




The Alaskan Way Viaduct & Seawall Replacement Program

 U.S. Department of Transportation
Federal Highway Administration

 Washington State
Department of Transportation

 King County

 City of Seattle

April 18, 2008

TO: Recipients of the South Massachusetts Street to Railroad Way
South Electrical Line Relocation SEPA Environmental Checklist
and Determination of Nonsignificance

FROM: Allison Hanson, WSDOT Urban Corridors Office Deputy
Director of Environmental Services

RE: Addendum to SEPA Environmental Checklist and Determination
of Nonsignificance for the South Massachusetts Street to Railroad
Way South Electrical Line Relocation

The Washington State Department of Transportation (WSDOT) has prepared this document to addend the State Environmental Policy Act (SEPA) Environmental Checklist and Determination of Nonsignificance (DNS) for the South Massachusetts Street to Railroad Way South Electrical Line Relocation Project (project). The DNS for the project, which was issued on February 1, 2008, is addended by the authority provided in WAC 197-11-600(4)(c) and conforms to the procedures for preparing an addendum in WAC 197-11-625.

This addendum provides additional information regarding the project that does not substantially change the analysis of impacts in the existing Environmental Checklist for this project (WAC 197-11-706). This addendum consists of two changes to the information contained in the Environmental Checklist issued on February 1, 2008:

1. Removal of the transmission contingency alignment from the project scope.
2. Additional temporary impacts to both public and privately-operated parking spaces resulting from the project.

WSDOT has determined that the aforementioned changes to the project scope do not have a probable significant adverse impact on the environment. Therefore, WSDOT has determined that the SEPA threshold determination will not change.

Transmission Contingency

After further coordination with Seattle City Light, it has been determined that the installation of the transmission contingency alignment described in the Environmental Checklist is no longer required as part of the project. All references to the transmission contingency alignment in the Environmental Checklist are removed. The northern limit of the project is now located south of South King Street where the new electrical lines splice into the existing lines (beneath the Alaskan Way Viaduct between Bents 119 and 118).

Parking Impacts

It has been determined that the response to Question 14.c of the Environmental Checklist did not discuss: 1) off-street parking on two WSDOT-owned, but privately-operated, properties, 2) the accurate number of parking spaces to be temporarily impacted beneath the Alaskan Way Viaduct, and 3) the loss of on-street public parking during ductbank construction. All parking impacts of the project will be temporary in nature, occurring only during construction. The project will not result in the permanent loss or addition of any parking areas. The project will have the following temporary parking impacts:

- On the WSDOT-owned property known as the Team Track between South Atlantic Street and South Royal Brougham Way: 226 off-street parking spaces will be unavailable during project construction (August 2008 – December 2009).
- On the WSDOT-owned property known as the Washington-Oregon Shippers Cooperative Association (WOSCA) site between South Royal Brougham Way and South Dearborn Street: 594 off-street parking spaces on the west portion of the WOSCA site will be unavailable during project construction (August 2008 – December 2009). Please note that 200 off-street parking spaces on the east portion of the WOSCA site will be available throughout project construction.
- Beneath the Alaskan Way Viaduct between South Atlantic Street and South Dearborn Street: 162 on-street parking spaces will be impacted for approximately two weeks in late 2009 during removal of the existing electrical lines suspended beneath the structure. This addendum provides an updated number of parking spaces to be temporarily impacted.
- Approximately 40 on-street public parking spaces on Colorado Avenue South, South Atlantic Street and South Royal Brougham Way will be temporarily impacted as ductbank construction moves through those areas.

If during construction WSDOT identifies portions of the WSDOT-owned properties that are not being actively used for construction or staging, efforts will be made to re-establish these as parking areas with the on-site parking manager, Diamond Parking.

Please submit any comments no later than close of business April 25, 2008, to:

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