

AWV Draft EIS Comment Form Results:

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Affiliation (optional): Waterfront Landings Homeowner's Association

Would like to be added to the project mailing list?

Yes

Project Comments:

C-022-001 | I am writing on behalf of the Owner's Association of Waterfront Landings, a community of approximately 300 residents who live directly on the waterfront. The waterfront is our home. We thank you for the opportunity to comment on the draft EIS. We think the EIS is deficient and/or does not adequately address the following issues: 1. We think that the alternative selected should be based on the shortest construction period and the EIS does not take this into account. 2. Alternatives that are not contingent on maintaining the current traffic flow during construction are not discussed adequately. The EIS seems to focus on only keeping traffic flowing - whether or not that impacts the length of construction time. 3. The EIS does not adequately address how traffic will be diverted or will flow through and around downtown during construction and in what volumes. 4. We would like to see shortened construction periods and minimized traffic detours during construction. This is not adequately discussed in the EIS. 5. The EIS does not address the economic impact in the construction corridor related to reduced property values, loss of businesses, lost tax revenues, reduced revenue from cruise ship patrons, etc. This is a major concern of ours not only from the perspective of reduced property values at Waterfront Landings, but also what impact this will have to vitality of the waterfront and it's businesses. 6. The EIS does not adequately address the displacement of existing parking spaces on and off street, bus staging areas, taxi stands, etc. Sincerely, Elizabeth Kanny President, Waterfront Landings Owner's Association

C-022-002 |

C-022-003 |

C-022-004 |

C-022-005 |

Comments apply to:
Overall Project

C-022-001

The lead agencies appreciate the community's interest in the project and their comments on the Draft EIS.

The 2004 Draft EIS evaluated one construction plan that considered brief closures of SR 99 during construction, but otherwise assumed that at least two lanes would be provided in each direction on SR 99 or an alternate detour route. In comments received on the 2004 Draft EIS, many people asked the lead agencies to consider more than one construction plan. Specifically, many people wanted to know if closing the corridor would reduce the amount of time it takes to build the project. To respond to this question, three different construction plans were developed (a shorter construction plan, an intermediate construction plan, and a longer construction plan) and evaluated in the 2006 Supplemental Draft EIS. Since 2006, the Cut-and-Cover Tunnel and Elevated Structure Alternatives and the construction approach for each of the alternatives have been refined. One construction plan is analyzed for each of the alternatives (Bored Tunnel, Cut-and-Cover Tunnel, and Elevated Structure) in the Final EIS. Chapter 3 describes each alternative and its construction plan, and Chapter 6 describes construction effects.

The total construction duration for the Bored Tunnel Alternative is 5.4 years. At the end of Traffic Stage 7, up to a 3-week closure would be needed to connect SR 99 to the bored tunnel.

The total construction duration for the Cut-and-Cover Tunnel Alternative is 8.75 years. The construction plan for the Cut-and-Cover Tunnel Alternative would close SR 99 to all traffic for 3.25 years (39 months) between S. Royal Brougham Way and Denny Way. The Alaskan Way surface street would also be closed to north-south traffic during construction.

The total construction duration for the Elevated Structure Alternative is 10.0 years. The Elevated Structure Alternative's construction plan would completely close SR 99 to all traffic for 2 to 4 months in Traffic Stage 4 and for 3 months in Traffic Stage 7. SR 99 will be restricted to two lanes in each direction throughout the construction period. The Alaskan Way surface street would maintain one lane in each direction by transitioning temporary detour alignments along the corridor as needed.

C-022-002

The duration and magnitude of construction-related traffic impacts is more thoroughly discussed in the Transportation Discipline Report, Appendix C of the Final EIS, and it provides a general discussion of how traffic will be diverted with each of the project alternatives. This evaluation further defines and identifies traffic impacts on surface streets, in terms of potential traffic volumes and congestion levels, within the downtown core and in neighboring areas such as Pioneer Square, Belltown, and the Stadium district (among others).

C-022-003

The 2004 Draft EIS evaluated one construction plan that considered brief closures of SR 99 during construction, but otherwise assumed that at least two lanes would be provided in each direction on SR 99 or an alternate detour route. In comments received on the 2004 Draft EIS, many people asked the lead agencies to consider more than one construction plan. Specifically, many people wanted to know if closing the corridor would reduce the amount of time it takes to build the project. To respond to this question, three different construction plans were developed (a shorter construction plan, an intermediate construction plan, and a longer construction plan) and evaluated in the 2006 Supplemental Draft EIS. Since 2006, the Cut-and-Cover Tunnel and Elevated Structure Alternatives and the construction approach for each of the alternatives have been refined. One construction plan is analyzed for each of the alternatives (Bored Tunnel, Cut-and-Cover Tunnel, and

Elevated Structure) in the Final EIS. Chapter 3 describes each alternative and its construction plan, and Chapter 6 describes construction effects.

C-022-004

See Appendix L, Economics Discipline Report, of the Final EIS for the current analysis of economic effects during project construction for each proposed build alternative.

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-022-005

The project, proposed build alternatives, and effects have changed substantially since this comment was received. Please see the Final EIS for updated information.