



# Alaskan Way Viaduct and Seawall Replacement Project

## Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

**Contact Information:** At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Pandora Touart, Tom Whitaker  
 Organization/Membership Affiliation (optional): \_\_\_\_\_  
 Address: 934 NW 59th St.  
 City: Sea State: \_\_\_\_\_ Zip: 98107  
 E-mail: \_\_\_\_\_

☐ Check here if you would like to be added to the project mailing list.

### 1. Choose a topic:

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Overall Project         | <input type="checkbox"/> Tunnel Alternative        | <input type="checkbox"/> Construction Impacts and Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Bypass Tunnel Alternative | <input type="checkbox"/> Other                               |
| <input type="checkbox"/> Rebuild Alternative     | <input type="checkbox"/> Surface Alternative       |  |
| <input type="checkbox"/> Aerial Alternative      | <input type="checkbox"/> Seawall                   |  |

I-507-001

What are your comments about the project?

I-507-002

I-507-003

I-507-004

(Please use additional paper if you need further comment space)

*With public access shoreline & views shrinking as fast as you can say apartment - note that the view from the aerial structure is the best in town.*  
*If the bypass tunnel were to be selected, what land use and/or height restrictions etc. would come into play in the opened up adjacent land?*  
*Surface street replacement is not a viable alternative.*  
*While the city council is strongly opting for an option that does not include an aerial - the result, no matter what, is not going to resemble an attractive drive like Tom McCall Park in Portland unless we sink or move all the pier structures.*

### I-507-001

Many people have expressed that they enjoy the views when traveling on the viaduct. The Final EIS analysis considers views in the SR 99 corridor, which is designated as a City of Seattle Scenic Route, and identifies and assesses designated view corridors largely along east-west streets. Views from the road and of the road are both evaluated. The visual quality analysis detailed in the Final EIS Appendix D, Visual Quality Discipline Report, is taken into consideration by the lead agencies.

### I-507-002

The Bypass Tunnel Alternative is no longer being considered. The Bored Tunnel Alternative has been identified as the preferred alternative.

Building heights and land uses are determined by City of Seattle Zoning Code regulations. Zoning varies along the project route. In the southern project area, much of the adjacent land is zoned IG1 or IG2 (Industrial General) and IC (Industrial Commercial) for industrial or commercial uses. This area has height limitations varying from 45 to 85 feet. A small part of the project route is near Pioneer Square parcels with zoning for less intensive uses and height limits between 100 and 120 feet. The central project area includes DH1 or DH2 (Downtown Harborfront) and DMC (Downtown Mixed Commercial zones) which allow waterfront uses and a variety of office, retail, and mixed residential uses. These zones have height limitations from a minimum of 45 feet to maximum heights of between 120 to 240 feet. A few parcels near the proposed route are in the PMM (Pike Place Market) zone where height limits are 85 feet. In the north, adjacent parcels are in DMC (Downtown Mixed Commercial), DMR (Downtown Mixed Residential), C1 or C2 (Commercial), and NC3 (Neighborhood Commercial) zones. These zones would generally allow numerous types of office/commercial, retail, and residential uses. Height limits for these zones vary from 65 to 240 feet.

The City recently adopted new height limits downtown, which generally support much taller structures there, including unlimited height potential for some uses. The new height regulations affect the downtown core area and do not apply to waterfront properties or parcels immediately adjacent to the project route. The nearest area to the project where these regulations would apply is along 1st Avenue between Union and Spring Streets.

**I-507-003**

The Surface Alternative does not meet the project's purpose and need to provide capacity to and through downtown Seattle. Therefore, this alternative is no longer being considered.

**I-507-004**

Additions to or removal of pier structures along the section of waterfront in the project corridor is not part of the project scope. With the Bored Tunnel Alternative, the final configuration of Alaskan Way will be determined by the Central Waterfront Project being led by the City of Seattle.