



May 25, 2004

Allison Ray  
WSDOT Environmental Coordinator  
Alaskan Way Viaduct and Seawall Replacement Project  
999 Third Avenue, Suite 2424  
Seattle, WA 98104

Dear Ms. Ray,

We appreciate the opportunity to submit comments in connection with the Construction Impacts and Mitigations of the Viaduct and Seawall Replacement Project.

McKinnon Furniture is a locally owned and operated company started in 1990 and employing 29 people in the Seattle area with revenues in excess of \$3,000,000 per year. We are currently located at 1015 Western Avenue but we will be moving to a new space in September at 1201 Western Avenue in which we will occupy over 11,000 square feet. Our staff and revenues will grow accordingly. We are one of many businesses who will be directly affected by this project.

The two major areas of concern, regardless of the replacement project ultimately selected, are parking and accessibility.

**Parking** is already a problem in our neighborhood and will become a truly critical issue regardless of the replacement project ultimately selected. If not fully addressed, customers will avoid the neighborhood and take their business to the suburbs.

- It is important that when meters are removed to accommodate construction, that they are replaced elsewhere, including in lots if necessary.
- We would also suggest a program of some free parking, such as two hours in certain lots.
- It is equally important to have an adequate budget for promotions of the neighborhood, coupons for free parking redeemable at merchants, and for marketing the parking program.

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## B-006-001

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.

Allison Ray  
WSDOT Environmental Coordinator  
March 25, 2004  
Page Two

B-006-002

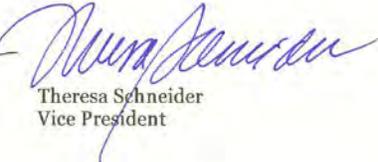
**Accessibility** is the second issue. If parking is available but traffic is still impeded, people will shop elsewhere. Even the perception that the area is hard to reach will keep customers away. Therefore, it is important to keep traffic flowing and to again have a budget to aggressively promote this fact.

We are more than willing to work with you if you want feedback on the best way to address these critical issues. The livelihoods of a number of businesses and employees depend on how these issues are addressed.

Thank you for your consideration.

Regards,

  
Sheila McKinnon  
President

  
Theresa Schneider  
Vice President

### B-006-002

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.