



December 10, 2010

Angela Freudenstein  
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999 Third Avenue, Suite 2424  
Seattle, WA 98104-4019

RE: Alaskan Way Viaduct Replacement Project 2010 Supplemental Draft  
Environmental Impact Statement and Section 4(f) Evaluation

Ms. Freudenstein,

Thank you for the opportunity to comment on the Alaskan Way Viaduct Replacement Project 2010 Supplemental Draft Environmental Impact Statement and Section 4(f) Evaluation (SDEIS). The Pike Place Market Preservation and Development Authority (PDA) operates under a charter agreement with the City of Seattle wherein the PDA serves as public trustee with the mission to ensure that the traditional character of the Public Market is preserved, oversee and manage renewal, rehabilitation, renovation, development and restoration in and around Pike Place Market including concern for rehabilitation and redevelopment of surrounding areas which may affect the character of the Market Historic District.

**C-005-001** The Pike Place Market is one of the most significant economic, cultural and historic resources for our City and region. Accordingly, and consistent with our charter, the PDA has an ongoing interest and obligation to carefully consider the impacts related to the Alaskan Way Viaduct removal and SR99 re-routing alternatives. We have taken a strong position in support of the bored tunnel alternative because we believe that it enables the revitalization of Seattle's waterfront while maintaining important north-south transportation capacity for our region.

**C-005-002** There are, however, issues and impacts that have not been fully addressed in the SDEIS, and we respectfully request that further analysis be conducted around the following impacts:

- Impacts to the Market due to traffic diversion and construction staging in the North and South Portals. Access and circulation during construction are both key to the economic survival of the Market. Our small businesses depend on their ability to accept delivery of fresh product during business hours. Our customers

### C-005-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments in support of the Bored Tunnel Alternative.

### C-005-002

The transportation analysis has been updated for the Final EIS. Discussions about the effects of each alternative on intersection and roadway operations, travel times, and construction are in Chapter 5, Permanent Effects, and Chapter 6, Construction Effects, of the Final EIS. More detail can be found in Appendix C, Transportation Discipline Report.

C-005-002 | need to know that they can get to the market and find a place to park once they get there.

C-005-003 | • Impacts related to the demolition of the viaduct, (identified SDEIS in Phase 8) scheduled for January 2016 with an estimated active construction/demolition window of 9 months. The responsibility for demolition of the viaduct falls within the project parameters of this SDEIS.

**SDEIS Comments**

The PDA has carefully reviewed the SDEIS including a recent presentation by Project Director Ron Paananen. We recommend some modest proposals that will support the Market's economic viability during tunnel construction and viaduct demolition and ensure its preservation as an important historic asset:

C-005-004 | • During the FEIS, request that further analysis be done of construction-related impacts to truck and customer access and parking. We would request that the PDA be actively involved in this analysis and in the development of mitigations to address those impacts including review of potential replacement parking options and directional signage to assist with navigation from key access points where the north and south portal work are taking place.

C-005-005 | • Request that mitigation resources be directed to marketing and transportation management programs during tunnel construction and Viaduct demolition.  
• Request that the FEIS acknowledge and reflect the importance of the Market and Market District as a historic resource and consider appropriate mitigation measures to ensure its preservation including a more review of Section 4(f) evaluation of the Market as a vital historic asset.

C-005-006 | • Request that the FEIS reflect the full complement of Social Services and social resources in the Market including the Senior Center, Pre-School, Medical Center and the Food bank.

C-005-007 | • Request that the FEIS acknowledge potential impacts to Pike Place Market as outlined specifically in Attachment A – Comments on Specific SDEIS.

The PDA looks forward to working with WSDOT and all of the other project and program partners to realize the Full Program goals in a mutually beneficial manner while fulfilling our core mission as stewards of the Markets past, present and future in the public trust.

Sincerely,

  
Ben Franz-Knight  
Executive Director

cc: PPM PDA Council  
Market Historic Commission  
Pike Place Market Constituency

**C-005-003**

This project would be responsible for demolishing the existing viaduct between S. King Street and the Battery Street Tunnel. The updated construction activities time line is described in Chapter 3 of the Final EIS.

**C-005-004**

The preferred Bored Tunnel Alternative will have limited effects on the Pike Place Market area. The PDA will be involved as appropriate when detailed construction mitigation plans are developed for decommissioning the Battery Street Tunnel and demolition of the existing viaduct. More detail regarding the potential construction effects of each of the build alternatives can be found in Chapter 6 of the Final EIS and in Chapter 6 of the Final EIS Appendix C, Transportation Discipline Report.

**C-005-005**

The Pike Place Market Historic District as an historic resource and potential impacts and mitigation are discussed in the Final EIS (Chapter 5 and the Final Section 4(f) Evaluation) and in Appendix I, Historic, Cultural and Archaeological Discipline Report, and in Appendix J, Section 4(f) Supplemental Materials. The boundaries of both the NRHP and local historic districts are shown on the map in Chapter 4 of the Final EIS.

**C-005-006**

Thank you for your comment about the social services provided in Pike Place Market. As appropriate, this information has been incorporated into and addressed within Appendix H, Social Discipline Report, and summarized in Chapter 4, Affected Environment, of the Final EIS.

**C-005-007**

Please see the following responses to your comments in Attachment A.

**Attachment A**

**Draft Comments on Specific SDEIS**

Below is a summary, identified by chapter, of potential areas of concern related to Pike Place Market.

- C-005-008** | Chapter 2 – Summary - Page 22 – Effects to Parking  
The SDEIS specifically addresses north and south portal parking only, but does not mention lost parking under viaduct. While this is addressed later in Chapter 6, the Market is not identified as a specific resource that may be impacted, review and consideration of impacts needs to be included.
- C-005-009** | Chapter 2 – Summary – Page 23 – Item 15 – Historic and Archaeological Resources.  
There are a number of historic resources and districts that are identified, however, this section does not include Pike Place Market or the Market Historic District. Importance of the Market as a Historic Resource needs to be reviewed and acknowledged.
- C-005-010** | Chapter 2 – Summary – Page 24 – Item 16 – Community, Social Services, and Low-Income or Minority Populations.  
Does not acknowledge significant Social Services Provided in the Market i.e. daycare, senior center, medical center, low-income housing, and foodbank. Discussion of impacts to social services as well as possible supporting role of Market Social Services needs to be reviewed.
- C-005-011** | Chapter 2 – Summary – page 30 – Item 21 SR 99 users – Event Traffic.  
Does not include acknowledgement of Pike Place Market as regular source of “special event” volume traffic times for the Market (holiday weekends, summer, spring break etc.) Review and identification of mitigation measures needs to include high volume traffic times for the Market.
- C-005-012** | Chapter 2 – Summary – Page 31 – Item 23 – Historic Resources  
List does not include Pike Place Market/Market District as a historic location that may be impacted by noise – viaduct demolition most significantly and truck traffic. Review and study of potential impacts needs to be included.
- C-005-013** | Chapter 4 – The Project Area – Page 77 – Item 7 - Typical traffic and travel conditions.  
North and South portal assessment of “special event” traffic, does not address high-volume traffic times for the Market (holiday weekends, summer, spring break etc.) Review of impacts and mitigation measures for “special event” traffic should take into account high-volume traffic periods for the Market.
- C-005-014** | Chapter 4 – The Project Area – Page 81 – Item 12 -Visual Features of project area.  
“Although Pike Place Market has sweeping outward views, the colorful views from within the market are what make it unique. The market’s traditional produce and goods stalls are mixed with a broad variety of shops, restaurants, offices, and apartments.

**C-005-008**

The lead agencies recognize that businesses along the central waterfront and Western Avenue, including the Pike Place Market, rely on the short-term parking in the area. The parking under the viaduct in the central waterfront would only be affected by the Bored Tunnel Alternative during viaduct demolition. Construction-related parking impacts and mitigation for all of the alternatives are discussed in the Final EIS (Chapters 6 and 8, respectively) and in Chapter 6 of the Final EIS Appendix C, Transportation Discipline Report. The removal of parking spaces could make it more difficult to find parking, resulting in drivers looking for parking spaces several blocks farther from their destinations or using pay lots instead of on-street parking.

Specific parking mitigation strategies have not yet been determined, but the project has allocated \$30 million for parking mitigation. Although the mitigation measures would be most needed during construction, many of them could be retained and provide benefits over the longer term. The parking mitigation strategies will continue to evolve in coordination with the project and community partners.

**C-005-009**

The Pike Place Market Historic District as an historic resource and potential impacts and mitigation are discussed in the Final Section 4(f) Evaluation and in Appendix I, Historic, Cultural and Archaeological Discipline Report, of the Final EIS. The boundaries of both the NRHP and local historic districts are shown on the map in Chapter 4 of the Final EIS.

**C-005-010**

Thank you for your comment about the social services provided in Pike Place Market. As appropriate, this information has been incorporated into Appendix H, the Social Discipline Report, and corresponding sections of the Final EIS.

- C-005-014** | Narrow brick-paved streets, modest market buildings, and the bustle of street oriented activities make this a pedestrian-friendly environment. Victor Steinbrueck Park is a prominent part of the view both to the west and southwest.”
- C-005-015** | Need to address significant long term impact to the Market, particularly on the west side of the historic district. The removal of the viaduct will create significant changes in how people access the Market from the waterfront, how these changes may impact the Market, positively or negatively needs to be reviewed.
- C-005-016** | Chapter 4 – The Project Area – Page 81-82 – Item 15 – Historic Resources.  
Does not directly mention Pike Place Market as a historic resource in the project area. Although diagram on page 82 (exhibit 4-17) shows the Pike Place Historic District, however the Market is not included in the specific dialog and/or analysis and should be acknowledged.
- C-005-017** | Chapter 5 – Bored Tunnel Alternative – Page 104 – Existing viaduct ramp volume at Western exit is 18,100 per day.(exhibit 5-17)  
Currently a high volume of traffic utilizes the western exit, study of specific vehicle patterns of travel to the Market is needed including how those patterns may change and how the impact of those changes on the Market can be mitigated.
- C-005-018** | Chapter 5 – Bored Tunnel Alternative – Page 120 – item 17 – Historic Resources.  
Pike Place Market/District is not mentioned as part of Historic resources that might be affected. This section of the SDEIS is important as it includes the first mention of Section 106 National Historic Preservation Act and need for mitigation measures to be addressed by a MOA (Memorandum of Agreement). The Pike Place Market should be included in this consideration.
- C-005-019** | Chapter 6 – Construction – Page 134 – Item 8 – How would the Viaduct be Removed?  
“Demolition of the Viaduct is anticipated to begin in January 2016, early in stage 8, and take 9 months... Viaduct demolition activities are assumed to require two shifts per day, 5 days per week in the north and south portal areas, and two shifts per day 6 days per week along the central waterfront. Two construction teams would be working at the same time in different locations. Viaduct demolition and removal would occur from just south of S. King Street to the Battery Street Tunnel. Equipment used to remove the viaduct would include extended-arm trackhoes with concrete-pulverizing attachments (concert munchers), trackhoes with a concrete-breaking hammer attachment, manlifts, forklifts, track-mounted backhoes, and several pickup truck and dumptrucks.”
- Given the duration, scope and heavy machinery involved in the demolition, potential impacts need to be reviewed and extensive mitigation measures identified to address noise, traffic and access especially given the 6-day-a-week work schedule currently proposed.
- Chapter 6 – Construction – Page 135 - 136 – Item 11 - Construction staging Areas.

### C-005-011

Despite the large crowds that may develop at Pike Place Market, especially on holiday and vacation-related weekends, traffic levels are typically not as concentrated as special events at Qwest Field, Safeco Field, or Seattle Center. As such, special provisions and traffic control measures for Pike Place Market would likely continue to be localized near or around First Avenue and Western Avenue. The project does not include on- or off-ramps near Pike Place Market so traffic circulation and access will rely mainly on the downtown street system.

### C-005-012

The Pike Place Market Historic District as an historic resource and potential impacts and mitigation are discussed in the Final Section 4(f) Evaluation and in Appendix I, Historic, Cultural and Archaeological Discipline Report, of the Final EIS. No significant impact on the Market is anticipated from viaduct demolition because the work in that vicinity would take place for only a short time. The project will coordinate specific construction plans with the PDA as they are developed. In the Final EIS, permanent effects are discussed in Chapter 5, construction effects are discussed in Chapter 6, and mitigation measures are discussed in Chapter 8.

### C-005-013

Despite the large crowds that may develop at Pike Place Market, especially on holiday and vacation-related weekends, traffic levels are typically not as concentrated as special events at Qwest Field, Safeco Field, or Seattle Center. As such, special provisions and traffic control measures for Pike Place Market would likely continue to be localized near or around First Avenue and Western Avenue. The project does not include on- or off-ramps near Pike Place Market so traffic circulation and access will rely mainly on the downtown street system.

- C-005-019** | Two staging areas present potential impacts on the Market (truck traffic, visual etc.) City of Seattle Right of Way (ROW) under the viaduct will be used for viaduct demo. BNSF/Lenora Street Construction Zone (between Pine and Bell Street) used for material storage, viaduct demo and Alaska Way resurfacing (longer term staging use). The use of these staging areas will intensify truck, machinery and material hauling traffic in and around the Market and Market District, adequate measures to mitigate these impacts will be important.
- C-005-020** | Chapter 6 Construction – Page 143 – Item 19 – Noise Impacts.  
Active demo of viaduct – truck and material movement etc. may have adverse impacts on Market visitors, businesses and residents. All three distinct populations of Market/District community should be acknowledged and mitigation measures considered.
- C-005-021** | Chapter 6 – Construction – Page 144 – Item 21 – Impact on views during construction.  
Viaduct demo may pose view impacts for the market and residents and guests/visitors. Potential impacts both negative and positive need to be reviewed.
- C-005-022** | Chapter 6 Construction – Page 144 – Item 22 – Temporary Construction Easements.  
This section mentions the removal, both temporary and permanent, of parking during the viaduct demolition. Beyond PC1 North are there other potential impacts to direct and indirect market parking? Lenora? Blanchard? Potential impacts and mitigation measures where parking is lost need to be reviewed.
- C-005-023** | Chapter 6 – Construction – Page 144 – Item 23 – Impacts on local and regional economy.  
This section does not address the potential economic impacts of disruption to waterfront and travel/transport routes especially given the economic importance of Pike Place Market. Potential impacts need to be reviewed and mitigation measures identified.
- C-005-024** | Chapter 6 – Construction – Page 145, 146, 147 – Item 23 – Effects on parking.  
Up to 160 parking spaces in the central waterfront area may be lost during the tunnel work (stages 1-7) and up to 750 lost during the viaduct removal (most not to be replaced). “Parking removals during viaduct demolition would make it more difficult to find parking along the central waterfront and in Pioneer Square during the demolition activities. Drivers may need to look for parking spaces several blocks farther from their destination than they normally would or use pay lots instead of on-street parking. There are numerous off-street parking lots near the central waterfront.”  
  
Vehicles will be more likely to fill market parking lots outside of this area including Market lots – need to review mitigation measures to address loss of direct market patron parking including replacement parking.
- C-005-025** | Chapter 6 Construction Page 148, 149 - Item 24 – Historic Resource Impacts. Section 4(f) review  
No mention of Pike Place Market (either in text of SDEIS or in Appendix J. Pike Place Market does not appear to have been included in the list of resources evaluated for use

#### **C-005-014**

The prominence of the views as important visual quality resources from the Pike Place Market and particularly from the Victor Steinbrueck Park, are noted in Chapter 4 of the Final EIS and Appendix D, Visual Quality Discipline Report. The preferred alternative, the Bored Tunnel, and the Cut-and-Cover Tunnel, would have the most beneficial effects on the views from the Market and Victor Steinbrueck Park, as the elevated viaduct structure that currently intervenes in the views to the west, would no longer be part of the landscape.

#### **C-005-015**

The Pike Place Market Historic District as an historic resource and potential impacts and mitigation are discussed in the Final Section 4(f) Evaluation and in Appendix I, Historic, Cultural and Archaeological Discipline Report, of the Final EIS. The Hillclimb from the waterfront will be maintained. The Bored Tunnel Alternative would remove the traffic noise of the viaduct, making the climb up to the Market more pleasant.

#### **C-005-016**

The Pike Place Market Historic District as an historic resource and potential impacts and mitigation are discussed in the Final Section 4(f) Evaluation and in Appendix I, Historic, Cultural and Archaeological Discipline Report, of the Final EIS. The boundaries of both the NRHP and local historic districts are shown on the map in Chapter 4 of the Final EIS.

#### **C-005-017**

The Elliott/Western Connector is an independent project associated with the Bored Tunnel Alternative. Although these specific improvements are not proposed with the Cut-and-Cover Tunnel and Elevated Structure Alternatives, these alternatives provide a functionally similar connection with SR 99 ramps at Elliott and Western Avenues, similar to the existing

<b>C-005-025</b>	under Section 4(f). Potential economic impacts from traffic diversions and viaduct demolition would appear to pose enough potential threats to qualify for review.
<b>C-005-026</b>	<p><u>Chapter 6 – Construction – Page 156, 157, 158 – Item 37 – Construction Mitigation. Parking Mitigation – the suggested measures include the following:</u></p> <ul style="list-style-type: none"> <li>• Encourage privately held parking lots to institute measures that reward short-term parking.</li> <li>• Provide short-term parking (off-street), especially serving retail and commercial areas.</li> <li>• Partner with private and public parking facilities to implement e-Park, an electronic guidance system displaying real-time parking availability on right-of-way signs, facility signs, and the Seattle Parking Map website. Dynamic message signs would be located on key access points to the downtown, Pioneer Square and the central waterfront.</li> <li>• Launch the Seattle Parking Map, featuring on-street parking regulations and off-street parking locations, hours of operations, and short-term parking rates.</li> <li>• Develop a parking plan for construction workers to identify appropriate parking options for construction workers and discourage use of short term visitor/customer parking.</li> <li>• Provide strong enforcement of short-term parking regulations in the immediate project area (two-three-block radius).</li> </ul> <p>No replacement parking is mentioned or discussed, viable options and mitigation measures including replacement parking need to be considered.</p>
<b>C-005-027</b>	<p><u>Chapter 7 – Cumulative Effects – Page 162 – Item 5.</u></p> <p>“Full program” includes the tunnel, viaduct demolition, seawall replacement and waterfront redevelopment. In total over 10 years of significant construction, traffic redirection and development, consideration needs to be given to the long-term economic impacts to the Market given the length of active construction along key access routes.</p>
<b>C-005-028</b>	<p><u>Chapter 8 – Comparison of Alternatives – Page 189-190 – Item 8 – Impacts on drivers, bicyclists and pedestrians.</u></p> <p>Does not contemplate the potential for significant negative impacts to the Market with the Cut-and-Cover alternative and the changes to the flow of traffic on Western the alternative presents. Also does not include consideration of extensive impacts due to traffic disruption during construction of the Cut-and-Cover alternative.</p>
<b>C-005-029</b>	<p><u>Chapter 8 – Comparison of Alternatives – Page 191 – Item 10 – Change in Views.</u></p> <p>Potential impacts to the Market from the Elevated Structure Alternative would be significant for visitors and residents. Impacts need to be review and considered.</p>
<b>C-005-030</b>	<p><u>Chapter 9 – Tolling – Page 222 – Item 14 – Potential impacts of tolling.</u></p> <p>Based on the various tolling models there may be increased congestion and traffic volumes on surface streets, potential direct impacts on Market visitors should be</p>

viaduct structure. The Bored Tunnel Alternative does not include these ramp connections, which would serve drivers heading to and from northwest Seattle neighborhoods. The Elliott/Western Connector is an independent project that would improve roadway connections for travelers heading to and from northwest Seattle neighborhoods compared to the connections provided by the Bored Tunnel Alternative.

Please see the Final EIS Appendix C, Transportation Discipline Report, for transportation analysis results, including volumes on the Elliott/Western ramps and proposed Elliott/Western connector. While overall travel patterns in the study area are discussed, analysis of specific businesses was not included in the Final EIS. However, traffic operations at intersections near the Pike Place Market were analyzed; see Chapter 5 of the Final EIS. Mitigation is discussed in Chapter 8 of the Final EIS.

**C-005-018**

The boundaries of both the NRHP and local historic districts are shown on the map in Chapter 4 of the Final EIS. No significant impacts to the Pike Place Market are anticipated, so specific mitigation measures are not needed or proposed.

**C-005-019**

Chapter 3, Alternatives Description, of the Final EIS contains updated information about the duration and activities associated with viaduct demolition for each alternative and Chapter 6, Construction Effects, contains updated information on the construction staging areas. Chapter 8 of the Final EIS describes mitigation measures for the project.

**C-005-020**

Construction noise would be disruptive to nearby visitors, residents, and businesses at Pike Place Market while the section of the viaduct

**C-005-030**

reviewed possibly cross-referencing any key market patron demographic data with tolling impact demographic data so that impacts to the Market can be appropriately reviewed.

adjacent to the Market is being demolished. For the preferred Bored Tunnel Alternative, demolition would take about 9-months and occur in two-block segments at two locations at a time. Each segment is expected to last no more than 4 weeks per segment. Construction noise effects and mitigation measures for the project area are described in the Final EIS (Chapter 6 and 8, respectively). Please refer to Appendix F, Noise Discipline Report, for additional details.

**C-005-021**

The effects of the demolition and removal of the existing viaduct on the views from the Pike Place Market and Victor Steinbrueck Park is discussed in this Final EIS and in Chapter 6 of Appendix D, the Visual Quality Discipline Report. The demolition and removal may be perceived as interesting construction activity for many of the viewers from the vantage point of Victor Steinbrueck Park. Others may find their viewing experience disrupted by the intrusion of the heavy equipment and noise as they look toward the Olympic Mountains and Elliott Bay. However, the demolition of the portions of the viaduct in front of the Market area would likely take only two to three weeks, so these would be temporary effects.

**C-005-022**

The parking lots that could be affected by temporary construction easements have been counted in the parking assessment and are shown on the parking exhibits for construction in Chapter 6 of the Final EIS. The reference to privately owned pay lots adjacent to the viaduct includes the following lots along the central waterfront: 1) Fewer than 20 spaces in the lot adjacent to the viaduct just north of University Street and 2) About 30 spaces in the 130-space lot adjacent to the viaduct between Seneca and Spring Streets. These lots also are shown on the exhibits for parking affected during construction.

In addition the the discussion in the Final EIS, refer to the Chapter 6

discussions of parking effects and mitigation during construction in the Final EIS Appendix C, Transportation Discipline Report, for more details.

**C-005-023**

For the Bored Tunnel Alternative, Pike Place Market is not in the area of direct effects. Access between the Market and the waterfront will only be disrupted during the short duration of viaduct demolition and removal north of Union Street. Mitigation measures for construction effects on access and circulation between the waterfront and the retail downtown core are presented in Section 6.4 of the Economics Discipline Report, Appendix L of the Final EIS. Mitigation measures for the project also are discussed in Chapter 8 of the Final EIS.

**C-005-024**

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.

**C-005-025**

The Pike Place Market Historic District as an historic resource and potential impacts and mitigation are discussed in the Final EIS Section 4(f) Evaluation, and in Appendix J, Section 4(f) Supplemental Materials. The district was evaluated for a potential use but no use was identified as no significant impacts are anticipated.

**C-005-026**

Replacement parking is under consideration as a mitigation measure and is captured by the bullet noting, "Provide short-term parking (off-street), especially serving retail and commercial areas." 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.

**C-005-027**

As discussed in Chapters 2 and 3 of the Final EIS, the Cut-and-Cover Tunnel and Elevated Structure Alternatives include replacing the

seawall; improving the Alaskan Way surface street; improving conditions on Alaskan Way for bicyclists and pedestrians, and building a street car along the waterfront. The Cut-and-Cover Tunnel and Elevated Structure Alternatives include replacing the Elliott Bay Seawall because the alignments for these alternatives are located in close proximity to the failing seawall, which if not repaired, could compromise the seismic stability of the proposed cut-and-cover tunnel or elevated structure. The Bored Tunnel Alternative proposes to construct a new tunnel inland; therefore, the failing seawall does not have the potential to affect the seismic stability of this alignment. With the Bored Tunnel Alternative, separate independent projects are proposed that would replace the seawall and Alaskan Way as well as improve conditions on Alaskan Way for bicyclists and pedestrians; however, these improvements are not required, and therefore are not proposed as part of the description of the Bored Tunnel Alternative.

Because of this, Chapters 5 and 6 of the 2010 Supplemental Draft EIS and 2011 Final EIS evaluate effects to the waterfront and Pike Place Market area of replacing the seawall and improving Alaskan Way for the Cut-and-Cover Tunnel and Elevated Structure Alternatives. For the Bored Tunnel Alternative, direct effects to area near Pike Place Market are limited to viaduct demolition and decommissioning of the Battery Street Tunnel. Effects of these activities for the Bored Tunnel Alternative are discussed in Chapter 6. Chapter 6, question 32 identifies other projects that may be built in a similar time frame or within close proximity of the Bored Tunnel Alternative. If the Bored Tunnel Alternative is selected and built, effects associated with replacing the seawall will be evaluated in a separate environmental process for the Elliott Bay Seawall being lead by the City of Seattle and the U.S. Army Corps of Engineers. Public scoping for the Elliott Bay Seawall EIS occurred from June 1, 2010 through July 19, 2010 and development of a Draft EIS is underway.

**C-005-028**

More detail regarding the effects Cut-and-Cover Tunnel Alternative construction can be found in Chapter 6 of Appendix C, Transportation Discipline Report in the Final EIS. Construction-related detours, closures, and traffic congestion would result in changes in mobility on streets in the project area. Businesses may experience some degree of inconvenience such as disruptions in the flow of customers and employees and in the delivery or shipment of materials and supplies.

**C-005-029**

The description of potential visual quality effects that would result from the Elevated Structure Alternative are discussed in Chapter 5 of Appendix D, Visual Quality of this Final EIS. The major adverse effect would entail the continued intrusion of a very large elevated highway into the views to the west of Elliott Bay, the islands and the Olympic Mountains for Market visitors and the viewpoint offered from the Victor Steinbrueck Park. This adverse effect would not occur with either of the tunnel build alternatives evaluated in the Final EIS.

**C-005-030**

The analyses regarding how tolls might be implemented as part of the proposed action were preliminary for the 2010 Supplemental Draft EIS but have been updated for the Final EIS. They will be further refined during final design through a joint planning effort (described below) should the state legislature authorize tolls on the SR 99 Bored Tunnel. The analysis in the Final EIS represents a conservative estimate of the impacts of tolling the SR 99 Bored Tunnel. We anticipate that any effects due to applying tolls to the SR 99 Bored Tunnel will be notably less than those described in the Final EIS analysis.

Prior to a final decision about how the SR 99 Bored Tunnel would be tolled, the Washington State Department of Transportation will be working with the Seattle Department of Transportation and other

agencies to refine and optimize how to toll the SR 99 tunnel while minimizing diversion of traffic to city streets and minimizing potential effects to transit, bicycle, and pedestrian travel. WSDOT, with cooperation from the City of Seattle, the Port of Seattle, and King County, will establish a Tolling Advisory Committee to provide strategies for minimizing diversion impacts. Chapter 8 of the Final EIS further discusses the role and objectives of the Tolling Advisory Committee.

As part of the Bored Tunnel project and related projects, WSDOT and partner agencies have or will implement several strategies that should reduce the effects of potential diversion. For example, both the south and north portal configurations include bus priority lanes to provide reliable travel times for SR 99 transit service into and out of downtown. The streets that transition between SR 99 and the downtown street grid are designed in a manner that meets the City's Complete Street goals and include treatments for pedestrians, bicycles, freight, and adjacent land uses.

In advance of construction, WSDOT funded Intelligent Transportation System (ITS) investments that provide improved signal operations and travel time information on SR 99 and city streets such as 15th Avenue NW that were likely to see increased volumes due to SR 99 construction activities. These investments will have lasting value. Supplemental transit services and transportation demand management were also implemented with assistance from the City of Seattle and King County, and these strategies can form the blueprint for future strategies.