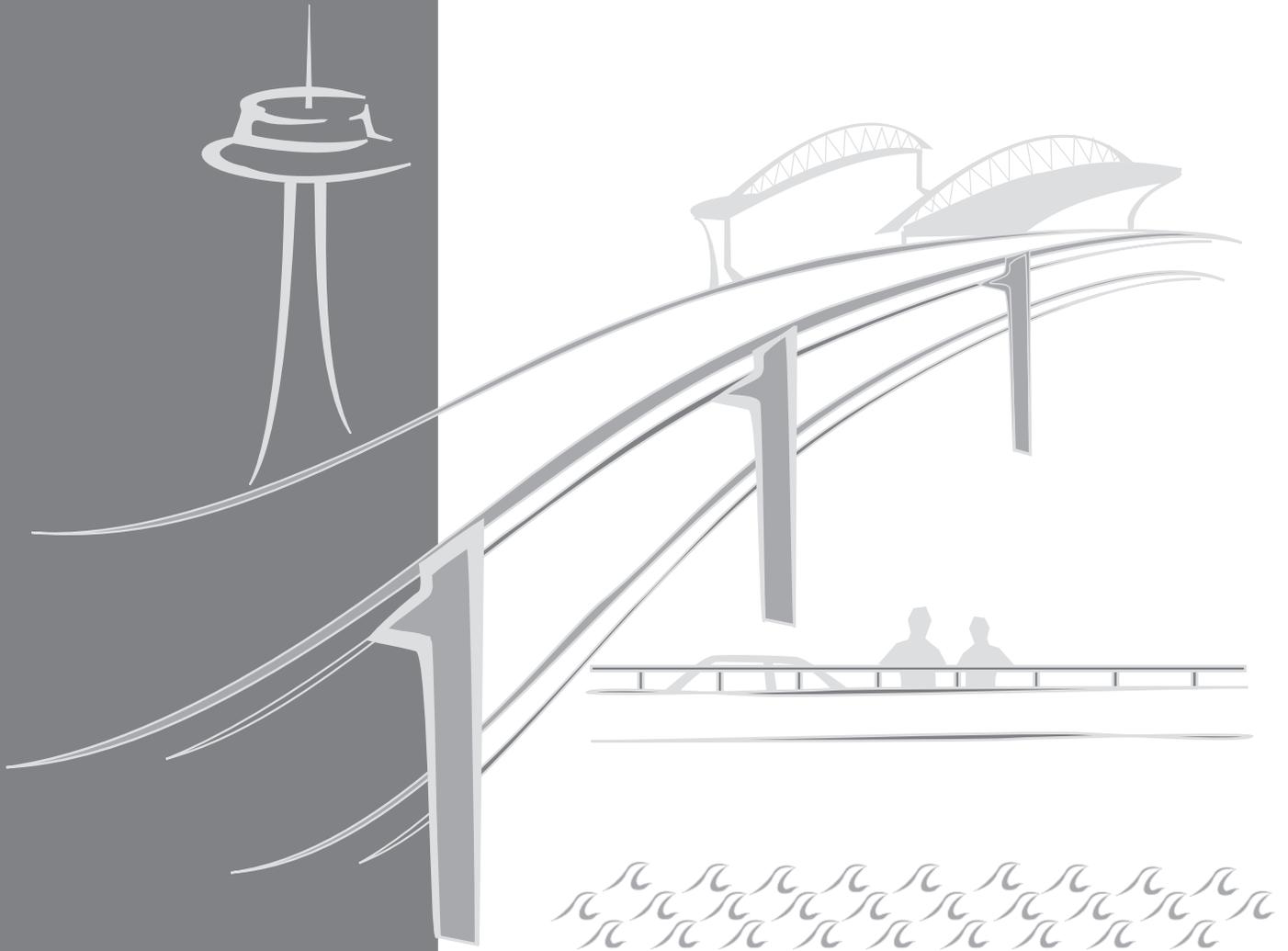


SR 99: ALASKAN WAY VIADUCT &
SEAWALL REPLACEMENT PROJECT

Draft Environmental Impact Statement Appendix K Relocations Technical Memorandum



MARCH 2004

Submitted by:
PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.

Prepared by:
PARSONS BRINCKERHOFF QUADE & DOUGLAS, INC.



This Page Intentionally Left Blank

SR 99: ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT

Draft EIS Relocations Technical Memorandum

AGREEMENT NO. Y-7888

FHWA-WA-EIS-04-01-D

Submitted to:

Washington State Department of Transportation

Alaskan Way Viaduct and Seawall Replacement Project Office
999 Third Avenue, Suite 2424
Seattle, WA 98104

The SR 99: Alaskan Way Viaduct & Seawall Replacement Project is a joint effort between the Washington State Department of Transportation (WSDOT), the City of Seattle, and the Federal Highway Administration (FHWA). To conduct this project, WSDOT contracted with:

Parsons Brinckerhoff Quade & Douglas, Inc.

999 Third Avenue, Suite 2200
Seattle, WA 98104

In association with:

BERGER/ABAM Engineers Inc.

BJT Associates

David Evans and Associates, Inc.

Entech Northwest

EnviroIssues, Inc.

Harvey Parker & Associates, Inc.

Jacobs Civil Inc.

Larson Anthropological Archaeological Services Limited

Mimi Sheridan, AICP

Parametrix

Preston, Gates, Ellis, LLP

ROMA Design Group

RoseWater Engineering, Inc.

Shannon & Wilson, Inc.

Taylor Associates, Inc.

Tom Warne and Associates, LLC

William P. Ott

This Page Intentionally Left Blank

TABLE OF CONTENTS

Chapter 1 Summary	1
1.1 Methodology, Studies, and Coordination.....	1
1.2 Affected Environment.....	1
1.3 Impacts.....	2
1.3.1 No Build Alternative.....	2
1.3.2 Rebuild Alternative.....	2
1.3.3 Aerial Alternative.....	2
1.3.4 Tunnel Alternative.....	2
1.3.5 Bypass Tunnel Alternative.....	3
1.3.6 Surface Alternative.....	3
1.4 Mitigation Measures.....	3
Chapter 2 Methodology	5
Chapter 3 Studies and Coordination	7
Chapter 4 Affected Environment	9
4.1 South – S. Spokane Street to S. King Street.....	10
4.2 Central – S. King Street to Battery Street Tunnel.....	11
4.3 North Waterfront – Pike Street to Broad Street.....	11
4.4 North – Battery Street Tunnel to Ward Street.....	11
4.5 Seawall – S. King Street to Myrtle Edwards Park.....	11
Chapter 5 Operational Impacts and Benefits	13
5.1 No Build Alternative.....	13
5.1.1 Scenario 1 – Continued Operation of the Viaduct and Seawall with Continued Maintenance.....	13
5.1.2 Scenario 2 – Sudden Unplanned Loss of the Viaduct and/or Seawall without Major Collapse or Injury.....	13
5.1.3 Scenario 3 – Catastrophic Failure and Collapse of the Viaduct and/or Seawall.....	13
5.2 Rebuild Alternative.....	14
5.2.1 South – S. Spokane Street to S. King Street.....	15
5.2.2 Central – S. King Street to Battery Street Tunnel.....	16
5.2.3 North Waterfront – Pike Street to Broad Street.....	16
5.2.4 North – Battery Street Tunnel to Ward Street.....	16
5.2.5 Seawall – S. King Street to Myrtle Edwards Park.....	16
5.3 Aerial Alternative.....	16
5.3.1 South – S. Spokane Street to S. King Street.....	17
5.3.2 Central – S. King Street to Battery Street Tunnel.....	17
5.3.3 North Waterfront – Pike Street to Broad Street.....	17
5.3.4 North – Battery Street Tunnel to Ward Street.....	17
5.3.5 Seawall – S. King Street to Myrtle Edwards Park.....	18
5.4 Tunnel Alternative.....	18
5.4.1 South – S. Spokane Street to S. King Street.....	18
5.4.2 Central – S. King Street to Battery Street Tunnel.....	19
5.4.3 North Waterfront – Pike Street to Broad Street.....	19
5.4.4 North – Battery Street Tunnel to Ward Street.....	19
5.4.5 Seawall – S. King Street to Myrtle Edwards Park.....	19

5.5 Bypass Tunnel Alternative	19
5.5.1 South – S. Spokane Street to S. King Street	20
5.5.2 Central – S. King Street to Battery Street Tunnel	20
5.5.3 North Waterfront – Pike Street to Broad Street.....	20
5.5.4 North – Battery Street Tunnel to Ward Street.....	20
5.5.5 Seawall – S. King Street to Myrtle Edwards Park	21
5.6 Surface Alternative.....	21
5.6.1 South – S. Spokane Street to S. King Street	21
5.6.2 Central – S. King Street to Battery Street Tunnel	22
5.6.3 North Waterfront – Pike Street to Broad Street.....	22
5.6.4 North – Battery Street Tunnel to Ward Street.....	22
5.6.5 Seawall – S. King Street to Myrtle Edwards Park	22
Chapter 6 Construction Impacts.....	23
6.1 No Build Alternative	23
6.2 Rebuild Alternative.....	23
6.3 Aerial Alternative.....	23
6.4 Tunnel Alternative	24
6.5 Bypass Tunnel Alternative	24
6.6 Surface Alternative.....	24
Chapter 7 Secondary and Cumulative Impacts.....	25
Chapter 8 Operational Mitigation.....	29
8.1 No Build Alternative	29
8.2 Mitigation Common to All Build Alternatives	29
8.2.1 Compensation	29
8.2.2 Relocation Assistance	29
8.2.3 Housing of Last Resort	31
Chapter 9 Construction Mitigation	33
Chapter 10 Permits and Approvals	35
Chapter 11 References	37

LIST OF EXHIBITS

Exhibit 5-1.	Parcel, Building, and Zoning Classification Impacts for the Rebuild Alternative.....	14
Exhibit 5-2.	Terminal 46 Parcels	16
Exhibit 5-3.	Parcel, Building, and Zoning Classification Impacts for the Aerial Alternative.....	17
Exhibit 5-4.	Parcel, Building, and Zoning Classification Impacts for the Tunnel Alternative.....	18
Exhibit 5-5.	Parcel, Building, and Zoning Classification Impacts for the Bypass Tunnel Alternative	20
Exhibit 5-6.	Parcel, Building, and Zoning Classification Impacts for the Surface Alternative	21
Exhibit 7-1.	Existing and Future Available Property in Downtown Seattle ¹	26

ACRONYMS

AWV	Alaskan Way Viaduct
EDC	Economic Development Council
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
NEPA	National Environmental Policy Act
WSDOT	Washington State Department of Transportation

This Page Intentionally Left Blank

Chapter 1 SUMMARY

This Relocations Technical Memorandum describes the property acquisitions, displacements, and relocations that would be required for the proposed Alaskan Way Viaduct (AWV) and Seawall Replacement Project. A No Build Alternative and five Build Alternatives are being considered for the Draft Environmental Impact Statement (EIS). The project alternatives and options are described in detail in Appendix B, Alternatives Description and Construction Methods Technical Memorandum.

For discussion purposes, the project has been broken into the following sections:

- The South area of the project extends from S. Spokane Street to S. King Street.
- The Central area of the project extends from S. King Street up to the Battery Street Tunnel.
- The North Waterfront extends from Pike Street to Broad Street.
- The North area of the project extends from the Battery Street Tunnel to approximately Ward Street near the south end of Lake Union.
- The seawall extends from S. Washington Street up to Myrtle Edwards Park (near Broad Street).

1.1 Methodology, Studies, and Coordination

City maps and data from the Seattle and King County Assessors' records and field visits were used to identify parcel locations and characteristics. Parcel information was also received from Washington State Department of Transportation (WSDOT) staff. The proposed project alignment drawings were reviewed to determine where parcels will be affected and where building relocations might be needed. Acquisitions were considered necessary where alternative alignments will cross existing parcels. The WSDOT Environmental Procedures Manual and Federal Highway Administration (FHWA) National Environmental Policy Act (NEPA) guidelines provide guidance on relocations issues and the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. The Seattle Municipal Code (SMC 14.08) also provides guidance regarding the prevention of unfair housing practices.

1.2 Affected Environment

Acquisition of parcels and buildings will be needed throughout the project area. A variety of land use zones will be affected by these acquisitions. Zones

in the project area include industrial, commercial, retail, office, and residential. Within these zones a variety of land uses occur. The South project area consists primarily of industrial and commercial uses, whereas the Central and North project areas include more office, retail, residential, and commercial uses.

Many of the industrial and commercial activities are centered around activities associated with the Port of Seattle facilities along the waterfront in the South area. In addition to the Port's container shipping and handling facilities, rail yard facilities are also among the primary land uses in this area. The downtown core includes a considerable amount of commercial, office, and retail uses. Residential uses downtown have also increased in recent years. A number of tourist and recreational uses are located along the waterfront, as well as retail shopping and restaurants. The North project area consists of office, retail, and residential uses.

1.3 Impacts

1.3.1 No Build Alternative

Additional right-of-way will not be needed, and building relocations and parcel impacts will not occur. If the existing viaduct and seawall structures were to be partially or completely damaged as a result of seismic or other activities, replacement or repair could affect nearby parcels in the future.

1.3.2 Rebuild Alternative

Under this alternative, up to 14 parcels will be affected by potential right-of-way needs. A total of approximately 24 acres will need to be acquired from adjacent parcels, and up to 8 buildings will be displaced. For all Build Alternatives, detailed information regarding impacts on community cohesion, housing, and economics is found in Appendix I, Social Resources Technical Memorandum and Appendix P, Economic Technical Memorandum.

1.3.3 Aerial Alternative

Under this alternative, up to 18 parcels will be affected by potential right-of-way needs. A total of approximately 22 acres will need to be acquired from adjacent parcels, and up to 8 buildings will be displaced.

1.3.4 Tunnel Alternative

Under this alternative, up to 20 parcels will be affected by potential right-of-way needs. A total of approximately 26 acres will need to be acquired from adjacent parcels, and up to 10 buildings will be displaced.

1.3.5 Bypass Tunnel Alternative

Under this alternative, up to 20 parcels will be affected by potential right-of-way needs. A total of approximately 26 acres will need to be acquired from adjacent parcels, and up to 10 buildings will be displaced.

1.3.6 Surface Alternative

Under this alternative, up to 33 parcels will be affected by potential right-of-way needs. A total of approximately 40 acres will need to be acquired from adjacent parcels, and up to 20 buildings will be displaced. If the railroad tail track were relocated north of S. Royal Brougham Way, the Surface Alternative would require a similar number of acquisitions and displacements as the Tunnel or Bypass Tunnel Alternatives.

1.4 Mitigation Measures

For all Build Alternatives, where relocations will be needed, compensation will be provided to property owners in accordance with the Federal Uniform Relocation Assistance and Real Property Policies Act of 1970, as amended. Relocation assistance will be provided to residential and business owners without discrimination. If residential displacements occur and suitable replacement property is not available, housing of last resort provisions will be followed in compliance with state and federal laws. No residential displacements will occur, so housing assistance is not anticipated. The availability of commercial and industrial replacement property in the project area varies, so it is expected that relocation assistance will be provided on an individual basis for each affected business in the area. WSDOT and City of Seattle staff will work with affected property owners to minimize the amount of disruption that may result from the need to relocate.

This Page Intentionally Left Blank

Chapter 2 METHODOLOGY

Maps of the city and King County and Seattle Assessors' data were reviewed to identify parcel locations and characteristics. The project design considered ways to minimize parcel acquisitions and reduce potential displacements. Where parcels could not be avoided, design efforts attempted to minimize the need to relocate or modify buildings or structures on affected parcels. Where acquisition of parcels was necessary, unless otherwise noted, this report assumes that the entire parcel will be acquired. Acquisitions were considered necessary where the proposed project alignment will cross a portion of existing parcels. Proposed alignment drawings for each Build Alternative were reviewed to determine where parcel impacts will occur. Seattle zoning maps were used to identify zoning designations for affected parcels.

This Page Intentionally Left Blank

Chapter 3 STUDIES AND COORDINATION

Alignment drawings, aerial photographs, field surveys, land use and Kroll maps, and public information were reviewed 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 local properties. Federal policies on relocations provided guidance, including FHWA NEPA guidelines and the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. The WSDOT Environmental Procedures Manual also provided additional information regarding issues related to potential property acquisitions and relocations. The Seattle Municipal Code (SMC 14.08) was also reviewed regarding the intention to promote the availability and accessibility of housing and real property to all persons, and to prohibit unfair practices in real property transactions. Background on community characteristics was obtained from census data, field visits, and information and coordination with the Seattle Planning Department. Numerous community briefings have been held during the past year and are expected to continue as part of the public involvement process for the project. These meetings are expected to assist in increasing community awareness of the Alaskan Way Viaduct project activities.

This Page Intentionally Left Blank

Chapter 4 AFFECTED ENVIRONMENT

The proposed project will require additional right-of-way and acquisition of property along the project corridor. The project area extends from approximately S. Spokane Street at the southern end, to Ward Street and Aurora Avenue in the north. On the west, it includes the waterfront along Elliott Bay, extending to the downtown core along Third Avenue to the east. Within the existing Alaskan Way Viaduct right-of-way, there are presently six travel lanes, three in each direction. These lanes, however, are currently 10 feet in width, whereas the project is planned for travel lanes with a width of 12 feet. Additionally, much of the existing structure does not have roadway shoulders, or where present, these shoulders are of a non-standard width.

The new structure is expected to correct these deficiencies, thus requiring new right-of-way along the roadway. Right-of-way will also need to be acquired for permanent features such as vent shafts and tunnels. Temporary right-of-way will be acquired for construction staging areas at several locations along the route.

The diverse setting throughout the project corridor provides a context for potential displacement and relocation issues that may arise. There are over 168,000 persons employed in the Downtown Urban Center and over 27 million square feet of office space is located there. In addition, over 13,000 residential units are located in the downtown area, with a population of over 21,000 persons (Seattle/King County EDC 2001).

Because of the proposed project's urban location, there are a variety of existing adjacent land uses. The dominant land uses vary from industrial and commercial uses in the South, to a variety of commercial, retail, business, and residential uses in the Central portion, to commercial and residential uses in the North.

Between 1990 and 2002, more new housing units were developed downtown than in any other neighborhood in Seattle. Over 5,000 housing units were added during that time. Over 2,700 housing units were added to Belltown, while 1,000 units were added to the Commercial Core, 293 units were added in the Denny Triangle, and 61 units were added in Pioneer Square (City of Seattle 2003). Among the five urban villages in the downtown center, approximately half of all existing housing units are located in Belltown, which has more total housing units than all the other downtown neighborhoods combined (Seattle Office of Housing 2001). Additionally, Belltown has more condominium units than all other areas. Although no condominiums are found in the Denny Triangle, condominiums are present in Pioneer Square,

the Pike Place Market, and the Commercial Core neighborhoods. Belltown, Pioneer Square, and the Denny Triangle also have a number of publicly subsidized housing units. The Appendix G, Land Use and Shorelines Technical Memorandum and Appendix I, Social Resources Technical Memorandum provide additional information to identify these neighborhoods and community characteristics.

The proposed project will affect numerous properties along the route, and right-of-way will need to be acquired from many parcels associated with the proposed project improvements. In addition to the improvements themselves, construction requirements will lead to potential relocation and displacement issues where staging areas for equipment and materials will be needed throughout the proposed construction time period.

Although not limited to the downtown area, housing prices for the city as a whole provide an indication of potential replacement costs. At the end of 1999, the average price for a single-family residence in Seattle was \$271,000, and condominiums in the city sold for a median price of \$220,000 (Seattle Office of Housing 2001). The average price per square foot of office space downtown was \$27.76 in 2001, and the average (downtown) apartment rent was \$1,229 per month. The average lease rate for industrial space was \$0.60 per square foot. Vacancy rates downtown were 10.4 percent for downtown office space, 8.4 percent for industrial space, and 6.4 percent for apartments in 2001. Appendix G, Land Use and Shorelines Technical Memorandum; Appendix P, Economic Technical Memorandum; and Appendix I, Social Resources Technical Memorandum provide more detailed information on specific project area characteristics. Demographic information on population and ethnic composition of the project area is provided in Appendix I, Social Resources Technical Memorandum.

4.1 South – S. Spokane Street to S. King Street

The southernmost project area is within the Duwamish neighborhood, where most of the properties between the southern project boundary and approximately S. Atlantic Street contain commercial and industrial land uses. Many of these parcels include uses related to Port of Seattle activities along the waterfront. Beginning at S. Royal Brougham Way and continuing to Yesler Way, land uses start to transition to retail, residential, and office/commercial uses in the Pioneer Square neighborhood. The two stadiums, Safeco Field and Seahawks Stadium, also introduce recreational activities in this area.

One of the largest property owners in the South and Central project areas is the Port of Seattle. Major elements of the Port's Seaport operations are located

at piers and terminals in the harborfront area. As such, the Port of Seattle is one of the few ports in the world to be located in a downtown area adjacent to the urban commercial center. Piers 28, 34, 48, 66, and 69 and Terminals 25, 30, 37, 46, and 106 include Port properties and facilities adjacent to the proposed project route (Port of Seattle 2001). Two other large property owners, primarily in the South project area, are the Burlington Northern-Santa Fe and the Union Pacific railroad companies.

4.2 Central – S. King Street to Battery Street Tunnel

The Central project area includes the downtown waterfront and part of the urban commercial core. Most of this area lies within the Commercial Core neighborhood area, except for the southernmost portion, which is within the Pioneer Square neighborhood. The waterfront in this area is the center of many tourist activities along the waterfront beginning at approximately Colman Dock and Pier 50 in the south and extending to the Seattle Aquarium and Pier 59 in the north. Parcels in this area include office/commercial, retail, recreational, and residential land uses.

4.3 North Waterfront – Pike Street to Broad Street

The northern portion of the waterfront transitions from the Commercial Core neighborhood in the south to the Belltown neighborhood in the north. Land uses here are a mix of recreational, retail, office/commercial, and residential. Recent completion of the Bell Street marina and convention center has provided a new gathering place on the waterfront and also attracted new tourist interest as a homeport location for international cruise ships. Myrtle Edwards Park is the primary downtown waterfront park and another recreational resource for residents and tourists. The proposed Olympic Sculpture Park will provide another similar resource in the downtown waterfront area.

4.4 North – Battery Street Tunnel to Ward Street

The North project area includes parcels within the Belltown and Uptown (Queen Anne) neighborhood areas. These parcels include a variety of office/commercial, retail, and residential uses and help transition from the downtown waterfront to the Seattle Center and South Lake Union areas.

4.5 Seawall – S. King Street to Myrtle Edwards Park

Parcels near the seawall include land uses described under Sections 4.1 and 4.2 above. These parcels are located in the Pioneer Square, Commercial Core, and Belltown neighborhood areas.

This Page Intentionally Left Blank

Chapter 5 OPERATIONAL IMPACTS AND BENEFITS

All Build Alternatives will require acquisition of adjacent land for proposed improvements to the viaduct and seawall. Several parcels and associated buildings will be affected along the project area. Right-of-way acquisition and/or building displacements were not identified for the No Build Alternative scenarios but could occur under Scenario 2 or 3.

5.1 No Build Alternative

5.1.1 Scenario 1 – Continued Operation of the Viaduct and Seawall with Continued Maintenance

Under this scenario, the existing viaduct remains, with continued maintenance as needed. No new right-of-way would be needed, and adjacent buildings and structures would not be affected by potential rebuild or replacement alternatives. Adjacent buildings will remain vulnerable to potential displacement due to failure of all, or portions of, the existing viaduct and seawall.

5.1.2 Scenario 2 – Sudden Unplanned Loss of the Viaduct and/or Seawall without Major Collapse or Injury

Partial loss of the current viaduct could occur from sliding, settlement, and tilting of the ground associated with collapse of the seawall. Partial failure of the current viaduct could prevent access to existing parcels, and if access could not be restored, buildings on the affected parcels would likely be displaced. Partial loss of the seawall could result in damage to existing buildings, which could result in displacements, depending on the extent of damage and the willingness of property owners to remain in these locations.

5.1.3 Scenario 3 – Catastrophic Failure and Collapse of the Viaduct and/or Seawall

Catastrophic failure could result in building displacements where access is prevented or direct damage to buildings occurs. The need for replacement of the damaged structure could require new right-of-way acquisition and building displacements, depending on the design of the replacement facility. Long-term closure of the viaduct for extensive repairs may also result in displacements if property owners choose to relocate due to inconveniences caused by a lengthy repair schedule. Failure of the seawall could cause flood damage, which also may result in local building displacements.

5.2 Rebuild Alternative

The Rebuild Alternative will require acquisition of up to 14 parcels in the project area. Under full acquisition of these parcels, the total area to be acquired would be over 1,064,000 square feet (approximately 24 acres). Where parcels are affected, this total assumes that the entire parcel will be acquired, rather than accounting for partial acquisitions or easements, and therefore presents a worst-case estimate of the total amount of area that may be needed. This total does not include potential impacts on Terminal 46, which are discussed separately below. Five commercial buildings, two industrial buildings, and one fire station would be displaced. Exhibit 5-1 summarizes this information for the Rebuild Alternative.

Exhibit 5-1. Parcel, Building, and Zoning Classification Impacts for the Rebuild Alternative

Number of Parcels Affected	Number of Buildings Affected	Number of Employees Affected	Affected Zoning Classifications	Total Parcel Area	
				Square Feet	Acres
14	8	334	IC-65	384,000	8.9
			PMM-85	4,000	0.1
			DH1,2/55	389,000	8.9
			DMR/C 85/65	42,000	0.9
			IG1/IG2-U/85	245,000	5.6
			<i>Total</i>	1,064,000	24.4

As indicated by Exhibit 5-1, depending on the final number of parcels acquired, up to 334 employees could be affected by potential displacements under this alternative.

Acquisition of adjacent parcels may affect the availability of property for industrial and commercial uses in the future. Presently, development activity in the project area has been slowed by a downturn in economic conditions. This has led to an increase in vacancy rates in the downtown office market and much of the planned office space downtown is not expected to be built until the economy improves (Craig Kinzer and Company et al. 2001; Downtown Seattle Association 2003). More information on land use trends and development activity in the project area is provided in Appendix G, Land Use and Shorelines Technical Memorandum; Appendix P, Economic Technical Memorandum; and Appendix I, Social Resources Technical Memorandum.

The industrial market has also experienced a slowdown in construction during than past 2 years (Kidder Mathews 2003). Within the overall Seattle market, industrial vacancies have fluctuated; however, there has been a

scarcity of close-in industrial space (industrial buildings located close to the Seattle Central Business District) (Kidder Mathews 2003).

It is difficult to predict when commercial and industrial development activity will improve, and the proposed project will require several years to construct. Generally, the potential conversion of commercial and industrial parcels for AWV construction will diminish the amount of property zoned for these uses near the proposed roadway. Under existing market conditions, this impact is not expected to be great because the economic market has declined.

Future conditions could see an upturn in the economy and increased demand for all properties downtown, while the continuation of stagnant economic conditions will result in a weaker demand for property. Presently, the commercial market will be less affected than the industrial market, where there is a general scarcity of industrial zoned property close to downtown. The Rebuild Alternative, and all Build Alternatives, will result in further reducing the total amount of close-in property for industrial uses. This reduction may also result in higher prices for remaining close-in industrial parcels. An opportunity may exist to replace displaced buildings on parcels that may be used for construction staging areas and within new land areas that could be opened up under some alternative designs. It is expected that new uses will occur in accordance with current zoning designations on project area properties. Where redevelopment may take place, impacts associated with potential displacements will be further decreased as new structures replace older, displaced buildings.

5.2.1 South – S. Spokane Street to S. King Street

Most of the potential parcel acquisitions under the Rebuild Alternative will occur in the South. Building and/or land acquisitions will occur on up to seven parcels in this area.

Terminal 46

Terminal 46 is an 88-acre site and includes the primary cargo handling facility in the project area. The site comprises seven separate parcels, and partial acquisitions of these parcels will occur for each Build Alternative. Exhibit 5-2 below identifies the parcels associated with Terminal 46. Under the Rebuild Alternative, approximately 170,000 square feet (3.9 acres) of the Terminal 46 land will be needed to accommodate new AWV construction. This acquisition will be made from the largest of the Terminal 46 parcels and will take place along the eastern border of that parcel, from near S. Atlantic Street to approximately 600 feet south of S. King Street. The land area and parcels affected at Terminal 46 will be in addition to the parcel acquisitions described earlier in this section.

Exhibit 5-2. Terminal 46 Parcels

	Parcel Size (Square Feet)	Zoning	Assessed Value
1	3,671,236	IG1-U/85	\$91,780,900
2	94,500	IG1-U/85	\$1,039,500
3	1,320	IG1-U/85	\$47,800
4	53,500	IG1-U/85	\$588,500
5	142,500	IG1-U/85	\$1,567,500
6	3,574	IG1-U/85	\$59,800
7	74,285	IG1-U/85	\$1,858,100

Source: Seattle/King County Department of Assessments (2003).

5.2.2 Central – S. King Street to Battery Street Tunnel

Building and/or land acquisitions will occur on up to seven parcels in the Central project area under this alternative.

5.2.3 North Waterfront – Pike Street to Broad Street

Building and/or land acquisitions will not occur in the North Waterfront under this alternative.

5.2.4 North – Battery Street Tunnel to Ward Street

One parcel in the North may require minor modifications to the parcel or structure; however, it is not expected to require acquisition of the property. Minor modifications to parcels or buildings may consist of such changes as changes to driveways or parking, the need to alter a fence or wall, removal of on-site accessory structures, and/or the need to remodel an existing structure. It is expected that all such modifications could be accomplished without the need to relocate the existing use.

5.2.5 Seawall – S. King Street to Myrtle Edwards Park

Parcel acquisitions for the proposed project will also accommodate seawall construction activities.

5.3 Aerial Alternative

This alternative will affect up to 18 parcels where right-of-way acquisition will occur. Under this alternative, full acquisition of these parcels would result in acquiring over 962,000 square feet (approximately 22 acres) of parcel area. Five commercial buildings, two industrial buildings, and one fire station would be displaced. Exhibit 5-3 summarizes this information for the Aerial Alternative.

Exhibit 5-3. Parcel, Building, and Zoning Classification Impacts for the Aerial Alternative

Number of Parcels Affected	Number of Buildings Affected	Number of Employees Affected	Affected Zoning Classifications	Total Parcel Area	
				Square Feet	Acres
18	8	273	IC-65	427,000	9.8
			PMM85	4,000	0.1
			DH1/55, DH2/55	389,000	8.9
			DMR/C	47,000	1.1
			NC3	23,000	0.5
			IG2	72,000	1.6
			<i>Total</i>	962,000	22.0

Eight buildings will be displaced on the acquired parcels, and these displacements could affect over 273 employees.

5.3.1 South – S. Spokane Street to S. King Street

Like the Rebuild Alternative, most of the potential parcel acquisitions under the Aerial Alternative will occur in the South. Building and/or land acquisitions will occur on up to nine parcels in this area. Additionally, one parcel in the South may require minor modifications, as explained in Section 5.2.4 above, that will not necessitate acquisition of the property. Terminal 46 parcels will also be affected by this alternative, as indicated in Exhibit 5-2 in Section 5.2.1 above. Approximately 19,000 square feet of the Terminal 46 parcels will be acquired under the Aerial Alternative, a much smaller area than will be needed from Terminal 46 parcels under the other Build Alternatives.

5.3.2 Central – S. King Street to Battery Street Tunnel

Building and/or land acquisitions will occur on up to eight parcels in the Central project area under this alternative. Up to five parcels may require minor modifications where small amounts of property may be affected.

5.3.3 North Waterfront – Pike Street to Broad Street

Building and/or land acquisitions will not occur in the North Waterfront under this alternative.

5.3.4 North – Battery Street Tunnel to Ward Street

One parcel in the North will be acquired. One parcel in the North may also require minor modifications to the parcel or structure; however, it is not expected to require acquisition of the property.

5.3.5 Seawall – S. King Street to Myrtle Edwards Park

Parcel acquisitions for the proposed project will also accommodate seawall construction activities.

5.4 Tunnel Alternative

This alternative will affect up to 20 parcels where right-of-way acquisition will occur. Full acquisition of these parcels would result in the need to acquire over 1,115,000 square feet (approximately 26 acres) of parcel area. Seven commercial buildings, two industrial buildings, and one fire station would be displaced. Exhibit 5-4 summarizes this information for the Tunnel Alternative.

Exhibit 5-4. Parcel, Building, and Zoning Classification Impacts for the Tunnel Alternative

Number of Parcels Affected	Number of Buildings Affected	Number of Employees Affected	Affected Zoning Classifications	Total Parcel Area	
				Square Feet	Acres
20	10	356	IC-65	384,000	8.9
			PSM-100	12,000	0.3
			PMM85	20,000	0.4
			DH2/55, DH1/55	389,000	8.9
			IG1-U85	245,000	5.6
			DMR/C	42,000	0.9
			NC3	23,000	0.5
			<i>Total</i>	1,115,000	25.5

Up to 10 buildings will be displaced on the acquired parcels, and up to 356 employees could be affected.

Under the Tunnel Alternative, some parcel impacts will occur for proposed ventilation shafts and buildings. These structures are planned for parcels near the AWW intersections with S. King Street, Yesler Way, Spring Street, Union Street, and the corner of Western and Battery Street. No relocations are expected to result from these improvements; however, minor remodeling of nearby buildings or properties may be needed to accommodate these features. It should also be noted that a final determination of the exact location of these structures has not been made, and, if alternative sites are chosen for these structures, impacts to adjacent parcels may occur.

5.4.1 South – S. Spokane Street to S. King Street

Under this alternative, the South will not experience the most potential parcel acquisitions. Building and/or land acquisitions will occur on up to seven parcels in the South. Approximately four parcels in the South may also need

minor modifications, as described in Section 5.2.4 above, that are not expected to result in the need to acquire the entire parcel. Under the Tunnel Alternative, approximately 169,000 square feet of the Terminal 46 parcels identified in Exhibit 5-2 above will be acquired in the South.

5.4.2 Central – S. King Street to Battery Street Tunnel

Most of the potential parcel acquisitions will occur in the Central project area under this alternative. Building and/or land acquisitions will occur on up to 12 parcels in the Central area. Approximately five parcels in the Central area may also need minor modifications that are not expected to result in the need to acquire the entire parcel.

5.4.3 North Waterfront – Pike Street to Broad Street

Building and/or land acquisitions will not occur in the North Waterfront under this alternative.

5.4.4 North – Battery Street Tunnel to Ward Street

One parcel in the North will be acquired. One parcel in the North may also require minor modifications to the parcel or structure; however, it is not expected to require acquisition of the property.

5.4.5 Seawall – S. King Street to Myrtle Edwards Park

Parcel acquisitions for the proposed project will also accommodate seawall construction activities.

5.5 Bypass Tunnel Alternative

This alternative will affect up to 20 parcels where right-of-way acquisition will occur. Full acquisition of these parcels would result in the need to acquire over 1,115,000 square feet (approximately 26 acres) of parcel area. Seven commercial buildings, two industrial buildings, and one fire station would be displaced. Exhibit 5-5 summarizes this information for the Bypass Tunnel Alternative.

Exhibit 5-5. Parcel, Building, and Zoning Classification Impacts for the Bypass Tunnel Alternative

Number of Parcels Affected	Number of Buildings Affected	Number of Employees Affected	Affected Zoning Classifications	Total Parcel Area	
				Square Feet	Acres
20	10	356	IC-65	384,000	8.9
			PSM-100	12,000	0.3
			PMM-85	20,000	0.4
			DH2/55, DH1/55	389,000	8.9
			IG1-U85	245,000	5.6
			DMR/C	42,000	0.9
			NC3	23,000	0.5
			<i>Total</i>	1,115,000	25.5

Up to 10 buildings will be displaced on the acquired parcels, and up to 356 employees could be affected. Impacts associated with proposed ventilation structures will be the same as identified in Section 5.4 above.

5.5.1 South – S. Spokane Street to S. King Street

Building and/or land acquisitions will occur on up to seven parcels in the South under this alternative. Approximately four parcels in the South may also need minor modifications, as described in Section 5.2.4 above, that are not expected to result in the need to acquire the entire parcel. Under the Bypass Tunnel Alternative, approximately 219,000 square feet of the Terminal 46 parcels identified in Exhibit 5-2 above will be acquired in the South.

5.5.2 Central – S. King Street to Battery Street Tunnel

Building and/or land acquisitions will occur on up to 12 parcels in the Central project area under this alternative. Approximately five parcels in the Central area may also need minor modifications that are not expected to result in the need to acquire the entire parcel.

5.5.3 North Waterfront – Pike Street to Broad Street

Building and/or land acquisitions will not occur in the North Waterfront under this alternative.

5.5.4 North – Battery Street Tunnel to Ward Street

One parcel in the North will be acquired. One parcel in the North may also require minor modifications to the parcel or structure; however, it is not expected to require acquisition of the property.

5.5.5 Seawall – S. King Street to Myrtle Edwards Park

Parcel acquisitions for the proposed project will also accommodate seawall construction activities.

5.6 Surface Alternative

This alternative will affect up to 33 parcels where right-of-way acquisition will occur. Full acquisition of these parcels would result in the need to acquire over 1,759,000 square feet (approximately 40 acres) of parcel area with the railroad tail track relocated to the south. If the railroad tail track were relocated to the north of S. Royal Brougham Way, the Surface Alternative would require a similar number of acquisitions and displacements as the Tunnel or Bypass Tunnel Alternatives. Ten commercial buildings, nine industrial buildings, and one fire station would be displaced. Exhibit 5-6 summarizes this information for the Surface Alternative.

Exhibit 5-6. Parcel, Building, and Zoning Classification Impacts for the Surface Alternative

Number of Parcels Affected	Number of Buildings Affected	Number of Employees Affected	Affected Zoning Classifications	Total Parcel Area	
				Square Feet	Acres
33	20	581	IC-65	384,000	8.8
			PSM-100	12,000	0.3
			DH2/55, DH1/55	389,000	8.9
			IG1-U85	909,000	20.9
			DMR/C	42,000	0.9
			NC3	23,000	0.5
			<i>Total</i>	1,759,000	40.3

Up to 20 buildings will be displaced on the acquired parcels, and up to 581 employees could be affected. These numbers reflect the proposed grade-separated access for SR 519. An option for this alternative would include at-grade access for SR 519. If the at-grade option is pursued, additional parcel takes may be result under that approach.

5.6.1 South – S. Spokane Street to S. King Street

This alternative will affect the most parcels among the Build Alternatives, and the greatest number of potential acquisitions will occur in the South. If the railroad tail track were relocated north of S. Royal Brougham Way, the Surface Alternative would require a similar number of acquisitions and displacements as the Tunnel or Bypass Tunnel Alternatives. Building and/or land acquisitions will occur on up to 23 parcels in the South under this

alternative. The Surface Alternative will require the greatest amount of area from the Terminal 46 parcels identified in Exhibit 5-2 above. Approximately 398,000 square feet of the Terminal 46 parcels will be acquired in the South under this alternative.

5.6.2 Central – S. King Street to Battery Street Tunnel

Nine potential parcel acquisitions will occur in the Central project area under this alternative. Approximately five parcels in the Central area may also need minor modifications, as described in Section 5.2.4 above, that are not expected to result in the need to acquire the entire parcel.

5.6.3 North Waterfront – Pike Street to Broad Street

Building and/or land acquisitions will not occur in the North Waterfront under this alternative.

5.6.4 North – Battery Street Tunnel to Ward Street

One parcel in the North will be acquired. One parcel in the North may also require minor modifications to the parcel or structure; however, it is not expected to require acquisition of the property.

5.6.5 Seawall – S. King Street to Myrtle Edwards Park

Parcel acquisitions for the proposed project will also accommodate seawall construction activities.

Chapter 6 CONSTRUCTION IMPACTS

6.1 No Build Alternative

No immediate construction impacts will result from the No Build Alternative. If partial or complete failure of the viaduct and/or seawall were to occur, impacts associated with construction activities to repair or replace the viaduct would occur, similar to those described for the Build Alternatives below.

6.2 Rebuild Alternative

Under this alternative, construction activities could take approximately 7.5 years to complete. Building removal or demolition, if necessary, could occur at specific locations. These activities are not expected to cause the need for additional relocations, but could result in temporary noise and dust impacts on adjacent properties. Under this alternative, and all Build Alternatives, several sites will be used for construction staging areas. These sites are identified in Exhibit 5-2 in Appendix G, Land Use and Shorelines Technical Memorandum.

Under this alternative, railroad tracks and facilities owned by the Burlington Northern Santa Fe (BNSF) Railroad and the Union Pacific Railroad in the South project area will be removed as part of construction activities. The Whatcom Rail Yard will be moved to the east of the new viaduct. Temporary use of the parcels containing railroad tracks will occur, and cooperative arrangements for the use of these parcels are being discussed with railroad representatives. Permanent acquisition of these parcels is not expected to be needed.

Under the proposed build alternatives, the process of right-of-way acquisition is expected to begin as project needs are identified. The acquisition of right-of-way, therefore, as described under Operational Impacts above (see Section 5.2), is also considered a construction impact. In addition to right-of-way acquisitions, potential acquisition of property for use as construction staging areas will also occur under each Build Alternative.

6.3 Aerial Alternative

Construction activities could take approximately 11 years under this alternative. This duration may affect some property owners and businesses more than for alternatives where construction is expected to take less time. Impacts on businesses that may result because of this increased duration are discussed in the Economics technical report for this project. Additional impacts related to the need for displacements or relocations, beyond those

generally noted for the Rebuild Alternative above, are not anticipated from construction of the viaduct and seawall improvements under this alternative. This alternative will have fewer impacts to railroad tracks and facilities in the south than will other Build Alternatives. The Whatcom Rail Yard will be affected, but permanent acquisition of these facilities will not occur.

6.4 Tunnel Alternative

Under this alternative, construction activities could take approximately 9 years to complete. Impacts related to hardships businesses may experience during this time are addressed in the Economics technical report for this project. Additional construction impacts related to the need for displacements or relocations, beyond those generally noted for the Rebuild Alternative above, are not anticipated from construction of the viaduct and seawall improvements under this alternative. Impacts to railroad tracks and facilities in the South will be the same as described under the Rebuild Alternative.

6.5 Bypass Tunnel Alternative

Under this alternative, construction activities could take approximately 8.5 years to complete. Impacts related to hardships businesses may experience during this time are addressed in the Economics technical report for this project. Additional construction impacts related to the need for displacements or relocations, beyond those generally noted for the Rebuild Alternative above, are not anticipated from construction of the viaduct and seawall improvements under this alternative. Impacts to railroad tracks and facilities in the South will be the same as described under the Rebuild Alternative.

6.6 Surface Alternative

Under this alternative, construction activities could take approximately 8 years to complete. Impacts related to hardships businesses may experience during this time are addressed in the Economics technical report for this project. Additional construction impacts related to the need for displacements or relocations, beyond those generally noted for the Rebuild Alternative above, are not anticipated from construction of the viaduct and seawall improvements under this alternative. Impacts to railroad tracks and facilities in the South will be the same as described under the Rebuild Alternative.

Chapter 7 SECONDARY AND CUMULATIVE IMPACTS

Secondary and cumulative impacts may occur in the project area. Generally, secondary impacts occur as a result of a proposed project action, but take place later in time than the initial action. Cumulative impacts occur as a result of the combined effects of several proposed project actions that may take place in the project area. In combination with other potential projects in or near the project area, relocations for the AWW Project could contribute to land use changes on local parcels. The following projects are expected to occur in the AWW project area:

- Central LINK Light Rail
- Colman Dock Ferry Terminal Expansion
- Mercer Street Corridor
- Seattle Monorail Project
- Seattle Aquarium and Waterfront Park
- SR 519 Improvements
- Terminal 46 Redevelopment

A description of each of these projects can be found in the AWW Alternatives Technical Report. It is possible that construction activities related to several of the projects identified above could occur during part of the expected construction duration for the AWW build alternatives. Additionally, many small private projects would likely occur during AWW project construction in separate development phases. This general development includes private land use actions such as residential, retail, and commercial development projects and is identified by potential location as follows:

- Belltown/Queen Anne Proposed Development
- Seattle Downtown Proposed Development
- South Lake Union Redevelopment

The AWW build alternatives would contribute to potential displacements that may occur in combination with impacts associated with the projects above. Depending on buildings that might be displaced, the proposed project could contribute to decreases in industrial, residential, and/or commercial office properties that may take place throughout the duration of construction activities. The overall number of buildings that will be displaced by the proposed Build Alternatives is not expected to add substantially to building displacements associated with other projects in the study area.

Because many elements of the project design have minimized the need for right-of-way acquisitions, the project's contribution to right-of-way changes is not expected to be substantial. It is possible, however, that over the long

duration of the potential project construction period associated with the various Build Alternatives, a number of displacements in and around the project area could occur.

A review of Seattle real estate listings indicates that there are presently a variety of office, retail, and industrial properties available for sale or lease in the general downtown area. Online listings were consulted for Coldwell Banker Commercial, Cushman and Wakefield, and Colliers International. Residential properties were not reviewed because no residential displacements associated with the Build Alternatives have been identified.

The sizes of available properties vary greatly, as do prices and lease rates. As indicated in the discussion of impacts, the current market has slowed due to the downturn in economic conditions. This has resulted in higher vacancy rates than were experienced at the end of the 1990s when the economy was stronger. It is difficult to predict how long the current economic environment will last; however, as the economy improves, the demand for all property types downtown is expected to be relatively high, based on activity during the recent past (Seattle Daily Journal of Commerce 2002).

Exhibit 7-1 summarizes information on existing and future downtown space from data collected by the Seattle King County Economic Development Council, as of October 2003. As this table indicates, the number of properties currently available is relatively high for office space, while the overall amount of retail and industrial space appears to be less prevalent. The projected amount of future space downtown also reflects this pattern. The proposed AWV construction will occur over several years, so it is not certain whether this trend will continue; however, this data suggests that replacement property will generally be available for office properties and less so for retail and industrial uses.

Exhibit 7-1. Existing and Future Available Property in Downtown Seattle¹

Type	Number of Buildings	Total Area (Square Feet)	Vacant Area (Square Feet)	Future Area Available ² (Square Feet)
Office	444	41,844,807	4,627,003	1,427,041
Industrial	47	1,485,044	226,443	36,450
Retail	102	2,678,783	275,498	34,928

Notes:

¹ Statistics are based on existing buildings available for lease and do not include owner-occupied buildings, government buildings, or buildings that are under construction or proposed (except for Future Area Available). All data is current as of October 29, 2003.

² Future Area Available includes buildings that are under construction.

Source: Economic Development Council of Seattle and King County (2003).

As the impacts analysis indicates, the greatest parcel impacts from the proposed AWW Build Alternatives are expected to occur on industrially zoned properties in the South. The low amount of industrial space expected to be provided in the future suggests that finding suitable replacement property for industrial uses near the downtown area may be more difficult than for other uses. Similarly, the conversion of industrial property to roadway use under the Build Alternatives will also be expected to contribute to generally higher prices for remaining industrial properties in the future. For some existing tenants, this may make it more difficult to find suitable replacement industrial property at affordable rates.

The more immediate concern prior to construction will be in finding replacement properties for use by downtown tenants. Because economic conditions are slow, lease rates are more favorable presently, which may allow users of affected properties to secure more affordable lease rates in the near term, while waiting for construction activities to end. If economic conditions improve more quickly, demand may increase along with rates associated with all downtown properties, thereby limiting the ease with which replacement properties might be obtained, especially for users to whom price is a primary consideration. Relocation assistance will be provided to affected businesses as indicated in the next chapter.

This Page Intentionally Left Blank

Chapter 8 OPERATIONAL MITIGATION

8.1 No Build Alternative

Because no relocations or displacements will result from this alternative, mitigation will not be necessary.

8.2 Mitigation Common to All Build Alternatives

8.2.1 Compensation

Where relocations will occur, compensation will be provided to affected businesses or residents. Compensation for parcel acquisitions, including buildings and structures, will be provided at fair market value and will comply with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. These regulations provide for relocation services for businesses and residences and include measures for providing assistance in locating suitable replacement housing and business sites. Presently, the parcels that will be affected by the proposed AWV Build Alternatives do not include residential properties. If residences are encountered in the future, housing relocation assistance will be provided to displaced businesses, persons, and organizations. The term 'displaced persons' refers to any person who moves from the real property or moves his or her personal property from the real property. Therefore, mitigation measures related to residential displacements are identified below.

8.2.2 Relocation Assistance

State and federal laws require that no person be required to move from a residence unless comparable replacement property is available within that person's financial means. In addition, no displaced person, business or organization, will be required to move from any dwelling or business facility without being given a written assurance at least 90 days prior to the earliest date they could be required to move. Relocation services will be provided to all affected property owners and tenants without discrimination. Relocation assistance will be provided by qualified personnel for affected residents and may include the following assistance through a relocations specialist:

- Determination of any special needs and requirements.
- Explanation of relocation benefits.
- Individual assistance.
- Provision of transportation, if necessary.
- Assurance of the availability of a comparable property in advance of a residential displacement.

- Provision of referrals to comparable properties.
- Provision of assurance that residents are not required to move in less than 90 days from the date they are given a written statement of their relocation entitlements. Also for residences, at least one comparable replacement dwelling is identified.
- Inspection of houses for decent, safe, and sanitary conditions for a residence.
- Information on other federal, state, and local programs offering assistance to displaced person.
- Provision of counseling services to minimize hardships associated with the need to relocate.

WSDOT and the City of Seattle will work closely with affected business owners to minimize the level of disruption that may be caused by displacements and relocations along the project route. Every effort will be made to assist business owners in finding suitable replacement locations, especially those that will be near the project route. All displaced businesses will be given this assistance. Where businesses will be required to relocate, lead agency staff will work with owners to ensure that moves could be made in a timely manner, thereby reducing overall expenses, inconveniences, and the amount of time a business must remain closed during the move.

As discussed in Section 5.2 and Chapter 7 earlier, presently replacement property for commercial uses appears to be more readily available than would be replacement property for industrial, and perhaps retail, uses. There is a general shortage of industrially zoned property close to the Seattle Central Business District and this may affect its availability in the future. Depending on the exact number of industrial properties that may be displaced, as well as economic conditions at the time of potential relocation, it may be more difficult to find suitable locations for these uses in the future.

The availability of retail properties, while somewhat more prevalent, also fluctuates according to economic conditions and demand. While current retail space is generally available due to the recent economic slowdown, future conditions may change and the return of a strong demand for such space may result in greater competition for retail uses.

It is not yet known whether potential displacements are dependent on their present location for continued viability. If a displaced business is identified with such a dependency, the City would work closely with such businesses to identify a suitable site for their relocation.

Assistance available to business owners includes reimbursement associated with moving costs. Actual moving costs and related expenses will be covered, or in some instances, a fixed payment will be provided. The types of costs

that will be covered include disconnection, dismantling, removing, packing, transportation, unpacking, reassembling, and reinstalling personal property. Reestablishment expenses for small businesses, losses of personal property, storage and insurance, planning and supervising expenses, replacement of stationery and business cards, and costs associated with phone system network installation and call forwarding are also covered expenses under moving costs.

Advisory assistance will also be provided, which includes information on the availability, purchase price, and rental costs of suitable replacement properties. City and WSDOT staff will also work with businesses to help them become established in their new location and to minimize any hardships encountered in moving by providing advice regarding additional sources of assistance. Reestablishment expenses, for small businesses, include, but are not limited to:

- Repairs or improvements to the replacement property as required by code or ordinance.
- Modifications to the replacement property to accommodate the business operation.
- Construction and installation costs for exterior signing.
- Provision of utilities from right-of-way to improvements on the replacement site.
- Redecoration or replacement of soiled or worn surfaces at the replacement site, such as paint, paneling, or carpeting.
- Licenses, fees, and permits when not paid as part of moving expenses.
- Feasibility surveys, soil testing and marketing studies.
- Advertisement of replacement location.
- Estimated increased costs of operation during the first 2 years at the replacement site.
- Professional services in connection with the purchase or lease of a replacement site.
- Impact fees or one-time assessments for anticipated heavy utility usage.

The City and WSDOT staff will work directly with affected business owners to determine relocation needs and the best assistance measures suited to each affected business.

8.2.3 Housing of Last Resort

Under state and federal laws, no person is required to move from a residence unless comparable replacement property is available for sale or rent within the potential displaced person's financial capabilities. The location and sale or

rent price of the comparable property must be made available in writing to the affected persons. In the event that replacement housing may not be available within the affected person's financial capabilities, several alternative solutions may be used under the heading of "housing of last resort," including the following:

- Purchasing housing for the displaced person and renting or selling the acquired dwelling at a price within the person's financial means.
- Renovating existing housing.
- Providing financing for homeowner-occupants with low incomes and/or poor credit ratings who have occupied their home for at least 180 days.
- Entering into partnerships with public or private agencies that provide housing for low-income persons.
- "Super Payment" provisions whereby payments to displaced persons may exceed statutory limits when replacement housing exceeds the financial means of affected residents.

Individuals from the city and state will work with affected occupants to ensure that appropriate replacement housing opportunities are made available to any potentially displaced residents in the project area.

In addition to these measures, after project construction is complete, some surplus properties used for staging and other construction activities may be sold, entirely or in part, at a future date. These sites may be utilized for replacement properties, or could be used for other development in the project area.

Chapter 9 CONSTRUCTION MITIGATION

Right-of-way acquisition and potential relocations will occur prior to construction stages. Property owners on adjacent parcels will be given advance notice of relocation or demolition activities that may occur during construction. Temporary access will be provided to local parcels during construction activities. Property acquisitions will be compensated under measures identified in Section 8.2.1 above. Additional mitigation measures related to business and community impacts are provided in Appendix G, Land Use and Shorelines Technical Memorandum; Appendix P, Economic Technical Memorandum; and Appendix I, Social Resources Technical Memorandum.

This Page Intentionally Left Blank

Chapter 10 PERMITS AND APPROVALS

The proposed project will require a number of permits and approvals by state and local agencies. Many of these permits and approvals will not specifically involve right-of-way acquisitions; however, a few may be related to parcel and land use considerations. Federal, state, and local permits and approvals that may be related to right-of-way issues include:

- Seattle Shoreline Substantial Development Permit
- Seattle Shoreline Conditional Use Permit
- Underground Storage Tank Removal Permit
- Seattle Street Use Permit
- Seattle Demolition Permit
- Seattle Land Use approval for construction (staging, service yards, etc.)
- Federal Comprehensive Environmental Response, Compensation, and Liability Act Approval
- Washington Model Toxics Control Act Approval
- Section 4(f) Approval
- Historic/Archaeological Approval
- Seattle Utility Relocation Approval
- King County METRO Utility Relocation Approval

Conditions attached to these permits and approvals may affect the removal or relocation of existing buildings and structures along the project corridor. Each of the Build Alternatives may encounter buildings or structures that will be subject to federal, state, or local review under these regulations. A complete list of all federal, state, and local permits and approvals will be provided in the EIS for this project.

This Page Intentionally Left Blank

Chapter 11 REFERENCES

- Craig Kinzer and Company, The Seneca Real Estate Group, and Cushman & Wakefield of Washington. 2001. Height and density study report #2. Prepared for the City of Seattle Strategic Planning Office, December 14, 2001, Seattle, Washington.
- Downtown Seattle Association. 2003. Seattle economic profile: Office space. Seattle, Washington.
- Kidder Mathews. 2003. Seattle real estate market reviews: Office, retail, and industrial markets. GVA Kidder Mathews, Seattle, Washington.
- Parsons Brinckerhoff. 2003. Proposed alignment drawings for the Alaskan Way Viaduct and Seawall Replacement Project; March through August, 2003. Parsons, Brinckerhoff, Quade and Douglas, Inc., Seattle, Washington.
- Port of Seattle. 2001. Harbor Development Strategy 21, Adopted June 26, 2001. Seattle, Washington.
- Seattle, City of. 1994. Mayor's Recommended Comprehensive Plan (as amended December 2000). Office of Strategic Planning, Seattle, Washington.
- Seattle, City of. 2003. Monitoring Our Progress---Seattle's Comprehensive Plan. Department of Construction and Land Use, Seattle, Washington.
- Seattle Daily Journal of Commerce. 2002. Special Report: Commercial Real Estate 2002. Real Estate Market Surveys, February 28, 2002, Seattle, Washington.
- Seattle/King County EDC (Economic Development Council). 2001. Research and data, EDC Website, <http://www.edc-sea.org>.
- Seattle/King County EDC (Economic Development Council). 2003. Seattle office, industrial, and retail vacancy rates and rental rates. Available at: <http://www.officespace.com>. Accessed on October 29, 2003.
- Seattle and King County. 2003. Assessor's Real Property Records, Department of Assessments, Seattle, Washington.
- Seattle Office of Housing. 2001. Downtown Housing Report, December 2001.

This Page Intentionally Left Blank