Community Construction Management Plan

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## SR 520 Portage Bay Bridge and Roanoke Lid Project

*(Contract name: SR 520 / I-5 to Montlake - I/C and Bridge Replacement Project)*

*Updated Fall 2025*

## **Appendix A** **Tree and Vegetation Management and** **Protection Plan**

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## Acronyms and Abbreviations

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CCMP	Community Construction Management Plan
CPTED	Crime Prevention Through Environmental Design
DAHP	Washington State Department of Archeology and Historic Preservation
DBH	Diameter of tree trunk at breast height (measured 4.5 feet from ground)
DPD	City of Seattle Department of Planning and Development
ECA	Environmental Critical Areas
FHWA	Federal Highway Administration
I-5	Interstate 5
MOU	Memorandum of Understanding
MPPCNV	Major Public Project Construction Noise Variance
NEPA	National Environmental Policy Act
NOAA	National Oceanic and Atmospheric Administration
PA	Section 106 Programmatic Agreement
PBB	Portage Bay Bridge
Portage Bay Phase	SR520/I-5 to Montlake - I/C and Bridge Replacement Project
ROTW	Rest of the West
SDCI	City of Seattle Department of Construction and Inspection
SDOT	Seattle Department of Transportation
SMC	Seattle Municipal Code
SPR	Seattle Parks and Recreation
SR 520	State Route 520
TVMPP	Tree and Vegetation Management and Protection Plan
WSDOT	Washington State Department of Transportation

## I. Executive Summary

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WSDOT has developed this Tree and Vegetation Management and Protection Plan (TVMPP) as part of the SR 520 Portage Bay Bridge and Roanoke Lid Project Community Construction Management Plan (CCMP). Per the [Section 106 Programmatic Agreement](#) (PA), the Community Construction Management Plan (CCMP) was developed as a mitigation commitment for adverse effects from the I-5 to Medina: Bridge Replacement and HOV Program (I-5 to Medina Project), including vibration, noise, change of use or physical features of a property's setting, or visual, atmospheric, or audible intrusions (as defined in [36 CFR 800.5\(a\)\(2\)](#)).

The purpose of the TVMPP, as an appendix to the CCMP, is to describe the standards and project-specific best management practices that will be used as guidance to preserve, protect and avoid impacts to trees and vegetation within the limits of project construction. The TVMPP presents a variety of methods for minimizing effects on trees and vegetation during construction and establishes an implementation and tracking plan to ensure the best practices are followed. To accomplish this, the plan identifies areas of tree removal, protection, and restoration, including areas temporarily dedicated to construction. Tree impacts and protection are categorized for trees meeting the definition of mature or exceptional trees as defined by Seattle Municipal Code and rules.

Input from the City of Seattle and key stakeholders was considered in developing the TVMPP. WSDOT also submitted the TVMPP to these stakeholders prior to construction. During construction, WSDOT will adhere to the TVMPP and notify neighborhoods prior to construction activities per the SR 520 Portage Bay Bridge and Roanoke Lid Project CCMP.

Of the SR 520 Project phases, the [Pontoon Construction Project](#), [Eastside Transit and HOV Project](#), [Floating Bridge and Landings Project](#), and [West Approach Bridge North Project](#) have been completed. Following the completion of these projects, the remaining work for the [SR 520 Bridge Replacement and HOV Program](#) is collectively known as Rest of the West (ROTW).

The SR 520/I-5 to Montlake - I/C and Bridge Replacement Project (referred to as the SR 520 Portage Bay Bridge and Roanoke Lid Project) is the third construction phase of the Rest of the West. The [Montlake Project](#) and [SR 520/I-5 Express Lanes Connection Project](#) both reached Substantial Completion in spring 2025. The Montlake Cut Bascule Bridge Project has remained unfunded since 2021 and is indefinitely paused. Additional volumes and/or updates to existing CCMPs and TVMPP will be developed in conjunction with future construction of the I-5 to Medina Project.

## II. Tree and Vegetation Management and Protection Plan Overview

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### A. Purpose

This TVMPP has been prepared to meet commitments made in the [Section 106 PA](#). The purpose of the TVMPP is to describe the standard and project-specific best management practices to preserve, protect and avoid impact to trees and vegetation within the limits of construction of the SR 520 Portage Bay Bridge and Roanoke Lid Project (further described in Section III). This TVMPP presents a variety of tools for protecting trees and vegetation during construction. Sub-areas are identified in this plan within the project where trees will either be removed or will require protection and restoration.

The TVMPP reflects input WSDOT received through discussions with the City of Seattle and interested stakeholders, as described further in Section V.

### B. Timeline and Process

This is the third TVMPP of the Rest of the West. The SR 520 permitting and design teams developed a draft outline for this plan which was then reviewed by the City of Seattle and subsequently used as a basis to develop this TVMPP.

This TVMPP focuses on the SR 520 Portage Bay Bridge and Roanoke Lid Project, the last major project in the SR 520 corridor.

### C. Implementation

The TVMPP documents WSDOT's plans to preserve, protect and restore trees and vegetation during construction of the SR 520 Portage Bay Bridge and Roanoke Lid Project.

## III. SR 520 – Portage Bay Phase Overview

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### A. Background

In 2015, WSDOT received full funding through the Connecting Washington package for the I-5 to Lake Washington Project. Renamed the [SR 520 Bridge Replacement and HOV Program](#), the Program’s 12.8 mile-long corridor area begins at SR 202 in Redmond and extends west to I-5 in Seattle. As part of the Program, the [Pontoon Construction Project](#), the [Eastside Transit and HOV Project](#), the [Floating Bridge and Landings Project](#), and the [West Approach Bridge North Project](#) have been completed. The remaining work will be delivered in phases with four projects, collectively called the [Rest of the West](#), and will complete WSDOT’s enhancement of the SR 520 corridor. The SR 520 Portage Bay Bridge and Roanoke Lid Project is the third of these four phases.

The Community Construction Management Plan (CCMP) was developed as a mitigation commitment for adverse effects from the [SR 520, I-5 to Medina: Bridge Replacement and HOV Project](#) (I-5 to Medina Project) on historic properties during the National Historic Preservation Act Section 106 Consultation process. Because Section 106 consulting parties had significant concerns related to construction effects (both direct and indirect) on historic properties, development of the CCMP was included in the earliest iterations of the [Section 106 Programmatic Agreement](#) (PA). Construction effects (as defined in [36 CFR 800.5\(a\)\(2\)](#)) may include vibration, noise, change of use or physical features of a property’s setting, or visual, atmospheric, or audible intrusions. During the consultation process, the CCMP then became a project-wide commitment, not exclusive to Section 106 PA concurring parties. The PA language references the concurring parties “and others potentially affected by Project construction.”

The purpose of this TVMPP as an appendix to the CCMP is to describe the standards and project-specific best management practices that will be used as guidance to preserve and protect trees and vegetation within the limits of project construction.

### B. SR 520 – Portage Bay Phase Description

The 1960s-era Portage Bay Bridge is nearing the end of its functional life. Supported by hollow concrete columns, the four-lane bridge could collapse in a severe earthquake. This project will replace the old bridge with two parallel, seismically stronger bridges. The project will also complete the SR 520 Program’s transit & HOV enhancements between Redmond and Seattle and extend the cross-lake bicycle and pedestrian trail from Montlake to I-5.

A landscaped Roanoke lid will also be built over SR 520, between 10th Avenue East and Delmar Drive East, and a 30-foot-wide bicycle and pedestrian crossing over I-5 will be constructed (approx. 14-foot-wide path dedicated to bikes and pedestrians, and the remaining 16 feet dedicated to the planting strip, traffic barrier, etc.).

These features will ultimately result in stronger connectivity between the growing cities of the eastside, Seattle’s booming South Lake Union neighborhood, and downtown Seattle. Travel between these points

will become safer and more reliable with the dedicated, flexible transit/HOV lane. The Roanoke lid will visually connect landscapes and parklands both north and south of the highway with passive recreation landscape spaces, including trees and other landscape amenities.

The project design team has established a process to ensure that all commitments made by the SR 520 Program through the environmental process will be implemented throughout the various stages of design and construction. A multi-disciplinary team has inventoried all commitments and identified the process, tool, or product that is appropriate for implementation of each commitment.

## **C. Construction Schedule**

SR 520 Portage Bay Bridge and Roanoke Lid Project construction began in late 2024, with completion slated for 2031. Compliance with environmental permits will restrict the construction schedule. For example, the Major Public Project Construction Noise Variance (MPPCNV) granted by the City of Seattle limits when and how certain nighttime work activities can occur.

## IV. Environmental Compliance

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WSDOT has applied for and received various environmental permits and authorizations from federal, state, and local regulatory authorities for the I-5 to Medina Project. Vegetation management is related to compliance with permit regulations as they relate to natural resource and water quality protection. At the federal, state and local jurisdictional levels, the I-5 to Medina Project must comply with the vegetation management provisions of the following authorizations:

- National Environmental Policy Act (NEPA) compliance with the Federal Highway Administration (FHWA) and cooperating agencies.
- National Historic Preservation Act Section 106 Consultation with the Department of Archaeology and Historic Preservation (DAHP).
- Endangered Species Act Section 7 Consultation with the US Fish and Wildlife Service and National Oceanic and Atmospheric Administration’s (NOAA) National Marine Fisheries Service.
- Department of the Army Permit issued by the Corps of Engineers.
- Water Quality Certification Order issued by the Washington State Department of Ecology.
- Hydraulic Project Approval issued by the Washington Department of Fish and Wildlife (WDFW).

As part of the Section 106 PA, the project must also comply with the local City of Seattle tree protection policies and regulations as described below.

### A. Shoreline Decision Requirements

The SR 520 Portage Bay Phase (i.e., the portion of the project within City of Seattle shoreline jurisdiction) was conditionally granted approval through a shoreline substantial development decision on September 20, 2022 (3038112-LU).

In March 2025, WSDOT sought a revised shoreline decision and associated permit approvals for the updated project design, which was granted on July 16, 2025. The decision continued the requirement of Condition 10 of the City of Seattle Department of Construction and Inspection’s (SDCI) decision 3012585, which reads as follows:

*As part of the Community Construction Management Plan process, and as agreed to in the signed MOU between the State and the City of Seattle, WSDOT will develop a Tree and Vegetation Management and Protection Plan (TVMPP). The final TVMPP will be developed and implemented prior to construction. The plan will be developed in collaboration with the City, neighborhoods, and organized groups, such as the ABGC, and will address areas of the corridor where specific trees and or vegetation are to be removed or disturbed as part of the construction or resulting project improvements.*

*The plan will identify areas of mature tree removal, protection, potential relocation, and restoration of project areas including areas temporarily dedicated to construction, including staging and lay down areas. The goal of the plan is to minimize effects on trees where feasible.*

*WSDOT will ensure that contractors adhere to the plan, notify neighborhoods prior to impacts, and that tree and vegetation removal would only occur at the approximate time required for construction. A DPD planner or designated representative shall be a participant in this process.*

Prior to SDCI issuing the Master Use Permit (which authorizes on-the-ground construction), the Shoreline Substantial Development Permit required WSDOT to submit several different construction-related plans, such as a Fugitive Dust Control Plan, Stormwater Management Plan, etc. The TVMPP was another required plan that needed to be submitted to SDCI before the Master Use Permit could be issued. WSDOT submitted a preliminary version of the TVMPP to SDCI in 2022, which satisfied the TVMPP condition.

The TVMPP is a "living document" – meaning it is regularly revised, updated and shared with the public to reflect the current construction phase.

## **B. City of Seattle Regulations**

As part of the Section 106 PA, the Project must comply with City of Seattle tree protection regulations contained in Seattle Municipal Code (SMC) Title 25 Chapter 25.09 for all trees within City of Seattle’s shoreline and critical area jurisdictions. These regulations include the Environmental Critical Areas (ECA) Ordinance and the Tree Protection Ordinance. This project will result in impacts of vegetated areas within the City’s shoreline jurisdiction and impacts to steep slope erosion hazard areas shown in [Exhibit A-2](#) and [Exhibit A-3](#). SMC Title 25 Chapter 25.11 as amended by Directors Rule 16-2008 regulates for protection of trees outside of ECAs. This project will remove a limited number of Street trees within the City of Seattle right-of-way as defined by the Seattle Department of Transportation’s (SDOT) Street Use Ordinance (SMC Title 15) and may implement protection measures as required to protect trees to remain from adjacent project impacts. [Exhibit A-2](#) and [Exhibit A-3](#) show where applicable City of Seattle ordinances have jurisdiction and will be applied within the boundaries of the project limits.

### ***SMC 25.09 - Environmental Critical Areas Ordinance***

Project construction activities occur in environmentally critical areas, which triggers SMC 25.09. This ordinance applies to development (defined in Section 25.09.520) that is carried out by any person on publicly- or privately-owned parcels containing an environmentally critical area or critical area buffers. The total area of impacted steep slope critical areas for this project is approximately 1.27 acres. Temporary clearing in wetlands is approximately 1.2 acres. Permanent restoration of ECAs, including plant types and plant spacing, is currently being coordinated with Seattle Parks and Recreation as part of the long-term maintenance agreement between WSDOT and the City of Seattle for the Portage Bay Phase.

For trees located within ECAs or ECA buffers, the SR 520 Project will:

- Characterize and mitigate impacts to trees per ECA provisions. The Project will provide mitigation equal in function to those functions that are lost.
- Plant new trees at a density to provide ecological and slope stabilization functions to the extent possible.
- Provide a long-term erosion control treatment for slope stabilization functions.

- Provide final restoration of onsite temporary impacts as part of the subsequent Portage Bay Phase. No offsite mitigation for steep slope impacts is anticipated; however, offsite tree replacement will be considered should there be insufficient area to locate replacement trees onsite given the replacement ratios.

### ***SMC 25.11 - Tree Protection Ordinance***

While construction activities anticipate minimal surface disturbance of parcels adjacent to the project limits, construction will likely be within the driplines of a number of exceptional trees or tree groves defined by this ordinance. These trees are primarily located within City of Seattle park land and WSDOT parcels not within the state right-of-way.

### ***SMC Title 15 - Street Use Ordinance and City of Seattle Executive Order 03-05***

Construction activities near the Roanoke lid and the Montlake interchange will trigger SMC Title 15 and require a Street Use Permit from SDOT. Street tree removal is only permitted by the SDOT Director under certain, well-defined conditions, such as when a street tree cannot be successfully retained because it conflicts with public construction activities. Removal of any trees within City of Seattle right-of-way and publicly owned parcels will be subject to the requirements and conditions of a modified street use permit agreed upon between WSDOT and the City of Seattle.

City of Seattle Executive Order 30-05 will also be triggered and reinforces SMC Title 15 with additional clarification. The ordinance authorizes and defines City of Seattle's policy of retaining and preserving trees in public places whenever possible and requires that every tree removed from City of Seattle property, for any reason, be replaced with two trees for each tree removed. Under this rule, replacement trees shall be appropriate for the area and shall be no less than two inches in caliper\*.

*\*A caliper is a precision measuring tool used to gauge the thickness, width, diameter, or depth of an item. It consists of two adjustable legs or jaws that can be closed to secure the object under measurement. These jaws are usually crafted from hardened steel, ensuring accuracy.*

## V. TVMPP Development and Coordination Process

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This section describes how the TVMPP was developed, including WSDOT’s work to identify and monitor trees in the project area, coordination with stakeholders related to protecting trees and vegetation, and commitments through the SR 520 Portage Bay Bridge and Roanoke Lid Project design process.

In fall 2025, several updates were made to the original version of this document. Section D below describes these updates, including details and justification for the project’s need to remove additional trees within the limits of construction.

### A. Tree Inventory

Trees were identified by a tree survey performed 2009 as part of the project-wide survey and inventory process with select project areas updated in 2019 and 2020. Survey was completed with survey technicians locating trees with trunk diameter at breast height (DBH) greater than or equal to four inches. Survey data include location, DBH, and species and genus (if possible).

Between late 2024 and early 2025, updated tree surveys were completed by the Skanska Design-Builder team.

### B. Stakeholder Commitments

WSDOT has coordinated with several external stakeholders and stakeholder groups throughout the environmental process for the I-5 to Medina Project. Vegetation management is also addressed through WSDOT’s commitments with external stakeholders during that process and documented through various plans and agreements.

#### *Cultural and Historic Mitigation*

Section 106 of the National Historic Preservation Act is the primary driver behind cultural and historic mitigation commitments related to vegetation management. A Section 106 Programmatic Agreement, developed through consultation with affected stakeholders, includes the following key components related to tree and vegetation management:

- WSDOT will revegetate the roadside areas of SR 520 from I-5 to the eastern extent of the Roanoke lid according to WSDOT and City of Seattle standards and following the concept developed with consulting parties, including Portage Bay, Roanoke Park, and North Capitol Hill communities, to identify and select plantings compatible with the historic character of the area to the maximum extent practicable.
- To the maximum extent practicable, WSDOT will avoid placement of temporary work bridges and other short-term construction features where they would require permanent removal of or would damage mature trees.
- WSDOT will conduct vegetation management, including provisions for:

- Protecting trees and other screening vegetation adjacent to construction work areas from construction impacts.
  - Replacing removed trees following City of Seattle Street Tree standards (see below for the standards).
  - Monitoring of adherence to these commitments.
- Development of the CCMP, to which this document is an appendix, describing anticipated construction effects, applicable commitments, and best practices and tools to minimize the effects of construction on local communities.

### ***Parks Mitigation***

Section 4(f) of the Department of Transportation Act and Section 6(f) of the Land and Water Conservation Fund Act requires mitigation for affected park resources. WSDOT coordinated with various stakeholders, including Seattle Parks and Recreation (SPR) and SDOT, to identify mitigation for effects to park resources.

This coordination process resulted in project requirements to include the following improvements:

- Reestablishment of the Bagley Viewpoint as relocated onto the Roanoke lid.
- Coordination with SPR regarding replanting of native trees as part of critical area restoration on SPR property along the Portage Bay Shoreline at Montlake Playfield.

### ***Other stakeholder feedback***

During 2019 and 2020, the project team undertook a review process with the Seattle Design Commission and community working groups. Potential impacts to trees and vegetation as well as landscape design goals and options were discussed. These helped guide landscape restoration and tree replacement design. Considerations of Crime Prevention Through Environmental Design (CPTED) were discussed and acknowledged to play an important role, such as maintaining visual transparency from street areas into open spaces. Such CPTED principles may influence existing vegetation management and the projects revegetation efforts to maintain a safe public environment.

## **C. SR 520 Portage Bay and Roanoke Lid Project**

This TVMPP focuses on the SR 520 Portage Bay Bridge and Roanoke Lid Project to document vegetation management and discuss restoration for impacts occurring in the SR520/I-5 interchange area as part of the SR 520/I-5 Express Lanes Connection Project, and it may be amended for subsequent phases of the ROTW as they approach construction. This TVMPP is intended to satisfy the commitments originating with the CCMP process. As stated in the overview, this TVMPP documents the mechanisms that WSDOT will use in implementing vegetation management during construction of the SR 520 Portage Bay Bridge and Roanoke Lid Project. These mechanisms are further discussed in the subsequent implementation section.

Community coordination and public outreach specific to the SR 520 Portage Bay Bridge and Roanoke Lid Project builds off efforts previously undertaken prior to starting ROTW phase construction. Coordination

and outreach specific to the scope of SR 520 Portage Bay Bridge and Roanoke Lid Project was initiated in early 2019 with interested stakeholders, including City of Seattle staff, Seattle Design Commission staff, and community members via public meetings and briefings, online material review opportunities, phone calls, email responses, and a variety of other public involvement tools.

Coordination with stakeholders and corresponding refinements related to these plans continued up to the Request for Proposal (RFP) publication date in early 2023.

Coordination with stakeholders and corresponding refinements and updates to both the CCMP and TVMPP will be ongoing throughout project construction.

## **D. General project-wide changes and updates – Fall 2025**

The Portage Bay Bridge and Roanoke Lid Project is a Design-Build project. This means WSDOT finalized approximately 30% of the project's conceptual design and the Design-Builder is responsible for completing the design and building the project.

The trees initially identified for removal in the July 2024 version of the TVMPP were based on WSDOT's conceptual design. Since construction began in late 2024, Skanska has progressed the project design. As a result, Skanska has identified additional trees that need to be removed for several reasons, including:

- Construction of the Harvard Connection bike and pedestrian path.
- Design refinements to the Cascade Stairs and Connection Ramp, as well as the “corkscrew” ramp connecting the SR 520 Trail to Delmar Drive East.
- Utility connections along East Roanoke Street, west of the Delmar Drive overpass, and near the new Boyer Stairs.
- Access to the temporary work trestles following demolition of 2575 West Montlake Place East.

For specific changes within each Vegetation Management Area, see Section VII.

### ***Change in number of trees planned for removal: Time elapsed between tree surveys***

Updated tree surveys were completed by the Skanska Design-Builder team between late 2024 and early 2025. Some changes are a result of:

- Growth of surveyed trees between 2009 and 2025.
- Growth of new, unsurveyed trees that now exceed the original 2009 four-inch diameter at breast height (DBH) criteria.
- Trees planted or removed between 2009 and 2025 by unaffiliated city, commercial or residential projects.

## ***Increased number of trees planned for removal: Updated survey measurement criteria***

Section V.A. Tree Inventory of this Tree and Vegetation Management and Protection Plan outlines the initial survey data collection method from 2009 through 2020, stating:

*Trees were identified by a tree survey performed 2009 as part of the project-wide survey and inventory process with select project areas updated in 2019 and 2020. Survey was completed with survey technicians locating trees with trunk diameter at breast height (DBH) greater than or equal to four inches. Survey data include location, DBH, and species and genus (if possible).*

In 2024, WSDOT updated the project's tree measurement criteria to more closely reflect inventory criteria required by City of Seattle ordinance 126821 related to increasing tree protection. Inventory requirements include:

- 2009-2020 survey criteria: All trees with trunk diameter at breast height (DBH) greater than or equal to four inches.
- 2024 (current) survey criteria:
  - WSDOT right-of-way trees: All trees with trunk DBH greater than or equal to four inches (no change)
  - City of Seattle right-of-way trees: All trees with trunk DBH greater than or equal to two inches (roughly 250 project trees surveyed with DBH between 2" and 3.99")
  - Reference: Technical Requirement [2.35.4.6.1.1 Vegetation Removal and Protection](#) (page 2.35-55)

## ***Change in number of trees inventoried based on survey limits criteria***

To confirm impacts and define mitigation measures for trees whose driplines extend into the Project area, additional trees outside of the construction limits have been inventoried.

- 2009-2020 Project Criteria: Project limits not specified in the TVMPP, but graphic shows surveyed trees distinctively outside of the project limits.
- 2024 Project Criteria: Project limits increased or adjusted in certain areas to incorporate the right-of-way needed for permanent work (i.e. Boyer Hillside area; see below notes for specifics). Additionally, trees significantly outside the bounds of project limits were not surveyed.

## VI. SR 520 Portage Bay Bridge and Roanoke Lid Project Tree and Vegetation Protection Implementation

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This section discusses the means and methods available for ensuring that trees and vegetation will be protected during the SR 520 Portage Bay Bridge and Roanoke Lid Project construction.

### A. SR 520 Portage Bay Bridge and Roanoke Lid Project – Technical Requirements by Vegetation Management Area

These technical requirements were written for the conditions and activities specific to the areas affected by the SR 520 Portage Bay Bridge and Roanoke Lid Project construction. The vegetation management areas described below and shown graphically within [Exhibit A-1](#) are geographically distinct landscapes with unique uses and landscape character. A management area may have more than one vegetation protection zone. Working with individual vegetation management areas enables WSDOT to take a context-sensitive approach to tree and vegetation protection while keeping track of each area’s special details.

#### *Montlake Boulevard and Bill Dawson Trail Area*

The Montlake Boulevard and Bill Dawson Trail area is an approximately 1.3-acre area composed of zones north and south of SR 520 that adjoin and transition from Montlake Project improvements at Montlake Boulevard East. Improvements are generally associated with the regional shared use path, currently known as the Bill Dawson Trail, and local street and park connections. There are two distinct landscape types in this area: North of SR 520, the Montlake Project cleared the preexisting ornamental landscape that included Cherry trees and shrubs with restoration of the area delayed pending further disturbance from the SR 520 Portage Bay Bridge and Roanoke Lid Project.

South of SR 520, a mostly native mix of coniferous and deciduous trees, including Douglas Fir, Big Leaf Maple, Cottonwood, and Red Alder, is present with a predominantly invasive understory of English Ivy and Himalayan Blackberry. Portions of landscape areas south of SR 520 which currently provide visual screening for adjacent residences will be impacted by clearing required for highway, off-ramp, utility, and path construction work.

#### Landscaping Goals and Requirements

North of SR 520, goals will be to provide trees and shrubs that provide trailside landscaping that functions well for user safety and trailside maintenance. South of the highway, existing trees will be retained where practicable, and new trees will be planted to continue to provide visual screening functions, and shrubs to establish native ground cover and provide trailside landscaping.

#### *Montlake Interchange Area*

The Montlake interchange area is approximately 1-acre consisting of primarily ornamental trees and shrubs remaining from the original 1960’s highway construction. Within the loop ramp, all vegetation

except for two remaining Sweet Gum trees was cleared as a result of required construction disturbance for the Montlake Project. West of the loop ramp, thickets of Himalayan Blackberry and patches of English Ivy hang from ornamental trees and have generally overtaken any remaining ornamental shrubs.

### **Landscaping Goals and Requirements**

Portions of the loop ramp and areas west of the loop ramp will be utilized to provide canopy replacement for WSDOT right-of-way tree loss. Vegetation will be organized to screen the mainline from path connections and nearby residences. Lower story vegetation will be primarily evergreen to provide year-round driver guidance and screening of head light glare. New plantings will be a mix of native and adaptive ornamental species appropriate for clearance requirements along highways.

### ***Portage Bay Shoreline Areas***

This landscape management area is approximately 3-acres and is primarily comprised of critical areas, including lake fringe wetlands and wetland buffers south of SR 520 between the highway and Montlake Playfield as well as shoreline buffer areas north, south, and under SR 520 at the west side of Portage Bay. These areas will be impacted by temporary work trestles and permanent project construction of the new wider bridge, path and trail, and realigned off-ramps being constructed in these areas. This area is primarily dominated by a woody deciduous canopy of Willow, Red-Twig Dogwood, Cottonwood, and Alder. Understory species include several invasive species including Yellow Sweet-Flag Iris, Purple Loosestrife, and Reed Canary Grass. Trees and large scrub shrub species not in direct conflict with temporary features such as work bridges may require clearance pruning or removal to provide operation of equipment on work trestles.

### **Landscaping Goals and Requirements**

Clear delineation and protection of existing vegetation that is to remain, removal of invasive species, weed control, plantings of native tree and shrubs, and placement of habitat features will be done to improve habitat and water quality in these areas. Invasive species will be removed and managed as part of the restoration efforts. Restoration of these areas will be bound by the requirements and goals of various permits covering impacts to shorelines, wetland, critical areas, and each of their buffers.

### ***Boyer Street Hill Area***

The Boyer Street Hill area is the approximately 4.5-acre area surrounding and under SR520 west of Portage Bay with critical areas on either side of Boyer Avenue East extending west uphill to Delmar Drive East. West of Boyer Avenue East these areas are on steep slopes which are considered unstable. Predominant species include Big-Leaf Maple, Alder, Cottonwood, and Bitter Cherry with a primary understory of Himalayan Blackberry. Construction of the bridge replacement and addition of structure supporting the regional shared use path will require removal of all trees and vegetation north and south of the highway.

### **Landscaping Goals and Requirements**

Trees, shrubs, and vines will be planted in areas north and south of the bridge to provide visual screening functions for neighbors on all sides and regain lost canopy coverage to the maximum extent

possible. Plantings along with long-term erosion control measures will be implemented to provide slope stability.

Distinct areas below the bridge, notably between the Portage Bay Bridge abutment (pier 1) and approximately pier 2 and a small area around pier 3, will be landscaped with rock mulch to provide visual interest, discourage illicit use, and provide erosion control. Habitat logs and boulders will be placed in amongst the mulch areas. Elsewhere under the bridge where natural light and rainfall allow, short stature trees and a mixture of primarily native shrubs that have low light tolerance will be provided to aid erosion control.

### ***North Capitol Hill Buffer Area***

The North Capitol Hill Buffer area is composed of two 1.5-acre swaths of forested land on the south side of SR 520, bisected by 10th Avenue East. The character of these areas is a mostly native mixed canopy layer of coniferous and deciduous trees, including Douglas Fir, Big Leaf Maple, Vine Maple, and Red Alder, and a predominantly invasive understory of species such as English Ivy and Bindweed. The areas currently provide visual screening for adjacent residences. Steeper slopes west of 10th Avenue East will be impacted by construction of retaining walls supporting the shared use path proposed to connect at Harvard Avenue East. At the westernmost portion of this area, several large specimen oak trees are located in the tall grass area adjacent to Harvard Avenue East.

East of 10th Avenue East, development of the Roanoke lid and associated local paths, sidewalks, and stairs will require fill to be placed throughout much of the area requiring removal of most trees in this area.

### **Landscaping Goals and Requirements**

Landscape goals and requirements for this area should aim to protect vegetation to maintain the desired buffering qualities for adjacent residences. Removal of trees and vegetation buffering residences will be retained until vegetated areas are needed for construction activities. For steeper slopes west of 10th Avenue East impacted by construction, long-term erosion control measures including replanting of native and ornamental trees and shrubs will be implemented to provide erosion control and slope stabilization. At the western most portion of this area, several large specimen oak trees will be protected in place along with a general understory of grass or low stature groundcover.

Plantings will be designed east of 10th Avenue East to provide privacy for neighbors and a green buffer enhancing the southern edge of the Roanoke lid open space. Trees, including Firs, Cedars, Pines, Maples, and Horse Chestnuts, close to the abutting residential and vacant parcels will be protected in place. A large Blue Atlas Cedar within a WSDOT-owned parcel will be protected in place. Where Federal Avenue East intersects with this area, an open viewpoint will be maintained for users to look over and surveil the open space.

CPTED considerations in this area may require plants to be kept low near the open space, while taller fuller understory may be appropriate nearest residential parcels. Planting strategies may require adaptation over time to account for social aspects.

### ***East Roanoke Street Area***

The East Roanoke Street area runs from the east edge of I-5 to the intersection of East Roanoke Street and 11th Avenue East. Single family residences and Roanoke Park border the area to the north, most of which serve as the southern interface of the Roanoke Park Historic District. Vegetation in this area is primarily composed of street trees, lawn and planter strip shrub plantings. About two-thirds of the trees within this area are within WSDOT right-of-way and have been or will be cleared by the SR 520/I-5 Express Lanes Connection Project. The remainder of the trees are within current City of Seattle right-of-way. Primary species observed include Big Leaf and Norway maples, Horse Chestnut, Katsura, Douglas Fir, Pine, Hawthorns, and Crabapple. Existing street trees in front of Fire Station 22 and west towards the I-5 offramp will likely require removal to allow for the widening of the sidewalk to serve both bicycles and pedestrians.

For construction of the Roanoke lid, full use of the area east of the fire station and between the southern East Roanoke Street curb line and highway will require removal of all trees. Local roadway realignments will require removal of trees closest to the 10th Avenue East and East Roanoke Street intersection, including several Birches in a planter strip fronting Roanoke Park and a Big Leaf Maple northeast of the intersection of 10th Avenue East and East Roanoke Street.

An existing City of Seattle 42-inch water line crosses underneath SR 520 and under Roanoke Park. Relocation of the waterline under SR 520 is required. While the relocation will not require removal of existing trees, including a grove of American Elm within Roanoke Park, water line work may occur within critical root zones of these trees, which are likely considered exceptional trees per SMC.

### **Landscaping Goals and Requirements**

Remaining trees within planter strips will be protected using City of Seattle best management practices, including tree protection fencing, mulching, and watering. Many trees may require corrective and clearance pruning and will be done in coordination with the City of Seattle. The project will use a Project Arborist to employ recommendations to protect roots within the critical root zones of the exceptional trees within Roanoke Park, including but not limited to, tunneling, steel matting, selective root pruning by a certified arborist, mulching, and watering. Trees removed as part of the project within City of Seattle right-of-way and property will be cataloged and replaced at the required 2:1 replacement ratio. Trees will also be replanted both on the new Roanoke lid structure and north of the structure on grade. Table A below depicts a conceptual list of acceptable street and back-of-sidewalk tree, shrub, and groundcover species that have been coordinated with City of Seattle departments.

**Table A: Plant List**

<b>COMMON NAME</b>	
<b>TREES</b>	Kousa Dogwood
	Autumn Brilliance Serviceberry
	Blackgum
	Briotii Red Horsechestnut
	Hogan Cedar
	Douglas Fir
	Shore Pine
	Homestead Elm
	Dr Groot Linden
<b>SHRUBS</b>	Compact Strawberry Tree
	Dwarf Magellan Barberry
	Japanese Flowering Quince
	Boxleaf Hebe
	Oakleaf Hydrangea
	Compact Oregon Grape
	Japanese Mock Orange
	Mount Vernon Laurel
	Songbird Rhododendron
	Fragrant Sweetbox
	Birchleaf Spiraea
	Double Play Gold Spirea
	Upright Yew
<b>GROUNDCOVER, GRASS &amp; PERENNIALS</b>	Blue Grama Grass
	Barrenwort
	Coast Strawberry
	Salal
	Hardy Geranium
	Coast Juniper
	Creeping Liriope
	Low Oregon Grape
	Mexican Feather Grass
	Fountain Grass
Western Sword Fern	

## ***I-5 and SR 520 Interchange Area***

The I-5 and SR 520 interchange landscape area is approximately 4 acres, of which most tree and shrub area vegetation was removed as part of the SR 520/I-5 Express Lanes Connection Project. The SR 520 Portage Bay Bridge and Roanoke Lid Project will connect with new ramps and ramp alignments constructed as part of the SR 520/I-5 Express Lanes Connection Project. Permanent landscape restoration will not be undertaken during the SR 520/I-5 Express Lanes Connection Project to allow use of some or all of these areas for construction and staging. Vegetation within this area was primarily grass with thickets of shrubs and a mix of planted and volunteer trees on the embankments adjacent to ramps transitioning up and down to the grade of each highway. Trees were also removed for construction of stormwater treatment facilities in the I-5 median area between the East Roanoke Street overpass and the I-5 connection ramps.

### **Landscaping Goals and Requirements**

The goal of the landscape within embankment areas and median of the interchange areas is to soften the visual scale of the merging highway facilities, aid driver guidance, and to provide long term slope stability of embankment areas. For steeper slopes, erosion control measures will be implemented to provide erosion control between construction phases. Planting of the median will entail planting of new trees, shrubs, groundcover, and seeding of the stormwater swale. While grass was previously part of the aesthetic of this interchange area, trees and shrub areas will be prioritized to maximize the tree canopy.

## VII. Fall 2025 Updates – Changes by Vegetation Management Area

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The original TVMPP document was developed during the project’s design phase. The trees initially identified for removal in the July 2024 version of the TVMPP were based on WSDOT’s conceptual design. Since Skanska came on board and progressed the design, they identified additional trees that need to be removed. This section describes the specific changes within each Vegetation Management Area.

### ***Montlake Boulevard & Bill Dawson Trail Area [Pink]***

- See the general project-wide updates in Section V.D regarding an increased number of trees.
- 2575 West Montlake Place East property:
  - In 2024, WSDOT purchased the 2575 West Montlake Place East property and worked with the Section 106 shareholders to provide the Third Amendment to the Section 106 Programmatic Agreement. This update stipulates that WSDOT [via Skanska/Contractor] will deconstruct the structure at 2575 West Montlake Place East. A survey of this property was conducted to inventory trees in accordance with the above criteria. The Skanska Design-Build team conducted a review of the trees inventoried on the property and worked with a certified arborist to define which trees on the property would need to be removed because of the property deconstruction and adjacent construction activities.
  - Changes include:
    - Additional trees that meet the general update criteria were identified and inventoried.
    - Additional trees were identified as trees to be removed to safely construct the new Portage Bay bridges and SR 520 Trail extension.

### ***Montlake Playfield & Portage Bay Shoreline Area [Light Green]***

- West side of Portage Bay:
  - See the general project-wide updates in Section V.D above for reasoning behind the increased number of trees, particularly as it relates to the measurement criteria changes. No other major changes.
- East side of Portage Bay:
  - See the general project-wide updates in Section V. D above for reasoning behind the increased number of trees. Additional trees were surveyed with the updated criteria for DBH measurements. Trees that were surveyed/added that are designated to be removed are in areas that conflict with the temporary work trestle and the future SR 520 Trail connection ramp to/from the Bill Dawson Trail.

## ***Boyer Street Hill Area [Teal/Dark Green]***

- North of SR 520:
  - Several trees were added to the initial survey, particularly in the area immediately north of the current Bagley Viewpoint and the area between Boyer Avenue East and the Boyer Avenue to East Roanoke Street connection. Project limits were increased to include city of Seattle right-of-way areas and allow for installation and relocation of utilities that currently conflict with the permanent design (i.e. Portage Bay Bridge – North, the new Boyer Stairs and retaining walls).
- South of SR 520:
  - Several trees were added to WSDOT’s limited tree survey in the southwest perimeter of this area (area immediately east of the Delmar Drive overpass). These trees will need to be removed to construct the SR 520 Trail ramp from the new Portage Bay Bridge – South up to Delmar Drive East (informally referred to as the “corkscrew” ramp due to its shape and elevation change).

## ***North Capitol Hill Buffer Area [Yellow]***

- West of 10th Avenue East:
  - As part of the Harvard Connection construction – which will provide a bike and pedestrian connection from the Roanoke lid to Harvard Avenue – several trees will need to be removed to complete the necessary retaining walls, earthwork/soil backfills and hardscape improvements (e.g. sidewalks).
- East of 10th Avenue East:
  - A few additional trees directly east of the current 10th Avenue overpass will need to be removed to construct the future Cascade Stairs and Connection Ramp.
  - A few additional trees directly west of the current Delmar overpass will need to be removed to install new utility connections and construct (grade – backfill) the slopes in that area.

## ***East Roanoke Street Area [Orange]***

- West of I-5:
  - A few trees were added to the inventory for this location. Two trees within this area have been updated to show they will be removed. One tree conflicts with the future utility control boxes, sidewalk improvements, and an ADA ramp that will be constructed at the southwest corner of the Boylston Avenue East and East Roanoke Street intersection. The second tree is located on the east side of Boylston Avenue East, south of East Roanoke Street, and will conflict with the future sidewalk improvements for the bicycle and pedestrian connection across I-5.
- East of I-5:
  - Between Harvard Avenue East and Broadway East:

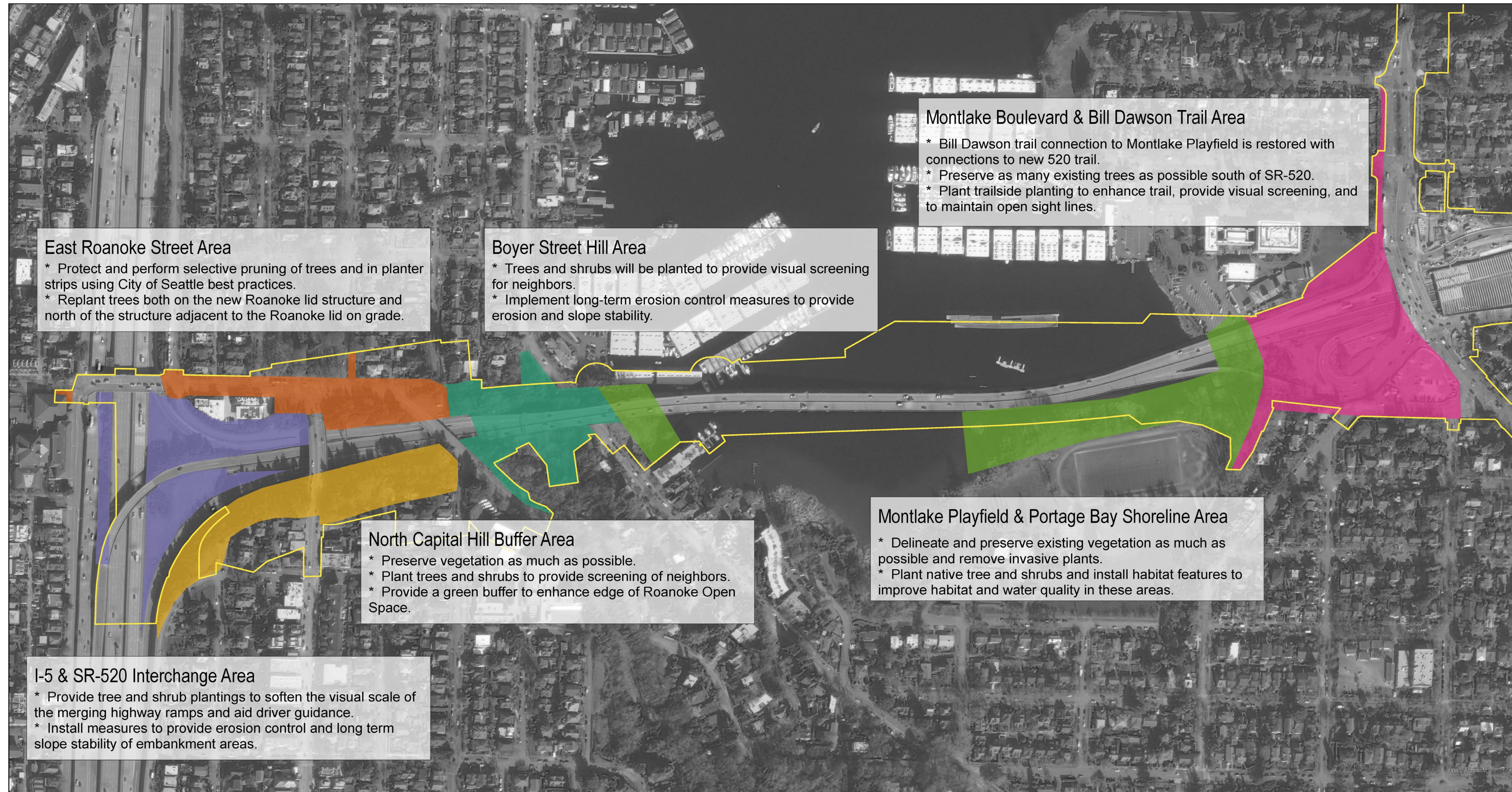
- No major changes. Additional trees were inventoried (see general updates above regarding measurement criteria changes). The majority of inventoried trees are on private property or located in areas that will not conflict with project construction.
- Between Broadway East and Delmar Drive East:
  - No major changes. Additional trees were inventoried (see general updates above regarding measurement criteria changes).
  - Three trees received designation changes in this area from “Trees to remain in Seattle right of way” to “Other trees removed by project in Seattle right of way.” One tree is located within Roanoke Park (an arborvitae) and conflicts with a final utility connection for the 26kV electrical line/duct bank relocation. The other two trees are located on the north side of East Roanoke Street, east of Roanoke Park. These trees conflict with the upcoming utility relocation work and future sidewalk, curb and planter area improvements.
- East of Delmar Drive East:
  - Additional trees were inventoried (see general updates above regarding measurement criteria changes and updated right-of-way/work limits). These trees will conflict with the new Boyer Stairs connection and adjacent utility relocation work.
  - Five trees located along the north sidewalk of the East Roanoke Street/11th Avenue East intersection have been updated as “trees removed by project in Seattle right of way.” These trees conflict with several project elements, including the upcoming utility relocation work and the future sidewalk, ADA ramp, curb and planter area improvements.

### ***I-5 & SR-520 Interchange Area [Purple]***

No notable survey changes to this area. The current language remains accurate: “vegetation was removed as part of the SR520/I-5 Express Lanes Connection Project” and “also removed for construction of stormwater treatment facilities.”

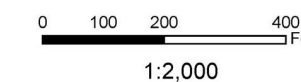
## VIII. Exhibit Maps

### Exhibit A-1: Project Area Map and Management Areas



SR 520 - Portage Bay Bridge and Roanoke Lid Project  
Tree and Vegetation Management and Protection Plan

June 2022



## Exhibit A-2: I-5 Interchange, Roanoke and Boyer Area Map

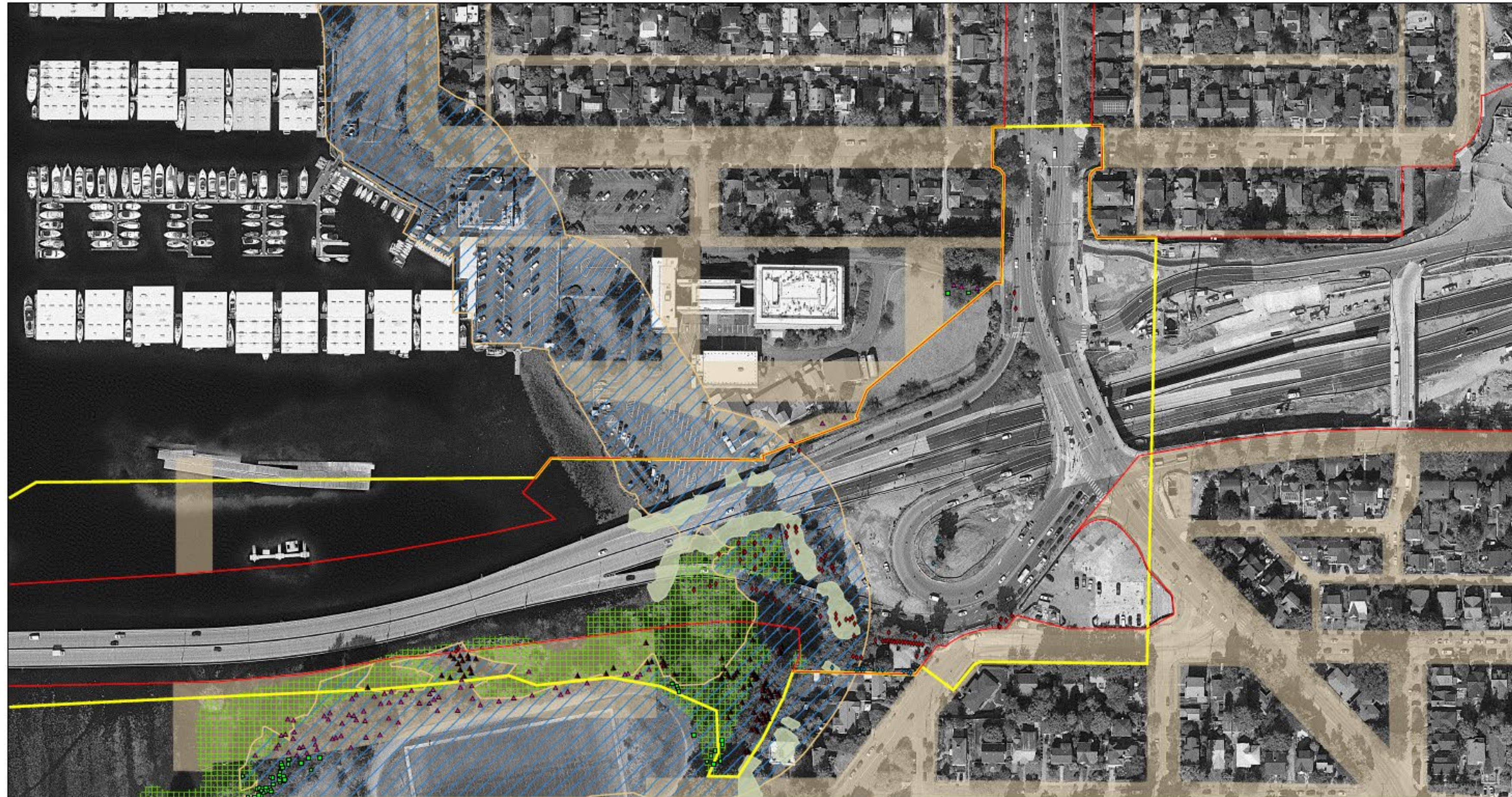


### SR 520 - Portage Bay Bridge and Roanoke Lid Project Tree and Vegetation Management and Protection Plan














- |  |  |  |   |  |
|--|--|--|---|--|
| <span style="color: green;">■</span> Trees to remain on private property in Seattle jurisdiction | <span style="color: red;">▲</span> Other trees removed by project in Seattle Right of Way                        | <span style="color: yellow;">●</span> Seattle Street Trees To Remain | <span style="border: 1px solid yellow;">□</span> Limits of Construction | <span style="background-color: #c8e6c9;">■</span> Area Regulated By SMC 25.09 Environmental Critical Areas Ordinance |
| <span style="color: blue;">◆</span> Trees to remain in WSDOT Right of Way                        | <span style="color: magenta;">▲</span> Other trees to remain in Seattle Right of Way                             | <span style="color: orange;">●</span> Exceptional Trees To Remain    | <span style="background-color: #d9ead3;">■</span> Seattle Right of Way  | <span style="background-color: #d9ead3;">■</span> 200 ft Shoreline Jurisdiction                                      |
| <span style="color: red;">◆</span> Trees removed by project in WSDOT Right of Way                | <span style="color: purple;">▲</span> Other trees removed by project on private property in Seattle jurisdiction | <span style="border: 1px solid red;">□</span> WSDOT Right of Way     |   |  |



# Exhibit A-3: Portage Bay and Montlake Area Map



**SR 520 - Portage Bay Bridge and Roanoke Lid Project**  
**Tree and Vegetation Management and Protection Plan**

- |   |  |  |  |  |
|---|--|--|--|--|
|  Trees to remain on private property in Seattle jurisdiction |  Other trees removed by project in Seattle Right of Way |  Seattle Street Trees To Remain |  Limits of Construction |  Area Regulated By SMC 25.09 Environmental Critical Areas Ordinance |
|  Trees to remain in WSDOT Right of Way                       |  Other trees to remain in Seattle Right of Way          |  Exceptional Trees To Remain    |  Wetlands               |  200 ft Shoreline Jurisdiction                                      |
|  Trees removed by project in WSDOT Right of Way              |  WSDOT Right of Way                                     |  Seattle Right of Way           |  |  |

