

# SR 99: ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROGRAM

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## Relocations Technical Memorandum S. Holgate Street to S. King Street Viaduct Replacement Project Environmental Assessment



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## ACRONYMS

Project	SR 99: S. Holgate Street to S. King Street Viaduct Replacement Project
SIG	Seattle International Gateway
SR	State Route
WSDOT	Washington State Department of Transportation

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# Chapter 1 Summary

This Relocations Technical Memorandum describes the property acquisitions and easements that would be required for the SR 99: S. Holgate Street to S. King Street Viaduct Replacement Project (the Project).

The project boundaries generally follow the State Route (SR) 99 alignment from approximately S. Walker Street on the south to S. King Street on the north. The study area for relocations extends from S. Walker Street north to S. Jackson Street, and from Elliott Bay east to Fourth Avenue S.

## 1.1 Project Description

The Project would replace the existing SR 99 roadway and associated structures between approximately S. Holgate Street and S. King Street. Starting from the south, the proposed alignment would transition from the existing at-grade roadway via retained fill ramps to an elevated structure that would cross over a reconfigured S. Atlantic Street and a proposed tail track serving the Seattle International Gateway (SIG) Railyard. It would then transition back to an at-grade roadway just north of S. Royal Brougham Way, before rising to meet the existing elevated structure in the stretch of roadway located west of Qwest Field. New access ramps would connect Alaskan Way S., just south of S. King Street, to the proposed at-grade section located between the proposed elevated sections.

Surface streets would be modified in several important ways, including the following:

- S. Atlantic Street would cross under the proposed elevated section of SR 99.
- Northbound and southbound lanes of Alaskan Way S. would be split between S. Atlantic Street and approximately S. King Street, with northbound lanes located east of SR 99, and southbound lanes west of SR 99.
- An at-grade tail track serving the SIG Railyard would be relocated. The track would cross S. Atlantic Street, beneath the proposed elevated section of SR 99, and extend north between Alaskan Way S. and SR 99.
- A new two-lane below-grade undercrossing would allow traffic to pass under the tail track when trains are present.
- Colorado Avenue S. would be widened between S. Massachusetts Street and S. Atlantic Street to accommodate truck traffic.

## 1.2 Affected Environment

Land use types in the study area are a mix of light industrial (marine terminals and warehouses) interspersed with some commercial, retail, and residential uses. Safeco and Qwest Fields compose the northeastern portion of the study area.

## 1.3 Operational Effects and Mitigation

### 1.3.1 Effects

As much as possible, the Project design has attempted to use land that is currently within the existing Washington State Department of Transportation (WSDOT) right-of-way. Where property acquisitions would be needed, the proposed improvements have been designed to minimize the amount of property affected.

The Project would require only three partial property acquisitions (approximately 2.09 acres total) from adjacent land owners; no full acquisitions would be required. These properties would be acquired in Industrial General 1 (IG1) or Industrial General 2 (IG2) land use zones.

The partial acquisitions would consist of narrow strips of Pier 36 and Terminal 46 land that is parallel to the west side of SR 99 and a portion of the Pyramid Alehouse parking lot. These acquisitions would result in the removal of parking spaces and/or a slight modification of vehicle circulation patterns. No buildings are expected to be demolished on the acquired properties. Acquisitions would also include permanent utility easements on six properties totaling approximately 1.31 acres. The proposed utility easements are not expected to affect long-term property use.

### 1.3.2 Mitigation

Compensation for acquisitions and easements would be provided at fair market value and would comply with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

None of the property acquisitions require the relocation of residential or non-residential occupants. The removal of any personal property within the acquisition areas would likely be handled as part of the property acquisition process and addressed in the property appraisal (cost-to-cure). However, some personal property items may be relocated in accordance with the relocation program.

## 1.4 Construction Effects and Mitigation

### 1.4.1 Effects

Temporary construction-related effects would occur where parcels are needed during construction and along roads in the project area. These effects would include traffic congestion, temporary changes to access, construction noise, and temporary parking disruptions.

The construction easement for the Pyramid Alehouse property could result in the temporary loss of parking spaces along the west side of the site for about 3 months. Construction easements on Port of Seattle property could result in the temporary loss of parking spaces for approximately 6 months.

### 1.4.2 Mitigation

WSDOT would work with affected property owners to minimize the amount of disruption caused by the Project. Some parking facilities may need to be reconfigured, and project staff would coordinate with businesses to minimize the associated disruptions that could occur.

A package of public information and business assistance measures will be developed; these measures would include conducting public information campaigns to encourage patronage of businesses during construction.

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## Chapter 2 Methodology

The project team reviewed alignment drawings, aerial photographs, field surveys, land use maps, and public information for the project area. Parcel information records were reviewed from King County Assessor's records, and WSDOT Real Estate Services staff provided additional information on potentially affected properties. Federal policies on assistance provided guidance, including the Federal Highway Administration (FHWA) National Environmental Policy Act (NEPA) guidelines and the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. The project team also reviewed the Seattle Municipal Code (Unfair Housing Practices, SMC 14.08) regarding the intention to promote making housing and real property available and accessible to all persons. This code also addresses prohibiting unfair practices in real property transactions.

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## Chapter 3 Affected Environment

The study area for relocations extends from S. Walker Street north to S. Jackson Street, and from Elliott Bay east to Fourth Avenue S. Land uses in the southeast portion of the study area are a mix of industrial and commercial, including businesses such as Office Furniture Solutions, Sound Produce, and the Baseball Club of Seattle interspersed with industrial uses such as ISSC Inc./Seaport Steel and the United Warehouse Company. These types of uses continue north with the Whatcom Railyard and Port of Seattle container terminals.

Terminal 46 occupies much of the western study area, along with numerous commercial buildings to the east. BNSF's railyard and extensive network of tracks are located in the southern study area, and the Union Pacific railyard and tracks are also in this area.

Land uses west of Safeco and Qwest Fields include some residential but are primarily commercial, including the Pyramid Alehouse, Great Floors, parking garages, and surface parking lots. The area north of S. King Street includes a mix of commercial, office, and residential land uses, with Pier 48 to the northwest and King Street Station to the northeast. Land use types in the study area are shown on Exhibit 3-2 of the Land Use and Shorelines Technical Memorandum.

Six travel lanes are presently located within the SR 99 right-of-way—three in each direction. However, these lanes are currently 10 feet wide, and the Project is planned for travel lanes that are 12 feet wide. Additionally, much of the existing roadway does not have shoulders, and where shoulders are present, their width is substandard. The Project is expected to correct these deficiencies and provide grade-separated access for freight and general-purpose traffic. This would require new right-of-way along the roadway.

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# Chapter 4 Operational Effects, Mitigation, and Benefits

## 4.1 Effects

The Project would require only three partial property acquisitions (approximately 2.09 acres) from adjacent land owners; no full acquisitions would be required. These properties would be acquired in Industrial General 1 (IG1) or Industrial General 2 (IG2) land use zones. As much as possible, the Project has been designed to take place on land that is currently within the existing WSDOT right-of-way. Where property acquisitions would be needed, the proposed improvements have been designed to minimize the amount of property affected.

The partial acquisitions would consist of narrow strips of Pier 36 and Terminal 46 land parallel to the west side of SR 99, and portions of the Pyramid Alehouse parking lot. These acquisitions would result in the removal of parking spaces and/or a slight modification of vehicle circulation patterns. Any existing buildings on the acquired properties would be retained and maintain their current function. The effect to businesses from removal of parking is discussed in the Economics Technical Memorandum. Approximately 1.31 acres of land would require permanent utility easements. The proposed utility easements are not expected to affect long-term property use.

Compensation for parcel acquisitions and the provision of relocation assistance for personal property would be in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. None of the property acquisitions require the relocation of residential or non-residential occupants. The removal of any personal property within the acquisition areas would likely be handled as part of the property acquisition process and addressed in the property appraisal (cost-to-cure). However, some personal property items may be relocated in accordance with the relocation program.

Exhibit 4-1 presents the parcel acquisitions and easements required for the Project, along with the existing use and zoning of each parcel to be affected. The location of each property acquisition needed for the Project is shown in Exhibit 4-2.

**Exhibit 4-1. Parcel Acquisitions and Easements**

Parcel	Existing Land Use	Existing Zoning <sup>1</sup>	Property Acquisition (square feet)	Permanent Utility Easement (square feet)	Temporary Construction Easement (square feet)
S51	Pyramid Alehouse parking lot	IG2	2,635	5,600	5,600
S54/S213	Fortune Warehouse	IG2		195	195
Pier 36	U.S. Coast Guard facility; Port of Seattle operations	IG1	1,520		715
Terminal 46	Port of Seattle terminal/warehouse	IG1	86,750	44,500	8,800
Terminal 46	King County sewage regulator	IG1		800	
Port of Seattle south of S. Massachusetts St.	Port of Seattle terminal/warehouse	IG1		6,050	450
S132	BNSF vacant land	IG1		70	120
<b>Total</b>			<b>90,905 sf (2.09 acres)</b>	<b>57,215 sf (1.31 acres)</b>	<b>15,880 sf (0.36 acre)</b>

Notes:

<sup>1</sup> Zoning classifications are IG1: Industrial General 1 or IG2: Industrial General 2. These classifications are described in the Land Use and Shorelines Technical Memorandum.

# Affected Properties

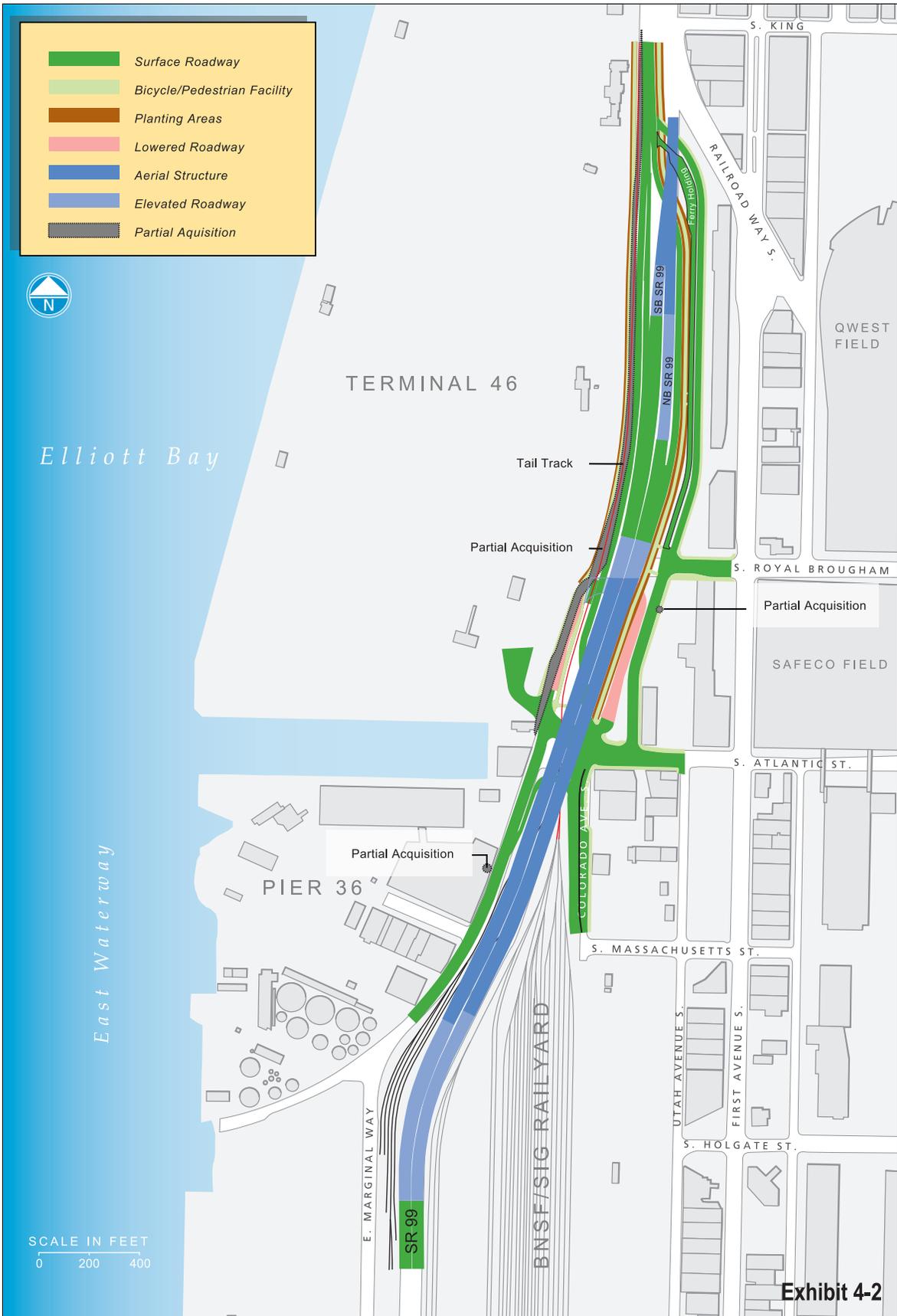


Exhibit 4-2

## 4.2 Mitigation

Compensation for parcel acquisitions would comply with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. None of the parcels that would be affected by the Project are residential properties. The project team will work with the property owners to explain how the acquisition process will work and will keep the owners informed of the project schedule.

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## Chapter 5 Construction Effects and Mitigation

### 5.1 Effects

Right-of-way acquisition is expected to begin as project needs are identified. Therefore, the acquisition of right-of-way (as described in Section 4.1) is also considered to be a construction effect.

Temporary construction-related effects would occur where parcels are needed during construction and along roads in the project area. These effects would include traffic congestion, temporary changes to access, construction noise, and temporary parking disruptions.

Temporary construction easements would total approximately 0.36 acre (see Exhibit 4-1). The construction easement for the Pyramid Alehouse property could result in the temporary loss of parking spaces along the west side of the site for about 3 months. Construction easements on Port of Seattle property could result in the temporary loss of parking spaces for approximately 6 months. The effect on businesses is discussed in the Economics Technical Memorandum. A detailed analysis of effects to the existing parking during construction is presented in Appendix F, Transportation Discipline Report.

### 5.2 Mitigation

WSDOT staff would work with affected property owners to assess their needs and minimize the amount of disruption that could result from temporary construction easements.

Mitigation measures for potential land use effects during construction activities would include providing advance notice to property owners in the project area regarding construction activities, utility disruptions, and detours. Local access to adjacent residences and businesses would be maintained during construction. Construction traffic, dust, and noise would be mitigated to the extent possible as described in the Noise and Vibration Technical Memorandum and the Transportation and Air Quality Discipline Reports.

A package of public information and business assistance measures will be developed; these measures would include conducting public information campaigns to encourage patronage of businesses during construction.

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## Chapter 6 Indirect and Cumulative Effects

### 6.1 Indirect Effects

The increased scale of a wider SR 99 with new grade-separated east-west connections may slightly influence the project area's character. However, because the project area is highly urbanized and many land uses occur close to existing infrastructure, this effect is not expected to substantially alter remaining urban uses.

### 6.2 Cumulative Effects

Most parcel effects would occur on industrially zoned properties. However, this relatively minor effect is not expected to affect prices for other industrial properties in the future. No cumulative effects are anticipated.

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## Chapter 7 References

FHWA (Federal Highway Administration). NEPA Guidelines, 23 CFR 771.

FHWA (Federal Highway Administration). 1987. Guidance for Preparing and Processing Environmental and Section 4(f) Documents. Technical Advisory T6640.8A.

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