SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

Alaskan Way, Promenade, and Overlook Walk

April 2016

SDOT
Seattle Department of Transportation

Supplemental Draft Environmental Impact Statement

Alaskan Way, Promenade, and Overlook Walk

Prepared for

Seattle Department of Transportation
Seattle, Washington

April 2016

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City of Seattle
Edward B. Murray, Mayor

Department of Transportation
Scott Kubly, Director

April 18, 2016

Dear Affected Tribes, Interested Agencies, and Members of the Public,

On June 29, 2015 the City of Seattle issued a Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way, Promenade, and Overlook Walk (AWPOW). These projects represent the most substantial of a series of infrastructure improvement projects along the Seattle Waterfront in response to the opportunities, transportation needs, and public objectives created by the replacement of the Alaskan Way Viaduct with a State Route 99 tunnel. The Seattle Department of Transportation is acting as lead agency under the Washington State Environmental Policy Act.

AWPOW would create a new transportation corridor between S. King Street and Battery Street, construct new public open space along Elliott Bay, provide a major new pedestrian connection between the waterfront and Pike Place Market, and improve east-west connections between the waterfront and downtown Seattle.

This Supplemental Draft EIS has been prepared to evaluate potential impacts and proposed mitigation measures for two new alternatives, referred to as Main Corridor Alternative 2 and Overlook Walk Alternative 2. These alternatives were developed in response to comments on the Draft EIS concerning the range of alternatives and specific aspects of project design and to align with the current Master Plan for the Seattle Aquarium expansion.

We encourage your comments on this Supplemental Draft EIS. Instructions for submitting comments are outlined on the Fact Sheet included in this document, which also includes details of a public hearing on the Supplemental Draft EIS scheduled for May 10, 2016. All comments are due by May 18, 2016.

Sincerely,

Scott Kubly, Director
Seattle Department of Transportation

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Fact Sheet

Project Name

Alaskan Way, Promenade, and Overlook Walk

Proposed Action

The City of Seattle is proposing a number of infrastructure improvement projects (collectively referred to as "Waterfront Seattle") along the Seattle waterfront. These improvements are proposed in response to the opportunities, transportation needs, and related public objectives created by the replacement of the Alaskan Way Viaduct with a new State Route (SR) 99 tunnel.

The most substantial of the planned improvements are four contiguous projects that would create a new transportation corridor between S. King Street and Battery Street, construct new public open space along Elliott Bay adjacent to the new Alaskan Way, provide a major new pedestrian connection between the waterfront and Pike Place Market, and improve east-west connections between the waterfront and downtown Seattle. The four projects are referred to collectively in this environmental impact statement (EIS) as the Alaskan Way, Promenade, and Overlook Walk, abbreviated as AWPOW. The projects are:

- The Main Corridor: A new Alaskan Way corridor from S. King Street to Pike Street, and a new Elliott Way corridor from Pike Street to Battery Street with improvements for general-purpose traffic, transit, freight, and pedestrian and bicycle facilities
- The Promenade: A continuous public open space along the waterfront
- The Overlook Walk: A new structure providing open space, view opportunities, and pedestrian connections between the waterfront and Pike Place Market
- The East-West Connections: Improvements to portions of S. Main, S. Washington, Union, and Bell Streets adjacent to the main corridor to provide better connections between the waterfront and downtown Seattle and to enhance the pedestrian experience

In addition to the Action and No Action alternatives for each project evaluated in the Draft EIS, this Supplemental Draft EIS presents an analysis of two new alternatives:

- Main Corridor Alternative 2—This alternative would reduce the width of the southern portion of Alaskan Way between S. King Street and Columbia Street by removing the dedicated transit lanes south of Columbia Street. Transit would operate in the general-purpose traffic lanes.
- Overlook Walk Alternative 2—This alternative would modify the original Overlook Walk design to accommodate approximately 48,000 square feet of interior space for the Seattle Aquarium Ocean Pavilion (Aquarium Pavilion) and modify the Overlook Walk stairs to consist of two stairways leading from Overlook Walk to the Aquarium Plaza and the Promenade. The area under the stairways would provide space for park operations and maintenance as well as public restrooms.

Project Proponent and SEPA Lead Agency

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SEPA Responsible Official

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City of Seattle, Department of Transportation

Comment Period

The comment period will begin on the date the Notice of Availability is published in the State SEPA Register. The notice is anticipated to be published on April 18, 2016, and the 30-day comment period will conclude on May 18, 2016.

Date Comments Are Due

May 18, 2016

Comment Submittal and Contact Information

All written comments should be sent to:

AWPOW—Supplemental Draft EIS Comments
c/o Mark Mazzola, Environmental Manager
Seattle Department of Transportation
PO Box 34996
Seattle, WA 98124-4996

Comments can be sent by email to: SDEIS@waterfrontseattle.org

Comments can be provided online at: waterfrontseattle.org

Public Meetings

A public open house to provide project-related information and receive comments from the public and interested parties on the Supplemental Draft EIS will be held:

Tuesday May 10, 2016
Seattle City Hall, Bertha Knight Landes Room
600 Fourth Avenue, Seattle
4:30-7:30 p.m.

A court reporter will be available to receive oral testimony.

Document Availability and Cost

The Supplemental Draft EIS is available online at: waterfrontseattle.org/environmental

Printed copies of the Supplemental Draft EIS are available for review at no cost at:

Seattle Department of Planning and Development's Public Resources Center
700 Fifth Avenue, Suite 2000, Seattle

Seattle Public Library, Central Library
1000 Fourth Avenue, Seattle

The Supplemental Draft EIS, which includes a CD of the Draft EIS, is also available for review at the University of Washington Suzzalo Library, all City Neighborhood Service Centers, and all Seattle Public Libraries.

Printed copies of the Supplemental Draft EIS are available for purchase by calling (206) 499-8040. The cost for a printed copy of the Supplemental Draft EIS is $12.00.

Permits and Approvals

- Clean Water Act Section 402 National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit (Washington State Department of Ecology)
- Major Public Projects Construction Noise Variance (City of Seattle)
- Seattle Landmarks Board Approval (City of Seattle)
- Pioneer Square Preservation Board Certificate of Approval (City of Seattle)
- Pike Place Market Historical Commission Certificate of Approval (City of Seattle)
- Master Use Permit for Shoreline Substantial Development (City of Seattle)
- Street Use Permit (City of Seattle)

Authors and Principal Contributors

The List of Preparers can be found at the end of this Supplemental Draft EIS.

Distribution List

The Distribution List can be found at the end of this Supplemental Draft EIS.

Date of Issuance for the Supplemental Draft EIS

April 18, 2016

Related Documents

Background data and materials used for this Supplemental Draft EIS are listed in the References. Key documents used in this analysis include:

- Alaskan Way, Promenade, and Overlook Walk Draft EIS and Appendices
- Alaskan Way Viaduct Replacement Program environmental documentation, including the Draft, two Supplemental Drafts, and Final EISs with associated discipline reports
- Elliott Bay Seawall Project Draft, Final, and Supplemental Final EISs with associated discipline reports

Subsequent Environmental Review

After the Supplemental Draft EIS comment period concludes, the lead agency will review and respond to the comments. A Final EIS will be prepared that contains responses to the comments from the Draft and Supplemental Draft EISs and will include updates, as needed, to the environmental documents. The Final EIS is anticipated to be published in late 2016.

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Acronyms

Term	Meaning
ADA	Americans with Disabilities Act
Aquarium Pavilion	Seattle Aquarium Ocean Pavilion
AWPOW	Alaskan Way, Promenade, and Overlook Walk
AWVRP	Alaskan Way Viaduct Replacement Project
BMP	best management practice
City	City of Seattle
dBA	A-weighted decibel
EBSP	Elliott Bay Seawall Project
EIS	environmental impact statement
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
GHG	greenhouse gas
I-5	Interstate 5
LOS	level of service
LPS	light-penetrating surface
NEPA	National Environmental Policy Act
PGIS	pollution-generating impervious surface
RCW	Revised Code of Washington
SDOT	City of Seattle Department of Transportation
SEPA	State Environmental Policy Act
SMA	Shoreline Management Act
SMC	Seattle Municipal Code
SMP	Shoreline Master Program
SR	State Route
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation

Executive Summary

Introduction and Alternatives

In June 2015, the City of Seattle (City) published the Draft Environmental Impact Statement (EIS) for the Alaskan Way, Promenade, and Overlook Walk (AWPOW) projects, which are part of a larger group of infrastructure projects known as Waterfront Seattle. The Draft EIS evaluated two alternatives—the No Action Alternative and the Action Alternative—for each of the four projects that form the components of AWPOW:

- The Main Corridor: A new Alaskan Way corridor from S. King Street to Pike Street, and a new Elliott Way corridor from Pike Street to Battery Street with improvements for general-purpose traffic, transit, freight, and pedestrian and bicycle facilities
- The Promenade: A continuous public open space along the waterfront
- The Overlook Walk: A new structure providing open space, pedestrian connections, and view opportunities between the waterfront and Pike Place Market
- The East-West Connections: Improvements to portions of S. Main, S. Washington, Union, and Bell Streets adjacent to the main corridor to provide better connections between the waterfront and downtown Seattle and to enhance the pedestrian experience

During the public comment period for the Draft EIS, the City received a number of comments related to the range of alternatives evaluated and specific aspects of design. These comments pertained primarily to two of the four AWPOW projects: the Main Corridor and the Overlook Walk. In response to public comments and in order to coordinate more closely with current planning for the Seattle Aquarium, the City has developed an additional alternative for each of these projects:

Main Corridor Alternative 2—This alternative would reduce the width of the southern portion of Alaskan Way between S. King Street and Columbia Street by removing the dedicated transit lanes south of Columbia Street. Transit would operate in the general-purpose traffic lanes. The reduction in width would range from approximately 2 feet, midblock between S. King and S. Jackson Streets, to approximately 34 feet at the S. Washington Street crosswalks. The roadway would generally have five to six traffic lanes, depending on where turn pockets are located. On-street parking and loading spaces would be provided on the east side of the street, except on blocks with bus stops. The space created by narrowing of the roadway and sidewalk would become part of the sidewalk, planting areas, and Promenade on the west.

Overlook Walk Alternative 2—This alternative would modify the original Overlook Walk design to accommodate approximately 48,000 square feet of interior space for the Seattle Aquarium Ocean Pavilion (Aquarium Pavilion) and modify the Overlook Walk stairs to consist of two stairways leading from the Overlook Walk to the Aquarium Plaza and the Promenade. The area under the stairways would provide space for park operations and maintenance as well as public restrooms.

While this Supplemental Draft EIS evaluates the impacts of a conceptual plan, location, and zoning envelope for the Aquarium Pavilion, the building's uses, functions, size, and form will be evaluated by the Seattle Aquarium in a separate environmental document.

To allow for a clear comparison of alternatives, the Main Corridor and Overlook Walk improvements described under the "Action Alternative" in Chapter 2 of the Draft EIS have been renamed for this Supplemental Draft EIS as Main Corridor Alternative 1 and Overlook Walk Alternative 1.

The analysis presented in this Supplemental Draft EIS builds upon the Draft EIS and presents the new information for the two new alternatives. Because no changes are proposed for the Promenade or East-West Connections projects, they are not discussed in this Supplemental Draft EIS.

The locations of the four AWPOW projects and the two additional alternatives are shown on Figure ES-1.

Community, Agency, and Tribal Involvement

Waterfront Seattle planning has involved substantial participation by elected officials, stakeholders, and community members since 2011, as described in the Draft EIS.

Following publication of the Draft EIS, a public comment period was held from June 29, 2015 to August 26, 2015. As part of the public comment process, the City held a public open house about the Draft EIS on July 22, 2015. The City received 107 comment letters from tribes, agencies, organizations, and members of the public.

Since publication of the Draft EIS, the City has continued to meet with stakeholders and project partners to coordinate potential project design and to provide information on the additional alternatives reviewed in this Supplemental Draft EIS.

Objectives of the AWPOW Projects

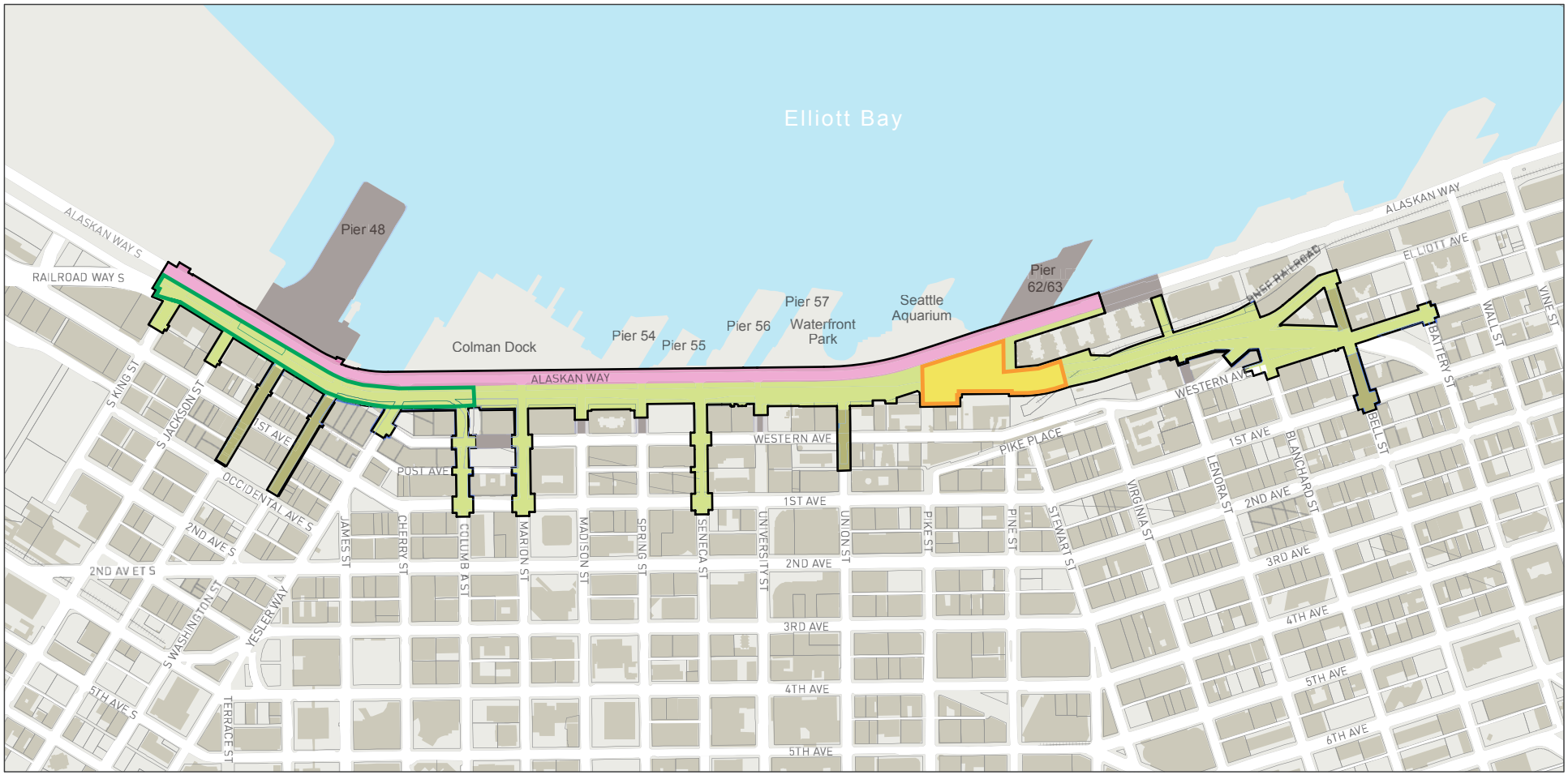
Each of the four projects within AWPOW has its own distinct purpose, which is based on a set of identified needs and policy decisions, and is consistent with the Waterfront Seattle Guiding Principles. The objectives of each project, or purpose and need (the term used in the Draft EIS), are summarized below; more information is provided in Chapter 1 of the Draft EIS.

Main Corridor

Purpose of the action: Accommodate safe, efficient, and reliable travel between the south downtown area and Belltown for general-purpose traffic, regional transit, freight, ferry traffic, pedestrians, and bicycles.

Need for the action: AWPOW responds, in part, to transportation needs created by the Washington State Department of Transportation (WSDOT) replacement of the Alaskan Way Viaduct with a tunnel. Because of the elimination of the viaduct, Alaskan Way will be required to serve additional traffic demand and replace the viaduct's surface connection to Belltown. The new Alaskan Way will accommodate increased demand by vehicles, freight, pedestrians, bicyclists, and transit users, and comply with Seattle's "complete street" policy promoting safe operations for all users. This new roadway requires a corridor with speed limits similar to those of other downtown streets, signalized intersections that provide safe and convenient places to cross, generous sidewalks, and a street width as narrow as possible, given the traffic functions that the roadway must accommodate.

Alaskan Way looking north from Yesler Way in 2003



0 400 800
Feet

Source: SDOT

Project Footprint
Potential Construction Staging Area

AWPOW Projects
Main Corridor
Promenade
Overlook Walk
East-West Connections
Location of Main Corridor Alternative 2 Improvements
Location of Overlook Walk Alternative 2 Improvements

Parcel Boundary
Building Footprint

Figure ES-1
Project Overview

Alaskan Way, Promenade, and Overlook Walk
Supplemental Draft EIS

Promenade

Purpose of the action: Provide significant public open space adjacent to the Elliott Bay shoreline in downtown Seattle to accommodate pedestrian demand, create public amenities, and strengthen the connection between the city and its waterfront.

Looking south on Alaskan Way near Union Street

Need for the action: Currently, the waterfront is difficult to access and provides little space to accommodate pedestrian movement and gathering. Visual and physical connections to the shoreline are limited. The quality of the existing pedestrian environment is compromised by the Alaskan Way Viaduct, and will also be compromised in the future by the location of the restored Alaskan Way after construction of the Elliott Bay Seawall Project is completed. Collectively, these factors have resulted in a wide zone dominated by motor vehicles immediately adjacent to the city's most visited shoreline. The City's Pedestrian Master Plan identifies substantial opportunities along Alaskan Way to improve pedestrian linkages, roadway crossings, and the quality of the pedestrian environment.

Overlook Walk

Purpose of the action: Provide a grade-separated pedestrian crossing, view opportunities, and public open space between the waterfront and Pike Place Market.

Need for the action: Access between the Pike Place Market and the waterfront, two of Seattle's most popular attractions, is impeded by steep topography and at-grade street crossings; open space in this area is limited, and there are few opportunities for views. The existing viaduct provides expansive views for motorists, but these views will be eliminated when the viaduct is demolished. The heavy use of this area by the public warrants the provision of additional open space that facilitates pedestrian movement while providing opportunities for people to gather and enjoy scenic vistas.

East-West Connections

Purpose of the action: Improve key east-west streets adjacent to the main corridor to provide better connections between the waterfront and downtown Seattle and to enhance the pedestrian experience.

Need for the action: There is currently a lack of strong pedestrian connections between the waterfront area and the downtown Seattle street grid. At the southern end of the main corridor, access from Alaskan Way to Pioneer Square is hindered by uneven sidewalks, high curbs, and lack of facilities on east-west streets built to comply with the Americans with Disabilities Act (ADA). The central portion of the main corridor, from Seneca Street to the Pike Street Hillclimb, affords no east-west access for people with limited mobility between the waterfront and First Avenue. In the northern portion of the main corridor, the elimination of the viaduct and decommissioning of the Battery Street Tunnel provide opportunities to reconnect and enhance portions of the east-west street grid for pedestrian and bicycle use. Improvements to east-west streets in these areas would strongly support the Waterfront Seattle Guiding Principles, as well as the policies and recommendations of the City's Pedestrian Master Plan (SDOT 2014).

Construction Impacts and Mitigation

Main Corridor Alternative 2

Although the relative widths of the main corridor's components would change and the space dedicated to vehicles would be narrower, the overall AWPOW construction footprint and the types of construction activities required would remain the same as described in Section 2.5 of the Draft EIS. Main Corridor Alternative 2 is not anticipated to change the construction timing or sequencing of the AWPOW projects compared to Main Corridor Alternative 1.

Construction impacts and mitigation measures would be the same for both Main Corridor alternatives for all elements of the environment, with the exception of archaeological resources. One identified archaeological resource, Ballast Island, is located in the southern area of the main corridor near Pier 48. Ballast Island could be affected by construction of the sidewalk and bicycle facility, light poles, and telecommunication lines, including installation of street trees along the west side of Alaskan Way. Main Corridor Alternative 2 would change the location of facilities, potentially moving them farther east, away from Ballast Island. This may reduce the potential to encounter archaeological resources compared to Main Corridor Alternative 1. Otherwise, Main Corridor Alternative 2 would have the same potential to encounter archaeological resources as Main Corridor Alternative 1, because ground-disturbing activities would occur within the same footprint for both alternatives. If impacts on the site cannot be avoided, the City would work with the Department of Archaeology and Historic Preservation and interested Native American tribes to identify appropriate mitigation.

Overlook Walk Alternative 2

For all elements of the environment, the nature and extent of construction impacts and mitigation measures for Overlook Walk Alternative 2 would be similar to those described in Draft EIS Chapters 3 through 14. The potential difference between Overlook Walk Alternatives 1 and 2 would be construction sequencing and activities.

Under Overlook Walk Alternative 2, construction of the Aquarium Pavilion would likely take more time to complete than Building C in Overlook Walk Alternative 1 because of the additional elements and specialized construction required for the exhibit space and to install complex mechanical systems.

If, under Overlook Walk Alternative 2, the Overlook Walk and the Aquarium Pavilion were completed in succession, the construction period would be longer than if the two projects were built concurrently as assumed in the Draft EIS. This would increase the duration of construction impacts, including the presence of large equipment, staging and storage areas, and safety barriers around construction areas. However, other than the increased duration of the construction period, the nature and scale of impacts would remain the same for the two Overlook Walk alternatives.

Operational Impacts and Mitigation

The Alaskan Way Viaduct Replacement Project, the Elliott Bay Seawall Project, and the Pike Place MarketFront project will be completed before AWPOW begins and are therefore assumed to be part of the future conditions for the No Action and Action alternatives. The project would be designed to minimize or avoid the potential for adverse impacts. In addition, implementing mitigation measures and adhering to permit conditions would minimize or avoid adverse effects.

Main Corridor Alternative 2

The operational impacts and potential mitigation measures for Main Corridor Alternative 2 would be the same as those identified in the Draft EIS for the following elements of the environment:

- Hazardous Materials
- Public Services and Utilities
  (with the exception of emergency services described under Transportation)
- Archaeological Resources
- Vegetation and Wildlife
- Energy Resources
- Air Quality

Transportation

Main Corridor Alternative 2 would provide improved or additional facilities for motor vehicles, transit, bicyclists, and pedestrians in the study area compared to the No Action Alternative. However, traffic operations and intersection delays would be worse compared to Main Corridor Alternative 1. Under Main Corridor Alternative 2, removal of the transit-only lane and introduction of transit queue jumps at Yesler Way (southbound) and S. Main and S. King Streets (northbound) would reduce the amount of time the signal cycle is green for northbound and southbound general-purpose traffic. The reduced green time would result in worse travel times for all users, including transit, through the overall AWPOW study area for Main Corridor Alternative 2. These delays would cause greater congestion on Alaskan Way with Main Corridor Alternative 2 and result in traffic diverting to nearby streets. In addition, the lack of dedicated transit lane with, Main Corridor Alternative 2 would have reduced transit speed and reliability compared to Main Corridor Alternative 1.

Other aspects of the main corridor would also perform differently under Main Corridor Alternative 2 than under Main Corridor Alternative 1. Main Corridor Alternative 2 would have shorter east-west crossing distances for pedestrians at intersections on Alaskan Way, which would result in a slight reduction in crossing and wait times. Emergency services response times would be slightly worse under Main Corridor Alternative 2 due to increased travel times and intersection delays.

No mitigation measures beyond those described in the Draft EIS are proposed.

Parking

The parking supply under the No Action Alternative is expected to remain the same as under 2017 existing conditions. Population and employment growth would likely increase the demand for parking by 2030, the project's design year.

Main Corridor Alternative 2 would have very similar impacts on parking as Main Corridor Alternative 1. The differences in parking impacts are limited to Parking Zone 1, where Main Corridor Alternative 2 would remove 3 on-street parking spaces on Alaskan Way while Main Corridor Alternative 1 would remove approximately 34 spaces. All other parking impacts would be the same between the two Main Corridor alternatives. The overall loss of 135 on-street parking spaces in Parking Zone 1 under Main Corridor Alternative 2 and 166 on-street parking spaces under Main Corridor Alternative 1 represents approximately 17 percent and 21 percent, respectively, of all on-street and off-street parking supply in Parking Zone 1.

The proposed removal of on-street parking is consistent with applicable policies in Seattle's Comprehensive Plan (2005). The removal of on-street parking spaces, in conjunction with the enhanced nonmotorized and transit facilities that are part of Main Corridor Alternative 2, supports overall City planning goals for reducing dependency on single-occupant vehicles in the downtown area. These goals may be supported slightly less under Main Corridor Alternative 2 than Main Corridor Alternative 1

because of the reduction in transit speed and reliability. The City is not required to mitigate for the parking loss, but may consider measures to help minimize the impact.

Land Use

The operational impacts of Main Corridor Alternative 2 are expected to be positive, similar to Main Corridor Alternative 1. Both alternatives would result in more people accessing the waterfront and increase the desirability of the area for public use and general development. The reduced width of Alaskan Way adjacent to Pioneer Square under Main Corridor Alternative 2 would result in shorter crossing distances, improving connectivity to the waterfront. Although the project would not change existing zoning or land use designations, increased activity and public amenities along the waterfront could encourage beneficial redevelopment of adjacent areas in accordance with applicable zoning and development standards. Main Corridor Alternative 2 is expected to comply with state, regional, and local land use plans, many of which call for improvements along the waterfront. No adverse operational impacts are expected; accordingly, no mitigation measures are necessary.

Noise

Operational noise from Main Corridor Alternative 2 would be essentially the same as for Main Corridor Alternative 1. In the southern end of the corridor, near the ferry loading docks, there would be some realignment of travel lanes, additional on-street parking, and removal of the transit-only lanes. However, these changes are not predicted to result in a measureable change in the overall traffic noise levels. The slight potential reductions in traffic speeds and volumes would not change noise levels in this area by more than 0 to 2 dBA, which is not normally perceptible to an average person. No mitigation measures are proposed for noise.

Historic Resources

The impacts on historic resources from Main Corridor Alternative 2 would be similar to those described in the Draft EIS. Certain features of this alternative, such as the installation of curb bulbs to facilitate pedestrian crossing, would potentially improve the pedestrian experience, thus enhancing the historic connection between the waterfront and the Pioneer Square Historic District. No mitigation measures beyond those described in the Draft EIS are proposed.

Water Quality

The operational impacts of Main Corridor Alternative 2 are expected to be beneficial, similar to the alternatives analyzed for the AWPOW projects. Main Corridor Alternative 2 would improve water quality compared to the 2017 existing conditions, mainly due to the conversion of some pollution-generating impervious surfaces to non-pollution generating surfaces. Main Corridor Alternative 2 is not expected to change sub-basin boundaries between the separated storm drain system and the combined sewer system beyond the changes already analyzed in the Draft EIS. As a result, no adverse operational impacts on water quality are expected and no additional mitigation measures are necessary.

Overlook Walk Alternative 2

The operational impacts and potential mitigation measures under Overlook Walk Alternative 2 would be the same as identified in the Draft EIS for the following elements of the environment:

- Parking
- Land Use
- Noise
- Hazardous Materials
- Public Services and Utilities
- Archaeological Resources

- Water Quality
- Vegetation and Wildlife
- Energy Resources
- Air Quality

Transportation

Pedestrian access from Pike Place Market to the waterfront would be provided by a different configuration of stairs and elevators under Overlook Walk Alternative 2 compared to Overlook Walk Alternative 1. For Overlook Walk Alternative 2, one stairway would be on the north side of the Aquarium Pavilion near Pine Street and the other on the south side of the building near Alaskan Way. However, pedestrian facilities under both alternatives would connect the same locations—Pike Place Market and the Aquarium Plaza and Promenade. The facilities would be grade-separated and fully accessible.

Overlook Walk Alternatives 1 and 2 would not differ in terms of traffic operations, freight, bicycle facilities, public transportation, water transportation, rail, or emergency services. No mitigation measures are proposed.

Aesthetics

Under Overlook Walk Alternative 2, the Seattle Aquarium's proposed Aquarium Pavilion would be substantially larger than Building C under Overlook Walk Alternative 1 (approximately 48,000 square feet as compared to approximately 22,000 square feet of above-ground interior space). Both buildings would be approximately 40 feet high above the Promenade (about 57 feet above sea level). However, the Aquarium Pavilion would extend the structure at this height farther west compared to Building C, to take the place of the descending stairs to the Aquarium Plaza and Promenade in Overlook Walk Alternative 1.

In the context of the overall waterfront environment, the Overlook Walk alternatives would not differ substantially in overall aesthetic quality, but the changes would result in several tradeoffs. The larger Aquarium Pavilion under Overlook Walk Alternative 2 would likely obstruct views from the north and south along the waterfront more than Building C under Overlook Walk Alternative 1. The Overlook Walk Alternative 2 staircases would offer two different view opportunities toward the south and west compared to the one west-facing staircase in Overlook Walk Alternative 1. In addition, in Overlook Walk Alternative 2, the public open space and viewing deck would be expanded across the roof of the Aquarium Pavilion to be contiguous and accessible from the Overlook Walk. This expanded rooftop area would increase the amount of public gathering space as part of the Overlook Walk. The views from the new deck area would likely be improved by allowing viewing opportunities closer to Elliott Bay and better views north and south along the waterfront compared to Overlook Walk Alternative 1.

If the Overlook Walk portion of Alternative 2 were constructed prior to the Aquarium Pavilion, various aesthetic impacts would be expected. The massing of the Overlook Walk would terminate just beyond the new routing of Alaskan Way, and this reduced massing would lessen some view impacts, especially from residences directly north of the Overlook Walk looking southward. New opportunities for desirable views associated with the Overlook Walk would be reduced with less public space and less effective viewing locations compared to Overlook Walk Alternative 1. The viewing deck for the Overlook Walk portion of Alternative 2 would be farther away from the water, and closer to buildings that could block portions of the views to the north and south.

Despite these changes, the overall visual quality rating would not lessen with Overlook Walk Alternative 2; therefore, no mitigation measures are proposed beyond those described in the Draft EIS.

Historic Resources

The operational impacts of Overlook Walk Alternative 2 on historic resources would be generally the same as those described for Overlook Walk Alternative 1. Similar to Building C, the Aquarium Pavilion could potentially alter the setting, character, and usage in certain areas of Pike Place Market. Both Overlook Walk alternatives would improve pedestrian connections between two historic areas—the Pike Place Market and the historic piers. These improvements would potentially benefit both areas by making it easier for visitors to access and visit them. Having a portion of the Seattle Aquarium adjacent to the Overlook Walk may encourage more visitors to visit both the historic piers and Pike Place Market, enhancing the commercial viability of these historic areas and the ability of the owners to maintain the historic features of their properties. No mitigation measures are proposed beyond those described in the Draft EIS.

Cumulative Impacts and Mitigation

Cumulative impacts are the accumulation of impacts from past, present, and reasonably foreseeable actions. These impacts are analyzed so that decision-makers can consider how impacts from actions over time “add up” to affect a resource.

The improvements for Main Corridor Alternative 2 and Overlook Walk Alternative 2 are in the same project footprint as described in the Draft EIS and differ only in aspects of design. Therefore, Main Corridor Alternative 2 and Overlook Walk Alternative 2 would not change the cumulative impacts or mitigation measures discussed in Chapter 15 of the Draft EIS. Cumulative impacts and mitigation measures under the new alternatives would be the same as Main Corridor Alternative 1 and Overlook Walk Alternative 1.

Next Steps

Comments on this Supplemental Draft EIS can be submitted by mail or email to:

AWPOW—Supplemental Draft EIS Comments
c/o Mark Mazzola, Environmental Manager
Seattle Department of Transportation
P.O. Box 34996
Seattle, WA 98124-4996

SDEIS@waterfrontseattle.org

Comments must be postmarked by May 18, 2016.

After the Supplemental Draft EIS comment period concludes, the lead agency will review and respond to comments. A Final EIS will be prepared that will contain responses to comments on both the Draft EIS and Supplemental Draft EIS, along with any needed updates to the environmental documents. The Final EIS is expected to be published in fall 2016.

After the Final EIS is issued, the AWPOW projects will undergo final design and permitting. Construction is anticipated to begin no earlier than mid-2018.

1 Introduction and Purpose of the Projects

1.1 Overview of this Supplemental Draft EIS

In June 2015, the City of Seattle (City) published the Draft Environmental Impact Statement (EIS) for the Alaskan Way, Promenade, and Overlook Walk (AWPOW) projects (City of Seattle 2015). During the public comment period for the Draft EIS, the City received a number of comments related to the range of alternatives evaluated and specific aspects of project design. These comments pertained primarily to two of the four AWPOW projects: the Main Corridor and the Overlook Walk. Many comments on the Main Corridor project suggested that the City should further evaluate configurations that would reduce the corridor's proposed width in the area south of Columbia Street. Comments on the Overlook Walk project were more varied; some expressed concern with impacts on nearby properties, while others urged the City to coordinate its design with efforts underway by the Seattle Aquarium on its Master Plan for Expansion.

The Aquarium's Master Plan discussed several locations for Aquarium expansion. Those locations included two over-water options considered in prior planning, as well as an expansion on land at the location of Building C at the base of the Overlook Walk. In August 2015, the Seattle City Council passed Resolution 31603 approving the Master Plan for the purpose of allowing further review and analysis, including environmental review, of a potential on-land Aquarium expansion at the Overlook Walk location. Following passage of that resolution, the Aquarium and the City have been closely coordinating on the potential proposal to integrate the design of the Seattle Aquarium Ocean Pavilion (Aquarium Pavilion) with the Overlook Walk.

In response to public comments and in order to coordinate more closely with current planning for the Seattle Aquarium, the City has developed two new alternatives: one for the Main Corridor, and one for the Overlook Walk. The new alternative for the Main Corridor would provide a narrower roadway south of Columbia Street compared to the original Action Alternative. The new alternative for the Overlook Walk would allow for integrating a new Aquarium Pavilion into the Overlook Walk design in place of the Action Alternative's Building C. This integration would maintain the transportation functions associated with the Overlook Walk (strong pedestrian connections between the Pike Place Market and the waterfront), and would simultaneously create a new on-land location for the Aquarium Pavilion. Through this integration, the public open space associated with the Overlook Walk would be enlarged and extended westward onto the roof of the Aquarium Pavilion, and a secondary staircase to the waterfront would be included on the north side of the Pavilion. This modified Overlook Walk could also function independently if the Aquarium Pavilion were delayed or not funded.

The State Environmental Policy Act (SEPA) requires the preparation of a supplemental environmental document when there are substantial changes to a proposal or significant new information regarding the proposal's impacts (Washington Administrative Code [WAC] 197-11-405). The addition of new alternatives represents a substantial change to the two AWPOW projects. This Supplemental Draft EIS evaluates the two new alternatives in comparison to the original Action Alternative and the No Action Alternative. Because no changes are proposed to the Promenade or East-West Connections projects, they are not discussed in this Supplemental Draft EIS.

The information and analysis in this Supplemental Draft EIS are presented in the following chapters:

Chapter 1 Introduction and Purpose of the Projects—includes the description and purpose of the AWPOW improvements

Chapter 2 Development of Alternatives—describes the screening of alternatives and concepts that took place prior to the Draft EIS and for this Supplemental Draft EIS

Chapter 3 Alternatives Description—presents the descriptions of the original and new alternatives for the Main Corridor and Overlook Walk

Chapter 4 Impacts and Mitigation Measures for Main Corridor Alternatives—describes potential construction and operational impacts for the environmental elements

Chapter 5 Impacts and Mitigation Measures for Overlook Walk Alternatives—describes potential construction and operational impacts for the environmental elements

The analysis presented in this Supplemental Draft EIS builds upon the Draft EIS. Responses to comments received on both the Draft EIS and Supplemental Draft EIS will be published in the Final EIS.

1.2 Background of the AWPOW Projects

As described in the Draft EIS, the City is proposing a number of infrastructure improvement projects (collectively referred to as “Waterfront Seattle”) along the Seattle waterfront. The improvements are proposed in response to the opportunities, transportation needs, and related public objectives created by the replacement of the Alaskan Way Viaduct with a new State Route (SR) 99 tunnel. These opportunities, needs, and objectives for the waterfront are articulated in the Waterfront Seattle Guiding Principles, which affirm the following goals:

- Create a waterfront for all
- Put the shoreline and innovative, sustainable design at the forefront
- Reconnect the city to its waterfront
- Embrace and celebrate Seattle's past, present, and future
- Improve access and mobility (for people and goods)
- Create a bold vision that is adaptable over time
- Develop consistent leadership from concept to operations

The most substantial of the Waterfront Seattle planned improvements that implement the Guiding Principles are four contiguous projects that would create a new transportation corridor between S. King Street and Battery Street, construct new public open space along Elliott Bay adjacent to the new Alaskan Way, provide a major new pedestrian connection between the Pike Place Market and the waterfront, and improve east-west connections between downtown Seattle and the waterfront. These projects are:

- The Main Corridor: A new Alaskan Way corridor from S. King Street to Pike Street, and a new Elliott Way corridor from Pike Street to Battery Street with improvements for general-purpose traffic, transit, freight, and pedestrian and bicycle facilities
- The Promenade: A continuous public open space along the waterfront
- The Overlook Walk: A new structure providing open space, view opportunities, and pedestrian connections between the waterfront and Pike Place Market
- The East-West Connections: Improvements to portions of S. Main, S. Washington, Union, and Bell Streets adjacent to the main corridor to provide better connections between the waterfront and downtown Seattle and to enhance the pedestrian experience

Because of the complementary nature of these projects, and the fact that they represent the most substantial of the planned Waterfront Seattle improvements, the City is evaluating them together in this EIS, as authorized by SEPA under WAC 197-11-060(3)(c) and the Seattle Municipal Code (SMC) 25.05.060(C)(3). The four projects are referred to collectively as the Alaskan Way, Promenade, and Overlook Walk, abbreviated as AWPOW.

Only two of the AWPOW projects—the Main Corridor and the Overlook Walk—are evaluated in this Supplemental Draft EIS. The Promenade and East-West Connections projects have not changed, and therefore do not require supplemental analysis. The new alternatives for the Main Corridor and Overlook Walk are within the same project footprint studied in the Draft EIS. Figure 1-1 shows the project vicinity, and Figure 1-2 shows the footprint and general location of these projects.

1.3 Objectives of the AWPOW Projects (Purpose and Need)

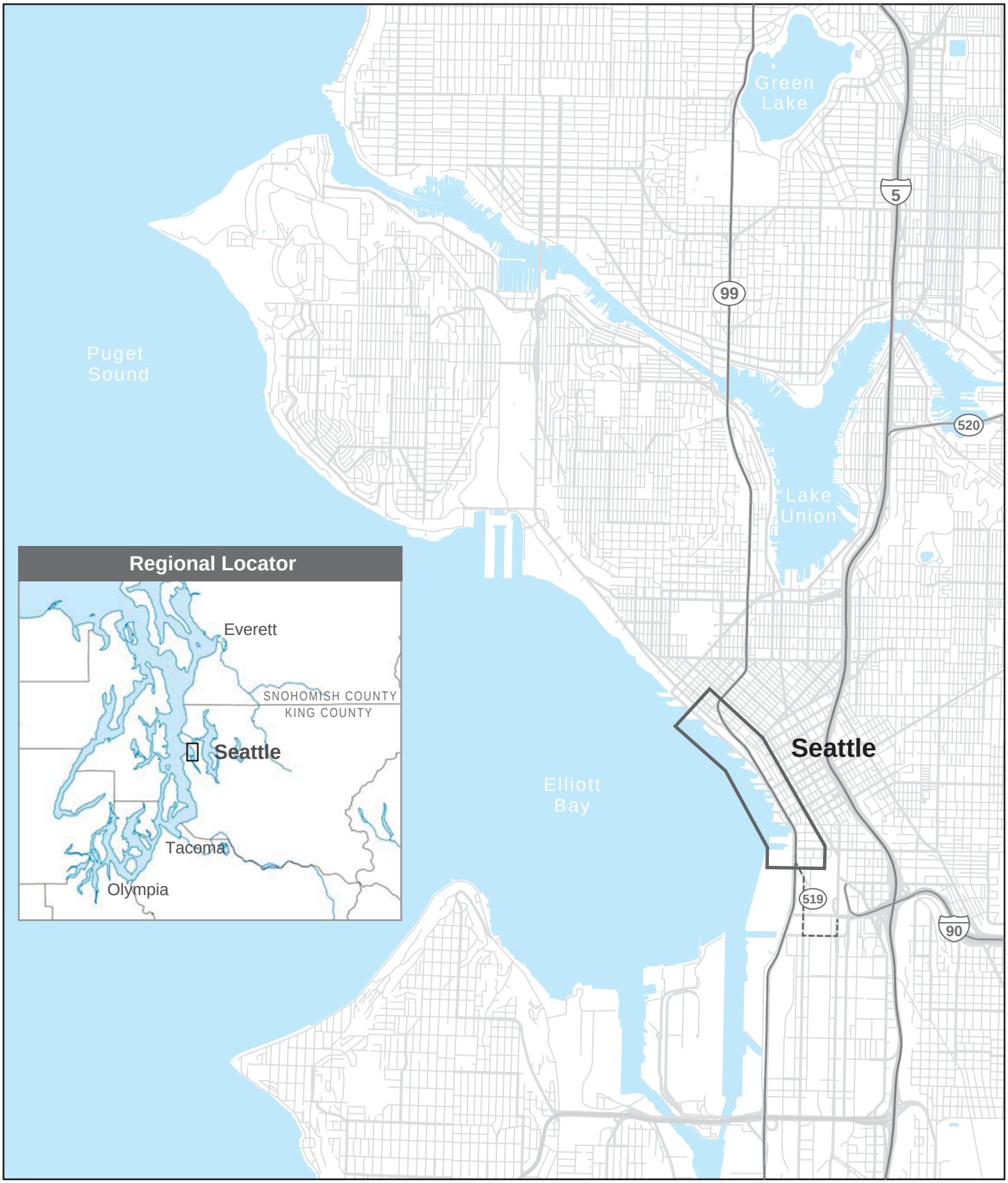
Each of the four projects within AWPOW has its own distinct purpose, which is based on a set of identified needs and policy decisions and is consistent with the Waterfront Seattle Guiding Principles. The objectives, or purpose and need (the term used in the Draft EIS), for each of the projects are summarized below; more information is provided in Chapter 1 of the Draft EIS.

Main Corridor

Purpose of the action: Accommodate safe, efficient, and reliable travel between the south downtown area and Belltown for general-purpose traffic, regional transit, freight, ferry traffic, pedestrians, and bicycles.

Need for the action: AWPOW responds, in part, to transportation needs created by the Washington State Department of Transportation (WSDOT) replacement of the Alaskan Way Viaduct with a tunnel. Because of the elimination of the viaduct, Alaskan Way will be required to serve additional traffic demand and replace the viaduct's surface connection to Belltown. The new Alaskan Way will accommodate increased demand by vehicles, freight, pedestrians, bicyclists, and transit users, and comply with Seattle's "complete street" policy promoting safe operations for all users. This new roadway requires a corridor with speed limits similar to those of other downtown streets, signalized intersections that provide safe and convenient places to cross, generous sidewalks, and a street width as narrow as possible, given the traffic functions that the roadway must accommodate.

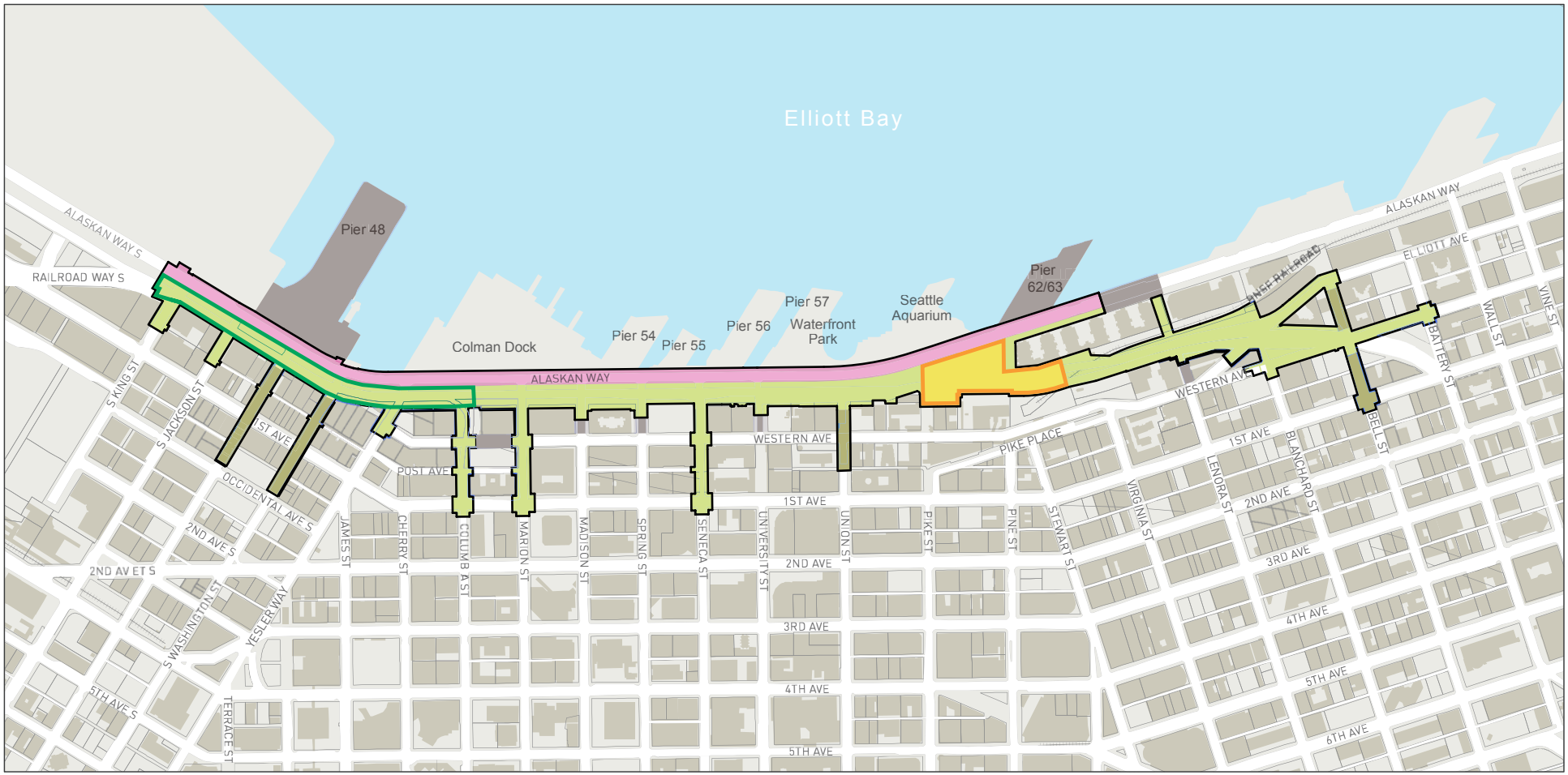
Alaskan Way looking north from Yesler Way in 2003



0 0.5 1
Miles

Figure 1-1
Vicinity Map

Alaskan Way, Promenade, and Overlook Walk
Supplemental Draft EIS



0 400 800
Feet

Source: SDOT

Project Footprint
Potential Construction Staging Area

AWPOW Projects
Main Corridor
Promenade
Overlook Walk
East-West Connections
Location of Main Corridor Alternative 2 Improvements
Location of Overlook Walk Alternative 2 Improvements

Parcel Boundary
Building Footprint

Figure 1-2
Project Overview

Alaskan Way, Promenade, and Overlook Walk
Supplemental Draft EIS

Promenade

Looking south on Alaskan Way near Union Street

Purpose of the action: Provide significant public open space adjacent to the Elliott Bay shoreline in downtown Seattle to accommodate pedestrian demand, create public amenities, and strengthen the connection between the city and its waterfront.

Need for the action: Currently, the waterfront is difficult to access and provides little space to accommodate pedestrian movement and gathering. Visual and physical connections to the shoreline are limited. The quality of the existing pedestrian environment is compromised by the Alaskan Way Viaduct, and will also be compromised in the future by the location of the restored Alaskan Way after construction of the Elliott Bay Seawall Project (EBSP) is completed. Collectively, these factors have resulted in a wide zone dominated by motor vehicles immediately adjacent to the city's most visited shoreline. The City's Pedestrian Master Plan identifies substantial opportunities along Alaskan Way to improve pedestrian linkages, roadway crossings, and the quality of the pedestrian environment.

Overlook Walk

Purpose of the action: Provide a grade-separated pedestrian crossing, view opportunities, and public open space between the waterfront and Pike Place Market.

Need for the action: Access between the Pike Place Market and the waterfront, two of Seattle's most popular attractions, is impeded by steep topography and at-grade street crossings; open space in this area is limited, and there are few opportunities for views. The existing viaduct provides expansive views for motorists, but these views will be eliminated when the viaduct is demolished. The heavy use of this area by the public warrants the provision of additional open space that facilitates pedestrian movement while providing opportunities for people to gather and enjoy scenic vistas.

East-West Connections

Purpose of the action: Improve key east-west streets adjacent to the main corridor to provide better connections between the waterfront and downtown Seattle and to enhance the pedestrian experience.

Need for the action: There is currently a lack of strong pedestrian connections between the waterfront area and the downtown Seattle street grid. At the southern end of the main corridor, access from Alaskan Way to Pioneer Square is hindered by uneven sidewalks, high curbs, and lack of facilities on east-west streets built to comply with the Americans with Disabilities Act (ADA). The central portion of the main corridor, from Seneca Street to the Pike Street Hillclimb, affords no east-west access for people with limited mobility between the waterfront and First Avenue. In the northern portion of the main corridor, the elimination of the viaduct and decommissioning of the Battery Street Tunnel provide opportunities to reconnect and enhance portions of the east-west street grid for pedestrian and bicycle use. Improvements to east-west streets in these areas would strongly support the Waterfront Seattle Guiding Principles, as well as the policies and recommendations of the City's Pedestrian Master Plan (SDOT 2014).

1.4 Community, Agency, and Tribal Involvement

Waterfront Seattle planning has involved substantial participation by elected officials, stakeholders, and community members since 2011, as described in the Draft EIS.

Following publication of the Draft EIS, a public comment period was held from June 29, 2015 to August 26, 2015. As part of the public comment process, the City held a public open house about the Draft EIS on July 22, 2015. The City received 107 comment letters from tribes, agencies, organizations, and members of the public. Those letters will be responded to in the Final EIS, which is anticipated to be published in late 2016.

Since publication of the Draft EIS, the City has continued to meet with stakeholders and project partners to coordinate project design and to provide information on the additional alternatives reviewed in this Supplemental Draft EIS.

1.5 SEPA Compliance and Lead Agency

The analysis in this Supplemental Draft EIS was conducted to satisfy SEPA requirements, which are implemented by the City through SMC Chapter 25.05. The City, as the SEPA lead agency, is responsible for carrying out SEPA's procedural requirements, including compiling and assessing information on the potentially significant adverse environmental aspects of AWPOW. This Supplemental Draft EIS presents new information and augments the analysis presented in the Draft EIS, which was issued on June 29, 2015.

2 Development of Alternatives

The downtown Seattle waterfront contains a complex mosaic of infrastructure managed by a wide variety of federal, state, and local agencies, as well as private entities. As a result, any proposed project requires a high degree of planning and coordination in order for all components of this infrastructure to work together smoothly. New facilities must avoid or be integrated with existing facilities; moreover, constraints caused by right of way limits, topography, and protected features of the environment can narrow the possible range of options for development or redevelopment.

These factors have influenced the range of alternatives for the AWPOW projects. Previous analyses and interagency agreements have defined much of what the AWPOW projects need to accomplish and eliminated some potential options; physical constraints limit the remaining choices. As a result, despite over a decade of planning and analysis, the range of alternatives that could "feasibly attain or approximate [the] proposal's objectives, but at a lower environmental cost or decreased level of environmental degradation" (WAC 197-11-786) was quite narrow.

Section 2.1 in this chapter summarizes the planning efforts that have occurred for the Seattle waterfront since the 2001 Nisqually earthquake. These efforts, undertaken collaboratively by multiple agencies and stakeholders, have defined the objectives that the AWPOW projects must meet. Section 2.2 discusses the physical and planning factors that constrain the range of reasonable alternatives. Section 2.3 describes the concepts and alternatives that have been identified for each project and explains why they were or were not carried forward for further analysis in this EIS process. In addition to the alternatives identified prior to publication of the Draft EIS in June 2015, Section 2.3 addresses new alternatives that were identified following that document's issuance.

2.1 Background of Seattle Waterfront Planning

Planning for the AWPOW projects began in 2001, after the Nisqually earthquake damaged the Alaskan Way Viaduct (sometimes referred to as AWV) along the Seattle waterfront. The viaduct, a portion of SR 99, is a main north-south transportation artery for general-purpose vehicles, freight, and transit. In addition to spurring consideration of replacing the viaduct itself, the earthquake's impacts focused concern on the condition of the City's aging seawall, located just west of the viaduct. The prospect of rebuilding the seawall and altering or removing the viaduct provided an impetus to plan for transportation and land use in the downtown waterfront area as a whole.

From 2001 to 2009, planning for the "post-viaduct" Seattle waterfront took place primarily under the auspices of WSDOT's Alaskan Way Viaduct Replacement Project (AWVRP). The City was a co-lead agency for the AWVRP. Planning during this period focused mainly on meeting the transportation needs currently served by SR 99 and restoring the integrity of the seawall.

In January 2009, the executives of the three lead agencies—Washington Governor Christine Gregoire, King County Executive Ron Sims, and Seattle Mayor Greg Nickels—recommended replacing the central waterfront portion of the Alaskan Way Viaduct with a large-diameter, single-bore tunnel. Recognizing the opportunities that would be created by removal of the viaduct, the City began envisioning a group of infrastructure projects, collectively referred to as "Waterfront Seattle," to address mobility, connectivity, and urban design issues in the downtown waterfront area. In addition, King County Metro began studies to identify the best transit pathways following removal of the viaduct, and the City evaluated the potential for a streetcar on First Avenue. The subsections below provide a summary of these planning efforts.

2.1.1 Alaskan Way Viaduct Planning Process

NEPA/SEPA Alternatives Analysis and Environmental Review

The AWVRP planning process investigated alternatives for replacing the viaduct through an environmental review process under the National and State Environmental Policy Acts (NEPA and SEPA). Some of these alternatives included concepts for replacing the Alaskan Way surface street. The Alaskan Way Viaduct Replacement Project History Report, published in September 2009, summarized the alternatives considered as part of AWVRP planning and the process by which they were evaluated. The NEPA and SEPA review of the AWVRP was published in the following series of documents:

- **SR 99: Alaskan Way Viaduct & Seawall Replacement Project Draft Environmental Impact Statement** (March 2004). Seventy-six viaduct replacement concepts and seven seawall concepts were organized into six groups. The best ideas from the six groups were shaped into the following five build alternatives, which were evaluated in the 2004 Draft EIS: Rebuild, Aerial, Tunnel, Bypass Tunnel, and Surface.
- **SR 99: Alaskan Way Viaduct & Seawall Replacement Project Supplemental Draft Environmental Impact Statement and Section 4(f) Evaluation** (July 2006). After the public comment period for the 2004 Draft EIS and following further study and design, the five build alternatives were narrowed down to two build alternatives evaluated in the 2006 Supplemental Draft EIS: Tunnel (a cut-and-cover tunnel, a refinement to the original tunnel alternative) and Elevated Structure (a combination of elements of the original rebuild and aerial alternatives). In 2007, the Elevated Structure Alternative and a new Surface-Tunnel Hybrid Alternative developed by the Seattle City Council were put to an advisory vote; Seattle voters rejected both alternatives.
- **Alaskan Way Viaduct Replacement Project 2010 Supplemental Draft Environmental Impact Statement and Draft Section 4(f) Evaluation** (October 2010). In response to voters' rejection of both viaduct replacement alternatives, WSDOT, King County, and the City undertook a systems approach to identifying alternatives, hence expanding the study area beyond the SR 99 corridor to include multimodal solutions. The alternatives analysis, conducted through an agency and stakeholder partnership process, identified a number of potential scenarios, including surface, aerial, and tunnel options for replacing the viaduct.

  In January 2009, Governor Gregoire, King County Executive Sims, and Seattle Mayor Nickels recommended replacing the central waterfront portion of the Alaskan Way Viaduct with a large-diameter, single-bore tunnel. The single-bore tunnel was carried into the 2010 Supplemental Draft EIS as an alternative, along with the Cut-and-Cover Tunnel Alternative and the Elevated Structure Alternative from the 2006 Supplemental Draft EIS. The Elliott Bay Seawall was not considered in the 2010 Supplemental Draft EIS because it had been redefined as an independent project led by the City.
- **Alaskan Way Viaduct Replacement Project Final Environmental Impact Statement and Section 4(f) Evaluation** (July 2011). The 2011 AWVRP Final EIS evaluated the three build alternatives identified in the 2010 Supplemental Draft EIS: Cut-and-Cover Tunnel, Elevated Structure, and Bored Tunnel. Each alternative was evaluated with and without tolls. A tolled version of the Bored Tunnel Alternative was identified as the preferred alternative.
- **Alaskan Way Viaduct Replacement Project Record of Decision** (August 2011). The Federal Highway Administration (FHWA) approved the decision to construct and operate the Tolled Bored Tunnel as the preferred alternative.

Independent Projects Identified in AWVRP Final EIS

When the bored tunnel became the preferred alternative for the AWVRP, the lead agencies recognized that it would primarily serve regional traffic needs. The tunnel would have no on- or off-ramps within downtown Seattle, as the viaduct does today, and therefore would not provide the same level of access between downtown, southwest Seattle, and Belltown for transit, freight, or general-purpose traffic. To address those needs that would not be met by the Bored Tunnel Alternative, the 2011 AWVRP Final EIS identified six independent projects that complemented the bored tunnel:

1. Alaskan Way Surface Street Improvements
2. Elliott and Western Connector
3. Alaskan Way Promenade/Public Space
4. Elliott Bay Seawall Project
5. Transit Enhancements
6. First Avenue Streetcar Evaluation

The first three of these projects became part of AWPOW; their descriptions, as presented on pages 59 and 60 of the 2011 AWVRP Final EIS, are quoted below. The other three projects are discussed in Section 2.1.3, Related Planning Efforts.

Rebuilding and Improving the Alaskan Way Surface Street

The Alaskan Way surface street project involves rebuilding and improving Alaskan Way between S. King Street and Pine Street. The new surface street would be six lanes wide between S. King and Columbia Streets (not including turn lanes) to accommodate ferry traffic and four lanes wide between Marion and Pike Streets. In general, the new street would be located east of the existing Alaskan Way surface street where the viaduct is today to create a wider public space along the waterfront. The new street would include sidewalks, bicycle facilities, parking/loading zones, and signalized pedestrian crossings at cross-streets. The new surface street would provide a regional truck route for freight traveling to and from the Duwamish/Harbor Island/SR 519 area and the Ballard Interbay Northend Manufacturing and Industrial Center (BINMIC).

Constructing a Connector to Elliott and Western Avenues

The Elliott/Western Connector would provide a connection from Alaskan Way to the Elliott/Western corridor that provides access to and from BINMIC and neighborhoods north of Seattle (including Ballard and Magnolia). The connector would be four lanes wide and would provide an overcrossing of the BNSF mainline railroad tracks. In addition, it would provide local street access to Pike Street and Lenora Street and integrate back into the street grid at Bell Street, which would improve local street connections in Belltown. The new roadway would include bicycle and pedestrian facilities.

Providing Public Open Space West of Alaskan Way

The Alaskan Way Promenade and Public Space project would provide a new, expanded public open space to the west of the new Alaskan Way surface street between S. King Street and Pike Street. The open space would vary in width and would serve Piers 48 through 59. Other potential public open spaces include a triangular space north of Pike Street and east of Alaskan Way, and parcels created by removing the viaduct between Lenora and Battery Streets.

2.1.2 Waterfront Seattle Planning and Design Process

As described above, the State of Washington, King County, and the City of Seattle reached a consensus and signed a letter of agreement on January 13, 2009 stating that a large-diameter, single-bore tunnel was their preferred option for replacing the Alaskan Way Viaduct. In addition to recommending the bored tunnel, the letter of agreement identified the parties responsible for addressing related transportation and open space needs along the downtown waterfront. The State of Washington is responsible for providing a surface connection from approximately Yesler Way to Elliott Avenue[1]; King County is responsible for providing peak express bus service to downtown Seattle and city street improvements related to improved bus operations; and the City of Seattle is responsible for providing a promenade along the central waterfront, other city street improvements, and a First Avenue Streetcar. The letter of agreement, along with the 2011 AWVRP Final EIS, established the basic objectives for the Main Corridor (the new Alaskan Way surface street and the connector to Elliott and Western Avenues, including transit considerations), the Promenade, and Overlook Walk (public open space west of the new Alaskan Way surface street and in other areas).

The City's planning process for Waterfront Seattle began following the 2009 agreement. The process has been guided by several committees established by the Seattle City Council, beginning with the Central Waterfront Partnerships Committee, which was formed in November 2009. This committee distilled a set of principles to guide the design of Waterfront Seattle, which were affirmed by the Seattle City Council in 2011 (Resolution 31264). They are:

- Create a waterfront for all
- Put the shoreline and innovative, sustainable design at the forefront
- Reconnect the city to its waterfront
- Embrace and celebrate Seattle's past, present, and future
- Improve access and mobility (for people and goods)
- Create a bold vision that is adaptable over time
- Develop consistent leadership from concept to operations

The Central Waterfront Committee,[2] which replaced the Central Waterfront Partnerships Committee, developed a number of documents in its role as the broad overseer of the design, financing, public engagement, long-term operations, and maintenance of Waterfront Seattle. These documents provide guidance, goals, and strategies for implementing Waterfront Seattle. They include the Framework Plan, the Concept Design, and the Strategic Plan, which were published in July 2012 and supported by the Seattle City Council in August 2012 (Resolution 31399). The Waterfront Seattle Framework Plan characterizes the planning process and vision as follows:

> Over the past few years, the City of Seattle has been actively re-imagining the future of its Central Waterfront. The imminent replacement of the Elliott Bay Seawall and removal of the Alaskan Way Viaduct now present a tremendous opportunity to turn visions into reality and create a vibrant public realm that will reconnect the city and its people to their waterfront. With a new surface street and improved East-West connections, enhanced access to the waterfront will allow the vision for Seattle's Central Waterfront to extend into the heart of the city and for the City of Seattle to claim a new and authentic front porch on Elliott Bay.

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[1] WSDOT also agreed to fund a surface connection from S. King Street to Yesler Way.

[2] The Central Waterfront Committee was replaced in October 2014 by the Central Waterfront Steering Committee (Resolution 31543), which advises the City on implementing the Concept Design and Strategic Plan.

In developing plans and design concepts for Waterfront Seattle, stakeholder committees and staff from the City of Seattle's Office of the Waterfront[3] considered a variety of approaches to addressing the basic requirements established in the 2009 agreement and the 2011 AWVRP Final EIS. The concepts they evaluated as part of the planning process are described in Section 2.3 below.

2.1.3 Related Planning Efforts

As noted in Section 2.1.1, six independent projects that complement the bored tunnel were identified in the 2011 AWVRP Final EIS. Three of the six projects became part of AWPOW, the other three are described below.

Elliott Bay Seawall Project

The Elliott Bay Seawall Project, currently under construction, will replace the existing seawall along the shoreline of downtown Seattle. The seawall extends from S. Washington Street to Broad Street and supports and protects adjacent upland areas, including transportation infrastructure, critical utilities, residences, businesses, and parks. The existing seawall consists of three types of walls, all built between 1911 and 1936. Over time, these structures have deteriorated as a result of natural and physical processes. The seawall's degraded condition puts it at risk for significant damage from a major storm or seismic event. The new seawall will protect the shoreline and upland areas from erosion, coastal storm damage, and damage due to seismic events. It will also provide a foundation for the concepts developed as part of Waterfront Seattle.

King County Metro Downtown Southend Transit Study

As part of the 2009 agreement among the State of Washington, King County, and the City of Seattle, King County Metro was tasked with identifying how to provide peak express bus service to downtown Seattle, along with related city street improvements, after the viaduct is demolished. The 2011 AWVRP Final EIS characterized the objectives for this effort as follows:

> [Transit enhancements] would be provided to complement planned transportation improvements….Development of specific improvements is underway, but would include [transit service serving West Seattle, Uptown, South Lake Union, and northwest Seattle including Ballard].

King County Metro undertook studies to identify the best routes, or "pathways," for providing this service. In August 2012 the agency issued the King County Metro Downtown Southend Transit Study. The purpose of the study was defined as follows (page 1-1):

> The purpose of this project is to evaluate and select a dedicated transit pathway between the Third Avenue transit spine in downtown Seattle and West Seattle, Ballard, and other parts of southwest King County. This pathway is necessary to replace the existing Columbia and Seneca Street ramps that connect Seattle's downtown street grid to the viaduct. The selection process will include working with the public to determine a pathway that addresses neighborhood needs consistent with the design and vision of the Alaskan Way Central Waterfront. In addition, the pathway needs to provide transit connections that accommodate a comparable level of transit speed, reliability, and capacity to the existing SR 99 pathway via the Seneca and Columbia Street ramps. This report includes an alternatives evaluation to select and design the replacement transit pathway(s) in compliance with the National Environmental Policy Act (NEPA) as stipulated for this Federal Transit Administration funded project. The alternatives evaluation considers transit speed and reliability as well as impacts to the environment.

[3] This Office was established by Mayor Ed Murray in 2014 and brings together key staff from the Mayor's Office and the City's Departments of Transportation, Planning and Development, Parks and Recreation, and others to manage the Waterfront Seattle program as an integrated team.

King County Metro used a two-level screening process to evaluate potential downtown transit pathways. Level 1 screening identified and evaluated practicable transit pathway connections through the project study area, based primarily on qualitative assessments and readily available quantitative data. The screening considered a total of 13 potential pathways, including routes that accessed downtown Seattle via Alaskan Way, other north-south surface streets (First Avenue S., Fourth Avenue S., the E3 busway, and Airport Way), and Interstate 5 (I-5). All but the Alaskan Way routes were eliminated because of poor transit reliability, conflicts with ferry operations, and/or operational and right of way constraints. The remaining three pathways, which were based on different east-west connections between Alaskan Way and the Third Avenue transit corridor, were carried forward to Level 2 screening.

Level 2 screening provided further definitions of the remaining alternatives and additional analysis of the pathways recommended for further consideration. The pathways considered were 3A and 3B, which would connect from Alaskan Way to the Third Avenue transit corridor via Washington Street and/or Main Street, and 5A, which would connect to Third Avenue via Columbia Street and/or Marion Street. The study evaluated both one-way couplets (Washington/Main or Columbia/Marion) and two-way transit priority operations on Main Street or Columbia Street. The study resulted in the recommendation of a two-way transit pathway on Columbia Street, which provided the fastest travel times and good reliability while minimizing impacts on business and residential access and noise levels.

Seattle Center City Connector Transit Study

Also included in the 2009 agreement and the 2011 AWVRP Final EIS was a commitment by the City to evaluate the potential for a new streetcar line in lieu of the former Waterfront Streetcar. The effort was described in the Final EIS as follows:

> [The First Avenue Streetcar Evaluation] project will evaluate, in the City's transit plan, a new streetcar line along First Avenue between Pioneer Square and Seattle Center….The Bored Tunnel Alternative does not include building a streetcar on the central waterfront. Instead…constructing a streetcar [has been proposed].

The City's 2012 Transit Master Plan identified the Center City Connector—connecting the Westlake, Colman Dock, and King Street intermodal hubs—as one of four corridors with the highest ridership potential and the greatest need for high-capacity transit service. The subsequent Seattle Center City Connector Transit Study, completed in 2013, evaluated a range of potential modes and alignments to provide a high-quality transit connection through downtown Seattle between the South Lake Union Streetcar and First Hill Streetcar lines. A three-tiered screening process evaluated streetcars operating in mixed traffic or exclusive rights of way in the First Avenue and Fourth/Fifth Avenue corridors. The First Avenue corridor, which was strongly favored by the public and stakeholders, resulted in reduced transit travel times, fewer multimodal conflicts, and better placemaking and economic development opportunities than the Fourth/Fifth Avenue corridor. The study recommended an exclusive streetcar alignment on First Avenue, which had better travel times and reliability than the mixed-traffic option and received greater public support. An environmental assessment is anticipated to be completed for the Center City Connector project in spring 2016. The project is expected to move into the final design phase once a Finding of No Significant Impacts (FONSI) is issued.

2.2 Limitations on Reasonable Alternatives

SEPA directs project proponents, when preparing an EIS, to evaluate "reasonable alternatives" to the proposal that "could feasibly attain or approximate a proposal's objectives, but at a lower environmental cost or decreased level of environmental degradation" (WAC 197-11-786). The planning efforts that established the objectives for the AWPOW projects were addressed in Section 2.1. This section summarizes how AWPOW's unique location and purpose restrict the range of alternatives that could attain or approximate the project objectives at a lower environmental cost.

Topography

The Elliott Bay shoreline lies on a narrow band of relatively flat land that was created by historic filling of the area landward of the seawall. East of Western Avenue and north of Seneca Street, the land rises in a steep bluff creating approximately 100 feet of grade change between the waterfront and Pike Place Market. The difficulty of traversing this slope is one of the key challenges in reconnecting Seattle to its waterfront, a fundamental purpose of the project. Between Spring Street and Wall Street (a distance of over a mile), the slope prevents direct east-west connections for vehicles between First Avenue and the waterfront, and requires a steep ascent for pedestrians, currently by only limited connections (primarily stairways). This topography, along with other factors, limited the range of reasonable alternatives.

Right of Way Boundaries

The City's existing right of way along the Alaskan Way corridor is generally bounded by Elliott Bay to the west and by dense urban development alongside Alaskan Way and SR 99 to the east. At the southern end of the project footprint, the City's right of way is continuous from approximately S. King Street to Pike Street and from the edge of the seawall to the property boundaries on the east side of the Alaskan Way Viaduct. At approximately Pike Street, the right of way splits into two branches, with one branch angling northeast up the bluff into Belltown under the existing viaduct and the other branch continuing along the shoreline on Alaskan Way. This has created irregular property boundaries that narrowly skirt the edges of several office and residential buildings, most of which were constructed after the viaduct was in place. Moving the location of the Alaskan Way corridor would therefore result in substantial impacts on private properties along the right of way. As a result, the only reasonable alternative considered by the City was to keep AWPOW within the existing right of way to the greatest extent feasible.

Historic Features

The project footprint passes through one historic district, is adjacent to a second historic district, and abuts a large number of buildings that are designated as Seattle Landmarks, listed in the National Register of Historic Places, or both. Federal, state, and local regulations protect these buildings and restrict development within historic districts. As a result, the project must adhere to the design standards and rules that protect these resources. The project footprint's southern end crosses the Pioneer Square Preservation District and runs next to several historic structures located along Alaskan Way, including Piers 54 through 59 on the west shoreline and several buildings on the east. As the project footprint traverses the slope beneath the Pike Place Market, it is adjacent to the Pike Place Market Historical District to the east. Other historic buildings are located along Blanchard and Bell Streets near the northern end of the project footprint. Because locating AWPOW outside of the current City right of way would have potential additional impacts on historic resources, the existence of historic features restricts the development of reasonable alternatives.

Shoreline Location

The project footprint is substantially located in Washington's shorelands and the City's Shoreline District, regulated by the State Shoreline Management Act (SMA, Revised Code of Washington [RCW] 90.58) and the City's Shoreline Master Program (SMP) (SMC Title 23.60A). The SMA encourages the use of the shoreline for increased public access to publicly owned areas of the shoreline and for increased recreational opportunities for the public. The SMA requires that permitted uses in the shoreline be designed and conducted in a manner to minimize any interference with the public's use of the water.

Similarly, the SMP encourages development of the shoreline to provide for maximum public use and enjoyment of the shorelines and to preserve, enhance, and increase access to the water. The SMP also specifically provides that, where permitted, new streets in the shoreline be located as far from the ordinary high water mark as reasonable. Where allowed, any new or relocated street must be located

and designed to improve public visual and physical access to the shoreline and provide means for the public to overcome the physical barrier created by the new streets, among other impediments.

Thus, locating the new Alaskan Way on the east (inland) side of the existing right of way and the primary pedestrian and bicycle facilities, as well as open space, on the west side (shoreline side of the right of way) is the configuration for the main corridor and Promenade that best complies with the SMA and SMP.

Roadway Function

As discussed in Section 2.1, a new Alaskan Way surface street with connections to Western and Elliott Avenues was part of a larger system of improvements identified in the 2009 agreement among WSDOT, the City, and King County for replacing the Alaskan Way Viaduct. These separate infrastructure improvements were identified in connection with the Bored Tunnel Alternative evaluated in the second Supplemental Draft EIS and Final EIS for the AWVRP, published in 2010 and 2011, respectively. While the tunnel will provide an efficient bypass of downtown Seattle for regional traffic, it is anticipated that drivers who would previously have used the Alaskan Way Viaduct to access downtown and northwest Seattle will, in the future, primarily use Alaskan Way and its connections to access downtown, Elliott and Western Avenues, and northwest Seattle. This will result in Alaskan Way accommodating increased traffic compared to the traffic it currently accommodates in 2016. The new Alaskan Way surface street must serve the following uses:

- General-purpose traffic traveling between northwest Seattle and southbound SR 99 near the stadiums, along with other destinations south of downtown
- Traffic traveling to and from downtown Seattle from the south that would have previously used the Columbia Street and Seneca Street ramps on SR 99
- Freight traffic traveling between the Duwamish industrial area and the Ballard Interbay Northend Manufacturing and Industrial Center
- Ferry-related traffic accessing the Seattle Multimodal Terminal at Colman Dock (Alaskan Way between S. Atlantic Street and Yesler Way is designated as SR 519 and is operated by WSDOT for managing traffic to and from the ferry terminal)
- Transit serving bus routes that link downtown Seattle with southwest Seattle and King County (known as the Southwest Transit Pathway)

Based on the objectives identified for the Alaskan Way surface street, the alternatives proposed in the Draft EIS and Supplemental Draft EIS represent the full range of reasonable alternatives.

Pedestrian, Bicycle, and Open Space Facilities

In addition to the limitations imposed by the SMA and SMP discussed above, the pedestrian, bicycle, and open space facilities were shaped by the City's overall goal for these facilities to be safe, inviting, and appealing to the broadest possible range of users, as expressed in the Pedestrian Master Plan and Bicycle Master Plan. One of the primary purposes of the AWPOW projects is to create safe, efficient, and reliable travel for pedestrians and bicyclists. Therefore, the Waterfront Seattle planning process determined that creating separate facilities for various types of users in this area, with dedicated space for bicycle and pedestrian travel as well as places for people to gather and enjoy the scenery, was the only reasonable alternative. Locating the main public gathering areas and the bicycle and pedestrian travel corridors along the shoreline also reduces the potential for conflicts with vehicles at the intersections with east-west streets along the east side of the corridor.

South of Pike Street, pedestrian connections to the existing east-west street grid can be improved, after the viaduct has been removed, by enhanced pedestrian treatments, wayfinding, and measures to address the change in grade. Between Pike Street and Lenora Street, opportunities for pedestrians to move between downtown and the waterfront are currently limited to the Pike Street Hillclimb and a staircase along a steep, undeveloped slope west of the Pike Place Market. Both stairways are steep and

difficult to climb, and offer limited to no opportunities for views. The slope west of the market presents the opportunity for a wide, sloping pedestrian walkway, grade-separated over the new Alaskan Way and Elliott Way, that would connect two of the City's most-visited destinations—the Pike Place Market and the waterfront—while providing new public open space with views of the waterfront. No other location or configuration of the Overlook Walk was identified to meet the project's purpose of creating a pedestrian connection, public open space, and view opportunities at a lower environmental cost.

2.3 Identification of Alternatives for EIS Analysis

The alternatives evaluation conducted for the AWVRP EIS established the basic framework and defined the objectives for the AWPOW projects, which were memorialized in the 2009 agreement by the State of Washington, King County, and the City. Once this framework was in place, City design engineers and analysts considered various concepts that might achieve AWPOW's objectives while reducing environmental impacts and addressing the constraints described in Section 2.2. Following issuance of the AWPOW Draft EIS in June 2015, the City identified more potential alternatives and concepts based on public input and on planning activities by other entities.

This section discusses alternatives and concepts for the AWPOW projects that were identified during the AWVRP EIS, as part of Waterfront Seattle planning for AWPOW, and after publication of the AWPOW Draft EIS. For each project, it briefly describes each alternative or concept and notes why each was carried or not carried forward for further analysis. Source documents for the relevant analyses are cited in the text, with full references provided in Chapter 6.

2.3.1 Main Corridor Concepts

Table 2-1 provides a summary of the alternatives and concepts evaluated for the main corridor. Separate alternatives and concepts were identified for the Alaskan Way surface street, transit facilities, and bicycle and pedestrian facilities.

Table 2-1. Alternatives and Concepts Evaluated for the Main Corridor

Alternative or Concept	Description	Findings of Evaluation	Carried into EIS?
Surface Street			
Main Corridor Alternative 1 (part of the Draft EIS Action Alternative) *Source: AWVRP, Waterfront Seattle*	Construction of a new Alaskan Way between S. King and Pine Streets along east side of existing right of way; new arterial (Elliott Way) in Alaskan Way Viaduct right of way between Pine Street and Belltown; dedicated transit lane in each direction along Alaskan Way between S. King and Columbia Streets and on Columbia Street between Alaskan Way and First Avenue; and northbound ferry queuing lanes between S. King Street and Yesler Way with two left-turn pockets from Alaskan Way into Colman Dock at Yesler Way.	Alternative would maintain or improve traffic flow at most intersections in study area while accommodating additional traffic resulting from closure of the Alaskan Way Viaduct. Roadway alignment was designed to accommodate all modes and maximize pedestrian traffic adjacent to Pioneer Square and Elliott Bay. Transit lanes would increase reliability and improve transit travel times while allowing efficient flow of general-purpose, ferry, and freight traffic.	Yes
Main Corridor Alternative 2 *Source: Waterfront Seattle, Draft EIS comments*	Similar to Main Corridor Alternative 1, but this alternative would reduce the width of Alaskan Way south of Columbia Street by eliminating the dedicated transit lanes on Alaskan Way. Transit would operate in general-purpose lanes, but would be given priority via queue jumps at intersections.	Removal of the transit lanes would cause traffic operations to deteriorate compared to Main Corridor Alternative 1. However, this alternative would result in lower environmental cost with respect to street width, slightly improving pedestrian connections between Pioneer Square and the waterfront, and providing for a wider Promenade along the southern portion of Alaskan Way.	Yes

Table 2-1. Alternatives and Concepts Evaluated for the Main Corridor (continued)

Alternative or Concept	Description	Findings of Evaluation	Carried into EIS?
Main Corridor Alternative 2 with one left-turn pocket at Yesler Way eliminated *Source: Waterfront Seattle, Draft EIS comments*	Similar to Main Corridor Alternative 2, but this concept would also eliminate one of the two northbound left-turn pockets from the Alaskan Way ferry queuing lanes into Colman Dock at Yesler Way.	Width would be reduced slightly more than under Main Corridor Alternative 2, but traffic would deteriorate substantially in comparison to that alternative. As a result, this configuration would not meet the project objectives.	No
"Flex lanes" between S. King Street and Yesler Way *Source: Waterfront Seattle*	Similar to Main Corridor Alternative 1, but would provide two general-purpose lanes in both directions while varying other elements (parking, transit, ferry) by time of day. Outer lanes would be transit-only southbound during the AM and PM peak periods and northbound during the AM peak period; two ferry lanes would be provided northbound during the PM peak period and one during the AM peak period. During off-peak periods, the curbside lane would be used for parking and loading.	This design did not adequately accommodate the various uses at all times of day. The concept would result in unacceptable reductions in transit speed and reliability; therefore, it would not meet the project objectives.	No
Reduced general-purpose lane concept with one dedicated transit lane and one general-purpose lane south of Columbia Street *Source: Draft EIS comments*	Roadway would consist of one general-purpose lane and one dedicated transit lane in each direction, plus northbound ferry queuing lanes between S. King Street and Yesler Way with two left-turn pockets from Alaskan Way into Colman Dock at Yesler Way.	The removal of general-purpose traffic capacity would result in extremely congested conditions along Alaskan Way compared to Main Corridor Alternatives 1 and 2. This concept would fail to meet project objectives because it would not accommodate the travel demand for general-purpose and freight traffic resulting from closure of the Alaskan Way Viaduct. It would particularly reduce access into downtown for people in West Seattle. This concept would cause long queues on SR 99 south of downtown Seattle and north of Pike Street; many trips could not be accommodated.	No
One-way couplet *Source: AWVRP*	A one-way couplet would carry southbound traffic on Alaskan Way and northbound traffic on Western Avenue; this concept was considered for replacement of both the viaduct and Alaskan Way as well as for Alaskan Way alone.	The couplet would narrow the new Alaskan Way cross-section and increase traffic capacity compared to the existing Alaskan Way alone. However, it would significantly alter the character of Western Avenue and route substantial additional traffic through the Pike Place Market. This concept was not evaluated further because the AWVRP bored tunnel plus Alaskan Way improvements provided similar traffic operations with fewer impacts.	No

Table 2-1. Alternatives and Concepts Evaluated for the Main Corridor (continued)

Alternative or Concept	Description	Findings of Evaluation	Carried into EIS?
Western alignment of Alaskan Way *Source: AWVRP, Waterfront Seattle*	The Alaskan Way surface street would be rebuilt in a similar configuration to Main Corridor Alternative 1, but closer to its existing alignment along the western edge of the Alaskan Way right of way. Public open space would be located in the eastern portion of the existing right of way, next to the buildings immediately east of Alaskan Way (see "Promenade alignment to the east of the new Alaskan Way" in Table 2-2).	This design could allow for additional on-street parking, but would not meet the project objectives because it would not provide public amenities along the shoreline. In addition, more nonmotorized activity in open space east of the roadway could impede traffic operations. Open space east of the road would be discontinuous because of east-west streets cutting through it, and it would have less amenity value than space west of the roadway.	No
Alaskan Way grade separation near Broad Street *Source: AWVRP*	Underpasses and overpasses in several locations were studied to allow Alaskan Way to connect to the Belltown street network without an at-grade crossing of the BNSF tracks at Broad Street.	All options studied had severe design deficiencies (e.g., grades too steep for freight vehicles), major impacts on public open spaces or views, or substantial traffic delays resulting from conflicts with cruise ship loading. These options were not evaluated because Main Corridor Alternative 1 accomplished similar or better results with lower impacts and costs.	No
Pike Street connection from Alaskan Way to Elliott Way *Source: AWVRP, Waterfront Seattle*	Connection between the new Alaskan Way and the new Elliott Way would be made at Pike Street, one block south of the Pine Street connection proposed for Main Corridor Alternatives 1 and 2.	A southern shift would create a large intersection at the base of the Pike Street Hillclimb that would be elevated approximately 5 feet above ground level, and extend a retaining wall of increasing height between Pike and Pine Streets to support Alaskan Way as it rises to clear the BNSF tracks north of Pine Street. The intersection would need to be expanded to accommodate Port of Seattle freight vehicles turning from south to west due to the acute angle of the intersection. This configuration would result in longer crosswalks for pedestrians traveling north-south across Pike Street when compared to the Pine Street location. For example, the west crosswalk would increase in length from approximately 70 feet at Pine Street to 90 feet at Pike Street. This configuration would not meet project objectives for the Overlook Walk (see Table 2-3 below).	No
Alaskan Way Surface Alternative *Source: AWVRP*	The 2004 AWVRP Draft EIS considered replacing the viaduct with an at-grade roadway that would have four lanes in each direction south of Yesler Way, three lanes in each direction between Yesler Way and Pike Street, and two lanes in each direction north of Pike Street.	Because of its width, this alternative would have significant impacts on the pedestrian environment and would substantially reduce the amount of open space available on the waterfront. As a result, it would not meet the project objectives. Therefore, it was not carried forward in the Supplemental and Final EIS evaluations for the AWVRP.	No

Table 2-1. Alternatives and Concepts Evaluated for the Main Corridor (continued)

Alternative or Concept	Description	Findings of Evaluation	Carried into EIS?
Demand Management and Low Capital *Source: AWVRP*	This scenario, evaluated as part of the AWVRP Partnership Process, considered replacing SR 99 with an improved Alaskan Way surface boulevard that would be two lanes in each direction north of Yesler Way, with bicycle lanes and parking. It also included other street connections and added transit lanes in various locations in the downtown area. Tolling was evaluated as a demand management measure.	This scenario would not meet project objectives because it would fail to provide adequate mobility to meet the anticipated future need for trips passing through downtown Seattle; as a result, it could have adverse impacts on the local economy. Therefore, it was not evaluated in the Supplemental and Final EIS evaluations for the AWVRP.	No
Surface Boulevard and Transit *Source: AWVRP*	This concept, evaluated as part of the AWVRP Partnership Process, was similar to the "Demand Management and Low Capital" concept above, but also included expansion of the streetcar and RapidRide networks, additional dedicated transit lanes, and a new arterial connecting Second Avenue to Airport Way via the north parking lot of CenturyLink Field.	This scenario would not meet project objectives because it would fail to provide adequate mobility to meet the anticipated future need for trips passing through downtown Seattle; as a result, it could have adverse impacts on the local economy. Therefore, it was not evaluated in the Supplemental and Final EIS evaluations for the AWVRP.	No
Alaskan Way Surface Expressway *Source: AWVRP*	This concept, evaluated as part of the AWVRP Partnership Process, considered a six-lane high-speed facility with pedestrian overpasses and a frontage road for access to the piers.	This scenario had limited possibilities for public open space on the waterfront, would present a greater barrier for people accessing the waterfront than the existing viaduct, and would likely cause substantial negative effects such as increased noise, visual impacts, and construction impacts. As a result, it would not meet the project objectives. Therefore, it was not evaluated in the Supplemental and Final EIS evaluations for the AWVRP.	No
Transit Facilities			
New streetcar line on First Avenue between Pioneer Square and Seattle Center *Source: AWVRP*	Identified in the AWVRP Final EIS as a route that would operate in lieu of the previous waterfront streetcar and avoid steep grades by connecting existing and planned transit routes.	This line would improve transit linkages via connections with existing and planned transit routes on First, Second, Third, and Fourth Avenues; Link light rail; the First Hill Streetcar; the South Lake Union Streetcar; and the planned Madison bus rapid transit route. It has independent utility from AWPOW.	No; evaluated as a separate project
Local waterfront transit bus facilities *Source: Waterfront Seattle*	Facilities for new bus route connecting community and tourist destinations along Alaskan Way from Pioneer Square to Olympic Sculpture Park, operating within shared travel lanes on Alaskan Way.	This scenario would enhance local connectivity without the need for substantial new infrastructure.	Yes
Local waterfront transit streetcar facilities *Source: Waterfront Seattle*	Facilities for new streetcar route connecting community and tourist destinations along Alaskan Way from Pioneer Square to the Olympic Sculpture Park, operating within shared travel lanes on Alaskan Way.	This scenario would provide local connectivity benefits similar to those provided by a local waterfront bus route, but with greater infrastructure requirements and construction impacts. Potential for increased road width requirements could reduce public open space, conflicting with the project objectives.	No

Table 2-1. Alternatives and Concepts Evaluated for the Main Corridor (continued)

Alternative or Concept	Description	Findings of Evaluation	Carried into EIS?
Accommodation of regional transit to/from southwest King County via SR 99 and Alaskan Way *Source: Metro Downtown Southend Transit Study*	Transit routes connecting West Seattle, Delridge, and Burien to downtown Seattle would travel to and from downtown via SR 99 and Alaskan Way. Alaskan Way to Third Avenue would be connected via one of four routes: Main and Washington Streets; two-way travel on Main, Columbia, and Marion Streets; or two-way travel on Columbia Street.	Connections to downtown Seattle via Alaskan Way would be faster and more reliable than those using other north-south routes (described below). Two-way priority transit access on Columbia Street would provide shorter travel times than other east-west routes and would serve the major transit hub at Colman Dock. The Main Street and Washington Street routes would have greater impacts than Columbia Street because they would add traffic to quiet, non-arterial streets that the Pioneer Square neighborhood has prioritized for pedestrian enhancements.	Yes
Accommodation of regional transit to/from southwest King County via other north-south routes *Source: Metro Downtown Southend Transit Study*	Transit routes connecting West Seattle, Delridge, and Burien to downtown Seattle would travel to and from downtown via the Spokane Street Viaduct, First Avenue, Fourth Avenue, the E-3 Busway, Airport Way, or I-5.	Travel times for these routes were substantially longer than for the SR 99/Alaskan Way route and would require additional infrastructure such as ramps or bridges, which could increase environmental impacts compared to using Alaskan Way and SR 99.	No
Bicycle and Pedestrian Facilities			
Two-Way Bicycle Facility *Source: Waterfront Seattle*	A two-way, exclusive bicycle facility (also known as a cycle track), physically separated from vehicle and pedestrian traffic, along the new Alaskan Way and/or Elliott Way.	The two-way facility minimized conflicts with both pedestrians and vehicles, and would attract and serve the widest range of cyclists.	Yes (Alaskan Way)
One-Way Bicycle Facility *Source: WFS*	Two one-way exclusive bicycle facilities (also known as cycle tracks), one in each direction, along the new Alaskan Way and/or Elliott Way.	This option would have a higher potential for pedestrian and vehicle conflicts on Alaskan Way than the two-way facility, but would be appropriate on Elliott Way and would connect to similar facilities in Belltown.	Yes (Elliott Way)
Off-Street Multi-Use Path *Source: Waterfront Seattle*	An off-street paved multi-use path, shared with pedestrians, along the new Alaskan Way and Elliott Way; this path would be similar to the existing multi-use pathway.	Potential for bicycle-pedestrian conflicts would reduce safety compared to the two-way cycle track option.	No
Bike Lanes and Reduced Off-Street Path *Source: Waterfront Seattle*	Marked on-street lanes exclusively for bicycle travel along the new Alaskan Way and Elliott Way, plus a narrower off-street path intended for pedestrians and slower-moving bicyclists.	The on-street bike lanes and narrower off-street path would have a higher potential for bicycle-pedestrian and bicycle-vehicle conflicts than the exclusive bicycle facility.	No

AWVRP*: Denotes an alternative or concept studied as part of the Alaskan Way Viaduct Replacement Project.*

Waterfront Seattle*: Denotes an alternative or concept studied as part of the Waterfront Seattle planning process.*

Draft EIS comment*: Denotes an alternative or concept proposed by one or more commenters on the Draft EIS.*

Metro Downtown Southend Transit Study*: Denotes an alternative presented in the August 2012 Metro Downtown Southend Transit Study.*

Alaskan Way Surface Street

Concepts Identified during AWVRP Planning

The AWVRP planning process analyzed viaduct replacement alternatives that included replacing the Alaskan Way surface street. Concepts that were considered for the Alaskan Way surface street included operating the street as a one-way couplet and placing the surface street on the western half rather than on the eastern half of the existing Alaskan Way right of way. Concepts were also studied for connecting the Alaskan Way surface street to streets in the Belltown area by means of a grade-separated crossing of the BNSF railroad tracks. The study of these concepts over time led to the identification in the 2011 AWVRP Final EIS of the Alaskan Way roadway rebuilding project and the Elliott and Western Avenues connector project as independent projects complementary to the bored tunnel.

Concepts Identified during Waterfront Seattle Planning

The Waterfront Seattle planning and design process built on the objectives established for the surface street of the Alaskan Way project by the 2011 AWVRP Final EIS and the 2009 Letter of Agreement. Traffic modeling in those documents suggested that the best location for the Alaskan Way surface street would be east of the existing Alaskan Way and extending from about S. King Street to Elliott Avenue, and that ferry traffic would best be accommodated by a six-lane section between S. King Street and Columbia Street (not including turn lanes). Between Marion and Pike Streets, the analysis indicated that Alaskan Way could be four lanes wide, consistent with its current configuration. A connection from Alaskan Way to the Elliott and Western Avenues corridor could provide a regional truck route for freight and general-purpose traffic between industrial areas north and south of downtown Seattle. A four-lane connector would provide an overcrossing of the BNSF mainline railroad tracks, along with local access to Lenora Street and a connection back into the street grid at Bell Street, which would improve local street connections in Belltown.

Following completion of the AWVRP Final EIS, the City reviewed and tested these surface street design requirements through traffic modeling and coordination with WSDOT and King County Metro. The City's review confirmed that:

- Current functions of Alaskan Way at Yesler Way include moving freight to and from Port of Seattle facilities, providing access and queuing space for vehicles bound for the Seattle Ferry Terminal at Colman Dock, serving waterfront visitors, and accommodating traffic related to cruise ships at Pier 66.
- The new Alaskan Way surface street would need to serve additional traffic demand resulting from WSDOT’s replacement of the viaduct with the bored tunnel. Because the tunnel will not have exits in downtown Seattle as the viaduct does today, Alaskan Way will need to carry much more traffic bound to and from downtown and northwest Seattle after the viaduct is removed. Alaskan Way at Yesler Way will also need to serve increases in traffic over time, with traffic expected to more than triple between 2010 and 2030.
- The greatest concentration of traffic in the future will continue to be at the southern end of Alaskan Way between S. King Street and Yesler Way in the vicinity of Colman Dock. This is because, in addition to accommodating freight, general-purpose traffic, and access and queuing movements for ferries, this section of Alaskan Way will need to accommodate service and stops for the Southwest Transit Pathway bus routes. These bus routes, which would link downtown Seattle with southwest Seattle and King County, will no longer be able to use the viaduct to access downtown Seattle.
- Traffic volumes on Alaskan Way north of Spring Street are expected to be lower than traffic volumes in the southern portion of the project corridor. There are fewer traffic generators to the north, and the steepening topography prevents vehicle access to downtown Seattle via the

east-west street grid. This reduction in traffic would allow the roadway to become narrower as it moves north.

- The surface street must be grade-separated from the railroad tracks that traverse the Alaskan Way corridor from north to south to ensure reliable travel times for all modes and to provide consistent emergency access.

City engineers and analysts then considered various concepts for the main corridor, including some concepts that had been considered and rejected during the AWVRP planning efforts. The goal of the engineers and analysts was to optimize roadway operations for all modes while minimizing the project's impacts, including impacts on adjacent residences, businesses, and neighborhoods. Table 2-1 shows the concepts evaluated as part of the Waterfront Seattle planning and design process.

Concepts Identified through Comments on the Draft EIS

A number of comments on the Draft EIS expressed concern about the width of the southern portion of the main corridor. Commenters stated that the combination of general-purpose lanes, transit lanes, ferry queuing lanes, and turn lanes resulted in a footprint that would be difficult for pedestrians to cross and could impede movement between Pioneer Square and the waterfront. In response, the City evaluated several potential concepts for reducing the width of Alaskan Way south of Columbia Street. One of these concepts has been carried into this Supplemental Draft EIS as Main Corridor Alternative 2 (see Chapter 3 for a description of this alternative).

Transit Facilities

Local Transit Concepts

As mentioned in Section 2.1, the 2011 AWVRP Final EIS and the 2009 Letter of Agreement required the City to evaluate and provide a new streetcar line along First Avenue between Pioneer Square and Seattle Center. Although the 2011 AWVRP Final EIS anticipated that this streetcar line (also called the Center City Connector) would operate in lieu of a streetcar on the central waterfront, the City understood that a local waterfront transit service would still be important. The Alaskan Way roadway design would provide accommodations for a future local bus transit service for the waterfront; however, service is not part of the project and has not been formally proposed. Such a transit service would provide access along the length of Alaskan Way. It would thereby reduce the need for transit users to traverse steep east-west streets to reach existing and planned transit routes on First, Second, Third, and Fourth Avenues. Future transit service on Alaskan Way would also provide connections to Southwest Transit Pathway bus service, the First Hill Streetcar, and the planned Madison bus rapid transit route, all of which pass through or terminate near the waterfront.

City engineers and analysts evaluated five local waterfront transit service concepts, comprising three streetcar options (two historic and one modern) and two rubber-tire transit options. All of the concepts, listed in Table 2-1, consisted of transit connecting various community destinations along the nearly 2-mile stretch of Alaskan Way from Pioneer Square to the Olympic Sculpture Park. Recreational visitors, local waterfront employees, and residents were anticipated to be the primary users of this service. The evaluation criteria included system capacity and operations, connectivity, travel time, traffic impacts, safety, accessibility, rider attraction, noise, air quality, visual quality, utility conflicts, and costs. The concepts and analyses of local waterfront transit are described in the Local Waterfront Transit Study published by the City of Seattle Office of the Waterfront in January 2015.

Regional Transit Concepts

The 2011 AWVRP Final EIS and the 2009 Letter of Agreement stated that transit enhancements would include transit service serving West Seattle, Uptown, South Lake Union, and northwest Seattle, including Ballard. King County would be responsible for providing peak express bus service to downtown Seattle and conducting city street improvements related to improved bus operations. King County's evaluation of regional transit concepts is summarized in Section 2.1, and the concepts evaluated are shown in

Table 2-1. Because the SR 99, Alaskan Way, and Columbia Street concept had the fastest and most reliable travel times of all the considered concepts, the Alaskan Way project design incorporated transit-priority treatments on this route to ensure reliable transit service. A separate project led by King County addresses street design changes needed to complete the transit priority lanes on Columbia Street to Third Avenue.

Bicycle and Pedestrian Facilities

The 2011 AWVRP Final EIS stated that the new Alaskan Way surface street would include bicycle facilities, sidewalks, and signalized pedestrian crossings at cross-streets, with the connector to Elliott and Western Avenues also including bicycle and pedestrian facilities. Seattle's "complete street" policy requires the surface street to promote safe operations for all users. Based on these requirements, and with a primary purpose of creating safe, efficient, and reliable travel for pedestrians and bicyclists, the City engineers and analysts determined that dedicated, separate facilities for bicycle and pedestrian travel would provide the highest level of safety, efficiency, and reliability for nonmotorized users. City engineers and analysts then determined the type of facilities that would best serve each travel mode. Table 2-1 describes the alternatives and concepts that were evaluated.

2.3.2 Promenade Concepts

The 2011 AWVRP Final EIS and the 2009 Letter of Agreement stated that the City of Seattle would be responsible for providing a promenade along the central waterfront that consists of a new public open space between S. King Street and Pike Street, which is approximately 70 to 80 feet wide between Marion and Pike Streets, and serves Piers 48 through 59. The City evaluated concepts for locating this new open space both east and west of Alaskan Way, as shown in Table 2-2. Siting the new open space directly along the waterfront was determined to be more consistent with the Waterfront Seattle Guiding Principles, the Seattle SMP, and the project objectives for the Promenade. This configuration would also reduce the potential for conflicts between motorized and nonmotorized travel modes, thereby increasing safety.

Table 2-2. Alternatives and Concepts Evaluated for the Promenade

Alternative or Concept	Description	Findings of Evaluation	Carried Into EIS?
Promenade Action Alternative (part of the Draft EIS Action Alternative) *Source: Waterfront Seattle*	Continuous public open space along the west (waterward) side of the new main corridor from S. King Street to Virginia Street that would be designed for walking, sitting, gathering, and viewing. Driveways to access waterfront land uses would be aligned midblock rather than at street ends.	The addition of substantial public space directly along the waterfront would support the project objectives and further the goals of the SMP.	Yes
Promenade alignment to the east of the new Alaskan Way *Source: Waterfront Seattle*	Similar to the Promenade Action Alternative, but open space would be located east, or upland, of the new main corridor roadway. East-west roadways would cross the public open space to intersect with Alaskan Way (see "Western alignment of Alaskan Way" in Table 2-1).	This design would conflict with public access policies in the SMP. Open space east of the road would be discontinuous because of east-west streets cutting through it, and it would have less amenity value than space west of the roadway. In addition, more nonmotorized activity in the open space east of the roadway would create the potential for vehicle conflicts with pedestrians and bicycles.	No

***Waterfront Seattle**: Denotes an alternative or concept studied as part of the Waterfront Seattle planning process.*

2.3.3 Overlook Walk Concepts

The 2011 AWVRP Final EIS identified the triangular space north of Pike Street and east of Alaskan Way as potential public open space that could provide a direct, safe, and human-scaled route with open space and view opportunities between Pike Place Market and the waterfront. In establishing the location for the Overlook Walk, City engineers and analysts determined that the slope between Pike Place Market and the waterfront would afford the opportunity to provide active gathering spaces and elevated scenic viewing locations, create a robust and accessible pedestrian connection with multiple ways to travel between Pike Place Market and the waterfront, and provide opportunities to enhance the pedestrian experience and revitalize the area. Once the Alaskan Way Viaduct is demolished, this location will be unique in having the most space predominantly within currently existing City property to accommodate a structure providing the intended pedestrian connection and open space. Locations farther north or south would be constrained in width by narrower rights of way; widening these areas as pedestrian corridors would require substantial displacements or extensive pedestrian bridges that would block views and reduce the vitality of the street, resulting in a failure to meet project objectives. For example, modifying the Overlook Walk by connecting Alaskan Way with Elliott Way at Pike Street rather than Pine Street would not meet the project objective of providing a grade-separated connection from the Pike Place Market to the waterfront. Table 2-3 summarizes the findings of the City's evaluation of alternatives and concepts for the Overlook Walk.

Table 2-3. Alternatives and Concepts Evaluated for the Overlook Walk

Alternative or Concept	Description	Findings of Evaluation	Carried Into EIS?
Overlook Walk Alternative 1 (part of the Draft EIS Action Alternative) *Source: Waterfront Seattle*	This alternative would be composed of two buildings (B and C) and a sloping lid extending from the Pike Place Market, across the new Elliott Way, and down to the waterfront near the Seattle Aquarium and Pier 62/63.	This alternative would include over an acre of public open space, provide gathering and viewing opportunities, and create an accessible pedestrian connection between the Pike Place Market and the waterfront. This location would provide sufficient space, primarily within the existing City right of way, to connect these major attractions while incorporating views, open space, and public amenities.	Yes
Overlook Walk Alternative 2 *Source: Waterfront Seattle, Seattle Aquarium Master Plan*	Similar to Overlook Walk Alternative 1, but would replace Building C with a larger building (the Aquarium Pavilion) that would house Seattle Aquarium exhibits. Stairs and ramps would be reconfigured to accommodate the new building footprint.	This alternative would have similar features to those of Overlook Walk Alternative 1, but would provide enhanced public gathering space and waterfront viewing opportunities from the roof of the Aquarium Pavilion. If the stairways were constructed prior to the Pavilion, then views would be available from the eastern portion of the Overlook Walk until such time as the Pavilion was constructed. The two stairways in this alternative would provide pedestrian connections between the Pike Place Market and the waterfront.	Yes
Larger lid concepts *Source: Waterfront Seattle*	The City evaluated concepts providing varying amounts of open space and incorporating buildings of different shapes and sizes.	Although concepts that maximize the areal extent of the Overlook Walk lid would provide the most open space, their scale would result in greater construction impacts, and their view impacts would be more substantial than those of Overlook Walk Alternatives 1 and 2.	No

Table 2-3. Alternatives and Concepts Evaluated for the Overlook Walk (continued)

Alternative or Concept	Description	Findings of Evaluation	Carried Into EIS?
Shift in Overlook Walk pedestrian connection if Pike Street provides vehicle access from Alaskan Way to Elliott Avenue *Source: AWVRP, Waterfront Seattle*	The new Alaskan Way and the new Elliott Way would connect at Pike Street, one block south of the Pine Street connection proposed for Main Corridor Alternatives 1 and 2. The Overlook Walk would be in the same location but would be separated from the Promenade by the new Alaskan Way and Pike Street connection (see "Pike Street connection from Alaskan Way to Elliott Way" in Table 2-1).	Southern shift would result in the Overlook Walk connecting to a concrete "island" surrounded by roadways rather than directly to the waterfront and Promenade. The configuration would fail to meet the project objectives by eliminating the opportunity to create a substantial public open space near the Aquarium, and would severely constrain the design of pedestrian and bicycle facilities in the northern portion of the Promenade. It would also fail to connect pedestrians directly from the Pike Place Market to the Promenade without an at-grade crossing of Alaskan Way.	No
Reduction in scale of Overlook Walk and expansion of other east-west connections *Source: Draft EIS comments*	Enhanced east-west crossings would be provided either north or south of the proposed Overlook Walk location (such as at Union Street), and the lid north of Pike Street would be reduced in size.	While AWPOW includes enhanced east-west connections at Union and Lenora Streets, these connections do not meet the project objectives of connecting the Pike Place Market with the waterfront, and providing public open space. Rights of way in other east-west corridors are constrained by surrounding land uses, and substantial displacements would be required to make direct at-grade connections to the Pike Place Market and/or provide new open space. In addition, reducing the scale of Overlook Walk would limit the public open space and view opportunities provided, and therefore would not meet these project objectives as well as Overlook Walk Alternatives 1 and 2.	No

Waterfront Seattle*: Denotes an alternative or concept studied as part of the Waterfront Seattle planning process.*

Seattle Aquarium Master Plan*: Denotes a concept presented in the Seattle Aquarium Master Plan dated July 2015. The Master Plan includes plans for renovating Pier 59, expanding Pier 60, and creating a new exhibit building.*

AWVRP*: Denotes an alternative or concept studied as part of the Alaskan Way Viaduct Replacement Project.*

Draft EIS comment*: Denotes an alternative or concept proposed by one or more commenters on the Draft EIS.*

3 Alternatives Description

This chapter describes the original and new alternatives for the Main Corridor and Overlook Walk projects. The No Action Alternative is also described because it serves as a basis for comparison with the action alternatives. Because the Promenade and East-West Connections projects have not changed since the Draft EIS, they are not discussed in this chapter. Their descriptions can be found in Chapter 2 of the Draft EIS.

3.1 No Action Alternative

The No Action Alternative is the same as described in the Draft EIS. Under the No Action Alternative, the AWPOW projects would not be built. However, conditions in the area would be different from those that exist at the time this Supplemental Draft EIS is published (2016). Major changes assumed to be in place under the No Action Alternative are:

- The AWVRP will be complete, with the viaduct eliminated and the SR 99 tunnel in operation. Parking that existed beneath the viaduct prior to the start of AWVRP construction is assumed to have been restored.
- The EBSP will be complete, and will include a new sidewalk inset with light-penetrating surface (LPS).
- The Pike Place MarketFront project[4] will be complete.

The analysis for the No Action Alternative is based on the expected conditions in 2030, which is the project design year (the year used for the assessment of future conditions). The No Action Alternative serves as the baseline against which the potential impacts of the Action Alternative are evaluated.

Upon completion of the EBSP (anticipated in 2017), it is assumed that Alaskan Way will be restored to the alignment that it occupied before construction began on the AWVRP and EBSP, immediately west of and generally parallel to the present alignment of the Alaskan Way Viaduct. The roadway will have two lanes serving general-purpose traffic in each direction, with an additional northbound lane to serve ferry traffic between S. King and S. Main Streets and two left-turn lanes between S. Main Street and Yesler Way. The east-west streets will generally connect to the restored roadway as they did before EBSP construction started, although the intersections of Alaskan Way with Columbia and Seneca Streets will be modified after removal of the Alaskan Way Viaduct ramps. There will be traffic signals at all intersections. The restored Alaskan Way will not have a direct connection to Western Avenue or Elliott Avenue in Belltown. Vehicles traveling north will need to use Wall, Vine, or Broad Streets to cross the BNSF rail line and access Belltown.

Under the No Action Alternative, the City-owned right of way beneath the Alaskan Way Viaduct is assumed to be restored to its original configuration in 2010, before construction of those projects began. This configuration included parking spaces with pay stations as well as business and parking access lanes. Approximately the same number of parking spaces is assumed to be provided as were in place in 2010.

Bicycle and pedestrian facilities are assumed to generally match those existing in the corridor before EBSP construction began, but with improvements to meet ADA requirements. A sidewalk with a continuous band of LPS to improve aquatic habitat conditions will run along the western edge of the restored Alaskan Way. On the east side of Alaskan Way, an 8- to 10-foot-wide path will provide through access for bicycles and pedestrians.

[4] The Draft EIS used the term “Pike Place Market Waterfront Entrance (PPMWE) building.” This project is now called the Pike Place MarketFront.

3.2 AWPOW Project Alternatives

AWPOW would implement improvements after the AWVRP, EBSP, and the Pike Place MarketFront have been constructed. The following AWPOW projects are evaluated in this Supplemental Draft EIS:

- The Main Corridor—A new Alaskan Way corridor from S. King Street to Pike Street, and a new Elliott Way corridor from Pike Street to Battery Street with improvements for general-purpose traffic, transit, freight, and pedestrian and bicycle facilities
- The Overlook Walk—A new structure providing open space, view opportunities, and pedestrian connections between the waterfront and Pike Place Market

To allow for a clear comparison of alternatives, the Main Corridor and Overlook Walk improvements described under the heading "Action Alternative" in Chapter 2 of the Draft EIS have been renamed for this Supplemental Draft EIS as Main Corridor Alternative 1 and Overlook Walk Alternative 1.

3.2.1 Main Corridor

The Main Corridor project would operate as part of the regional transportation system, serving some of the functions that will no longer be provided by SR 99 after the Alaskan Way Viaduct is replaced with a tunnel. It would serve both local and regional transportation needs for a wide array of users, providing access between SR 99 and downtown Seattle as well as direct access to northwest Seattle. In addition to passenger, transit, and freight vehicles, it would accommodate high levels of pedestrian and bicycle traffic and would improve connections between the waterfront and downtown Seattle.

The City is considering two alternatives for the Main Corridor project. These alternatives would have different lane configurations and roadway widths between S. King Street and Columbia Street, but would be identical north of Columbia Street. This section of Alaskan Way, south of Columbia Street, is part of SR 519 and is a primary route for vehicle traffic entering Colman Dock. Alaskan Way is also a major truck route for freight traveling north and south through Seattle, as well as between the Port of Seattle facilities along the waterfront. When the viaduct is torn down, this section is also anticipated to serve an increasing number of transit routes. The alternatives represent different approaches to serving these varying modes of motorized transportation as well as accommodating the large number of pedestrians who walk along Alaskan Way to and from the Seattle Ferry Terminal at Colman Dock, Pioneer Square, and events at Safeco Field and CenturyLink Field.

The alternatives for the Main Corridor project are:

Main Corridor Alternative 1—This alternative is the configuration evaluated as part of the Action Alternative in the Draft EIS. Between S. King Street and Columbia Street, Alaskan Way would generally have eight traffic lanes as shown in Figure 3-1; cross-sections are shown in Figures 3-2 and 3-4. There would be a dedicated transit lane in each direction. From just south of S. Washington Street to Yesler Way, northbound Alaskan Way would have two left-turn lanes for ferry traffic entering Colman Dock. The roadway would be approximately 100 feet wide at S. Washington Street. On the east side of Alaskan Way, the sidewalk and planting area would be 30 feet wide.

Main Corridor Alternative 2—This alternative would reduce the width of the southern portion of Alaskan Way between S. King Street and Columbia Street by removing the dedicated transit lanes south of Columbia Street. Transit would operate in the general-purpose traffic lanes. Compared to Main Corridor Alternative 1, the reduction in width would range from approximately 2 feet, midblock between S. King and S. Jackson Streets, to approximately 34 feet at the S. Washington Street crosswalks. The roadway would have five or six traffic lanes, depending on where turn pockets are located, as shown in Figure 3-1. Cross-sections for Main Corridor Alternative 2 are shown in Figures 3-2, 3-3, and 3-4. On-street parking and loading

spaces would be provided on the east side of the street, except on blocks with bus stops. Alaskan Way would be approximately 76 feet wide at the curb bulb on the north side of S. Washington Street. North of the curb bulb there would be on-street parking, resulting in a roadway width of approximately 86 feet. The sidewalk on the east side of the street would be reduced to 20 feet. The space created by narrowing of the roadway and sidewalk would become part of the sidewalk, planting areas, and Promenade on the west.

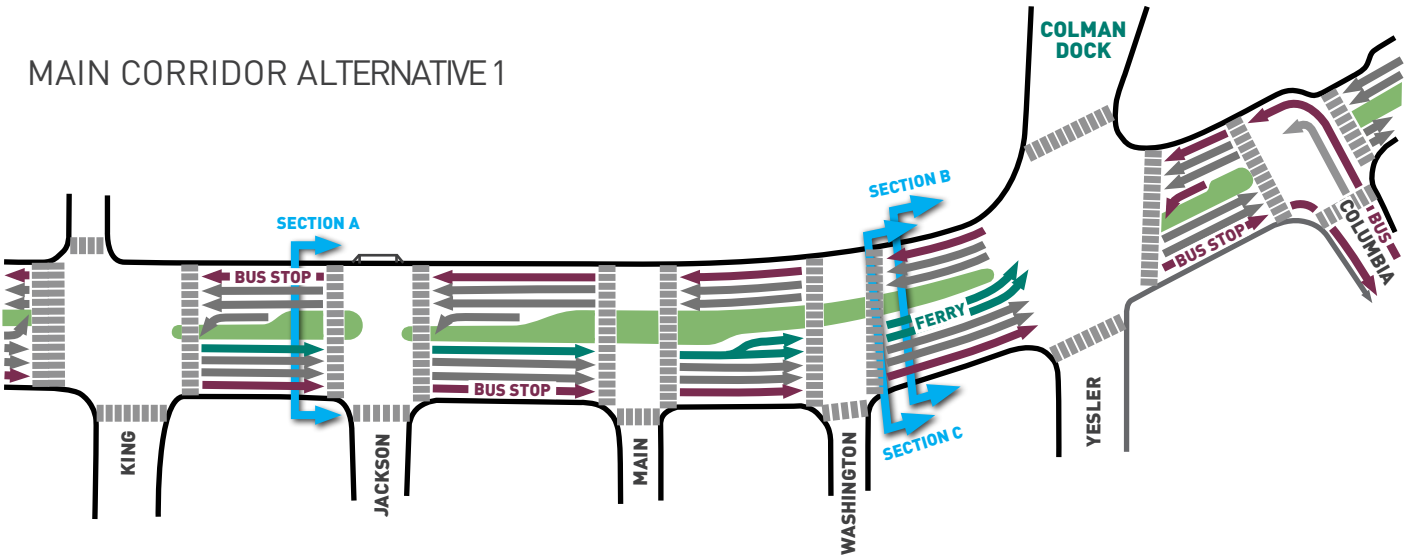
North of S. Jackson Street to Yesler Way, Main Corridor Alternative 2 would have approximately 24 to 34 more feet on the west side of Alaskan Way compared to Main Corridor Alternative 1.

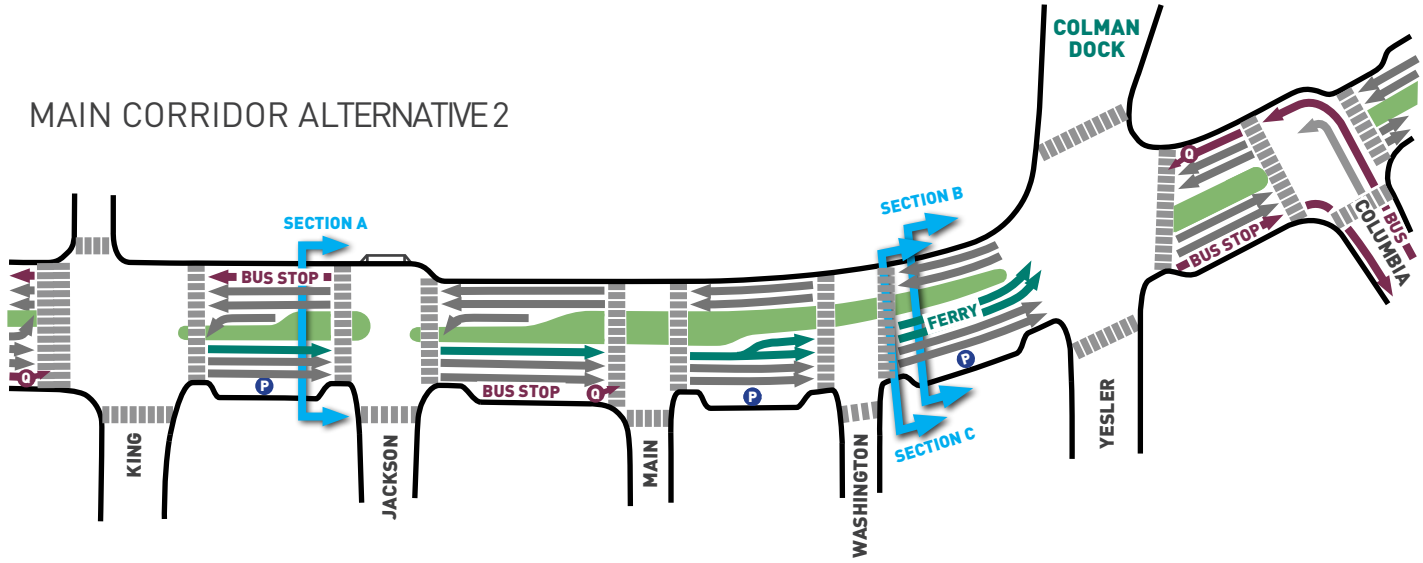
Both alternatives would include the following proposed improvements, as described in the Draft EIS:

- Construction of the new Alaskan Way between Columbia Street and Pine Street, along the east side of the right of way
- Construction of a new arterial connection, called Elliott Way, which would follow the path of the existing Alaskan Way Viaduct from Alaskan Way at Pine Street up the hill into Belltown, where it would connect with Elliott and Western Avenues
- A new intersection at Pine Street (referred to as the Pine Street extension) that would connect the new Alaskan Way and new Elliott Way with the existing Alaskan Way north of Pier 62/63
- A dedicated transit lane on Columbia Street between Alaskan Way and First Avenue, which is part of King County Metro's Southwest Transit Pathway improvements to address transit needs following AWVRP completion
- Northbound ferry queuing lanes between S. King Street and Yesler Way, which include double left-turn lanes between S. Main Street and Yesler Way

Pedestrian improvements north of Columbia Street would also include wider sidewalks along the east and west sides of the new Alaskan Way for both alternatives. Sidewalks would continue along both sides of Elliott Way, allowing pedestrians to walk from the waterfront to Belltown. Other pedestrian improvements would include a rebuilt Marion Street pedestrian bridge, and reconstructed stairs and sidewalks on Seneca Street between Alaskan Way and Western Avenue. A continuous, protected two-way bicycle facility would run along the west side of the new Alaskan Way, connecting in Belltown with existing bicycle lanes on Elliott and Western Avenues.

Both alternatives would provide bus stops on Alaskan Way for regional transit vehicles, as well as accommodations for future local waterfront transit that could provide connections to waterfront-area destinations for recreational visitors, local employees, and residents.





NOT TO SCALE

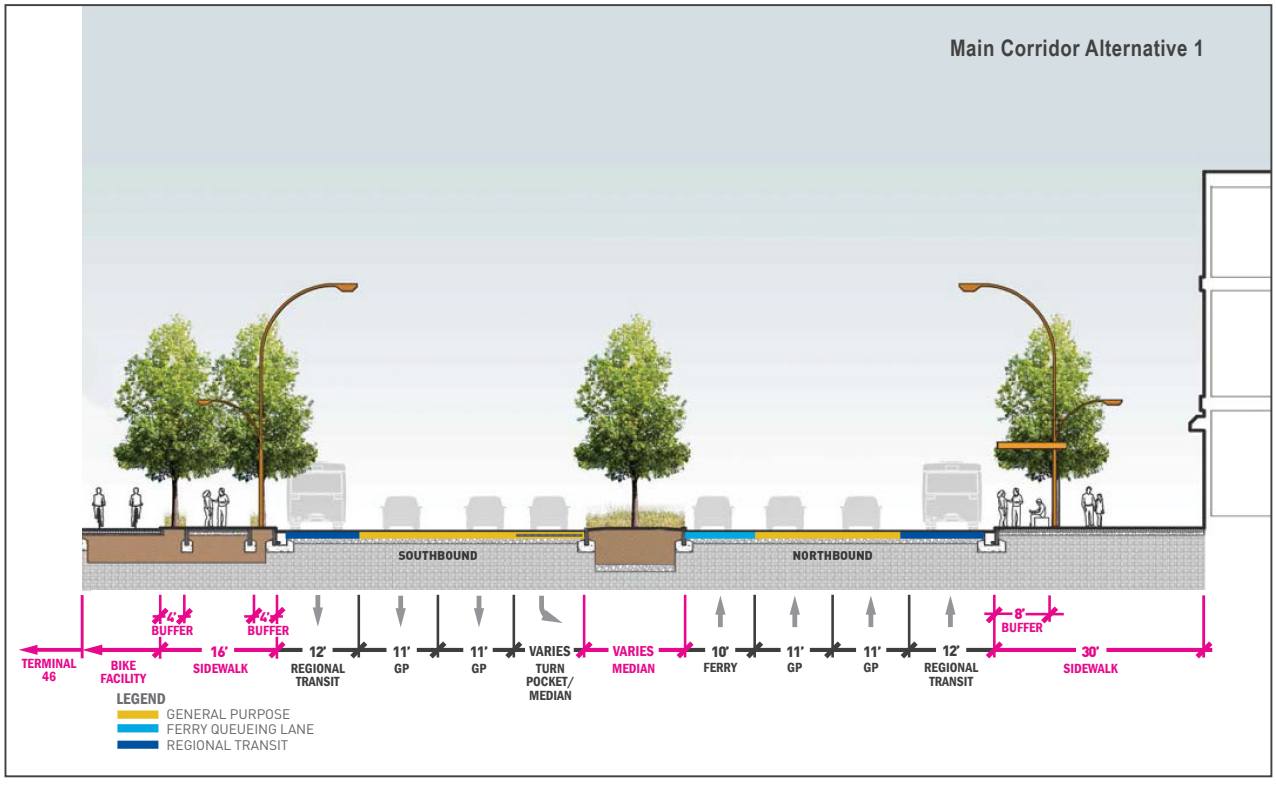
LEGEND:

- FERRY-ONLY
- GENERAL PURPOSE
- TRANSIT-ONLY + RIGHT TURNS
- TRANSIT QUEUE JUMP
- PARKING/LOADING

NOTE: EAST-WEST LANE CONFIGURATIONS UNCHANGED SINCE THE 60% SUBMITTAL

Figure 3-1
Lane Configuration Diagrams for the Main Corridor Alternatives

Alaskan Way, Promenade, and Overlook Walk
Supplemental Draft EIS



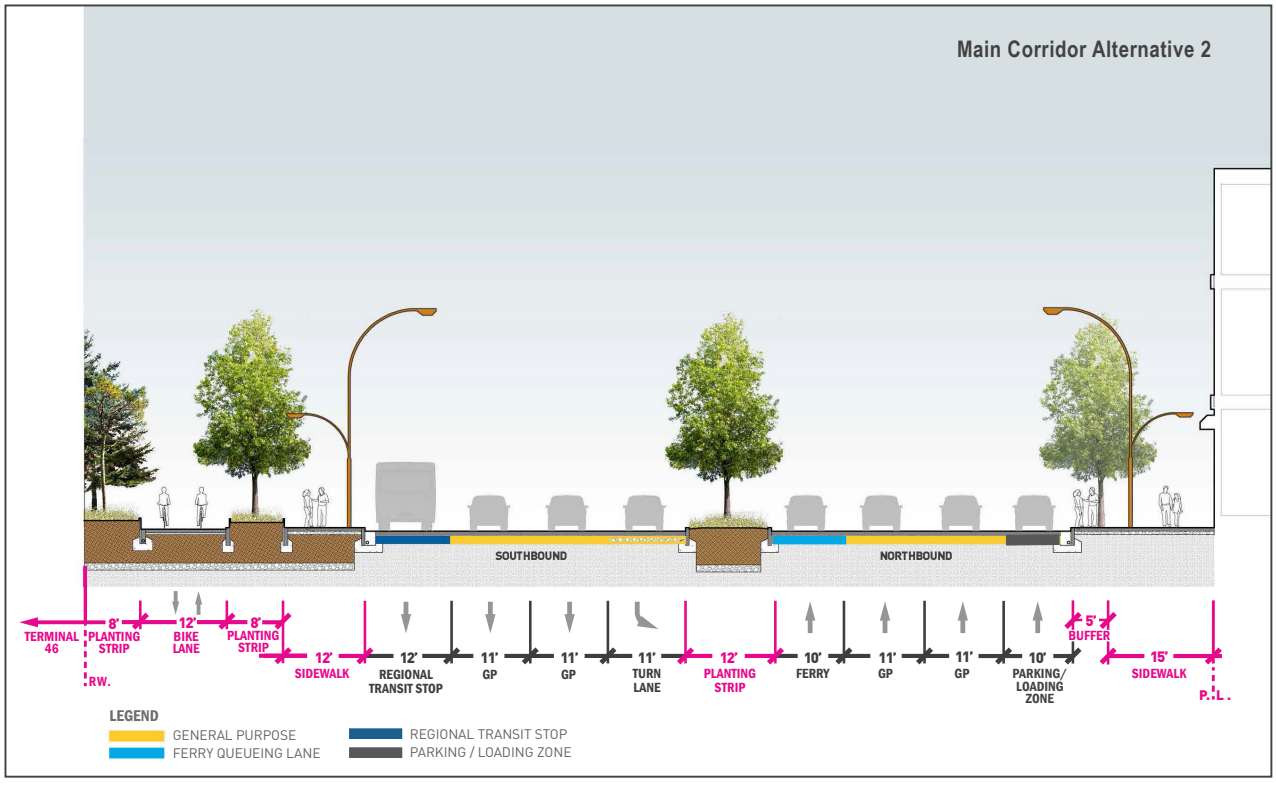
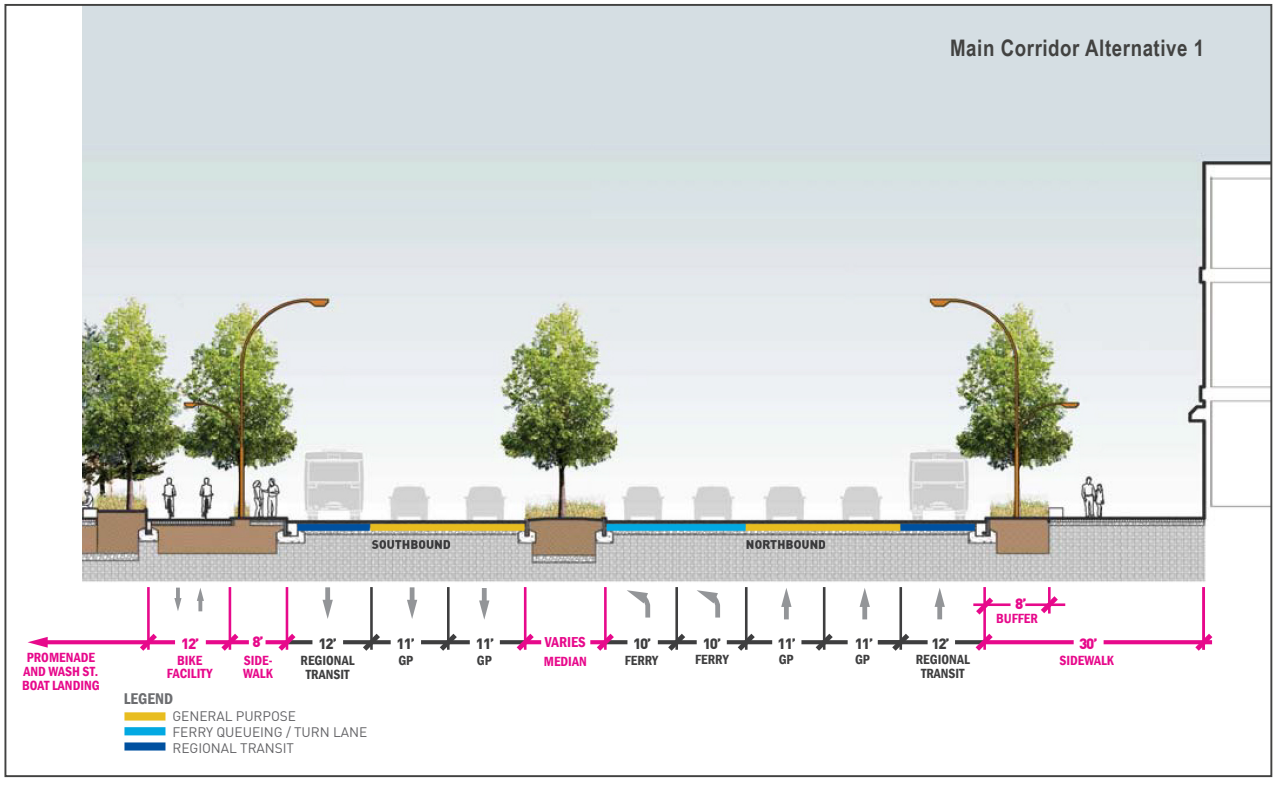


Figure 3-2.
Section A: Alaskan Way South of S. Jackson Street

Alaskan Way, Promenade, and Overlook Walk
Supplemental Draft EIS



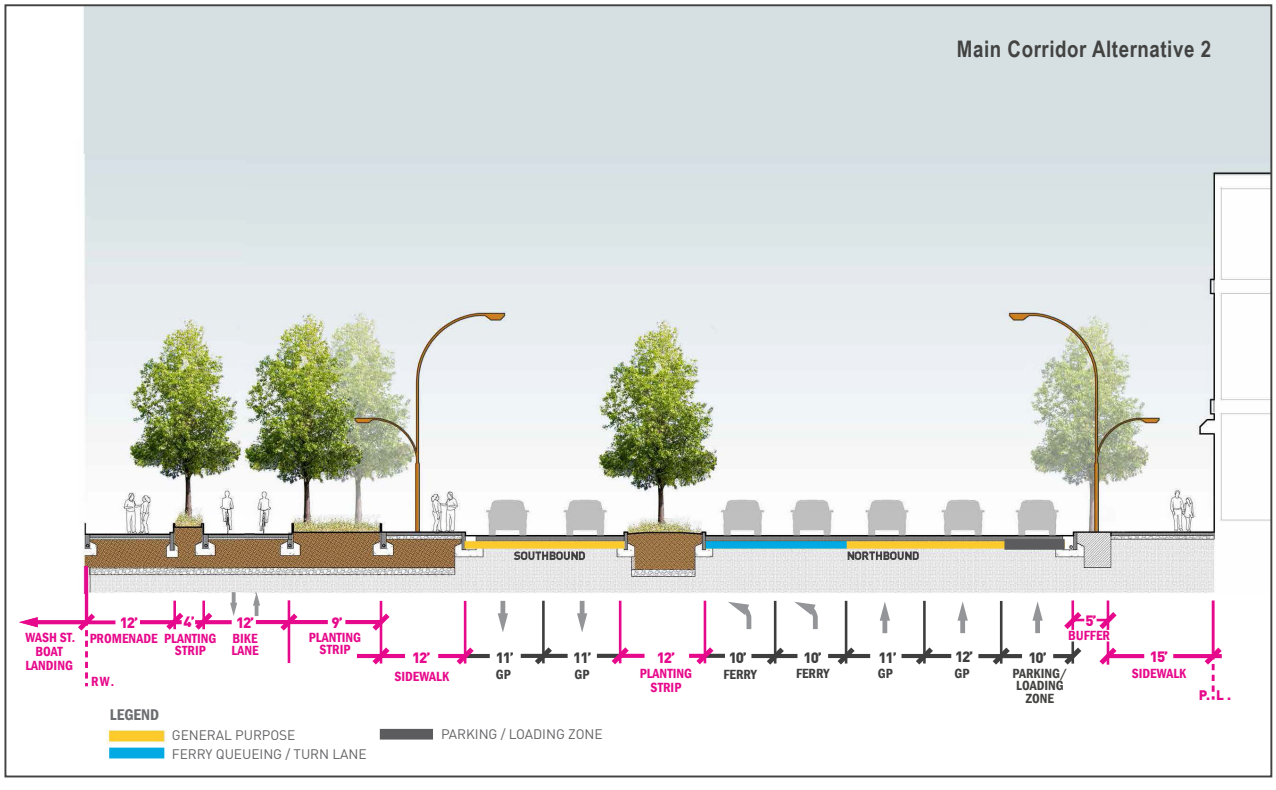
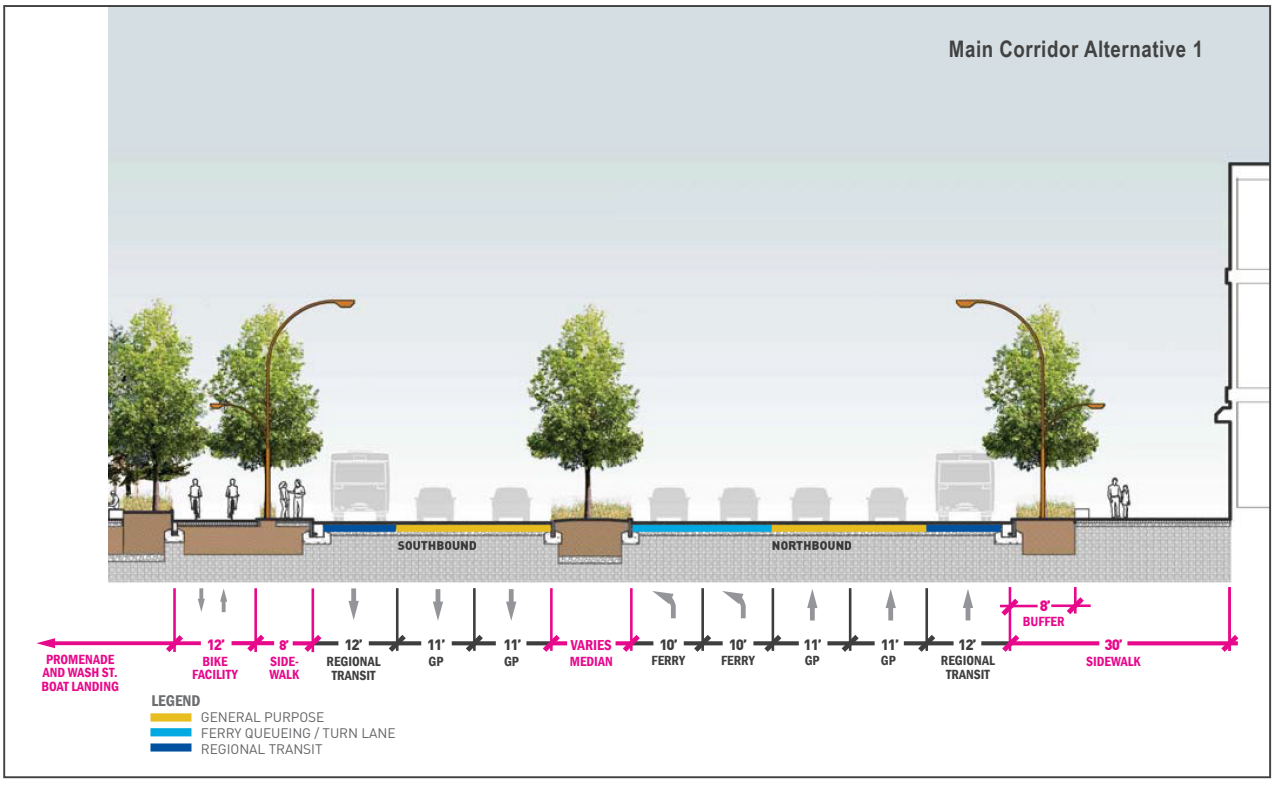


Figure 3-3.
Section B: Alaskan Way North of S. Washington Street

Alaskan Way, Promenade, and Overlook Walk
Supplemental Draft EIS



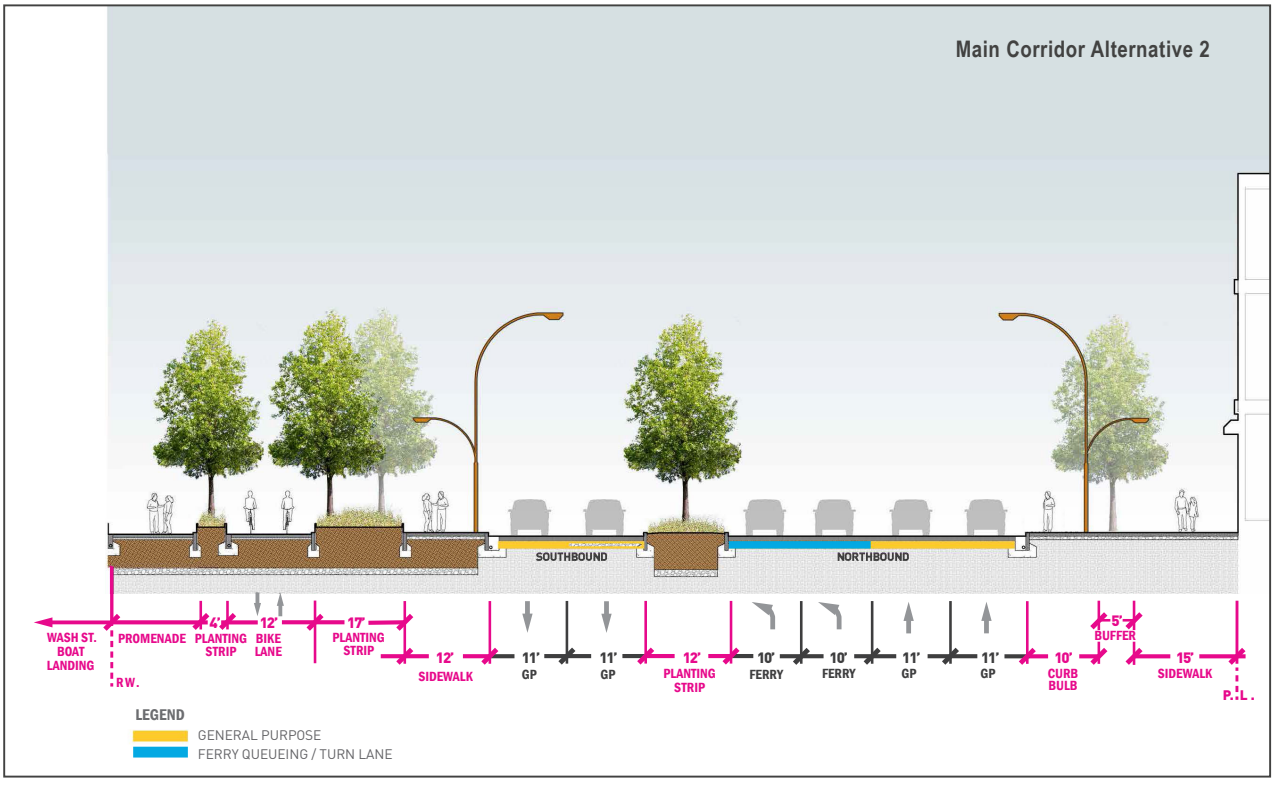


Figure 3-4.
Section C: Alaskan Way North of S. Washington Street at Crosswalk

Alaskan Way, Promenade, and Overlook Walk
Supplemental Draft EIS

3.2.2 Overlook Walk

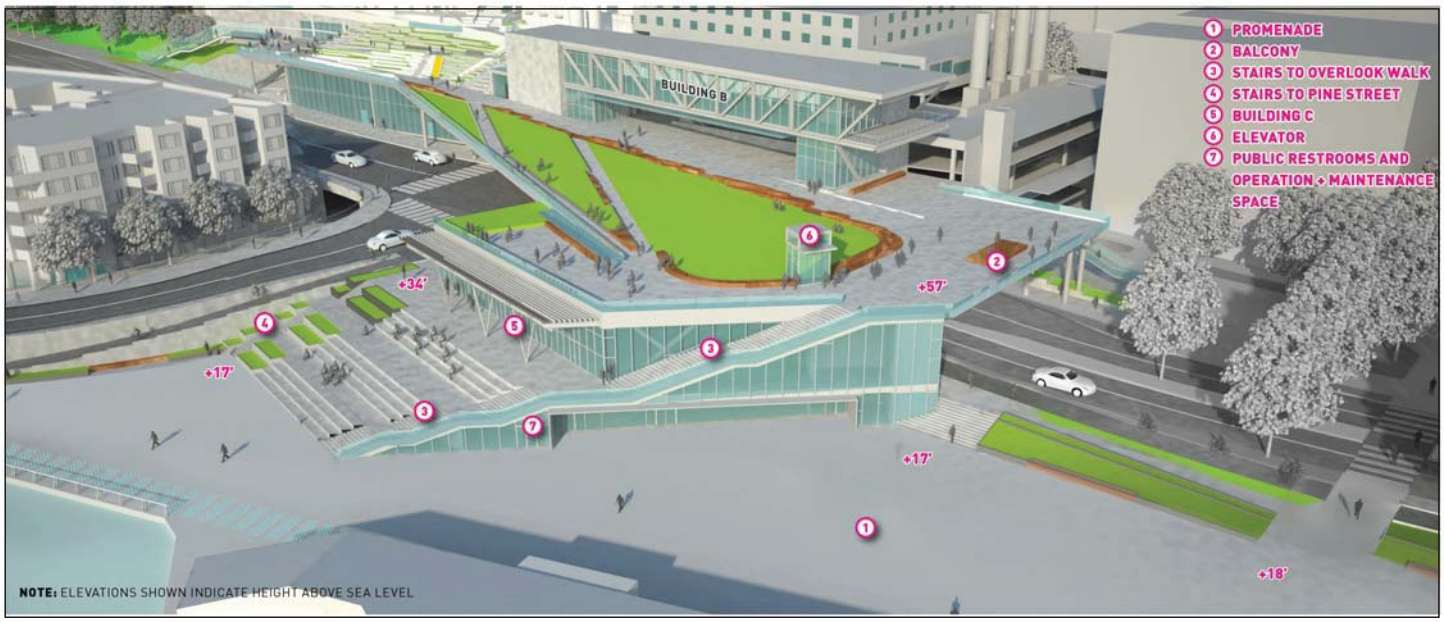
The Overlook Walk would occupy the area south of Victor Steinbrueck Park, west of Pike Place Market, and northeast of the Seattle Aquarium. The Seattle Aquarium has developed a Master Plan, and City Council Resolution 31603 on the Master Plan supported further review and analysis, including environmental review, of a potential Aquarium expansion at the Overlook Walk location. As a result, a new alternative is being evaluated that includes the Aquarium's vision to construct a building in the area where Building C is located. The two alternatives for the Overlook Walk are:

Overlook Walk Alternative 1—This is the configuration presented in the Draft EIS. The Overlook Walk would be composed of two buildings (Buildings B and C) and a sloping lid that would extend southwest from the Pike Place Market, across the new Elliott Way, and down more than 100 vertical feet to the waterfront near the Seattle Aquarium and Pier 62/63 (Figure 3-5). This alternative would include over an acre of public open space, provide active gathering spaces and elevated scenic viewing opportunities, create an accessible pedestrian connection with multiple ways to walk between Pike Place Market and the waterfront, and provide opportunities to enhance the pedestrian experience. Staircases would link the northern part of the Overlook Walk to Victor Steinbrueck Park and Elliott Way. On the southwest side of the lid, wide amphitheater-style steps would open onto Pier 62/63. Building B would contain approximately 23,000 square feet and Building C would have approximately 22,000 square feet of interior space.

Overlook Walk Alternative 2—This alternative would modify the original Overlook Walk design to accommodate approximately 48,000 square feet of interior space for the Aquarium Pavilion and modify the Overlook Walk staircase to consist of two stairways leading from the Overlook Walk to the Aquarium Plaza and the Promenade, as shown in Figure 3-6. One stairway would be on the north side of the Aquarium Pavilion near Pine Street and the other on the south side of the building near Alaskan Way. Similar to Overlook Walk Alternative 1, space for park operations and maintenance, as well as public restrooms, would be provided under the staircases. The roof of the Aquarium Pavilion would include public gathering space and a viewing area. The Aquarium Pavilion would be designed and constructed by the Seattle Aquarium. Building B would be the same for Overlook Walk Alternative 2 as in Alternative 1.

While this Supplemental Draft EIS evaluates the impacts of a conceptual plan, location, and zoning envelope for an Aquarium Pavilion, the building's uses, functions, size, and form will be evaluated by the Seattle Aquarium in a separate environmental document. The Aquarium's conceptual plans propose approximately 48,000 square feet of above-ground interior space for the Aquarium Pavilion. The height of the building would be approximately 40 feet above the Promenade, with public open space and a view area on the roof that would be contiguous with and accessible from the Overlook Walk. The height of the Aquarium Pavilion and Overlook Walk structures would comply with applicable height restrictions.

It is possible that under Overlook Walk Alternative 2, the Overlook Walk could be completed prior to the Aquarium Pavilion, as shown in Figure 3-7. If this were the case, the construction period would be longer than if the two projects were built concurrently.



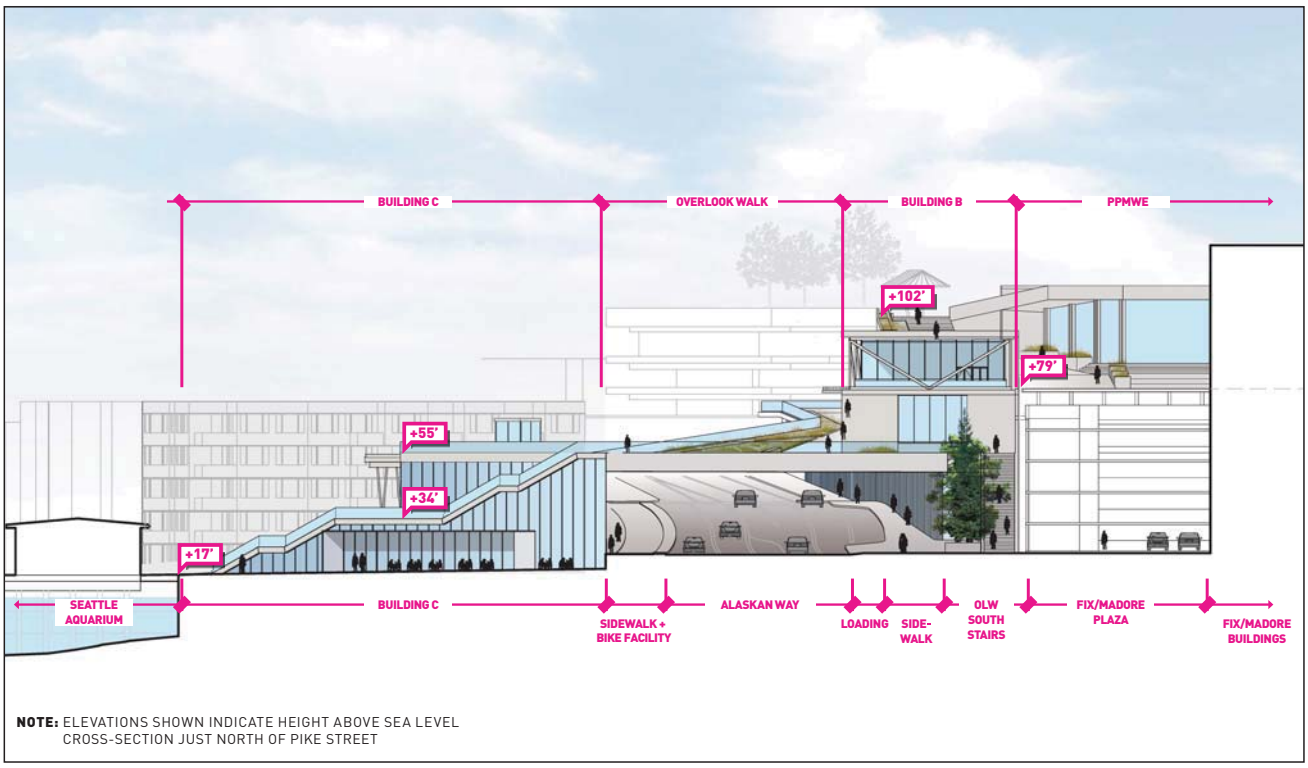


Figure 3-5
Overlook Walk
Alternative 1 Concept Design and Cross-Section

Alaskan Way, Promenade, and Overlook Walk
Supplemental Draft EIS

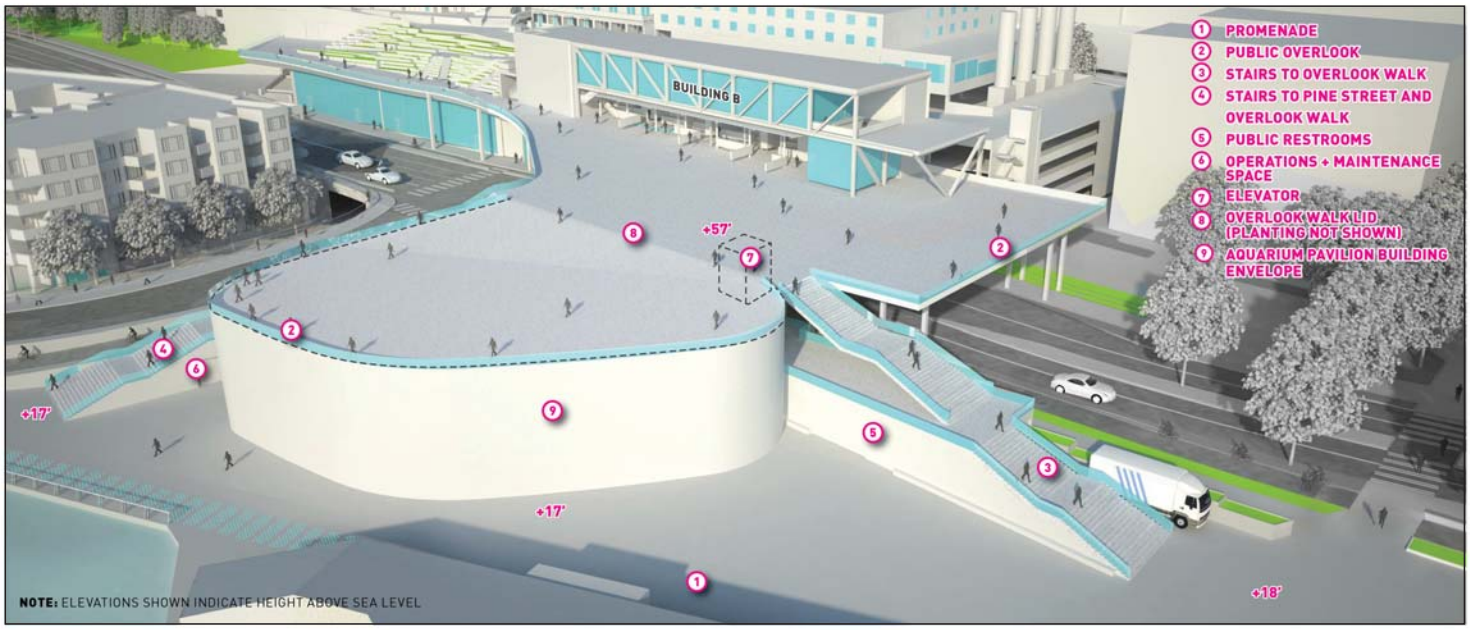


Figure 3-6
Overlook Walk
Alternative 2 Concept Design
with Aquarium Pavilion
Building Envelope

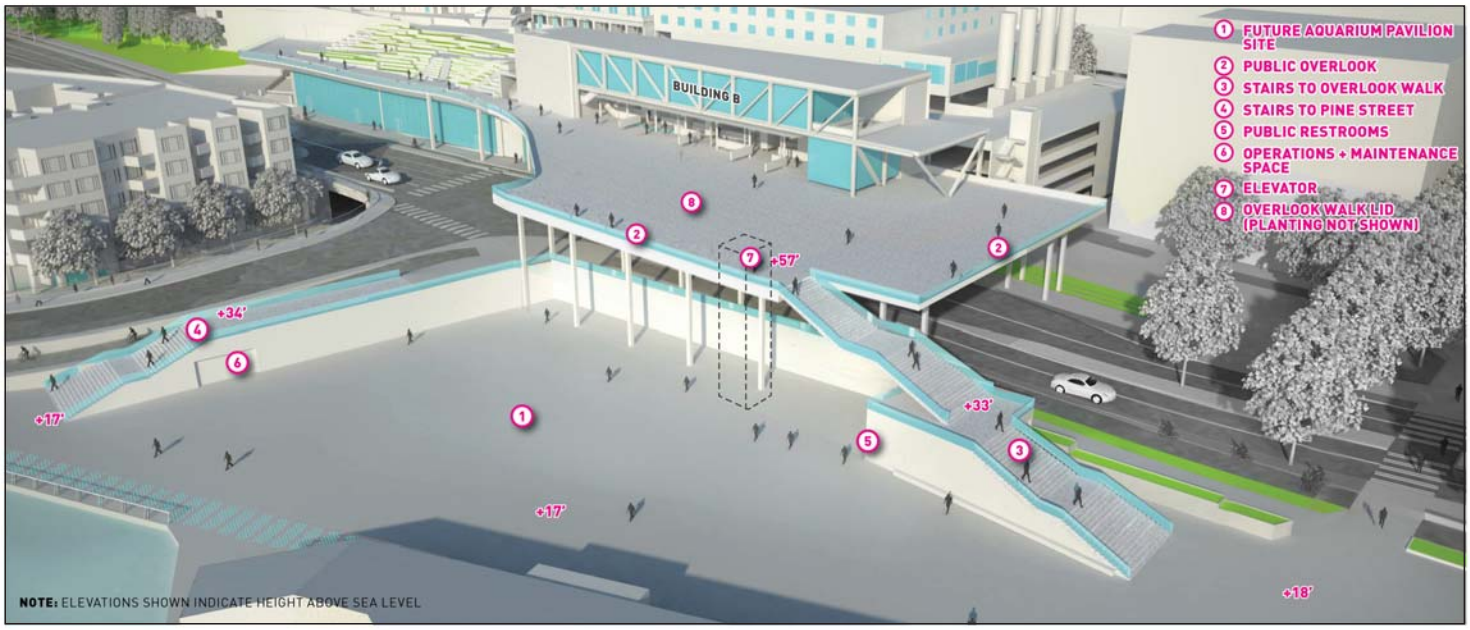


Figure 3-7
Overlook Walk
Alternative 2 Concept Design
Prior to Aquarium Pavilion

3.3 Construction Methods for the AWPOW Project Alternatives

Construction methods and sequencing for all of the AWPOW projects are described in Section 2.5 of the Draft EIS. Because of the dynamic nature of construction, the sequencing, extent, and timing of construction activities would vary to some degree. However, Section 2.5 of the Draft EIS represents a reasonable scenario that allows an understanding of the range of potential methods that could be used as the project is being built.

In general, construction would be timed and sequenced to minimize impacts on nearby residents and businesses. It is expected that at least two lanes of Alaskan Way (one in each direction) would remain open during morning and afternoon peak traffic hours, except for a full closure for the period necessary to construct the new Pine Street extension and the western portion of the Overlook Walk. This full closure of Alaskan Way would extend approximately one block between the Seattle Aquarium and Pier 62/63. During this closure of Alaskan Way, at least two lanes of Elliott Way (one in each direction) would be open during morning and afternoon peak traffic hours to provide a north-south route. Clearly signed detour routes would be provided around construction areas.

Throughout construction, the City would maintain access to private property to the maximum extent feasible, and would notify property owners in advance of activities that might temporarily limit access. In addition, the City would coordinate with affected property owners and support outreach activities to minimize the potential impacts of construction.

4 Impacts and Mitigation Measures for Main Corridor Alternatives

This chapter compares the impacts of Main Corridor Alternative 2 to those of Main Corridor Alternative 1 and (where appropriate) to the No Action Alternative. Main Corridor Alternative 2 would reduce the width of parts of Alaskan Way compared to Main Corridor Alternative 1 by eliminating the transit-only lanes south of Columbia Street. It would also reduce the width of the sidewalk on the east side of Alaskan Way, using the space to widen the sidewalk, planting areas, and Promenade west of Alaskan Way. Because Main Corridor Alternative 2 is within the same footprint that was described in the Draft EIS, the affected environment and study area for all elements of the environment remain the same as described in the Draft EIS. Please refer to Chapters 3 through 14 of the Draft EIS for descriptions of the affected environment.

4.1 Construction Impacts and Mitigation Measures

Although the relative widths of the main corridor's components would change and the space dedicated to vehicles would be narrower, the overall AWPOW construction footprint and the types of construction activities required would remain the same as described in Section 2.5 of the Draft EIS. Main Corridor Alternative 2 is not anticipated to change the construction timing or sequencing of the AWPOW projects compared to Main Corridor Alternative 1. Construction impacts and mitigation measures would be the same for both Main Corridor alternatives for the following elements of the environment:

- **Transportation**—Construction impacts on traffic volumes and operations, freight, pedestrians, bicyclists, public transportation, water transportation services, rail, and emergency services would be the same as described in the Draft EIS Section 3.3.2. Mitigation measures, including developing a Traffic Control Plan, would be the same as discussed in Section 3.3.3 of the Draft EIS.
- **Parking**—Construction activities would temporarily affect on-street parking in the main corridor. The impacts and mitigation measures would be the same as discussed in Sections 3.6.2 and 3.6.3 of the Draft EIS, respectively.
- **Land Use**—Traffic congestion, changes in access to businesses and residences, noise, the presence of construction equipment, and brief utility outages could all affect nearby land uses during construction. Two small partial acquisitions are anticipated. These impacts and associated mitigation measures would be the same as described in Sections 4.2.2 and 4.2.3 of the Draft EIS.
- **Aesthetics**—Potential impacts on visual quality as a result of the construction activities, including the presence and movement of construction vehicles and equipment, construction barriers or safety fencing, and nighttime illumination, would be the same as described in Section 5.2.2 of the Draft EIS. Mitigation measures would be the same as discussed in Section 5.2.3 of the Draft EIS.
- **Noise**—Construction noise impacts would occur in active construction zones for Main Corridor Alternative 2. The noise and vibration impacts would be the same as described for Main Corridor Alternative 1 in Section 6.2.2 of the Draft EIS. Mitigation measures would be the same as discussed in Section 6.2.3 of the Draft EIS.
- **Hazardous Materials**—Contaminated soils and groundwater would likely be encountered during excavation work. Main Corridor Alternative 2 would have the same potential to encounter hazardous materials as Main Corridor Alternative 1 because construction would occur within the

same footprint. The potential impacts, along with mitigation measures, are described in Sections 7.2.2 and 7.2.3 of the Draft EIS.

- **Public Services and Utilities**—Public services (police, fire department, medical emergency responders, solid waste, public schools, and postal services) could be adversely affected by construction detours and traffic congestion. Construction impacts and potential mitigation measures for public services and utilities would be the same as those described in Sections 8.2.2 and 8.2.3 of the Draft EIS.
- **Historic Resources**—Numerous historic resources are located in a portion of the study area south of Columbia Street, most of which are associated with the Pioneer Square Historic District. Construction activities and the extent of disturbance would remain the same as for Main Corridor Alternative 1. Therefore, the construction impacts on historic resources and potential mitigation measures would be the same as described in Sections 9.2.2 and 9.2.3 of the Draft EIS.
- **Water Quality**—The extent of construction activities and potential for water quality impacts would be the same for Main Corridor Alternative 2 as for Main Corridor Alternative 1. As discussed in Section 11.2.2 of the Draft EIS, these impacts would be temporary. Construction-related mitigation is described in Draft EIS Section 11.2.3.
- **Vegetation and Wildlife**—Main Corridor Alternative 2 would remove the same amount of vegetation and have the same potential for wildlife to be affected by construction noise as Main Corridor Alternative 1 described in Section 12.2.2 of the Draft EIS. No adverse impacts are expected. Construction-related measures to protect vegetation and wildlife are discussed in Draft EIS Section 12.2.3.
- **Energy Resources**—The amount of energy used to construct Main Corridor Alternative 2 would be similar to that for Main Corridor Alternative 1. As described in Section 13.2.2 of the Draft EIS, construction is not expected to contribute significantly to overall greenhouse gas (GHG) emissions or to hinder compliance with GHG reduction targets in Seattle or the state. Measures that could be implemented to contribute to energy efficiency would be the same as discussed in Draft EIS Section 13.2.3.
- **Air Quality**—Soil-disturbing activities, operation of heavy-duty equipment, emissions from vehicles used by commuters, and the use of concrete and asphalt may generate emissions that would temporarily affect air quality. The potential impacts and mitigation measures would be the same for Main Corridor Alternative 2 as described in Sections 14.2.2 and 14.2.3 of the Draft EIS.

For **Archaeological Resources**, one identified archaeological resource, Ballast Island, is located in the southern area of the main corridor near Pier 48. Ballast Island could potentially be affected by construction of the sidewalk and bicycle facility, light poles, and telecommunication lines, including installation of street trees along the west side of Alaskan Way. However, Main Corridor Alternative 2 would change the location of facilities in relation to Ballast Island, potentially moving them farther east. This may reduce the potential to encounter archaeological resources compared to Main Corridor Alternative 1, which is described in Section 10.2.2 of the Draft EIS. Otherwise, Main Corridor Alternative 2 would have the same potential to encounter archaeological resources as Main Corridor Alternative 1, because ground-disturbing activities would occur within the same footprint for both alternatives. Mitigation measures, if required, would be the same as described in Section 10.2.3 of the Draft EIS.

4.2 Operational Impacts and Mitigation Measures

Because Main Corridor Alternatives 1 and 2 differ only in the portion of the alignment south of Columbia Street, many of the operational impacts are the same. The operational impacts and potential mitigation measures identified in the Draft EIS would be essentially the same for the following elements of the environment under both alternatives:

- **Hazardous Materials**—Potential operational impacts could include spills or releases from vehicles traveling on the completed Alaskan Way/Elliott Way corridor, underground utilities creating contaminant migration corridors, and exposure of workers to contamination during maintenance activities. These potential impacts and mitigation measures, described in Sections 7.3.2 and 7.3.3 of the Draft EIS, would be the same for both Main Corridor alternatives.
- **Public Services and Utilities**—Impacts and mitigation measures for public services and utilities would be the same as those described in Sections 8.3.2 and 8.3.3 of the Draft EIS for Main Corridor Alternative 1, with the exception of emergency services, which is described below in Section 4.2.1, Transportation.
- **Archaeological Resources**—As described in Section 10.3.2 of the Draft EIS, operation of the main corridor would not involve any ground-disturbing activities. As a result, no archaeological resources would be affected and no mitigation measures would be necessary.
- **Vegetation and Wildlife**—Following construction, vegetation would be planted in medians and along the east side of Alaskan Way, as described in Sections 12.3.2 and 12.3.3 of the Draft EIS. As a result, there would be a slight increase in vegetation for Main Corridor Alternative 2, but similar to Main Corridor Alternative 1. The majority of the vegetation planted for the AWPOW projects would be outside of the main corridor along the Promenade.
- **Energy Resources**—No adverse impacts on energy demand or GHG emissions are anticipated during operation. Potential impacts and mitigation measures for Main Corridor Alternative 2 would be similar to those described in Sections 13.3.2 and 13.3.3 of the Draft EIS.
- **Air Quality**—Air emissions are directly correlated with traffic volumes and congestion. Main Corridor Alternative 2 would create more congestion and thus would have slightly more emissions than Main Corridor Alternative 1, but the difference would not be substantial enough to warrant mitigation.

For the remaining elements of the environment, the differences and similarities between the Main Corridor alternatives are discussed below.

What is the No Action Alternative?

The No Action Alternative assumes that Alaskan Way will be restored to the alignment that it occupied before construction began on the AWVRP and EBSP, immediately west of and generally parallel to the present alignment of the Alaskan Way Viaduct. The roadway will have two lanes serving general-purpose traffic in each direction, with an additional northbound lane to serve ferry traffic between S. King and S. Main Streets and two left-turn lanes between S. Main Street and Yesler Way.

What is LOS?

Analysts used the following common metrics to evaluate study area traffic operations. Level of service (LOS) provides an assessment of a road's operating conditions and was used to rate traffic operations in the study area. LOS is measured on a scale ranging from A to F, in which A represents freely flowing traffic and F represents severe congestion. At signalized intersections LOS represents the following delay (TRB 2000):

LOS	Seconds of delay
A	less than 10
B	10-20
C	20-35
D	35-55
E	55-80
F	more than 80

4.2.1 Transportation

This section compares how the transportation system along Alaskan Way between S. King Street and Columbia Street would operate under the No Action Alternative, Main Corridor Alternative 1, and Main Corridor Alternative 2. The analysis for the three alternatives reflects future conditions in 2030, the project

design year, and accounts for population and employment changes and transportation improvements anticipated by that time. As with the analysis in the Draft EIS, quantitative traffic analyses for 2030 were developed only for the PM peak hour because this period has the highest traffic volumes in the corridor. To provide a conservative estimate, traffic volume forecasts were based on summer conditions when traffic is expected to be highest.

Impacts

Roadway Network

Main Corridor Alternative 2 would have the same roadway network as Main Corridor Alternative 1, except for the blocks of Alaskan Way between S. King Street and Columbia Street as shown in Figure 3-1. Main Corridor Alternative 2 would remove the transit-only lanes on both sides of Alaskan Way and the southbound transit-only left-turn at Alaskan Way and Yesler Way. Because the transit-only lanes were removed, this alternative includes space for bus stops outside of the general-purpose traffic lanes and queue jumps to allow buses to get back into the traffic lanes. Main Corridor Alternative 2 would add northbound transit queue jumps at the intersections of Alaskan Way with S. King Street and with S. Main Street, and southbound transit queue jumps at the intersection of Alaskan Way with Yesler Way.

What is a transit queue jump?

Queue jumps enable transit vehicles to bypass long queues (or lines) at signalized intersections by providing them an early green light. An intersection with a queue jump provides an additional travel lane, which can be transit-only or shared, on the approach to a signal (SDOT 2011).

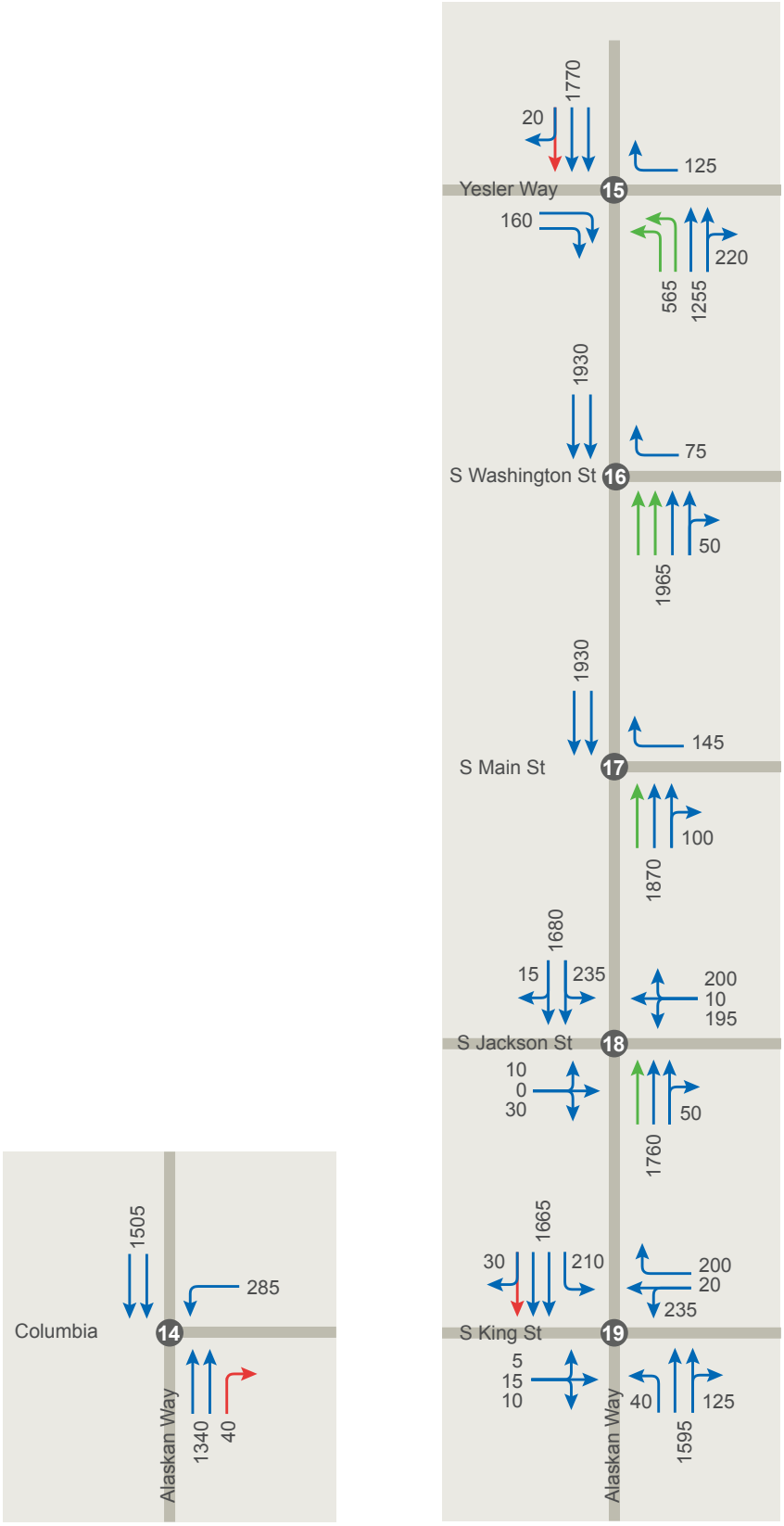
Removal of the transit-only lanes under Main Corridor Alternative 2 also provides unallocated curb space on three blocks on the east side of Alaskan Way, in between the bus stop and queue jump locations. Curb space that could be used for parking, loading, and other activities would be added between S. King Street and S. Jackson Street and between S. Main Street and Yesler Way. Two general-purpose lanes would be maintained in each direction of travel on Alaskan Way, and two ferry-queueing lanes would be maintained on northbound Alaskan Way for vehicles turning westbound into Colman Dock. Southbound left turns would be maintained on Alaskan Way at S. King Street and S. Jackson Street.

Compared to the No Action Alternative, the Main Corridor Alternative 2 improvements would increase traffic capacity minimally, with an additional ferry queuing lane and dedicated left-turn lanes at the intersections of Alaskan Way and S. King Street (northbound and southbound), and at Alaskan Way and S. Jackson Street (southbound). Compared to Main Corridor Alternative 1, the Main Corridor Alternative 2 improvements would reduce traffic capacity by eliminating the transit-only lanes on Alaskan Way between S. King Street and Columbia Street. These transit-only lanes would also allow right-turning vehicles to use the lane on the block where the turn is made.

Figure 4-1 displays the study intersections evaluated for Main Corridor Alternative 2. Eight intersections were evaluated to account for the changes to the roadway design of Main Corridor Alternative 2 compared to Main Corridor Alternative 1, and to determine the potential for traffic congestion on nearby streets, including Western Avenue. All of the study intersections along Alaskan Way would be signalized according to Seattle Department of Transportation (SDOT) standards.

Traffic Volumes

Traffic volumes under Main Corridor Alternative 2 would be the same as under Main Corridor Alternative 1, which are discussed in Section 3.4.2 of the Draft EIS. The PM peak hour traffic volumes for the study intersections evaluated for Main Corridor Alternative 2 are shown on Figure 4-1.



Data Source:
Elliott Bay Seawall Project

General Purpose Traffic
Ferry Only
Transit Only
Pedestrian Crossing

Figure 4-1
Main Corridor Alternative 2
Lane Configuration and
Traffic Volumes (PM Peak Hour)

Alaskan Way, Promenade, and
Overlook Walk
Supplemental Draft EIS

Traffic Operations

Intersection Operations

Table 4-1 shows the PM peak hour intersection operations for the 2030 No Action Alternative, Main Corridor Alternative 1, and Main Corridor Alternative 2. The number of intersections evaluated differs between the No Action Alternative and the Main Corridor alternatives because the No Action Alternative level of service (LOS) results were based on the analysis done for the EBSP. The analysis evaluated only 15 of the 27 intersections studied for AWPOW in the Draft EIS and only 5 of the 8 intersections affected by Main Corridor Alternative 2 in this Supplemental Draft EIS. The additional intersections studied for the Main Corridor alternatives are:

- Intersection 16 at Alaskan Way and S. Washington Street, which did not provide a direct connection in the EBSP configuration
- Two additional intersections along Western Avenue (intersections 26 and 27), which were evaluated to obtain a more complete understanding of how AWPOW would affect traffic operations in the study area

Table 4-1. PM Peak Hour Intersection Level of Service and Delay for the No Action Alternative, Main Corridor Alternative 1, and Main Corridor Alternative 2

				2030 No Action Alternative PM Peak Hour[2]		2030 Main Corridor Alternative 1 PM Peak Hour[3]		2030 Main Corridor Alternative 2 PM Peak Hour[3]	
	Intersection[1]	No Action Alternative Traffic Control	Main Corridor Alternatives Traffic Control	LOS	Delay (sec)[4]	LOS	Delay (sec)[4]	LOS	Delay (sec)[4]
14	Alaskan Way and Columbia Street	Signalized	Signalized	F	132	F	98	F	108
15	Alaskan Way and Yesler Way	Signalized	Signalized	C	21	C	34	E	57
16	Alaskan Way and S. Washington Street	Not evaluated because No Action roadway design did not provide direct access from S. Washington Street to Alaskan Way	Signalized	Not evaluated because No Action roadway design did not provide direct access from S. Washington Street to Alaskan Way		C	31	C	34
17	Alaskan Way and S. Main Street	Signalized	Signalized	B	10	D	39	D	51
18	Alaskan Way and S. Jackson Street	Signalized	Signalized	A	6	D	52	E	60
19	Alaskan Way and S. King Street	Unsignalized	Signalized	B	12	F	152	F	220
26	Western Avenue and Columbia Street	Not evaluated for No Action	Signalized	Not evaluated for No Action		C	22	C	23
27	Western Avenue and Yesler Way	Not evaluated for No Action; included in the Action Alternative to document all impacts from AWPOW	Unsignalized	Not evaluated for No Action; included in the Action Alternative to document all impacts from AWPOW		F	87	F	83

[1] The number of intersections evaluated differs between the No Action Alternative and the Main Corridor alternatives because the No Action Alternative LOS results were based on analysis done for the EBSP, which only evaluated 15 of the 27 intersections studied for AWPOW. See Appendix A of the Draft EIS for more information.

[2] SDOT 2012

[3] Parametrix analysis

[4] The average delay for all vehicles is reported for signalized intersections. For unsignalized intersections, delay is reported for the worst-operating stopped approach.

sec = seconds

Under both Main Corridor alternatives, seven of the intersections studied in this Supplemental Draft EIS would be signalized and one would remain unsignalized. Intersection operations for these eight intersections are described below.

Operations along Alaskan Way between S. King Street and Columbia Street are affected by traffic accessing and exiting Colman Dock. The intersection of Alaskan Way and Columbia Street would operate at LOS F under all of the alternatives, although Main Corridor Alternatives 1 and 2 would reduce the delay compared to the No Action Alternative at this location. The intersection at Alaskan Way and Yesler Way would operate at LOS C under the No Action Alternative and Main Corridor Alternative 1, and drop to LOS E under Main Corridor Alternative 2. The intersection at Alaskan Way and S. Washington Street would operate at LOS C under both Main Corridor alternatives; this intersection was not evaluated under the No Action Alternative. The intersection at Alaskan Way and S. Main Street would operate at LOS B under the No Action Alternative and drop to LOS D under both Main Corridor alternatives. The intersection at Alaskan Way and S. Jackson Street would operate at LOS A under the No Action Alternative, drop to LOS D under Main Corridor Alternative 1, and drop to LOS E under Main Corridor Alternative 2.

The signalized intersection at Western Avenue and Columbia Street would operate at LOS C under both Main Corridor alternatives; this intersection was not evaluated under the No Action Alternative. The unsignalized intersection at Western Avenue and Yesler Way is predicted to operate at LOS F during the PM peak hour for both Main Corridor alternatives. Because this intersection was not modeled for the No Action Alternative, it is not possible to determine whether this LOS result is due to AWPOW's impacts.

The only signalized intersection where LOS under Main Corridor Alternative 2 would fall to unacceptable levels compared to the No Action Alternative is at Alaskan Way and S. King Street, where the LOS is predicted to drop from B to F. The LOS for this intersection would also drop to F under Main Corridor Alternative 1, but the delay for Main Corridor Alternative 1 would be 152 seconds compared to 220 seconds under Main Corridor Alternative 2. The different LOS results between the No Action Alternative and Main Corridor alternatives at this intersection are due to variances between the traffic operations model inputs used for the alternatives. The pedestrian half signal at Alaskan Way and Spring Street, which resulted in congestion and queuing for southbound vehicles under the No Action Alternative, would be replaced in the Main Corridor alternatives by a full signal. As described in Draft EIS Section 3.4.1, the congestion caused by the pedestrian half signal would divert approximately 30 percent of southbound traffic from Alaskan Way, causing other intersections in the corridor to appear to operate better than would be the case if all vehicles were able to enter the corridor. As a result, it is more likely that, under actual conditions, the Alaskan Way and S. King Street intersection would have a similar level of congestion under both the No Action and Main Corridor alternatives.

Although a quantitative analysis was only performed for the seven intersections studied in the Supplemental Draft EIS, Main Corridor Alternative 2 would also cause congestion at other intersections along Alaskan Way and nearby streets throughout the corridor. The reduced lane capacity under Main Corridor Alternative 2 would reduce vehicle throughput, and increase delay and queue lengths for northbound traffic on Alaskan Way S. in the southern section of the corridor. Southbound travel times on Alaskan Way would also increase under Main Corridor Alternative 2.

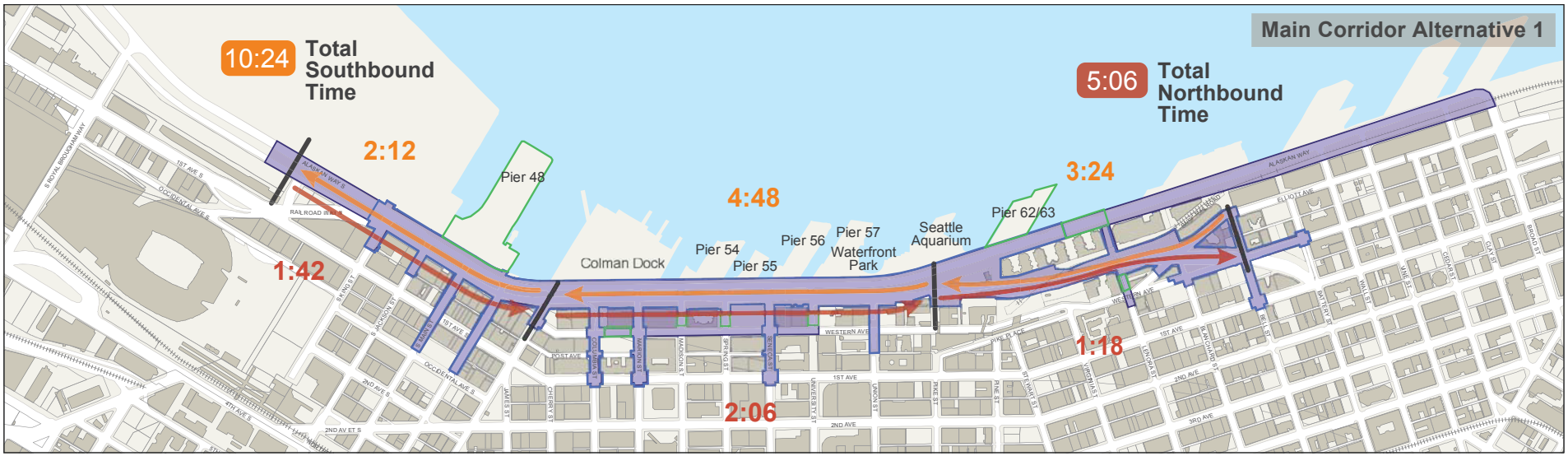
Travel Time Analysis

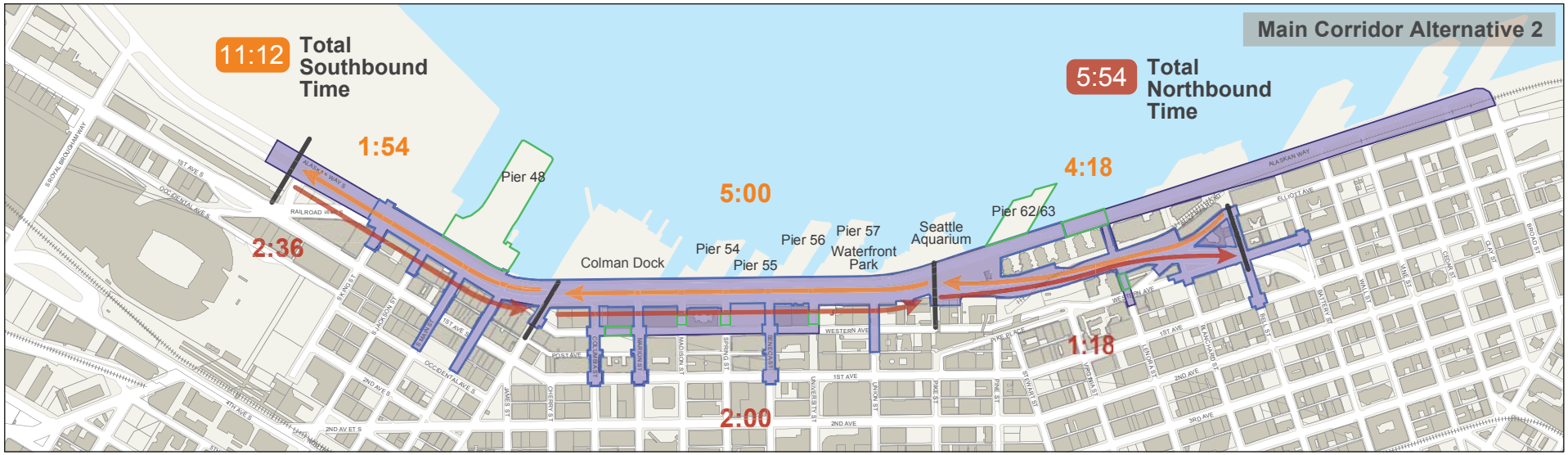
Figure 4-2 and Table 4-2 show the anticipated PM peak hour travel times along Alaskan Way in 2030 under the No Action Alternative, Main Corridor Alternative 1, and Main Corridor Alternative 2. As discussed in the Draft EIS, the roadway segments used to evaluate travel time are different between the alternatives because the No Action Alternative analysis is based on the EBSP EIS. The southernmost travel time segment for the Main Corridor alternatives ends at S. Dearborn Street, while the corresponding segment for the No Action Alternative ends at S. Royal Brougham Way, approximately 0.25 mile farther south. As a result, these travel time segments cannot be directly compared. However, the three alternatives use the same travel time segment between Yesler Way and Pike Street. A third segment was added for the Main Corridor alternatives in the northern portion of the study area to provide travel time information for the new Elliott Way connection.

Under Main Corridor Alternative 2, removal of the transit-only lane and introduction of transit queue jumps at Yesler Way (southbound) and S. Main and S. King Streets (northbound) would reduce the available green time of the signal cycle for northbound and southbound general-purpose traffic. The reduced green time would result in worse travel times through the overall AWPOW study area for Main Corridor Alternative 2 compared to Main Corridor Alternative 1.

Southbound travel times between Pike Street and Yesler Way are expected to be substantially reduced under both Main Corridor alternatives compared to the No Action Alternative. This is largely because the Main Corridor alternatives would remove the southbound bottleneck located along Alaskan Way at Spring Street. However, southbound travel times for Main Corridor Alternative 2 are expected to be slightly increased overall compared to Main Corridor Alternative 1. Southbound travel times between Pike Street and Yesler Way and between Yesler Way and S. Dearborn Street would be similar between the two alternatives. However, southbound travel times between Bell Street and Pike Street would be 54 seconds higher for Main Corridor Alternative 2 than for Main Corridor Alternative 1. As noted above, the change is due to reduced green signal time resulting from the addition of transit queue jumps in lieu of the transit-only lane on Alaskan Way.

Northbound travel times through the study area for Main Corridor Alternative 2 are also expected to slightly increase overall compared to Main Corridor Alternative 1. Northbound travel times between Yesler Way and Pike Street and between Pike Street and Bell Street would be similar between the two Main Corridor alternatives. Northbound travel times between S. Dearborn Street and Yesler Way would be 54 seconds higher for Main Corridor Alternative 2 than for Main Corridor Alternative 1. However, the northbound travel times do not completely capture the amount of delay. Travel times would increase further for traffic entering the study area under Main Corridor Alternative 2 because substantial congestion would result south of the study area, which is not measurable by the model. Under Main Corridor Alternative 1, the queue on the northbound approach at S. Dearborn Street would be approximately 350 feet (0.07 mile), but the reduced green time in Main Corridor Alternative 2 would result in a queue length of approximately 8,000 feet (1.5 miles).





0 500 1,000
Feet

GIS Source: King County, City of Seattle
Data Source: Elliott Bay Seawall Project

Action Alternative

- Transportation Discipline Study Area
- Project Footprint
- Potential Construction Staging Area
- Southbound
- Northbound
- x:xx Travel Time

- Parcel Boundary
- Building Footprint

Figure 4-2
2030 Travel Times (PM Peak Hour)

Alaskan Way, Promenade, and Overlook Walk
Supplemental Draft EIS

Table 4-2. PM Peak Travel Times for No Action Alternative, Main Corridor Alternative 1, and Main Corridor Alternative 2 (minutes:seconds)

Roadway Segment[1]	2030 No Action Alternative[2]	2030 Main Corridor Alternative 1[3]	2030 Main Corridor Alternative 2[3]
Southbound			
Bell Street to Pike Street	-	3:24	4:18
Pike Street to Yesler Way	8:35	4:48	5:00
Yesler Way to S. Royal Brougham Way	1:17	-	-
Yesler Way to S. Dearborn Street	-	2:12	1:54
Total Southbound Travel Time[4]	-	**10:24**	**11:12**
Northbound			
S. Royal Brougham Way to Yesler Way	1:46	-	-
S. Dearborn Street to Yesler Way	-	1:42	2:36
Yesler Way to Pike Street	1:45	2:06	2:00
Pike Street to Bell Street	-	1:18	1:18
Total Northbound Travel Time[4]	-	**5:06**	**5:54**

[1] Different travel time segments were studied for the No Action Alternative and the Main Corridor alternatives in some locations.
[2] SDOT 2012
[3] Parametrix analysis
[4] Because different travel time segments were studied for the No Action Alternative, the total travel time is not directly comparable to the Main Corridor alternatives.

Freight

Freight mobility along Alaskan Way is expected to decline slightly under Main Corridor Alternative 2 compared to Main Corridor Alternative 1. Worsened LOS at the intersections of Alaskan Way and Yesler Way and Alaskan Way and S. Jackson Street, as well as slower northbound and southbound travel times along Alaskan Way, could reduce the ability of truck traffic to move efficiently.

Freight loading and access to private properties would be slightly improved under Main Corridor Alternative 2 compared to Main Corridor Alternative 1 because curb space that can be used for parking, loading, and other activities would be provided on the east side of Alaskan Way on three blocks. Other than the additional curb space on these three blocks, the impacts on loading zones and private business access under Main Corridor Alternative 2 would be the same as those discussed in Section 3.4.2 of the Draft EIS.

Pedestrian Facilities

Table 4-3 shows the relative widths of the alternatives at S. Washington Street and Columbia Street. At Alaskan Way and Columbia Street, under the No Action Alternative, the roadway is approximately 48 feet wide, compared to 60 feet for both Main Corridor alternatives. As a result of these widths, the time it would take for pedestrians to walk across Alaskan Way would be 14 seconds for the No Action Alternative, 17 seconds for Main Corridor Alternative 1, and 17 seconds for Main Corridor Alternative 2. For all of the alternatives, pedestrians would have to wait an average of 44 seconds for the walk signal because the traffic signal cycle lengths are all 100 seconds long. The time it takes to wait for a walk signal combined with the time it takes to walk across Alaskan Way would result in a total pedestrian crossing time of 58 seconds for the No Action Alternative and 61 seconds for both Main Corridor alternatives.

Table 4-3. Alaskan Way Pedestrian Crossing Times for No Action Alternative, Main Corridor Alternative 1, and Main Corridor Alternative 2

Location	2030 No Action Alternative[1]	2030 Main Corridor Alternative 1[1]	2030 Main Corridor Alternative 2[1]
Alaskan Way at Columbia Street (north of Columbia Street)			
Crossing Width	48 feet	60 feet	60 feet
Wait Time	44 seconds	44 seconds	44 seconds
Walking Time	14 seconds	17 seconds	17 seconds
Total Time to Cross	**58 seconds**	**61 seconds**	**61 seconds**
Alaskan Way at S. Washington Street (south of Washington Street)			
Crossing Width	72 feet	100 feet	76 feet
Wait Time	44 seconds	44 seconds	44 seconds
Walking Time	21 seconds	29 seconds	22 seconds
Total Time to Cross	**65 seconds**	**73 seconds**	**66 seconds**

[1] Parametrix analysis

At Alaskan Way and S. Washington Street, under the No Action Alternative, the roadway would be approximately 72 feet wide, compared to 100 feet for Main Corridor Alternative 1 and 76 feet for Main Corridor Alternative 2 (at the crosswalk where the curb bulb is located). As a result of these widths, the time it would take for pedestrians to walk across Alaskan Way would be 21 seconds for the No Action Alternative, 29 seconds for Main Corridor Alternative 1, and 22 seconds for Main Corridor Alternative 2. For all of the alternatives, pedestrians would have to wait an average of 44 seconds for the walk signal because the traffic signal cycle lengths are all 100 seconds long. The time it takes to wait for a walk signal combined with the time it takes to walk across Alaskan Way would result in a total pedestrian crossing time of 65 seconds for the No Action Alternative, 73 seconds for Main Corridor Alternative 1, and 66 seconds for Main Corridor Alternative 2, as shown in Table 4-3.

Sidewalk widths along this portion of Alaskan Way would also vary among the alternatives. The sidewalk on the east side of Alaskan Way would be 30 feet wide under Main Corridor Alternative 1 and 20 feet wide under Main Corridor Alternative 2, while the Promenade on the west side of Alaskan Way would be 28 feet wide under Main Corridor Alternative 1 and 40 feet wide under Main Corridor Alternative 2. Overall, both Main Corridor alternatives would improve pedestrian access along Alaskan Way compared to the No Action Alternative. Section 3.4.2 of the Draft EIS discusses impacts on pedestrian facilities in more detail.

Bicycle Facilities

The proposed bicycle facilities under Main Corridor Alternative 2 would be the same as under Main Corridor Alternative 1, and would result in the same positive impacts for bicyclists compared to the No Action Alternative. Section 3.4.2 of the Draft EIS discusses impacts on bicycle facilities in more detail.

Public Transportation

Both Main Corridor alternatives would improve conditions for transit compared to the No Action Alternative, but these improvements would be substantially greater under Main Corridor Alternative 1 than under Main Corridor Alternative 2. Main Corridor Alternative 1 would improve transit speed and reliability by providing transit-only lanes on Alaskan Way between S. King Street and Columbia Street, and a transit-only, southbound left-turn lane at the intersection of Alaskan Way and Yesler Way. Main Corridor Alternative 2 would not include these improvements, but would provide transit queue jumps at the intersection of Alaskan Way and S. King Street (northbound), S. Main Street (northbound), and Yesler Way (southbound). When the street grid is saturated during peak times or special events, buses

would be caught in traffic longer for Main Corridor Alternative 2 compared to Main Corridor Alternative 1.

As shown in Table 4-4, transit vehicles traveling northbound from S. Dearborn Street to Columbia Street would take 2 minutes and 18 seconds to complete the trip under Main Corridor Alternative 1, compared to 4 minutes and 36 seconds under Main Corridor Alternative 2. The southbound travel times on the same roadway segment would be 2 minutes and 6 seconds for Main Corridor Alternative 1 and 3 minutes and 36 seconds under Main Corridor Alternative 2. Transit travel times were not available for the No Action Alternative in the EBSP analysis.

Table 4-4. PM Peak Transit Travel Times for No Action Alternative, Main Corridor Alternative 1, and Main Corridor Alternative 2 (minutes:seconds)

Roadway Segment	2030 No Action Alternative[1]	2030 Main Corridor Alternative 1[2]	2030 Main Corridor Alternative 2[2]
Northbound			
Dearborn Street to Columbia Street	-	2:18	4:36
Southbound			
Columbia Street to Dearborn Street	-	2:06	3:36

[1] Transit travel times were not available for the No Action Alternative in the EBSP analysis.

[2] Parametrix analysis

Main Corridor Alternative 2 would include the same number of bus stops as Main Corridor Alternative 1, and all other impacts on public transportation would be the same. Section 3.4.2 of the Draft EIS includes additional information on these impacts.

Water Transportation Services

Impacts on water transportation services for Main Corridor Alternative 2 would be the same as for Main Corridor Alternative 1, and would be an improvement over the No Action Alternative. Pedestrian access to the King County Water Taxi terminal and the Seattle Ferry Terminal at Colman Dock from Alaskan Way would be improved under Main Corridor Alternative 2 compared to Main Corridor Alternative 1 because the width of Alaskan Way would be narrower, making it easier for pedestrians to cross Alaskan Way. All other impacts on water transportation services would be the same as Main Corridor Alternative 1, which are discussed in Section 3.4.1 of the Draft EIS.

Rail

Impacts on rail under Main Corridor Alternative 2 would be the same as under Main Corridor Alternative 1, as discussed in Section 3.4.1 of the Draft EIS.

Emergency Services

Although Main Corridor Alternative 2 would provide some operational improvements in the Alaskan Way corridor compared to the No Action Alternative, it would increase travel times on Alaskan Way and worsen LOS and delays at a number of intersections between S. King Street and Columbia Street compared to Main Corridor Alternative 1. These effects would result in longer response times for emergency vehicles under Main Corridor Alternative 2 than under Main Corridor Alternative 1.

Mitigation

As described in Chapter 2 and in the Draft EIS, the new Alaskan Way was designed to balance the demands for all modes of travel (passenger vehicles, freight, pedestrians, bicyclists, and transit) while minimizing impacts on each mode to the highest extent possible. By removing the proposed transit-only lanes, Main Corridor Alternative 2 would improve pedestrian crossing times compared to Main Corridor Alternative 1, but would worsen transit, general-purpose, and freight traffic operations. In some locations, traffic conditions under Main Corridor Alternative 2 would be worse than under the No Action

Alternative. Because Main Corridor Alternative 2 would result in more congestion during the peak period than Main Corridor Alternative 1, the duration of congestion would also be longer under Main Corridor Alternative 2.

The City developed Main Corridor Alternative 2 specifically to evaluate positive and negative impacts of reducing the corridor width south of Columbia Street; therefore, no mitigation is proposed for the operational impacts. The Main Corridor Alternative 2 analysis did not identify any significant adverse impacts on freight, pedestrian facilities, bicycle facilities, public transportation, water transportation, rail, or emergency services.

4.2.2 Parking

Impacts

Parking Supply

Main Corridor Alternative 2 would affect parking differently than Main Corridor Alternative 1 only in Parking Zone 1, which is located between S. King Street and Yesler Way. Refer to Section 3.7.2 of the Draft EIS for an analysis of the parking impacts in Parking Zones 2 through 5. Table 4-5 summarizes the parking supply in Zone 1 for the No Action Alternative, Main Corridor Alternative 1, and Main Corridor Alternative 2.

Compared to the No Action Alternative, the overall loss of 135 on-street parking spaces in Parking Zone 1 under Main Corridor Alternative 2 and 166 on-street parking spaces under Main Corridor Alternative 1 represents approximately 17 percent and 21 percent, respectively, of all on-street and off-street parking supply in Parking Zone 1. Both Main Corridor alternatives would permanently remove all parking that existed in the Alaskan Way Viaduct footprint (131 spaces). However, Main Corridor Alternative 1 would also remove all on-street parking on Alaskan Way to accommodate the transit-only lanes, while Main Corridor Alternative 2 would provide the equivalent of 31 on-street parking spaces on three blocks on the east side of Alaskan Way. This curb space would be used for parking, loading, and other activities. All other parking impacts would remain the same as described in the Draft EIS. Refer to Section 3.7.2 of the Draft EIS for information on private property access.

Table 4-5. On-Street and Off-Street Parking Supply in Parking Zone 1 under the No Action Alternative, Main Corridor Alternative 1, and Main Corridor Alternative 2

	No Action Alternative	Main Corridor Alternative 1	Main Corridor Alternative 2
On-Street			
Alaskan Way[1]	34	0	31
Viaduct Footprint[1]	131	0	0
All Other On-Street[2]	256	255	255
Total On-Street	421	255	286
Total Off-Street	384	384	384
Total	**805**	**639**	**670**

[1] SDOT 2012

[2] SDOT 2014a

Loading Zone Spaces

There are currently no loading zone spaces located on Alaskan Way between S. King Street and Yesler Way. Under Main Corridor Alternative 2, loading zones could be designated within curb space on three blocks on the east side of Alaskan Way. This curb space would be used for parking. There would not be loading zones on Alaskan Way with Main Corridor Alternative 1 and the No Action Alternative. Additional information on loading zone spaces is included in Section 3.7.2 of the Draft EIS.

Impacts on Parking during High-Attendance Events

Impacts on parking during high-attendance events under Main Corridor Alternative 2 would be the same as those of Main Corridor Alternative 1, which are discussed in Section 3.7.2 of the Draft EIS.

Influences on Parking Demand by Other Modes

Both Main Corridor alternatives could reduce parking demand compared to the No Action Alternative because they support other modes of transportation (transit, pedestrians, and bicyclists) that provide alternatives to driving. Because Main Corridor Alternative 2 would not provide transit-only lanes on Alaskan Way between S. King Street and Columbia Street, it would not support transit use as well as Main Corridor Alternative 1 would. However, it would provide some benefit by including transit queue jumps at the intersection of Alaskan Way and S. King Street (northbound), S. Main Street (northbound), and Yesler Way (southbound). Similar to Main Corridor Alternative 1, it would also provide improved nonmotorized facilities, including reducing the width of Alaskan Way to make pedestrian crossings safer and easier.

Consistency with City of Seattle Parking Policies

Current City plans and policies include strategies to encourage the use of transit and nonmotorized modes of travel, and to discourage the use of single-occupant vehicles. The consistency of Main Corridor Alternative 2 with City of Seattle parking policies would be the same as Main Corridor Alternative 1. Section 3.7.2 of the Draft EIS discusses these impacts further.

Mitigation

Main Corridor Alternative 2 would eliminate 135 on-street parking spaces in Parking Zone 1, which is 31 fewer than Main Corridor Alternative 1. City policies do not require mitigation of this parking loss.

However, the City would consider the following measures to help minimize the parking loss:

- Modifying on-street parking policies and practices, such as varying rates by time of day, to make parking more consistently available for short-term customers
- Providing enforcement of short-term parking limits to make the most efficient use of short-term parking for customers of study area businesses
- Continuing the use of e-Park, which is an electronic guidance system displaying real-time parking availability information, and providing wayfinding to nearby off-street parking spaces
- Working with transit agencies to increase awareness of transit routes and facilities in the area and to encourage visitors to use alternative modes of transportation

4.2.3 Land Use

Impacts

Main Corridor Alternative 2 would require the same amount of land acquisition as described in Section 4.3.2 of the Draft EIS for Main Corridor Alternative 1. Along the edge of two properties between S. Jackson Street and Columbia Street, a small amount of land would be acquired to accommodate the sidewalks and transportation functions of the new roadway. This conversion of land use at such a small scale, in relation to the study area as a whole, is not expected to have permanent effects on land use trends or development activity in the study area. As with Main Corridor Alternative 1, increased use and visibility of the waterfront area are expected to increase its desirability for businesses that rely on walk-by and drive-by traffic and potentially encourage commercial and residential development on the east side of Alaskan Way in underutilized areas. The reduced width of Alaskan Way adjacent to Pioneer Square would result in shorter crossing distances, improving connectivity to the waterfront. All new development and redevelopment would be required to comply with the applicable zoning standards. In

Parking Zone 1, Main Corridor Alternative 2 would have slightly less land use impacts because it would remove 31 fewer parking spaces than Main Corridor Alternative 1.

Consistency with Adopted Plans

Similar to Main Corridor Alternative 1, Main Corridor Alternative 2 would be consistent with adopted land use plans as described in Section 4.3.2 of the Draft EIS. Regardless of which alternative is chosen, AWPOW would implement a substantial portion of Waterfront Seattle's vision for revitalizing the waterfront and would support the broader goals of state, regional, and local plans and policies by:

- Increasing multimodal connectivity and mobility
- Supporting economic development and urban growth
- Supporting environmental protection measures
- Providing opportunities for public access to the shoreline, open space, and recreation
- Providing adequate public facilities and services

AWPOW is expected to be consistent with the City's Land Use Code and Shoreline Master Program; however, the project's consistency with applicable shoreline use and development standards would be confirmed during the permit review process.

Mitigation

The City expects both Main Corridor alternatives to be consistent with the adopted land use plans. No adverse operational impacts are expected. Therefore, no operational mitigation measures are necessary.

4.2.4 Aesthetics

Impacts

Compared to Main Corridor Alternative 1, Main Corridor Alternative 2 would reduce the width of Alaskan Way in a portion of the Waterfront Landscape Unit, and correspondingly widen the area available for adjacent sidewalk and public space on the west side of the roadway. The segment of Alaskan Way between S. King Street and Columbia Street would be visible from several Seattle view corridors along connecting streets. To the east of the roadway, Alaskan Way is bordered by a mix of historic and contemporary mid-rise buildings. To the west, Alaskan Way is bordered by Pier 48, the Washington Street Boat Landing, small open areas, and the Seattle Ferry Terminal at Colman Dock.

What is a landscape unit?

A landscape unit is a portion of a project's view that is defined by distinctive, coherent landscape character; has a specific finite geographic location; and has some degree of clear views within the unit.

Sidewalk and public space adjacent to Alaskan Way would be designed to include materials, plantings, and amenities consistent with those described in the Draft EIS for Main Corridor Alternative 1. In general, well-designed and maintained sidewalk space is aesthetically preferred to roadway. The reduced paving for roadway and increased area for sidewalk under Main Corridor Alternative 2 would therefore improve the aesthetic character of this section of the waterfront when compared with Main Corridor Alternative 1. However, in the context of the overall project, visual quality levels for the Waterfront Landscape Unit would not change compared to those described in Section 5.3.2 of the Draft EIS, remaining Medium-High.

Mitigation

The intent of the main corridor design is to develop improvements with high aesthetic quality, appropriate to their setting. Measures to avoid and minimize potential adverse aesthetic impacts due to project-related changes will be incorporated into the design as it evolves.

4.2.5 Noise

Impacts

Operational noise impacts under both Main Corridor alternatives would result from changes in traffic volumes and roadway alignments. As described in Draft EIS Section 6.3.2, traffic noise levels in 2030 were predicted for Main Corridor Alternative 1 at 42 sites representing over 1,900 locations having residences, hotel rooms, parks, open spaces, schools, and public paths. Up to 1,211 of those locations were predicted to be at or above levels considered to constitute an adverse impact for traffic noise, compared to 1,136 under the No Action Alternative.

Main Corridor Alternative 2 would involve different modifications to Alaskan Way south of Columbia Street than Main Corridor Alternative 1. These modifications were evaluated to determine if they could result in perceptible differences in noise levels. Because there are no residences or other sensitive receivers west of Alaskan Way in this area, the only changes that could make a difference in noise impacts are those on the east side of Alaskan Way. The replacement of the northbound transit-only lane with on-street parking or bus stops on the east side of Alaskan Way under Main Corridor Alternative 2, combined with a reduction in the sidewalk width, would result in the nearest travel lanes of Main Corridor Alternative 2 being in approximately the same location as under Main Corridor Alternative 1. Therefore, no change in impacts is expected as a result of the design changes between Main Corridor Alternatives 1 and 2.

Impacts could also change between Main Corridor Alternative 1 and Main Corridor Alternative 2 if the two alternatives had substantially different traffic speeds or volumes. For example, a reduction in speed from 45 miles per hour to 35 miles per hour can reduce noise by up to 3 dBA. However, because the Alaskan Way corridor would operate at speeds of 25 to 30 miles per hour or less, with signals or stop signs every few hundred feet, any variation in speeds between Main Corridor Alternatives 1 and 2 would not be predicted to result in a measurable reduction in traffic noise levels, because traffic noise at slow speeds is dominated by engine noise, vehicle acceleration, and vehicle deceleration. Traffic volumes are predicted to be the same for both Main Corridor alternatives. It takes a halving of traffic volumes to reduce traffic noise by 3 dBA; therefore, there would be no change in traffic noise levels.

What is a dBA?

Sound levels are expressed on a logarithmic scale in units called decibels (dB). A-weighted decibels (dBA) are a commonly used frequency that measures sound at levels that people can hear.

A 2-dBA change in noise levels is the smallest change that can be heard by sensitive listeners.

Based on the minor changes in the alignment and a review of the travel speeds and volumes, traffic noise levels under Main Corridor Alternative 2 south of Columbia Street are predicted to be within 0 to 2 dBA of the noise levels from Main Corridor Alternative 1. Because a change in traffic noise of less than 3 dBA is not normally perceptible to most people, the overall noise environment of the two alternatives would be essentially the same. Traffic noise levels in other parts of the corridor would be the same as identified in the Draft EIS for Main Corridor Alternative 1.

Supporting information to aid in understanding operational noise and vibration, as related to this project, is provided in Draft EIS Appendix E, Noise Discipline Report.

Mitigation

Mitigation would be the same as discussed in Section 6.3.3 of the Draft EIS.

4.2.6 Historic Resources

Impacts

Compared to Main Corridor Alternative 1, the operation of street improvements along Alaskan Way with Main Corridor Alternative 2 would have minimal impacts on and could have slight benefits to historic resources, as indicated below.

- Adding curb bulbs at the intersections in Pioneer Square (from Yesler Way to S. King Street) would improve the connection between the waterfront and the Pioneer Square Preservation District by reducing the walking distance for pedestrians
- Using the easternmost lane adjoining Pioneer Square buildings for parking rather than as a transit-only lane would also improve the pedestrian experience by increasing the space between pedestrians and moving traffic
- Widening the Promenade on the west side of Alaskan Way would facilitate pedestrian access to the Washington Street Boat Landing
- Providing additional parking on the east side would allow easier loading for businesses

Mitigation

As described in Section 9.3.3 of the Draft EIS, the City would obtain Certificates of Approval and undergo Landmarks Adjacency Reviews, as appropriate, for all permanent impacts on historic resources. These approvals and reviews would consider the compatibility of project elements, materials, and designs with the area's historic character. The City would also use urban design and place-making approaches such as landscaping, interpretation, and reuse of historical elements to enhance the sense of historical connection among the waterfront structures, the roadway, and buildings on the east side of Alaskan Way.

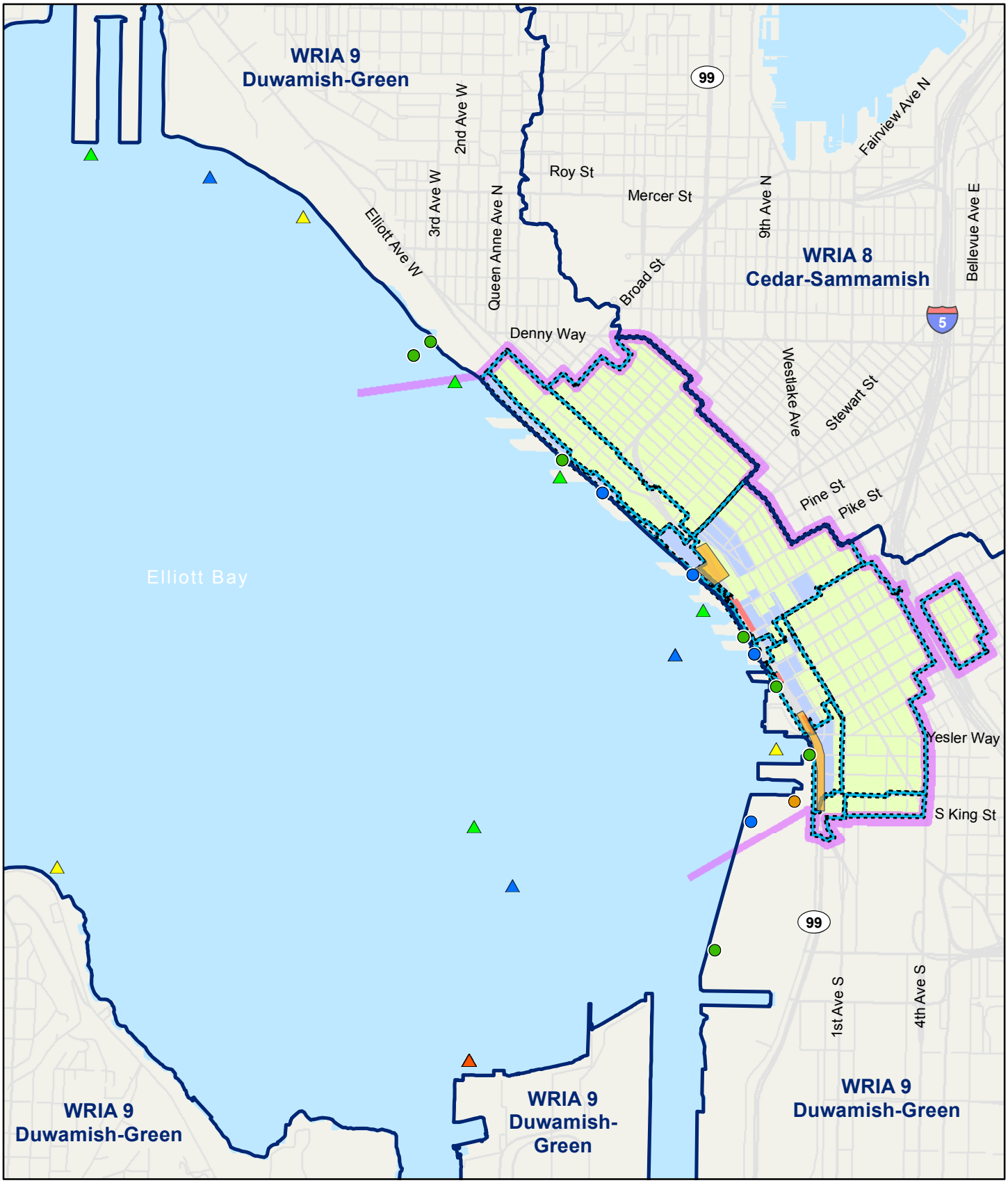
4.2.7 Water Quality

Impacts

Stormwater runoff in the study area is managed within sub-basins (shown in Figure 4-3). The portion of Alaskan Way south of Columbia Street, where Main Corridor Alternatives 1 and 2 would differ, is located within the separated storm drain system in the Washington sub-basin. Changes to land cover within the sub-basins can result in increased pollutant loads to surface waters where stormwater is discharged. Reconfiguring stormwater basin boundaries within the project footprint can also redirect stormwater between the separated storm drain system and the combined sewer system, which can result in changes to pollutant loads discharging to associated surface waters.

The AWPOW improvements would change sub-basin boundaries within the water quality study area compared to the No Action Alternative. Draft EIS Appendix J, Water Quality Discipline Report, includes a quantitative analysis of the resulting water quality impacts. Analysts reviewed Main Corridor Alternative 2 to identify whether the proposed improvements would cause more or different impacts than Main Corridor Alternative 1. Because no changes to sub-basin boundaries have been identified at this time for Main Corridor Alternative 2, only changes in land cover were qualitatively evaluated.

Overall, the operational impacts of Main Corridor Alternative 2 are expected to be similar to those of Main Corridor Alternative 1, as described in Section 11.3.2 of the Draft EIS. Main Corridor Alternative 2 would result in slightly less pollution-generating impervious surface (PGIS) than Main Corridor Alternative 1 due to reduced road area and additional sidewalk area.



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Miles

Source:
King County, City of Seattle, WSDOT, Ecology

- Study Area
- Main Corridor Alternative 2 and Overlook Walk Alternative 2
- Water Resource Inventory Area (WRIA)
- Drainage Sub-Basin Boundary
- Major CSO Outfall
- Major Storm and CSO Outfall
- Major Storm Outfall

Sub-Basin Type

- Combined Sewer
- Low-flow Diversion
- Separated Storm

Water Quality Exceedances

- Bacteria
- Bioassay
- Toxins
- Bioassay, Metals, Toxins

Figure 4-3
Water Quality Study Area

Alaskan Way, Promenade, and Overlook Walk
Supplemental Draft EIS

Mitigation

The design of both Main Corridor alternatives would incorporate best management practices (BMPs) proportional in scale to the amount of PGIS; runoff treatment would be provided with on-site facilities meeting basic treatment requirements of the City's Stormwater Code. These BMPs would prevent operational impacts on water quality. Unless future design refinements require changes to sub-basin boundaries as part of Main Corridor Alternative 2, this alternative would not change the results of the quantitative pollutant load analysis in Draft EIS Appendix J.

4.3 Cumulative Impacts and Mitigation Measures

Cumulative impacts are the accumulation of impacts from past, present, and reasonably foreseeable actions. They are analyzed so that decision-makers can consider how impacts from actions over time "add up" to affect a resource.

The improvements for Main Corridor Alternative 2 are in the same project footprint as those of Main Corridor Alternative 1 and differ only in minor aspects of design. Therefore, Main Corridor Alternative 2 would not change the cumulative impacts or mitigation measures discussed in Chapter 15 of the Draft EIS. Cumulative impacts and mitigation measures under Main Corridor Alternative 2 would be the same as Main Corridor Alternative 1.

5 Impacts and Mitigation Measures for Overlook Walk Alternatives

This chapter compares the impacts of Overlook Walk Alternative 2 to those of Overlook Walk Alternative 1 and (where appropriate) to the No Action Alternative. As described in Section 3.2.2 of this Supplemental Draft EIS, Overlook Walk Alternative 2 would modify Building C to accommodate the proposed Aquarium Pavilion. Overlook Walk Alternative 2 would differ from Alternative 1 primarily in the size and layout of the building and in the configuration of stairs and ramps. Because Overlook Walk Alternative 2 is within the same footprint that was described in the Draft EIS, the affected environment and study area for all elements of the environment remain the same as described in the Draft EIS. Please refer to Chapters 3 through 14 of the Draft EIS for descriptions of the affected environment.

The Aquarium Pavilion is currently at a conceptual level of design. Therefore, this Supplemental Draft EIS evaluates only the impacts of a conceptual plan, location, and zoning envelope for the Aquarium Pavilion. The building's uses, functions, size, and form will be evaluated by the Seattle Aquarium in a separate environmental document.

5.1 Construction Impacts and Mitigation Measures

Overall, construction of Overlook Walk Alternative 2 would have the same range of potential impacts as described for Overlook Walk Alternative 1 in the Draft EIS. The Aquarium Pavilion would be designed and constructed by the Seattle Aquarium. Although the size and configuration of the Aquarium Pavilion would differ from that of Building C as described in the Draft EIS, construction sequencing and activities would generally be similar to those of Overlook Walk Alternative 1. Differences in construction for the two alternatives are summarized as follows:

- Construction of the Aquarium Pavilion under Overlook Walk Alternative 2 would likely take more time to complete because of the additional elements and specialized construction required for exhibit space and to install complex mechanical systems.
- As noted in Chapter 3, it is possible under Overlook Walk Alternative 2 that the Overlook Walk could be completed prior to the Aquarium Pavilion. If this were the case, the construction period would be longer than if the two projects were built concurrently. This would increase the duration of construction impacts, including the presence of large equipment, staging and storage areas, and safety barriers around construction areas. However, other than the increased duration of the construction period, the nature and scale of impacts would remain the same for the two Overlook Walk alternatives.

Because the nature and extent of construction impacts for all elements of the environment would be similar to those described in Draft EIS Chapters 3 through 14, these impacts are not discussed separately in this section.

5.2 Operational Impacts and Mitigation Measures

Because Overlook Walk Alternatives 1 and 2 would have the same footprint, and would differ only in the relative sizes of some of their components, many of their operational impacts are the same. The operational impacts and potential mitigation measures identified in the Draft EIS would be the same for the following elements of the environment under Overlook Walk Alternatives 1 and 2:

- **Parking**—Parking impacts and mitigation under Overlook Walk Alternative 2 would be the same as Overlook Walk Alternative 1, which are discussed in Sections 3.7.2 and 3.7.3 of the Draft EIS.
- **Land Use**—Overlook Walk Alternative 2 would be consistent with adopted land use plans. The overall land use impacts would also be the same as described in Section 4.3.2 of the Draft EIS. Because no adverse operational impacts are expected, no operational mitigation measures are anticipated, as discussed in Section 4.3.3 of the Draft EIS.
- **Noise**—Overlook Walk Alternative 2 is not expected to result in measurably different noise levels from Overlook Walk Alternative 1. Although relocation and revisions to the staircase and structures would change pedestrian routes slightly, they would have little, if any, effect on the transmission of noise. Traffic speeds and volumes would not change between the Overlook Walk alternatives. Therefore, there are no changes to the predicted noise levels or any potential noise mitigation measures described in Sections 6.3.2 and 6.3.3 of the Draft EIS.
- **Hazardous Materials**—Potential operational impacts could include spills or releases from vehicles traveling on the completed Alaskan Way/Elliott Way corridor, the potential for underground utilities to create contaminant migration corridors, and exposure of workers to contamination during maintenance activities. These potential impacts and mitigation measures, described in Sections 7.3.2 and 7.3.3 of the Draft EIS, would be the same for both Overlook Walk alternatives.
- **Public Services and Utilities**—Impacts and mitigation measures for public services and utilities would be the same as those described in Sections 8.3.2 and 8.3.3 of the Draft EIS for Overlook Walk Alternative 1.
- **Archaeological Resources**—As described in Section 10.3.2 of the Draft EIS, operation of the Overlook Walk would not involve any ground-disturbing activities. As a result, no archaeological resources would be affected and no mitigation measures would be necessary.
- **Water Quality**—The configuration of Overlook Walk Alternative 2, including the amounts of PGIS roadway coverage, non-PGIS surface, pedestrian areas, and pervious landscaping, is expected to be similar to Overlook Walk Alternative 1. Therefore, operational impacts of Overlook Walk Alternative 2 on water quality and associated mitigation measures are expected to be similar to those of Overlook Walk Alternative 1, as discussed in Sections 11.3.2 and 11.3.3 of the Draft EIS.
- **Vegetation and Wildlife**—The viewing platform of Overlook Walk Alternative 2 would be landscaped. Both Overlook Walk alternatives would have a similar amount of landscaping. The exact amount of landscaping for Overlook Walk Alternative 2 would be determined during final design. The majority of the vegetation planted for the AWPOW projects would be along the Promenade, as described in Sections 12.3.2 and 12.3.3 of the Draft EIS.
- **Energy Resources**—No adverse impacts on energy demand or GHG emissions are anticipated during operation. Potential impacts and mitigation measures for Overlook Walk Alternative 2 would be similar to those described in Sections 13.3.2 and 13.3.3 of the Draft EIS.

- **Air Quality**—Both Overlook Walk alternatives would not change air emissions, which are directly correlated to traffic volumes and congestion. Thus, Overlook Walk Alternative 2 would not affect air quality and mitigation measures would not be necessary.

For the remaining elements of the environment, the differences and similarities between the Overlook Walk alternatives are discussed below.

5.2.1 Transportation

Impacts

Overlook Walk Alternative 2 would not change the configuration of Alaskan Way, Elliott Way, or the Pine Street extension compared to Overlook Walk Alternative 1, and traffic is expected to operate in the same way as described in Section 3.4.2 of the Draft EIS. Both alternatives would provide curb cuts for maintenance and delivery access. The Seattle Aquarium will evaluate potential impacts of trip generation as part of its overall environmental review conducted for the Aquarium's proposed expansion.

Pedestrian access from Pike Place Market to the waterfront would be provided by a different configuration of stairs and elevators under Overlook Walk Alternative 2 compared to Overlook Walk Alternative 1. However, pedestrian facilities under both alternatives would connect the same locations and would be grade-separated and fully accessible.

Mitigation

Overlook Walk Alternatives 1 and 2 would not differ in terms of traffic operations, freight, bicycle facilities, public transportation, water transportation, rail, or emergency services. Because this analysis did not identify any adverse impacts, no mitigation measures are proposed.

5.2.2 Aesthetics

Impacts

Overlook Walk Alternative 2 includes substantial changes from Overlook Walk Alternative 1, which would result in differences in both potential impacts and benefits. A separate environmental review for the Aquarium Pavilion will include a more detailed discussion of the massing, materials, and scale of the building based on a more complete design. The aesthetics evaluation in this Supplemental Draft EIS is based on conceptual information about the proposed Aquarium Pavilion and focuses on:

- Potential impacts related to the likely building envelope for the Aquarium Pavilion
- Proposed changes to the Overlook Walk's public open space, stairs, and overall configuration to accommodate the Aquarium Pavilion
- Potential for the Overlook Walk portion of the alternative to be built independently of the Aquarium Pavilion

Compared to Overlook Walk Alternative 1, Overlook Walk Alternative 2 would increase the massing of the Aquarium Pavilion (formerly Building C) in the Waterfront Landscape Unit. Figure 3-6 shows the preliminary conceptual design for Overlook Walk Alternative 2. Substantive differences that would affect aesthetics include:

- **Location and massing of the Aquarium Pavilion**
  The proposed Aquarium Pavilion under Overlook Walk Alternative 2 would have approximately 48,000 square feet of above-ground interior space. This is more than double the approximately 22,000 square feet of interior space proposed under Overlook Walk Alternative 1's Building C. Both buildings would be approximately 40 feet high above the Promenade (about 57 feet above sea level). However, the Aquarium Pavilion would extend the structure at this height farther west compared to Building C, to take the place of the descending stairs to the Aquarium Plaza

and Promenade in Overlook Walk Alternative 1. The massing would be more prominent, especially at the western edge of the Overlook Walk site. The Aquarium Pavilion would likely obstruct views from the north and south along the waterfront more than Building C under Overlook Walk Alternative 1.

- **Changes to the Overlook Walk staircase**
  The staircase portion of the Overlook Walk would change orientation. Rather than a single wide staircase connecting primarily from east to west, Overlook Walk Alternative 2 would have two staircases, one on the north side of the Aquarium Pavilion and one on the south side. The primary staircase on the south side would be oriented north to south and would provide a stronger physical and visual connection to the Promenade compared to Overlook Walk Alternative 1. Compared with the Overlook Walk Alternative 1 staircase, views for users walking down the south staircase would not be as expansive toward the west over Puget Sound. The staircase on the north side would be between the Aquarium Pavilion and the Waterfront Landings condominium building, which would limit views from the staircase to the north and south. However, there would be views to the west over Pier 62/63. These changes would minimize the contribution of the staircases to the aesthetic character of the waterfront, and reduce the quality of views from the staircase.

  Under Overlook Walk Alternative 1, the staircase is anticipated to contribute positively to the aesthetic character of the waterfront as a complementary design element. Under Alternative 2, the locations of the staircases would be less prominent, and they would likely become secondary elements in the view compared to the Aquarium Pavilion itself.

  The Overlook Walk Alternative 2 staircases would have viewing platform elements included in the design. These elements would not be integral to the experience of changing levels and would likely be less effective as an opportunity to enjoy elevated views toward Puget Sound and the Olympic Mountains compared to Overlook Walk Alternative 1. However, as discussed below, the public open space and viewing deck would be considerably expanded across the roof of the Aquarium Pavilion to be contiguous with and accessible from the Overlook Walk, which would increase the amount of public gathering space and provide improved view opportunities from those public areas compared to Overlook Walk Alternative 1.

- **Viewing deck associated with the Overlook Walk**
  The primary viewing deck from the Overlook Walk would be located on the Aquarium Pavilion, rather than on Building C. The views from the new deck area would likely be improved, with viewing opportunities closer to Elliott Bay and better views north and south along the waterfront.

- **Overlook Walk construction prior to the Aquarium Pavilion**
  Overlook Walk Alternative 2 would meet the project objective to provide a grade-separated pedestrian crossing, view opportunities, and public open space between the waterfront and Pike Place Market regardless of when the Aquarium Pavilion is constructed. If the Overlook Walk were constructed before the Aquarium Pavilion, the massing of the Overlook Walk staircases would terminate just beyond the new routing of Alaskan Way and Pine Street. The reduced massing of the Overlook Walk would lessen some obstructed views, especially from residences directly north of the Overlook Walk site looking southward. However, new opportunities for desirable views associated with the Overlook Walk would be reduced with less public space and less effective viewing locations compared to Overlook Walk Alternative 1. The viewing deck for the Overlook Walk portion of Alternative 2 would be farther away from the water and closer to buildings that could block portions of the views to the north and south.

The character of the Overlook Walk, if constructed without the Aquarium Pavilion, could detract from the overall visual quality of the waterfront. The site would present highly visible structural elements supporting the upper section of the Overlook Walk that would extend from Pike Place Market above the roadway, but would not screen Alaskan Way from the waterfront.

In the context of the overall waterfront environment, most of these differences between the Overlook Walk alternatives are not likely to cause a substantial change in aesthetic quality, but would result in tradeoffs. These tradeoffs would replace some impacts and benefits with different impacts and benefits of similar character and intensity, such as the Overlook Walk Alternative 2 staircase having less expansive view opportunities, but the viewing deck in Alternative 2 having improved view opportunities compared to Overlook Walk Alternative 1. The overall visual quality rating for the Waterfront Landscape Unit would not change with Overlook Walk Alternative 2. The exception would be the scenario where the Overlook Walk is built as proposed in Alternative 2 but the Aquarium Pavilion is not constructed simultaneously. Depending on the final design of the Overlook Walk, this outcome could result in an impact that would, at least temporarily, reduce the overall aesthetic quality of the Waterfront Landscape Unit.

Mitigation

As described in Section 5.3.3 of the Draft EIS, final design (either with or without the Aquarium Pavilion) might include additional measures to minimize impacts if it is determined that public views and sightlines would be adversely affected by the presence, size, or location of AWPOW structures. The final design might also include additional measures to minimize any light and glare impacts by limiting the amount and reflective qualities of glare-producing materials and by reducing the intensity, location, or angle of illumination.

Potential impacts and mitigation associated with the Aquarium Pavilion will be evaluated by the Seattle Aquarium as part of its future environmental review.

5.2.3 Historic Resources

Impacts

The operational impacts on historic resources of Overlook Walk Alternative 2 would be generally the same as those described for Overlook Walk Alternative 1 in Section 9.3 of the Draft EIS. Similar to Building C, the Aquarium Pavilion could potentially alter the setting, character, and usage of certain areas of the Pike Place Market. Both Overlook Walk alternatives would improve pedestrian connections between two historic areas—the Pike Place Market and the historic piers. These improvements would potentially benefit both areas by making it easier for visitors to access and visit them. Having a portion of the Seattle Aquarium adjacent to the Overlook Walk may encourage more visitors to go to both areas, enhancing the commercial viability of the historic areas and the ability of the owners to maintain the historic features of their properties.

Mitigation

As described in Section 9.3.3 of the Draft EIS, the City would obtain Certificates of Approval and undergo Landmarks Adjacency Reviews, as appropriate, for all permanent impacts on historic resources. These approvals and reviews would consider the compatibility of project elements, materials, and designs with the area's historic character. The City would also use urban design and place-making approaches such as landscaping, interpretation, and reuse of historical elements to enhance the sense of historical connection between the two historic areas—the Pike Place Market and the historic piers.

5.3 Cumulative Impacts and Mitigation Measures

Cumulative impacts are the accumulation of impacts from past, present, and reasonably foreseeable actions. They are analyzed so that decision-makers can consider how impacts from actions over time "add up" to affect a resource.

The improvements for Overlook Walk Alternative 2 are in the same project footprint as Overlook Walk Alternative 1 and differ only in aspects of design. Therefore, Overlook Walk Alternative 2 would not change the cumulative impacts or mitigation measures discussed in Chapter 15 of the Draft EIS. Cumulative impacts and mitigation measures under Overlook Walk Alternative 2 would be the same as Overlook Walk Alternative 1.

6 References

Chapter 1 Introduction and Purpose of the Projects

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Chapter 2 Development of Alternatives

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Distribution List

The City of Seattle has distributed the Supplemental Draft EIS either as a hard copy or electronic link to the following tribes, elected officials, state agencies, local, City departments and committees, libraries, and partner groups, organizations, and stakeholders. In addition, the electronic link was sent by email to over 6,000 members of the project's listserv and by postcard to over 5,600 addresses.

Tribes

Duwamish Tribe

Nisqually Tribal Council

Muckleshoot Tribal Council

Stillaguamish Board of Directors

Snoqualmie Tribal Council

Suquamish Tribal Council

Swinomish Indian Tribal Community

Tulalip Board of Directors

United Indians of All Tribes Foundation

Yakama Tribal Council

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City Council Position 2 Bruce Harrell

City Council Position 3 Kshama Sawant

City Council Position 4 Rob Johnson

City Council Position 5 Debora Juarez

City Council Position 6 Mike O'Brien

City Council Position 7 Sally Bagshaw

City Council Position 8 Tim Burgess

City Council Position 9 Lorena Gonzalez

State Agencies

Washington State Department of Archaeology and Historic Preservation

Washington State Department of Ecology

Washington State Department of Fish and Wildlife

Washington State Department of Natural Resources

Washington State Department of Transportation

Washington State Ferries

Local Agencies

King County

King County Metro

King County Water Taxi

King County Wastewater Treatment Division

City of Seattle Departments and Committees

City of Seattle, Budget Office

City of Seattle, Finance and Administrative Services

Department of Planning and Development

Office of Intergovernmental Relations

Seattle Center

Seattle City Attorney's Office

Seattle City Light

Seattle Fire Department

Seattle Parks and Recreation

Seattle Police Department

Seattle Public Utilities

Waterfront Steering Committee

Neighborhood Service Centers

Ballard Neighborhood Service Center
Central Neighborhood Service Center
Lake City Neighborhood Service Center
Southeast Neighborhood Service Center
Southwest Neighborhood Service Center
University Neighborhood Service Center

Libraries

UW Suzzalo Library

Seattle Public Libraries

Ballard Branch
Beacon Hill Branch
Broadview Branch
Capitol Hill Branch
Central Library
Columbia Branch
Delridge Branch
Douglass-Truth Branch
Fremont Branch
Green Lake Branch
Greenwood Branch
High Point Branch
International District/Chinatown Branch
Lake City Branch
Madrona-Sally Goldmark Branch
Magnolia Branch
Montlake Branch
New Holly Branch
Northeast Branch
Northgate Branch
Queen Anne Branch
Rainier Beach Branch
South Park Branch
Southwest Branch
University Branch
Wallingford Branch
West Seattle Branch

Partner Groups, Organizations, and Stakeholders

Alliance for Pioneer Square
Belltown Community Council
Building Owners and Managers Association/ CA Stanford Consulting
Cascade Bicycle Club
Downtown Seattle Association
Feet First
Friends of Waterfront Seattle
Historic South Downtown
Historic Waterfront Association
Pike Place Market
Port of Seattle
Pioneer Square Preservation Board
Seattle Chinatown International District Preservation and Development Authority (SCIDpda)
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Seattle Freight Advisory Board
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Seattle Metropolitan Chamber of Commerce
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