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 >May 30, 2004
 >
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 >SR 99 - Alaskan Way Viaduct and Seawall Replacement Project
 >Draft Environmental Impact Statement Comment – May 30, 2004
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 >I live and work at the Fix Building, which is located at 1507 Western
 >Avenue and is directly adjacent to the Viaduct project site.
 >The Fix Building condominium complex is a mixed use
 >residential/commercial building.
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 >My concerns for the Alaskan Way Viaduct project are as follows:

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 AWWSP Team Office

- I-076-001** 1. I am deeply concerned about the structural integrity of the existing Alaskan Way Viaduct structure and the seawall, and I implore you to take immediate action to adopt an alternative and move forward with it.
- I-076-002** 2. I feel that the tunnel alternative is the best alternative of those cited in the EIS. I think it is important that WSDOT preserve an alternate north-south highway corridor between Elliott Bay and Lake Washington and the tunnel allows for that most effectively. The surface alternative does not allow for that at all and the bypass tunnel compromises that capability.
3. The tunnel alternative will also provide the best quality of waterfront experience for residents, businesses and tourists alike. The character and views in the permanent condition will be of great benefit and an incredible improvement over the existing condition. It will be a visual and noise relief to have no aerial structure along the waterfront.
- I-076-003** 4. Establish a forum for residences and businesses adjacent to the project site to work with the design team to assure that the concerns about construction impacts are met.
- I-076-004** 5. Noise: Limit construction noise that exceeds the City of Seattle residential nighttime noise regulations to non-residential areas of the project site. Appendix F states that City noise levels are expected to be exceeded in the nighttime and this is not acceptable in a residential area.
- I-076-005** 6. Traffic: We are concerned about increased traffic on Western Avenue caused by any detours to SR 99. Southbound traffic should be diverted before reaching the Pike Place Market area, perhaps at Broad or Denny Way, thereby preventing additional congestion in the vicinity of Pike Place Market. All changes in traffic need to be clearly identified.

I-076-001

FHWA, WSDOT, and the City of Seattle are working hard to move the project through the environmental and permitting processes and to secure funding so construction can begin as soon as possible.

I-076-002

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2004 Cut-and-Cover Tunnel Alternative. The alignment for the Cut-and-Cover Tunnel Alternative has been refined in the Final EIS. 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. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-076-003

The project team uses several communication and public involvement tools (see Appendix A, Public Involvement Discipline Report) to gather input and help shape the project throughout design and construction. There are opportunities to attend public meetings and community events to learn more about the project and multiple ways to contact the project team with any questions or concerns, including a hotline (1-888-AWV-LINE) or e-mail (viaduct@wsdot.wa.gov).

In addition, many forums are in place to provide feedback to the project team:

- North and south portal working groups have been meeting since May 2009, and they do not have a firm end date.
- Maintenance of traffic meeting in the south end discusses upcoming construction and potential traffic impacts. This includes stakeholders as well as the contractor and staff from the project office.
- Construction outreach tools such as distributing (often in person)

choices, and many others.

More information about these strategies can be found in Appendix C, Transportation Discipline Report, of the Final EIS.

I-076-006

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.

I-076-007

WSDOT is currently preparing a claims process that would address any damage to property directly related to the preferred Bored Tunnel Alternative. This information will be given to individual property owners that may be affected by the project.

WSDOT plans to install an array of monitoring equipment to alert the construction team of any settlement, which would be used in the claims process.

There are specific impacts that WSDOT can compensate for, such as excessive noise and vibration levels or damage to property. However, impacts that are not quantifiable are generally not compensable. If you experience impacts during construction, please call our 24-hour hotline, 1-888-AWV-LINE.

I-076-008

Access to the parking garage will be maintained throughout construction. Temporary access limitations and any required changes to access during construction will be mitigated to the extent practicable. All affected businesses will be informed on all related activities throughout the project construction period.

I-076-009

Mitigation measures for air quality both during construction and operation are discussed in Appendix M of the Final EIS.

I-076-010

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 members 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.

I-076-011

An exhaust stack near Pike Place Market is no longer included in any of the alternatives. The preferred Bored Tunnel Alternative would have two tunnel operations buildings that include exhaust stacks. One building would be located in the south portal area near Alaskan Way S. and Railroad Way S., and a second building would be located in the north portal area near Sixth Avenue and Harrison Street.