

SR 519 Intermodal Access Project Phase 2: Atlantic Corridor



FINDING OF NO SIGNIFICANT IMPACT

April 2008



SR 519 INTERMODAL ACCESS PROJECT PHASE 2: ATLANTIC CORRIDOR SEATTLE, WASHINGTON

Finding of No Significant Impact

By the U.S. Department of Transportation,
Federal Highway Administration, Washington Division

The Federal Highway Administration (FHWA) has determined, in accordance with 23 CFR 771.121, that the proposed project will have no significant impact on the environment.

This Finding of No Significant Impact (FONSI) is based on the Environmental Assessment (EA) (incorporated by reference) and other documents and attachments, as itemized in this FONSI. These documents have been independently evaluated by the FHWA and are determined to accurately discuss the project purpose, need, environmental issues, impacts of the proposed project, and appropriate mitigation measures. The review provided sufficient evidence and analysis for determining that an environmental impact statement (EIS) is not required.

FHWA takes full responsibility for the accuracy, scope, and content of the EA, as modified by this FONSI and the referenced documents.

4/17/08

Date of Approval



Stephen P. Boch, P.E.
Major Project Oversight Manager
Federal Highway Administration



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TABLE OF CONTENTS

Acronyms and Abbreviations	v
Description of Proposed Action.....	1
EA Coordination and Comments	5
Determination and Findings	9
National Environmental Policy Act Finding	9
Air Quality Conformity Statement.....	10
Floodplain Finding.....	10
Surface Water and Water Quality Finding	10
Endangered Species Act Finding.....	11
Magnuson-Stevens Fishery Conservation and Management Finding	11
Farmland Finding	12
Wetland Finding.....	12
Section 106 Finding	12
Section 4(f) Finding.....	13
Environmental Justice Finding	14
Noise Finding.....	15
Hazardous Materials Finding	15
Attachment 1: Errata to Environmental Assessment, Discipline Reports, and Technical Memoranda	A1-1
Attachment 2: Notice of Availability of FONSI and SEPA Determination of Nonsignificance	A2-1
Attachment 3: FONSI Distribution List	A3-1
Attachment 4: Mitigation Commitment List	A4-1
Attachment 5: Comments and Responses	A5-1
Exhibits	
Exhibit 1. The Build Alternative	2

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ACRONYMS AND ABBREVIATIONS

A

ADA	Americans with Disabilities Act
APE	area of potential effects

B

BMPs	best management practices
BNSF	BNSF Railway (formerly Burlington Northern Santa Fe Railway Company)

C

CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CSS	context-sensitive solutions

D

DAHP	Washington State Department of Archaeology and Historic Preservation
dBA	A-weighted decibels
DNS	Determination of Nonsignificance
DR	discipline report

E

EA	environmental assessment
Ecology	Washington State Department of Ecology
EIS	environmental impact statement
ESA	Endangered Species Act
ESU	Evolutionarily Significant Unit

F

FGTS	Freight and Goods Transportation System
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact

I

I-5	Interstate 5
I-90	Interstate 90

L

Leq	Equivalent A-weighted sound level
LOS	level of service

M

MOTTF	Maintenance of Traffic Task Force
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N

NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NOAA Fisheries	National Marine Fisheries Service
NPDES	National Pollutant Discharge Elimination System

P

PGS	pollution-generating surface
ppm	parts per million

R

RFFAs	reasonably foreseeable future actions
RFP	request for proposals

S

SEPA	State Environmental Policy Act
SODO	South Downtown
SMC	Seattle Municipal Code
SPCC	Spill Prevention, Control, and Countermeasure
SR	State Route
STOD	Stadium Transition Area Overlay District

T

TDM	transportation demand management
TM	technical memorandum
TMP	traffic management plan

U

USC	United States Code
USDOT	U.S. Department of Transportation
USFWS	U.S. Fish and Wildlife Service
UST	underground storage tank

W

WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation

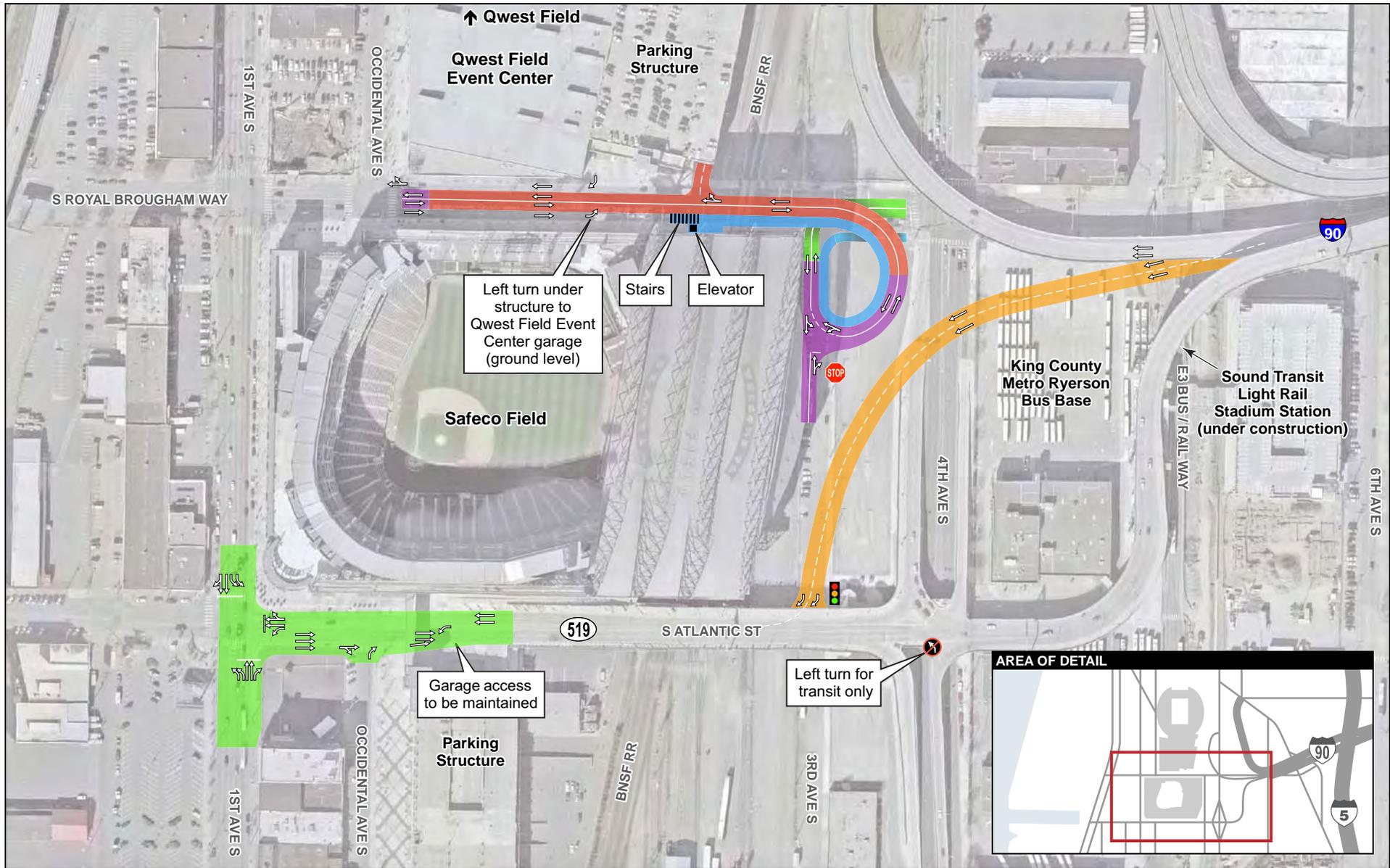
Description of Proposed Action

The Federal Highway Administration (FHWA) and the Washington State Department of Transportation (WSDOT) issued an environmental assessment (EA) for the SR 519 Intermodal Access Project Phase 2: Atlantic Corridor (the project) on February 5, 2008. The project improves State Route 519 (SR 519) by providing a direct westbound route from the western terminus of Interstate 90 (I-90) to the Seattle waterfront. The project includes three components (Exhibit 1):

- A new off-ramp from I-90 to South Atlantic Street
- A new South Royal Brougham Way overpass for local vehicle, bicycle, and pedestrian traffic across the railroad tracks just west of Third Avenue South
- Roadway widening along South Atlantic Street east of First Avenue South and improvements to the intersection of First Avenue South and South Atlantic Street

The project will provide many short- and long-term benefits. Some of these benefits are:

- The project increases westbound traffic mobility and safety by improving connections between Interstate 5 (I-5)/I-90 and the Port of Seattle terminals, the Washington State Ferries terminal at Colman Dock, Seattle's South Downtown (SODO) district, industrial and commercial properties, and the stadium area.
- The project provides a more direct route between I-5/I-90 and the Seattle waterfront so that westbound freight, commuters, and local traffic can move more safely and efficiently through the stadium area.



- █ Arterial Bridge
- █ Elevated Ramp
- █ Pedestrian Bridge
- █ Surface Improvements
- █ Fill Embankment

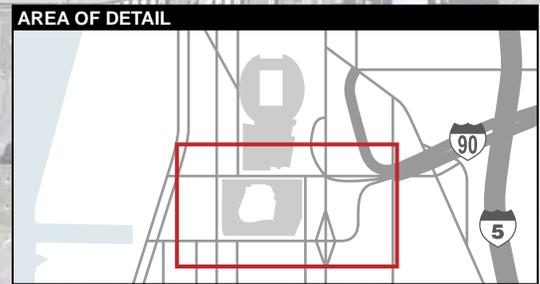


Exhibit 1
The Build Alternative

- The project improves safety and reduces traffic delays by closing the surface-level rail crossing on South Royal Brougham Way near Fourth Avenue South and replacing it with an elevated crossing for vehicles, bicycles, and pedestrians.
- The project improves safety for people walking to and from stadium-area events, work, and neighborhood destinations.
- The project reduces truck and rail traffic conflicts so that freight operators can move trucks more efficiently from the freeway system to Port of Seattle terminals and other waterfront industrial and commercial destinations.

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EA Coordination and Comments

WSDOT held a public hearing in an open house format for the project EA on February 20, 2008. The hearing was held following the public release of the EA on February 5, 2008, at Union Station in Seattle, Washington. At the meeting, WSDOT requested that spoken comments be provided to a court reporter and written comments be provided on comment forms. WSDOT also requested written comments be postmarked or received via email at the project office by March 7, 2008.

The Notice of Availability of the EA was advertised on January 28, 2008, in the following newspapers:

- *The Seattle Times*
- *Seattle Post-Intelligencer*

Postcards (150 total) were distributed that announced: 1) the EA was available for review; 2) a public hearing would be held on February 20, 2008; and 3) comments must be postmarked or received via email by March 7, 2008. These postcards were sent to government agencies, community groups, and members of the public known to have an interest in the project. The names for distribution were gathered during Phases 1 and 2 of the project during events that included community briefings and stakeholder meetings, and from comments mailed to the project team.

Additional packets of postcards were given to the Seattle Department of Transportation, the Freight Mobility Advisory Committee, management of the Bemis Building, the Port of Seattle, the Seattle Mariners, and the Washington State Public Stadium Authority for distribution to others who were not identified in the original distribution list.

The public hearing was also advertised through the following means:

- Press release to media contacts sent on February 14, 2008
- Requests to local publications to run community calendars announcements
- Posting on the project Web site
- Posting on the WSDOT calendar
- Posters placed in 55 community centers in the project corridor
- Notification in the SR 519 January 2008 newsletter
- Notification in the Alaskan Way Viaduct and Seawall Replacement Program January 2008 newsletter

WSDOT provided the EA document directly to the following agencies and organizations:

- Elected officials, tribal governments, and city administrators for jurisdictions within the project area;
- Regulatory agencies, cooperating agencies, and all other agencies that have expressed interest in the project; and
- Seattle Public Library and local neighborhood service centers.

A total of 26 people attended the February 20, 2008, public hearing. During the comment period, which ran from February 5, 2008, through March 7, 2008, the following comments on the EA were submitted:

- One individual provided spoken comments during the public hearing, and these comments were recorded by a court reporter and prepared as a transcript.
- Two organizations emailed their comments on the EA to Allison Hanson, Deputy Director of Environmental Services, Urban Corridors Office, WSDOT.

- Five agencies or organizations provided written comments to WSDOT as letters.

Public and agency comment themes included construction effects on traffic and public transportation, pedestrian safety, urban design, and geotechnical and stormwater considerations. The comments are shown in Attachment 5 along with WSDOT's responses to issues raised

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Determination and Findings

National Environmental Policy Act Finding

The Federal Highway Administration serves as lead agency under the National Environmental Policy Act (NEPA) for the project. WSDOT prepared an EA in compliance with NEPA, 42 United States Code (USC) Section 4321 et seq.; FHWA regulations, 23 Code of Federal Regulations (CFR) Part 771; and the Washington State Environmental Policy Act (SEPA). The EA discusses the potential effects of the project so that FHWA can determine whether significant adverse impacts (Council on Environmental Quality [CEQ] 1508.27) are probable. If such a determination were made, an environmental impact statement (EIS) would have to be prepared.

WSDOT has incorporated environmental considerations into its study of the project and has conducted evaluations of the project's potential environmental impacts. FHWA and WSDOT reviewed the EA prior to issuing the document in February 2008. The EA found that the project's construction and operation will not cause any significant adverse environmental impacts that will not be mitigated. This finding applies to all applicable environmental elements.

After carefully considering the EA, its supporting documents, and the public comments and responses, FHWA finds under 23 CFR 771.121 that the proposed project, with the mitigation to which WSDOT has committed, will not have any significant adverse impacts on the environment. The record provides sufficient evidence and analysis for determination that an EIS is not required.

Air Quality Conformity Statement

The Puget Sound Regional Council has modeled the impacts of this project on regional carbon monoxide emissions. This project, as well as all others in the Council's Transportation Improvement Program and Regional Transportation Plan, conforms to the State Implementation Plan at the regional level. The U.S. Environmental Protection Agency has approved the current State Implementation Plan for this area. The FHWA has approved the Council's Transportation Improvement Program conformity analysis. This project conforms to the State Implementation Plan and to federal and state Clean Air Act requirements.

Floodplain Finding

Because there are no floodplains in the project vicinity or in locations that could be indirectly affected by the project, the project will not affect any floodplain.

Surface Water and Water Quality Finding

Stormwater from areas equivalent to the new and replaced impervious areas will receive water quality treatment. This project will not substantially change flow patterns from existing conditions. Project runoff will enter new treatment facilities at up to four locations. At each location, treatment will be provided by either an approved filter device or a biofiltration swale. These treatment facilities do not presently exist in the study area and will be added as part of the project. As a result, pollutant load discharges from the project site will either remain the same or decline from current conditions. The treated runoff from all project locations will drain to an existing separated stormwater system. Most of the time, flows in this system are directed to the Elliott Bay Interceptor and then conveyed to the West Point Wastewater Treatment Plant. But during periods of high rainfall that could exceed the capacity of the Elliott Bay Interceptor, stormwater including a portion of runoff from the project site could overflow from the stormwater system into Elliott Bay.

Endangered Species Act Finding

WSDOT served as the lead agency for the Endangered Species Act (ESA) Section 7 consultation on behalf of FHWA pursuant to 50 CFR 402.07. Current information was obtained from the websites of the National Marine Fisheries Service (NOAA Fisheries Service) and the U.S. Fish and Wildlife Service (USFWS), the agencies responsible for administering ESA, to determine the presence or absence of listed and proposed threatened or endangered species and of designated and proposed critical habitat in the study area. The project team also conducted an onsite field review of the study area on April 16, 2007.

Species considered in the analysis were those listed or proposed under the ESA that have suitable habitat in, or in the vicinity of, the study area: bald eagle (delisted after this analysis was completed), coastal Puget Sound bull trout, Puget Sound Chinook salmon, Puget Sound steelhead, leatherback sea turtle, southern resident killer whale, humpback whale, and Steller sea lion. By introducing onsite stormwater treatment, the project will reduce pollutant loads from the project site below current levels and thus produce a net benefit to water quality. Following onsite treatment, all stormwater runoff will enter the existing regional stormwater collection system and will not discharge to any stream or wetland. For these reasons, the project will not affect any threatened or endangered species or habitat for such species.

Magnuson-Stevens Fishery Conservation and Management Finding

The Magnuson-Stevens Act protects marine and freshwater areas that are important spawning, rearing, and/or migration habitats for fish. These are known as Essential Fish Habitat. The highly developed urban setting of the project is not associated with waterbodies, fisheries, or fish habitats and will have No Adverse Effect on Essential Fish Habitat. The ESA Section 7 consultation and Letter of No Effect for this project examined the question of stormwater runoff from the project

site and concluded that no fish habitats, including Essential Fish Habitat or habitat designated as critical under the ESA, would be adversely affected by project construction or operation.

Farmland Finding

Suitable soils and active farming do not occur within the project vicinity or in locations that would be indirectly affected by the project. Therefore, the Farmlands Protection Policy Act of 1981 (7 USC 4201-4209) and other applicable state and federal farmlands protection policies, orders, and guidance do not apply to the proposed project.

Wetland Finding

Because wetlands are not present in the project vicinity or in locations that would be indirectly affected by the project, the project will not affect wetlands.

Section 106 of the National Historic Preservation Act Finding

WSDOT conducted archival review, tribal consultation, and field surveys early in the project. WSDOT initiated tribal consultation for the project in April 2007 with the Suquamish Tribe, the Muckleshoot Indian Tribe, the Tulalip Tribes, the Snoqualmie Tribe, and the Confederated Tribes and Bands of the Yakama Nation. WSDOT is also coordinating with the Duwamish Tribe, a non-federally-recognized tribe, concerning the project.

One building in the area of potential effects (APE), the Frederick and Nelson Warehouse at 1518 First Avenue South, is eligible for the National Register of Historic Places and is likely to meet Seattle's Landmark criteria. The project team found that the project will have no significant impact and no adverse effect on this property.

In 2007, the project team conducted a subsurface investigation of locations inside the project footprint where ground-penetrating activities, such as drilling shafts for structural foundations, are likely to occur. The study, which is part of the

identification phase required by Section 106 of the National Historic Preservation Act (NHPA), used coring procedures to determine whether archaeological historical properties, such as the wooden remains of nineteenth-century structures, are likely to be encountered during construction. The results of the subsurface testing indicate that no significant cultural resources are likely to be encountered during project construction. Based on the analysis, the project will have no adverse effects on historic properties. This determination is conditional on additional archaeological review during construction.

The Washington State Department of Archaeology and Historic Preservation (DAHP) concurred with these findings under Section 106 of the NHPA. In January 2008, DAHP sent a letter to WSDOT that agreed with the finding of “no adverse effect,” conditional on additional archaeological review during construction.

Section 4(f) Finding

The project team determined whether U.S. Department of Transportation (USDOT) Act of 1966 Section 4(f) resources are present in the study area and included that evaluation as part of the EA. Section 4(f) resources include public assets such as parks, recreation areas, wildlife and waterfowl refuges, and historic properties, including historic buildings and archaeological sites. The project will not affect public parks, recreation areas, or wildlife and waterfowl refuges.

Consultation with the DAHP under Section 106 determined that the proposed project will have no adverse impacts on historic properties conditional on additional archaeological review during construction. The project will not result in the use of the one historic property within the APE, the Frederick and Nelson Warehouse at 1518 First Avenue South, that is eligible for listing in the National Register of Historic Places. Therefore, while Section 4(f) protection is afforded to this property, there is no 4(f) use. No other Section 4(f) resources are in the study area or would be used by the project.

Environmental Justice Finding

Data from the 2000 U.S. Census indicate that the study area contains a larger percentage of minority population compared to Seattle and King County, and African-Americans account for 17 percent of the population in the study area—double the percentage for Seattle and over three times larger than that for King County. The project team also reviewed recent enrollment data from the Seattle School District because the most recent U.S. Census data are more than 7 years old and population characteristics may have changed. Based on school year 2004-2005 information, of the 757 students who attended schools with reference areas in the study area, approximately 95 percent were minority and approximately 75 percent participated in free/reduced-price lunch programs, an indicator of low-income populations.

Construction of the project is expected to be completed in approximately 3 years (2008 to 2011) and will be phased in three components so that no single location will be under construction for the entire construction period. Increases in noise and dust levels, negative visual quality effects, and changes to or disruption of access could adversely affect local residents and businesses within the construction zone. Project effects on social resources are expected to be minimal since most are located far enough from the project. For social resources closer to the construction zone, design and mitigation measures will be implemented to minimize any unavoidable adverse effects.

Construction activities will limit access along South Royal Brougham Way for pedestrians and bicyclists and could require the temporary relocation of transit stops along First Avenue South. WSDOT will prepare a traffic management plan (TMP) with provisions to minimize effects on local roadways and will specify that sidewalks be kept open unless construction activities make this an unsafe option.

Construction will not require any relocations of residents or businesses. No construction-related effects are anticipated on regional and community growth, social resources, recreational

resources, or environmental justice populations. The project will have no disproportionate effects on minority or low-income populations.

Noise Finding

By 2030, noise levels at three studied locations will decrease slightly because the project will reduce traffic congestion. At two other locations, where there are outdoor dining facilities, the cumulative noise level from all sources will approach or exceed FHWA Noise Abatement Criteria by 2030, with or without the project. The predicted changes in noise levels during project operation will be too small to be detectable to normal hearing. While the project is being built, WSDOT will follow best management practices (BMPs) to minimize construction noise.

Hazardous Materials Finding

The project will lower the potential for hazardous material spills from collisions and other transportation-related incidents between the I-5/I-90 freeway system and the Seattle waterfront by improving traffic flow and reducing the number of required vehicle turns. The project will require acquisition of small land parcels in three locations that might be contaminated from past uses. WSDOT will follow all appropriate regulations should any contamination be encountered during construction.

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**Attachment 1:
Errata to Environmental Assessment,
Discipline Reports, and
Technical Memoranda**

Attachment 1: Errata to Environmental Assessment, Discipline Reports, and Technical Memoranda

The following corrections apply to the environmental assessment (EA) for the SR 519 Intermodal Access Project Phase 2: Atlantic Corridor, issued on February 5, 2008, and its supporting discipline reports (DRs) and technical memoranda (TMs). The DRs and TMs were completed in 2007 before the EA was prepared and issued. They were included in the EA as Appendices E to O.

These corrections serve to clarify, update, or enhance the readability of the EA. Because they alter neither the analysis nor the conclusion of No Significant Impact, there is no requirement to issue a revised EA. Changes to the EA, DRs, and TMs are identified by document name, page number, and paragraph. Each deletion of original text is shown with a line striking through it; new text is indicated by an underline. These minor revisions to the EA, DRs, and TMs are incorporated into the EA by reference.

General Revisions

Where the EA, discipline reports, and technical memoranda discuss WSDOT's coordination with local agencies and the stadium facilities, references to construction activities "during" stadium-area events are revised to "before, during, and after."

In the EA, discipline reports, and technical memoranda, all references to a "construction management plan" (CMP) are revised to "traffic management plan" (TMP). Mitigation measures for construction effects not related to traffic are as stated in the EA, discipline reports, and technical memoranda.

Environmental Assessment

Chapter 1

Page 1-3, first paragraph

Text is revised as follows:

Construction of the SR 519 Phase 2 project will begin in ~~mid-2009~~ the fall of 2008 and take about 3 years.

Page 1-3, third paragraph

Text is revised as follows:

Transportation. During construction, from ~~2009~~ 2008 to ~~2012~~ 2011, traffic congestion will increase locally.

Page 1-6, second paragraph

Text is revised as follows:

Public Services and Utilities. During construction, WSDOT will maintain unimpeded passage for emergency service vehicles at all times. Before and during construction, WSDOT will locate underground utilities to ensure they are not damaged by ground-penetrating activities such as drilling shafts for support structures. Once operational, the South Royal Brougham Way railroad overpass will allow public service vehicles to proceed freely and independently of rail traffic. WSDOT is in ongoing consultation with the City of Seattle and BNSF Railway to determine, from a design standpoint, how street-level emergency access will be provided at the South Royal Brougham Way railroad crossing during project operation. Project operation will not affect utilities.

Chapter 2

Page 2-4, first paragraph

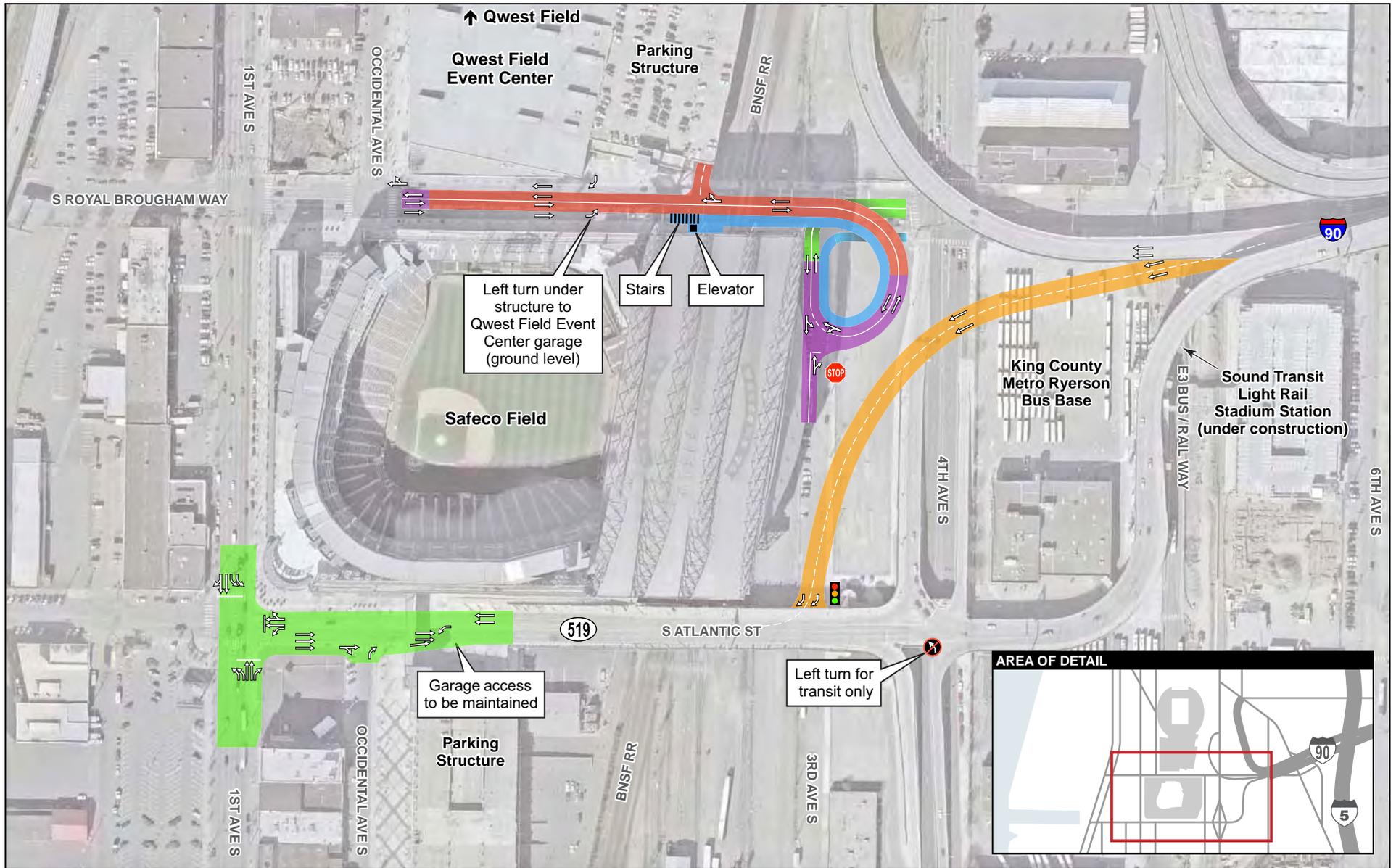
Text is revised as follows:

If the SR 519 improvements are not built, lack of grade separation, poor levels of service at intersections, and existing circuitous routes will continue to prevent waterfront-bound vehicles from efficiently reaching their destinations.

Chapter 4

Page 4-2, Exhibit 4-1

Replaced with revised exhibit on next page. Exhibit was revised to delete “Option” from “Elevator Option” call-out.



- █ Arterial Bridge
- █ Elevated Ramp
- █ Pedestrian Bridge
- █ Surface Improvements
- █ Fill Embankment



Exhibit 4-1
The Build Alternative

Page 4-4, first paragraph

Text is revised as follows:

South Royal Brougham Way Railroad Overpass.

The South Royal Brougham Way street-level railroad crossing will be closed following project construction. WSDOT is in ongoing consultation with the City of Seattle and BNSF Railway to determine, from a design standpoint, how street-level emergency access will be provided at the South Royal Brougham Way railroad crossing during project operation. ~~, but it could possibly be opened to public services in the event of a major emergency in the vicinity.~~ Post-construction operations on South Royal Brougham Way, including periods associated with events, will be the responsibility of the City of Seattle.

Pages 4-5 and 4-6

Text is revised as follows:

- Improvements to the intersection of First Avenue South and South Atlantic Street ~~could~~ will begin first, with construction starting in ~~2009~~ the fall of 2008 and lasting 6 to 9 months.
- Construction of the new I-90 off-ramp connection to the South Atlantic Street overpass could last 15 to 18 months and may begin as improvements to the intersection of First Avenue South and South Atlantic Street are underway.
- Construction of the new South Royal Brougham Way railroad overpass, most likely beginning in ~~2010~~ late 2009, could overlap with construction of the new I-90 off-ramp and last 18 to 21 months.

Proposed Construction Schedule is deleted.

Access for emergency service vehicles will be maintained at all times. A ~~construction~~ traffic management plan (CTMP) will be developed to optimize the sequencing of the SR 519 Phase 2 project elements. The TMP will identify approaches

that best coordinate with and minimize unwanted effects on the following:

- Stadium and Event Center activities
- Port of Seattle container operations
- Washington State Ferries
- BNSF Railway mainline and yard operations, Amtrak mainline operations, and Sound Transit commuter rail operations
- Sound Transit Link light rail operations, Sounder commuter rail service, and Regional Express bus operations
- King County Metro Ryerson Bus Base operations and Metro bus service throughout the affected area, including through-routes operating within the area, and access to the bases and downtown Seattle transit tunnel
- Greater Duwamish Manufacturing and Industrial Center freight operations
- Pedestrian and non-motorized travel

Chapter 5

Page 5-4, first paragraph

Text is revised as follows:

- Appendix B summarizes examples of measures that WSDOT could use to mitigate adverse effects of project construction and operation, ~~if any~~, on the environment.

Pages 5-7 and 5-8, Exhibit 5-2, Regulatory Framework

Exhibit 5-2 is revised as follows:

Exhibit 5-2. Regulatory Framework	
Local	
<p>Seattle Municipal Code - manages and protects environmental quality and human health and welfare. <u>For example:</u></p> <ul style="list-style-type: none"> • <u>Seattle Street Use Ordinance (Seattle Municipal Code, Ch. 15.22): includes regulations that mitigate dust, mud, and circulation.</u> • <u>Seattle Noise Ordinance (Seattle Municipal Code, Ch. 25.08): establishes acceptable noise levels for each land use zone. Development projects are screened during plan or permit review for potential noise issues.</u> • <u>Seattle Landmarks Preservation Code (Seattle Municipal Code, Ch. 25.12): designates, protects, preserves, and enhances buildings and other sites of historical, architectural, or other cultural value.</u> 	All
<p>City of Seattle Technical Codes including but not limited to:</p> <ul style="list-style-type: none"> • Building • Fire • Mechanical • Energy • Stormwater, Grading, and Drainage Control • <u>Seattle Department of Transportation Standard Specifications</u> 	All
<p>King County Code 20.62 King County Landmarks—protects, enhances, and perpetuates the use of buildings, sites, districts, structures, and objects of historical, cultural, architectural, engineering, geographic, ethnic, and archaeological significance located in King County.</p>	Historical, Cultural, and Archaeological Resources

Section 5.1 Geology and Soils

Page 5-15, What measures are proposed to mitigate the effects of the project?

Under the heading, the following text is added:

During project design, WSDOT will develop a range of mitigation measures to avoid or minimize adverse effects on structures and utilities from vibration, soil compression and related ground settlement and lateral movement, and ground motion that could occur during earthquakes. WSDOT will continue to devote substantial analysis to avoid any such effects relative to Safeco Field, Qwest Field Event Center, subsurface utilities, and other existing facilities. These measures are discussed in detail in Appendix G, Geology and Soils Discipline Report.

Page 5-17, first full bullet, line 3

After “during construction,” replace the comma with a period.

Page 5-17, fifth full paragraph

Text is revised as follows:

As discussed earlier in greater detail, Mitigation measures for operational issues such as long-term fill settlement, traffic-induced vibrations, and seismic hazards will be implemented. Examples of these mitigation measures include the following:

Page 5-18, third bullet

Text is revised as follows:

- WSDOT will evaluate and, if necessary, mitigate the potential for additional loading to existing large-diameter pipes from the seismic response of foundations supporting the new South Royal Brougham Way structure. The latest applicable City of Seattle code will be referenced in the contract documents and will be used when evaluating the response of the large-diameter pipe.

Section 5.3 Water Resources

Page 5-32, first paragraph, line 9

Delete the extra period at the end of the sentence.

Page 5-33, fourth paragraph

Text is revised as follows:

The study area has minimal slope, and there are no surface water bodies immediately adjacent to the project footprint. The closest surface water body is Elliott Bay, about 0.5 mile west of the project. ~~The d~~ Disturbed soil conditions resulting from areas graded for new pavement or re-paving will be temporary, and soils will generally be disturbed for only a few months. Without mitigation there is the potential that during a rain storm, soil would erode and sediment would be carried from the construction site into the stormwater system. This stormwater is normally conveyed by the Elliott Bay Interceptor to King County's West Point Treatment Plant for processing to remove suspended material and other contaminants. But during periods of unusually heavy rainfall, some of the project stormwater might be directed into Elliott Bay due to a lack of capacity in the Elliott Bay Interceptor. During intense storm events it could overflow the sewer system and enter Elliott Bay. Other potential sources of

construction-related water pollution include concrete wash water, spills or leaks of petroleum products used to refuel and maintain construction equipment, and interception of soils and groundwater contaminated with hazardous materials (see Section 5.5 for more discussion of hazardous materials).

Page 5-40, first paragraph

Text is revised as follows:

~~During~~Before project construction starts, WSDOT will prepare a temporary erosion and sediment control (TESC) plan and a temporary dewatering plan. These measures will greatly reduce the potential for sediment to leave the project site. WSDOT will inspect the BMPs at least once per week to ensure that they are functioning properly. As previously noted, an SPCC Plan will be prepared prior to construction and will be in effect during construction.

Page 5-40, second paragraph

Text is revised as follows:

As discussed previously under Stormwater Treatment, during project operation, stormwater runoff will receive basic water quality treatment including oil control as needed, reducing the amount of pollutants discharged to Elliott Bay and the West Point Treatment Plant. As a result, there will be a net benefit to water quality.

Section 5.4 Noise

Page 5-43, third paragraph

Text is revised as follows:

Although Seattle's stadium district is the core of the study area, the stadiums themselves ~~were~~ are not considered noise-sensitive properties because they are used for sporting events that attract large crowds. However, Safeco Field, Qwest Field Event Center, the WaMu Theater (inside the event center), and Qwest Field are used for non-sporting events, and both stadiums and the event center include business offices. Construction noise will not exceed the maximum permissible sound levels specified in the Seattle Noise

Ordinance (SMC 25.08.425) unless a noise variance is obtained. The complete ordinance is presented in Appendix J, Noise Discipline Report.

Page 5-47, second paragraph

Text is revised as follows:

... WSDOT will minimize construction noise ~~via planned~~ by using BMPs and appropriate mitigation measures to be determined during project design.

The City of Seattle noise ordinance (SMC 25.08.425) regulates sounds produced by construction equipment during daytime hours as well as at night. For example, louder construction activities such as those involving impact-producing equipment are typically limited to between 8:00 AM and 5:00 PM on weekdays and between 9:00 AM and 5:00 PM on weekends and holidays.

Page 5-48, first paragraph

Text is revised as follows:

Construction Mitigation

Because construction of the project will include nighttime construction activities, a temporary noise variance will be requested from the City of Seattle. A temporary variance is required when the maximum permissible sound level is exceeded based on the location of noise source and receiving property. ~~At night, construction noise from the project in a commercial district is subject to a maximum permissible noise limit of 47 dBA at residential properties, which include~~ In the study area, the Salvation Army residence is in the General Industrial 2 zone (Exhibit 5-18), which does not require a nighttime noise reduction according to the Seattle Noise Ordinance (SMC 25.08.220). and Because the Silver Cloud Inn is in the Pioneer Square Mixed zone (Exhibit 5-18), which is a Special Review District (SMC 23.66), the City of Seattle will determine applicable nighttime construction noise requirements in ~~the study area.~~ A table of the permissible sound levels

by noise district and property is in the Noise Discipline Report. Construction noise mitigation requirements will be developed in coordination with the City and specified in the temporary noise variance. The temporary noise variance will comply with all requirements of the Seattle Municipal Code, including maximum permissible sound levels (SMC 25.08.410). WSDOT performance standards require construction noise levels to be kept below local, state, and federal thresholds.

Page 5-50, first bullet point

Text is revised as follows:

- ~~If necessary, n~~ Notifying the Silver Cloud Inn and Salvation Army residence prior to periods of intense nighttime construction.

Page 5-53, end of first (incomplete) paragraph

Text is revised as follows:

By 2030, the project, in combination with reasonably foreseeable future actions, will contribute to a barely perceivable increase in ~~the cumulative noise level of~~ within the study area. A similar increase would occur under the No Build Alternative.

Section 5.5 Hazardous Materials

Page 5-54, summary

Text is revised as follows:

The project will lower the potential for hazardous material spills from collisions and other transportation-related incidents between the I-5/I-90 freeway system and the Seattle-~~central~~ waterfront by improving traffic flow and reducing the number of required vehicle turns. The project will require acquisition of small land parcels in three locations that might be contaminated from past uses. WSDOT will investigate these properties for the presence of contaminants before they are acquired and will take all appropriate actions to ensure that construction does not release any contamination.

Section 5.6 Land Use

Page 5-61, photo caption

Caption is revised as follows:

Qwest Field and Qwest Field Event Center parking garage seen from the South Royal Brougham Way railroad crossing

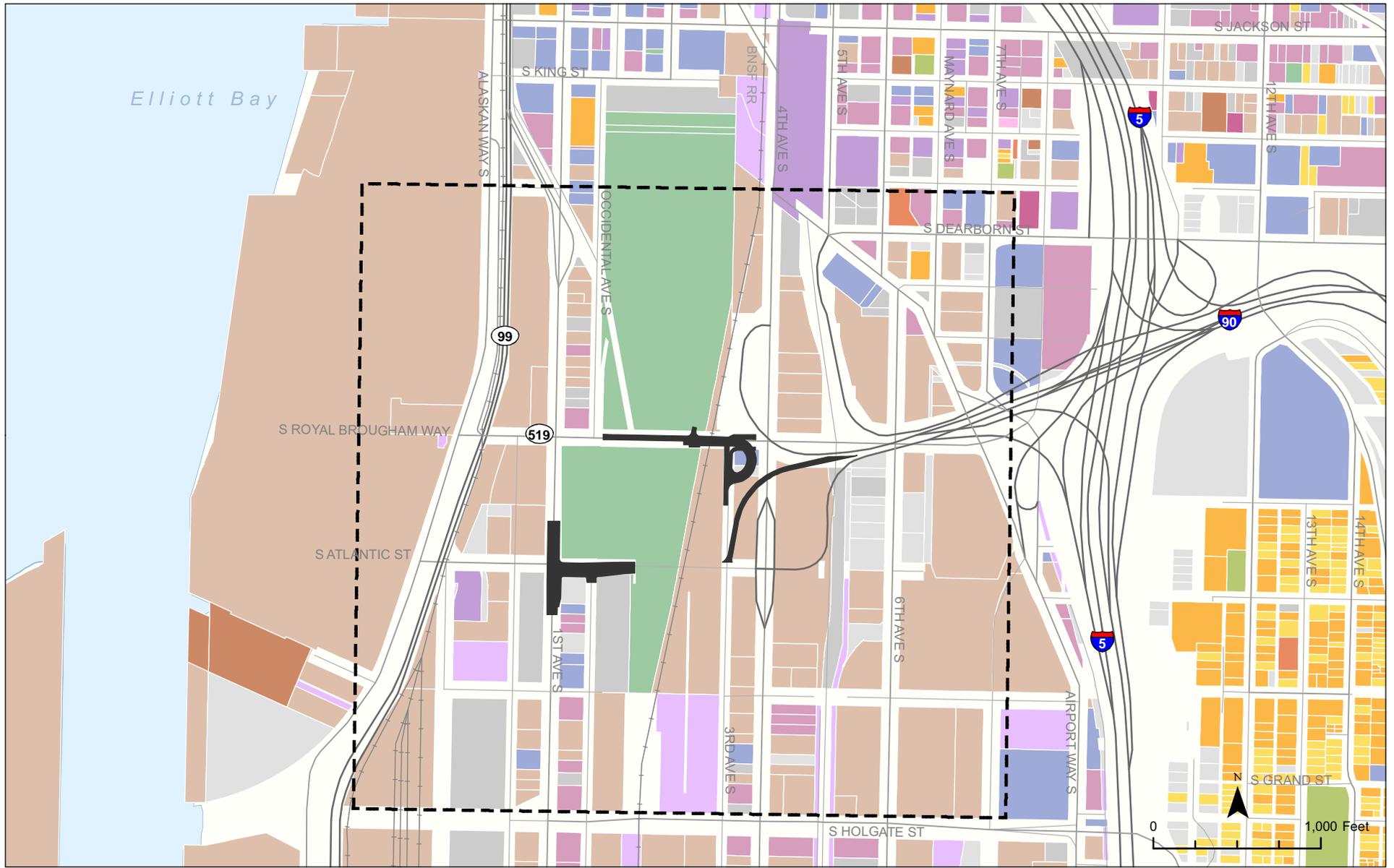
Page 5-62, Exhibit 5-17

Replace with revised version on next page. Exhibit was revised to show that Occidental Avenue is vacated at Safeco Field between South Royal Brougham Way and South Atlantic Street.

Page 5-63, following first paragraph

Text is revised as follows:

The project is located within the Stadium Transition Area Overlay District (STOD), shown on Exhibit 5-18. Established by Chapter 23.74 of the Seattle Municipal Code, the STOD “is intended to contribute to a safer pedestrian environment for those attending events and permits a mix of uses, supporting the pedestrian-oriented character of the area as well as the surrounding industrial zone, while minimizing conflicts with industrial uses. Within the overlay district, use provisions and development standards are designed to create a pedestrian connection with downtown; discourage encroachment on nearby industrial uses to the south; and create a pedestrian-friendly streetscape. Allowing a mix of uses, including office development, is intended to encourage redevelopment and to maintain the health and vibrancy of the area during times when the sports facilities are not in operation. ... The desired relationship of the Stadium Transition Area is with Pioneer Square and First Avenue, permitting strong pedestrian and transit links to the north. There should be well-defined edges between the pedestrian activity of the Stadium Transition Area and industrial activity surrounding it” (SMC 23.74.002).



- | | | | | | |
|---|--|---|--|---|---|
| Church | Mixed Use | Other Housing | Recreation/Entertainment | Single Family | Study Area |
| Government Service | Multi-Family | Park/Playground | Retail/Service | Utility | Project |
| Industrial/Terminal/Warehouse | Office | Parking | School/Daycare | Vacant | |

Source: City of Seattle (2007)

**Exhibit 5-17
Existing Land Use**

Page 5-65, bullet points

Text is revised as follows:

- The Greater Duwamish Manufacturing and Industrial Center Plan (Greater Duwamish Planning Committee, 1999)
- The Stadium Transition Area Overlay District (SMC Title 23.74)
- The City of Seattle's Transportation Strategic Plan (City of Seattle, 1998)

Page 5-66, line 3

Text is revised as follows:

... Review of the Environmentally Critical Area Regulations found that environmentally critical areas do exist within the study area. ~~These h~~Hazards associated with these critical areas are discussed in Section 5.1 and evaluated thoroughly in the Geology and Soils Discipline Report prepared for this EA.

Page 5-67, first (incomplete) paragraph

Text is revised as follows:

The project will ~~support~~ benefit the City of Seattle's goal of ~~protecting South Atlantic Street as a freight route and promoting South Royal Brougham Way as a pedestrian and bicycle route~~ land use recommendations to place greater orientation on South Atlantic Street for freight and commercial traffic and on South Royal Brougham Way for local vehicle, bicycle, and pedestrian traffic (City of Seattle, 2006a).

Page 5-68, third bullet point

Text is revised as follows:

- Coordinating construction around ~~or~~ and during scheduled events, such as baseball and football games and trade shows, at the stadiums and Qwest Field Event Center to prevent conflicts with event traffic

Page 5-68, final paragraph

Text is revised as follows:

... Past projects, such as Qwest Field, Qwest Field Event Center, Safeco Field, and the restaurants and other businesses that support these uses have contributed to the growth of non-industrial uses in the study area, making it less conducive to sustained industrial use.

These non-industrial land uses are permitted through the Stadium Transition Area Overlay District and are consistent with City policy. The SR 519 Phase 2 improvements, particularly the South Royal Brougham Way railroad overpass, will enhance access to the STOD by drivers, bicyclists, and pedestrians, and will be consistent with the goals of the STOD. The new I-90 off-ramp to South Atlantic Street and the improvements to the intersection of First Avenue South and South Atlantic Street will facilitate the smooth flow of westbound traffic through the study area to the waterfront, separating regional freight and industrial traffic from local traffic with destinations within the STOD. By improving regional freight movement, the project could help to offset this effect, making make it more likely that industrial and freight-dependent businesses will remain in the area.

Section 5.9 Transportation

Page 5-102, first bullet point

Text is revised as follows:

- Key transit facilities, including the Ryerson Bus Base, south access to the Downtown Seattle Transit Tunnel, the ~~SODO~~ E3 Busway, HOV direct-access ramps to the I-90 center roadway, and the new Central Link light rail Stadium Station opening in 2009

Page 5-105, first paragraph, line 8

Add period at the end of the paragraph.

Page 5-106, first full paragraph

Text is revised as follows:

Existing major truck routes in the study area are shown on Exhibit 5-31. Truck traffic flow in the study area is

similar to general traffic flow, which is shown on Exhibit 4-2. For this analysis, truck load sizes consist of those classified by WSDOT under the Washington State Freight and Goods Transportation System (FTGS), discussed later in this analysis under the heading, “What truck facilities are provided in the study area?” In Exhibit 5-31, “Major Truck Routes” and “Major Truck Streets” in the study area are differentiated. T-1 refers to FTGS Major Truck Routes designated for more than 10 million tons per year. T-2 refers to FTGS Major Truck Routes designated for from 4 million to 10 million tons per year. The Major Truck Streets shown in Exhibit 5-31 are City of Seattle designations.

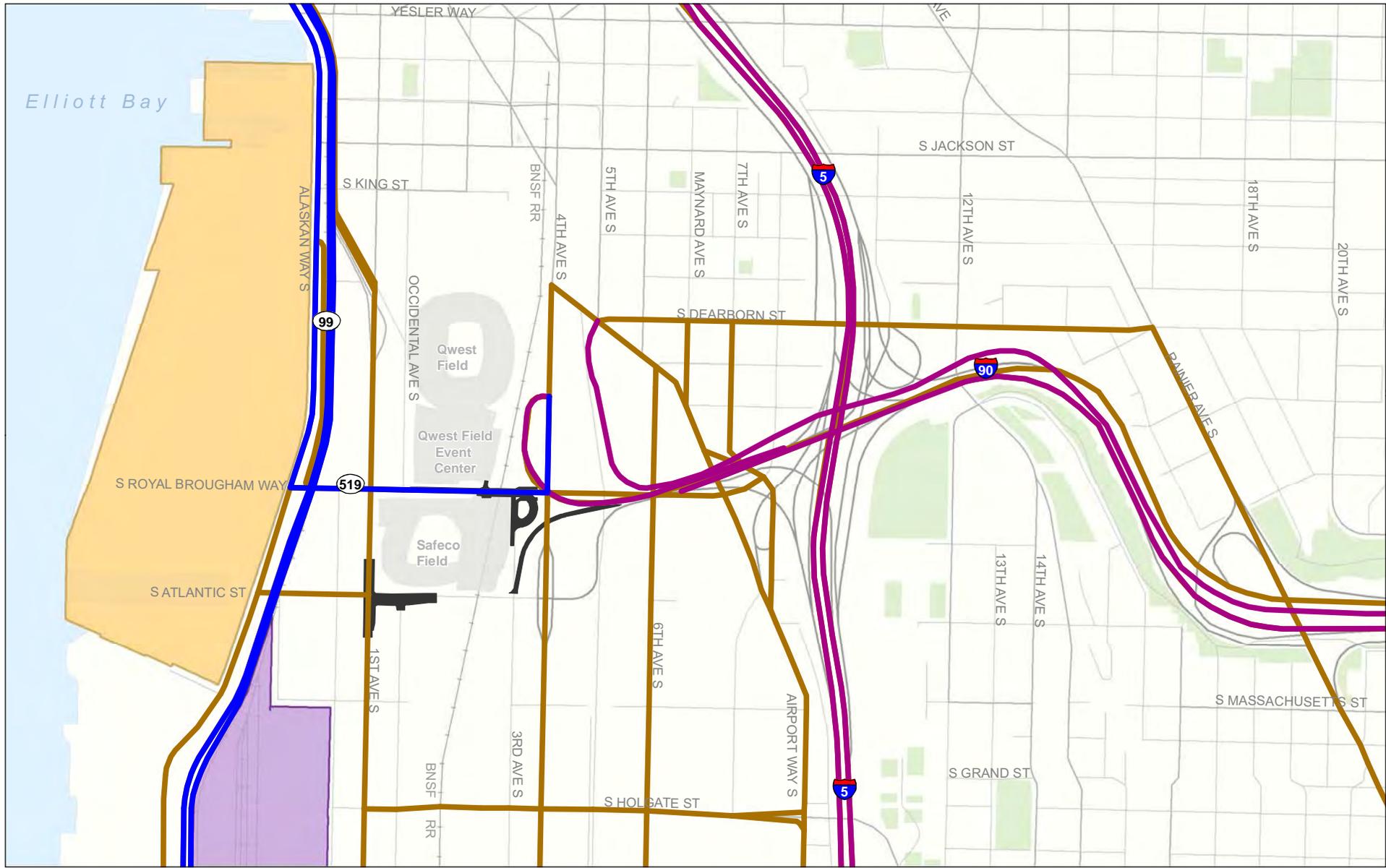
Page 5-107, Exhibit 5-31

Replace with revised version on next page. Exhibit was revised to distinguish truck routes and streets in the study area that are currently designated by the City of Seattle and the WSDOT Freight and Goods Transportation System (FGTS). There are only two FGTS routes in the study area.

Page 5-109, Event Traffic, first paragraph

Text is revised as follows:

Within the project vicinity there are three large event facilities: Safeco Field, Qwest Field, and Qwest Field Event Center. The main types of events held in these facilities are sporting events, held in either Safeco Field or Qwest Field, and consumer trade shows at the Event Center. In addition, both stadiums host many non-sporting events each year. Although the major sports and exhibition events generate high volumes of traffic, non-sporting events also produce large numbers of trips and contribute substantially to the level of traffic in the study area.



Source: City of Seattle 2005c and 2006.

FGTS Major
Truck Routes

- T-1
- T-2

— City of Seattle
Major Truck Streets

■ Seattle International Gateway
Intermodal Yard

— Railroad

■ Port of Seattle Terminal 46

■ Park

■ Project



**Exhibit 5-31
Major Truck Streets and
Routes in the Study Area**

Page 5-109, Event Traffic, second paragraph, lines 6-10

Text is revised as follows:

... In addition, there are several roadways with on-street parking available, including sections of First Avenue South, Third Avenue South, and Occidental Avenue South, although ~~much of the~~ some on-street parking is blocked off during large events. King Street Station, northeast of Qwest Field, provides easy access to passenger trains...

Page 5-110, Exhibit 5-35

Table is revised as follows:

Exhibit 5-35. Typical Event Attendees in Stadium Area	
Event	Average Number of Attendees (approximate)^a
Safeco Field Mariners baseball	373,000
Qwest Field Seahawks football	58,000
Event Center trade shows - large	20,000 - 65,000
Event Center trade shows - small	5,000 - 20,000

^a Numbers are from the Transportation Discipline Report, pages 4-10 through 4-12 (Appendix M).

Page 5-110, What are the pedestrian and bicycle facilities in the study area?, first line

Text is revised as follows:

Within the study area there are three main ~~pedestrian~~ multi-use pathways:

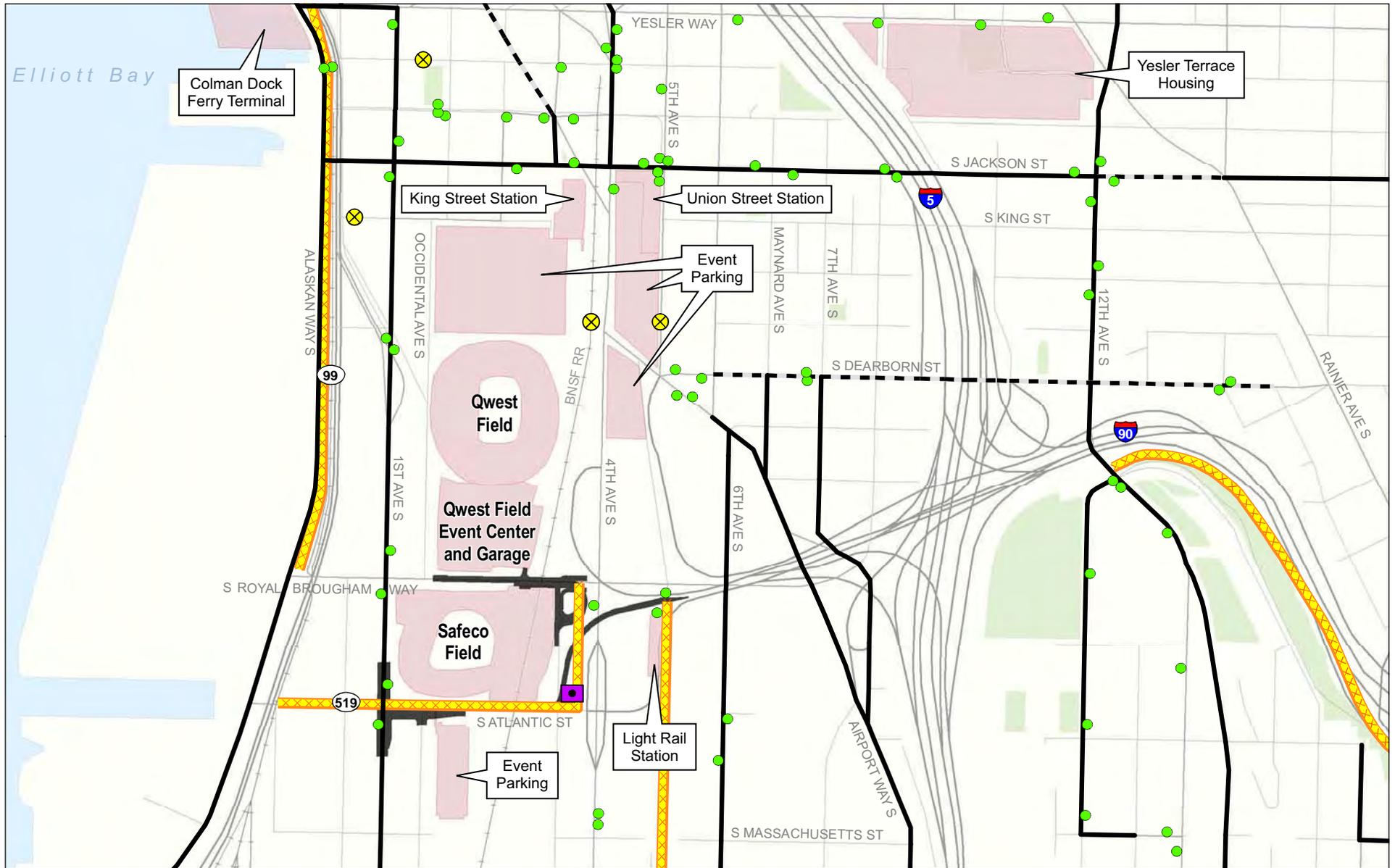
Page 5-110, What are the pedestrian and bicycle facilities in the study area?, first bullet point

Text is revised as follows:

- Along Alaskan Way South, ~~from South Atlantic Street to~~ northward of South Royal Brougham Way

Page 5-111, Exhibit 5-36: Existing Pedestrian and Bicycle Facilities

Exhibit 5-36 is revised (following page) to show the location of the Weller Street Pedestrian Bridge.



Source: City of Seattle 2005c and 2006.

- Bus Stop
- ⊗ Mid Block Pedestrian Crossing
- Pedestrian Staircase
- Bike Lane
- Bike Route
- Trail
- Pedestrian Generator
- Project



Exhibit 5-36
Existing Pedestrian and
Bicycle Facilities

Page 5-112, first paragraph

Text is revised as follows:

The main north-south corridors of First Avenue South and Fourth Avenue South have sidewalks on both sides of the street, with the exception of a segment on the west side of Fourth Avenue South near the I-90 off-ramp. The sidewalks along First Avenue South between South Atlantic Street and South Royal Brougham Way has street trees on both sides. South of South Atlantic Street, there are no street trees on the east side of First Avenue South. ~~have planting strips along the sides nearest the curbs, with trees and shrubs creating a buffer between pedestrians and the roadway.~~ South of South Royal Brougham Way, the sidewalks are wider and in parts separated from vehicle traffic, mainly near South Atlantic Street. In addition, there is a pedestrian staircase leading from the west side of Fourth Avenue South up to the South Atlantic Street overpass.

Page 5-114, fifth paragraph

Text is revised as follows:

~~The City of Seattle and WSDOT have defined street systems within the study area as major truck routes (see Exhibit 5-32).~~ Many roadways in the study area are designated as Major Truck Streets by the City of Seattle and as Major Truck Routes by WSDOT. In the study area, overlaps of these designations occur on SR 99, South Royal Brougham Way, and portions of Fourth Avenue South and I-90. These designated truck ~~routes~~ facilities provide access between the industrial lands within the study area and the state highway system, while also facilitating travel between the industrial lands and the Port terminals.

Page 5-120, final paragraph

Text is revised as follows:

By the design year of 2030, the intersections of South Atlantic at Utah Avenue, First Avenue, and Occidental Avenue and the intersection of Fourth Avenue at Royal Brougham Way operate at LOS F during one or both peak

periods due to ~~limited green time~~ limitations for cars turning left off of South Atlantic Street. Exhibit 5-39 summarizes level of service in the area for the year of opening (2011) and design year (2030) with and without the project.

Page 5-121, second paragraph, last sentence

Text is revised as follows:

As shown on Exhibit 5-~~39~~40, a westbound trip from the interstate to the Port may take as much as 15 minutes in morning traffic.

Page 5-121, fourth paragraph

Text is revised as follows:

Construction activities will have short-term effects on traffic, transit, parking, bicycles, and pedestrians in the study area due to temporary detours and partial or full road closures. Motorists traveling between the freeway system and the Seattle waterfront will encounter reduced lanes and increased travel times, but the construction goal is to keep streets open to traffic during the day. Temporary street closures will be confined to night or other off-peak hours. The phased construction approach described in Chapter 4 will help to limit lane closures to one part of the construction zone at a time. Construction and waste materials will be hauled to and from locations distant from the project site. Exhibit 5-41 shows an example of the haul routes and circulation for each of the construction sites. Construction worker parking will be allowed on construction staging areas and other publicly and privately available parking. Public street right-of-way will not be set aside as construction worker parking unless approved by the City of Seattle.

Page 5-124, first paragraph, last sentence

Text is revised as follows:

Sidewalks along a portion of the north side of South Atlantic Street will be closed temporarily and a ~~protected temporary~~ walkway will be provided for the safe passage of bicyclists and pedestrians. The walkway

will provide safe passage around the immediate construction zone associated with connecting the new I-90 off-ramp to the existing South Atlantic Street overpass. The walkway will not extend far enough west on South Atlantic Street to interfere with pedestrian access to Safeco Field, its ticket booths, or other amenities.

Page 5-125, first (incomplete) paragraph

Text is revised as follows:

... for the South Royal Brougham Way elevated structure. WSDOT ~~has coordinated~~ will continue to coordinate closely with the rail operators to plan and implement both of these activities. ~~The portion of the new I-90 off-ramp that will cross above the Sound Transit Central Link light rail tracks will be completed before the Central Link testing program and regular service begin in 2009, thereby avoiding any effect on the new light rail line. To avoid interference with the ongoing King County Metro Transit capital improvement project at Ryerson Bus Base, WSDOT will not enter the Ryerson Bus Base to start construction of the new I-90 off-ramp until September 2009, which is after Sound Transit's Central Link light rail line is operational. WSDOT will continue to coordinate with Sound Transit and King County Metro Transit to minimize impacts on their operations.~~ At South Royal Brougham Way, cranes will be used to lift and position steel girders for the new railway overpass. WSDOT will continue to coordinate closely with BNSF Railway, Amtrak, Sound Transit, and King County Metro to avoid or minimize effects of the girder installations on mainline or commuter rail services.

Page 5-125, final paragraph

Text is revised as follows:

The project will improve westbound travel patterns on I-90 and SR 519 through and west of the I-90/I-5 freeway system interchange. The new I-90 off-ramp will be entirely elevated, passing over Fourth Avenue South and Third Avenue South and connecting to the

north side of the South Atlantic Street overpass. Exiting northbound I-5 traffic will be routed to South Atlantic Street, while exiting southbound I-5 traffic will have the option of using either the new off-ramp to South Atlantic Street or the existing I-90 off-ramp to Fourth Avenue South. The project offers a secondary access into the area for trips destined west of the BNSF Railway tracks, substantially reducing the volume of trips at the Fourth Avenue ramp terminus.

~~This~~ The reduction and splitting of traffic volumes between the new and old westbound off-ramps will also reduce the off-ramp traffic backups into the higher speed segments of SR 519 and I-90. Regular queuing of vehicles onto the freeway from ramp termini increases the potential for rear-end accidents. Because the project will result in fewer vehicles using the I-90 off-ramp to Fourth Avenue South by 2011 and 2030, lengths of traffic backups on this ramp will be reduced by nearly half, as shown in Exhibit 5-42. East of the system interchange, operations will generally be the same with or without the project. A detailed discussion of backups is provided in the Transportation Discipline Report prepared for this EA.

Page 5-127, following first (incomplete) paragraph

Text is revised as follows:

To avoid blocking the intersection of the new I-90 off-ramp and the South Atlantic Street overpass, left turns from northbound Fourth Avenue South onto westbound South Atlantic Street will be prohibited except for transit. WSDOT does not anticipate that this change will adversely affect surface street operations, including freight, because left turns for vehicles traveling north on Fourth Avenue South will be available at intersections south of South Atlantic Street and at South Royal Brougham Way.

Page 5-128, following first paragraph

Text is revised as follows:

Some construction will occur in the hours before, during, and after stadium-area events, but it will be appropriately limited and coordinated with King County, the City of Seattle, and the relevant facilities. Area parking facilities are used to capacity during events at the stadiums and event center. It is not anticipated that the project will affect the use of these facilities.

To avoid blocking the intersection of the new I-90 off-ramp and the South Atlantic Street overpass, left turns from northbound Fourth Avenue South onto westbound South Atlantic Street will be prohibited except for transit, as previously noted. This provision will minimize the safety hazard of vehicle queues forming on the new I-90 off-ramp.

Page 5-128, second paragraph

Text is revised as follows:

~~Before and after events in the stadium district, traffic is very congested. Long queues form on the I-90 off-ramp to Fourth Avenue South extending back onto the freeway system itself. Additional traffic control is implemented in the area, including closing South Royal Brougham Way to minimize conflicts with large pedestrian surges. Additional traffic control is implemented in the area by the Seattle Police Department to minimize traffic conflicts with large pedestrian surges. After events, South Atlantic Street is also closed to allow traffic to exit the garages. With the project, South Royal Brougham Way will be closed before and after events except for vehicles entering the Qwest Field Event Center garage, and South Atlantic Street will be closed after events. Post-construction operations on South Royal Brougham Way, including periods associated with events, will be the responsibility of the City of Seattle.~~

Before and after events in the stadium district, traffic is very congested. Long queues form on the I-90 off-ramp to Fourth Avenue South extending back onto the freeway system itself. Additional traffic control is implemented in the area, including closing South Royal Brougham Way to minimize conflicts with large pedestrian surges. Additional traffic control is implemented in the area by the Seattle Police Department to minimize traffic conflicts with large pedestrian surges. After events, South Atlantic Street is also closed to allow traffic to exit the garages. With the project, South Royal Brougham Way will be closed before and after events except for vehicles entering the Qwest Field Event Center garage, and South Atlantic Street will be closed after events. Post-construction operations on South Royal Brougham Way, including periods associated with events, will be the responsibility of the City of Seattle.

Page 5-129, first paragraph, first sentence

Text is revised as follows:

Most notably for trucks coming from northbound I-5, there would be no access across the BNSF mainline to the Port of Seattle in the hours before, during, and after events unless trucks only were permitted onto South Atlantic Street, depending on the level of the event.

Page 5-129, second paragraph

Text is revised as follows:

Truck Routes

The project will provide a direct connection for the primary westbound truck route from the freeway system to the Seattle waterfront via the new South Atlantic Street connector. The eastbound truck route from the waterfront to I-90, constructed as Phase 1 of the SR 519 improvements, will not be modified by the project. The proposed I-90 off-ramp to South Atlantic Street will be designed to accommodate the largest interstate semi-trailer trucks so that oversized cargo can be transported safely and efficiently. If warranted, WSDOT will install signage appropriate for the improvements made as part of the project. The project will not require any restrictions regarding the transportation of hazardous materials. Growth rates for future truck traffic volumes are assumed as 3 percent per year from 2002 through 2015, and as 2 percent per year from 2015 through 2030. Projected growth rates for future truck traffic volumes are discussed in Appendix M, Transportation Discipline Report.

Page 5-129, third paragraph

Text is revised as follows:

Rail Operations and Crossings

The project team expects that there will be a major increase in passenger rail operations in the study area by the time the project is completed, with about 20 Sound Transit Sounder commuter trains crossing South Royal Brougham Way during weekday mornings by 2011. Amtrak passenger rail service through the study area is also anticipated to increase by 2011. Rail traffic

along the BNSF mainline is anticipated to increase. Historically, railroad gate closures at South Royal Brougham Way for passenger and freight traffic occurred for 2.5 hours per day in 1992. This time had grown to 3.5 hours by 1996 and is anticipated to be 5 hours by 2010 (WSDOT, 2001). With the anticipated growth in rail traffic, the project will greatly improve mobility within the study area by removing the existing conflict between rail operations and vehicle, bicycle, and pedestrian traffic. Rail activity projections for 2011 and 2030 are presented in Appendix M, Transportation Discipline Report.

Page 5-130, third paragraph

Text is revised as follows:

The project will not alter the intersection of South Royal Brougham Way and First Avenue South, except for modifications to surface painting and traffic signals. Pedestrians and bicyclists would continue to use the intersection as at present.

Page 5-131, following the heading “What measures are proposed to mitigate the effects of the project?”

Text is revised as follows:

Construction Mitigation

WSDOT is considering a range of strategies and measures to mitigate adverse effects of project construction on traffic and transportation conditions in the study area. Construction management strategies ~~could~~ will include the following measures:

- ~~■ Preparation of a construction management plan that includes a traffic management component. The plan would address other infrastructure and development projects and establish procedures to minimize adverse effects on all transportation modes during construction.~~
- ~~■ Provisions of the construction management plan that are geared specifically to the stadiums and coordinated with the City of Seattle to minimize effects on local roadways~~

- Prepare a TMP in consultation and coordination with King County Metro Transit, the Seattle Department of Transportation, the Seattle Police Department, the Seattle Fire Department, the Port of Seattle, and the stadium and event center facilities to be implemented throughout construction and to include procedures for the following: agency coordination; communication with stakeholders and the public; flexible and responsive management of traffic before, during, and after stadium area events and during peak traffic hours; strategies for redirecting traffic; notification of construction detours, hours of lane closures, and nighttime construction; and other relevant topics.
- Before construction starts, coordinate with BNSF Railway regarding limits on construction activities overhead of the railroad right-of-way.
- ~~Close e-~~Coordinate ~~ion~~ closely with local land owners to minimize local access effects.
- Initiate P~~public~~ outreach to provide construction information through media outlets, including internet alerts and web pages, ~~and through variable message signs~~ During construction, WSDOT will make public announcements in advance of major lane closures and provide information about dates, times, durations, and detour routes to facilitate continued traffic flow.

WSDOT ~~will meet~~is meeting with interested parties, including representatives from the ~~City of Seattle Department of Transportation, and the Seattle Police Department, the Seattle Fire Department,~~ Safeco Field, Qwest Field, Qwest Field Event Center, and the Port of Seattle, to plan and coordinate the management of event traffic and parking at the stadiums and event center during construction of the project. It was assumed that future sports events will be scheduled in a manner similar to the present, with the majority of baseball games during weekday evenings and most of the

football games on Sundays. WSDOT will temporarily stop or alter major construction activity before, during, and after major sports events at the stadiums and major event center exhibitions, and coordinate closely with ~~Qwest Field Event Center~~ the facilities to minimize traffic congestion ~~during major exhibitions~~.

Construction worker parking will be allowed on construction staging areas and other publicly and privately available parking. Public street right-of-way will not be set aside as construction worker parking unless approved by the City of Seattle.

The construction schedule for the project will be closely coordinated with other construction activities that ~~could~~ will affect the area at the same time. Two projects that may require close coordination are the ~~South End Alaskan Way Viaduct Replacement Project~~ South Holgate Street to South King Street Viaduct Replacement Project and the I-90 R8A Project relocation of ~~HOV~~ high-occupancy vehicle lanes to outside the center roadway. WSDOT will coordinate with these projects and with the City of Seattle, King County Metro Transit, the Port of Seattle, the stadium and event center operators, Washington State Ferries, and other potentially affected entities to keep ~~unwanted~~ construction effects on traffic to a minimum and ensure as much traffic mobility as feasible during construction of the project.

Operational Mitigation

Street Intersections

Traffic modeling conducted for this analysis suggests that by 2030, almost all intersections in the study area will perform better or at least at the same LOS with the project as compared with the No Build Alternative. ~~The exception is the intersection of First Avenue South and South Massachusetts Street, which is likely to show slightly higher delays on the low volume westbound approach with the project than under the No Build Alternative to accommodate high north-south volumes. Currently there is no signal at this intersection. Two~~

improvement options are available: signalization of the intersection or restricting turns onto First Avenue South from minor streets. The projected increase in traffic volumes on South Massachusetts Street indicates that signal criteria will be met at this intersection when the project is built and operating. Restricting the side street approaches to allow only right turns onto First Avenue South would also improve traffic flow at the intersection with South Massachusetts Street. Appendix M, Transportation Discipline Report, presents the results of analyses indicating that in 2011, the intersection of First Avenue South and South Massachusetts Street will perform better with the project than under the No Build Alternative. These results are shown in Appendices A9-A and A9-B to the Transportation Discipline Report. Only the 2030 analysis indicates that the intersection might show delays under the Build Alternative relative to the No Build scenario (Appendix A11-B). This intersection performs at or near LOS F today. Background traffic growth, adding to the existing low functionality at this intersection, accounts for the projected poor traffic operations at the intersection by 2030. Currently there is no signal at this intersection. Although a slight increase in traffic volume attributable to the SR 519 Phase 2 project will increase delays at the intersection by 2030, the projected change is minor and would likely be too small to justify installation of a traffic signal or restrictions on side-street approaches.

Parking

The increase in demand for off-street public parking, which is already limited in the study area and demand is expected to increase in future years, could be mitigated by general transportation demand management techniques to encourage the use of alternative transportation modes. A new light rail station in the area could reduce the demand for parking as people can access the area without using their vehicles.

The number of bus parking spaces permanently lost on the Ryerson Bus Base as a result of the project will depend on

Transportation demand

management (TDM) is a broad range of strategies that reduce or shift use of the roadway, thereby increasing the efficiency and life of the overall transportation system. TDM programs influence travel behavior by using strategies that accommodate more person-trips in fewer vehicles, shift the location or time of day at which trips are made, or reduce the need for vehicle trips.

the location of the support columns. The detailed design process will be closely coordinated with King County Metro Transit to minimize adverse effects of project ~~construction and~~ operation on Ryerson Bus Base bus parking spaces and internal circulation. WSDOT will install appropriate lighting to offset blockage of Ryerson Bus Base nighttime illumination by the elevated I-90 off-ramp if such blockage occurs.

Pedestrians and Bicycles

The locations where safety at pedestrian crossings might be an issue are the intersection of the proposed new I-90 off-ramp with the north side of South Atlantic Street, the western end of the proposed elevated structure along South Royal Brougham Way, and the intersection of First Avenue South and South Atlantic Street. WSDOT will consult and coordinate with the City of Seattle in all safety-related decisions affecting City streets and sidewalks to ensure that they meet City standards. ~~Mitigation measures to increase safety at these locations~~ which could include such measures as:

- ~~Restricting r~~ Right turns-restrictions when the signal is red to ensure pedestrians have a clear path to cross the intersection
- Countdown pedestrian signals that inform pedestrians of the amount of time they have to cross a street safely
- ~~Signage to inform pedestrians of what to do during each phase of a countdown pedestrian signal~~
- ~~Signage to alert drivers exiting the freeway system that a pedestrian crossing is ahead~~

All signage will follow FHWA's Manual of Uniform Traffic Control Devices.

Event Traffic

The operational effects of the project on event traffic could be mitigated in several ways. ~~Potential mitigation strategies during operation were also discussed at the previously noted workshop with stakeholders.~~ During

project operation, the City of Seattle will be responsible for management of traffic on city streets. Before events, the elevated structure on South Royal Brougham Way could be kept open to traffic in both directions to accommodate motorists not wanting to access the Qwest Field parking garage. ~~Variable message signs exist at various locations on the interstate system in the Puget Sound area alerting drivers of constraints and events in the system. Additional variable message signs along I-5 could be used to alert drivers that access into the stadium area is restricted during events and advising them of alternative routes. This would be particularly useful for drivers destined to the ferry.~~

After events, mitigation measures to relieve traffic congestion could include continuing the existing policy of allowing only ~~right~~ left turns for traffic exiting the Qwest Field parking garage. This would direct traffic toward the freeway system to the east and away from the post-event heavy pedestrian congestion area at the intersection with Occidental Avenue South. The Seattle Police Department controls traffic movements before, during, and after events. Also, traffic from I-5 using the new freeway off ramp could be specifically routed onto northbound or southbound Fourth Avenue South using variable message signs (as in pre-event conditions).

Pedestrian traffic before and after events in the stadium area is heavy, and there is a high potential for conflicts and safety hazards between pedestrians and both vehicle and railroad traffic. The Seattle Police Department mitigates these conditions by controlling intersections and pedestrian movements in the stadium area during major sports events and exhibitions.

~~To maintain emergency vehicle access, a one lane will be kept open in each direction on the surface street of South Royal Brougham Way, a measure which would prevent buses from lining up there. Instead, buses could be directed to line up on the elevated ramp between the Occidental Avenue South intersection and the entrance to the Qwest Field parking garage. Buses could then~~

travel east or west, depending on which direction they were facing when parked. The South Royal Brougham Way street-level railroad crossing will be closed following project construction. WSDOT is in ongoing consultation with the City of Seattle and BNSF Railway to determine, from a design standpoint, how street-level emergency access will be provided at the South Royal Brougham Way railroad crossing during project operation. Post-construction operations on South Royal Brougham Way, including periods associated with events, will be the responsibility of the City of Seattle.

Freeway System

- Variable message signs exist at various locations on the interstate system in the Puget Sound area alerting drivers of incidents on the roadway system. The addition of a variable message sign is an option WSDOT is considering to provide travel information to westbound drivers on I-90 west of the I-5/I-90 interchange.

Page 5-135, final paragraph

Text is revised as follows:

In November 2007, the City of Seattle released the *Draft EIS for Livable South Downtown Planning* (City of Seattle, 2007a), a SEPA programmatic EIS which evaluates options for a comprehensive neighborhood plan for the ~~SODO~~ Livable South Downtown study area (see Exhibit 5-54, Reasonably Foreseeable Future Actions). The Livable South Downtown study area includes the Stadium Transition Area Overlay District (see Section 5.6, Land Use, including Exhibit 5-18, Zoning).

Page 5-136, Exhibit 5-44, Planned transportation Projects Assumed to be Complete by 2030, and following paragraph

Table and text revised as follows:

Exhibit 5-44. Planned Transportation Projects Assumed to be Complete by 2030	
Project	Description
Alaskan Way Viaduct and Seawall Replacement Program	Replacement of the Alaskan Way Viaduct including First Avenue South frontage roads. An initial set of Moving Forward projects includes transit enhancements, column safety, utility relocations, replacing the south end between Holgate Street and South King Street, and improvements to the Battery Street Tunnel and Lenora Street to Battery Street.
I-90 HOV Lanes	Installation of high-occupancy-vehicle lanes in each direction along I-90 between Rainier Avenue South and Bellevue Way.
South Lander Street	Grade separation of South Lander Street between First Avenue South and Fourth Avenue South.
South Holgate Street	Closure of street-level crossing between Occidental Avenue and Third Avenue South.
South Spokane Street Viaduct Improvements Widening	<u>Removal of existing westbound off-ramp to Fourth Avenue South. Construction of a new ramp at Fourth Avenue South and addition of HOV lanes between I-5 and First Avenue South. Construction of a new westbound on- and off-ramp at First Avenue South.</u>
Sound Transit Phase I	Completion of Sounder commuter rail, express bus, and Link light rail between Sea-Tac Airport and the University of Washington.
East Link LRT Connection	Extension of light rail to Bellevue/Redmond across I-90.
Colman Dock Ferry Terminal	Expansion of Colman Dock and remote holding area.
Source: Transportation Discipline Report.	

The study examines growth and planning issues specific to Pioneer Square, the Chinatown/International District (including the Little Saigon area east of I-5), and the northernmost edges of the Greater Duwamish Manufacturing and Industrial Center.

Section 5.10 Public Services and Utilities

Page 5-141, second complete paragraph

Text is revised as follows:

~~No mitigation will be required during operation of the project. WSDOT will ensure that the under-structure lighting criteria along South Royal Brougham Way will be met. WSDOT is in ongoing and the City of Seattle are in consultation with the City of Seattle and BNSF Railway to determine, from a design standpoint, how street-level emergency access to emergency response vehicles will be provided on at the South Royal Brougham Way at the railroad crossing of the BNSF Railway tracks during project operation.~~

Section 5.11 Visual Quality

Page 5-144, first complete paragraph, last sentence

Text is revised as follows:

Other new structures, such as Qwest Field and the ~~Quest~~ Qwest Field Event Center, use newer architectural materials and forms, but ~~may~~ also use some design elements, such as light fixtures and railings, to tie into the historic context of the surrounding area.

Page 5-145, third complete paragraph

Text is revised as follows:

The City of Seattle Design Commission provides review and input to projects, including SR 519 Phase 2, relative to City design policies. More information on pertinent government regulations related to visual issues is provided in the Visual Quality Discipline Report prepared for this EA.

Pages 5-147 and 148, paragraph following What direct effects will operation of the project have on visual quality?

Text is revised as follows:

The improvements associated with the project will generally be compatible with the existing visual character of the study area and will have minor effects on visual quality. Although the project will permanently change the visual environment for SR 519 users and viewers, it will be consistent with the existing mixed industrial and sports-stadium/exhibition-center character of the study area. Light spillover onto the playing field of Safeco Field from headlights of vehicles traveling west on either the I-90 off-ramp to South Atlantic Street or the South Royal Brougham Way railroad overpass is unlikely under the project configuration and level of design shown in this EA. Glare from vehicles reaching the playing field is also unlikely as is spillover from project street lights. The elevations of the ramps that the vehicles would be traveling on as described in this EA would not be high enough to create spillover or glare onto the playing field. It should be noted that spillover related to vehicles traveling on the structures that are ultimately built (which might vary in detail from the EA descriptions) cannot be completely ruled out. These

issues will be considered during the design-build project review process that will take place between WSDOT and the relevant stakeholders. In the unlikely event that vehicle lights or glare are noticeable from the playing field with the structures that are ultimately built, a number of simple and effective design solutions (such as banners or screens) could be developed that would integrate well with the overall character of the area. Changes to existing visual quality ratings (which range from average to low) will not be substantial (the ratings are presented in the Visual Quality Discipline Report prepared for this EA). The direct effects of the project on the visual environment will include the following changes:

Page 5-148, sixth bullet point

Text is revised as follows:

- Localized minor impediments to views of visual resources such as Mount Rainier and the Seattle downtown skyline from parts of Fourth Avenue South between the existing I-90 to Fourth Avenue South off-ramp and the South Atlantic Street to I-90 on-ramp. “Localized minor impediments to views” refers to the South Atlantic Street overpass, the Fourth Avenue South off-ramp, and buildings adjacent to Fourth Avenue South. All of these structures partially block north and south views along Fourth Avenue South. The new I-90 off-ramp to South Atlantic Street will add a visual element to the approximately 725-foot section of Fourth Avenue South located between the South Atlantic Street overpass and Fourth Avenue South off-ramp. The elevated structure will also partially block north views towards downtown along approximately 200 to 300 feet of Fourth Avenue South. It will not affect southern views because of the nearby presence of the existing I-90 off-ramp to Fourth Avenue South.

Page 5-156, third paragraph, last sentence

Text is revised as follows:

More detailed examination and selection of mitigation measures will be conducted during the design phase as outlined in *Roadside Funding Matrix for WSDOT Capital Projects* (WSDOT, 2005b).

Page 5-157, first two lines

Text is revised as follows:

... will be developed with input from appropriate parties, including the City of Seattle, to ensure that the project fits in with its neighborhood.

Section 5.13 Cumulative Effects

Page 5-160, first paragraph

Text is revised as follows:

The SR 519 study area is located within the Stadium Transition Area Overlay District (STOD), shown on Exhibit 5-18. Established by Chapter 23.74 of the Seattle Municipal Code, the STOD “is intended to contribute to a safer pedestrian environment for those attending events and permits a mix of uses, supporting the pedestrian-oriented character of the area as well as the surrounding industrial zone, while minimizing conflicts with industrial uses” (SMC 23.74.002). More broadly, the SR 519 study area is located in the South of Downtown (SODO) neighborhood, which is part of the larger Greater Duwamish Manufacturing and Industrial Center (City of Seattle, 2006b). The area has been a regional shipping, manufacturing, and commercial center of the Pacific Northwest since the late nineteenth century, and remains so. *Toward a Sustainable Seattle*, the City’s comprehensive plan as amended through 2005 (City of Seattle, 2005a), and the *Greater Duwamish Manufacturing and Industrial Center Plan* (Greater Duwamish Planning Committee, 1999) consistently emphasize industrial activities as the preferred and dominant land use within the area. Their policies prioritize manufacturing, warehousing, marine uses, transportation, utility, construction, and similar

uses. The exception is the STOD, which explicitly encourages mixed uses compatible with both the pedestrian-oriented character of the stadium/event center locale and the surrounding commercial and industrial area, and is oriented toward Pioneer Square and First Avenue South, permitting strong pedestrian and transit links to the north.

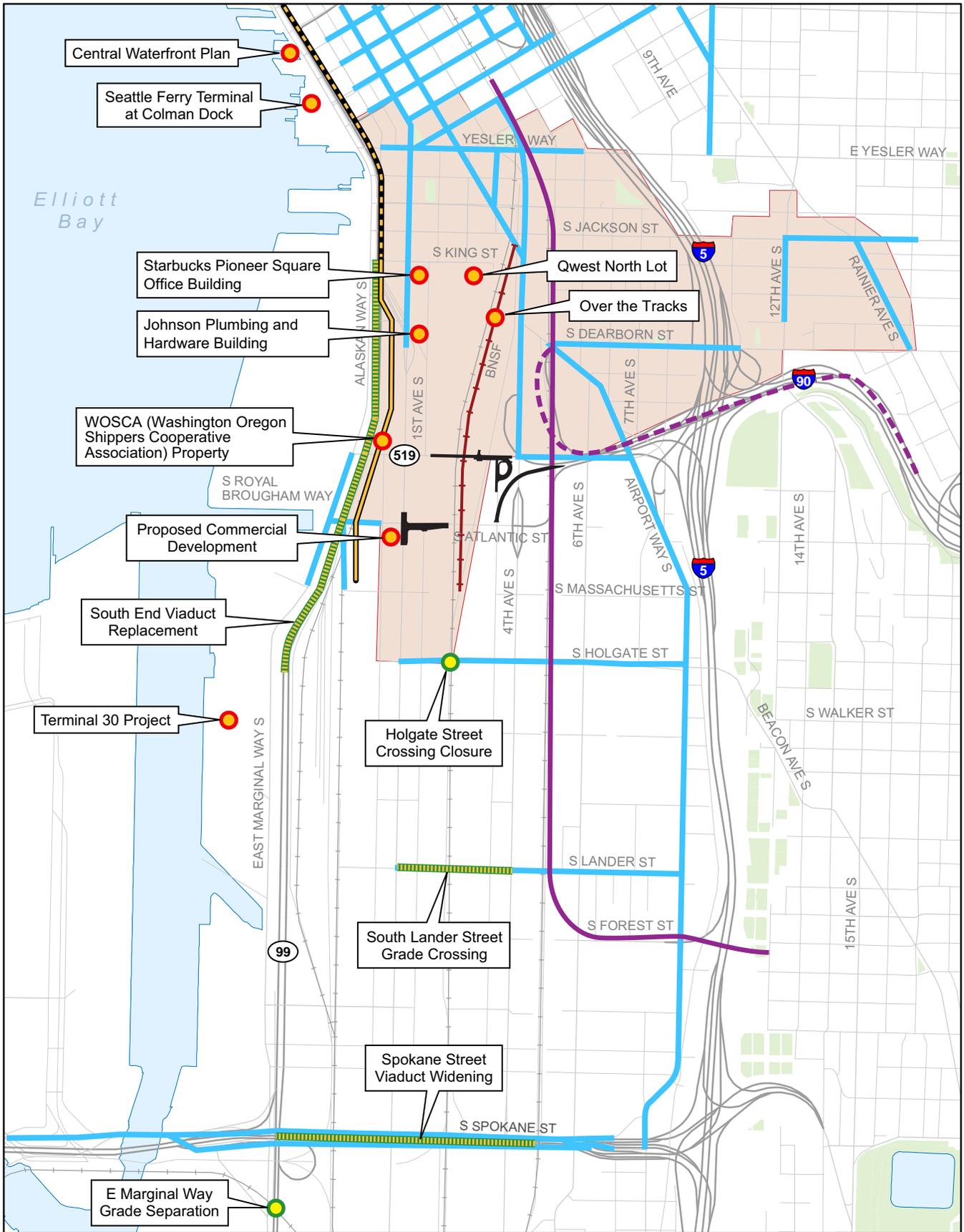
Page 5-161, bullet list of RFFAs

The following privately funded projects are added to the bullet list:

- Construction of Starbucks Pioneer Square office building
- Development of the Qwest Field North Lot
- Redevelopment of the Johnson Plumbing and Hardware Building
- Use of the former Washington Oregon Shippers Cooperative Association (WOSCA) property
- Construction of the Over the Tracks development

Page 5-162, Exhibit 5-54, Reasonably Foreseeable Future Actions

Replace the RFFA map (Exhibit 5-54) with the attached exhibit showing the locations of the five additional RFFAs.



Source: City of Seattle (2007) and King County (2006)

- | | |
|--|----------------------------------|
| Project | Sound Transit Central Link |
| Livable South Downtown Study Area (Approx.) | Proposed Sound Transit East Link |
| BNSF Railway Completion | Bridging the Gap Paving Project |
| Electrical Line Relocation Phase 1 and Phase 2 | Road Project |
| Development Project | |

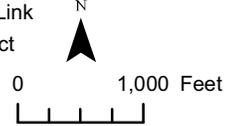


Exhibit 5-54
Reasonably Foreseeable
Future Actions

Page 5-165, Exhibit 5-55, Reasonably Foreseeable Future Actions in or Near the Study Area

The following information is added to the end of the table:

Exhibit 5-55. Reasonably Foreseeable Future Actions in or Near the Study Area				
Project^a	Location	Purpose	Proponent	Expected Construction Time Frame^b
<u>Starbucks Pioneer Square Office Buildings</u>	<u>505 1st Avenue South</u>	<u>Office building consisting of 7 stories of office and retail space with below-grade parking.</u>	<u>Starbucks</u>	<u>In progress/complete 2009.</u>
<u>Qwest North Lot</u>	<u>South side of King Street, between Occidental Avenue S and the King Street Station</u>	<u>400 residential units, retail space, and 400,000 sq ft of office.</u>	<u>Kevin Daniels Development</u>	<u>Construction should begin around September 2009.</u>
<u>Johnson Plumbing and Hardware Building</u>	<u>590 1st Avenue South</u>	<u>70-80 residential units plus retail and office space.</u>	<u>Maria Barrientos Real Estate Development</u>	<u>Construction should begin in early 2009 and be complete in Summer 2010.</u>
<u>WOSCA (Washington Oregon Shippers Cooperative Association) property</u>	<u>1st Ave South</u>	<u>The privately owned portion of the property has been leased by WSDOT and will be used as a construction staging area for SR 99.</u>	<u>Washington State Department of Transportation</u>	<u>Construction will begin in 2009.</u>
<u>Over the Tracks</u>	<u>Over the railroad tracks, west of 4th Avenue, between Weller Street and Dearborn Street</u>	<u>800,000 sq ft of office space with a rail station underneath.</u>	<u>Kevin Daniels Development</u>	<u>Construction start date of approximately 2013.</u>

Page 5-166, following the first paragraph

Add the following text:

In addition to public projects, several private projects are planned or underway in the study area. These projects include the Starbucks Pioneer Square Office Building, which is currently under construction and is expected to be complete in 2009. Qwest Field's North Lot will be developed into a residential/office/retail building with construction starting in September 2009. The Johnson Plumbing and Hardware Building will be redeveloped into a residential/retail building. Construction will begin in early 2009 and be complete by summer 2010. A portion of the former WOSCA property has been leased by WSDOT and will be used as a construction staging area for Alaskan Way Viaduct projects. Construction staging use could begin in the fall of 2008. The Over the Tracks development, located over the BNSF railroad, will provide office space with a rail station underneath. Construction will start in approximately 2013.

Page 5-166, third paragraph

Text is revised as follows:

Operation of the SR 519 Phase 2 project will not make a substantial contribution to any adverse cumulative effect in the reasonably foreseeable future. From a beneficial standpoint, however, project operation will improve westbound traffic flow from the I-5/I-90 freeway system to the Port of Seattle terminals, other Seattle waterfront destinations, and the stadium area, helping to relieve the cumulative traffic congestion that presently characterizes the study area. In the cases of air quality; and water quality, ~~and noise,~~ project operation will ~~again~~ make small but positive contributions to reducing unwanted cumulative effects in the study area by 2030, the project design year.

Chapter 7

Page 7-4, first reference listing (NWAA/EHC. 2007), line 3

Add period at end of reference.

Appendix B – Avoidance, Minimization, and Mitigation Measures

This appendix has been included in its entirety as Attachment 4 of this FONSI. All corrections to this appendix can be found in Attachment 4.

General Revisions to Appendices E to O, Discipline Reports and Technical Memoranda

The following bullets and paragraph are added to Chapter 5 or 6, Cumulative Effects, under *Reasonably Foreseeable Future Actions*:

- Construction of Starbucks Pioneer Square office building
- Development of the Qwest Field North Lot
- Redevelopment of the Johnson Plumbing and Hardware Building
- Use of the former Washington Oregon Shippers Cooperative Association (WOSCA) property
- Construction of the Over the Tracks development

In addition to public projects, several private projects are planned or underway in the study area. These projects include the Starbucks Pioneer Square Office Building, which is currently under construction and is expected to be complete in 2009. Qwest Field's North Lot will be developed into a residential/office/retail building with construction starting in September 2009. The Johnson Plumbing and Hardware Building will be redeveloped into a residential/retail building. Construction will begin in early 2009 and be complete by summer 2010. A portion of the former WOSCA property has been leased by WSDOT and will be used as a construction staging area for Alaskan Way Viaduct projects. Construction staging use could begin in the fall of 2008. The Over the Tracks development, located over the BNSF railroad, will provide office space with a rail station underneath. Construction will start in approximately 2013.

Replace the RFFA map (Exhibit 5-1 in the technical memoranda and Exhibit 6-1 in the discipline reports) with the attached exhibit showing the locations of the five additional RFFAs.

To the RFFAs table (Exhibit 5-2 in the technical memoranda and Exhibit 6-2 in the discipline reports) add five new rows as shown (attached following Exhibit 5-1/6-1).

Appendix E – Air Quality Discipline Report

Page xiv, Summary, 3rd full paragraph:

Add period at the end of the paragraph.

Appendix F – Cultural Resources Discipline Report

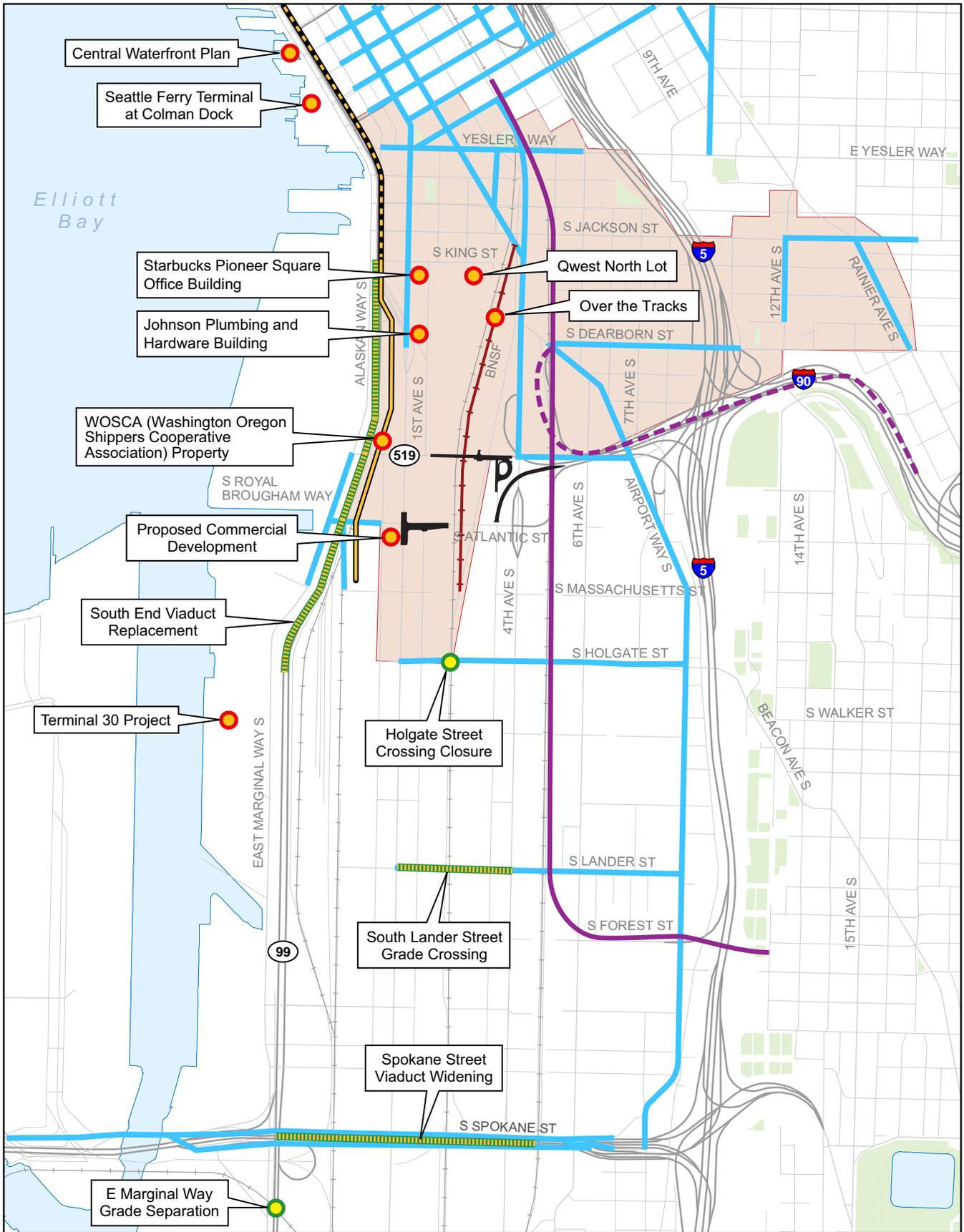
Page 4-39, Exhibit 4-19:

Add footnote at the bottom of the table:

Note: The determinations of "NRHP & SL Status" are the professional judgments of the authors, not of the Seattle Landmarks Preservation Board.

Appendix C

Add Appendix C: Historic Property Inventory Forms (attached following Exhibit 5-2/6-2). (This appendix was inadvertently left out of the Cultural Resources Discipline Report, which is Appendix F of the EA.)



Source: City of Seattle (2007) and King County (2006)

- Project
- Livable South Downtown Study Area (Approx.)
- BNSF Railway Completion
- Electrical Line Relocation Phase 1 and Phase 2
- Sound Transit Central Link
- Proposed Sound Transit East Link
- Bridging the Gap Paving Project
- Road Project
- Development Project

Exhibit 5-1/6-1
**Reasonably Foreseeable
 Future Actions**

Exhibit 5-2/6-2. Reasonably Foreseeable Future Actions in or Near the Study Area				
Project^a	Location	Purpose	Proponent	Expected Construction Time Frame^b
<u>Starbucks Pioneer Square Office Buildings</u>	<u>505 1st Avenue South</u>	<u>Office building consisting of 7 stories of office and retail space with below-grade parking.</u>	<u>Starbucks</u>	<u>In progress/complete 2009.</u>
<u>Qwest North Lot</u>	<u>South side of King Street, between Occidental Avenue S and the King Street Station</u>	<u>400 residential units, retail space, and 400,000 sq ft of office.</u>	<u>Kevin Daniels Development</u>	<u>Construction should begin around September 2009.</u>
<u>Johnson Plumbing and Hardware Building</u>	<u>590 1st Avenue South</u>	<u>70-80 residential units plus retail and office space.</u>	<u>Maria Barrientos Real Estate Development</u>	<u>Construction should begin in early 2009 and be complete in Summer 2010.</u>
<u>WOSCA (Washington Oregon Shippers Cooperative Association) property</u>	<u>1st Ave South</u>	<u>The privately owned portion of the property has been leased by WSDOT and will be used as a construction staging area for SR 99.</u>	<u>Washington State Department of Transportation</u>	<u>Construction will begin in 2009.</u>
<u>Over the Tracks</u>	<u>Over the railroad tracks, west of 4th Avenue, between Weller Street and Dearborn Street</u>	<u>800,000 sq ft of office space with a rail station underneath.</u>	<u>Kevin Daniels Development</u>	<u>Construction start date of approximately 2013.</u>

Appendix C: Historic Property Inventory Records

**Historic Property
Inventory Report for**

Fredrick & Nelson Warehouse

at 1518 1st Ave S, Seattle, WA 98134

LOCATION SECTION

Field Site No. 1518 (C-13)

OAHP No.:

Historic Name: Fredrick & Nelson Warehouse

Common Name: Bogart Golf (McKinnon Furniture)

Property Address: 1518 1st Ave S, Seattle, WA 98134

Comments:

County King Township/Range/EW Section T24R04E 1/4 Sec 05 1/4 1/4 Sec SW SW Quadrangle SEATTLE SOUTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: Digitized Source
Sequence: 1 Easting: 550190 Northing: 5270703

Tax No./Parcel No.
766620-6440-0

Plat/Block/Lot
Seattle Tidelands/321/4-5

Supplemental Map(s)

Acreage
Less than one

IDENTIFICATION SECTION

Survey Name: SR 519

Field Recorder: L. Hudson, E. Heideman NW
Archaeological Assoc.

Date Recorded: 8/8/2007

Owner's Name:
Pearvest LLC 479999

Owner Address:
595 Industry Drive, #595

City/State/Zip:
Seattle, WA 98188

Classification: Building

Resource Status

Comments

Within a District? No

Determined Eligible - SHPO

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Commerce/Trade - Warehouse

Current Use: Commerce/Trade - Business

Plan: Rectangle

No. of Stories: 6

Structural System: Brick

Changes to plan: Intact

Changes to interior: Unknown

Style

Form/Type

Changes to original cladding: Slight

Changes to other:

Commercial - Chicago School

Industrial



View of west façade

taken 8/8/2007

Photography Neg. No (Roll No./Frame No.): Roll 1/ Frame 145

Comments:

**Historic Property
Inventory Report for**

Fredrick & Nelson Warehouse

at 1518 1st Ave S, Seattle, WA 98134

Commercial

Changes to windows: Moderate

Other (specify):

Cladding

Foundation

Roof Material

Roof Type

Brick

Unknown

Unknown

Flat with Parapet

NARRATIVE SECTION

Date Of Construction: 1907

Architect: Willian Doty Van Siclen

Builder: AL Palmer (owner)

Engineer:

Study Unit

Other

Architecture/Landscape Architecture

Manufacturing/Industry

Property appears to meet criteria for the National Register of Historic Places: Yes

Property is located in a potential historic district (National and/or local): Yes - Local

Property potentially contributes to a historic district (National and/or local): Yes

**Statement of
Significance**

This building was recorded as part of the Washington Major League Baseball Stadium EIS study and was determined eligible by the State Historic Preservation Officer (Gray 1996; Griffith 1996). This property is likely to meet Seattle Landmark Designation Criteria (Dodrill 2007).

"Situated approximately one mile from the historic commercial core of Pioneer Square, this building is located in Seattle Tidelands Plat. This unique geographic land mass was created when the tidelands of the Duwamish estuary were gradually filled between 1895 and 1929. this massive engineering effort made possible the expansion of railroad and port facilities and triggered associated real estate sales and the gradual development of transportations-related industrial and warehouse structures during the following two decades. This building was constructed in 1910 and is directly associated with the period characterized by massive railroad improvements, tidelands development and commercial expansion between 1900 and 1910" (Gray 1996).

"William Doty Van Siclen was employed as a draftsman by many prominent Seattle architects James Stephen and Sounders & Lawton. He practiced as an architect from 1902-1912, during which time he designed the Eitel Building (1904-1906), The A.L. Palmer Building (1906-1907), the Northern Bank and the Seaboard Building (1906-1909 formerly the Northern Bank & Trust Company Building), and the San Remo Apartment Building (1907). He entered into a partnership with Louis Macomber in Vancouver B.C. from 1911-1913 (Oscher, ed, 1995). This building was initially owned by Judge A.L. Palmer. It has served as a warehouse from General Western electric (1912, 1914 Kroll Map), Sears Roebuck Warehouse (1920 Kroll), and Taylor Edwards (1928 Kroll). According to Seattle Building Permit records, this building was built to serve as a warehouse for Fredrick and Nelson" (Gray 1996). The last sentence was not verified, but Polk Directories place the Frederick and Nelson warehouse in this building from 1948 to 1959. Shortly after the building was constructed, the Western Electric Company was one of its tenants (Baist 1908).

NOTE: This building was also recorded in 2006 by Collon Hooks who recommended the property not eligible. It is not clear why this inventory form was completed nor what, if any, project or survey it was associated with. Some information on the inventory form is incorrect.

**Description of
Physical
Appearance**

This six story brick-clad commercial building has a blond brick street façade. Character defining features include a heavy projecting metal cornice with dentil course and medallions; at the fifth story, 3 bays terminate in Romanesque arches, the ground floor has relatively intact shopfronts" (Gray 1996).medallions and at the fifth story, three bays which terminate in Romanesque arches (Gray 1996).

There have been changes in this building since it was recorded and determined eligible for the NRHP in 1996. It is unclear if the original windows were in the building in 1996, but most have been replaced, although the openings remain unchanged. Most of the brick has been painted a brick color, but the painted "Western Electric Company" on the south

side of the building remains. The store front remains largely intact as do the other character defining features described above.

**Major
Bibliographic
References**

Baist, G.W. 1908. Baist's Real Estate Atlas of Surveys of Seattle. W.E. and H.V. Baist. Philadelphia, PA.

Dodrill, Beth. 2007. Livable South Downtown DEIS: Historic and Cultural Resources. On file, Department of Planning and Development, City of Seattle, WA.

Gray, Barbara. 1996. Warehouse Building for Frederick & Nelson, Field No. C13. Historic Property Inventory Form. On file, Washington State Department of Archaeology and Historic Preservation, Olympia.

Griffith, Greg. 1996. Letter to Barbara Gray concerning Determinations of Eligibility for Properties in the Project Area for Mariners Ballpark, May 2. Log No. 041696-11-KI. Washington State Department of Archaeology and Historic Preservation, Olympia.

Northwest Archaeological Associates, Inc./Environmental History Company. 2007. Cultural Resources Discipline Report. SR 519 Intermodal Access Project Phase 2: South Atlantic Corridor. Report submitted to the Washington Department of Transportation, Seattle. Northwest Archaeological Associates, Inc., Seattle.

Oscher, Jeffery Karl, ed. 1994. Shaping Seattle Architecture, A Historical Guide to the Architects. University of Washington Press, Seattle.

Lentz, F.K. Seattle Inventory Field Form, 1979.

King County Assessor's Records

Seattle Department of Construction and Land Use Microfilm Files

Sanborn Insurance Maps, 1889, 1916, 1940

Kroll Maps, 1912, 1914, 1920, 1928, 1987



View of north façade taken 8/8/2007

Photography Neg. No (Roll No./Frame No.): Roll 1/ Frame 125

Comments:



View of west façade, storefront level taken 8/8/2007

Photography Neg. No (Roll No./Frame No.): Roll 1/ Frame 129

Comments:



View of west façade detail taken 8/8/2007

Photography Neg. No (Roll No./Frame No.): Roll 1/ Frame 142

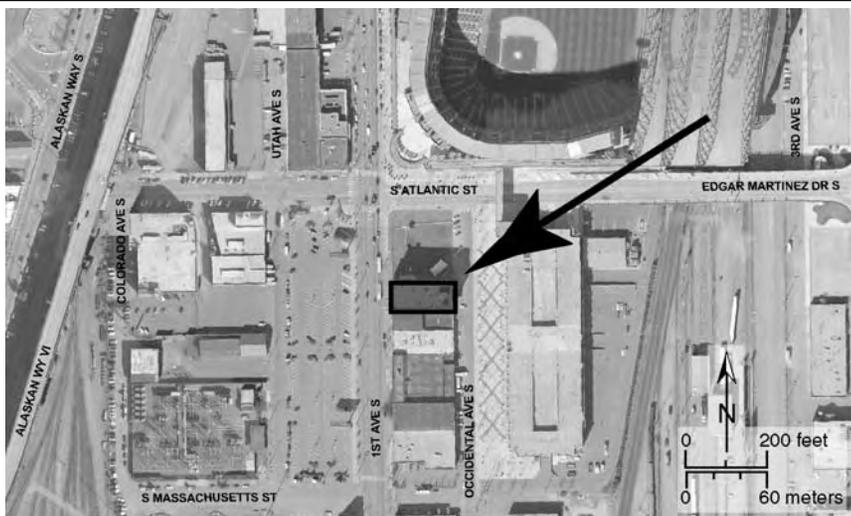
Comments:



View of southwest corner of building showing old painted sign on south elevation taken 8/8/2007

Photography Neg. No (Roll No./Frame No.): Roll 1/ Frame 146

Comments:



View of building location

taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of

taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of

taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of

taken

Photography Neg. No (Roll No./Frame No.):

Comments:

**Historic Property
Inventory Report for**

International Harvester Motor Truck Branch

at 1251 1st Ave S, Seattle, WA 98134

LOCATION SECTION

Field Site No. K-21, S37

OAHP No.: 17-04586

Historic Name: International Harvester Motor Truck Branch

Common Name: Great Floors (Carpet Exchange)

Property Address: 1251 1st Ave S, Seattle, WA 98134

Comments:

County King Township/Range/EW Section T24R04E 1/4 Sec 06 1/4 1/4 Sec SE SE Quadrangle SEATTLE SOUTH

UTM Reference

Zone: 10 Spatial Type: Point

Acquisition Code: Digitized Source

Sequence: 1 Easting: 550110

Northing: 5270836

Tax No./Parcel No.
766620-6990-0

Plat/Block/Lot
Seattle Tidelands/330/7-11

Supplemental Map(s)

Acreage
Less
than one

IDENTIFICATION SECTION

Survey Name: SR 519

Field Recorder: L. Hudson, E. Heideman, NW
Archaeological Assoc.

Date Recorded: 8/8/2007

Owner's Name:
G.S. Investment Co. Inc.

Owner Address:
c/o MJ Goldfarb Enterprises, 1420 5th
Ave, #2625

City/State/Zip:
Seattle, WA 98101

Classification: Building

Resource Status

Comments

Within a District? No

Determined Not Eligible - SHPO

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:



View of southeast corner of the building; view northwest taken 8/8/2007

Photography Neg. No (Roll No./Frame No.): Roll 1/ Frame 140

Comments:

DESCRIPTION SECTION

Historic Use: Commerce/Trade - Warehouse

Current Use: Commerce/Trade - Warehouse

Plan: Rectangle

No. of Stories: 1-2

Structural System: Concrete - Poured

Changes to plan: Intact

Changes to interior: Unknown

Style

Form/Type

Changes to original cladding: Moderate

Changes to other:

Art Deco - PWA Moderne

Commercial

**Historic Property
Inventory Report for**

International Harvester Motor Truck Branch

at 1251 1st Ave S, Seattle, WA 98134

Changes to windows: Extensive

Other (specify):

Cladding

Concrete

Foundation

Unknown

Roof Material

Unknown

Roof Type

Flat with Parapet

NARRATIVE SECTION

Date Of Construction: 1949

Study Unit

Other

Architect: Not known

Builder:

Engineer:

Agriculture

Commerce

Property appears to meet criteria for the National Register of Historic Places: No

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local):

**Statement of
Significance**

The building was recorded in 1979 (Lentz), 1996 (Gray), and 2004 (Sheridan), and is included in a recent survey of buildings south of downtown Seattle (Dodrill 2007).

"This is a warehouse and truck sales building converted to retail use. It was built by International Harvester in 1949 to house their motor truck branch, and has been a carpet store since the 1970s...This building lacks historical significance and architectural integrity, and is not eligible for listing in the National Register" (Sheridan 2004). The building is also not likely to meet Seattle Landmarks Designation Criteria (Dodrill 2007:Table 1-C).

**Description of
Physical
Appearance**

"The building retains some of its original Streamline Moderne character with the rounded corners of the main building and the original 2-story entry/office section. Considerable changes have been made, including filling in the main entrance with concrete block and replacing most of the original metal sash. A fire in 1984 led to rebuilding the rear portion of the warehouse, using tilt-up concrete construction. Another 3,227 square feet of office space was added as well" (Sheridan 2007).

**Major
Bibliographic
References**

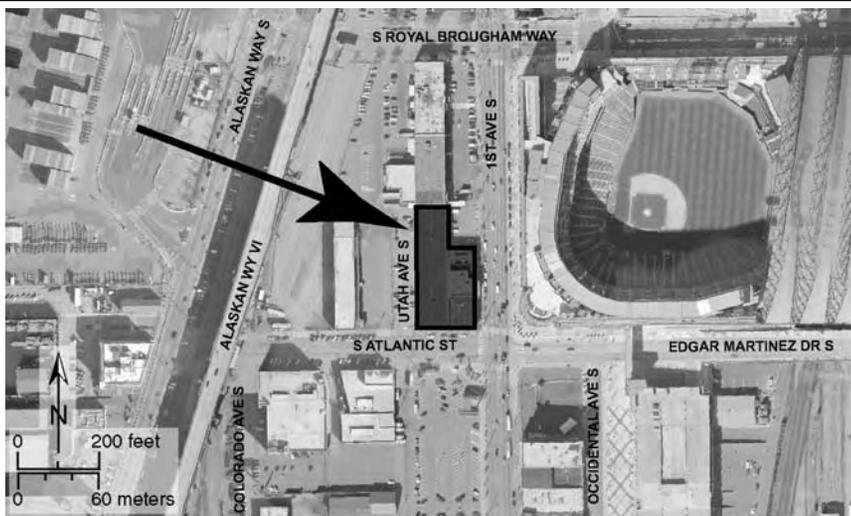
Dodrill, Beth. 2007. Livable South Downtown DEIS: Historic and Cultural Resources. On file, Department of Planning and Development, City of Seattle, WA.

Gray, Barbara. 1996. Carpet Exchange, Motor Truck Branch for International Harvester Company, OAHF No. 17-04586. Historic Property Inventory Form. On file, Washington State Department of Archaeology and Historic Preservation, Olympia.

Lentz, Florence K. 1979. Carpet Exchange. Seattle Inventory Field Form. On file, Washington State Department of Archaeology and Historic Preservation, Olympia.

Northwest Archaeological Associates, Inc./Environmental History Company. 2007. Cultural Resources Discipline Report. SR 519 Intermodal Access Project Phase 2: South Atlantic Corridor. Report submitted to the Washington Department of Transportation, Seattle. Northwest Archaeological Associates, Inc., Seattle.

Sheridan, Mimi. 2004. Carpet Exchange, DEIS Building Number S37. Alaskan Way Viaduct and Seawall Replacement Project Historic Resources Inventory. On file, Washington Department of Transportation, Seattle, WA.

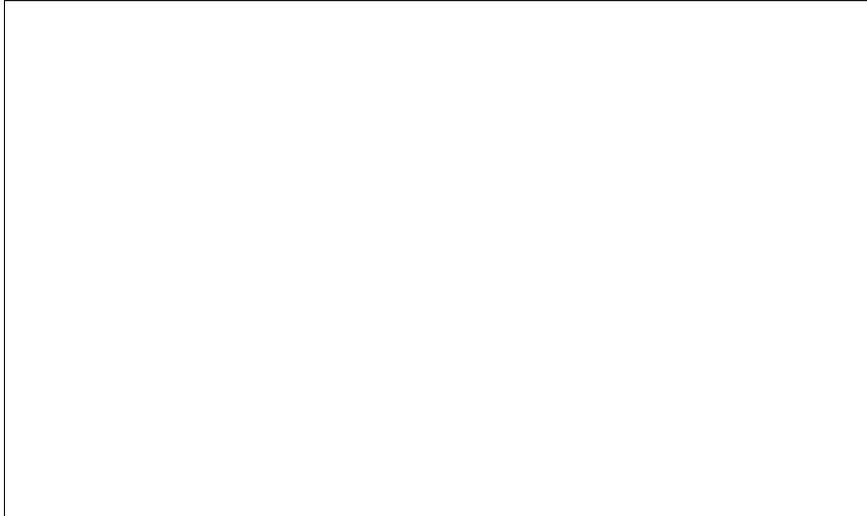


View of building location

taken

Photography Neg. No (Roll No./Frame No.):

Comments:

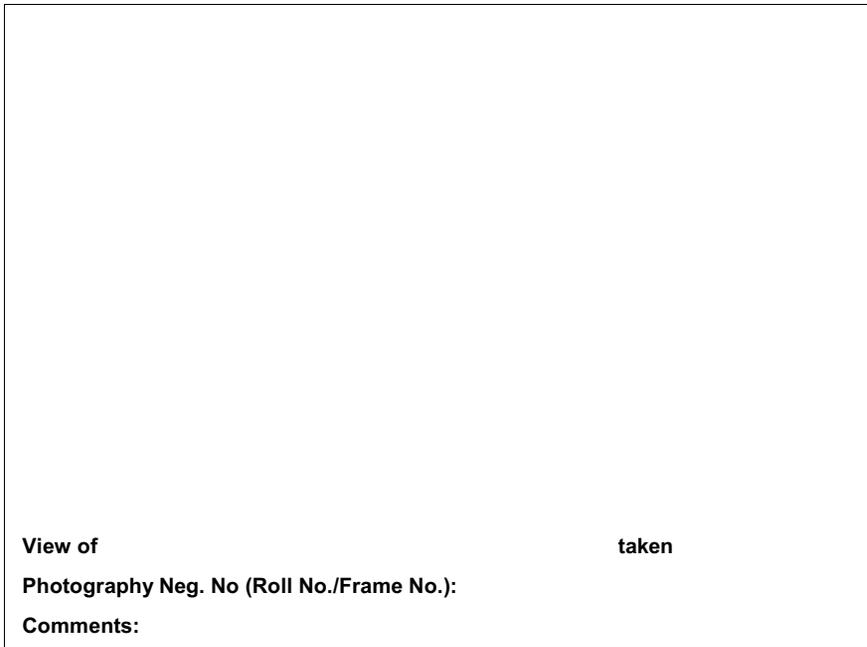


View of

taken

Photography Neg. No (Roll No./Frame No.):

Comments:



View of

taken

Photography Neg. No (Roll No./Frame No.):

Comments:

View of

taken

Photography Neg. No (Roll No./Frame No.):

Comments:

**Historic Property
Inventory Report for**

U.S. Steel Products Warehouse

at 1064 Fouth Ave S, Seattle, WA 98134

LOCATION SECTION

Field Site No. K-18

OAHP No.: 17-04770

Historic Name: U.S. Steel Products Warehouse

Common Name: Pacific Office (Romac Industries)

Property Address: 1064 Fouth Ave S, Seattle, WA 98134

Comments: none

County King Township/Range/EW Section T24R04E 1/4 Sec 05 1/4 1/4 Sec NE SW Quadrangle SEATTLE SOUTH

UTM Reference
Zone: 10 Spatial Type: Point Acquisition Code: Digitized Source
Sequence: 1 Easting: 550597 Northing: 5271045

Tax No./Parcel No.
766620-4795-0

Plat/Block/Lot
Seattle Tidelands/282/10-11

Supplemental Map(s)

Acreage
Less than one

IDENTIFICATION SECTION

Survey Name: SR 519

Field Recorder: L. Hudson, E. Heideman, NW
Archaeological Assoc.

Date Recorded: 8/8/2007

Owner's Name: Newsome Properties LLC Owner Address: 14747 NW Green Brier Parkway City/State/Zip: Beaverton, OR 97006

Classification: Building Resource Status Survey/Inventory Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

DESCRIPTION SECTION

Historic Use: Industry/Processing/Extraction - Manufacturing Facility

Current Use: Industry/Processing/Extraction - Manufacturing Facility

Plan: Rectangle No. of Stories: 3

Structural System: Concrete - Poured

Changes to plan: Slight Changes to interior: Unknown

Changes to original cladding: Slight Changes to other: Extensive

Style
Commercial

Form/Type
Commercial



View of west façade; view east from 4th Avenue South taken 8/8/2007

Photography Neg. No (Roll No./Frame No.): Roll 1/Frame 106

Comments:

**Historic Property
Inventory Report for**

U.S. Steel Products Warehouse

at 1064 Fouth Ave S, Seattle, WA 98134

Changes to windows: Extensive

Other (specify): New entance on nor

Cladding

Concrete - Poured

Foundation

Unknown

Roof Material

Unknown

Roof Type

Flat with Parapet

NARRATIVE SECTION

Date Of Construction: 1910

Study Unit

Other

Architect: American Bridge Co. Engineering Dept. - Chicago Office

Builder:

Engineer:

Manufacturing/Industry

Property appears to meet criteria for the National Register of Historic Places: No

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local):

**Statement of
Significance**

This building was recorded as part of the Washington State Major League Baseball Stadium Project EIS (Field No. B-15) (Gray 1996; Hart Crowser, Inc. 1996). The same inventory form was used for the Football/Stadium EIS with only a change in the Field Number (K-18) (Shapiro and Associates, Inc. 1998). The following is the significance statement given on inventory form:

"Situated approximately 3/4 of a mile from the historic commercial core of Pioneer Square, this building is located in Seattle Tidelands Plat. This unique geographic land mass was created when the tidelands of the Duwamish estuary were gradually filled between 1895 and 1929. this massive engineering effort made possible the expansion of railroad and port facilities and triggered associated real estate sales and the gradual development of transportations-related industrial and warehouse structures during the following two decades. This building was constructed in 1910 and is directly associated with the period characterized by massive railroad improvements, tidelands development and commercial expansion between 1900 and 1910."

"Companies that have occupied this building include U.S. Steel Products Co. [1912 (maybe as early as 1910) to the late 1920's or 1930], Columbia Steels (1930), Hollin Transfer Co. (1947), and the Washington Chocolate Co. (1963)."

Although the inventory form stated that the building was "significant for its continuous use as an industrial use warehouse as well as its general good physical integrity" it was not included in discussions of impacts/effects in either the Baseball Stadium EIS or Baseball Football/Soccer Stadium studies (Hart Crower 1996:Appendix I; Shapiro and Associates, Inc. 1998:Appendix L). The presumption being the building was not eligible for the NRHP. The building was determined "Not to Meet Seattle Landmark Criteria" (Shapiro and Associates, Inc. 1998:L-4, L-5).

Although the U.S. Steel Products building is associated with commercial expansion on the tideflats between 1900 and 1910, it has been substantially altered by window replacements and window opening changes, removal of rusticated piers, in-fill of windows and doors on the south façade (along South Royal Brougham Way), and addition of a multi-story entrance on the north façade. This property lacks integrity of design, materials, workmanship, and feeling and is not recommended eligible for the NRHP.

**Description of
Physical
Appearance**

"This three story concrete-clad building has slight changes to some of its windows (second and third floors). Third story windows piers are rusticated. Second story sash windows are much smaller than the first and third stories with prominent sills. First floor windows also have prominent sills" (Gray 1996).

The US Steel Products (Romac Industries) building's tenant in 2007 is Pacific Office Automation. The long axis of this rectangular building is oriented east-west along South Royal Brougham Way at the northeast corner of Fourth Avenue South. The main entrance to the building was off of Fourth Avenue South until recently when it was changed to the north side after the adjacent building was razed. The new entrance is modern in design and materials and extends above the roof and protrudes from the buildings. Other changes include replacement of all windows on the second and third stories along the west, south, and east sides, reduction in the size of windows on the third story (south side)

**Historic Property
Inventory Report for**

U.S. Steel Products Warehouse

at 1064 Fouth Ave S, Seattle, WA 98134

coupled with an increase in the number of windows, removal of rusticated piers between third story windows, in-fill of doors and windows on the first floor (south side), and addition of a large decorative feature on the northwest corner (second and third stories) of the building. Windows on the west (original façade) and south façade, first floor, are for the most part original.

**Major
Bibliographic
References**

Gray, Barbara. 1996. Romac Industries, OAHF No. 17-04770. Historic Property Inventory Form. On file, Department of Archaeology and Historic Preservation, Olympia, WA.

Hart Crowser, Inc. 1996. Historic Resources, Appendix I. Washington State Major League Baseball Stadium Project, Final Environmental Impact Statement.

Shapiro and Associates, Inc. 1998. Historic Resources Technical Report, Appendix L. Football/Soccer Stadium and Exhibition Center Project. Draft Environmental Impact Statement.

King County Assessor's Records

Seattle Department of Construction and Land Use Microfilm Files

Sanborn Insurance Maps, 1889, 1916, 1940

Kroll Maps, 1912, 1914, 1920, 1928, 1987



View of South façade; view northeast from Royal Brougham **taken** 8/8/2007

Photography Neg. No (Roll No./Frame No.): Roll 1/ Frame 113

Comments:



View of South façade; view north from Royal Brougham **taken** 8/8/2007

Photography Neg. No (Roll No./Frame No.): Roll 1/ Frame 111

Comments:



View of northeast corner of building showing new entrance on north façade **taken** 8/8/2007

Photography Neg. No (Roll No./Frame No.): Roll 1/ Frame 97

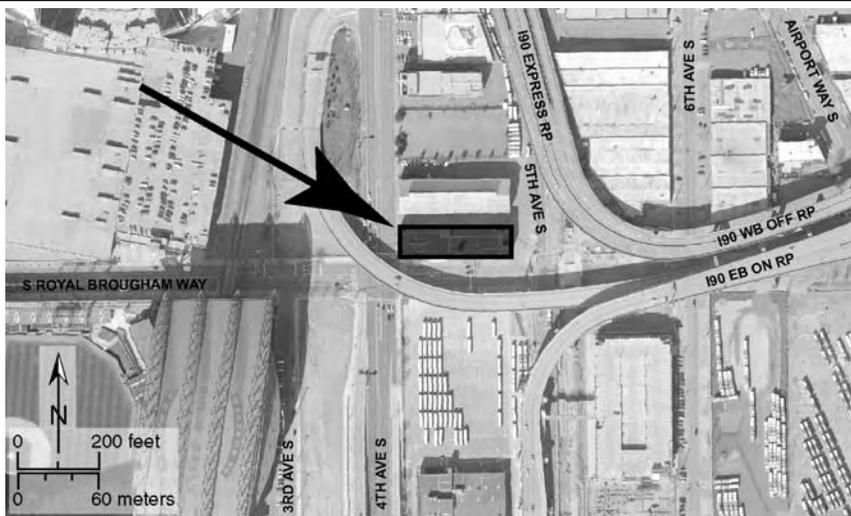
Comments:



View of north façade showing current entrance **taken** 8/8/2007

Photography Neg. No (Roll No./Frame No.): Roll 1/ Frame 99

Comments:

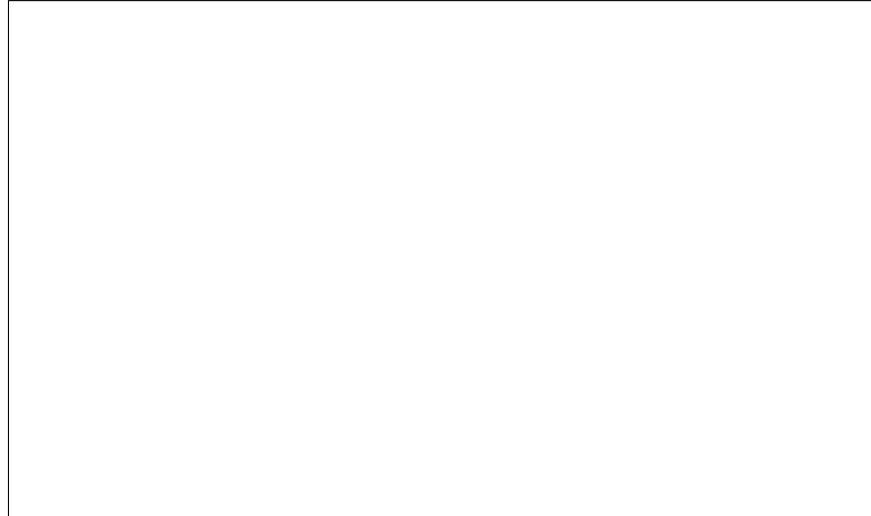


View of building location

taken

Photography Neg. No (Roll No./Frame No.):

Comments:

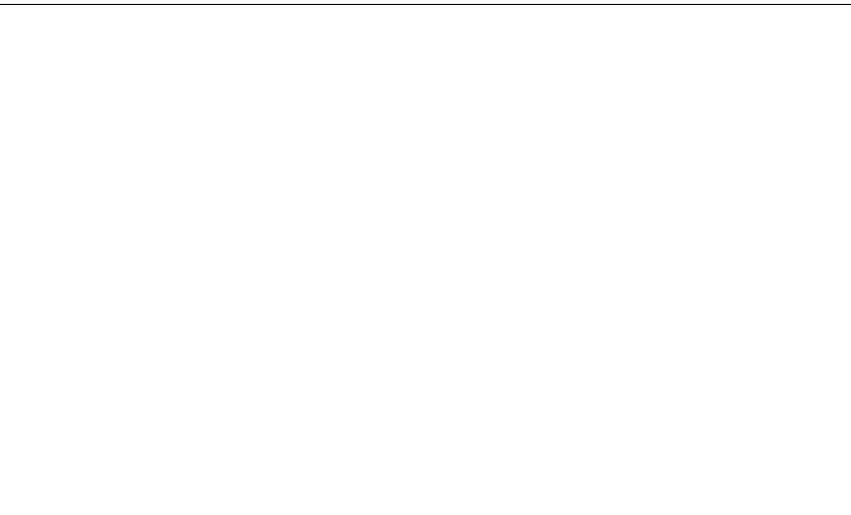


View of

taken

Photography Neg. No (Roll No./Frame No.):

Comments:

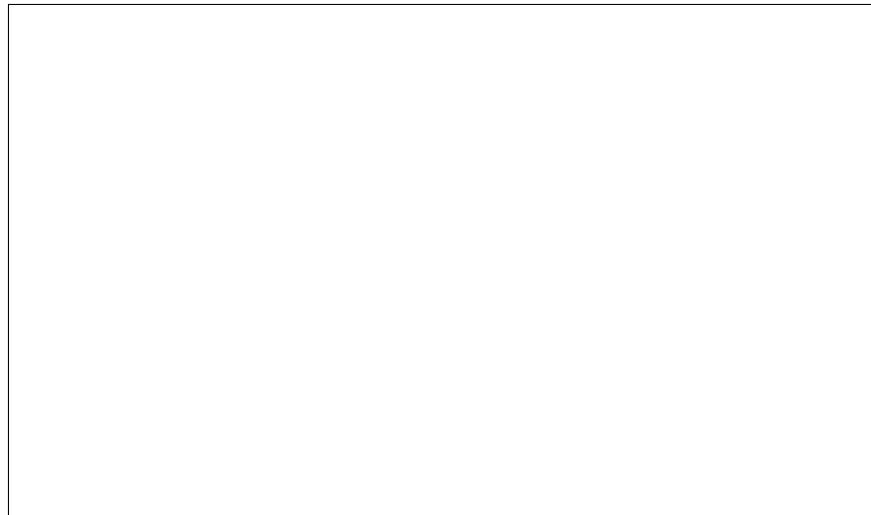


View of

taken

Photography Neg. No (Roll No./Frame No.):

Comments:



View of

taken

Photography Neg. No (Roll No./Frame No.):

Comments:



ARAI/JACKSON
Architects & Planners

April 15, 1996

Mr. David Hansen, Deputy SHPO
Office Of Archaeology & Historic Preservation
111 West 21st Avenue, KL-11
Olympia, Washington 98504

RE: Request for Determination of Eligibility
Multiple properties in project study area for Mariners Ballpark DEIS

Dear Mr. Hansen.

We are forwarding to you today a packet of information regarding a group of historic resources in the vicinity of two of the three alternative sites under consideration as part of the preparation of the Mariners Ballpark DEIS .

Enclosed you will find:

- * Forty (41) historic property inventory forms with text & photos
- * A key map showing the location of each property
- * A brief historic overview of the geographic area including Draft EIS text for Prehistory and Ethnohistory from Bob Weaver at Hart Crowser.

Please note that twelve (12) of these properties were inventoried and reviewed by the OAHF in 1987. The remainder are recently identified historic resources, some of which are included in the City of Seattle Historic Resources Inventory (1979). One property within this study area that we are not resubmitting for OAHF review is the *Immigrant Station and Assay Office*, 815 Airport Way S. (NR 01/25/79).

Based on our field examination and *somewhat* limited research and analysis we have prioritized these properties. This was done for DEIS preparation purposes and the properties listed below are currently identified in our draft document, however our identification is *only* preliminary and your formal determination regarding whether they may meet National Register criteria is desired at this point. Could you also concur or clarify your determination regarding the remainder of the inventoried properties.

Two (2) properties appear to have already been determined eligible for listing in the National Register of Historic Places:

B8 - A. L. Palmer Building (1000 First Avenue)
C16 - The Bemis Building (55 S. Atlantic Street)*

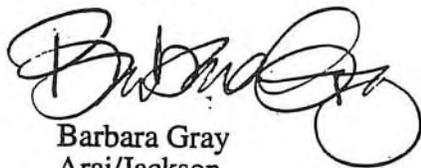
We believe the following group of ten (10) historic resources, in addition to the two (2) above, have the highest likelihood of meeting National Register criteria and integrity standards. Those properties that were included in the City of Seattle Inventory of Historic Places have been noted (*) as such.

- B13- Salvation Army Thrift Shop (1000-1010 Fourth Avenue S.)
- B14- Imperial Beverages (1044 Fourth Avenue S.)
- C3 - Milwaukee Road Freight House (95 S. Atlantic Street)*
- C8 - Robert Moran Building (1246 First Avenue S)
- C11- Denny Renton Clay & Coal Co. Bldg. (1500 First Avenue S.)*
- > C14- Frederick & Nelson Warehouse Bldg. (1518-1522 First Avenue S.)*
- C15- Jessman Realty Warehouse Bldg. (1534 First Avenue S.)
- C17- Simmons Co. Bldg. (1701 First South)
- C18- Star Machinery Co. Bldg. (1714 First Avenue S.)*
- C21- Warehouse & Truck Storage Co. (1712 - 14 First Avenue S.)*

These resources possess generally good integrity, exhibit distinctive architectural features or are associated with important architects or historic contexts/theme units as noted on the individual inventory forms. We realize there may be insufficient information, however given the time frame we were not able to conduct in-depth research.

We trust that the enclosed information will be adequate for your review. If you have questions or would like to arrange a site visit, please call me at 206/323-8800 and I will assist you. We would appreciate a formal OAHIP response as soon as is reasonable since we are in the midst of a very rapid DEIS schedule. Thank you for your personal attention to this request.

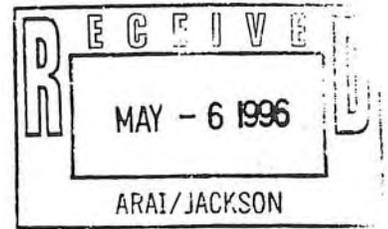
Sincerely,



Barbara Gray
Arai/Jackson



Kate Krafft
Krafft & Krafft



STATE OF WASHINGTON

DEPARTMENT OF COMMUNITY, TRADE AND ECONOMIC DEVELOPMENT

OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

111 21st Avenue S.W. • P.O. Box 48343 • Olympia, Washington 98504-8343 • (360) 753-4011

May 2, 1996

Ms. Barbara Gray
Arai/Jackson Architects and Planners
1601 East John
Seattle, Washington 98112

Log: 041696-11-KI
Re: Determinations of Eligibility for
Properties in the Project Area for
Mariners Ballpark

Dear Ms. Gray:

Thank you for contacting the Washington State Office of Archaeology and Historic Preservation (OAHP) regarding the above referenced proposal. We are in receipt of the documentation of historic buildings located in the project area of the proposed new Mariners Ballpark. OAHP staff have reviewed the documentation. In addition, OAHP's Architectural Historian, Lauren McCroskey, has visited the area to carefully assess eligibility of properties for listing in the National Register of Historic Places.

In response, it is our opinion that the following properties are eligible for the National Register for architectural values and/or historical associations:

- B8 A. L. Palmer Building (1000 First Avenue)
- C16 The Bemis Building (55 South Atlantic)
- B13 Salvation Army Thrift Shop (1000-1010 Fourth Avenue South)
- B14 Imperial Beverages (1044 Fourth Avenue South)
- C3 Milwaukee Road Freight House (95 South Atlantic)
- *C8 Robert Moran Building (1246 First Avenue)
- C11 Denny Renton Clay and Coal Co. Building (1500 First Avenue South)
- > C14 Frederick & Nelson Warehouse Building (1518-1522 First Avenue South)
- C15 Jessman Realty Warehouse Building (1534 First Avenue South)
- C17 Simmons Co. Building/Murphy Door Bed Co. (1701 First South)
- C18 Star Machinery Co. Building (1714 First Avenue South)
- C21 Warehouse and Truck Storage Co. (1712-14 First Avenue South)

Ms. Barbara Gray
May 2, 1996
Page Two

In addition, we recommend that *C8 (Robert Moran Building) be further investigated for historical associations. While the building is not individually eligible for architectural merit, it may be the only remaining property associated with Robert Moran's ship building activities.

There is a group of potentially eligible properties located just outside the Pioneer Square National Register District, at the south end of the district. Previous evaluations of district boundaries concluded that the Alaska Way Viaduct on-ramp severed this area from the district. Today, the considerable age of the viaduct (not far from eligibility itself), and its long-standing presence in the district (almost half the life of many of the listed properties) override the structure's negative impacts. Going south on First Avenue, up to 1022 First Avenue South, there is still visual continuity, associative values of design, materials and height, and compatibility of historic period and context. We therefore recommend that properties in the range, 820-1022 First Avenue be evaluated as contributing to the Pioneer Square National Register district. The following properties are determined eligible; additional evaluations should be made for buildings that fall within the identified range.

- B5 Roebing Building (900 First Avenue South)
- *B8 A. L. Palmer Building (1000 First Avenue South) already identified
- B9 M. F. Bachus Warehouse (1014-1016 First Avenue South)
- B10 E. O. Graves Building (1022 First Avenue South)

Because there are few remaining railroad-related properties to convey the prominent role of the railroad in the development of this area, surviving properties should be closely examined and integrity standards applied less stringently. Though its attached warehouses have lost integrity, the Oregon & Washington RR freight house (B1/801 First Avenue South) retains good integrity and is considered eligible. And although it appears to be less than fifty years of age, the Northern Pacific Commissary (C22/1515 Third Avenue South) should be investigated further to determine a date of construction.

Ms. Barbara Gray
May 2, 1996
Page Three

Again, thank you for the opportunity to review and comment on these properties. Should you have any questions, please feel free to contact me at (360) 753-9116 or Lauren McCroskey at (360) 586-2901.

Sincerely,



Gregory Griffith
Comprehensive Planning Specialist

GAG:tjt

cc: Karen Gordon, Seattle Historic Preservation Officer
Jennifer Meisner, Office of Urban Conservation

Appendix G – Geology and Soils Discipline Report

Page 5-12, Operational Mitigation, end of section:

The following text is added:

During preparation of this Geology and Soils Discipline Report, specific discussions took place with structural designers regarding the potential impacts of vibrations. These discussions covered the levels of possible vibrations and methods of minimizing these vibrations. Mitigation measures identified during these discussions included avoidance of roadway features that could serve as sources of vibrations, as well as use of isolation joints between the roadway structures and the parking garage on the north side of South Royal Brougham Way.

The conceptual design of the Royal Brougham Way structures specifically selected drilled shaft foundations instead of driven piling to minimize the potential for vibrations during construction of the structure foundations. Other sources of vibration would also occur during construction. To address these sources of vibration, construction documents would require selection of construction methods that minimize vibration.

The potential for vibration-induced damage during operations is believed to be very small and should be less of a risk than currently exists with at-grade conditions on the South Royal Brougham Way roadway and the adjacent rail lines. The surface of the new roadway would be smooth and without joints. Because the new structure would be supported by deep shaft foundations, any vibrations that develop would have to travel from the structure through the foundations to greater than 60 feet below the existing ground, over to the foundations supporting Safeco Field, and back up to the structure. The energy losses from this travel path should result in vibrations levels that are lower than what occurs from the nearby railroad and surface conditions of existing South Royal Brougham Way.

Further discussions would occur between WSDOT and those responsible for design of the structure to ensure that the vibration issue is appropriately addressed.

With respect to soil compression and the potential for ground settlement and lateral movement in proximity to Safeco Field, geotechnical analyses performed during design would specifically address these topics. The distance and types of supports for the retractable roof appear to be such that settlements from the approach would not affect the structure. The approach fill on the west end of South Royal Brougham Way would be less than 5 feet in height, and this fill height would not affect the structure. On the east end the fill is about 18 feet in height. The distance between this fill and the closest structure appears to be too great for settlement from this fill to affect the closest roof support. Normally the amount of lateral movement for a well-designed structure will not extend 50 feet from the new structure.

Consideration would be given to the Safeco Field roof support concern during design. If it is determined that there is a potential for roof supports to be affected, then mitigation methods would be used to minimize new loads being imposed to the soil. These mitigation methods could involve use of ground improvements that reduce ground settlement of the proposed fill.

The potential effects of project construction on the Elliott Bay Interceptor and other utilities have been evaluated by the designers. The deep foundations supporting the Royal Brougham structure would avoid damage to existing utilities by transferring loading directly to competent bearing material below the utilities. The location at the west end of the structure where the elevated structure changes to earth fill was also selected to minimize the amount of approach fill on South Royal Brougham Way. Construction documents would require that all existing utilities and structures be protected during construction. At the west approach fill near Third Avenue South, where long-term

settlements could affect existing utilities, measures have been identified for relocating the utility or protecting the utility in place.

The potential for seismic hazards at the new I-90 off-ramp to South Atlantic Street and for the South Royal Brougham Way elevated structure have been identified as topics that must be addressed during the design of the structures.

The seismic response of foundations for the South Royal Brougham Way structure would also be evaluated using numerical modeling methods to establish the amount of foundation movements and the soil reactions to these movements. WSDOT would confirm that existing utilities will not be adversely affected. If WSDOT confirms that loading from the foundations could affect the existing utilities, mitigation methods would be used to reduce these effects to acceptable levels. Mitigation methods could involve use of isolation casing around the bridge foundations, placement of protective box sections around the utility, or other similar approaches.

For the South Atlantic Street off-ramp, the transition from the new structure to the existing structure would be designed such that neither structure affects the other. The design process would involve conducting numerical analyses to establish expected movements during the design seismic event and then designing the tie between one structure and the other to accommodate expected movements.

Appendix H – Hazardous Materials Discipline Report

Page 5-7, under Option 3. No Preplanning, 3rd full paragraph, 9th line:
Delete extra period after “managed.”

Appendix J – Noise Discipline Report

Page xv, lines 1-2:

- ~~If necessary,~~ Notifying the Silver Cloud Inn and Salvation Army residence before periods of intense nighttime construction.

Page 4-2, 2nd paragraph, 12th line:

Add space between “Exhibit” and “4-2”.

Page 4-3, 1st paragraph, under the heading What noise-sensitive properties are in the study area?:

Text is revised as follows:

The land uses within the study area are industrial/terminal/ warehouse, recreational/entertainment (Qwest Field, Qwest Field Event Center, Safeco Field), and commercial. In addition, there are retail/service businesses, offices, the Silver Cloud Inn, and the Salvation Army residence. The Salvation Army Adult Rehabilitation Center residence, ~~adjacent to~~ across the street from the end of the existing I-90 off-ramp on Fourth Avenue South, has no designated outdoor use areas. However, since the Salvation Army residence is a non-profit institution, interior noise levels will be included in this analysis as Category E.

Page 4-4, 1st full paragraph, 8th line:

Add period after “Exhibit 4-7”.

Page 5-6, following 1st paragraph under the heading Construction Mitigation:

Add the following text:

Because noise levels at Safeco Field, Qwest Field, the WaMu Theater, and office spaces would increase above current conditions during construction, WSDOT would coordinate closely with these facilities. Construction noise would not exceed the maximum permissible sound levels specified in the Seattle Noise Ordinance (SMC 25.08.425) unless a variance is obtained. The complete ordinance is presented in Appendix E.

Page 5-6, last bullet point:

- ~~Developing a construction management plan (CMP)~~
Establishing specific noise levels that could not be exceeded by the contractors for various activities during specific time periods. This would establish a set of noise limits that could be met by the contractors while still protecting the public from excessive noise effects.

Page 5-7, 3rd bullet point:

- In compliance with the City of Seattle Noise Ordinance, limiting the noisiest construction to between 78 AM and 405 PM on weekdays and between 9 AM and 405 PM on weekends and holidays to reduce construction noise levels during sensitive nighttime hours.

Page 5-7, last bullet point:

- ~~If necessary, a~~ Notifying the Silver Cloud Inn and Salvation Army residence before periods of intense nighttime construction.

Appendix K – Public Services and Utilities Technical Memorandum

Page 3-7, after the last sentence in the first paragraph, above the “Stormwater” heading

Add the following text:

In addition, a 24-inch wastewater line owned, operated, and maintained by SPU is located beneath and along the centerline of Third Avenue South between South Royal Brougham Way and South Atlantic Street. The line connects to the 96-inch combined stormwater and wastewater line described above.

Page 4-5, final bullet point

Text is revised as follows:

- Notifying area businesses and residents of utility interruptions, if any are required, by providing a schedule of construction activities in those areas. Any anticipated interruption of City of Seattle services would be coordinated with Seattle Public Utilities.

Appendix L – Social and Economic Elements Technical Memorandum

Page 6-3, U.S. Bureau of Labor Statistics 2006 reference, last line:

Add period after “2007”.

Page 6-3, Washington State Department of Revenue 2007 reference, last line:

Add period after “2007”.

Appendix M – Transportation Discipline Report

Page 5-25, 1st partial paragraph, last line:

Add period after “Brougham Way”.

Page 5-57, immediately following the “Operational Mitigation” heading:

Add the following text:

Post-construction operations on South Royal Brougham Way, including periods associated with events, would be the responsibility of the City of Seattle.

Appendix N – Visual Quality Discipline Report

Page xii, last paragraph, line 13:

Change “2 miles” to “5 miles”

Page 4-6, first paragraph:

Add to the end of the paragraph:

Mount Rainier is not visible from any of the viewpoints selected for detailed assessment. It can be seen from parts of Fourth Avenue South near the project area, although the existing presence of the elevated South Atlantic Street overpass (and associated ramps on Fourth Avenue South) and the I-90 off-ramp to Fourth Avenue South partially block views of the mountain.

Page 4-10, after first paragraph:

Add the following text:

From the roadway surface (not the sidewalks) of South Royal Brougham Way at Fourth Avenue South, parts of the Olympic Mountains are visible on clear days to the west between the upper and lower levels of the Alaskan Way Viaduct. This is a SEPA-protected view as defined by Subsection P (Public View Protection) of SMC 25.05.675. The view to the east from this intersection is not SEPA-protected, but does include a view of the Pacific Marine Hospital. The view of the downtown Seattle skyline north along Fourth Avenue South from its intersection with South Royal Brougham Way is SEPA-protected. The view south along Fourth Avenue South from that same intersection, toward Mount Rainier, is not SEPA-protected.

Page 4-24, 2nd paragraph, 5th line:

After “SMC” add “25.05.675.”

Page 5-2, first full paragraph, line 7:

Revise as follows:

The proposed elevated I-90 off-ramp to the South Atlantic Street overpass would be highly visible in the approximately 725-foot-long section of Fourth Avenue South between the existing I-90 off-ramp to Fourth Avenue South and the existing South Atlantic overpass. The elevated structure and its concrete support columns would add strong visual elements to areas from which they could be seen. ~~Views toward the off-ramp from north and south of it would tend to be blocked by the existing elevated structures of the I-90 off-ramp to Fourth Avenue and the South Atlantic overpass. The new off-ramp would block views along Fourth Avenue South between the existing South Atlantic Street overpass and the existing I-90 off-ramp to Fourth Avenue South.~~ The proposed new off-ramp would be similar in appearance (in terms of line, form, texture, color, and scale) to existing nearby off-ramps. The proposed off-ramp would also be consistent with the mixed industrial and sports-stadium/ entertainment-complex character of the area in which it would be located. Specific effects of the off-ramp on visual quality are discussed below under Viewpoints 1 and 6.

Page 5-4, under Viewpoint 1: View South from Fourth Avenue South, 2nd paragraph, 3rd line:

Delete space after “sports-stadium/”.

Page 5-4, under Viewpoint 1: View South from Fourth Avenue South, 3rd paragraph, following last sentence:

Insert:

Four existing trees along the south side of South Royal Brougham Way would be removed. New trees along the north side of South Royal Brougham Way would be planted between existing trees and would, over time, help to create a more uniform alignment of street trees. The addition of a new pedestrian plaza at the corner of Fourth Avenue South and South Royal Brougham Way

would add pedestrian-oriented urban design elements to the area and block existing views of the storage areas along the BNSF Railway tracks and the east side Safeco Field. These measures would improve the vividness and intactness of the scene viewed from this location and would more than compensate for the removal of the four existing street trees.

Page 5-6, following first paragraph:

Insert:

The loop ramp would add a new visual element to the view from along South Royal Brougham Way. The ramp would block parts of the existing view to the west from South Royal Brougham Way toward First Avenue South and the Alaskan Way Viaduct. The loop ramp's associated pedestrian plaza would block views of the storage areas for equipment and materials along the BNSF Railway tracks and the east side of Safeco Field, improving visual quality.

Page 5-6, following 2nd paragraph:

Insert:

During project operation, the City of Seattle would be responsible for managing the pedestrian plaza.

Page 5-6, following 3rd paragraph:

Insert:

The project would produce a slight to moderate increase in visual unity and a slight increase in overall visual quality. The presence of the loop ramp (with its railings and other context-sensitive details) in conjunction with the pedestrian plaza and additional street trees on the north side of South Royal Brougham Way would add to the unity of the view. This improvement would occur as a result of blocking views of the visually incongruent storage areas near the BNSF Railway tracks and along the east side of Safeco Field, adding pedestrian amenities at the plaza, and adding trees on the plaza and streets. These elements would produce a more coherent and unified visual effect, linking the two sides of South Royal Brougham Way

Page 5-10:

Add to beginning of first paragraph:

With respect to the Olympic Mountains, the SEPA-protected view to the west from the new ramp on South Royal Brougham Way would not be blocked. However, ground-level views of the Olympic Mountains between the upper and lower levels of the Alaskan Way Viaduct would be blocked. Views toward the new I-90 off-ramp from many areas south of it on Fourth Avenue South would be partially blocked by the South Atlantic Street overpass and its ramps to Fourth Avenue South.

Page 5-10:

Following the second paragraph, add:

If one looks east along South Royal Brougham Way from First Avenue South, the Pacific Marine Hospital can be seen. It is located between Safeco Field and the Qwest Field Event Center just above three existing transportation structures: the existing I-90 off-ramp to Fourth Avenue South, the South Atlantic Street on-ramp to I-90, and the Fifth Avenue South bus ramp to I-90. The proposed loop-ramp structure would not block views from the western portion of South Royal Brougham Way, but it would add another large-scale visual element. The structure would block views from beneath it.

Page 5-12, text box:

In Unity row, change (44.5) to (4.5) and in Total Visual Quality row, add parenthesis.

**VIEWPOINT 5 – PROJECT
RELATED CHANGES TO VISUAL
QUALITY RATING**

<i>Attribute</i>	<i>Rating – - Existing - (With Project)</i>
Vividness	2 (2)
Intactness	3 (3)
Unity	4 (4.5 4.5)
Total Visual Quality	3 (3.2)

Note: 1 = very low, 2 = low, 3= moderately low, 4 = average, 5 = moderately high, 6= high, 7 = very high.

Page 5-14, last paragraph:

Add after 4th sentence:

The SEPA-protected view from areas of Fourth Avenue South north of the new I-90 off-ramp, already partially blocked by the existing I-90 off-ramp to Fourth Avenue South, would be further affected by the new I-90 off-ramp. It would partially block some views north toward downtown Seattle along approximately 200 to 300 feet of Fourth Avenue South.

Page 5-19, 1st paragraph, 3rd line:

Delete paragraph (repeated text from page 5-18).

Page 5-20, 2nd paragraph, 6th line:

Change “15 percent” to “10 percent”

Appendix O – Water Resources Technical Memorandum

Page ix, Glossary, Turbidity definition, 4th line:

Delete extra period after “NTUs.”

Page xiii, third paragraph:

Revise as follows:

The study area has little gradient and there are no surface water bodies immediately adjacent to the project footprint. However, there would be a risk that, during construction, excessive suspended sediments could be transported into the stormwater collection

system and ultimately the combined sewer system serving the area or into Elliott Bay.

Page 4-1, first paragraph after bullet list:

Revise as follows:

The ~~existing~~ proposed stormwater system that would serve the South Royal Brougham Way overpass and South Atlantic Street/First Avenue South intersection of the project lies within the City of Seattle right-of-way and discharges to the City stormwater system. ~~Upon completion of the project, the City would be responsible for the operation and the maintenance of these stormwater facilities. Following construction,~~ project stormwater conveyance and treatment facilities and the responsibility for their maintenance would be turned over to the City.

Page 4-13, 3rd full paragraph, last line:

Delete space between “facilities” and the period.

Page 6-1, City of Seattle 2000 reference, last line:

Add period after “Washington.”

**Attachment 2:
Notice of Availability of FONSI and
SEPA Determination of Nonsignificance**

Attachment 2: Notice of Availability of FONSI and SEPA Determination of Nonsignificance

This attachment provides the Notice of Availability of the Finding of No Significant Impact (FONSI) prepared under the National Environmental Policy Act, the Notice of Determination of Nonsignificance (DNS) prepared under State Environmental Policy Act (SEPA) Rules, and information on the publication of these notices on April 24, 2008, and January 28, 2008, respectively.

NOTICE OF AVAILABILITY OF FINDING OF NO SIGNIFICANT IMPACT,

SR 519 INTERMODAL ACCESS PROJECT

The Federal Highway Administration (FHWA) will issue the Finding of No Significant Impact (FONSI) on April 25, 2008, for the SR 519 Intermodal Access Project – Phase 2: Atlantic Corridor.

This finding is based on the evaluation of the Environmental Assessment (EA) as issued by the FHWA and the Washington State Department of Transportation (WSDOT) on February 5, 2008, and on public and agency input during the public comment period from February 5 through March 7, 2008. The public comment period included a public hearing on February 20, 2008.

Description of Proposed Project:

The purpose the SR 519 Intermodal Access Project is to provide for increased mobility and safety, including pedestrian safety, by improving connections between I-5/I-90, the Port of Seattle, freight centers, waterfront commercial interests (including State ferries) and recreational/sports facilities in the downtown area. The project is located in the south downtown (SODO) area of Seattle, King County. The project also proposes to eliminate the remaining safety issues related to surface-level rail crossings at South Royal Brougham Way. The three main components of the project include:

- New westbound off-ramp from I-5 and I-90 to the current South Atlantic Street overpass.
- Intersection improvements at First Avenue South and South Atlantic Street
- Grade-separated crossing at South Royal Brougham Way for multi-modal vehicles and pedestrians over railroad tracks.

Where Can I View the EA and FONSI?

Both the EA and the FONSI can be accessed online at www.wsdot.wa.gov/Projects/SR519. Hard copies of the EA and the FONSI can be purchased for a cost of \$16 for each document, which does not exceed the cost of printing. CD-ROMs are available free of charge.

Both documents may also be reviewed at the following location: SR 519 project office, WSDOT-Urban Corridors Office, 999 Third Ave., Ste. 2424, Seattle, WA 98104. Copies are also available for review through the Seattle Public Library as well as the Downtown Seattle Neighborhood Service Center and the Greater Duwamish Neighborhood Service Center.

Who Can I Contact with Questions?

Please contact Allison Hanson at SR 519 Project Office, 999 Third Ave., Ste. 2424, Seattle, WA 98104, or at 206-716-1136 if you have any questions.

Americans with Disabilities Act (ADA) Information:

Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by calling the Office of Equal Opportunity (OEO) at (360) 705-7097. Persons who are deaf or hard of hearing may contact OEO through the Washington Relay Service at 7-1-1.

Title VI:

WSDOT ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin, or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding WSDOT's Title VI Program, you may contact the Department's Title VI Coordinator at (360) 705-7098.

The preceding legal notice was advertised in the following newspaper on the date noted:

The Seattle Times, April 24, 2008

**NOTICE OF DETERMINATION OF NONSIGNIFICANCE
AND
ADOPTION OF EXISTING ENVIRONMENTAL DOCUMENT**

Extension of comment period: The comment period for the determination of nonsignificance has been extended to March 7, 2008.

Description of proposal:

The SR 519 Intermodal Access Project – Phase 2: Atlantic Corridor (the project) proposes to increase traffic mobility and safety by improving connections between Interstate 5 (I-5) and Interstate 90 (I-90) and Port of Seattle container terminals, the Washington State Ferries terminal at Colman Dock, waterfront commercial interests, and the stadium area. The project will also allow people to walk more safely to and from the stadium area.

The project design includes three components:

- New westbound off-ramp from I-5 and I-90 to the current South Atlantic Street overpass.
- Intersection improvements at First Avenue South and South Atlantic Street.
- Grade-separated crossing at South Royal Brougham Way for local vehicles and pedestrians over railroad tracks.

Proponent:

Washington State Department of Transportation, Urban Corridors Office

Location of current proposal:

The project is located in the south downtown (SODO) area of Seattle, King County, between I-5/I-90 and the waterfront. The project area is bound by approximately South Royal Brougham Way and South Atlantic Street, and First Avenue South and Fourth Avenue South.

Title and description of documents being adopted:

SR 519 Intermodal Access Project – Phase 2: Atlantic Corridor Environmental Assessment (EA)
(WSDOT/FHWA, February 2008)

The EA contains the results of a series of environmental analyses to identify potential impacts of the project and the no build alternative, and is used to convey the project information to the public and project decision-makers so well informed decisions can be made. This assessment was prepared in accordance with the National Environmental Policy Act (NEPA).

The document is available to be read at (place/time):

The EA and supporting discipline reports can be found on the project website at:
www.wsdot.wa.gov/Projects/SR519.

They can be read at the following location from 8 a.m. to 5 p.m.: SR 519 Project offices, WSDOT-Urban Corridors Office, 999 Third Ave., Ste. 2424, Seattle, WA 98104.

Copies are also available for review through the Seattle Public Library as well as the Downtown Seattle Neighborhood Service Center and the Greater Duwamish Neighborhood Service Center.

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for three weeks from the date below.

Comments must be submitted by March 7, 2008.

We have identified and adopted this document as being appropriate for this proposal after independent review. The document meets our environmental review needs for the current proposal and will accompany the proposal to the decision maker.

Name of agency adopting document:

Washington State Department of Transportation, Urban Corridors Office

Responsible Official: Allison Hanson

Position/Title: Deputy Director of Environmental Services, Washington State Department of Transportation Urban Corridors Office

Phone: 206-716-1136

Address: SR 519 Project Office, 999 Third Ave., Ste. 2424, Seattle, WA 98104

Date: February 13, 2008

The preceding legal notice was advertised in the following newspapers on the date noted:

The Seattle Times, January 28, 2008

Seattle Post-Intelligencer, January 28, 2008

**Attachment 3:
FONSI Distribution List**

Attachment 3: FONSI Distribution List

To promote good communication and enhance interagency coordination, we acknowledge that this FONSI is a public document and has involved the public, agencies, and tribes in implementing National Environmental Policy Act (NEPA) procedures. The FONSI was sent to the following government agencies, tribes, elected officials, and organizations:

Federal Agencies

U.S. Department of Transportation, Federal Transit Administration
U.S. Department of Transportation, Federal Railroad Administration
U.S. Coast Guard

Tribes

Confederated Tribes and Bands of the Yakama Nation
Duwamish Tribe
Muckleshoot Indian Tribe
Snoqualmie Tribe
Suquamish Tribe
Tulalip Tribes

State Agencies

Washington State Department of Archaeology and Historic Preservation
Washington State Department of Ecology
Washington State Freight Mobility Strategic Investment Board
Washington State Public Stadium Authority
Washington State Transportation Commission

Local Agencies

City of Seattle

Department of Transportation
Department of Planning and Development
Department of Neighborhoods/ Pioneer Square Preservation Board
Seattle City Light
Seattle Fire Department
Seattle Police Department
Seattle Public Utilities

King County

King County Department of Transportation, Transit Division

King County Wastewater Treatment Division

Port of Seattle

Puget Sound Clean Air Agency

Sound Transit

Washington State Major League Baseball Stadium Public Facilities District

Libraries

Seattle Public Library

Washington State Library

Washington State Department of Transportation Library

Neighborhood Service Centers

Greater Duwamish Neighborhood Service Center

Downtown Neighborhood Service Center

Elected Officials

U.S. Senators

Senator Maria Cantwell

Senator Patty Murray

U.S. Representatives

Representative Jim McDermott, 7th Congressional District

Washington State Legislature

Representative Judy Clibborn, House Transportation Committee Chair

Representative Doug Ericksen, House Transportation Committee Ranking Minority Member

Senator Mary Margaret Haugen, Senate Transportation Committee Chair

Senator Dan Swecker, Senate Transportation Committee Ranking Minority Member

City of Seattle

Mayor Greg Nickels

Jean Godden, Seattle City Council Position 1

Richard Conlin, Seattle City Council Position 2

Bruce Harrell, Seattle City Council Position 3

Jan Drago, Seattle City Council Position 4

Tom Rasmussen, Seattle City Council Position 5

Nick Licata, Seattle City Council Position 6, Council President

Tim Burgess, Seattle City Council Position 7

Richard McIver, Seattle City Council Position 8

Sally Clark, Seattle City Council Position 9

King County

Ron Sims, King County Executive

Bob Ferguson, Metropolitan King County Council, King County District 1

Larry Gossett, Metropolitan King County Council, King County District 2
Kathy Lambert, Metropolitan King County Council, King County District 3
Larry Phillips, Metropolitan King County Council, King County District 4
Julia Patterson, Metropolitan King County Council, King County District 5, Chair
Jane Hague, Metropolitan King County Council, King County District 6
Pete von Reichbauer, Metropolitan King County Council, King County District 7
Dow Constantine, Metropolitan King County Council, King County District 8
Reagan Dunn, Metropolitan King County Council, King County District 9

Port of Seattle

Tay Yoshitani, Chief Executive Officer
John Creighton, Port of Seattle Commission, President
Bill Bryant, Port of Seattle Commission
Patricia Davis, Port of Seattle Commission
Lloyd Hara, Port of Seattle Commission
Gael Tarleton, Port of Seattle Commission

**Business/Trade/Other Organizations and Interest
Groups**

Amtrak
BNSF Railway
Freight Mobility Advisory Committee
Manufacturing Industrial Council of Seattle
Puget Sound Regional Council
Qwest Field
Seattle Bicycle Advisory Board
Seattle Design Commission
Seattle Mariners
Seattle Pedestrian Advisory Board
Somerset Properties
Bemis Building

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**Attachment 4:
Mitigation Commitment List**

Attachment 4: Mitigation Commitment List

This attachment describes project mitigation commitments. The mitigation measures are organized by element of the environment, as presented in the Environmental Assessment (EA). These commitments were included in the EA as Appendix B, Best Management Practices and Mitigation Measures. Since the issuance of the EA, corrections have been made to these commitments. These corrections serve to clarify or enhance readability and comprehension. Changes are identified using strikethrough and underlining. Each deletion of original text is shown with a line striking through it; new text is indicated by an underline. These minor revisions are incorporated into the EA by reference. These commitments have been adopted as part of the Federal Highway Administration's final decision on the proposed project. They are listed to "assist with agency planning and decision-making" and to "aid an agency's compliance with NEPA when no Environmental Impact Statement is necessary" [40 CFR 1501.3(b) and 1508.9(a)(2)].

This appendix summarizes best management practices (BMPs) and mitigation measures that could be used to avoid or minimize undesirable effects of the project during construction or operation of the SR 519 Phase 2 project. WSDOT and FHWA will determine mitigation measures that (1) are incorporated into engineering design, (2) become contract requirements to be followed during construction, or (3) are implemented during operation of the completed project. ~~Many of the procedures summarized below will be required by permits issued to WSDOT by federal, State of Washington, and local agencies. WSDOT will follow all permit requirements and will also put into effect additional measures as needed to avoid or minimize undesirable effects of project construction or operation.~~

Best management practices (BMPs) are innovative and improved environmental protection tools, practices, and methods that have been determined to be the most effective, practical means of avoiding or reducing environmental impacts. WSDOT's *Construction Manual*, M 41-01.03, provides detailed information on construction-related BMPs (WSDOT, 2007b).

Geology and Soils

WSDOT will mitigate adverse effects relating to geology and soils by implementing appropriate design and construction measures. Various procedures could be implemented to avoid or minimize adverse effects of the project related to geology and soils. Specific mitigation measures, discussed below, will be evaluated and selected during detailed engineering design and construction planning.

Construction Mitigation

Unwanted Adverse effects of most construction activities will be mitigated by implementing standard design and construction procedures. These mitigation measures range from applying best management practices BMPs for controlling erosion and sediment during construction to modifying design requirements to minimize effects of settlement.

A temporary erosion and sediment control (TESC) plan will be implemented for the duration of the construction. This plan describes and identifies what best management practices BMPs will be used to control erosion and sediment. A water quality monitoring plan will also be implemented. Erosion control best management practices BMPs include silt fences, catch basin inserts, straw bales, and plastic and sedimentation ponds. These measures will be identified in the TESC plan, which will be a part of the construction documents.

The amount of exposed earth for the project is will be less than a few acres at any one time, limiting the potential for sediment transport. BMPs ~~would~~ will be used to prevent soil from being carried off the site.

Construction documents ~~might also~~ could require that stockpiles of imported earthfill and aggregate are either covered or surrounded by silt fences; that the amount of earth exposed ~~for~~ by construction is limited, particularly during wet winter months; that any sedimentation in water pumped from construction excavations is filtered in Baker tanks or other suitable means before disposal; and that catch ~~basin~~ basin inserts are used. Construction documents may require trucks hauling aggregate or earthfill to the site to cover their loads with tarps or limit the volume of earth to avoid spillage. If

~~there~~ it is a ~~potential~~ likely that truck tires will carry sediment from the site to surface streets, site access points could be required to ~~use~~have wheel washes or rock surfacing to limit tracking of soil from the construction site.

Contaminated soils and groundwater are known to occur within the project vicinity. When encountered during excavations for foundations or for relocation of utilities, ~~they~~ contaminated media will require special handling, containment, and disposal as referenced in the specifications of the design plans. If contaminated soils are temporarily stockpiled onsite, the piles will require special management to prevent the migration of contaminants from the stockpile. Possible management options include silt fences, containment berms, covering stockpiles with plastic, and laying plastic on the ground before stockpiling. The project team has performed hazardous material investigations of properties within the study area identified as likely to have higher levels of soil contamination. The Spill Prevention, Control, and Countermeasure (SPCC) Plan for the project will include procedures for management of excavation activities and potential hazardous or nonhazardous materials within those areas.

Additional discussions of hazardous waste issues are provided in the Hazardous Materials Discipline Report prepared for this EA (Appendix H).

The potential for vertical and lateral movement of the ground during construction of new approach ramps will be quantified during the design phase of the project. If vertical or lateral movements of the earth from new fills are predicted to be excessive, they will be mitigated through the use of ground improvement methods. Utilities will be relocated from or protected in locations where ground settlement cannot be mitigated.

Unfavorable soil and groundwater conditions (e.g., loose silts and sands below the groundwater table, old timber pilings, and other construction debris from the early 1900s) in areas where deep foundations will be constructed will be mitigated through the use of foundation drilling equipment specifically designed to provide borehole support during drilling and capable of

removing debris. WSDOT will prepare contract documents to avoid or minimize these construction risks. If ~~determined necessary during design to be critical~~, full-depth casing will be required to maintain hole stability.

If WSDOT determines during design that the potential for vertical or horizontal ground movement next to excavations is excessive, the construction documents will require use of stiff retaining wall systems or lateral support using earth anchors or structural bracing. The location of the wall will be monitored during excavations using survey methods and geotechnical instrumentation to warn of developing movements.

In areas requiring ground improvement to mitigate potential effects of liquefaction or settlement, strict controls will be imposed on construction methods to contain spoils and excess water caused by the ground improvement technique. These controls typically include ~~use of~~ fusing earth dams to confine fluids, continuously re-circulating water, and limiting the amount of onsite stockpiling of spoils from excavations. Another alternative is to select ground improvement methods that will not produce spoils and excess water.

To mitigate the effect of ground vibrations during construction, construction documents will require that equipment be selected and operated to minimize the potential for vibration. For example, in constructing the drilled shaft bridge foundations, the use of special equipment to rotate the steel shaft casings in the ground will be considered in the vicinity of sensitive underground utilities. ~~Similarly, methods of ground improvement that produce limited vibrations, such as deep cement soil mixing, will be identified in construction specifications if determined necessary after detailed engineering review.~~

The amount of construction debris and excess earth that must be disposed of at landfills will be limited by reprocessing concrete into aggregate to the extent possible. ~~Quantities of construction debris appear to be too small to support reprocessing of SR-519 material by itself, but when combined with other construction debris in the area (for example, Alaskan Way Viaduct debris) will provide sufficient quantities to~~

~~support reprocessing.~~ If feasible, reprocessed aggregate will be re-used in concrete or fills on the ~~SR-519~~ project or other projects in the Seattle area. Similarly, asphalt can also be reprocessed and mixed with soil for fills, and steel rebar can also be recycled. Uncontaminated soil from excavations will be used as fill either for the proposed development or at other projects in the area requiring earthfill.

The likelihood of an earthquake during construction is very low, and nothing can be done to mitigate for its occurrence. However, WSDOT will apply contingency plans and mitigation strategies to revise construction schedules or rebuild damaged facilities in the event of an earthquake.

Mitigation measures relating to vibration, soil compression and the potential for ground settlement and lateral movement, and ground motion associated with seismic events are discussed in greater detail in Appendix G, Geology and Soils Discipline Report.

Operational Mitigation

During preliminary design, WSDOT will conduct geotechnical investigations to understand subsurface conditions prior to final design. Mitigation measures for long-term fill settlement, traffic-induced vibrations, and seismic hazards will be identified following this investigation and methods of mitigating their potential effects will be developed, where determined appropriate. Examples of these mitigation measures include the following:

- To avoid the risk of long-term ground settlement, the proposed structures will be constructed on deep foundations that extend through the compressible soils to denser bearing material. At the bridge-approach fill located between Third and Fourth ~~a~~venues, either ground improvement or deep foundations will be used to reduce settlement.
- The potential for traffic-induced vibrations from use of the new South Royal Brougham Way structure or new approaches will be mitigated by minimizing the source of vibrations, such as construction joints or rapid changes in roadway grade. If design studies determine the potential for

excessive vibrations between the elevated structure and the sports facilities, isolation joints or similar systems will be used to minimize the potential for damage to the existing facilities.

- ~~If groundwater flow in the study area is determined to be adversely affected by the installation of ground improvement methods, ground improvement construction methods that limit the effects to groundwater flow will be identified in construction documents. These alternate methods might involve use of stone columns rather than jet grouting or soil mixing procedures.~~
- New structures at risk from earthquake-induced liquefaction and ground settlement will be designed according to WSDOT seismic design standards for liquefaction and ground settlement. Where design studies identify substantial risk, deep foundations will be used to transfer seismic loading to suitable bearing materials. If required, soils will be improved to reduce the risk of liquefaction and related seismic damage.
- For seismic hazards on existing structures due to induced loading from the proposed South Atlantic Street ramp structure, the proposed structure will be designed to be structurally isolated from the existing structures, or will be designed with sufficient stiffness to reduce additional seismic load on the existing structure.
- WSDOT will evaluate and, if necessary, mitigate the potential for additional loading to existing large-diameter pipes from the seismic response of foundations supporting the new South Royal Brougham Way structure.

Stone columns are built of gravel and sand, while **jet grouting** and **soil mixing** create zones made up of cement and soil. Gravel columns are more porous than soil-cement columns.

Air Quality

WSDOT will mitigate adverse effects relating to air quality by implementing appropriate design and construction measures.

Construction Mitigation

For temporary effects during construction, state law requires construction site owners and/or operators to take reasonable precautions to prevent fugitive dust from becoming airborne. Fugitive dust could become airborne during demolition,

material transport, grading, driving of vehicles and machinery on and off the site, and through wind events. WSDOT will comply with the procedures outlined in the Memorandum of Agreement between WSDOT and the ~~PSCAA~~Puget Sound Clean Air Agency for controlling fugitive dust (WSDOT, 1999). ~~Controlling fugitive dust emissions would require one or more of the following actions~~WSDOT will mitigate fugitive dust emissions by implementing measures such as the following:

- Spray exposed soil with water or other suppressant to reduce emissions of PM₁₀ and deposition of particulate matter.
- Use phased development to keep disturbed areas to a minimum.
- Use wind fencing to reduce disturbance to soils.
- Minimize dust emissions during transport of fill material or soil by wetting down or by ensuring adequate freeboard (space from the top of the material to the top of the truck bed) on trucks.
- Promptly clean up spills of transported material on public roads.
- Restrict traffic onsite to reduce soil upheaval and the transport of material to roadways.
- Locate construction equipment and truck staging areas away from sensitive receptors as practical and in consideration of potential effects on other resources.
- Provide wheel washers to remove particulate matter that would otherwise be carried offsite by vehicles to decrease deposition of particulate matter on area roadways.
- Cover dirt, gravel, and debris piles as needed to reduce dust and wind-blown debris.
- Minimize odors onsite by covering loads of hot asphalt.

Emissions of PM₁₀, VOCs, NO_x, oxides of sulfur, and CO will be minimized as much as practicable. Since these emissions primarily result from construction equipment, machinery

engines will be kept in good mechanical and service condition to minimize exhaust emissions.

Federal regulations require the use of ultra-low-sulfur diesel fuel in on-road trucks and will require the ultra low-sulfur diesel for construction equipment by 2010. This will reduce the sulfur content of diesel fuel from its current level of 500 parts per million (ppm) to 15 ppm million, a 97 percent reduction, and will result in a decrease in both SO₂ and PM emissions from these engines.

Operational Mitigation

The project will not require any air quality mitigation during operation because no adverse effects are anticipated.

Water Resources

WSDOT will mitigate adverse effects relating to water resources by implementing appropriate design and construction measures.

Construction Mitigation

Stormwater regulations require a number of actions, known as conservation measures, to be incorporated into project design to protect water quality. ~~During~~ Prior to project construction, WSDOT will prepare a stormwater pollution prevention plan and temporary dewatering plan. These plans will specify BMPs to minimize the possibility of contaminants reaching marine waters. BMPs will also minimize the possibility of contaminants reaching stormwater conveyance systems. These BMPs will likely include silt fences, catch basin inserts, sediment ponds or tanks, and settling and contaminant testing of dewatering water and sediment prior to discharge from the construction site. These measures will greatly reduce the potential for sediment to leave the project site. WSDOT will inspect the BMPs at least once per week to ensure that they are functioning properly. WSDOT will prepare and follow a Temporary Erosion and Sediment Control (TESC) Plan to mitigate effects on soil, surface water, and groundwater by requiring the implementation of BMPs for runoff from the construction site.

Operational Mitigation

~~As discussed previously, d~~During project operation, stormwater runoff will receive basic water quality treatment including oil control as needed, reducing the amount of pollutants discharged to Elliott Bay and the West Point Treatment Plant. Oil control is required for all major intersections with an average daily traffic (ADT) of 25,000 vehicles or more on the major street and 15,000 ADT or more on the intersecting street. The intersection of First Avenue South and South Atlantic Street has an ADT that exceeds this criterion, and therefore oil control must be provided here. As a result, there will be a net benefit to water quality.

Noise

WSDOT will mitigate adverse effects relating to noise by implementing appropriate design and construction measures.

Construction Mitigation

Because construction of the project will include nighttime construction activities, a temporary noise variance will be requested from the City of Seattle. A temporary variance is required when the maximum permissible sound level is exceeded based on the location of noise source and receiving property. ~~At night, construction noise from the project in a commercial district is subject to a maximum permissible noise limit of 47 dBA at residential properties, which include i~~In the study area, the Salvation Army residence is in the General Industrial 2 zone (Exhibit 5-18), which does not require a nighttime noise reduction according to the Seattle Noise Ordinance (SMC 25.08.220). ~~and~~ Because the Silver Cloud Inn is in the Pioneer Square Mixed zone (Exhibit 5-18), which is a Special Review District (SMC 23.66), the City of Seattle will determine applicable nighttime construction noise requirements in the study area. A table of the permissible sound levels by noise district and property is in the Noise Discipline Report. Construction noise mitigation requirements will be developed in coordination with the City and specified in the temporary noise variance. The temporary noise variance will comply with all requirements of the Seattle Municipal Code, including maximum permissible sound levels (SMC 25.08.410). WSDOT

performance standards require construction noise levels to be kept below local, state, and federal thresholds.

Because noise levels at Safeco Field, Qwest Field, the WaMu Theater, and office spaces will increase above current conditions during construction, WSDOT will coordinate closely with these facilities. Construction noise will not exceed the maximum permissible sound levels specified in the Seattle Noise Ordinance (SMC 25.08.425) unless allowed by a noise variance.

WSDOT will comply with the conditions in the temporary noise variance and will mitigate adverse construction effects from noise by implementing ~~Construction noise effects will be mitigated by mitigation measures including, but not necessarily limited to,~~ such as the following:

- ~~Developing a construction management plan (CMP) incorporating~~ Designating specific ~~established~~ construction activities as high-impact noise-generating. Those activities are then assigned noise level limits that cannot be exceeded during specific time periods.
- Crushing and recycling of concrete off-site, away from noise sensitive locations, to decrease construction noise effects. If concrete is crushed and recycled on-site, an operation plan will be required to define the locations and hours of operations.
- Installing temporary noise walls around stationary equipment and long-term work areas.
- Limiting the noisiest construction to between 78 AM and 405 PM on weekdays and between 9 AM and 405 PM on weekends and holidays to reduce construction noise levels during sensitive nighttime hours. The City of Seattle noise ordinance places restrictions on the use of impact equipment. A temporary noise variance from the City of Seattle ~~would will~~ be required ~~from the City of Seattle~~ for construction between 405 PM and 78 AM on weekdays and between 405 PM and 9 AM on weekends and holidays. WSDOT will follow the conditions issued with the temporary noise variance.

- Sequencing construction to avoid the simultaneous use of multiple noisy machines and to avoid the loudest tasks (such as pile driving) during stadium or exhibition center events and at night.
- Using Occupational Safety and Health Administration OSHA-approved backup alarms, which use ambient sound level sensing; this ~~could~~ measure can reduce disturbances to nearby residents from backup alarms during ~~quieter periods~~ nighttime work.
- Maintaining all equipment and ensuring that equipment operators are properly trained; this will reduce noise levels as well as increase operational efficiency.
- Minimizing idling of power equipment.
- Where possible, locating stationary equipment away from sensitive receiving properties.
- ~~If necessary,~~ Notifying the Silver Cloud Inn and Salvation Army residence prior to periods of intense nighttime construction.
- Providing a 24-hour noise complaint line.
- Using utility-supplied electric power rather than diesel-powered electric generators, whenever practicable.

Operational Mitigation

Based on FHWA noise abatement criteria, noise abatement measures must be considered when the predicted noise levels approach or exceed the criteria. This means noise abatement measures must be considered for any applicable outdoor location where peak-hour noise levels equal or exceed 66 dBA.

To mitigate roadway noise over the long term, installing a noise wall is usually the most practical and effective measure. However, noise walls are generally not considered to be compatible with commercial or industrial zoning in downtown Seattle. The multiple driveways associated with the two outdoor dining facilities would create gaps in any noise wall and reduce its effectiveness, ~~and~~ In addition, noise walls would restrict drivers' views. Because noise walls are not feasible in this case, WSDOT did not perform a reasonableness analysis

for these sites. Appendix A of the Noise Discipline Report explains WSDOT's procedures for conducting feasibility and reasonableness analyses for noise wall mitigation.

Hazardous Materials

WSDOT will mitigate adverse effects relating to hazardous materials by implementing appropriate design and construction measures. Recommended mitigation measures for identified effects of the project during construction and operation are summarized below.

Construction Mitigation

Before construction starts, WSDOT will prepare a Spill Prevention, Control, and Countermeasure (SPCC) Plan that sets forth procedures, equipment, and materials that will be followed if contaminated media are encountered during construction.

~~There are two options for mitigating the adverse effects of contaminated media are soil if encountered during construction:~~

~~In Option 1 WSDOT would conduct additional environmental testing to verify the location, extent, and degree of contamination, if present. Such testing will include sampling at the three sites of concern that fall within the project limits. The three sites are:~~

- ~~▪ King County Metro Transit Station—Ryerson Base (1213–1220 Fourth Avenue South), which is bordered by South Atlantic Street on the south, by South Royal Brougham Way on the north, by Fourth Avenue South on the west, and by Fifth Avenue South on the east~~
- ~~▪ The west and east sides of the railroad tracks west of Third Avenue South in the vicinity of South Royal Brougham Way southward to South Atlantic Street, including a small parcel to be acquired west of Third Avenue South and immediately north of South Royal Brougham Way~~
- ~~▪ The site of a former machine shop on the southeast side of the intersection of First Avenue South and South Atlantic Street~~

The investigation would identify the location, extent, and degree of contamination so that a contaminated soil management plan will be prepared. A geophysical survey would be performed around the three sites of concern to locate unknown underground storage tanks (USTs).

In Option 2 WSDOT would prepare an SPCC Plan that would state the procedures to be followed in case contamination is encountered during construction.

If Option 1 is selected and an investigation confirms the presence of contaminated soil within an area of planned excavation, preparation of a contaminated soil management plan is recommended. Such a plan would identify procedures and assign responsibilities for managing contaminated soil that might be encountered during construction so that project delays could be minimized. The plan would address issues such as field screening methods, notification requirements, stockpiled soil management, and contaminated soil disposal.

The potential to encounter contaminated groundwater was identified in the evaluation of potential effects of construction activities. If dewatering is needed, WSDOT will develop an approved dewatering plan that addresses the potential for encountering contaminated groundwater, including treatment and disposal of contaminated groundwater or applicable discharge permits.

Underground Storage Tanks and Associated Pipelines

Option 1 also provides for conducting a geophysical survey before construction to locate USTs and pipelines on each of the three properties. Removal of any discovered USTs and pipelines ~~must~~ will comply with the Washington Department of Ecology's Underground Storage Tank Statute and Regulations (Chapter 90-76 RCW, Chapter 173-360 WAC).

Hazardous Material Spills

WSDOT will prepare and follow a Temporary Erosion and Sediment Control (TESC) Plan to mitigate effects on soil, surface water, and groundwater by requiring the implementation of best management practices (BMPs) for runoff from the construction site. In addition, The SPCC Plan that WSDOT will prepare before construction starts will a Spill

~~Prevention, Control, and Countermeasure (SPCC) Plan to set forth procedures, equipment, and materials used that will be followed~~ in the event of a spill of contaminated soil, petroleum products, contaminated water, or other hazardous substances during construction.

Worker Safety and Public Health

If hazardous substances used or encountered onsite are not managed properly, workers could be exposed to them. Proper employee training will be required for the project, including the use of personal protective equipment, contingency planning, and secondary containment for hazardous materials~~will be required for construction workers~~. In addition, public access to the project construction zone, contaminated environmental media, and/or hazardous substances will be restricted. Any ~~Contaminated media, if any, encountered moved offsite~~ will be shipped offsite in accordance with U.S. Department of Transportation and Washington Department of Ecology requirements to reduce the potential for releases.

Operational Mitigation

Operation of the project will result in improved traffic flow, which will reduce the likelihood of vehicle collisions and hazardous materials spills.

Land Use

WSDOT will mitigate adverse effects relating to land use by implementing appropriate design and construction measures.~~During construction of the project, WSDOT will implement measures to ensure that traffic flow is maintained and negative effects on land uses minimized.~~

Construction Mitigation

~~Recommended mitigation measures to avoid or minimize adverse effects could include~~ WSDOT will implement measures such as the following:

- ~~Preparing and implementing a~~ Transportation traffic Management Plan (TMP), which will require signs to be posted showing detour routes during any required road and/or lane closures.

- Coordinating in advance with property owners and businesses within the study area including the City of Seattle, Port of Seattle, BNSF Railway, Safeco Field, Qwest Field and Event Center, King County Metro Transit, as well as Washington State Ferries, and providing advance notice of construction activities, any required utility disruptions, and any required detours.
- ~~Avoiding~~ Temporarily stopping or altering construction activity before, during, and after scheduled major sports events at the stadiums and major event center exhibitions, and coordinating closely with Qwest Field Event Center the facilities to prevent conflicts with event minimize traffic congestion.

Operational Mitigation

Because the project will support and be consistent with adopted plans and regulations, no mitigation will be required during project operation.

Cultural Resources

WSDOT will mitigate adverse effects relating to cultural resources by implementing appropriate design and construction measures.

Construction Mitigation

Construction could result in direct physical damage to, or loss of, presently undetected archaeological sites. Sites discovered during construction, if determined to be ~~NRHP~~ eligible for the National Register of Historic Places, will ~~have to be~~ documented and addressed through scientific data recovery or other suitable measures determined in consultation with the ~~SHPO~~ State Historic Preservation Officer and affected tribes.

WSDOT determined that the project will have no adverse effects on historic properties, based on the following conditions:

- Additional archaeological review will be completed during drilling of two shafts.

- Additional archaeological review will be completed during construction of the First Avenue South and South Atlantic Street improvements.
- An Unanticipated Discovery Plan will be followed during construction.

Operational Mitigation

No mitigation will be necessary for project operation.

Social and Economic Elements

WSDOT will mitigate adverse effects relating to social and economic elements by implementing appropriate design and construction measures.

Construction Mitigation

The project will include a number of measures to avoid or minimize the negative effects of construction on the surrounding area. The following mitigation measures ~~could~~ will be included. WSDOT will determine specific mitigation measures during detailed project design and construction planning and coordinate with the appropriate local jurisdictions.

Social Elements

Community Cohesion

WSDOT will continue to use the project website and fact sheets or newsletters to communicate and provide information about the project with residents and businesses and allow them to identify and address any concerns regarding the project. If any temporary road closures are required, WSDOT will minimize the amount of time the road is closed and ensure that detour routes have proper signage.

WSDOT will maintain equipment in good mechanical and service condition, ~~and to equip engines with mufflers to minimize exhaust emissions and noise.~~

Regional and Community Growth

The construction phase of the project will not affect regional and community growth, and therefore no mitigation measures are proposed.

Social Resources

~~Because no social resources would be negatively affected by construction, no mitigation is proposed.~~ The Salvation Army Adult Rehabilitation Center on Fourth Avenue South is close to the construction zone, and sleeping residents could be disturbed by nighttime construction noise. To minimize such disturbance, WSDOT will implement noise mitigation measures such as discussed previously in this attachment under Noise, Construction Mitigation.

Sports and Exhibition Facilities

WSDOT will temporarily stop or alter major construction activity before, during, and after major sports events at the stadiums and major event center exhibitions, and coordinate closely with ~~Qwest Field Event Center~~ the facilities to minimize traffic congestion, ~~and n~~ No additional mitigation measures relating to social elements of the study area are proposed for these facilities. If circumstances require that major construction activities occur in the hours before, during, and after major stadium events or Qwest Field Event Center activities, WSDOT will coordinate with those facilities, the Seattle Department of Transportation, and the Seattle Police and Fire Departments. WSDOT recognizes that construction-related impacts on traffic are likely to be greater before and after, rather than during, events.

Pedestrian, Bicyclist, and Transit Resources

If alternative routes are required for pedestrians and bicyclists, WSDOT will clearly identify and mark them.

If temporary transit stops are required, WSDOT will clearly mark the stops and provide additional signage indicating location.

If there are any alternative routes and/or temporary transit stops, WSDOT will ensure that stops are accessible for those with disabilities.

WSDOT will prepare a ~~T~~raffic M~~a~~nagement P~~l~~an to minimize effects on local roadways. The TMP will specify that sidewalks be maintained on city streets unless construction activities make this an unsafe situation. If sidewalks are closed

during construction, WSDOT will develop alternative routing to ensure that safe and convenient access is maintained.

In addition to the more general provisions in the TMP, specific measures will be identified and agreed upon between WSDOT, the City of Seattle, and other agencies and stakeholder organizations to ensure that services and activities provided in the study area are protected during construction. These agreements will specify measures to minimize adverse effects. ~~Such agreements will be developed at a minimum with the following agencies: City of Seattle, Sound Transit, King County Metro, Port of Seattle, BNSF, Amtrak, Public Stadium Authority, Public Facilities District, and Baseball Club of Seattle.~~

Environmental Justice

The project will not result in any disproportionately high and adverse effects during construction on minority and/or low-income populations during construction. Therefore, no specific mitigation measures are required for these populations. The mitigation measures described in this section are applicable to all populations.

Economic Elements

Owners of property to be acquired by WSDOT for right-of-way will be compensated for the fair market value of the property acquired, in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

If alternative access to businesses is required, WSDOT will coordinate with business owners to reconfigure or provide alternate access during construction.

If construction is required during events at the stadiums, WSDOT will coordinate with the facilities' managers to minimize construction-related conflicts with events in the stadiums and the Qwest Field Event Center~~event center~~.

If traffic revisions are needed, WSDOT will post signs to alert travelers of the changes.

Operational Mitigation

The operation of the project will result in beneficial effects on all populations, and, therefore, no mitigation measures are proposed for any of the social elements during operation. ~~For~~ With respect to the economic elements, the following mitigation measure could be implemented WSDOT will coordinate with local businesses to avoid adverse effects on access effects, work with business owners and to reconfigure or provide alternate alternative access, if needed required.

Transportation

WSDOT will mitigate adverse effects relating to transportation by implementing appropriate design and construction measures.

Construction Mitigation

WSDOT is considering a range of strategies and measures to mitigate adverse effects of project construction on traffic and transportation conditions in the study area. Construction management strategies ~~could~~will include the following measures:

- ~~■ Preparation of a construction management plan that includes a traffic management component. The plan would address other infrastructure and development projects and establish procedures to minimize adverse effects on all transportation modes during construction.~~
- ~~■ Revisions to the traffic management plan for the stadiums in coordination with the City of Seattle to minimize effects on local roadways.~~
- Prepare a TMP in consultation and coordination with King County Metro Transit, the Seattle Department of Transportation, the Seattle Police Department, the Seattle Fire Department, the Port of Seattle, and the stadium and event center facilities to be implemented throughout construction and to include procedures for the following: agency coordination; communication with stakeholders and the public; flexible and responsive management of traffic before, during, and after stadium area events and during peak traffic hours; strategies for redirecting traffic;

notification of construction detours, hours of lane closures, and nighttime construction; and other relevant topics.

- Before construction starts, coordinate with BNSF Railway regarding limits on construction activities overhead of the railroad right-of-way.
- ~~Close~~ Coordinate ~~on~~ closely with local land owners to minimize local access effects.
- Initiate ~~P~~ public outreach to provide construction information through media outlets, including internet alerts and web pages, ~~and through variable message signs~~

WSDOT ~~met~~ is meeting with interested parties, including representatives from the ~~City of Seattle~~ Department of Transportation, ~~and the Seattle Police Department, the Seattle Fire Department, Safeco Field, Qwest Field, Qwest Field Event Center, and the Port of Seattle,~~ to plan and coordinate the management of event traffic and parking at the stadiums and event center during construction of the project. It was assumed that future sports events will be scheduled in a manner similar to the present, with the majority of baseball games during weekday evenings and most of the football games on Sundays. WSDOT will temporarily stop or alter major construction activity before, during, and after major sports events at the stadiums and major event center exhibitions, and coordinate closely with ~~Qwest Field Event Center~~ the facilities to minimize traffic congestion ~~during major exhibitions.~~

Construction worker parking will be allowed on construction staging areas and other publicly and privately available parking. Public street right-of-way will not be set aside as construction worker parking unless approved by the City of Seattle.

The construction schedule for the project will be closely coordinated with other construction activities that ~~could~~ will affect the area at the same time. Two projects that may require close coordination are the ~~South End Alaskan Way Viaduct Replacement Project~~ South Holgate Street to South King Street Viaduct Replacement Project and the I-90 R8A Project relocation of HOV high-occupancy vehicle lanes to outside the

center roadway. WSDOT will coordinate with these projects and with the City of Seattle, King County Metro Transit, the Port of Seattle, the stadium and event center operators, Washington State Ferries, and other potentially affected entities to keep ~~unwanted~~ construction effects on traffic to a minimum and ensure as much traffic mobility as feasible during construction of the project.

Operational Mitigation

Street Intersections

Traffic modeling conducted for this analysis suggests that by 2030, almost all intersections in the study area will perform better or at least at the same LOS in the project as compared with the No Build Alternative. ~~The exception is the intersection of First Avenue South and South Massachusetts Street, which is likely to show slightly higher delays on the low-volume westbound approach with the project than under the No Build Alternative to accommodate high north-south volumes. Currently there is no signal at this intersection. Two improvement options are available: signalization of the intersection or restricting turns onto First Avenue South from minor streets. The projected increase in traffic volumes on South Massachusetts Street indicates that signal criteria will be met at this intersection when the project is built and operating. Restricting the side-street approaches to allow only right turns onto First Avenue South would also improve traffic flow at the intersection with South Massachusetts Street. EA Appendix M, Transportation Discipline Report, presents the results of analyses indicating that in 2011, the intersection of First Avenue South and South Massachusetts Street will perform better with the project than under the No Build Alternative. These results are shown in Appendices A9-A and A9-B to the Transportation Discipline Report. Only the 2030 analysis indicates that the intersection might show delays under the Build Alternative relative to the No Build scenario (Appendix A11-B). This intersection performs at or near LOS F today. Background traffic growth, adding to the existing low functionality at this intersection, accounts for the projected poor traffic operations at the intersection by 2030. Currently there is no signal at this intersection. Although a slight increase in traffic volume attributable to the SR 519 Phase 2 project will~~

increase delays at the intersection by 2030, the projected change is minor and would likely be too small to justify installation of a traffic signal or restrictions on side-street approaches. Any such determination would be the responsibility of the City of Seattle.

Parking

The increase in demand for off-street public parking, which is already limited in the study area, could be mitigated by general transportation demand management techniques to encourage the use of alternative transportation modes. A new light rail station in the area could reduce the demand for parking as people can access the area without using their vehicles.

The number of bus parking spaces permanently lost on the Ryerson Base as a result of the project will depend on the location of the support columns. The detailed design process will be closely coordinated with King County Metro Transit to minimize adverse effects of project ~~construction and~~ operation on Ryerson Base bus parking spaces and internal circulation. WSDOT will install appropriate lighting to offset blockage of Ryerson Bus Base nighttime illumination by the elevated I-90 off-ramp if such blockage occurs.

Pedestrians and Bicycles

The locations where safety at pedestrian crossings might be an issue are the intersection of the proposed new I-90 off-ramp with the north side of South Atlantic Street, the western end of the proposed elevated structure along South Royal Brougham Way, and the intersection of First Avenue South and South Atlantic Street. WSDOT will consult and coordinate with the City of Seattle in all safety-related decisions affecting City streets and sidewalks to ensure that they meet City standards, - ~~Mitigation measures to increase safety at these locations which could include such measures as:~~

- ~~Restricting r~~Right turns restrictions when the signal is red to ensure pedestrians have a clear path to cross the intersection
- Countdown pedestrian signals that inform pedestrians of the amount of time they have to cross a street safely
- ~~Signage to inform pedestrians of what to do during each phase of a countdown pedestrian signal~~

Transportation demand management (TDM) is a broad range of strategies that reduce or shift use of the roadway, thereby increasing the efficiency and life of the overall transportation system. TDM programs influence travel behavior by using strategies that accommodate more person-trips in fewer vehicles, shift the location or time of day at which trips are made, or reduce the need for vehicle trips.

- ~~Signage to alert drivers exiting the freeway system that a pedestrian crossing is ahead~~

All signage will follow FHWA's Manual of Uniform Traffic Control Devices.

Event Traffic

The operational effects of the project on event traffic could be mitigated in several ways. ~~Potential mitigation strategies during operation were also discussed at the previously noted workshop with stakeholders.~~ During project operation, the City of Seattle will be responsible for management of traffic on city streets.

Before events, the elevated structure on South Royal Brougham Way could be kept open to traffic in both directions to accommodate motorists not wanting to access the Qwest Field parking garage. ~~Variable message signs exist at various locations on the interstate system in the Puget Sound area alerting drivers of constraints and events in the system. Additional variable message signs along I-5 could be used to alert drivers that access into the stadium area is restricted during events and advising them of alternative routes. This would be particularly useful for drivers destined to the ferry.~~

After events, mitigation measures to relieve traffic congestion could include continuing the existing policy of allowing only right/left turns for traffic exiting the Qwest Field parking garage. This would direct traffic toward the freeway system to the east and away from the post-event heavy pedestrian congestion area at the intersection with Occidental Avenue South. The Seattle Police Department controls traffic movements before, during, and after events. Also, traffic from I-5 using the new freeway off ramp could be specifically routed onto northbound or southbound Fourth Avenue South using variable message signs (as in pre-event conditions).

Pedestrian traffic before and after events in the stadium area is heavy, and there is a high potential for conflicts and safety hazards between pedestrians and both vehicle and railroad traffic. The Seattle Police Department mitigates these conditions by controlling intersections and pedestrian movements in the stadium area during major sports events and exhibitions.

Post-construction operations on South Royal Brougham Way, including periods associated with events, will be the responsibility of the City of Seattle.

To maintain emergency vehicle access, ~~a one~~ lane will be kept open in each direction on the surface street of South Royal Brougham Way, a measure which would prevent buses from lining up there. ~~Instead, buses could be directed to line up on the elevated ramp between the Occidental Avenue South intersection and the entrance to the Qwest Field parking garage. Buses could then travel east or west, depending on which direction they were facing when parked.~~

Freeway System

Variable message signs exist at various locations on the interstate system in the Puget Sound area alerting drivers of incidents on the roadway system. The addition of a variable message sign is an option WSDOT is considering to provide travel information to westbound drivers on I-90 west of the I-5/I-90 interchange.

Public Services and Utilities

WSDOT will mitigate adverse effects relating to public services and utilities by implementing appropriate design and construction measures. ~~During construction of the project, WSDOT will coordinate closely with public service and utility providers to ensure that traffic flow is maintained and services are uninterrupted.~~

Construction Mitigation

~~Recommended mitigation measures to avoid or minimize adverse effects could include~~ WSDOT will implement measures such as the following:

- ~~Preparing and implementing a T~~ Preparing and implementing a T ~~r~~ r ~~traffic M~~ traffic M ~~management P~~ management P ~~plan (TMP). Items in the TMP could~~ plan (TMP). Items in the TMP will include the installation of signal preemption through construction zones and posting signs to show detour routes if temporary road closures are required.
- ~~Providing the S~~ Providing the S ~~eattle F~~ eattle F ~~ire D~~ ire D ~~department, S~~ department, S ~~eattle P~~ eattle P ~~olice D~~ olice D ~~epartments, and other public service providers, including Seattle Public Utilities, with advance notice of construction~~

schedules to allow for coordination and to minimize the effects of road closures on response and travel times.

- If any waterline relocations or shutdowns are required that ~~could~~will affect water supply for fire suppression, notifying and coordinating with the fire department and Seattle Public Utilities, and establishing alternate supply lines prior to any break in service.
- Coordinating any shutdowns of drinking water with Seattle Public Utilities. If shutdowns need to occur to residential customers or commercial/industrial customers, shutdowns will occur only after adequate notification and only for a limited time.
- If water supply and power must be turned off, establishing fire watches or stationing a fire truck in the vicinity, as required.
- Notifying and coordinating with the Seattle Police Department to ensure adequate staffing during construction for traffic control and pedestrian movement.
- Scheduling construction during off-peak travel hours to minimize traffic congestion during peak travel hours.
- ~~Avoiding~~ Temporarily stopping or altering major construction activity before, during, and after major sports and exhibition events at Safeco Field, Qwest Field, or the Qwest Field Event Center and coordinating with members of these facilities, as well as the Seattle Police Department, prior to construction to minimize any construction-related effects.
- Before construction starts, coordinating with the BNSF Railway regarding limits on construction activities overhead of the railroad right-of-way from October to December every year; BNSF does not allow construction activities in their right-of-way during this timeframe.
- Field verifying the exact locations and depths of underground utilities prior to construction.
- Coordinating with the utility providers, including Seattle Public Utilities, to consider the location of utilities during

detailed design. The objective will be to avoid or minimize conflicts, protect existing utilities, avoid disruption of service, and avoid disruption of, or restrictions on, access, maintenance, and repairs during project construction and operation.

- If utility relocations are required, establishing service agreements for reimbursement of utility relocation cost and sequencing of the design and construction work.
- To mitigate for the poor soils in the area, coordinating with utility agencies, including Seattle Public Utilities, on techniques to minimize construction-related effects, such as vibrations, which could damage or destroy utility lines.
- Notifying area businesses and residents of utility interruptions, if any are required, by providing a schedule of construction activities in those areas. Any anticipated interruption of City of Seattle services will be coordinated with Seattle Public Utilities.
- Preparing a Subsurface Utility Engineering plan, consisting of key elements such as existing locations, potential temporary locations (if required), and potential new locations for utilities (if required). The plan will include the sequence and coordinated schedules for utility work and detailed descriptions of any service disruptions, potential construction methods, and ~~best management practices~~ BMPs to be incorporated. This plan will be reviewed and discussed with affected utility providers prior to the start of construction to reduce effects.

For a complete list of possible mitigation measures, please refer to the Public Services and Utilities Technical Memorandum prepared for this EA (Appendix K).

Operational Mitigation

~~No mitigation relating to public services or utilities will be required during operation of the project. WSDOT will determine how street-level access to emergency response vehicles will be provided on South Royal Brougham Way at the railroad crossing. ensure that the under-structure lighting criteria along South Royal Brougham Way will be met.~~

WSDOT is in ongoing consultation with the City of Seattle and BNSF Railway to determine, from a design standpoint, how street-level emergency access will be provided at the South Royal Brougham Way railroad crossing during project operation.

Visual Quality

WSDOT will mitigate adverse effects relating to visual quality by implementing appropriate design and construction measures. Many of the mitigation measures discussed below were developed as part of the planning process for this project in order to avoid and minimize undesirable effects on visual quality. These measures were identified to help the project fit into the neighborhood context from a visual quality and urban design perspective. Special attention will be paid to how a potential measure would fit into the existing visual setting in terms of scale, line, form, texture, and color. The following discusses mitigation measures that could be applied during project construction and operation. WSDOT will determine visual quality and urban design mitigation measures during the detailed engineering design and construction planning process.

Construction Mitigation

Temporary negative effects on visual character and quality related to construction activities, such as dust, night lighting, glare from equipment, and the presence of equipment and materials, are not expected to require mitigation measures beyond BMPs ~~required~~ implemented by WSDOT.

Operational Mitigation

A number of mitigation measures have been identified that ~~could~~ will help the proposed project fit in with its visual environment, minimize negative effects on visual quality, and, in some cases, improve existing visual quality (please refer to the Visual Quality Discipline Report prepared for this EA, Appendix N). WSDOT generally incorporates context-sensitive design principles and considerations into the design of its projects. Considerations for this project ~~could~~ will include incorporating architectural or urban design themes or elements from the study area (particularly from the stadiums) into the project components to link them visually to their environments.

In addition, following some of the existing design features of I-90 and Phase 1 of ~~SR-519~~the project, which was previously constructed, will help to ensure the project's visual consistency with its surroundings.

Many of the potential measures identified in the Visual Quality Discipline Report are general in nature. However, those selected will guide the design of the project past its current 10 percent complete phase. The design phase of the project will involve more detailed examination and selection of mitigation measures as outlined in the Roadside *Funding Matrix for WSDOT Capital Projects* (WSDOT, 2005b). During the design phase, design standards will be developed for project elements such as signs, lighting, columns, walls, barriers, fencing, railings, plantings, and paving. The standards will be developed with input from the City of Seattle and other stakeholders to help ensure that the proposed project fits in visually as well as functionally with its neighborhood.