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AWWSP Team Office

May 30, 2004

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SR 99 - Alaskan Way Viaduct and Seawall Replacement Project
Draft Environmental Impact Statement Comment – May 30, 2004

I live and work at Hillclimb Court, which is located at 1425 Western Avenue and is directly adjacent to the Viaduct project site. Hillclimb Court condominium complex is a mixed use residential/commercial building.

I-298-001

My concerns for the Alaskan Way Viaduct project are as follows:

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.
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.

I-298-001

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-298-001	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-298-002	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-298-003	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-298-004	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-298-005	7. Parking: It is necessary for my business to have easily accessible parking for my clients even during all phases of construction.
I-298-006	8. Develop a clear process by which claims for any damage to adjacent properties can be made and fully compensated. Full disclosures of project insurance levels or self insurance of WSDOT should be made.

I-298-002

The project team uses several communication and public involvement tools (outlined in 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 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 exist today. They 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) notices to adjacent businesses and residents about upcoming work, regular construction reports on the website, and e-mail updates.
- Other resources: 24-hour hotline, the website, viaduct e-mail for comments or questions, community briefings, information booths and community events. Many of these tools are used as opportunities to have dialogue or discuss any issues with stakeholders or neighbors.

I-298-003

Several individuals and organizations have made the suggestion that construction noise associated with the Alaskan Way Viaduct Replacement Project that exceeds the City of Seattle residential nighttime noise regulations should be limited to non-residential areas. The construction plans evaluated for noise and vibration are described in Appendix B, Alternatives Description and Construction Methods

- I-298-007** | 9. Phase construction adjacent to Hillclimb Court to maintain parking garage exit access onto Alaskan Way. Integrate safe access into final design.
- I-298-008** | 10. Provide adequate dust control during demolition.
- I-298-009** | 11. **Develop programs to keep area businesses alive during the project period. Having people continue to access the area shops and restaurants will enhance the safety of the adjacent neighborhoods.** Consider mitigating impacts to neighborhood business with a public information campaign.
- I-298-010** | 12. Locate Pike Street Ventilation Building and its stacks someplace other than the Pike Place Market Hillclimb residential area. The EIS needs to address the release of concentrated pollutants and their effect on a residential property directly adjacent to the proposed ventilation stack. What are the effects of constant exposure to the plume from the ventilation building? What type of particulate matter will be released and what are the health risks? Ross Manor and Heritage House are neighborhood homes for the elderly, and many children play in the Hillclimb Court courtyard and in Pike Place Market Daycare. They should not be exposed to concentrated airborne pollutant levels with the greater associated health risks that would result from the ventilation stacks. The EIS should also address the change in character of the ambient noise resulting from the frequency and steady sound of the fans. These concerns should affect a location for the building to a non-residential area. There are many options further south of the currently proposed location so it is not located next door to people's homes.

Thank you for your consideration of these matters.

Discipline Report, of the Final EIS. While actual construction plans and activity sequencing could differ from this evaluation, the locations and types of activities would be similar under the final sequence. This means that there is some flexibility in the proposed construction plans.

Construction of the project may require nighttime construction activities, and the City may require a Major Public Project Construction Noise Variance. Construction noise mitigation requirements would be developed and specified in the noise variance.

I-298-004

The project team recognizes the sensitivity of the Pike Place market area and is developing traffic management plans with that in mind. Subsequent construction transportation management planning, described in Chapter 6 of the Transportation Discipline Report, Appendix C of the Final EIS, identifies the impacts of construction and evaluates different mitigation measures. Analysis of the various proposed detour plans shows that traffic will primarily shift to city arterials other than Western Avenue, such as First, Second, Fourth, and Fifth Avenues. More information will be available as construction staging plans are further developed.

I-298-005

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

1425 Western Avenue
Hillclimb Court
SR 99 – Alaskan Way Viaduct and Seawall Replacement Project Draft EIS
Comment
May 28, 2004
Page 4

Sincerely,



Daniel E. Klein, MD

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-298-006

WSDOT is currently preparing a claims process that would address any damage to property directly related to the 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.

I-298-007

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.

I-298-008

Dust will be controlled during construction using applicable best management practices (BMPs). Specific mitigation measures for air quality are presented in Chapter 8 of the Final EIS.

I-298-009

Mitigation measures to address construction effects on businesses are discussed in Chapter 8 of the Final EIS.

I-298-010

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 6th Avenue and Harrison Street.