



## **OFFICE OF THE WATERFRONT**

April 27, 2016

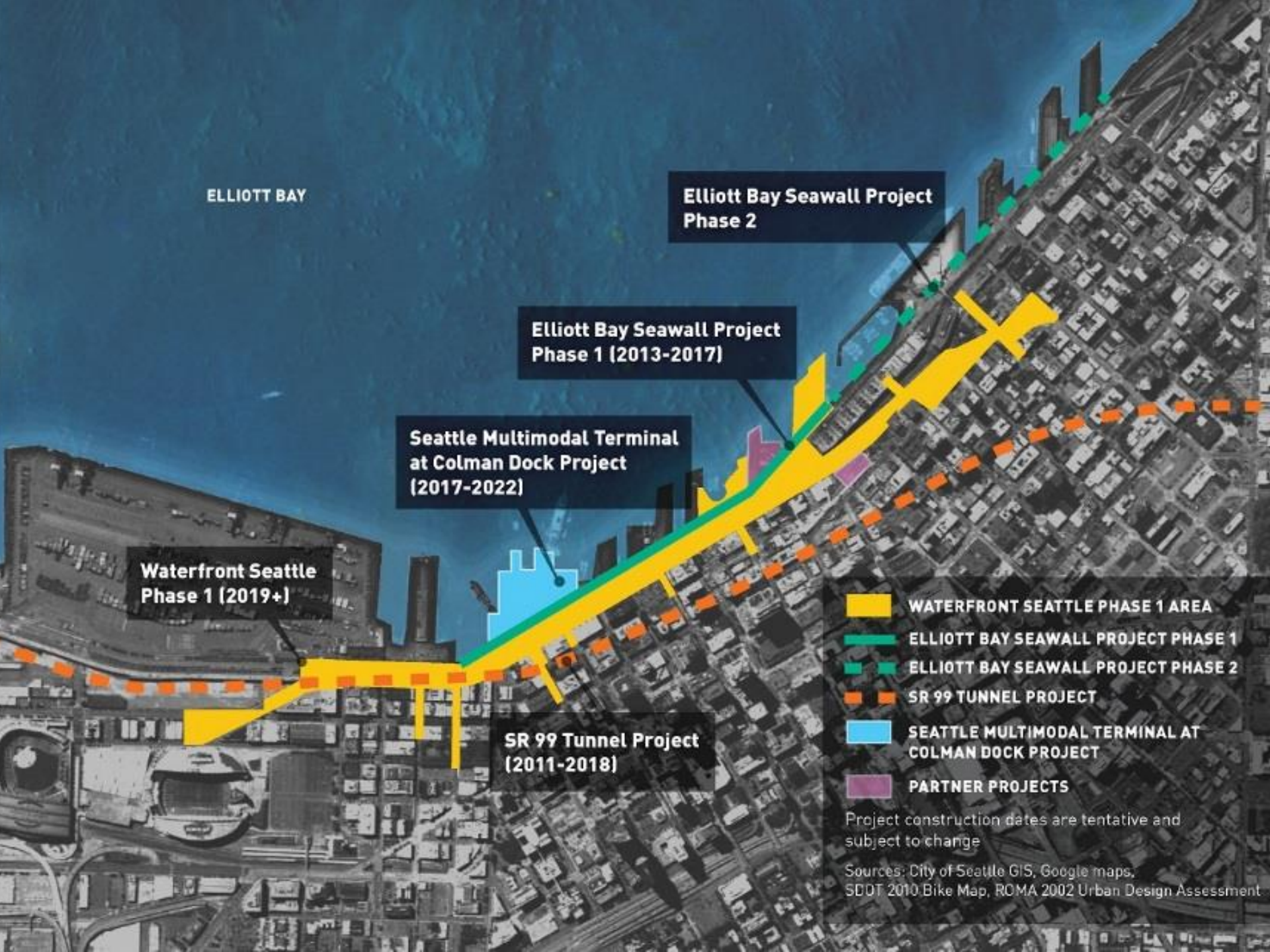
SEATTLE TRANSIT ADVISORY BOARD



# TODAY'S PRESENTATION



- Overview of Waterfront Seattle
- Alaskan Way, Promenade, and Overlook Walk (“AWPOW”)
- What’s covered in the Supplemental Draft Environmental Impact Statement (EIS)?
- How to submit comments



ELLIOTT BAY

Elliott Bay Seawall Project Phase 2

Elliott Bay Seawall Project Phase 1 (2013-2017)

Seattle Multimodal Terminal at Colman Dock Project (2017-2022)

Waterfront Seattle Phase 1 (2019+)

SR 99 Tunnel Project (2011-2018)

- WATERFRONT SEATTLE PHASE 1 AREA
- ELLIOTT BAY SEAWALL PROJECT PHASE 1
- ELLIOTT BAY SEAWALL PROJECT PHASE 2
- - - SR 99 TUNNEL PROJECT
- SEATTLE MULTIMODAL TERMINAL AT COLMAN DOCK PROJECT
- PARTNER PROJECTS

Project construction dates are tentative and subject to change

Sources: City of Seattle GIS, Google maps, SDOT 2010 Bike Map, ROMA 2002 Urban Design Assessment

# WATERFRONT SEATTLE PROGRAM

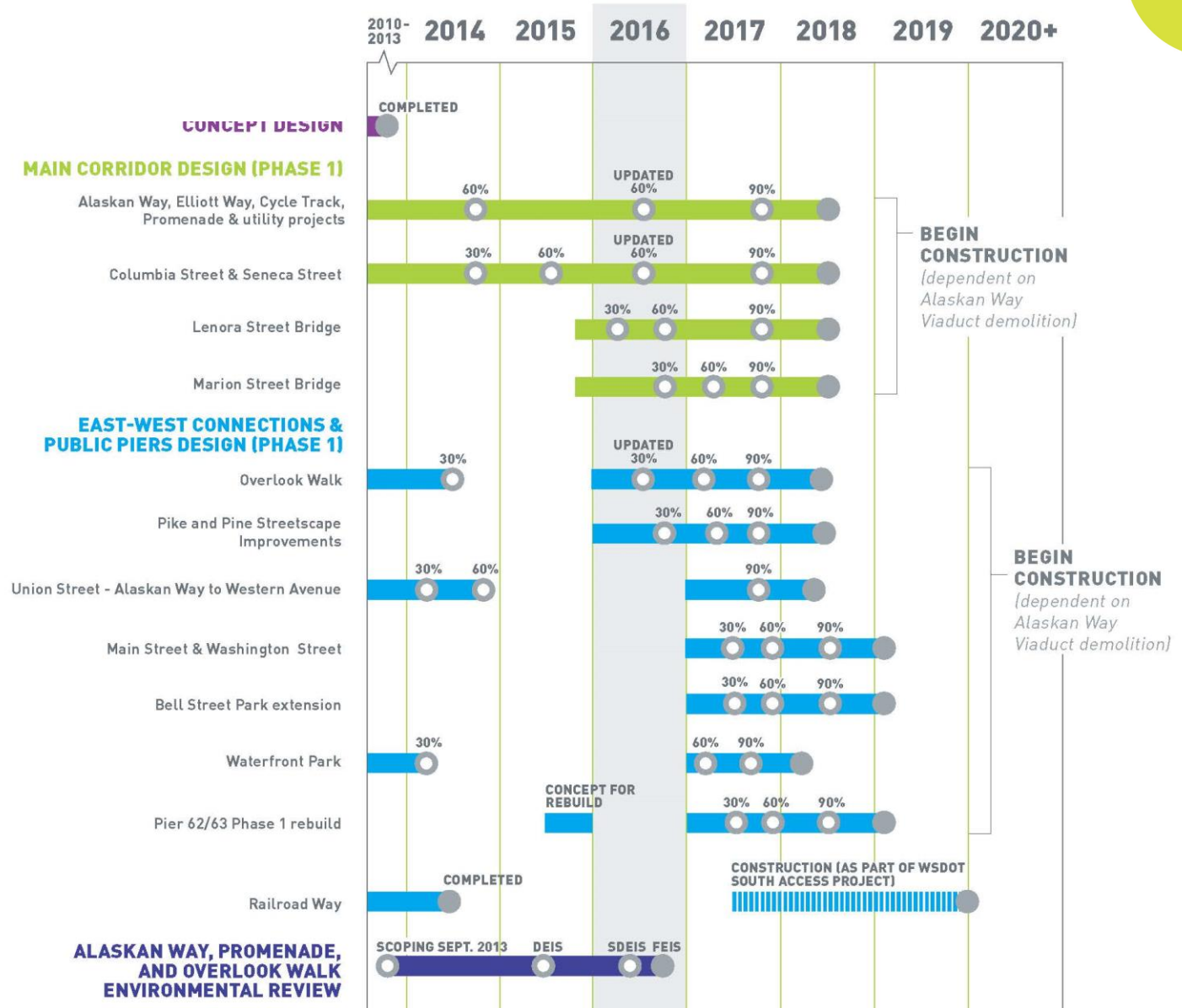


To Metrose Avenue  
To Metrose Avenue

RAILROAD WAY	PIONEER SQUARE	TRANSIT HUB	HISTORIC PIERS	CENTRAL PUBLIC SPACE	BELLTOWN
<ul style="list-style-type: none"> <li>1 WATERFRONT</li> <li>2 PIONEER SQUARE</li> <li>3 STADIUMS</li> </ul>	<ul style="list-style-type: none"> <li>1 ALASKAN WAY</li> <li>2 WATERFRONT PROMENADE</li> <li>3 WASHINGTON ST. BOAT LANDING</li> <li>4 S. WASHINGTON ST.</li> <li>5 S. MAIN ST.</li> <li>6 SEAWALL HABITAT BENCH</li> </ul>	<ul style="list-style-type: none"> <li>1 ALASKAN WAY</li> <li>2 WATERFRONT PROMENADE</li> <li>3 COLUMBIA ST.</li> <li>4 MARION ST. PEDESTRIAN BRIDGE</li> <li>5 COLMAN DOCK TERMINAL REPLACEMENT</li> </ul>	<ul style="list-style-type: none"> <li>1 ALASKAN WAY</li> <li>2 WATERFRONT PROMENADE</li> <li>3 SENECA ST.</li> </ul>	<ul style="list-style-type: none"> <li>1 ELLIOTT WAY</li> <li>2 WATERFRONT PROMENADE</li> <li>3 UNION ST.</li> <li>4 WATERFRONT PARK REBUILD</li> <li>5 OCEAN PAVILION</li> <li>6 PIERS 62/63 PHASE 1 REBUILD</li> <li>7 OVERLOOK WALK</li> <li>8 PIKE/PINE STS.</li> </ul>	<ul style="list-style-type: none"> <li>1 ELLIOTT WAY</li> <li>2 LENORA ST. PED BRIDGE RETROFIT</li> <li>3 BELL ST.</li> <li>4 PORTAL PARK</li> </ul>



# PROJECT SCHEDULE



# ALASKAN WAY, PROMENADE, AND OVERLOOK WALK



- **Main Corridor:** Improve travel between downtown and Belltown
- **Overlook Walk:** Grade-separated pedestrian crossing, views and open space
- **Promenade:** Provide public open space, pedestrian accommodations and waterfront connections
- **East-West Connections:** Improve key east-west streets to provide better pedestrian connections between waterfront and downtown

# AWPOW DRAFT EIS BACKGROUND



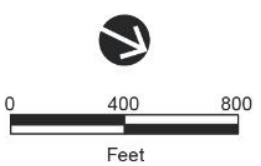
- Office of the Waterfront released the AWPOW Draft EIS in June 2015
- In response to comments and in alignment with the current Master Plan for the Seattle Aquarium expansion, the City released a Supplemental Draft EIS on Monday, April 18
- The Supplemental Draft EIS evaluates two new alternatives:
  - A narrower Alaskan Way between S. King and Columbia streets
  - A revised Overlook Walk to accommodate a potential Aquarium expansion



# MAP OF AWPOW PROJECTS



Source: SDOT



Project Footprint

AWPOW Projects

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

- Location of Main Corridor Alternative 2 Improvements
- Location of Overlook Walk Alternative 2 Improvements

# SUPPLEMENTAL DRAFT EIS OUTREACH

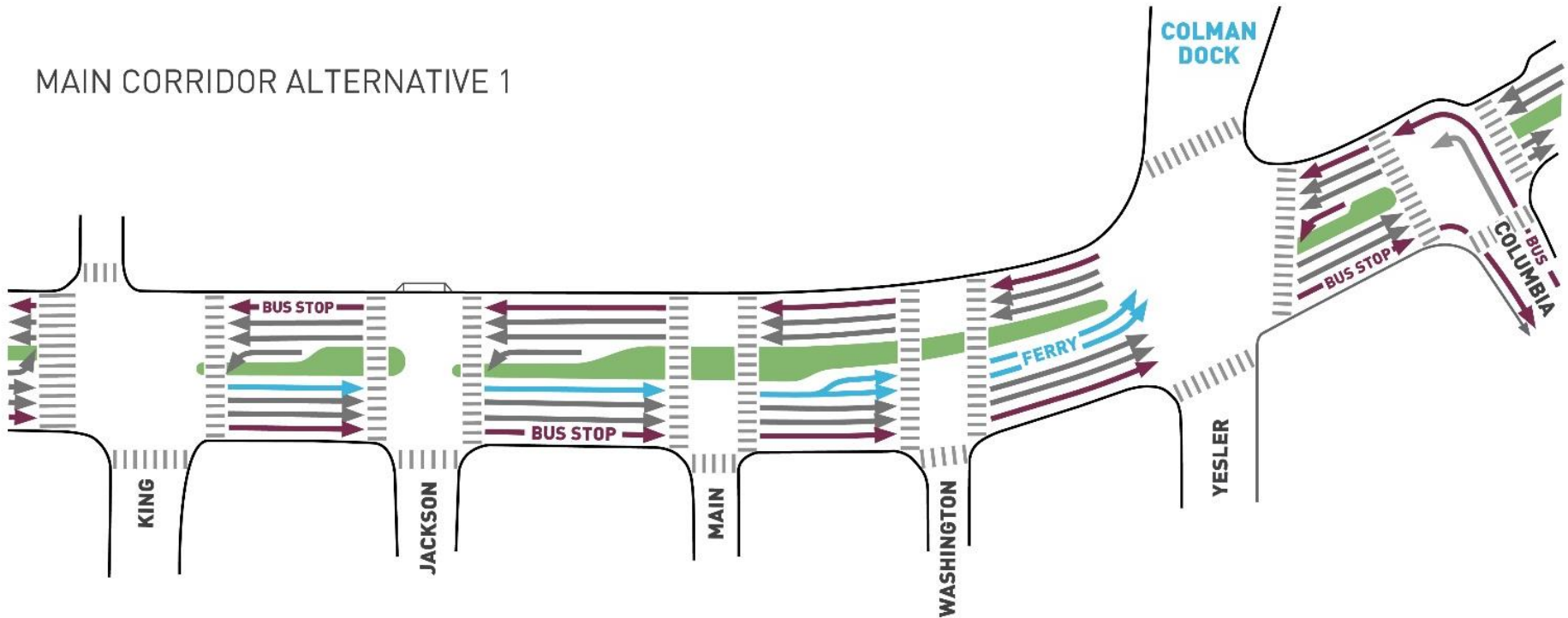


- Alaskan Way, Promenade and Overlook Walk Supplemental Draft Environmental Impact Statement (EIS) released April 18
  - 30-day public comment period (April 18 – May 18)
  - Multiple tools to notify public of Supplemental Draft EIS release
  - Public meeting on May 10, 4:30 – 7:30 PM, Bertha Knight Landes Room (hosted by Office of the Waterfront)
- Final EIS by late 2016

# MAIN CORRIDOR ALTERNATIVE 1



MAIN CORRIDOR ALTERNATIVE 1



**LEGEND:**

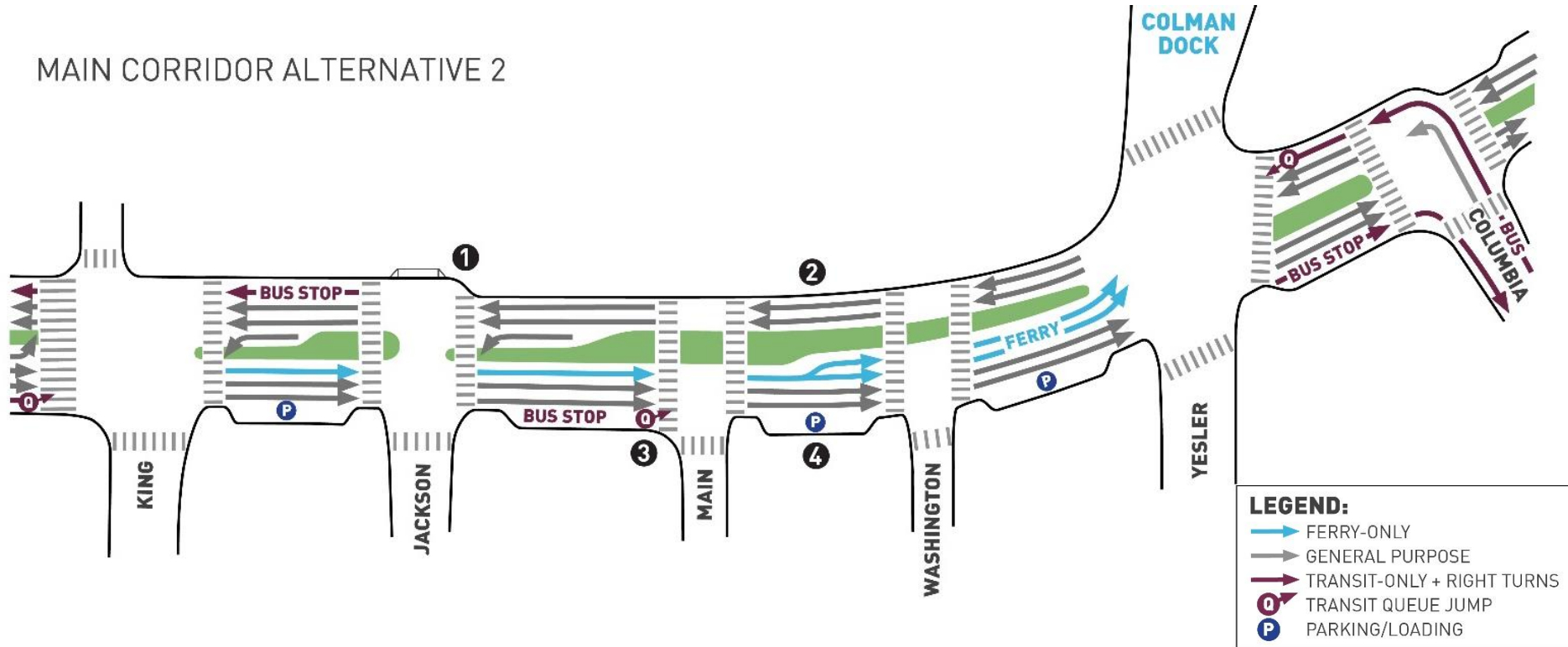
- FERRY-ONLY
- GENERAL PURPOSE
- TRANSIT-ONLY + RIGHT TURNS
- TRANSIT QUEUE JUMP
- PARKING/LOADING

**NOTE:** EAST-WEST LANE CONFIGURATIONS UNCHANGED

# MAIN CORRIDOR ALTERNATIVE 2



MAIN CORRIDOR ALTERNATIVE 2



**LEGEND:**

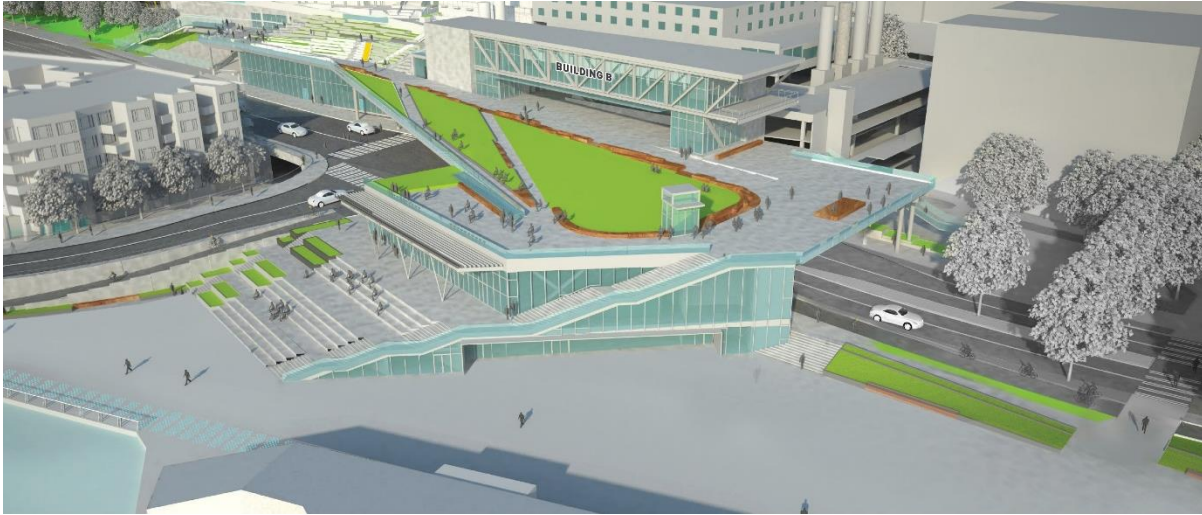
- Blue arrow: FERRY-ONLY
- Grey arrow: GENERAL PURPOSE
- Red arrow: TRANSIT-ONLY + RIGHT TURNS
- Q: TRANSIT QUEUE JUMP
- P: PARKING/LOADING

**NOTE:** EAST-WEST LANE CONFIGURATIONS UNCHANGED

## How is Main Corridor Alternative 2 different from Main Corridor Alternative 1?

- 1 Shorter pedestrian crossing distance
- 2 Dedicated transit lanes removed between S. King and Columbia streets
- 3 Transit queue jumps added at Yesler Way (southbound) and S. Main and S. King streets (northbound)
- 4 On-street parking and loading provided between S. King Street and Yesler Way

# OVERLOOK WALK



**OVERLOOK WALK  
ALTERNATIVE 1  
(WITH BUILDING C)**



**OVERLOOK WALK  
ALTERNATIVE 2  
(WITH AQUARIUM  
PAVILION)**

# PUBLIC COMMENTS



- Public comments must be submitted via official channels and included in the project record
- Multiple ways to submit comments:
  - **Comment online** at [waterfrontseattle.org](http://waterfrontseattle.org)
  - **Email** comments to [sdeis@waterfrontseattle.org](mailto:sdeis@waterfrontseattle.org)
  - **Mail** written comments to City:
    - AWPOW – Draft EIS Comments
    - Mark Mazzola, Environmental Manager
    - Seattle Department of Transportation
    - PO Box 34996, Seattle, WA 98124-4996
  - Comment at the May 10 **public meeting** via court reporter or written comment form



**QUESTIONS?**

**[waterfrontseattle.org](http://waterfrontseattle.org)**

**[mark.mazzola@seattle.gov](mailto:mark.mazzola@seattle.gov)**

# BACK POCKET



# URBAN ROADWAY DESIGN FEATURES



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# EIS TOPICS



- **Transportation**
- **Parking**
- Public services & utilities
- Land use
- Noise
- **Aesthetics**
- Water quality
- Air quality
- Vegetation and wildlife
- Historic resources
- Archeological resources
- Hazardous materials
- Energy resources

# MAIN CORRIDOR ALTERNATIVE 2

## KEY IMPACTS



### TRANSPORTATION

- Introduction of transit queue jumps would increase congestion for both general-purpose traffic and transit traffic, increasing overall travel times through the corridor compared to Alternative 1
- Congestion on Alaskan Way would divert drivers to other routes, causing increased congestion on nearby streets
- Transit travel times would increase substantially
- Reduced roadway width would shorten pedestrian crossing times

### PARKING

- Would provide approximately 31 additional on-street parking/loading spaces between S. King Street and Yesler Way compared to Alternative 1

# OVERLOOK WALK ALTERNATIVE 2

## KEY IMPACTS



### CONSTRUCTION

- If the Overlook Walk were completed prior to the Aquarium Pavilion, the construction period would be longer than if the two projects were built concurrently

### AESTHETICS

- Aquarium Pavilion would be larger and would extend farther west, which could pose a greater obstruction to views north and south
- Staircases on the north and south sides of the Aquarium Pavilion would have less expansive view opportunities toward the west
- Public open space and viewing deck would be expanded onto Aquarium Pavilion roof, providing improved view opportunities

# MAIN CORRIDOR ALTERNATIVE 2 CONSTRUCTION IMPACTS



## ARCHAEOLOGICAL RESOURCES

- Moving roadway farther from the known archaeological site near Pier 48 may reduce potential to encounter this identified archaeological resource

# OVERLOOK WALK ALTERNATIVE 2

## OPERATIONAL IMPACTS



### TRANSPORTATION

- Pedestrian access from Pike Place Market to the waterfront would be provided by a different configuration of stairs and elevator

### HISTORIC RESOURCES

- Locating the Seattle Aquarium adjacent to the Overlook Walk may increase visitors to the historic piers and Pike Place Market, enhancing the commercial viability of these historic areas