

AWV Draft EIS Comment Form Results:

Name: Randal Bennett
Address: 528 21st Ave E
City: SEATTLE
State: WA
Zip Code: 98112
Email: rbennett@lmnarchitects.com
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-063-001

give pedestrians a chance. tunnel. do not fill surface with wall to wall vehicles. 5-lane blvd maximum i.e. DECREASE CAPACITY. street car should be integrated into pedestrian walkway instead of increased r.o.w. and barricades. Euros have no difficulties running them down center of wide pedestrian walkways. shift surface traffic in place of exist viaduct (east), reclaimed r.o.w. should become pedestrian space on water-side. i am an architect with 10 years experience on urban regeneration schemes in (mainly) europe. trust me. easy for cars, trucks to find alternate routes-difficult or impossible for pedestrians. absolutely invaluable land for future of Seattle. think big.

-----Original Message-----

From: Randal Bennett [mailto:rbennett@LMNArchitects.com]
Sent: Tuesday, June 01, 2004 11:52 AM
To: Ferguson, Sarah
Subject: RE: AWV Draft EIS Comment Form

I-063-002

Thank you. I'd like to add a comment if possible:
Keep tunnel lidded as it resurfaces past Pine Street and extend Alaskan Way on the lid to natural grade connections at Elliot and Western. The portion of Alaskan Way north of Pike Street would become destination traffic only: more pedestrian and residential scale, and avoid traffic conflict of rail crossing at Broad St. The extension of Alaskan Way on tunnel lid would add street frontage to property to south of Victor Steinbrueck Park, rendering it developable as pedestrian link down to waterfront.
Traffic solutions cannot be looked at in isolation and need to address multiple goals.

I-063-001

The Surface Alternative is no longer being considered. If the viaduct is replaced by a tunnel, more open space would become available. This new space could become a wide waterfront promenade with bike and pedestrian paths. The final configuration of Alaskan Way and the waterfront streetcar will be determined by the Central Waterfront Project being led by the City of Seattle.

If the viaduct is removed, scenic views to, from, and along the waterfront would be opened up, making the waterfront more attractive visually, and making it seem more connected to downtown, Pioneer Square, Pike Place Market, and Belltown. Please refer to the Final EIS for more information on how the alternatives have developed since the 2004 Draft EIS and how the preferred alternative was selected.

I-063-002

A lid was incorporated into the design of the 2006 Cut-and-Cover Tunnel Alternative and evaluated in the 2006 Supplemental Draft EIS. It was included in the project, due in part to numerous 2004 Draft EIS public comments requesting the lead agencies to consider a lid in the Pike Place/Belltown area. The proposed lid would extend north from where SR 99 emerges from the tunnel's north portal near Pine Street to Victor Steinbrueck Park near Virginia Street. The design for this lid structure with the current Cut-and-Cover Alternative is described in this Final EIS and in Appendix B, Alternatives Description and Construction Methods Discipline Report.

6/22/2004