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**From:** Alex-jon Earl [alexjon@gmail.com]  
**Sent:** Friday, October 29, 2010 11:40 AM  
**To:** AWV SDEIS Comments  
**Subject:** Regarding SDEIS:

Good morning,

Reviewing the SDEIS, I have a few questions based on the released documents:

- I-037-001** | 1) Which intersections in Seattle will experience an increase in emissions, and to what degree?
- I-037-002** | 2) What level of transit investment was studied in your process to arrive at the 1% value?
- I-037-003** | 3) What structures within the Pike Place Market and along First Avenue are at risk?
- I-037-004** | 4) What are the options for the location of tolling structures, including those on city property?
- I-037-005** | 5) What is the specific estimated economic impact during construction to the primary retail areas of Downtown Seattle adjacent to the construction area like Lower Queen Anne, Pike Place Market, and the Retail Core?

Thank you,  
AJ Earl

#### **I-037-001**

Intersections that could potentially experience an increase or decrease in emissions have not been identified. All intersections would meet the applicable air quality standards. Please refer to Appendix M, Air Quality Discipline Report, for additional detailed analysis.

#### **I-037-002**

Appendix C, Transportation Discipline Report, covers issues related to transit and explains the level of transit investment that was studied.

#### **I-037-003**

No structures in the Pike Place Market are at risk. Some buildings farther south on First Avenue may have soil improvement to prevent damage; these buildings are discussed in Chapter 6 of Appendix I, Historic, Cultural and Archaeological Discipline Report, of the Final EIS. Buildings and structures (both historic and non-historic) along the alignment have been inspected and evaluated by structural engineers. The construction process includes extensive monitoring of each building and structure before, during and after tunneling. This will enable any settlement impacts to be detected immediately so that they can be prevented or minimized. If damage does occur to historic buildings, it will be repaired according to the Secretary of the Interior's Standards for Rehabilitation of Historic Properties.

#### **I-037-004**

Toll structures would be located within the highway right-of-way. SR 99 would use "open road" tolling, similar to what is being used on SR 520, so the toll structures would consist of gantries above the roadway, not wide toll plazas used elsewhere.

#### **I-037-005**

These retail areas are outside of the area of direct effect during

construction and are not anticipated to be affected except for the increase in congestion during specific construction periods identified in the Transportation Discipline Report (Appendix C of the Final EIS). Retail sales will likely follow broader economic trends as the economy recovers from recession and private sector hiring returns to pre-recession levels rather than be affected by a specific construction project.