



**OFFICE OF THE WATERFRONT  
DRAFT ENVIRONMENTAL IMPACT  
STATEMENT UPDATE**

July 27, 2015

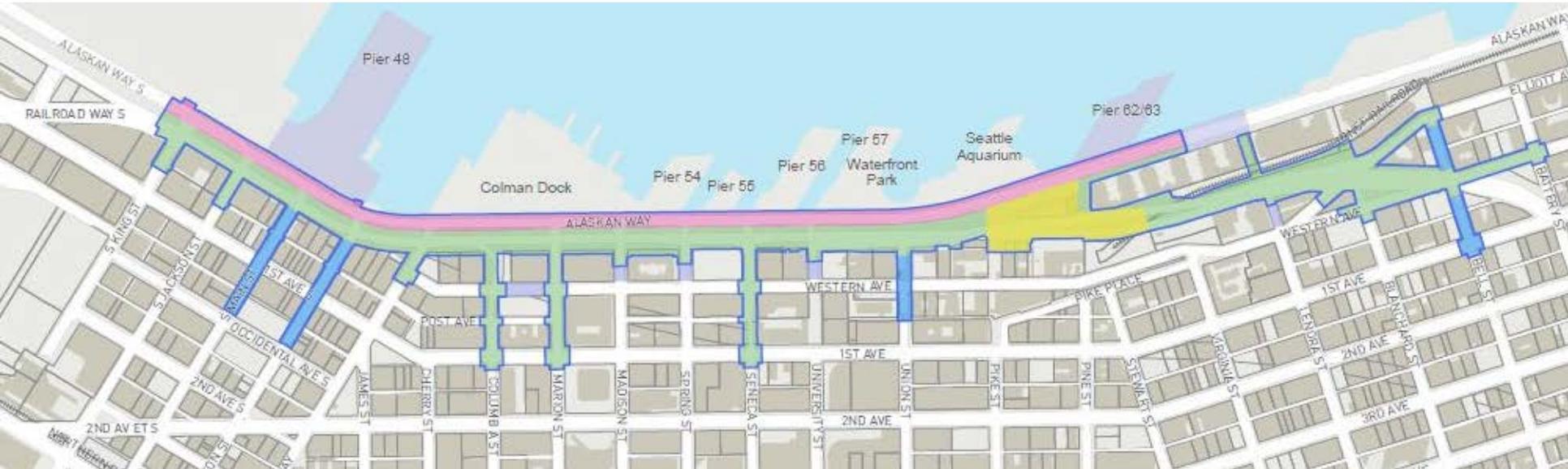
CENTRAL WATERFRONT, SEAWALL AND ALASKAN WAY  
VIADUCT REPLACEMENT PROGRAM SELECT COMMITTEE

# ALASKAN WAY, PROMENADE, AND OVERLOOK WALK



- Main Corridor: Improve travel between downtown and Belltown for all modes of transportation
- Promenade: Provide public open space and amenities to strengthen the city's connection to the waterfront
- Overlook Walk: Provide grade-separated pedestrian crossing, views and open space between Pike Place Market and waterfront
- East-West Connections: Improve key east-west pedestrian connections between waterfront and downtown

# MAP OF AWPOW PROJECTS



## Action Alternative

-  Project Footprint
-  Potential Construction Staging Area

## AWPOW Projects

-  Main Corridor
-  Promenade
-  Overlook Walk
-  East-West Connections

-  Parcel Boundary
-  Building Footprint

# WHAT IS NOT INCLUDED IN AWPOW?



- Waterfront Park
- Pier 62/63
- Pike/Pine improvements
- Projects covered under separate environmental reviews:
  - Alaskan Way Viaduct Project
  - Elliott Bay Seawall Project
  - Seattle Multi-Modal Terminal at Colman Dock Project
  - Pike Place Market's MarketFront

# DRAFT EIS OVERVIEW



- Alaskan Way, Promenade and Overlook Walk Draft Environmental Impact Statement (EIS) released June 29
  - 45-day public comment period (June 29 – August 12)
  - Multiple tools to notify public of DEIS release
  - Public meeting was held on July 22, Bertha Knight Landes Room (hosted by Office of the Waterfront)
  - Builds on public engagement from EIS scoping and comment period in fall 2013
- Final EIS by end of 2015/early 2016

# PUBLIC COMMENTS



- Public comments must be submitted via official channels to be included in the project record
- Multiple ways to submit comments:
  - Comment online at [waterfrontseattle.org](http://waterfrontseattle.org)
  - Email comments to [deis@waterfrontseattle.org](mailto:deis@waterfrontseattle.org)
  - Mail written comments to City:
    - AWPOW – Draft EIS Comments
    - Mark Mazzola, Environmental Manager
    - Seattle Department of Transportation
    - PO Box 34996, Seattle, WA 98124-4996
  - Comments that were given at the July 22 public meeting

# JULY 22 PUBLIC MEETING



- Open house format; comments collected via laptops, written comment forms and court reporter
- Approximately 45 attendees
- Staff available to answer questions and provide information
- Frequent topics of discussion included:
  - Alaskan Way roadway design, including Pine Street extension
  - Parking and access to the waterfront
  - Transit options and routes
  - Pedestrian and bicycle facilities
- “Online open house” for Draft EIS has had more than 1,600 visitors from June 29 – July 22 and will be available through August 12
- Approximately 55 comments received to date, including online, email, mail and public meeting comments

# DRAFT EIS CONTENT



- **AWPOW (Action Alternative):** evaluates potential construction and operation impacts; discusses mitigation strategies
- **No Action Alternative:** baseline to compare potential AWPOW impacts
- Compared across key topics:
  - Transportation
  - Parking
  - Public services & utilities
  - Land Use
  - Noise
  - Aesthetics
  - Water quality
  - Air quality
  - Vegetation and wildlife
  - Historic resources
  - Archeological resources
  - Hazardous materials
  - Energy resources

# TRANSPORTATION



## IMPACTS OF AWPOW:

- Traffic congestion during construction, including on Alaskan Way and east-west streets
- Temporary closure of Alaskan Way near Pine Street is expected
- After AWPOW completion, improved/additional facilities for people driving, taking transit, riding a bicycle or walking

## HOW WE COULD ADDRESS THESE IMPACTS:

- Keep roads mostly open during construction and schedule closures at off-peak hours
- Maintain business access
- Develop Traffic Control Plan to reduce traffic impacts for all modes

# PARKING



## IMPACTS OF AWPOW:

- Construction activities will temporarily impact on-street parking
- Construction may temporarily block some access routes or loading zones
- Permanent removal of 673 parking spaces (approximately 6% of all on- and off-street parking supply in the project area)

## HOW WE COULD ADDRESS THESE IMPACTS:

- Maintain parking to extent feasible during construction to help provide convenient parking for waterfront businesses
- Enforce short-term parking limits; use e-Park
- Add approximately 250 new permanent parking stalls

# PARKING



Current total parking supply in study area (shown in yellow) is 10,746 spaces.

Approximately 250 new spaces provided as part of the Pike Place Market MarketFront development



- Loss of 484 on-street and 189 off-street = 673
- Mitigation includes approximately 250 new spaces as part of MarketFront development
- Net loss approximately 423 spaces

# PUBLIC SERVICES AND UTILITIES



## IMPACTS OF AWPOW:

- Public services could be temporarily impacted by traffic construction and detours during construction
- Potential utility outages during construction would affect businesses, residents and public services
- New facilities built for AWPOW will benefit utility operation and maintenance

## HOW WE COULD ADDRESS THESE AWPOW IMPACTS:

- Emergency access to and through construction areas to help reduce response times
- Timely information to services providers
- Coordination with utilities on construction sequencing

# LAND USE



## IMPACTS OF AWPOW:

- Construction will have temporary impacts to land uses in and near the project area
- Two parcels will be fully acquired and five parcels will be partially acquired
- More accessible waterfront and increased public use and general development; supports goals of state, regional and local land use plans

## HOW WE COULD ADDRESS THESE AWPOW IMPACTS:

- Work with property owners, businesses and residents to reduce impacts
- Compensation for property acquisitions

# NOISE & AESTHETICS



## IMPACTS OF AWPOW:

- Both noise and view impacts from construction activities
- Once AWPOW is completed, elements including the kiosks and Overlook Walk may impact views
- Traffic noise levels are expected to increase by up to five dBA in some locations; and decrease by five to six dBA in other locations

## HOW WE COULD ADDRESS THESE AWPOW IMPACTS:

- Minimize noise during construction and comply with Seattle Noise Ordinance and any noise variance conditions
- Minimize construction lighting; consider views when placing construction fencing

# WATER QUALITY, AIR QUALITY, VEGETATION AND WILDLIFE



## IMPACTS OF AWPOW:

- Construction could potentially impact water quality, air quality and vegetation
- Improved water quality by diverting and treating stormwater runoff
- May slightly increase native vegetation and habitat

## HOW WE COULD ADDRESS THESE AWPOW IMPACTS:

- During construction, use best management practices to protect water quality and prevent dust from becoming airborne
- Develop a Tree, Vegetation and Soil Protection Plan; restore and landscape project area

# HISTORIC RESOURCES & ARCHAEOLOGICAL RESOURCES



## IMPACTS OF AWPOW:

- During construction, short-term impacts to access of historic resources including Pioneer Square and Pike Place Market
- Construction activities may have impacts to known archaeological sites or uncover new sites of cultural resources
- Completion of the AWPOW projects could alter the historic character of the waterfront

## HOW WE COULD ADDRESS THESE AWPOW IMPACTS:

- Protect historic and physical integrity of historical structures; prepare an Inadvertent Discovery Plan
- Urban design approach that enhances historical connections

# HAZARDOUS MATERIALS & ENERGY RESOURCES



## IMPACTS OF AWPOW:

- Construction may encounter or release hazardous materials
- Energy required for AWPOW is a small portion of Seattle's overall consumption
- After AWPOW is completed, vehicles are expected to operate more efficiently

## HOW WE COULD ADDRESS THESE AWPOW IMPACTS:

- Use appropriate procedures to help ensure worker and public safety, as well as proper disposal of any hazardous materials
- Use best management practices, such as reducing idling of construction equipment



**QUESTIONS?**