

Alaskan Way Viaduct and Seawall Replacement Project

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1. Choose Topic:

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| Overall | Tunnel | Construction Impacts and |
| All of the | Bypass Tunnel | Other |
| Rebuild | Surface | |
| Aerial | Seawall | |

Comment:

Alternatives: Given the visual benefits of the surface, bypass tunnel, or tunnel alternatives, one of these alternatives is the most logical choice. Property values will soar, which will spur residential density in downtown (furthering one of the City's current objectives) and will also attract visitors, shoppers, and tourists to the waterfront and the vicinity. Neighboring areas, e.g. Pioneer Square, West Edge, Belltown, stand to benefit greatly from the removal of an aerial structure, as these areas will enjoy connections to the waterfront. Though the short-term costs may be significant, the long-term gains far outweigh these costs.

Construction Impacts and Mitigation:

Parking --
 Throughout the Draft EIS, the loss of parking -- both short- and long-term -- is repeatedly cited as an impact, particularly in Pioneer Square. Mitigation, therefore, should address this loss of parking. The proposed strategies of maximizing utilization of existing facilities, leasing a facility, or buying/building a facility seem reasonable, but given the large number of spaces needing to be replaced, it is likely that a new facility will need to be built. The Pioneer Square community (via the Pioneer Square Community Association) looks forward to working with the AWWSR team to establish appropriate mitigation.

Congestion/Economic Impacts --

Increased traffic congestion also appears frequently in the DEIS. Impacts to businesses, especially small businesses like those in Pioneer Square, will be overwhelmingly negative due to severe impediments to accessing businesses and a resulting projected decrease in sales. Because the project area extends 400 feet from the existing viaduct, the number of businesses to be affected is considerable. (I believe the DEIS identified 1100 businesses within 1 block.) Among mitigation measures, both access to and marketing for these businesses will be essential. With such a lengthy overall construction period (despite the several-month rest periods), many businesses, especially the small, independent ones, will face serious challenges in enduring the years coinciding with construction. Economic development assistance -- including effective traffic detours and visible marketing -- will be necessary for their continued existence, and the Pioneer Square community encourages you to work with us to establish reasonable mitigation for these businesses.

Historic Structures --

In light of the damage that vibration impacts can cause to historic buildings, careful attention must be paid to construction near those buildings. Whenever possible, construction methods that pose the smallest threat to compromising the structural integrity of those buildings should be selected.

Finally, the relocation of the Washington Street Boat Landing is a necessary byproduct of the AWWSR project. Along with this structure's relocation, improvements to the area, e.g. sidewalk improvements should accompany this project so that the area is left in comparable if not better condition than its current state.

Thank you for soliciting public input and for taking the time to review these comments. The Pioneer Square Community Association looks forward to working with you throughout this process.

C-036-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative due to its ability to best meet the project's identified purposes and needs and the support it has received from diverse interests. Both the Bypass Tunnel and the Surface Alternative have been eliminated from further consideration. The project has evolved since the publication of the Draft EIS in 2004. Please see the Final EIS for current information about the proposed build alternatives for this project.

C-036-002

The lead agencies recognize that businesses along the central waterfront, Western Avenue, and Pioneer Square rely on the short-term parking in the area. The City of Seattle Department of Transportation (SDOT), in coordination with the project, has conducted parking studies as part of the process to develop mitigation strategies and better manage the city's parking resources. SDOT's studies identified a number of strategies to offset the loss of short-term parking in this area, including new or leased parking and the increased utilization of existing parking. Although the mitigation measures would be most needed during construction, many of them could be retained and provide benefits over the longer term. Specific parking mitigation strategies have not yet been determined, but the project has allocated \$30 million for parking mitigation. The parking mitigation strategies will continue to evolve in coordination with the project and community partners. Parking measures under consideration and refinement include:

- Encourage shift from long-term parking to short-term parking
- Provide short-term parking (off-street), especially serving waterfront piers, downtown retail, and other heavy retail/commercial corridors
- Implement electronic parking guidance system

- Provide alternate opportunities to facilitate commercial loading activities
- Develop a Center City parking marketing program
- Use existing and new social media and blog outlets to provide frequent parking updates
- Establish a construction worker parking policy that is implemented by the Contractor

Refer to the Parking Mitigation during Construction section in Chapter 6 of the Transportation Discipline Report (Appendix C of the Final EIS) for additional information.

C-036-003

The lead agencies plan to maintain access to businesses and residences throughout construction. Temporary limitations and any required changes to access during construction will be mitigated to the extent practicable. Mitigation measures for parking, pedestrian and vehicle access, and business assistance are discussed in Chapter 8 of the Final EIS. The project team will continue their coordination and mitigation activities with local businesses and residents, freight/delivery companies, the Port of Seattle, neighborhood groups, and other affected groups.

C-036-004

A Programmatic Agreement is required by the State Historic Preservation Office. This agreement is signed by the three lead agencies (City of Seattle, WSDOT, and FHWA), along with the State's Office of Architecture and Historic Preservation. The Programmatic Agreement identifies the responsible parties for compliance with the mitigation measures set forth in the Agreement. This means that the City and the

State are reviewing the construction process to ensure that no damage to historic buildings occurs.

The City of Seattle will likely require monitoring of construction near the City's historic buildings and areaways to ensure that vibration or other potential construction impacts are not causing deleterious effects to these structures. Other potential mitigation measures are listed and described in the Final EIS and in Appendix I, Historic, Cultural, and Archaeological Resources Discipline Report.

C-036-005

The preferred Bored Tunnel Alternative would not affect the Washington Street Boat Landing and would not alter the configuration of Alaskan Way. Under this alternative, the waterfront planning process would be led by the City of Seattle under the Central Waterfront Project. The Central Waterfront Project would address any improvements to the waterfront as mentioned in this comment.

The Cut-and-Cover Tunnel Alternative would have a pedestrian and bike trail on the west side, called the Port Side Pedestrian/Bike Trail, and a minimum 25-foot-wide multi-use path, called the City Side Trail, on the east side.

The Elevated Structure Alternative would provide a shared use path for pedestrians and bicyclists starting at S. King Street. This path would transition from the west side of the ferry queuing lanes to the west side of the surface street, where the bicyclists and pedestrians would be separated. Pedestrians would use a 9-foot-wide sidewalk next to Alaskan Way, and bicyclists would use a 10-foot-wide path along the west side of the sidewalk. From S. Washington Street north, a 20-foot-wide promenade would run between the west side of the bicycle lane and the waterfront, and the bike lane would widen to 12 feet. On the east side of the surface street, the sidewalk would widen into a combined

sidewalk/landscape area ranging in width from 34 to 50 feet. North of S. Jackson Street, the outside street lanes would widen to about 14 feet to accommodate bicycle traffic.