

From: [Peter Steinbrueck FAIA](#)
To: [AWV SDEIS Comments](#);
CC:
Subject: Seattle City Councilmember Peter Steinbrueck Comments
Date: Friday, September 22, 2006 4:23:55 PM
Attachments:

Ms. Kate Stenberg
AWV Environmental Manager-AWV Project Office
Wells Fargo Building
999 Third Avenue, Suite 2424
Seattle, WA 98104-4019

Dear Ms. Stenberg:

I am requesting that you analyze and address several matters related to Seattle's waterfront corridor.

L-017-001 Mercer Corridor: Reknit the Street Grid, Following Council Resolution
A reconnected street grid around Aurora Avenue, Mercer, Harrison and Republican is crucial to the vitality of the surrounding neighborhood. This grid carries part of the burden of creating strong pedestrian connections from South Lake Union, through Uptown, into Belltown and down to the Waterfront. Seattle City Council and the Mayor of Seattle signed Resolution Number 30726 in January of 2005 to reknit the street grid. WSDOT should follow this resolution by putting Aurora Avenue below grade while connecting Mercer, Harrison and Republican at the surrounding street grade.

L-017-002 Create a Downtown Park
Seattle needs a central downtown park that draws a cross-section of the community together for conversation and play. WSDOT should identify a space in the center city, South of Pike. One possibility: the surface parking lot between Spring and Seneca, Western and Alaskan, could be used as a viaduct-replacement construction site and later as a park.

Create A Pocket Park; Location: The Old-Viaduct On-Ramp at Columbia.
Removing the Viaduct and its Columbia on-ramp creates an ideal

L-017-001

Your comments supporting the lowering of Aurora Avenue and constructing bridges above the roadway to reconnect some of the local surface streets are noted. The concept of enhancing neighborhood connections across Aurora Avenue has continued to be among the improvements considered as part of the project. Please see the Final EIS for the current configurations proposed for each build alternative for the project area north of the Battery Street Tunnel.

L-017-002

The Alaskan Way Viaduct Replacement Project does not include specific plans for new park and recreation facilities or specific waterfront amenities because the purpose for the project is to provide a replacement transportation facility that meets current seismic standards and improves traffic safety, among other things.

The City of Seattle is leading the Central Waterfront Project to redevelop the waterfront. The exact configuration and types of activities on the waterfront will be decided during the planning and design process for that project. There will be opportunities for the public to participate in that master planning effort and to determine the future of their waterfront.

L-017-002 opportunity to create a connection from the downtown core to the water. WSDOT should study making Columbia from First Ave to the water a pedestrian-only corridor. Further, it should study creating a pocket park on the existing viaduct land and the surface parking lot at Western and Columbia as a possible option.

L-017-003 Remove Autos Queued for the Ferry on Alaskan Way
Building additional lanes on Alaskan Way or other streets near the waterfront for the ferry will disrupt pedestrian and bicycle traffic on the waterfront.

L-017-004 Create People Space on the Northern Tunnel Portal
WSDOT could lid the entire gulch created by the highway exiting on the north end of the tunnel. That lid could minimize the pedestrian impact of the exiting cars and travel from Pike Street to the Battery Street Tunnel.

If you have any questions about my comments, please contact my office. Thank you for your consideration of these important matters.

Sincerely,
Councilmember Peter Steinbrueck, FAIA
Chair, Urban Development and Planning Committee
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L-017-003

The build alternatives have been refined since the 2006 Supplemental Draft EIS, and neither the Cut-and-Cover Tunnel Alternative nor the Elevated Structure Alternative include ferry queuing on Alaskan Way. The preferred Bored Tunnel Alternative does not include the Alaskan Way surface street as part of the project. The final design of the waterfront will be determined by the Central Waterfront Project being led by the City of Seattle and will be coordinated with Washington State Ferries.

L-017-004

A lid was incorporated into the design of the 2006 Cut-and-Cover Tunnel Alternative and evaluated in the 2006 Supplemental Draft EIS. It was included in the project, due in part to numerous 2004 Draft EIS public comments requesting the lead agencies to consider a lid in the Pike Place/Belltown area. The proposed lid would extend north from where SR 99 emerges from the tunnel's north portal near Pine Street to Victor Steinbrueck Park near Virginia Street. The design for this lid structure with the current Cut-and-Cover Alternative is described in this Final EIS and in Appendix B, Alternatives Description and Construction Methods Discipline Report.