

Appendix B
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Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
1	Alliance for Pioneer Square			
1.1	Alliance for Pioneer Square	Thank you for the opportunity to comment on the Center City Connector Streetcar Project Environmental Assessment (the "EA"). These comments are submitted on behalf of Alliance for Pioneer Square.	No response required.	No
1.2	Alliance for Pioneer Square	Alliance for Pioneer Square is a nonprofit organization leading the revitalization of Pioneer Square Historic District through advocacy, programming, marketing, and community action. It works to help preserve what makes Pioneer Square the most authentic, engaging, and dynamic neighborhood in Seattle. By fostering pivotal new programs and facilitating crucial neighborhood action, it helps Pioneer Square move to a more vibrant and better place for everyone to live, work, and visit.	FTA and SDOT welcome the opportunity to work with the Alliance for Pioneer Square during construction of the Center City Connector.	No
1.3	Alliance for Pioneer Square	Pioneer Square is both a group of individually historic buildings and a historic district-one of the first such historic districts to be listed on the National Register of Historic Places. Both individual buildings and the district as a whole require constant reinvestment, and for that reinvestment to be possible, the district must be a desirable place to live, work, and visit. Attracting both residents and office users to its upper floors requires that its street level be attractive: walkable, lined with shops and restaurants and dynamic life. If the shops and restaurants fail, the upper floors hollow out. In the years since 1970, when the Pioneer Square-Skid Road Historic District was placed on the National Register, experience has taught that Pioneer Square is a delicate thing. Its fortunes have waxed and waned. When conditions become undesirable, it can take years to turn things back around. In the meantime, historic buildings can be lost to unsympathetic replacements, from which the district never recovers.	FTA and SDOT recognize the value of preserving Seattle's history and the national landmarks of Pioneer Square. SDOT has an MOA to continue working with the Alliance in the development and implementation of a coordinated business outreach plan.	No
1.4	Alliance for Pioneer Square	First Avenue is the central arterial within Pioneer Square. It is where buildings were first rebuilt after the Great Seattle Fire. It is lined today at street level with charming retail shops and restaurants, and is a walkable street of great beauty, with mature trees lining the central median. Anything that damages its current quality risks long-term damage to the district as a whole.	FTA and SDOT share the "Alliance's" concern for protecting Pioneer Square. For instance, streetcar vehicles with on-board energy storage systems (OESS) have been selected so that portions of the route (specifically Pioneer Square) can be powered without Overhead Contact Systems needed, therefore avoiding any impact to the median trees. To ensure the Center City Connector is consistent with the district's character, the Project will obtain a Certificate of Approval from the Pioneer Square Historic Preservation Board	No
1.5	Alliance for Pioneer Square	First Avenue must serve many purposes, each of which is critical to achieving the balance required for Pioneer Square to remain vital. It must be a desirable walking street for pedestrians. It must carry automobiles of customers coming from distant locations to its retail shops and restaurants, as well as visitors and employees to Pioneer Square businesses and residences, including customers and visitors who cannot or will not arrive by transit. It must accommodate transit. It must accommodate bicycles. It must provide access for buildings fronting on it, and permit goods to be delivered to those buildings and trash to be removed. People with limited mobility must be able to safely navigate the avenue to reach their destinations.	FTA and SDOT agree. While the Center City Connector is being designed to accommodate transit, First Avenue will allow for multimodal travel. As part of the Project, several sidewalk and curb improvements will be made to improve pedestrian travel, and SDOT is developing parking and access mitigation strategies with businesses along First Avenue.	No
1.6	Alliance for Pioneer Square	Alliance for Pioneer Square has been a strong partner to the City of Seattle in the route and design of the Center City Connector streetcar line to date. This work, in support of city goals was to ensure that construction and operation supports and enhances neighborhood vitality. Even with the success of the past five years, Pioneer Square will benefit when the millions of tourists who visit the Pike Place Market can visit our historic neighborhood by jumping on a streetcar.	FTA and SDOT appreciate the Alliance's recognition of the Center City Connector's value to Pioneer Square and visitors to Seattle.	No
1.7	Alliance for Pioneer Square	Neighborhood context for the construction of the streetcar must be included in the EA. The viaduct is still in place. The tunnel is not completed. The seawall is not completed. Alaskan Way design remains in the midst of environmental review, and construction remains at some unknown future time. Early stages of the streetcar project include significant utility work impacting historic buildings within the district. The health and viability of Pioneer Square historic buildings is dependent upon neighborhood and business viability, including vitality while these projects are completed With that context, Alliance	As described in the FONSI, FTA finds that the Locally Preferred Alternative (LPA), with the mitigation commitments described in the Environmental Assessment (EA), will not cause significant impacts; thus, an EA is proper, and a Finding of no Significant Impact (FONSI) is the appropriate finding. The City determined that a State Environmental Policy Act (SEPA) Determination of non-significance (DNS) was the appropriate threshold determination and adopted the EA as a DNS under the City's SEPA regulations (Seattle Municipal Code 25.05.600 When to use existing documents and 25.05.610 Use of	No

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		<p>for Pioneer Square believes that neither a Determination of non-Significance under the State Environmental Policy Act ("SEPA"), nor a Finding of no Significant Impact ("FONSI") under the National Environmental Policy Act ("NEPA") is supportable here. Circumstances have changed with the significant delay in other projects and increased utility needs, the City should not proceed without a thorough analysis of the current context and real impacts of these changes.</p>	<p>NEPA documents). FTA acknowledges that some project schedules have changed and utility work has been better defined since issuance of the EA. To account for these changes, TSDOT conducted additional analysis, which is described in Section 4.4.1 of the FONSI. While the analysis shows that some additional northbound traffic would be diverted along Alaskan Way during construction, FTA finds that the potential increase in delay at the Marion Street/Alaskan Way intersection during the 6- to 8-month construction window would be a temporary condition. The LPA with the mitigation commitments in the EA and additional measures detailed in the FONSI will not cause significant impacts.</p>	
1.8	Alliance for Pioneer Square	<p>I. The transportation analysis must be reconciled with the transportation analysis for Waterfront Seattle, issued by the City essentially contemporaneously, and must recognize the impacts of that project.</p>	<p>FTA finds that the methods and assumptions for the Center City Connector analysis were appropriate and that the analysis relied on the most relevant information available. The traffic volume forecasts were developed in 2014 using intersection counts collected in September 2014. The methodology is described in Appendix C of the Center City Connector Transportation Technical Report (Appendix A2 to the EA). The Project team coordinated this work with the Waterfront Seattle Program. As noted in Section 3.4.1, page 3-6, of the EA, the Waterfront Seattle Program and associated transportation improvements were included as background projects in both the no Build and LPA alternatives.</p> <p>To reconcile the differences between the Waterfront Seattle and Center City Connector traffic forecasts, FTA and SDOT noted that the Waterfront Seattle Program based its transportation analysis on 2008 assumptions of population, economic, and traffic growth. The 2008 data did not account for the effects of the economic recession between 2008 and 2012. As a result, the Waterfront Environmental Impact Statement (EIS) model overstated its predictions of population, economic, and traffic growth. The Waterfront Seattle Program -Alaskan Way, Promenade, and Overlook Walk Final EIS Transportation Discipline Report (page 4-3) acknowledged that volumes along Alaskan Way used in the Final EIS to determine traffic impacts were overstated by 10 to 15 percent and represent a conservatively <u>high</u> estimate of travel demand volumes and impacts for the preferred alternative. Travel demand volumes and impacts for the Center City Connector differ from those developed for the Waterfront Seattle Program because for Center City Connector they are based on the more accurate 2014 data.</p>	No
1.9	Alliance for Pioneer Square	<p>Key portions of the EA projections are difficult to assess for accuracy. For instance, Table 4.1-10 projects that while the South Lake Union streetcar currently carries 16,600 passengers per day, it will carry 21,100 by 2018 and 29,500 by 2035. The EA does not state how those numbers were arrived at. But Table 4.1-9 provides the service frequency, which by simple math shows that there will be 108 trips in each direction daily. To carry 29,500 passengers per day, with 108 trips in each direction, each trip would have to carry an average of 137 passengers- each trip from 5 a.m. to 1 a.m. That seems likely to be unprecedented in Seattle or other comparably sized cities. The accuracy of the projection is important, however, because other projections seem much more likely. Again, the streetcar will remove one travel lane in each direction from First Avenue, making the lane effectively "streetcar only.1" Thus the projection in Table 4.1-11 that the streetcar will result in 45 to 53 percent reduction in vehicles on First Avenue seems entirely likely. If the optimistic projections for streetcar use do not materialize, the result could be a net reduction in persons carried on First Avenue.</p>	<p>The second row of Table 4.1-10 in the EA represents the potential ridership based on existing demographics and travel patterns if the Project were in place connecting South Lake Union, Center City Connector, and First Hill streetcar segments. The ridership was projected by a calibrated model called Simplified Trips on Project (STOPS) that uses local boarding data and Census data (see Chapter 3 and Section 5.3.2 of the Center City Connector Transportation Technical Report, 2016); FTA developed STOPS using data from numerous areas around the country that currently operate light rail, streetcar, and bus rapid transit systems. The first row of Table 4.1-10 is the expected ridership of the combined South Lake Union and First Hill Streetcar lines without the Center City Connector (No Build Alternative).</p> <p>Based on service frequency shown in Table 4.1-9, there would be 216 trips per day in each direction along the Center City Connector segment of the system, producing 432 total daily trips. In 2035, the STOPS model projects systemwide ridership would increase from an estimated 11,200 if the Center City connector is not built to approximately 29,500 average daily weekday riders for the combined streetcar system. To accommodate the higher ridership, there will be seven additional streetcars in service, allowing more trains to travel longer routes, connecting more destinations, and passing every 5 to 10 minutes instead of every 15 minutes, as reflected in Table 4.1-9. With more streetcars in service and arriving more frequently, the average ridership per streetcar trip is projected to be 68 passengers in 2035 (not 137 passengers), which the streetcar vehicle easily accommodates. At</p>	No

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			present, the First Hill and South Lake Union lines carry about 33 and 34 passengers per trip, respectively.	
1.10	Alliance for Pioneer Square	1 Table 4.1-4 reflects that Routes 12, 16, 66 and 99 are all likely to be eliminated from First Avenue. Route 99, the only route serving the entire waterfront of Seattle, may be eliminated entirely. Because the streetcar is designed to be loaded and unloaded from a center median, buses cannot use the same facilities to load passengers on First Avenue, making the "transit only" lanes effectively permanent "streetcar only" lanes.	Route 12 currently runs along Madison Avenue and Marion Street, using First Avenue for one block to turn around. Portions of Route 12 is scheduled to be replaced with the Madison Bus Rapid Transit project, which would turn around using a station shared with the Center City Connector on First Avenue between Madison Avenue and Spring Street. Route 99 would likely return to its original route along the new Alaskan Way surface street or be replaced by new service tied to Waterfront Seattle Program when the Alaskan Way Viaduct and Seawall Replacement projects are complete. King County Metro eliminated Routes 16 and 66 in March 2016 when University Link service began. Route 16 changed to Route 62, which is now routed onto Third Avenue. While King County Metro is not planning to have service along First Avenue, buses traveling onto First Avenue or Stewart Street will be allowed to use transit-only lanes, and that lane's design would allow bus service along First Avenue if King County Metro decided to continue it.	No
1.11	Alliance for Pioneer Square	The EA projects that 35 buses per hour will cross the streetcar alignment at the intersection of First and Columbia. Table 4.1-6. The draft environmental impact statement ("DEIS") for Waterfront Seattle calls for rerouting 12 Metro bus routes currently using the Seneca and Columbia Street ramps to SR 99 onto Columbia Street and Alaskan Way, requiring those buses to cross First Avenue at Columbia Street. Review of Metro bus schedules suggests that those 12 bus lines currently have at least 31 departures from downtown during the p.m. peak hour, which means that they will have at least 62 crossings of First and Columbia as the buses return to downtown on the same route. The model that was used for traffic projections must incorporate the actual expected bus traffic.	The FONSI includes a corrected Table 4.1-6 (in Appendix A2) reflecting that there are approximately 73 bus trips (54 westbound and 19 eastbound bus trips) in both the no Build and LPA scenarios. When the SR 99 Replacement Project removes the Columbia and Seneca Street ramps, Columbia Street will become the permanent south end transit pathway between Alaskan Way and Third Avenue. The model for the Center City Connector reflected this assumption, consistent with the Waterfront Seattle Final EIS. This includes assumptions for 12 bus routes that generate approximately 54 westbound and 19 eastbound bus trips in the PM peak (dead head bus trips not included). Please note however, that the intent of table 4.1-6 was to convey delays per transit passenger during evening peak commuter period in the west and northbound directions where the Project would have the highest likelihood to affect delay. Assuming more buses does not change the conclusions reached in the EA.	Yes
1.12	Alliance for Pioneer Square	The DEIS for Waterfront Seattle also proposes making Columbia Street a bus-only street. That compounds the difficulty of providing access to properties fronting on First and Columbia, because access cannot be redirected from First Avenue to Columbia Street.	The use of Columbia Street for two-way transit was a decision made by King County Metro as part of its Southend Transit Pathway evaluation. While the City is participating in the design of this project, it is separate from the Waterfront Seattle Program and the Center City Connector. The current design of eastbound Columbia Street between First and Second Avenues will be a business access and transit (BAT) lane that allows shared general-purpose traffic to share the lane for access to adjacent businesses.	No
1.13	Alliance for Pioneer Square	The EA requires better, current data in order for any of its transportation projections to be meaningful. We understand that the raw data for the transportation study may have come from the 2010 Puget Sound Regional Council Transportation 2040 Plan. If so, that data is seriously outdated by numerous public and private projects which were not anticipated at the time.	The EA (including its travel demand forecasts) used the most recent release (spring 2014) of the Puget Sound Regional Council (PSRC) model, associated land uses, and data. FTA acknowledges that some project schedules have changed and utility work has been better defined since issuance of the EA. To account for these changes, SDOT performed additional intersection modeling in September 2016, which were incorporated into an updated traffic analysis, which can be found in the FONSI at Section 4.4.1 and Appendix A4.	Yes
1.14	Alliance for Pioneer Square	Combined with #1.17	No response required.	No
1.15	Alliance for Pioneer Square	Of central concern is the EA's optimistic assessment that: Despite the increase in delay caused by the LPA ["Locally Preferred Alternative"], intersection LOS ["Level of Service"] for intersections along the LPA alignment would be no worse than LOS C for both the no Build Alternative and LPA. Adjacent streets (Alaskan Way and Second, Fourth, and Fifth Avenues) would experience a slight increase in volume and intersection delay (from approximately 16 to 18 seconds per vehicle on average), but no intersection is expect to operate at worse than LOS D in both the no Build Alternative and LPA. No study intersections would operate at LOS E or F in the 2018 year of opening. EA at 4.1-29. It also says that "intersections within the study area would operate at LOS E or better with the project in future	Please see response to comment 1.8 above. Also, SDOT analyzed "spillover" traffic or diversion traffic operation at intersections on corridors parallel to First Avenue in EA sections 4.1.3.1 and the EA Transportation Technical Report (Appendix H1 of the EA). The analysis evaluated traffic movements along three screenlines (i.e., transects across northbound-southbound roadways to capture vehicle movements) in the years 2018 and 2035. The data was aggregated so that results for arterials west of First Avenue include Western Avenue. EA Table 4.1-12 summarizes the results of this evaluation, which is The analysis shows that traffic	Yes

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		<p>years 2018 and 2035, with the exception of Westlake Avenue N and Republican Street and Alaskan Way and S. King Street." EA at 4.1-49. By contrast, the Seattle Department of Transportation issued a DEIS for Waterfront Seattle in June 2015 ("Waterfront DEIS"), essentially contemporaneous to this EA.3 Table 3-3 of the Waterfront DEIS shows existing conditions in 2017 as LOS F at Alaskan Way and Pine Street, Alaskan Way and Seneca Street, and Alaskan Way and Columbia Street. It projects the 2030 no Action PM Peak Hour as being LOS F at Alaskan Way and Pine Street, Alaskan Way and Spring Street, and Alaskan Way and Columbia Street, and LOS E at Alaskan Way and Madison Street. Figure 3-6 of the Waterfront DEIS shows that under the Action Alternative the intersections of Alaskan Way and King Street, Yesler Way and Western Avenue, Alaskan Way and Columbia Street, and Western Avenue and Seneca Street will be LOS F in 2030, and the intersection of Western Avenue and University Street will be at LOS E in 2030. The EA must be reconciled with the City's environmental analysis for Waterfront Seattle, and must explain the impact of the spillover onto adjacent streets from the loss of one general-purpose lane in each direction on First Avenue on those congested conditions on Western Avenue and Alaskan Way. Once the two environmental analyses have been reconciled, the EA must also explain where former First Avenue trips are diverted to, and what the impact is of that diverted traffic.</p>		
1.16	Alliance for Pioneer Square	<p>Finally, the EA must examine the impact of the loss of two general-purpose lanes on First Avenue on conditions when there are events in downtown. The EA says that no mitigation is generally needed because "all intersections within the study area would operate at LOS E or better," EA at 4.1-49, but during large events during the construction period SDOT will "provide enhanced public awareness of congestion and alternative modes for accessing events," "provide signing and wayfinding to help travelers access key destinations," and "provide flaggers and/or uniformed police officers at key intersections when needed to facilitate movements of freight and general purpose traffic." The EA's description of free-flowing traffic in downtown Seattle is inconsistent with the lived experience of people who have spent 45 minutes trying to get from Stewart Street to Columbia Street on Fifth Avenue or Second Avenue during rush hour. The EA provides no basis for the public to understand how the City got its rosy assessment. But it clearly was not based on data from any day when there was any significant event downtown. The Mariners are at home for 80 games a year. The Seahawks play Monday-night games. The Sounders have games. There are events at the Century Link Event Center. There are events at Key Arena. Summers have Friday afternoons when tourists are in town. There are events at Benaroya Hall. Each of those conditions can bring traffic in downtown to a standstill. In total, events such as these easily occur 100 times a year, or more than 25 percent of the time.4 They are too frequent to simply be ignored, as the EA does. Telling people that there will be extreme congestion and advising them to take transit is already occurring, and does not solve the problem. Actual new mitigation is required. That estimate may be significantly low. Between the two sports stadiums and the Century Link Events Center, Alliance for Pioneer Square is told there are 300 events per year in the stadium district. But, for purposes of discussion, if there are events that cause congestion even 25 percent of the time, that requires that the impact of the streetcar on those periods when the City's transportation system is beyond capacity be disclosed and mitigation be provided</p>	<p>EA Section 2.2 describes how Seattle is facing the challenges of trying to satisfy increasing transportation needs with a constrained, finite street network, even without events. PSRC anticipates a 35 percent increase in residential population and a 50 percent increase in employment within the Center City Connector area by 2035. Existing development makes it unlikely that such growth will be served by more streets to carry cars. For this reason, the City is focusing on increasing the right-of-way's carrying capacity. As stated in the Seattle Comprehensive Plan, goals and policies are designed to "Make the Best Use of the Streets We Have to Move People and Goods" (Seattle Comprehensive Plan, Toward a Sustainable Seattle, Transportation Element, chapter 3.1, January 2015). One strategy for addressing event-related congestion is to increase the availability and frequency of transit to move more people. The Center City Connector will do that. The EA observes on page 4.1-30 (<i>this text is augmented in Appendix A2 of the FONSI</i>) that the Project will increase PM peak-hour person-throughput in Pioneer Square by replacing the on-street parking along First Avenue with frequent streetcar service, <u>moving more persons to and from evening and or weekend events than is currently possible</u>. Extra service can also be added specifically for events.</p> <p>In addition to serving event crowds with more mode choices, SDOT will continue to use existing tools to inform the public of expected congestion and delays and to encourage alternative forms of transportation rather than traveling in cars.</p>	Yes
1.17	Alliance for Pioneer Square	<p>The streetcar will not improve conditions on those days of gridlock, but the City must examine and disclose the additional adverse impact of the streetcar and how it will mitigate the loss of two general-purpose lanes on the functioning of the transportation system on those days. The City must separately identify ways of keeping its transportation system functioning during these frequent high-stress events; that is not the streetcar's role. But before the City builds a system permanently removing two of its general-purpose travel lanes, it needs to know whether the streetcar will help or</p>	<p>See responses to comments 1.15 and 1.16 above. EA Section 4.2.3, (page 4.1-30) discusses how the streetcar "will help or hinder the larger effort" of managing event and non-event congestion. During events, First Avenue would still experience congestion and delays similar to peak period congestion, but with the operations of the Center City Connector more persons can travel along First Avenue unimpeded during congested periods than current conditions allow.</p>	No

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		hinder that larger effort. If the streetcar makes conditions worse during those high-stress periods, then mitigation specific to the streetcar's impact must be provided.	Also, the Center City Connector is part of a set of transportation improvements that collectively increase transportation options and mobility. Within six months of opening the Center City Connector, the tunnel and Alaskan Way will open and provide diversions from First Avenue to larger arterial roadways connecting out of the City, as well as connections with destinations in South Seattle.	
1.18	Alliance for Pioneer Square	II. The EA must be accurate in its depiction of available parking, and must recognize the serious cumulative impact of the project on the rapidly shrinking parking supply. Figure 4.1-11 is hard to read, but portrays an outdated and inaccurate picture of available off-street parking. The "P" symbol is understood to be a symbol of parking that may be available to the general public, and Figure 4.1-11 suggests that parking is widely available to the general public throughout downtown Seattle and in Pioneer Square. To confirm the accuracy of that assessment, on May 29, 2016, I attempted to walk all the streets in the Pioneer Square Historic District to locate the claimed "off-site parking." Attached as Exhibit A is an enlargement of Figure 4.1-11 focused on the Pioneer Square Historic District, identifying by number what Figure 4.1-11 of the EA calls "off-street parking" that is not in fact available, at least by the general public.	Figure 4.1-11 in the EA was based on the 2013 PSRC parking inventory, which was the most current off-street parking data available at the time of analysis. Since the publication of the EA, SDOT began updating this information in the 2016 Downtown Off-Street Parking Study. When finalized, the study will be posted on the SDOT website. FONSI Appendix A2 uses data collected from this study and updates EA Section 4.1.6 – Parking and Figure 4.1-11. The change in the amount of parking available does not result in new impacts because the number of available off-street parking stalls remains approximately five times the number of on-street parking stalls that would be removed as a result of the project.	Yes
1.19	Alliance for Pioneer Square	No. 1. This is the loading dock of the Norton Building, never available for off street parking.	The overview graphic provided in Figure 4.1-11 shows a general distribution of off-street parking resources. The specific garages and capacities are illustrated in Chapter 8.0 of Appendix H.1, Transportation Technical Report, which correctly identifies the Norton Building parking resource. SDOT has updated Figure 4.1-11 based on more recent parking information. The updated figure can be found in FONSI Appendix A2, Errata.	Yes
1.20	Alliance for Pioneer Square	No. 2. These two "Ps" are a total of five reserved parking spaces.	SDOT has updated Figure 4.1-11 based on more recent parking information. The updated figure can be found in FONSI Appendix A2, Errata.	Yes
1.21	Alliance for Pioneer Square	No. 3. This "P" is now a building known as "80 S. Main," which has a "now leasing" sign on it. Any parking that was once available is now gone.	SDOT has updated Figure 4.1-11 based on more recent parking information. The updated figure can be found in FONSI Appendix A2, Errata.	Yes
1.22	Alliance for Pioneer Square	No. 4. This "P" was once a parking lot in the heart of Pioneer Square, but is currently completely consumed by the construction of 200 Occidental, Weyerhaeuser Company's new headquarters building. No parking for the general public is included.	SDOT has updated Figure 4.1-11 based on more recent parking information. The updated figure can be found in FONSI Appendix A2, Errata.	Yes
1.23	Alliance for Pioneer Square	No. 5. This "P" is seven spaces used by the adjacent Union Gospel Mission for parking its vans.	SDOT has updated Figure 4.1-11 based on more recent parking information. The updated figure can be found in FONSI Appendix A2, Errata.	Yes
1.24	Alliance for Pioneer Square	No. 6. No parking spaces were located at this "P." only.	SDOT has updated Figure 4.1-11 based on more recent parking information. The updated figure can be found in FONSI Appendix A2, Errata.	Yes
1.25	Alliance for Pioneer Square	No. 7. This "P" is six spaces of reserved parking for Seattle Lighting customers	SDOT has updated Figure 4.1-11 based on more recent parking information. The updated figure can be found in FONSI Appendix A2, Errata.	Yes
1.26	Alliance for Pioneer Square	5 Similarly, the EA fails to recognize the adverse impact on street level businesses of losing their delivery and loading areas.	SDOT recognizes the importance of loading areas by prioritizing curbside space for loading as a matter of policy (see http://www.seattle.gov/transportation/parking/parkingcurb.htm). As part of the Project design, SDOT is providing alternative locations for load zones on or adjacent to First Avenue. In addition, the EA and FONSI include mitigation measures requiring SDOT to work with businesses and residents along the alignment to address delivery access, commercial, and residential loading needs, and to balance multimodal mobility needs with loading and access requirements (See EA Section 4.1.7.4 and FONSI Appendix C).	No
1.27	Alliance for Pioneer Square	We do not know how many of the "Ps" in the rest of the study area are former parking lots now turned into high-rise buildings or otherwise not areas where parking is available. A cursory examination shows that the phenomenon is not limited to Pioneer Square but impacts the entire APE	SDOT has updated Figure 4.1-11 based on more recent parking information. The updated figure can be found in FONSI Appendix A2, Errata.	Yes

Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
		of the City Center Connector. We do not know how many of the "Ps" are reserved parking for the adjacent business. Any parking lots or garages east of Third Avenue are too far to be of any value to businesses on First Avenue that are losing on-street parking and should be removed from the study. But Figure 4.1- 11 also shows far more public parking along Second Avenue or between Second and Third Avenues than currently exists. The EA is inaccurate and misleading in suggesting through Figure 4.1-11 that downtown Seattle has plentiful parking available to the general public.		
1.28	Alliance for Pioneer Square	The EA also fails to appreciate the extent to which making parking garages on First Avenue "right-in/right-out" only will add to traffic as cars try to get to them, and generally make it harder for cars to utilize the limited remaining parking.	Right-in/right-out turning from parking garages along the streetcar alignment are required for purposes of safety during streetcar operation to avoid mid-block left turns across the exclusive streetcar lane. Even without the Project, limiting mid-block left-turns is a matter of safety and a measure to reduce congestion when mid-block left turns cause traffic to back up into the nearby intersections. SDOT is working with affected garages to minimize potential impacts from restricted left turn movements.	No
1.29	Alliance for Pioneer Square	More importantly, the EA must recognize that the proposal to eliminate 84 percent of the on-street parking on First Avenue and Stewart Street comes on top of the cumulative loss of parking from the SR 99 replacement, the Elliott Bay Seawall replacement, and the proposed Waterfront Seattle project. The total number of lost on street and off-street parking spaces from those projects is over 1,200. In mitigation of that loss, the City has provided only 250 new parking spaces in the Pike Place Market's new development. Those parking spaces are of no value to Pioneer Square. No one is going to park at the Pike Place Market to visit, shop in, or dine in Pioneer Square.	The EA evaluated the impacts from the loss of on-street parking along the alignment. As part of this analysis, the EA also evaluated the availability of off-street public parking within one block of the Center City Connector alignment. Based on this analysis, the EA concluded that there is adequate off-street public parking to accommodate the loss of on-street parking that would occur from the project. (See EA Section 4.1.7, Parking.) FONSI Appendix A-2 Errata provides updated information on off-street parking utilization. FTA finds it reasonable to conclude that because there are 4,400 public parking spaces and average availability of over 1,100 stalls available during both morning and afternoon hours within a block of the streetcar alignment, the loss of 194 on-street parking stalls is not a significant impact. Additionally, the EA analysis of economic impacts (EA Section 4.5.1.2) shows that for some businesses the streetcar creates the potential for higher visitation to Pioneer Square. The streetcar's user-friendly, reliable, and frequent service provides more visitors the ability to experience a broader portion of downtown conveniently. Two stations will be located in Pioneer Square: the existing station at Occidental and Jackson and a new station at First and Cherry with projected daily boardings of up to 2,000 at each location (see EA Figures 4.1-3 and 4.1-4).	Yes
1.30	Alliance for Pioneer Square	The City needs to prepare an accurate inventory of what parking will be available to the general public in 2018, and what of that parking can realistically be expected to be available in 2030. Then it needs to propose mitigation for the loss of 84 percent of the remaining on-street parking within the LPA alignment.	As noted in response to comment 1.29 above, the EA and FONSI include discussions of parking impacts and mitigation. FONSI Appendix A2, Errata, includes the most up-to-date off-street and on-street parking information available at time of publication. This information is updated along with other elements of SDOT's Center City Parking Program, which addresses changes in long-term on-street parking availability in downtown Seattle. The Center City Parking Program manager has been involved with the streetcar Project and will continue to be involved throughout construction and operation.	Yes
1.31	Alliance for Pioneer Square	The only proposed mitigation is expanding e-Park (4.1.7-4). This is unacceptable. Restaurants and ground-level retailers are fragile businesses with low margins, which are threatened by even a small drop in customers. They depend on customers being able to reach them, and for a certain number of customers, that means being able to park. The on-street parking spaces being eliminated are vital to the vibrancy of both Pioneer Square and the rest of First Avenue. The City needs to fully acknowledge the value of this street parking and the cost of its loss, and then provide real mitigation.	Section 4.5.1.2 of the EA describes the project's economic effects on businesses. Lost parking would likely cause some customers to go elsewhere; however, with streetcar system ridership growing to 29,500 passengers per day in 2035, the Project would make many businesses more accessible to more potential customers. The Project would give non-drivers a direct route from more parts of the City (from South Lake Union to north Capitol Hill), and drivers would still be able to park their cars in area garages and walk or ride the streetcar system to retail and restaurant destinations.	No
1.32	Alliance for Pioneer Square	No mention is made of the City's loss of parking revenue from First Avenue and how that revenue will be replaced.	As disclosed in EA Section 4.1.4.6, page 4.1-46, there would be a loss of 194 on-street parking stalls along First Avenue and Stewart Street, causing lost parking revenue of about \$850,000 per year, without subtracting associated costs related to collection, management, and enforcement. Seattle does not manage its on-street parking system to generate revenue but as part of an overall curb space management program.	No

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1.33	Alliance for Pioneer Square	The combination of the loss of parking with the cumulative construction impacts of this with other major City projects will have very serious adverse short- and long-term impacts on the viability of Pioneer Square.	SDOT acknowledges the short- and long-term impacts associated with the Project and its contribution with other projects to cumulative effects in the Pioneer Square area. The EA accordingly identifies minimization and mitigation opportunities in Chapter 6. Among the measures to minimize impacts, City of Seattle agencies including SDOT, Seattle Public Utilities (SPU), Seattle City Light (SCL), and the Seattle Department of Construction and Inspections are working with the Washington State Department of Transportation (WSDOT) and other area projects and programs to sequence major projects in time and space to minimize community impacts and duration of construction activities. One primary avoidance measure designed into the Project is the concept of concentrated construction phases in discrete segments of the route. By simultaneously upgrading the water and sewer lines, the City will reduce the duration of community impacts. By combing these efforts, construction in the Pioneer Square the duration would be a single period of up to 8 months, rather than two separate projects. In addition to identifying many specific measures, the mitigation commits SDOT to continuing to work with the Pioneer Square community, and partnering with the Alliance for Pioneer Square, to develop more measures to further reduce construction effects. Appendix C of the FONSI documents the commitments identified thus far and makes them conditions of any future FTA funding and approvals.	No
1.34	Alliance for Pioneer Square	Pioneer Square has suffered under the impacts of the SR 99 replacement project since parking removal and utility relocation began in 2010. Originally slated for completion in December 2015, the SR 99 replacement project is now not expected to be finished until 2018. Pioneer Square has suffered under the Elliott Bay Seawall replacement project since 2013. Originally slated for completion in 2016, it is now projected to also take until 2018 to finish. Seattle Public Utilities recently announced that because of subsidence occurring in late 2014, it will need to replace all the water lines on First Avenue in Pioneer Square on an urgent basis. Each of those projects has taken or will take parking, has created congestion, and has made Pioneer Square more difficult to travel to or live or work in. now the streetcar will take all the remaining parking along First Avenue, and provide years of additional congestion.	The EA acknowledges throughout Chapter 4 that major construction causes stress and inconvenience and can harm business. Chapter 5 of the EA describes the potential for cumulative impacts—that other projects can worsen the impacts one would otherwise expect from the Center City Connector project, either by extending their duration or increasing their intensity. The EA accordingly identifies minimization and mitigation opportunities in Chapter 6. One of them commits SDOT to continue working with Pioneer Square businesses throughout construction to encourage business activity and minimize the adverse impacts of construction. Moreover, Seattle’s increasing growth means that there are increasingly challenging competing needs for transportation corridors, especially downtown, and the project’s purpose is to help businesses and residents continue to thrive despite the transportation challenges. During operation, the Center City Connector will bring more people through the area with greater convenience. Therefore, while analysis in the EA acknowledges that some short-term impacts are intense and will therefore require mitigation, in the long -term these projects should provide substantial benefits to Pioneer Square businesses and downtown Seattle to take advantage of expanding population and numbers of employees.	No
1.35	Alliance for Pioneer Square	The EA must recognize the cumulative impact of these overlapping public projects on the viability of Pioneer Square businesses and buildings. As we stated in the beginning, historic buildings that are not economically viable are not maintained, and when they are not maintained, they are lost. The City of Seattle is experiencing an unprecedented boom, with small-scale buildings being replaced by much larger buildings on a regular basis. For the historic character of Pioneer Square to survive, however, small-scale buildings, with small-scale tenants, must remain viable. The cumulative impact of the overlapping construction projects, the unmitigated loss of parking, and the years of congestion threaten those small-scale street-level uses in Pioneer Square. Their loss will have not just short-term, but also long-term adverse impacts on the historic buildings and the historic district which the EA must recognize and propose mitigation for.	The EA’s analysis of historic and cultural resources (Section 4.14.2) considered potential visual and operational impacts associated with the passing of streetcars, tracks, stations, and overhead catenary system (OCS) wires and support poles. The EA also evaluated potential noise and vibration impacts, as well as construction and cumulative impacts on historic and cultural resources (EA Appendix H-14, Cultural Resources Technical Report). FTA finds, with the concurrence of the State Historic Preservation Officer (SHPO), that the operation and construction of the Center City Connector would not lead to an adverse effect on the historic buildings or the district. The analyses of direct and cumulative economic impacts (Section 4.5) and land use impacts (Section 4.4) suggest that the indirect loss of these buildings through neglect or economic decay is also unlikely.	No
1.36	Alliance for Pioneer Square	7 The EA is conflicting as to one other matter that would have very significant adverse impacts on Pioneer Square if the wrong statement in the EA turned out to be true. The conflict is between (1) Figure 3-6, which shows streetcars south of Yesler Way operating on overhead electric power, with the trees in the median of the street shown as popsicles rather than the mature trees that currently fill First Avenue south of Yesler Way, and (2) Figure 3-8, which shows the streetcar as being wireless south of Yesler Way. Destruction or severe pruning of any of the mature trees in the center of First	Thank you for pointing out this error. Streetcars south of Yesler Way will not operate on overhead electric power. A corrected version of Figure 3.6 has been included in the FONSI, Appendix A2, Errata. Table 4.7-1 notes the high visual quality of First Avenue through Pioneer Square and the tree-lined median. The Project will not remove or damage these trees.	Yes

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		Avenue south of Yesler would be a tragedy, since it would severely damage the pedestrian quality of the street. If the streetcar is approved, any approval should be conditioned on preservation of those trees under the guidance of an arborist, without disfiguring them. Construction must be conditioned so that they are not damaged, much less removed and replaced with the immature or stunted trees shown in Figure 3-6.		
1.37	Alliance for Pioneer Square	The Area of Potential Effects ("APE") for the Section 106 analysis is too small. It must include all of Pioneer Square and at least all historic buildings on the Waterfront	Section 4.14 of the EA explains that the area of potential effects (APE) captures the area in which the Project could directly or indirectly alter the character or use of any historic properties, objects, sites, and historic districts present. FTA determined the extent of the APE that was analyzed in the EA, and the SHPO concurred with it on December 3, 2014. This Project is not expected to affect historic properties along the Project alignment near the Waterfront.	No
1.38	Alliance for Pioneer Square	The APE for Section 106 analysis (Figure 4.i.14-1) under the National Historic Preservation Act assumes that no historic buildings other than those fronting on the streetcar line itself will be affected by the project. All of Pioneer Square should be included, as should the historic piers on the Central Waterfront. Tearing up First Avenue, removing all of First Avenue's parking, and rerouting traffic during and after construction, will have a big impact on more historic properties than about the streetcar route itself. The Pioneer Square Historic District depends on the synergies creating success for all the buildings within the District. All buildings depend on the accessibility of the District. All depend on the same pool of parking, and all are damaged by loss of parking. The risk to the District here comes from the added congestion, disruption from construction, and loss of parking which will threaten the economic viability of individual buildings, and through them, the District.	See responses to comments 1.31 through 1.33, which respond to impacts from loss of parking. Section 4.14 of the EA explains that the APE captures the area in which the Project could directly or indirectly alter the character or use of any historic properties, objects, sites, or districts present. FTA determined the extent of APE that was analyzed in the EA, and the SHPO concurred with it on December 3, 2014. A cultural resources report evaluating potential impacts of the Project on historic resources in the APE was submitted to the SHPO (see EA Appendix H14). The SHPO concurred on October 27, 2015, with FTA's finding of "No Adverse Effects" on historic resources. An addendum to the cultural resources report was completed to address historic resources that were not evaluated in the EA nor in EA Appendix H14. On October 10, 2016, the SHPO concurred with FTA's reconfirmed finding that the Project would have "No Adverse Effects" on historic resources. The Addendum can be found in FONSI Appendix A3.	Yes
1.39	Alliance for Pioneer Square	The project must be delayed until after the City has completed the replacement of the water lines in Pioneer Square, the SR 99 replacement project has been completed, the viaduct has been removed, and the Elliott Bay Seawall project has been completed. If it is not delayed, far more specific and effective mitigation than suggested in the EA will be required.	The EA considered the cumulative effects (Chapter 5) of the combined projects and acknowledged potential overlapping construction impacts. It therefore included mitigation commitments that have been incorporated into the FONSI. SDOT coordinates with WSDOT, Washington State Ferries, the Port of Seattle, and King County Metro through an interagency task force and engages many Center City stakeholders through the One Center City public/private partnership program to manage the potential cumulative impacts and to determine schedule sequencing. The FONSI requires SDOT to continue to maintain open communication with affected stakeholders.	No
1.40	Alliance for Pioneer Square	The EA says that construction of the streetcar would "begin in fall of 2017 and would take between 12 and 24 months to complete," starting in Pioneer Square. EA at ES-8. That will place the project under construction while the City is still under construction on the Elliott Bay Seawall Replacement Project, WSDOT is still under construction on the deep bore tunnel, and the City is replacing additional water lines in Pioneer Square as a result of subsidence that occurred in 2014. Without adequate information about how the cumulative impact of these projects will be mitigated, the proposed approach is unacceptable. We also understand that the City now recognizes additional utility work that will be required for the streetcar than is disclosed in Table 4.9-3. The EA should fully disclose all utility work that will be required.	Construction of the Center City Connector has been delayed. The FONSI discusses the updated schedule and how it affects the cumulative impacts analysis (see Section 4.4 of the FONSI). EA Section 4.9 discusses utility work required as part of the Center City Connector project, although other utility projects may occur within the Project footprint with potentially overlapping schedules. As described in Table 6-1, mitigation for cumulative impacts includes coordinating with other utility providers to minimize construction-related disruptions. Additional utility work along First Avenue is described in EA Chapter 5, Cumulative Impacts. Table 5-1 list Reasonably Foreseeable Future Actions in the Seattle area, including sewer rehabilitation work within First Avenue (#32). This work will occur in close coordination with the Center City Connector. To minimize cumulative construction impacts to Pioneer Square, First Avenue sewer rehabilitation will occur at the same time Center City Connector utility work is being completed. See Appendix A2, Errata, for figures displaying planned utility work.	Yes
1.41	Alliance for Pioneer Square	The EA says that the transportation analysis of p.m. peak-hour traffic assumed that "the Seawall Replacement project would be complete and would restore Alaskan Way to its original four-to five-lane configuration between S. Washington Street and Union Street (including a northbound ferry	The changes noted in the comment warranted additional transportation analysis, which is discussed in the FONSI. The updated analysis shows that, without mitigation, the Alaskan Way/Marion Street intersection would operate at Level of Service (LOS) F with an average delay per vehicle of 187	Yes

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		<p>ingress lane at Yesler Way) by mid-206 and the SR 99 viaduct would still be open." EA at 4.1-36. Those assumptions are not correct and the assumption that the reduction in travel capacity required for construction can be accommodated on Alaskan Way is not correct. No construction of the streetcar should be permitted until Alaskan Way is fully restored, the water lines are fully restored, and the Alaskan Way Viaduct has been removed.</p>	<p>seconds (17 seconds more delay than the EA showed). This increase in delay is expected to occur for about 6 months during the construction of the Center City Connector in Pioneer Square. Close coordination with other major projects, careful signal timing, and development of a collaborative detour plan would mitigate much of the traffic impacts. A number of mitigation measures were included in the EA in anticipation of potential schedule changes. No changes to the EA's conclusions about the significance of cumulative impacts are warranted.</p> <p>SDOT and WSDOT continue to evaluate opportunities to sequence Waterfront, Center City Connector, and Viaduct demolition activities to minimize impacts and maximize mobility downtown during construction.</p>	

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2	Charles Bond (email)			
2.1	Charles Bond (email)	I am glad to see that this project is mostly keeping its exclusive lanes on 1st Ave. Please make all new future streetcar line extensions exclusive lane or transit only lane. It's the only way to keep expensive investments like this reliable. Also, please consider a future extension to Lower Queen Anne/Uptown along first to serve Belltown as well as a stop in front of SAM/Harbor Steps.	Your comment has been referred to the Project design team and to the SDOT Transit Director for future consideration. The Seattle Transit Master Plan which shows the most current expansion route can be accessed here: http://www.seattlestreetcar.org/network.htm .	No

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3	Seattle Department of Neighborhoods, Sarah Sodt (letter)			
3.1	Seattle Department of Neighborhoods, Sarah Sodt (letter)	Below are comments compiled by the ISRD and Pioneer Square Preservation District Coordinators: Chapter 4 – Transportation	No response required.	No
3.2	Seattle Department of Neighborhoods, Sarah Sodt (letter)	This figure F.1-1 indicates that intersections along the 8th Ave. S. spur that leads to the Maintenance Facility located at Charles Street were not studied. Due to previously stated concerns by community stakeholders within the CID (International Community Health Services, Legacy House and the SCIDPDA) and due to the proposed redevelopment of the property at the NE corner 8th & Lane (consisting of a 14 story mixed-use project, including hotel), it may be worth including a study of vehicular access at the intersection of 8th and Lane as it relates to streetcar vehicles traveling back and forth to the maintenance facility (if this option is being considered for expansion).	The intersection at Eighth Avenue and Lane Street was not specifically studied because primary streetcar movements are less than five trips in a 2-hour period that occurs outside of peak commute hours (5 a.m. – 7 a.m. and 11 p.m. – 1 a.m.). There will only be two streetcar movements between 3 p.m. and 7 p.m. and only on between 10 a.m. and 3 p.m. However, the traffic analysis considered a design option that included a station on Eighth Avenue and evaluated intersection operations at Eighth Avenue and Jackson Street (EA Appendix H1, Center City Connector Transportation Technical Report, Page 6-28, and Appendix E, Intersection Level of Service Results, Table E-1). No impacts were identified, and that option was rejected.	No
3.3	Seattle Department of Neighborhoods, Sarah Sodt (letter)	Figure 4.14-4 Historic Properties in the CID: The map identifies a couple of properties that are on the National Register District listing as “Primary contributing” properties with a classification of “Determined eligible/contributing” as opposed to definitively “Contributing” as other properties are listed within the Figure. I’m not sure why that is. This same classification – “Determined eligible/contributing” – is not used in the map/Figure for Pioneer Square. There are other properties identified outside the National Register District boundary that are listed as “Determined not eligible”. It’s not clear how that determination was made. The ISRD Board has not acted on those buildings.	This EA was prepared to satisfy NEPA and as such the analysis meets federal regulations and requirements. All determinations of eligibility are in accordance with Section 106 and the eligibility for nomination to the NRHP. Some of the properties are both eligible for the NRHP and contributing to the historic district; others are only contributing. The legend was simplified because, regardless of type of significance, the resource is equally important in the analysis and impact determination. The National Register District Boundary only pertains to the historic district, but the Project APE was based upon the potential project effects and therefore eligibility for NRHP. Surveys were conducted beyond the historic district boundary and, in some cases, in larger areas where design options were previously under consideration. Eligibility recommendations were submitted by FTA to the SHPO, and concurrence was received on October 27, 2015 (see EA Section 7.3.3, Determinations of NRHP Eligibility).	No
3.4	Seattle Department of Neighborhoods, Sarah Sodt (letter)	While no clips are proposed for Pioneer Square, my experience with the attachments for the First Hill Street car as the “clips” would be more accurately described as substantial eye bolts (for example the “clip” that is being added to the 200 Occidental building for King County Metro is 6 inches and the post that penetrates the building is 4 inches in diameter and 10 inches long. I recall the “clips” for the First Hill street car being about the same size.) So unless there is a different hardware being proposed, calling them “clips” gives a false sense of a benign attachment. The report also talks about the clips in terms of a visual impact but does not discuss the fact that it will damage the historic materials and often it is not replicable material if the bolts were to be removed or discuss the potential for damage from the penetration, such as cracking, and water infiltration.	The abbreviated analysis in the EA is supported by a more detailed Cultural Technical Report (EA Appendix H14). The EA does call out the clips as “eyebolts” on page 4.15-15. “A physical effect on historic buildings could occur from the attachment of clips (eye bolts) to buildings as part of the OCS or from installation of contact-wire suspension poles to be fastened within historic areaways.” Further discussion is located in the Cultural Resource Technical Report under Section 8.3.1.2. The FONSI, Appendix A2, Errata, accepts your suggestion to change the term clips with “eye bolts” throughout the EA and Cultural Resources Technical Report.	Yes
3.5	Seattle Department of Neighborhoods, Sarah Sodt (letter)	The report does not address impact to area ways do to cross walks or ADA ramps so I presume that there will be none.	Potential impacts to areaways due to sidewalk repair that cross areaways or ADA ramp repair was evaluated in an addendum to the Center City Connector Cultural Resources Report (see FONSI Appendix A3). FTA finds, and the SHPO concurred on October 20, 2016, that the Project will have no Adverse Effect on areaways. SHPO has requested, in case construction does result in unforeseen modifications, “that any areaway modification would include review by SHPO and the Pioneer Square Advisory Board to assess if the proposed work would adversely affect those structures.”	Yes
3.6	Seattle Department of Neighborhoods, Sarah Sodt (letter)	The report does not address impact to historic traffic lights so I presume that there will be none.	There would be no changes to current street lights other than signal controls that would affect the appearance of the signals.	No

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3.7	Seattle Department of Neighborhoods, Sarah Sodt (letter)	Denny Substation transmission line route is not listed as one of the large infrastructure projects. Should it be, given potential Dearborn alignment?	The Denny Substation has been added to the Reasonably Foreseeable Future Actions (RFFA) list in Section 4.3 and Figure 5-1 is updated in Appendix A2, Errata of the FONSI.	Yes
3.8	Seattle Department of Neighborhoods, Sarah Sodt (letter)	Figure 5-1 RFFA (Reasonably foreseeable future actions) pinpoints 4 private developments in the Chinatown International District. As of June 3, 2016, there are 7 new constructions projects either underway or under design review, including one located along the 8th Ave. S. spur (not shown on the figure).	The comparative evaluation of the Operations and Maintenance Facility (OMF) expansion alternatives included the considerations of the operations along the spur track for issues including Environmental Justice and community impacts. This evaluation is included in Appendix A1 of the FONSI.	Yes
3.9	Seattle Department of Neighborhoods, Sarah Sodt (letter)	The report did not include the Yesler Bridge Project as one of the major project going on in the area.	The Yesler Bridge Project has been added to the list of the RFFA list in Section 4.3 and Figure 5-1 is updated in Appendix A2, Errata of the FONSI.	Yes
3.10	Seattle Department of Neighborhoods, Sarah Sodt (letter)	5.4.5: I think that the report also minimizes the economic impact of these successive construction projects based on the experience of the current projects.	SDOT recognizes the economic impact of successive construction projects and is working with businesses, communities, and the Office of Economic Development to develop plans to support economic vitality during construction. Measures to minimize economic impacts are listed in EA Section 5.5 of the Cumulative Impacts chapter and in EA Chapter 6, Mitigation.	No
3.11	Seattle Department of Neighborhoods, Sarah Sodt (letter)	It seems the communicating and coordinating to develop mitigation should be happening at early stage so concrete mitigation can be included in the report. Because we have had so many major projects there are likely a lot of lessons learned as to what will help mitigate the project. Suggestion: work with the Alliance for Pioneer Square, the Residence Council and other neighborhood organization before finalizing the mitigation plan.	The City is actively working with The Alliance for Pioneer Square, the Streetcar Coalition, and other neighborhood organizations to develop plans, strategies, and tactics to minimize construction effects. SDOT has signed a Memorandum of Agreement with the Pioneer Square Alliance to develop and implement a coordinated business (marketing) outreach plan focused on the business community in the area. The plan will be developed with the above stakeholders, and a draft plan will be available during the first quarter 2017, in advance of utility work.	No
3.12	Seattle Department of Neighborhoods, Sarah Sodt (letter)	This section does not appear to address impacts to neighborhoods surrounding the potential expanded maintenance facility or additional cars accessing those facilities (beyond the current usage). I expect expansion of the Charles Street Maintenance Facility and expanded use of the existing facility will be of great interest to community stakeholders. Recommended: Outreach to Chinatown International District stakeholders, particularly along the 8th Ave. S. spur to the Charles Street Maintenance Facility.	The EA assumes the operation of First Hill streetcar and adds operation of the Center City Connector to determine the total operational impacts. The Center City Connector does not propose to modify the spur or any feature outside of the maintenance yard. The incremental increase in streetcars within the Chinatown-International District will occur primarily during non-business hours and will not result in impacts in terms of traffic, noise, vibration, or changes to the community since the EA. However, the SDOT considered differences in community context during its analysis of streetcar operation and maintenance needs. The comparative evaluation of the OMF expansion alternatives included the considerations of the operations along the spur track for issues including Environmental Justice and community impacts. This evaluation is included in Appendix A1 of the FONSI. The FONSI requires that SDOT develop and implement a Public Participation Plan, including routine meetings, target outreach to business and individuals directly affected, and coordinate with the team to provide accurate and timely updates during construction.	No

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4	Eric Schoettle (email)			
4.1	Eric Schoettle (email)	I'm thrilled the CCC project is moving forward; the city desperately needs reliable transit with exclusive lanes, and the project will make the South Lake Union Streetcar vastly more useful. I think this is a great project.	Thank you for supporting the Project.	No
4.2	Eric Schoettle (email)	However, I think it would be much, much better if exclusive lanes were extended to cover the whole section where the two lines overlap. The increase in speed and reliability would make the whole streetcar system much more useful.	The Center City Connector will operate on dedicated transit lanes along First Avenue, and the City will continue to evaluate streetcar operations as the system is built out to increase and improve system reliability.	No

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5	Betty Lau (email)			
5.1	Betty Lau (email)	<p>I want to let you know I really like the three station stops in Japantown, Chinatown and Little Saigon. They are both beautiful and of great assistance in helping visitors know where they are.</p> <p>My comments are: For the new connector lines, please be sure to use our neighborhoods names of Japantown, Chinatown and Little Saigon on the maps and other signage generated by this project.</p>	<p>Your comments have been provided to the SDOT Project team for consideration during that final phase of design.</p>	No
5.2	Betty Lau (email)	<p>If there's any coordination with Sound Transit, also be sure to work with them to correct their confusing mishmash of signage which uses half a dozen different names for our district, instead of the correct one of Chinatown International District (City Ordinance 119297).</p>	<p>Signage needs will be coordinated through the neighborhood design councils.</p>	No
5.3	Betty Lau (email)	<p>In expanding the streetcar facilities, please be sure to keep the community informed of that planning so we know what to expect and can give feedback on any ramifications to the neighborhood.</p>	<p>SDOT is committed to keeping members of the community updated and will continue to provide information during design and construction through regular meetings with key stakeholder and public neighborhood groups. SDOT will use readily accessible mediums to communicate with the public at large, such as the Project website, newsletters, flyers, and speaking invitations. We encourage interested citizens to sign up for regular Project updates by contacting us at centercitystreetcar@seattle.gov.</p>	No

Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
6	Tom Fucoloro (email)			
6.1	Tom Fucoloro (email)	I wanted to connect and to send you the posts I referenced today. First, here's a post where I dive somewhat deep into efforts to improve bike/streetcar safety. It focuses on Westlake, but also includes a video of an experienced person (who knows all about crossing at 90-degrees, etc.) crashing on Jackson in Pioneer Square. This is very relevant to the 1st Ave design, since it's nearly identical. You can see how a relatively small mistake (straightening out too soon) ended in serious injury (broken collar bone) with no warning: http://www.seattlebikeblog.com/2015/03/25/can-westlakes-streetcar-tracks-ever-be-safe-for-people-biking/	Thank you for the information. We welcome your input and participation The City and the Project team are evaluating technologies and best practices to enhance bicycle safety around streetcar infrastructure. The City and the Project team will look at many options and will include these considerations as we move forward in streetcar track design.	No
6.2	Tom Fucoloro (email)	This is the kind of thing I'm most concerned about. If you scroll down in that post, I link to a report out of Zurich testing rubber in the rail flange. Their conclusion is that it breaks down too quickly, becoming its own hazard. If the city wanted to replace it regularly, it could work. But that would get expensive very quickly.	See Response 6.1. Thank you for the information.	No
6.3	Tom Fucoloro (email)	That said, the report is three years old, so maybe there are more promising products out there. The experts at SDOT and the FTA likely have better tools for finding solutions than me Googling and using Google Translate :-)	See response to 6.2 above. The City will develop the Center City Connector in accordance with nationally recognized best practices for bicycle-rail design. Streetcars will operate within a transit-only lane located in the center median and physically delineated to be separated from general traffic lanes, with a curb. Although First Avenue is not a designated bike facility, this configuration is preferable, because it allows bicyclists to ride on short segments of First Avenue to access businesses without conflicts with streetcar tracks. All designated bicycle crossings of the tracks will be perpendicular to the tracks (or located to direct cyclists to cross upright at no less than a 60 degree angle) at intersection crossings. The City has identified warning signage and pavement markings to use as safety measures for bicycle-trackway crossings and is targeting use of block rail as the preferred rail type to maximize bicycle safety.	No
6.4	Tom Fucoloro (email)	Second, here's the post I wrote in 2013 arguing for protected bike lanes on 1st at part of the streetcar project: http://www.seattlebikeblog.com/2013/10/28/downtown-streetcar-plans-dont-include-safe-bikeway/ . This section rings particularly true still (except the "draft" bike plan is now the real bike plan): "It appears that the 1st Avenue option is the best for the streetcar and for usability. But what about all the people trying to bike on the destination-packed street? Current plans do not include a bike facility.	See response to comment 6.1 above. The One Center City private/public partnership planning effort will holistically analyze the recommended bicycle facilities from the 2014 Bicycle Master Plan to determine best locations for safe and predictable bicycle movement, while creating downtown bicycle spines.	No
6.5	Tom Fucoloro (email)	In fact, the lack of existing or planned bike facilities on 1st was seen as a positive for selecting the street for the streetcar route instead of a couplet on 4th and 5th Avenues, according to the Tier 1 report. Indeed, the draft Bike Master Plan includes bikeways on 2nd, 4th and 5th Avenues downtown. But this is looking at things all wrong. Once we put a streetcar on 1st, the street will immediately become a high priority for a safe bikeway because of the danger posed by the tracks." I have more work to do for a post, but my primary angles so far focus on: What can be done to make the tracks more bike-safe? In the absence of bike-safe rails, protected bike lanes appear to be the only way to maintain safety for people biking and prevent serious injury and death. If anyone finds further information to inform me, let me know!	The One Center City private/public partnership planning effort will make recommendations for dedicated bicycle facilities in the City, and the Center City Connector Project team is evaluating technologies and best practices to enhance bicycle safety around planned streetcar infrastructure.	No
6.6	Tom Fucoloro (email)	In general, I urge you to not consider 1st Ave bike lanes an amenity for cycling or a bike route addition. Instead, they are mitigation for added, new dangers. This was the thinking behind Broadway, and that remains our best example of streetcars and bikes working together. Such an improvement would also be big for walkability, as we have seen on Broadway: http://www.seattlebikeblog.com/2014/05/09/a-tour-of-seattles-new-broadway-bikeway-how-it-makes-life-better-for-people-walking/	See response to comment 6.1 and 6.4 above. Your suggestions are being referred to managing authorities throughout SDOT and will be considered as design advances the streetcar system is completed.	No
6.7	Tom Fucoloro (email)	Also, I believe bike lanes are planned for part of Stewart as part of the Roosevelt-to-Downtown High Capacity Transit Corridor project. I tell you this not so you get them to delete that, but to reinforce	Westbound bike routes will remain on Stewart Street going westbound, but eastbound bike routes will likely be rerouted to minimize conflicts. The One Center City private/public partnership planning	No

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		that it is already a major bike route, and will only become more so. The Stewart section must be safe for biking, and protected bike lanes seem to be the only option to maintain that safety.	effort will analyze the recommended bicycle facilities from the 2014 Bicycle Master Plan to determine locations for safe and predictable bicycle facilities downtown.	
6.8	Tom Fucoloro (email)	We know repeating the Jackson design on 1st will end in injury or death. There's no question, it's just a fact that happens when you repeat something that already injures people.	FTA and SDOT share your concern for making the Project area safe. Please see response to comment 6.2 above.	No
6.9	Tom Fucoloro (email)	I want to love this project. I believe in retail transit and the 6 mph city (though I know the exclusive lanes are aiming for better than 6). But safety is more important than a downtown streetcar, and it's definitely more important than maintaining extra general purpose travel lanes. Someone's loved ones aren't going to be interested in the limits of buy-America rules or the needs to maintain car traffic at the expense of bike safety. I wish that were hyperbole, but here's my story from this very morning: http://www.seattlebikeblog.com/2016/06/01/desirees-mom-i-dont-want-anyone-else-to-lose-their-future-on-something-thats-so-preventable/	FTA and SDOT share your concern for making the Project area safe.	No
6.1	Tom Fucoloro (email)	For a more positive angle, know that a streetcar project that includes big safe streets improvements will come with the enthusiastic support of people engaged on that issue. Losing their support in a likely futile effort to appease people who drive is a recipe for failure. If you're gonna revolutionize a major downtown street, then go all the way!	Thank you for your support of the Center City Connector.	No

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7	Swinomish Indian Tribal Community, Tribal Historic Preservation Officer			
7.1	Swinomish Indian Tribal Community, Tribal Historic Preservation Officer	I am going to recommend having an Archaeology survey done.	Thank you for your comment. While the Section 106 process for the Project has concluded, FTA and SDOT welcome the Tribe's input.	No

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8	Anna Williams (email) - Ragazzi's Flying Shuttle			
8.1	Anna Williams (email) - Ragazzi's Flying Shuttle	Hello Art: Our business recently received the SDOT mailer in reference to the Plans for a First Avenue Streetcar in Seattle. I wanted to contact you before the upcoming May 25, 2016 Open House with some of my comments as a First Avenue long established business.	Thank you for submitting comments.	No
8.2	Anna Williams (email) - Ragazzi's Flying Shuttle	The Pioneer Square neighborhood in particular has been continually impacted by an unprecedented amount of large construction projects for some years now. Starting another large project like a Streetcar on First Avenue along with the continuing construction related to the Viaduct, Tunnel and the Seawall will no doubt create insurmountable odds for many of our neighborhood independent businesses to survive with this additional project. What are the options for our business if this Plan moves forward? Will any of our First Avenue businesses that are being impacted be included in possible mitigation funds/ or recompense for potential closures during construction? It would be so helpful to have a dialog on this since our business commitments to lessors, vendors, local full time artisans and our livelihoods depend the decisions being made by our City.	<p>FTA and SDOT acknowledge that overlapping major construction projects create difficulties but will work to keep those challenges from becoming insurmountable.</p> <p>EA Chapter 6 and FONSI Appendix C identify mitigation commitments SDOT must follow. There are several measures that mitigate business impacts during construction including:</p> <ul style="list-style-type: none"> • Work directly with businesses to develop a business mitigation plan ▪ Provide signage alerting potential customers that businesses are open during construction, and clearly mark detours as appropriate. ▪ Develop and sponsor a promotion and marketing plan to help affected businesses maintain their customer base during construction. ▪ Maintain access to each business as much as possible during construction and coordinate with businesses during times where access might be limited. <p>In addition, SDOT, in partnership with neighborhood business organizations, Office of Economic Development, and interested business parties, is participating in collaborative efforts to identify, implement, and refine strategies to help minimize construction effects on businesses. Local business owners are welcome to join those efforts. To express its commitment to the neighborhood's business community, SDOT has signed a Memorandum of Agreement with the Pioneer Square Alliance to develop and implement a coordinated business (marketing) outreach plan focused on those businesses. This plan will be developed with the above stakeholders and a draft plan will be available during the first quarter 2017, in advance of utility work. Another public/private partnership effort is the One Center City planning effort where several community stakeholders sit on the Advisory Group to help develop recommendations on short-term and long-term transportation and community plans. The City will not compensate for construction impacts associated with the Center City Connector Project unless those impacts are associated with direct and unavoidable impacts on business property or loss of access to the business.</p>	No
8.3	Anna Williams (email) - Ragazzi's Flying Shuttle	I have concerns about the removal of all First Avenue parking, and what reasonable access any delivery, Police, Fire and Emergency vehicle would have to our business. With only one lane open northbound and Southbound, I am concerned about the potential serious ramifications in terms of traffic /emergency situations.	The EA, and with updated traffic counts conducted in 2016 found in Appendix A2 of the FONSI, shows that there is adequate off-street parking to accommodate the loss of on-street parking. Additionally, the FONSI commits SDOT to working with local businesses to identifies loading and drop off areas. Section 4.12 of the EA evaluated impacts to emergency and public services and accessibility and concluded that emergency response times with the Project will be essentially the same as under No-Build conditions. It notes that the transit lane's curb is "mountable" to allow emergency vehicles to use or cross the lane when needed. SDOT is also updating the Seattle Streetcar System Safety Program Plan (Seattle, 2013) with input from public service providers, which addresses procedures relevant to fire and emergency medical services.	Yes
8.4	Anna Williams (email) - Ragazzi's Flying Shuttle	Please save our rare and beautiful London Plane trees down the Center of First Avenue in Pioneer Square.	The Project will not remove any of the London Plane trees in the median of Pioneer Square.	Yes
8.5	Anna Williams (email) - Ragazzi's Flying Shuttle	These are a few of my really grave concerns at this time. I wanted to get these to you so you would have these for the Open House. Thank you for making yourself available to express my concerns as a business owner on First Avenue. You are welcome to contact me at any time if you wish. Please keep	Thank you for your comments. SDOT will continue the conversation throughout the Project.	No

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		us on your mailings and emails pertaining to any construction and plans related to the First Avenue Streetcar and/or First Avenue in the Pioneer Square area.		

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9	Seattle Historic Waterfront Association, Elaine Spencer			
9.1	Seattle Historic Waterfront Association	Thank you for the opportunity to comment on the Center City Connector Streetcar Project Environmental Assessment (the "EA"). These comments are submitted on behalf of Seattle Historic Waterfront Association.	Thank you for taking the time to submit your comments and concerns.	No
9.2	Seattle Historic Waterfront Association	Seattle Historic Waterfront Association is made up of the owners of the private piers on Seattle's central waterfront, and the businesses within and alongside those piers, as well as businesses on the east side of Alaskan Way and along Western Avenue. Before the City's Elliott Bay Seawall Replacement Project, its members annually played host to approximately 4.5 million visitors to Seattle's waterfront in 2014. They are, sadly, well into the second summer tourist season after they were promised that all work would be completed in front of their businesses, with work on the seawall project continuing. It is now not scheduled to be completed until 2018 - two years after the environmental documents for the seawall project promised that all work would be done, and six years after it began.	SDOT regrets the unforeseen challenges from nearby construction delays and is making efforts to coordinate between projects to minimize further effects on nearby businesses and employers. The City is currently working with WSDOT on an interagency task force to sequence the work of major projects planned for the Pioneer Square, Waterfront, and First Avenue areas. One major goal of the task force is to identify construction sequencing opportunities between projects that would minimize the cumulative construction impacts. The City will continue to seek methods to minimize impacts during construction of this and other area projects.	Yes
9.3	Seattle Historic Waterfront Association	What the seawall project has taught, which must be assumed to be true when reviewing the EA, is that neither SDOT nor its contractors do an acceptable job of keeping access to businesses or residences during construction, or properly mitigating impacts if access is restricted, and they do not coordinate effectively with adjacent property owners or businesses. As a result, SDOT's promises in the EA to develop plans and coordinate with property owners to mitigate the adverse impacts of the streetcar construction on First Avenue must be viewed as merely aspirational and not as mitigation in fact.	Commitments made in an EA and FONSI are enforceable and monitored by FTA, and SDOT takes them seriously. SDOT could lose federal funding it is seeking if FONSI mitigation measures are not implemented during the life of the Project.	Yes
9.4	Seattle Historic Waterfront Association	The members of the Seattle Historic Waterfront Association do not believe that the Streetcar Environmental Assessment accurately reflects the project impacts, or appropriate mitigation strategies. They find it disappointing that the City would issue a Determination of non-Significance or that the Department of Transportation would issue a FONSI for the streetcar project. The combination of permanently removing two general-purpose travel lanes, permanently eliminating all on-street parking on First Avenue, making First Avenue permanently unavailable for bus transit, and the very considerable impacts of the construction process and schedule conflicts with other adjacent significant projects makes it impossible to conclude that no significant adverse impacts will be associated with the project. The City may conclude in the face of full disclosure of those impacts that it wants to proceed with the streetcar project anyway. But that decision should be made after the full public process required by SEPA and NEPA.	As described in the FONSI, FTA finds that the LPA, with the mitigation commitments described in the EA, will not cause significant impacts; thus, an EA is proper, and a Finding of no Significant Impact is the appropriate finding. The City determined that a State Environmental Policy Act (SEPA) Determination of non-significance (DNS) was the appropriate threshold determination and adopted the EA as a DNS under the City's SEPA regulations (Seattle Municipal Code 25.05.600 When to use existing documents and 25.05.610 Use of NEPA documents). FTA acknowledges that some project schedules have changed and utility work has been better defined since issuance of the EA. To account for these changes, the Seattle Department of Transportation (SDOT) conducted additional analysis, which is included in Section 4.4.1 of the FONSI. While the analysis shows that some additional northbound traffic would be diverted along Alaskan Way during construction, FTA finds that the potential increase in delay at the Marion Street/Alaskan Way intersection during the 6- to 8-month construction window would be a temporary condition. The LPA with the mitigation commitments in the EA and additional measures detailed in the FONSI will not cause significant impacts. The EA was prepared and the findings made with the full public process required by NEPA and SEPA. Many public meetings were held throughout the project planning and development processes. These are summarized in EA Chapter 7 and FONSI Section 4.6. Public notice was provided in two newspapers, on the Project website, and through U.S. Postal Service and email distribution. Copies of the document were distributed to interested and affected parties, several libraries, and community centers.	Yes
9.5	Seattle Historic Waterfront Association	The elimination of all on-street parking on First Avenue during and after construction is a significant adverse impact which must be mitigated with far more than the "business as usual" approach of the EA.	The EA evaluated the impacts from the loss of on-street parking along the alignment. As part of this analysis the EA also evaluated the availability of off-street public parking within one-block of the Center City Connector alignment. Based on this analysis, the EA concluded that there is adequate off-street public parking to accommodate the loss of on-street parking that would occur from the Project (see EA Section 4.1.7, Parking).	YES

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			<p>FONSI Appendix A-2, Errata, provides updated information on off-street parking utilization. FTA finds it reasonable to conclude that, because there are 4,400 public parking spaces and average availability of over 1,100 stalls available both morning and afternoon hours within a block of the streetcar alignment, the loss of 194 on-street parking stalls is not a significant impact.</p> <p>Additionally, the EA analysis of economic impacts (EA Section 4.5.1.2) shows that the streetcar does create the potential for higher visitation to Pioneer Square. The streetcar’s user-friendly, reliable, and frequent service provides more visitors the ability to experience a broader portion of downtown conveniently. Two stations will be located in Pioneer Square—the existing station at Occidental Avenue and Jackson Street and a new station at First Avenue and Cherry Street—with projected daily boardings of between 2,000 to 3,000 per day are projected in 2035 (see EA Figures 4.1-3 and 4.1-4).</p>	
9.6	Seattle Historic Waterfront Association	<p>Figure 4.1-11 is difficult to read, but it generally portrays a happy story of lots of available parking in downtown Seattle. However, the more appropriate study area would be confined to areas and lots west of Third Avenue. Parking supply more than two blocks away is not a reasonable alternative for First Avenue customers, Waterfront customers, or potential street car riders. In addition, all the parking lots in the International District do not serve the new section of the streetcar line covered in the EA.</p>	<p>Figure 4.1-11 in the EA was based on the 2013 PSRC parking inventory, which was the most current off-street parking data available at the time of analysis. Since the publication of the EA, SDOT began updating this information in its 2016 Downtown Off-Street Parking Study. When completed, the study will be posted on the SDOT website (http://www.seattle.gov/transportation/centercityparking.htm).</p> <p>FONSI Appendix A2 uses off-street parking data collected from this study and updates EA Section 4.1.6, Parking, and Figure 4.1-11. The data in the revised Table 8-2 breaks down the quantity of off-street parking within one block into two segments of First Avenue. For instance, this data shows that within one block of First Avenue between Columbia Street and Jackson Street, there are 1,514 off-street parking stalls. During peak periods, midweek surveys found that there were approximately 340 available in the morning hours and 265 in the afternoon hours.</p> <p>The change in the amount of parking available does not result in new impacts because the number of available off-street parking stalls remains approximately five times the number of on-street parking stalls that would be removed as a result of the project.</p>	Yes
9.7	Seattle Historic Waterfront Association	<p>A cursory review of specific locations, moreover, shows that Figure 4.1-11 is outdated and misleading. It is outdated because many of the locations with a "P" shown, apparently symbolizing available parking, were once surface parking lots but have now been redeveloped or are in the process of being redeveloped, removing public parking entirely. Other "P" locations never were parking, or consist of only a handful of reserved spots for the exclusive use of the adjacent property owners. Any assessment of available parking must start with a current and accurate inventory of parking that will be available to the public at the opening of the streetcar project. To accurately determine the impact of the loss of parking on street-level businesses, that inventory must be conducted during peak periods during the summer, when demand for parking from out-of-downtown visitors is highest.</p>	<p>See response to comment 9.6 above. Figure 4.1-11 has been updated (see FONSI Appendix A2, Errata, and response to 9.5 and 9.6 above) based on September 2016 off-street parking survey.</p>	Yes

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9.8	Seattle Historic Waterfront Association	The EA must also recognize that since the start of the SR 99 Replacement Project, the City and WSDOT have eliminated approximately 1,200 on-street parking spots along the waterfront and in Pioneer Square. The elimination of another 194 parking spots on First Avenue is a significant cumulative impact, which must be mitigated with replacement parking, not simply continuation of the efforts to encourage use of offstreet parking or alternative transportation modes.	PSRC anticipates a 35 percent increase in residential population and a 50 percent increase in employment within the Center City Connector area by 2035. Existing development makes it unlikely that such growth will be served by more streets to carry cars. For this reason, the City is focusing on increasing the right-of-way's carrying capacity. As stated in the Seattle Comprehensive Plan, goals and policies are designed to "Make the Best Use of the Streets We Have to Move People and Goods" (Seattle Comprehensive Plan, Toward a Sustainable Seattle, Transportation Element, Chapter 3.1, January 2015). One strategy for addressing event-related congestion is to increase the availability and frequency of transit to move more people. During operation, the Center City Connector is intended to bring more people through First Avenue with higher level of convenience for pedestrians, tourists, and cross business activities. The increasing growth in Seattle means that there are competing needs for transportation corridors. The Center City Connector allows visitors to park once and have easy, reliable, dependable transportation throughout Seattle, thereby reducing their automobile reliance with maximum convenience through transit, pedestrian, and bicycle modes. Seattle has studied parking availability and increasing growth planned for the area and remains committed to providing a sustainable, economically strong center city. Seattle will continue to work with Pioneer Square businesses throughout construction to encourage business activity and minimize the effects of construction.	No
9.9	Seattle Historic Waterfront Association	The streetcar project will result in the permanent removal of all bus service from First Avenue, including Route 99, which is the only transit currently intended to serve the entire waterfront. The EA says that Route 99 will be eliminated because of the streetcar project, meaning that much of Seattle's waterfront will have no bus service at all. King County Metro has promised the Waterfront that it will not alter, nor eliminate the 99 route. This EA identifies alteration and possible elimination of Route 99 in violation of those promises.	Route 99 was relocated to First Avenue from Alaskan Way to accommodate construction of the seawall and other improvements along Alaskan Way. Page 4.1-13 of the EA states that this bus would either be relocated or eliminated at the discretion of King County Metro. Further, the design of the transit lanes does not preclude bus service.	No
9.10	Seattle Historic Waterfront Association	1. The only mitigation proposed for the loss of parking is to expand e-Park and implement additional e-Park wayfinding signage. During peak periods e-Park is currently at capacity, so that better publicizing it will not provide mitigation during periods when the impact of parking losses is most critical.	See response to comment 9.5 above.	Yes
9.11	Seattle Historic Waterfront Association	2. Elimination of two general-purpose traffic lane on First Avenue and several left turn functions is a significant adverse impact, which must be identified and mitigated.	EA Section 2.2 describes how Seattle is facing the challenges of trying to satisfy increasing transportation needs with a constrained, finite street network. PSRC anticipates a 35 percent increase in residential population and a 50 percent increase in employment within the Center City Connector area by 2035. Existing development makes it unlikely that such growth will be served by more streets to carry cars. For this reason, the City is focusing on increasing the right-of-way's person carrying capacity. As stated in the Seattle Comprehensive Plan, goals and policies are designed to "Make the Best Use of the Streets We Have to Move People and Goods" (Seattle Comprehensive Plan, Toward a Sustainable Seattle, Transportation Element, chapter 3.1, January 2015). One strategy for addressing increasing demand, is to increase the availability and frequency of transit to move more people. The Center City Connector will do that. The traffic modeling performed for the EA reflects impacts of the changes in left-turn movements on traffic flow. Limiting mid-block turning across the streetcar alignment is required for purposes of safety during streetcar operation. In addition, mid-block left turns cause traffic to back up into the nearby intersections. SDOT is working with affected garages to minimize potential impacts from restricted left turn movements.	No
9.12	Seattle Historic Waterfront Association	The streetcar project intends to permanently eliminate one lane of general-purpose traffic in each direction on First Avenue, replacing it with a streetcar only lane. Although the EA calls it a "transit only" lane that is misleading because other forms of transit, such as buses, cannot load and unload at	The lane is designated as a "transit-only" lane so that buses may still use the lane to travel on First Avenue and Stewart Street in an exclusive right-of-way while on route or deadheading. The Project	No

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		a center median, which the streetcar will do. It also intends to eliminate 6 left turn lanes, and impose a right in/right-out requirement on buildings with First Avenue driveways.	design does not preclude future use of the stations and lanes for other forms of transit, such as the Madison Bus Rapid Transit. Some left-turn movements will be eliminated, but protected left turns will still be provided at key locations. The modifications proposed for left-turn movements along with protected left-turn signal phasing will improve the vehicle safety of the corridor. This is described in EA Section 4.1.3.1 Impacts, Locally Preferred Alternative, Traffic Safety, pages 4.1-33 to 4.1-35. Section 4.1.3.1, Roadway Operations of the EA includes consideration of right-in/right-out limitations for buildings with egress on First Avenue. With the addition of protected left-hand/U-turns at Madison, Spring, University, and Jackson, the downtown grid roadway system allows for right-in/right-out access is projected to function adequately.	
9.13	Seattle Historic Waterfront Association	The City has very limited right-of-way space, and that limited space must serve multiple functions. It must provide friendly, walkable streets for pedestrians. It must provide for buses. It must provide for automobiles. It must provide parking and loading to support street-level retail and restaurant businesses. It must provide for bicycles. Taking two lanes of that limited resource and permanently dedicating them exclusively to a streetcar, an inflexible mode of transportation, may be a policy decision that the City will make. But it must be done after disclosing the trade-offs that will be required, and describing actual mitigation.	See response to comment 9.8 and 9.11 above. The EA clearly notes the constrained right-of-way in its discussion of the project’s purpose and need (Chapter 2). Section 3.1 summarizes the planning process that led to the development of the LPA, much of which focused precisely on how best to serve the many transportation needs in downtown within the constraints of the limited and overburdened right-of-way.	No
9.14	Seattle Historic Waterfront Association	The elimination of 6 left turn lanes along First Avenue will significantly reduce accessibility to the Waterfront, as well as access around downtown. Also, the requirement for right-in/ right-out only movements from various properties- in particular garages-will also have significant impacts to the accessibility of our limited parking resources.	The Project will not eliminate any left-hand turning movements from northbound First Avenue to the Waterfront. Pike, Pine, and Union streets do not provide direct access to the Waterfront and the movement to Columbia Street will be eliminated as part of King County Metro’s conversion of Columbia Street to a two-way transit-only street serving the Waterfront. The conversion of some parking garage driveways to only allow right-in/right-out movements is required to address the traveling public’s safety with turning across three lanes, including two transit-only lanes with running streetcars. In addition, the downtown grid roadway system allows right-in/right-out access to continue to function adequately.	No
9.15	Seattle Historic Waterfront Association	3. The transportation analysis is flawed. It must be reconciled with the transportation analysis for Waterfront Seattle, which paints a very different picture of congestion in downtown Seattle. The EA must also examine the impact of the streetcar and the loss of two general-purpose lanes during the many downtown events that now cause gridlock downtown.	See response to comment 9.11 above regarding loss of general-purpose lanes and increasing pressures on the Seattle transportation network. FTA finds that the methods and assumptions for the Center City Connector analysis were appropriate and used the most relevant information available. The traffic volume forecasts were developed in 2014 using intersection counts collected in September 2014. The methodology is described in Appendix C of the Transportation Technical Report (Appendix H1 to the EA). The Project team coordinated this work with the Waterfront Seattle Program. As noted in Section 3.4.1, Page 3-6, of the EA, the Waterfront Seattle Program and associated transportation improvements were included as background projects in both the no Build and LPA alternatives. The Waterfront Seattle Program based its transportation analysis on 2008 assumptions of population, economic, and traffic growth. The 2008 data did not account for the effects of the economic recession between 2008 and 2012. As a result, future predictions of population, economic, and traffic growth base on this data were overestimated. The Waterfront Seattle Program Alaskan Way, Promenade, and Overlook Walk Final EIS Transportation Discipline Report (page 4-3) acknowledges that volumes along Alaskan Way used by that project to determine traffic impacts were overstated by 10 to 15 percent and represent a conservatively <u>high</u> estimate of travel demand volumes and impacts. Travel demand volumes and impacts for the Center City Connector differ from those developed for the Waterfront Seattle Program because for the Center City Connector they are based on the more accurate 2014 data.	No
9.16	Seattle Historic Waterfront Association	Key portions of the EA projections are difficult to assess for accuracy. For instance, Table 4.1-10 projects that while the South Lake Union Streetcar currently carries 16,600 passengers per day, it will	The second row of Table 4.1-10 in the EA represents the potential ridership based on existing demographics and travel patterns if the Project connecting South Lake Union, Center City Connector,	No

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		<p>carry 21,100 by 2018 and 29,500 by 2035. The EA does not state how those numbers were arrived at. But Table 4.1-9 provides the service frequency, which by simple math shows that there will be 108 trips in each direction daily. To carry 29,500 passengers per day, with 108 trips in each direction, each trip would have to carry an average of 137 passengers - each trip from 5 a.m. to 1 a.m. That is unprecedented in Seattle or other comparably sized cities. The accuracy of the projection is important, however, because other projections seem much more likely. The streetcar will remove one travel lane from First Avenue, making it effectively "streetcar only." Thus the projection in Table 4.1-11 that the streetcar will result in a 45 to 53 percent reduction in the number of vehicles on First Avenue seems entirely likely. If the optimistic projections for streetcar use do not materialize, the result can be a net reduction in the number of persons carried on First Avenue.</p>	<p>and First Hill streetcar segments were in place. The ridership was projected by a calibrated model called Simplified Trips on Project (STOPS) that uses local boarding data and Census data (see Chapter 3 and Section 5.3.2 of the Center City Connector Transportation Technical Report, 2016); FTA developed STOPS using data from numerous areas around the country that currently operate light rail, streetcar, and bus rapid transit systems. The first row of Table 4.1-10 is the expected ridership of the combined South Lake Union and First Hill Streetcar lines without the Center City Connector (No Build Alternative).</p> <p>Based on service frequency shown in Table 4.1-9, there would be 216 trips per day in each direction along the Center City Connector segment of the system, producing 432 total daily trips. In 2035, the STOPS model projects systemwide ridership will increase from an estimated 11,200 if the Center City connector is not built to approximately 29,500 average daily weekday riders for the combined streetcar system in the year 2035. To accommodate the higher ridership, there will be seven additional streetcars in service and frequency will increase from streetcars passing every 15 minutes to more trains traveling longer routes connecting more destinations and passing every 5 to 10 minutes, as reflected in Table 4.1-9. Based on this increase number of streetcars and the higher frequency of trips, the average ridership per streetcar trip is projected to be 68 passengers in 2035 (not 137 passengers), which the streetcar vehicle easily accommodates. At present, the First Hill and South Lake Union lines carry about 33 and 34 passengers per trip, respectively.</p>	
9.17	Seattle Historic Waterfront Association	<p>The EA projects 35 buses per hour crossing the streetcar alignment at the intersection of First and Columbia. Table 4.1-6. The DEIS for Waterfront Seattle calls for rerouting 12 Metro bus routes currently using the Seneca and Columbia Street ramps to SR 99 onto Columbia Street and Alaskan Way, requiring them to cross First Avenue at Columbia Street. Review of Metro bus schedules suggests that those 12 bus lines currently have at least 31 departures from downtown during the p.m. peak hour, which means that they will have at least 62 crossings of First and Columbia as the buses return to downtown on the same route. The model that was used for traffic projections must incorporate the actual expected bus traffic.</p>	<p>Appendix A2, Errata of the FONSI includes a corrected Table 4.1-6 reflecting that there are approximately 73 bus trips (54 westbound and 19 eastbound bus trips) in both the no Build and LPA scenarios. When the SR 99 Replacement Project removes the Columbia and Seneca Street ramps, Columbia Street will become the permanent southend transit pathway between Alaskan Way and Third Avenue. The model for the Center City Connector reflected this assumption, consistent with the Waterfront Seattle Final EIS. This includes assumptions for 12 bus routes that generate approximately 54 westbound and 19 eastbound bus trips in the PM peak (dead head bus trips not included).</p> <p>Please note however, that the intent of Table 4.1-6 was to convey delays per transit passenger during evening peak commuter period in the west and northbound directions where the Project would have the highest likelihood to affect delay. Correcting the number of buses in non-peak direction does not change the conclusions reached in the EA.</p>	Yes
9.18	Seattle Historic Waterfront Association	<p>[d]espite the increase in delay caused by the LPA [Locally Preferred Alternative], intersection LOS [Level of Service] for intersections along the LPA alignment would be no worse than LOS C for both the no Build Alternative and LPA. Adjacent streets (Alaskan Way and Second, Fourth, and Fifth Avenues) would experience a slight increase in volume and intersection delay (from approximately 16 to 18 seconds per vehicle on average), but no intersection is expect to operate at worse than LOS D in both the no Build Alternative and LPA. No study intersections would operate at LOS E or F in the 2018 year of opening.</p>	<p>These conclusions remain true.</p>	No

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9.19	Seattle Historic Waterfront Association	EA at 4.1-29. It also says that "intersections within the study area would operate at LOS E or better with the project in future years 2018 and 2035, with the exception of Westlake Avenue N and Republican Street and Alaskan Way and S. King Street." EA at 4.1-49. By contrast, the Seattle Department of Transportation issued a DEIS for Waterfront Seattle in June 2015 (the "Waterfront DEIS"), essentially contemporaneous with this EA. 2 Table 3-3 of the Waterfront DEIS shows existing conditions in <u>2017</u> as LOS F at Alaskan Way and Pine Street, Alaskan Way and Seneca Street, and Alaskan Way and Columbia Street. It projects the 2030 no Action PM Peak Hour as being LOS F at Alaskan Way and Pine Street, Alaskan Way and Spring Street, and Alaskan Way and Columbia Street, and <u>LOS E</u> at Alaskan Way and Madison Street. Figure 3-6 of the Waterfront DEIS shows that under the Action Alternative the intersections of Alaskan Way and King Street, Yesler Way and Western Avenue, Alaskan Way and Columbia Street, and Western Avenue and Seneca Street will be <u>LOS F</u> in 2030, and the intersection of Western Avenue and University will be at LOS E in 2030. SDOT issued a Supplemental Draft EIS for Waterfront Seattle on April 18, 2016, making no corrections or changes to the data in the Waterfront DEIS, so SDOT presumably considers the data in the Waterfront DEIS is current.	FTA finds that the methods and assumptions for the Center City Connector analysis were appropriate and used the most relevant information available. The traffic volume forecasts were developed in 2014 using intersection counts collected in September 2014. The methodology is described in Appendix C of the Transportation Technical Report (Appendix H1 of the EA). The Project team coordinated this work with the Waterfront Seattle Program. As noted in Section 3.4.1, page 3-6, of the EA, the Waterfront Seattle Program and associated transportation improvements were included as background projects in both the No Build Alternative and LPA. The Waterfront Seattle Program based its transportation analysis on 2008 assumptions of population, economic, and traffic growth. The 2008 data did not account for the effects of the economic recession between 2008 and 2012. As a result future predictions of population, economic, and traffic growth based on this data were overestimated. The Waterfront Seattle Program Alaskan Way, Promenade, and Overlook Walk Final EIS Transportation Discipline Report (page 4-3) acknowledges that volumes along Alaskan Way used by that project to determine traffic impacts were overstated by 10 to 15 percent and represent a conservatively high estimate of travel demand volumes and impacts. Travel demand volumes and impacts for the Center City Connector differ from those developed for the Waterfront Seattle Program because for the Center City Connector they are based on the more accurate 2014 data. Impacts of "spillover" traffic or diversion during operation of the streetcar are discussed in EA Section 4.1.3.1 (page 4.1-27 to 4.1-29) and supported by the Center City Connector Transportation Technical Report (Appendix H1). Numerous intersections on corridors parallel to First Avenue were evaluated for potential traffic diversion. The projected traffic data was aggregated for the years 2018 and 2035 for results of arterials west of First Avenue, including Western Avenue. EA Table 4.1-12 summarizes the results of this evaluation.	No
9.20	Seattle Historic Waterfront Association	<ul style="list-style-type: none"> The EA must be reconciled with the City's environmental analysis for Waterfront Seattle, and must explain the impact of the spillover onto adjacent streets from the loss of one general-purpose lane on First Avenue on those congested conditions on Western Avenue and Alaskan Way. 	See response to comment 9.19 above.	No
9.21	Seattle Historic Waterfront Association	<ul style="list-style-type: none"> The EA must also explain how intersection LOS is determined, and the extent to which the stated LOS reflects only north-south travel along the avenues, not east-west travel on the streets. Seattle Historic Waterfront Association is concerned that the public be able to travel to and from the waterfront on east-west streets. Currently the east-west streets experience gridlock on a regular basis. The EA must disclose the quality of functioning of those east-west streets, and not simply the throughput of vehicles moving along the avenues. 	EA Appendix H1, the Center City Connector Transportation Technical Report, and Appendix C to that report, contains the Methods and Assumptions Technical Memorandum, which describes the LOS analysis methodology in detail. The intersection analysis conducted for the Center City Connector EA includes the combined performance all movements at intersections, not just specific movements.	No
9.22	Seattle Historic Waterfront Association	<ul style="list-style-type: none"> Finally, the EA must examine the impact of the loss of two general-purpose lanes on First Avenue on conditions when there are events in downtown. The EA says that no mitigation is generally needed because "all intersections within the study area would operate at LOS E or better," EA at 4.1-49, but during large events during the construction period SDOT will "provide enhanced public awareness of congestion and alternative modes for accessing events," "provide signing and wayfinding to help travelers access key destinations," and "provide flaggers and/or uniformed police officers at key intersections when needed to facilitate movements of freight and general purpose traffic." 	In Pioneer Square today, parking is allowed along First Avenue during the PM peak period so that First Avenue is effectively reduced to one general-purpose lane in each direction. Capacity of vehicles along First Avenue would remain the same during the PM peak with the streetcar. During events (typically held in evenings), First Avenue would still experience congestion and delays similar to peak-period congestion. However, the Center City Connector is part of a set of transportation improvements that collectively increase transportation options and mobility. Within 6 months of opening the Center City Connector, the tunnel and Alaskan Way will open and provide diversions from First Avenue to larger arterial roadways connecting out of the City, as well as connections with destinations in South Seattle. A typical strategy for addressing congestion and carrying large numbers of event-goers is to increase the frequency of transit to move greater numbers of people. This is the purpose of the Center City Connector. The streetcar operation in this corridor would carry many more passengers to evening and/or weekend events than is currently possible.	No

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			SDOT will continue current practices to use existing tools to inform the public of expected congestion and delays and to encourage alternative forms of transportation rather than traveling in cars.	
9.23	Seattle Historic Waterfront Association	The EA's description of free flowing traffic in downtown Seattle is inconsistent with the lived experience of people who have spent 45 minutes trying to get from Stewart Street to Columbia Street on Fifth Avenue or Second Avenue during rush hour. The EA provides no basis for the public to understand how the City got its rosy assessment. But it clearly was not based on data from any day when there was any significant event downtown. The Mariners are at home 81 games a year. The Seahawks play Monday night games. The Sounders have at least 17 home games. There are dozens of events at the Century Link Event Center. There are 200+ days of events at Key Arena. More than 200 cruise ships will call on Seattle this year. Summers have Friday afternoons when tourists are in town. There are events at Benaroya Hall. Each of those conditions can bring traffic in downtown to a standstill. In total, events such as these of a scale that brings Seattle traffic to gridlock easily occur more than 100 times a year, or more than 25 percent of the time. 3 They are too frequent to simply be ignored, as the EA does. Major events occur more than 350 times a year, although not all make peak traffic demand during the p.m. peak-hour traffic periods.	See responses to comment 9.22 above. The EA does discuss how the streetcar “will help or hinder the larger effort” of managing event (and non-event) congestion. It is true that during peak periods, First Avenue would be limited to two general-purpose lanes with two transit-dedicated lanes. But the dedicated transit lanes allow those traveling to and from the events via streetcar to be unimpeded by congestion. At the same time, streetcars (passing every 5 to 10 minutes) have the ability to carry many more persons than one lane of traffic, and with adequate notification the system can accommodate extra service as needed for events. High-frequency transit increases the ease of reaching congested areas and also expands the range of parking garages that persons can use to access the event, which in turn disperses the traffic to a broader area.	No
9.24	Seattle Historic Waterfront Association	The streetcar will not improve conditions on those days of gridlock, but the City must examine and disclose the impact of the loss of two general-purpose lanes on the functioning of the transportation system on those days of higher congestion. The City must separately identify ways of keeping its transportation system functioning during these frequent high-stress events; that is not the streetcar's role. But before the City builds a system permanently removing one of its general-purpose travel lanes, it needs to know whether the streetcar will help or hinder that larger effort.	See responses to comments 9.11 and 9.23 above.	No
9.25	Seattle Historic Waterfront Association	4. The APE [Area of Potential Effects] boundary for Section 106 review needs to be expanded to accurately reflect the areas and resources that will be impacted by this project. Figure 4.14-1 shows the "Area of Potential Effects (APE)" that was considered for purposes of review under Section 106 of the National Historic Preservation Act. It is far too small. The boundary for the APE should include 2.5 blocks in each direction of the track alignment. This would be approximately Third Avenue to the Waterfront.	Section 4.14 of the EA explains that the APE captures the area in which the Project could directly or indirectly alter the character or use of any historic properties, objects, sites and historic districts present. FTA determined the extent of APE that was analyzed in the EA, and the SHPO concurred with it on December 3, 2014. This Project is not expected to affect historic properties along the Project alignment nor the Waterfront.	No
9.26	Seattle Historic Waterfront Association	The historic piers along the Waterfront will surely be impacted by the loss of street level parking on First Avenue, the restrictions on accessibility of parking garages on First Avenue, the displacement of traffic onto Alaskan Way resulting from the loss of two general-purpose traffic lanes on First Avenue, and the construction disruption of the project. The historic piers have been preserved only because their owners have managed to transform them from their original use as warehouses for shipping to attractive destinations for visitors to Seattle. But piers of a similar vintage that have not managed that transformation have fallen into disrepair and no longer exist, or have been so altered by remodeling designed to make them economically viable that they have lost their historic character and designation.	SDOT values the historic nature and character of the piers along the Waterfront. SDOT also acknowledges the short- and long-term impacts associated with the Project and its contribution with other projects to cumulative effects on parking and traffic as discussed in Chapter 5 of the EA. The EA accordingly identifies minimization and mitigation measures in Chapter 6 which emphasize management of construction impacts. Also, Section 4.5.1.2 of the EA describes the project’s economic effects on businesses. Cumulative impacts from overlapping projects during construction were evaluated in the transportation section of the EA and updated in FONSI Section 4.4.1. SDOT encourages your participation in the development of the business outreach plan being developed in partnership with the Alliance for Pioneer Square.	No
9.27	Seattle Historic Waterfront Association	The further unmitigated loss of parking, the further increase in congestion making it difficult for visitors to reach the Waterfront, and the cumulative construction impacts of multiple public projects occurring at one time, are all adverse impacts of the project on the historic piers that must be identified and mitigated under Section 106.	The parking analysis completed for the EA and updated in the FONSI found that there was adequate off-street parking within the Project area to offset the loss of on-street parking. To ensure adequate parking supply, the EA and FONSI included mitigation strategies, including the expansion of the existing e-park program and improved wayfinding to available low-cost or flat-rate parking options. FTA has not found that removal of parking would result in adverse effects to historic resources, with Section 106 concurrence from the SHPO on October 27, 2015.	Yes
9.28	Seattle Historic Waterfront Association	5. Details of the scope, schedule and impacts for required utility work are not accurately or adequately discussed in the EA. It is our understanding that much more significant utility work will be required for the streetcar project than is anticipated in Table 4.9-3. In addition, we understand that	The FONSI requires that City coordinate with WSDOT on an interagency task force to sequence the work of major projects planned for the Pioneer Square, Waterfront, and First Avenue areas. One major goal of the task force is to identify construction sequencing opportunities between projects, to	Yes

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		<p>the City has determined that the water line in First Avenue was also damaged by subsidence that occurred in Pioneer Square in late 2014 and needs to be replaced on an urgent basis. The amount of utility work required will significantly affect how long the construction will take, what detours will be required, and the extent of the construction impacts. The EA must contain a full description of the utility impacts in order to adequately identify mitigation that will be required.</p>	<p>minimize the cumulative construction impacts. The City will continue to seek methods to minimize impacts during construction of this and other area projects. The utility work disclosed and analyzed in Section 4.9 of the EA includes the work identified as part of the Center City Connector project. SDOT, SPU, and SCL acknowledge that there are other utility projects within the Project footprint that will also have overlapping schedules. As described in Table 6-1, mitigation for cumulative impacts includes coordinating with other utility providers to minimize construction-related disruptions. Additional utility work along First Avenue is described in EA Chapter 5, Cumulative Impacts. Table 5-1 lists Reasonably Foreseeable Future Actions in the Seattle area, including sewer rehabilitation work within First Avenue (#32). This work will occur in close coordination with the Center City Connector. To minimize cumulative construction impacts, First Avenue sewer rehabilitation will occur at the same time Center City Connector utility work is being completed. FONSI Appendix A2, Errata, provides new figures to the Utility section of the EA. The City of Seattle is actively coordinating these projects across departments and has implemented a utility and project coordination office to coordinate efficiencies between projects.</p>	
9.29	Seattle Historic Waterfront Association	<p>4. Due to cumulative impacts from various simultaneous adjacent projects, construction cannot occur until the Seawall Project is completed, rebuilding of the water system along First Avenue is completed, and the SR 99 tunnel has been completed and the Alaskan Way Viaduct has been removed. The EA assumes that construction will begin in 2017, but it also assumes that construction impacts could be mitigated because construction would occur when the seawall construction was completed and Alaskan Way was restored, but while the Alaskan Way Viaduct was still in place and carrying traffic. That will not occur. Seawall construction is now not expected to be completed until 2018. The deep-bore tunnel is expected to open at the end of 2018, but the state intends to move traffic to the deep bore tunnel as soon as it is completed and demolish the Alaskan Way Viaduct promptly thereafter. The City is apparently going to need to replace more of the water system in streets in Pioneer Square.</p>	<p>SDOT continues to work closely with WSDOT as a member of an interagency task force to sequence the work of major projects planned for the Pioneer Square, Waterfront, and First Avenue areas. Continued participation on this task force is a mitigation commitment made in the FONSI (Appendix C). The major goal of the task force is to identify construction sequencing opportunities between projects that would minimize the cumulative construction impacts. The City will continue ongoing collaboration to facilitate construction phasing coordination and detour plans. Utility work associated with the Center City Connector has been identified in the EA. Project phasing has utility work occurring first, followed by track work. Additional work regarding sewer rehabilitation was identified in the FONSI. To minimize impacts from this work, sewer rehabilitation will be completed in concert with Center City Connector utility work. The schedule described in the EA has been updated in the FONSI (see Section 4.4 of the FONSI), along with transportation-related construction impacts. While the delays are not desirable, the re-evaluation did not reveal material differences in the impacts presented in the EA.</p>	Yes
9.30	Seattle Historic Waterfront Association	<p>Each of these projects is a profound change from the assumed conditions during construction reported in the EA. The timing of construction of the project must be revised, and must be delayed until the other projects currently disrupting traffic in the study area are completed.</p>	<p>FTA acknowledges that some project schedules have changed and utility work has been further defined since issuance of the EA. To account for these changes in the construction schedule, the FONSI includes an updated analysis, which can be found in Section 4.4.1, and figures demonstrating the extent of utility relocation and rehabilitation have been included in Appendix A2, Errata of the FONSI. With the mitigation commitments in the EA and additional measures detailed in the FONSI, the Project will not cause significant impacts.</p>	Yes

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10	Evelyne Rozner (email)			
10.1	Evelyne Rozner (email)	So disappointed that important transportation funds are being used to fund an expansion of the street car. It is slow, often stuck in traffic and the tracks make life hell for the increasing numbers of cyclists in the city. Please tell me this is the last segment of the waste of funds!!!	This Project will implement part of the Seattle Transit Master Plan, which was adopted by the City Council in 2012. It will construct a streetcar line that will use dedicated transit lanes, minimizing traffic impacts and improving frequency and reliability of the streetcar. It will also connect the two existing streetcar lines and expand service, which will expand convenience and public transit options, which may in turn reduce the need for automotive traffic in downtown. Your comment about expending public funds for this system has been referred to SDOT's mobility director for additional consideration.	No

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11	Harold Taniguchi, King County Department of Transportation (DOT)			
11.1	Harold Taniguchi, King County DOT	Thank you for the opportunity to review the National Environmental Policy Act (NEPA) Environmental Assessment (EA) on the Center City Connector Project. The King County Metro Transit Division (Metro) has been working closely with SDOT on this project to help ensure it is compatible with existing and proposed transit services in the downtown area. The project will provide an important transportation link for riders in and around the downtown Seattle area, our busiest service area. However, we do have concerns regarding the project's impacts on electric trolley bus operations, transit speed and reliability through downtown, and cumulative impacts during the construction phase.	Thank you for your continued participation in the planning of this project.	No
11.2	Harold Taniguchi, King County DOT	Key concerns include construction phase timing vis-a-vis other planned large projects in the downtown area, construction phase and operational impacts to trolley buses on First Avenue, and the separation between streetcar and trolley bus wires which has worker safety implications.	SDOT looks forward to working with King County on the Project and to resolving conflicts and challenges between electric trolley wires and planned streetcar per the commitments in the FONSI, Appendix C.	No
11.3	Harold Taniguchi, King County DOT	Construction Phase Issues and Suggested Mitigation The NEPA EA assumes that buses using the Downtown Seattle Transit Tunnel (DSTT) will continue operations in the DSTT throughout construction of the Center City Connector Project. However, buses are also currently expected to be removed from the DSTT due to construction of the Washington State Convention Center Addition Project. The prospective concurrent construction of the two projects, along with the demolition of the Alaskan Way Viaduct (SR99) and construction of a waterfront transit pathway, will likely result in significant transit delays throughout downtown. The NEPA EA analysis and mitigation assessment needs updating to reflect potential conflict due to concurrent construction projects.	At the time of publication of the EA, the timeline for removing buses from the Downtown Seattle Transit Tunnel (DSTT) was unclear. Section 4.4 of the FONSI discusses a traffic analysis which has been updated to reflect the closure of the DSTT to buses and additional traffic associated with newly identified RFFAs. The transportation analysis is found in Appendix A4 of the FONSI.	Yes
11.4	Harold Taniguchi, King County DOT	Further mitigation is likely to be necessary including more flexible phasing of project segments to minimize impacts to transit operations. Of particular concern to transit is construction timing of Segments 1 and 2 from South Jackson Street to Seneca Street; construction of those segments should not occur between closure of the viaduct and opening of the interim waterfront transit pathway. Flexible project phasing will be necessary along with the proposed collaborative detour plan.	SDOT continues to work closely with WSDOT as a member of an interagency task force to sequence the work of major projects planned for the Pioneer Square, Waterfront, and First Avenue areas. Continued participation on this task force is a mitigation commitment made in the FONSI (Appendix C). The major goal of the task force is to identify construction sequencing opportunities between projects that would minimize the cumulative construction impacts. The City will continue ongoing collaboration to facilitate construction phasing coordination and detour plans.	No
11.5	Harold Taniguchi, King County DOT	Metro has some electric trolley buses capable of operating on battery power for limited distances in special circumstances, for instance, to detour around the construction zones. Metro will develop a plan for limited use of these buses during the construction period if it is determined that doing so would not have a significant deleterious effect on the trolley bus battery's operational lifecycle.	The plan for limited use of battery-operated trolley buses is noted. The City will continue to meet bi-weekly with Metro to discuss how best to utilize Metro's new battery capabilities.	No
11.6	Harold Taniguchi, King County DOT	Another project, the South Lander Street Grade Separation Project, may also cause impacts during the construction phase. The South Lander project has been reactivated due to voter approval of the Move Seattle levy and an appropriation from the Washington State Legislature and should be included in the list of Regional Flexible Funds Allocation (RFFA) projects.	The South Lander Street Project has been added to the list of RFFAs in Section 4.3 and Figure 5-1 is updated in Appendix A2, Errata of the FONSI.	Yes
11.7	Harold Taniguchi, King County DOT	To help mitigate construction phase impacts to transit, we suggest that the Finding of No Significant Impact (FONSI) include the following mitigation commitments:	Thank you for these suggestions. Many were already included in the EA; the rest are incorporated into the FONSI. See below for more details.	No
11.8	Harold Taniguchi, King County DOT	<ul style="list-style-type: none"> Initiate and participate in project coordination meetings with key stakeholders, including Metro, to resolve potential schedule conflicts between major public projects. 	The FONSI includes this mitigation measure. See Chapter 6 of the EA or Appendix C of the FONSI.	No
11.9	Harold Taniguchi, King County DOT	<ul style="list-style-type: none"> Implement construction phase scheduling that minimizes impacts to transit; ensure the project is not under construction concurrently with the City's Alaskan Way Promenade & Overlook Walk project or Metro's Interim Pathway project. 	The FONSI includes this mitigation measure. See Chapter 6 of the EA or Appendix C of the FONSI.	No

Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
11.10	Harold Taniguchi, King County DOT	<ul style="list-style-type: none"> Apply best practices for temporary de-energizations of trolley bus power, bus re-routes, and temporary bus stop closure/relocations that the City and Metro's Construction Coordination office have applied and refined during the City's downtown paving program and First Hill Streetcar project. 	The FONSI requires SDOT to work with stakeholders, including King County Metro. See Chapter 6 of the EA or Appendix C of the FONSI. FTA expects SDOT and King County to coordinate this level of detail as the Project advances.	No
11.11	Harold Taniguchi, King County DOT	For any construction that occurs after buses are removed from the DSTT, explore more aggressive policy or traffic management approaches to reduce the number of single occupancy vehicles downtown, especially during peak traffic periods.	The City will continue to work with King County Metro and its partners on the One Center City planning effort to provide high-quality transportation and transit solutions to downtown Seattle.	No
11.12	Harold Taniguchi, King County DOT	Metro strongly supports SDOT's plan to use battery operation on the Center City Streetcar in the southbound direction. This will minimize operational impacts related to trolley bus operations.	Your support for battery operation is appreciated.	No
11.13	Harold Taniguchi, King County DOT	To help mitigate operational impacts, we suggest that the Finding of no Significant Impact (FONSI) include the following mitigation commitments:	Your suggestions on mitigation measures are incorporated. For more detail see below.	No
11.14	Harold Taniguchi, King County DOT	The electrical system of the Seattle Streetcar is independent from Metro's Electric Trolley Bus system, but has interfaces at crossings of overhead contact systems. To ensure that these two independent systems can operate without impacting each other, we urge the City to coordinate project design review decisions with Metro during final design, including circulation of plans at the 60 percent and 90 percent of design completion milestones and resolution of comments.	The FONSI includes this mitigation measure. For more detail see below. King County Metro will have the opportunity to inform and review the Center City Connector Project through final design.	No
11.15	Harold Taniguchi, King County DOT	Eliminate conflicts between the overhead (electrical) contact systems of the Streetcar and Electric Trolley Bus by using battery power on the streetcar through the Stewart Street and First Avenue segments.	The FONSI includes this mitigation measure. Your suggestions are incorporated. For more detail see below. King County Metro will have the opportunity to inform and review the Center City Connector Project through final design.	No
11.16	Harold Taniguchi, King County DOT	Design the exclusive transit lanes to be compatible with use by buses, even if these two systems use different stop locations; ensure design that enables Metro buses to use the streetcar lane; provide clear signage.	As stated in EA Section 3.4.2, the streetcar facility is being designed as a transit facility that includes bus transit. Additionally, the FONSI commits SDOT to continue coordinating plan review with King County Metro through final design through circulation of plans at the 60 percent and 90 percent design milestones and comment resolution.	No
11.17	Harold Taniguchi, King County DOT	Use coordinated signal timing to provide reliable north-south travel times along First Avenue, and limit special streetcar signal phases to those that are required for a streetcar only movement; provide bus priority signal phasing.	The FONSI includes this mitigation measure. Your suggestions are incorporated. For more detail see below.	No
11.18	Harold Taniguchi, King County DOT	Eliminate the inefficiencies of "permissive" left turn movements along the First Avenue alignment, and provide protected left turn signal phases in locations where left turns are allowed.	The FONSI includes this mitigation measure. Your suggestions are incorporated. For more detail see below.	No
11.19	Harold Taniguchi, King County DOT	Design the Second Avenue and Stewart Street intersection such that Metro and Community Transit coaches can use the westbound transit lane approaching the intersection and can turn left onto Second Avenue using the streetcar/transit signal phase.	Please see Appendix G of the EA. The intersection at Stewart Street and Second Avenue includes a westbound turn pocket onto Second Avenue. Additionally, the FONSI commits SDOT to continue coordinating plan review with King County Metro through final design circulation of plans at the 60 percent and 90 percent design milestones and comment resolution.	No
11.20	Harold Taniguchi, King County DOT	Develop a joint use stop on First Avenue between Madison and Spring Streets to serve Route 12. This would be completed as part of the Madison Street Bus Rapid Transit (BRT) project. Prior to implementation of the BRT, Route 12 would be accommodated through design of the Center City Connector.	The design of the Madison Street Bus Rapid Transit Project is currently being addressed as part of the next phase of design for the Center City Connector Project and this comment has been referred to SDOT's Madison Bus Rapid Transit Project manager for incorporation into Project planning. Appendix C of the FONSI documents the SDOT's commitment to continue coordinating with King County Metro.	No
11.21	Harold Taniguchi, King County DOT	Resolution of outstanding issues will be key to success of the project, and Metro strongly encourages continued coordination during plan review and through committees convened by the City. To help ensure effective coordination, we suggest that the Finding of no Significant Impact (FONSI) include the following commitments:	Appendix C of the FONSI documents the SDOT's commitment to continue coordinating with King County Metro on outstanding issues.	No
11.22	Harold Taniguchi, King County DOT	Include Metro on all project coordination committees convened for the project.	Noted. The FONSI includes this mitigation measure. See EA Section 4.1.7.1, and Appendix C of the FONSI.	No

Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
11.23	Harold Taniguchi, King County DOT	Continue coordinated plan review with Metro (as well as Sound Transit and Community Transit) through final design by circulating plans at the 60 percent and 90 percent design milestones, and provide processes for comment resolution.	The FONSI includes this mitigation measure. See Chapter 6 of the EA or Appendix C of the FONSI. King County Metro will have the opportunity to inform and review the Center City Connector Project through final design.	No
11.24	Harold Taniguchi, King County DOT	Consult and coordinate with Metro to facilitate rerouting Route 62 to Third Avenue.	The FONSI includes this mitigation measure. See Chapter 6 of the EA or Appendix C of the FONSI. King County Metro will have the opportunity to inform and review the Center City Connector Project through final design.	No
11.25	Harold Taniguchi, King County DOT	Amend the existing interlocal agreement with King County that provides funding for the inspection and maintenance of joint use streetcar and electric trolley bus Overhead Contact System (OCS) crossing hardware to include the Center City Connector project. Specify that the City will provide funding for inspection and maintenance of the Streetcar OCS.	The FONSI includes this mitigation measure. See Chapter 6 of the EA or Appendix C of the FONSI. King County Metro will have the opportunity to inform and review the Center City Connector Project through final design.	No
11.26	Harold Taniguchi, King County DOT	King County supports the project and we look forward to working with you to resolve outstanding issues during final project development. We strongly encourage continued coordination with King County Metro Transit. Please contact Peter Heffernan, Intergovernmental Relations, at peter.heffernan@kingcounty.gov or by phone at 206-477-3814 to coordinate planning efforts or for clarification of any issues.	Thank you for your support. We will continue working with Peter Heffernan.	No

Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
12	Beth Takekawa, Wing Luke Museum			
12.1	Beth Takekawa, Wing Luke Museum	We are writing this letter in response to the City of Seattle's Department of Transportation (SDOT) environmental assessment (EA) for the Seattle Center City Connector Streetcar Project made available on May 9, 2016. We have reviewed the EA and believe it does not adequately take into consideration numerous impacts related to the Chinatown-International District (C-ID), including our Museum.	In response to your concerns, SDOT has carefully reviewed the evaluations conducted for the Center City Connector to confirm whether any new adverse effects were overlooked. No new impacts have been identified.	No
12.2	Beth Takekawa, Wing Luke Museum	The Wing Luke Museum of the Asian Pacific American Experience (The Wing) was founded in 1966 as a tribute to community hero Wing Luke, an immigrant and first person of color elected to Seattle's City Council in 1962. The Wing has always been located in Seattle's historic Chinatown-International District, and serves as a cultural and economic anchor within the neighborhood. Connecting the past with the present, the Museum works hand in hand with the growing pan-Asian Pacific American (APA) communities to create exhibitions and public programs that speak to their values, traditions, desires and needs. Through our nationally recognized Community Advisory Committee (CAC) method, community members meet over the course of 12-24 months to create exhibitions, determine public programs and outreach to other participants. Because our artistic practice is rooted in bringing together many individuals and communities to create a whole, our work is multi-vocal, deeply personal, socially relevant, and transformative. Community participation, ownership and investment in The Wing set a gold standard within the nation. Our distinctive role is reflected in national recognitions -named the first affiliate of the Smithsonian Institution in the Pacific northwest, and recently established as an Affiliated Area of the National Park Service. The Wing's community-based work is our greatest contribution to the APA community, the Chinatown-ID and the general public.	The City of Seattle recognizes the value of the Wing Luke Museum of the Asian Pacific American Experience in supporting a diverse and culturally-rich community.	No
12.3	Beth Takekawa, Wing Luke Museum	Located at the intersection of 8th and King, our building lies adjacent to the 8th Avenue South Spur Line, connecting the First Hill Streetcar Line to the C-ID Operations and Maintenance Facility (OMF) at Charles Street. We live daily with the impacts of the Spur Line, and find that the EA does not address the impacts of increased use of the Spur Line with the potential expansion of the C-ID OMF. The EA states that trains would only use the Spur Line when they leave the C-ID OMF in the early morning to start service and when they return late at night to end service - yet we know that the trains have been running on the Spur Line more frequently and beyond these stated times. This increased use has had an impact on pedestrian safety at the intersection of 8th and King; vehicle safety along 8th Avenue; and detriments to operations of the legacy business Tsue Chong Company, located across the street from our Museum.	The EA characterizes the enclosed southern area of the Chinatown-International District (Charles Street) OMF as being located in an industrial zone (see EA Figure 4.4-2) and recognizes that the northern half is zoned International District Mixed, but SDOT recognizes that this zoning classification does not fully describe the neighborhood access spur along Eighth Avenue. This text is augmented in Appendix A2, Errata of the FONSI. The analysis conducted for the EA considered the operations of streetcars along the spur (both the First Hill and Center City Connector operations) with respect to residential and community services along the spur; however, no impacts were identified and the EA only reported impacts. Construction was not analyzed because the Center City Connector does not propose modifying the spur or any feature outside of the maintenance yard. SDOT considered Chinatown-International District's residential areas and social services along the spur when it analyzed which OMF option to advance. The comparative evaluation of the OMF expansion alternatives included the considerations of the operations along the spur track for issues including Environmental Justice and community impacts. This evaluation is included in Appendix A1 of the FONSI.	Yes
12.4	Beth Takekawa, Wing Luke Museum	Since use of the Spur Line began, the Museum has also experienced debris falling in the areaways adjacent to our basement along our 8th Avenue side. The EA does an insufficient job in analyzing vibration and other impacts to historic buildings such as ours along the Spur Line. Historic buildings within the C-ID -including our 1910 building known as the Freeman Hotel (723 S. King Street) - are listed in the Historic Properties Appendix but data for the presence of areaways is reported as "information not available." We were never approached to confirm that areaways do indeed abut 8th Avenue as well as King Street along our basement.	This comment has been referred to the Streetcar operations team for consideration as part of the existing streetcar system. As it relates to the Center City Connector project, please see Figure 4.3-2, Examples of Groundborne Vibration Levels and Human/Structural Response in the EA. The vibration levels that could result in cosmetic damage in fragile buildings are relatively high compared to what a streetcar may produce; however, FTA criteria do consider annoyance levels, especially as a result of frequency. See EA Section 4.3.3.2 for a description of vibration impacts. According to the distance of the rail to buildings in combination with Project speeds of the streetcar, which were conservatively estimated, no	No

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			vibration impacts are projected. This does not mean that persons cannot feel the passing of streetcars. Much like a heavy truck or bus, streetcars do result in vibration.	
12.5	Beth Takekawa, Wing Luke Museum	Moreover, their condition is incredibly fragile, as demonstrated during construction of the Spur Line itself when we experienced high amounts of flooding into our basement with road cuts and repaving on 8th Avenue. Our experience with use of the Spur Line in its current state makes any expanded use of the Spur Line a high point of concern for the preservation, safety and livelihood of our Museum, our constituencies, and our surrounding businesses.	Your comment is being considered as the City evaluates ongoing operations of the Eighth Avenue Spur line.	No
12.6	Beth Takekawa, Wing Luke Museum	As the Spur Line connects to the First Hill Streetcar Line, the EA also mentions an "8th Avenue S. Platform Option," presumably at the 8th Avenue Station within the Chinatown-International District. Again, the EA fails to analyze the impacts of construction and train operation at the 8th Avenue S. Platform. This intersection is a critical juncture in the C-ID. It not only serves as an entry point for customers to our small, family-owned businesses, but community members - many either elderly or with young children - also get on and off the bus at the stops just east of here. Any construction related to the First Hill Streetcar Line within the C-ID will have amplified impacts. We are still recovering from the lengthy construction from the First Hill Streetcar Line itself and the negative impacts on business. Loss of even just one parking space compounds the loss of parking that previously resulted from the First Hill Streetcar Line. Residents and community members with high mobility needs currently navigate a confusing intersection with cars, buses, streetcars (along Jackson and 8th Avenue) and bicycles; increased train movement at this juncture will aggravate the situation all the more.	Section 2.2.2.4 of the Transportation Technical Report (Appendix H1 of the EA) describes a Southern Turnaround Design Option that would have included a streetcar station on Eighth Avenue; however, this is not included as part of the decision in the FONSI. Since publication of the EA, the City analyzed the Project needs for operations and maintenance to guide its decision in the selection of an OMF expansion site. The FONSI records the decision to expand the South Lake Union OMF for this project. No work is being recommended at the Chinatown-International District OMF (Charles Street Facility) as part of the Center City Connector project. The decision does not include expanding the Chinatown-International District (Charles Street) OMF, nor adding a station on Eighth Avenue nor any additional construction, and conclusions in the EA are still valid.	No
12.7	Beth Takekawa, Wing Luke Museum	The Wing has been involved in neighborhood-based, community-based development in the Chinatown-International District for the over 40 years of our existence. Most recently emerging from the First Hill Streetcar Line and the construction of the C-ID OMF though predating that event as demonstrated by the expansion of the International Special Review District (ISR) boundaries to include Charles Street and as part of the South Downtown planning initiative, the C-ID has repeatedly voiced a desire for community-based planning around the Charles Street Maintenance Facility where the C-ID OMF is sited. The EA fails in its lack of recognition of the impact of this lost opportunity - even more so, in its failure to understand and address the longstanding race and social inequities that have stalled community-based planning in this area. Additionally, the EA falls all the more short when it comes to consideration of the intensive development (both private and public) in and around the C-ID with compounding impacts. The City of Seattle's own 2015 Growth and Equity report issued by the Department of Planning & Development placed the C-ID at extremely high displacement risk and called for measures to advance economic mobility and opportunity, prevent residential, commercial and cultural displacement and build on local cultural assets. Yet potential increased use of the Spur Line, additional construction and train operations around the 8th Avenue S. Platform, and expansion of the C-ID OMF as part of the Seattle Center City Connector Streetcar proposal run contrary to all of these measures.	Please see response to comment 12.3 above. The FONSI records the decision to expand the South Lake Union OMF for this project. No work is being recommended at the Chinatown-International District OMF (Charles Street Facility) as part of the Center City Connector Project. The decision does not include expanding the Chinatown-International District (Charles Street) OMF, nor adding a station on Eighth Avenue nor any additional construction, and conclusions in the EA are still valid. Additionally, FONSI Appendix A2, Errata, includes an update to the streetcar operations for the selected OMF expansion of the South Lake Union OMF, which does influence the operations along both spur tracks (Eighth and Harrison). Finally, Chinatown-International District representatives are engaged in short-term and long-term planning strategies through the "One Center City" public/private partnership.	Yes
12.8	Beth Takekawa, Wing Luke Museum	The Wing calls upon the City of Seattle to work with us and other neighborhood constituencies to address the outlined concerns regarding the identified deficiencies found in the EA. The City should use its Race and Social Justice Initiative tools to their fullest to ensure that inequities are not perpetuated yet again with the Seattle Center City Connector. Moreover, steps should also be taken to correct underestimated or unforeseen impacts related to the current operations of the First Hill Streetcar, especially along the Spur Line.	In response to a greater need for outreach and coordination with the Chinatown-International District community, SDOT, Seattle Department of Neighborhoods, Office of Immigrant and Refugee Affairs, and other City departments are collaborating to improve outreach efforts to reach the larger population of residents and workers in the neighborhood. As example, the organization of the One Center City advisory group includes participation of Maiko Winkler-Chin of the Seattle Chinatown International District Preservation and Development Authority as well as Jessa Timmer of the Chinatown-International District Business Improvement Area. This public/private partnership efforts are reviewing both short-term and long-term community and transportation plans.	No

Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
13	The Seattle Streetcar Coalition			
13.1	The Seattle Streetcar Coalition	On behalf of the Seattle Streetcar Coalition we are pleased to submit the following comments on the City Center Connector Streetcar Project Environmental Assessment (CCC EA). This project has been many years in the making and represents the next step toward a connected downtown Seattle neighborhood streetcar system. When completed, this system will connect many of Downtown’s significant valuable assets from MOHAI in South Lake Union to the Pike Place Market and Seattle Art Museum to Pioneer Square, the Chinatown-International District, First Hill and Capitol Hill. This connected network will also provide much-needed transit access and enhanced mobility that will serve the historic population growth in South Lake Union and South Downtown as well as the Historic Waterfront, Stadiums and growing number of office towers and employment centers in our urban core.	The continued support of the Seattle Streetcar Coalition is appreciated.	No
13.2	The Seattle Streetcar Coalition	The long-term benefits of the project are clear and many of the stakeholders, including property owners, business owners and residents, along the proposed route are supportive. However, the short-term impacts of construction are very concerning and are compounded by the scale of adjacent projects – most notably the pending removal of the Alaskan Way Viaduct (AWV) and construction of the new Central Waterfront. Additionally, the unique needs of businesses and property owners along 1st Avenue requires a creative and adaptable approach to final design of streetcar track alignments, stop and station configurations and traffic integration. The Seattle Streetcar Coalition remains committed to seeing our existing streetcar lines connected but is equally committed to ensuring that stakeholder needs are met and addressed as design advances from 60%-90% over the next year.	Thank you for your support. We look forward to working with the Seattle Streetcar Coalition during the next phases design and construction of the Project	No
13.3	The Seattle Streetcar Coalition	Following are specific areas of concern related to short-term construction impacts as well as long-term operational realities that must be addressed through refinement of the design, construction phasing and operating plans. Short-Term Construction Concerns:	The following respond to your concerns.	No
13.4	The Seattle Streetcar Coalition	1. Strong coordination and detailed project information is critical. It is understood that some component of the construction will require coordination with existing utilities and upgrades to dated utility infrastructure. Much more information is needed to fully understand the scope and impact of utility work and upgrades. It is unclear at this juncture how much impact the utility work will have on project construction timelines and business disruption. We recommend, at a minimum, the following:	Agreed. The Center City Connector Project is conducting on-going outreach to inform businesses of upcoming project updates and scheduling. The team is also working closely with Seattle City Light (SCL) and Seattle Public Utilities (SPU) to keep business owners informed of nearby utility construction. In addition, SDOT is developing a business outreach plan with the Alliance for Pioneer Square. Additional utility work identified since issuance of the EA includes rehabilitation of portions of Seattle Public Utility’s (SPU) First Avenue sewer line. To minimize cumulative construction impacts to Pioneer Square, SPU’s First Avenue sewer rehabilitation will occur at the same time Center City Connector utility work is being completed to minimize the duration of construction activities. This work is discussed in the FONSI.	Yes
13.5	The Seattle Streetcar Coalition	a. Early coordination with all impacted utilities that includes coordinated communication to impacted businesses and stakeholders resulting in a comprehensive plan for addressing impacts rather than segregated responsibility assigned to each individual utility or agency.	To help successfully coordinate these and other projects across departments, the City has created a utility and project coordination office. It has tasked the office with coordinating projects from planning through design and construction. The City is actively developing a Central City Connector utility relocation plan and will solicit input on it before construction.	No
13.6	The Seattle Streetcar Coalition	b. Clear prioritization of those utility projects that must be done in concert or immediately prior to placement of streetcar infrastructure. Identify which known utility projects can be addressed at a later date by maintaining streetcar operational flexibility now, thereby minimizing the extent of disruption all at one time and distracting, when prudent, lesser disruptions over multiple years.	See response to comment 13.5 above. The City continues to actively coordinate with other project owners and utility providers, including plan development and review, to disclose scope, schedule, and anticipated public impact in advance of the construction. Such an approach can minimize overall disturbance to the community, as shown by the coordination of the sewer rehabilitation project and the Center City Connector Project, which reduced the total construction duration.	No

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13.7	The Seattle Streetcar Coalition	c. Once the scope of utility work is fully identified, consider a supplemental environmental review to address impacts of the utility work and possible impacts to the Chinatown-International District attributable to increased service.	The Project will not include utility work in the Chinatown-International District. The increase in service was analyzed in the EA for the area of overlap of the Center City Connector Project and First Hill Streetcar line (Jackson Street at First Avenue to Eighth Avenue). No new impacts were identified with the anticipated increase in service.	No
13.8	The Seattle Streetcar Coalition	d. As neighborhood stewards, many members of this coalition must explain the benefits of the Center City Connector. The City is an instrumental partner in the effort to explain the business case for the streetcar and could help by supplying neighborhood groups with data and talking points about the benefits of the project.	The FONSI requires SDOT to actively participate with stakeholders to provide regular, updated information about the benefits, challenges, and ongoing design, schedule, and coordination of the Center City Connector project.	No
13.9	The Seattle Streetcar Coalition	2. Parking loss mitigation continues to be a major concern for businesses along the 1st Avenue corridor. The AWV project included multiple parking mitigation strategies, several of which have proven to be very successful including marketing efforts, programs that support affordable short-term parking and seasonal promotions. The most successful parking mitigation programs that have been developed over the last few years should be expanded to address impacts during construction of the CCC as well.	SDOT is developing parking strategies including expansion of the existing e-Park program.	No
13.11	The Seattle Streetcar Coalition	3. Access to and from the Waterfront, across 1st Avenue and into the downtown core must be carefully planned to ensure clear, legible an accessible paths of travel for visitors, employees and deliveries throughout construction.	The FONSI requires SDOT to coordinate across major projects, including the Waterfront Seattle Program, to identify and enhance east-west connections between First Avenue and the Waterfront neighborhood during construction and as part of both the Center City Connector and Waterfront Program designs.	No
13.12	The Seattle Streetcar Coalition	4. Regular communication on construction efforts and schedules will be critical to the success of the project, to that end, The Streetcar Coalition will be holding monthly meetings that will provide regular access to project information for key stakeholders and will also provide a forum for project managers and stakeholders to discuss and work through issues and challenges.	The FONSI requires SDOT to actively participate with stakeholders to provide regular, updated information about the benefits, challenges, and ongoing design, schedule, and coordination of the Center City Connector project.	No
13.13	The Seattle Streetcar Coalition	5. Major project tracking in a comprehensive matrix that includes AWV, Seawall, Central Waterfront and CCC must be created to help facilitate stakeholder understanding of potential impacts and inform project coordination efforts.	Your suggestion is noted. SDOT's Major Projects Division coordinates closely with the WSDOT AWV and Central Waterfront teams. Each project maintains and contributes to a matrix and schedule of nearby projects. WSDOT posts project schedules on its website. In addition, the Center City Connector Project manager maintains a list of RFFAs. The Project will work with outreach staff to ensure this information is available.	No
13.14	The Seattle Streetcar Coalition	Long-Term Operations 1. Delivery access must be maintained at key points along 1st Avenue to serve high density business districts, hotels and residential properties. Flexibility of operations and block-by-block design refinements must occur to ensure that the diverse business, hotel and residential functions of 1st Avenue are preserved once the CCC is fully operational.	The FONSI requires SDOT to work with businesses and residents along the alignment to address delivery access, commercial, and residential loading needs, and to balance multimodal mobility needs with loading and access requirements. See Section 4.1.7.4 of the EA and Appendix C of the FONSI.	No
13.15	The Seattle Streetcar Coalition	2. Operational flexibility achieved by retaining maintenance facilities in South Lake Union and the International District is critical will ensure that neighborhoods are not overly burdened by greatly expanded storage facilities. Two maintenance facilities anchored on either end of the downtown core will also enhance flexibility and minimize service disruptions should portions of the CCC be subject to future utility or other localized construction impacts.	Following the publication of the EA, SDOT conducted a comparative review of the alternatives of expanding either or both OMF. The results are record in Appendix A1 of the FONSI. Both OMF facilities will be maintained.	No
13.16	The Seattle Streetcar Coalition	3. Access to key parking facilities must be maintained and accommodated through refined design. Siting any future additional downtown parking has proven to be extremely challenging, facilitating easy and legible access to existing high demand parking facilities is critical to minimizing future traffic congestion. This is particularly critical on 1st Avenue between Marion and Cherry Streets where high demand parking facilities do triple duty serving the Waterfront, downtown core and Pioneer Square.	The FONSI requires SDOT to expand the existing e-Park program. Figure 4.1-11 in the EA was based on the 2013 PSRC parking inventory, which was the most current off-street parking data available at the time of analysis. Since the publication of the EA, SDOT completed a study that documents off-street parking supply and occupancy in downtown Seattle. This study updates and expands the older PSRC data. FONSI Appendix A2 updates EA Section 4.1.6 – Parking and Figure 4.1-11. The change in the amount of parking available does not result in new impacts because the number of available off-street parking stalls remains approximately five times the number of on-street parking stalls that would be removed as a result of the project.	Yes

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13.17	The Seattle Streetcar Coalition	4. Integration of the Historic Benson Trolleys needs to be accommodated in the final design to allow the trolleys to operate from MOHAI in South Lake Union to Pioneer Square and the Chinatown-International District.	The City is actively working with advocates for the historic trolleys, and the Center City Connector Project is being designed to accommodate use of the trolleys along the alignment.	No
13.18	The Seattle Streetcar Coalition	We would be happy to discuss any of the above in greater detail and thank the City of Seattle and the Seattle Department of Transportation for their continued partnership, and commitment to an open dialogue to address the above concerns and issues as the Center City Connector project moves forward.	Your participation and interest is appreciated.	No

Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
14	Transportation Choices, Cascade Bicycle Club, Feet First			
14.1	Transportation Choices, Cascade Bicycle Club, Feet First	Thank you for the opportunity to comment on the Center City Connector Environmental Assessment. We are three advocacy organizations that support the development of a safe, sustainable, affordable, and reliable transportation network throughout the region. Transportation Choices Coalition advocates for more and better transportation options in Washington State, Feet First is working to ensure all communities across Washington are walkable for people of all ages and abilities, and Cascade Bicycle Club aims to connect the region's cities with protected bike lanes, neighborhood greenways, and trails. We believe that, with appropriate design standards in place, the Center City Connector (CCC) is an opportunity to better safely connect Seattle's central neighborhoods, with tangible environmental and economic benefits.	SDOT shares your objectives to provide safe intermodal connectivity throughout the City of Seattle.	No
14.2	Transportation Choices, Cascade Bicycle Club, Feet First	There is a lot to be excited about with the project as proposed. Placing the streetcar in dedicated right-of-way means that trips along this corridor will be faster and more reliable. This reliability means better ridership, taking cars off the road and helping to reduce GHG emissions and other air pollutants. The CCC will improve access to jobs, housing, amenities, and social services along the corridor. Providing connections with affordable transit are particularly important given that this area has a higher concentration of low-income households, those with disabilities, and communities of color, compared to the City as a whole.	Your support for the Project is appreciated.	Yes
14.3	Transportation Choices, Cascade Bicycle Club, Feet First	A network of streetcars is only as reliable as its weakest link. SDOT should work to implement exclusive use of the right-of-way for all remaining mixed-traffic streetcar corridors in the network. The benefits of an integrated system can be quickly undone by a single blockage or holdup from a stalled or turning car.	Your input is noted. SDOT is working to balance the demands of multiple modes sharing a constrained transportation right-of-way.	No
14.4	Transportation Choices, Cascade Bicycle Club, Feet First	Because the CCC will serve people who are low-income and homeless, as well as social service destinations, we believe SDOT should work with King County, Sound Transit and human service agencies to ensure that the streetcar accept not only ORCA LIFT, but also human service bus tickets, or a comparable option.	The Seattle Streetcar system currently accepts ORCA LIFT, which is planned to continue as service is expanded as part of the Center City Connector project. People 65 or older and people with disabilities are also able to ride at a reduced rate with a Regional Reduced Fare Permit. Riders cannot currently use other ticket forms because the system is not staffed to check these currencies. The SDOT is also working with King County and Solid Ground to re-route the Downtown Circulator bus which currently runs along First Avenue, as noted in the FONSI.	Yes
14.5	Transportation Choices, Cascade Bicycle Club, Feet First	Commit to community engagement practices, especially with historically underserved communities and businesses that are customized in a way that meets the unique needs of that community. In some cases, this may include resourcing community members and community organizations and human services in order to participate and give feedback.	The City is developing an integrated and robust outreach program for the Center City Connector project, in partnership between SDOT, Department of Neighborhoods, and Office of Economic Development, to ensure reaching the varied and diverse community and neighborhoods that will be affected by and served by the streetcar system, and in particular the Center City Connector project. These commitments are recorded in Appendix C of the FONSI. For regular updates as the Project advances, and to request review of outreach plans, please sign up for regular email updates at centercityconnector@seattle.gov .	No
14.6	Transportation Choices, Cascade Bicycle Club, Feet First	While we acknowledge the potential benefits to this project of connecting the streetcar lines, we are concerned about the implications of building out more streetcar tracks without mitigation of the safety impacts on people riding bikes on the corridor. In light of the recent fatality along the First Hill streetcar line, it is imperative to ensure that streetcar facilities are built with bike safety in mind.	The City will develop the Center City Connector in accordance with nationally recognized best practices for bicycle-rail design. Streetcars will operate within a transit-only lane located in the center median and physically delineated to be separated from general traffic lanes, which will run along the curb. Although First Avenue is not a designated bike facility, this configuration is preferable because it allows bicyclists to ride on short segments of First Avenue to access businesses without conflicts with streetcar tracks. All designated bicycle crossings of the tracks will be perpendicular to the tracks (or located to direct cyclists to cross upright at no less than a 60 degree angle) at intersection crossings. The City has identified warning signage and pavement markings to use as safety measures for bicycle-	No

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			trackway crossings and is targeting use of block rail as the preferred rail type to maximize bicycle safety.	
14.7	Transportation Choices, Cascade Bicycle Club, Feet First	Consistent with the Vision Zero, the city’s plan to end traffic deaths and serious injuries, the CCC and connecting streetcar facilities must include bike-safe rails that will prevent bike wheels from getting caught in the tracks. Such design will help mitigate the dangers of crossing the tracks.	SDOT is equally concerned with the safety of bicycles and all users. Please see response to comment 14.6 above.	No
14.8	Transportation Choices, Cascade Bicycle Club, Feet First	Additionally, safe bicycle facilities must be included on Stewart, a street identified in the bicycle master plan for a protected bike lane. Please ensure you work closely with the Roosevelt to Downtown High Capacity Transit study, which is also looking at bicycle facilities on Stewart.	Westbound bike routes can remain on Stewart Street, but eastbound bike routes would likely be rerouted to minimize conflict with trackway. Center City Bike Network projects will await the recommendations of the One Center City private/public partnership planning effort to determine which bicycle facilities will be built and where to create all ages and abilities continuous connections. The One Center City will holistically analyze the recommended bicycle facilities from the 2014 Bicycle Master Plan to determine best locations for safe and predictable bicycle movement, while creating downtown bicycle spines	No
14.9	Transportation Choices, Cascade Bicycle Club, Feet First	We also urge the City to continue to build out protected bike lanes on parallel and perpendicular streets. This will help ensure easy connectivity to the many destinations on 1st Avenue and between 2nd Avenue and the waterfront.	The One Center City partners and advisory group will solidify recommendations for dedicated bicycle facilities in the City, and the Center City Connector Project team is evaluating technologies and best practices to enhance bicycle safety around planned streetcar infrastructure.	No
14.10	Transportation Choices, Cascade Bicycle Club, Feet First	While the preferred alternative “would implement universal design practices at the station locations, providing accessible pedestrian access compliant with the (ADA),” there is dissonance between these two components. Universal Design is a far broader commitment than ADA, which is the federally mandated minimum.	This Project will meet federally mandated Americans with Disabilities Act (ADA) guidelines throughout corridor and adjacent sidewalks.	No
14.11	Transportation Choices, Cascade Bicycle Club, Feet First	The City should commit to true Universal Design principles for this project, which would help provide safe access for people of all ages and abilities to safely walk to and ride the streetcar.	This Project will meet federally mandated ADA guidelines throughout the affected right-of-way and adjacent sidewalks.	No
14.12	Transportation Choices, Cascade Bicycle Club, Feet First	Once the Viaduct is removed and the tunnel complete, all West Seattle and southwest bus service will be routed into downtown via Columbia Street. This transportation hub should provide an efficient transfer point from buses and the streetcar line, and should have proper wayfinding to ensure easy access to many destinations. A clearly marked, easily accessed transfer point between the streetcar, bus routes, and ferry connections should be implemented and serve people of all ages and abilities.	Agreed. SDOT is coordinating through the One Center City program and partner agencies (King County Metro and the Waterfront Seattle programs), to enhance transit hub connections and wayfinding through the neighborhood design councils, as necessary.	No

Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
15	Ian Morrison (Hudson Pacific)			
15.1	Ian Morrison	We are writing on behalf of Hudson Pacific Properties ("Hudson Pacific"). We appreciate the opportunity to comment on the Federal Transit Administration's ("FTA's") Environmental Assessment ("EA") and City of Seattle ("City") Department of Transportation's ("SDOT's") Determination of nonsignificance and Adoption of the EA for the Center City streetcar ("Project").	Thank you for providing comments.	No
15.2	Ian Morrison	Hudson Pacific is invested in the success of the Project, particularly in the Pioneer Square corridor because it owns over 800,000 sf. of commercial properties along 1" Avenue South, including 505 1" Avenue South, 83 South King, the King Street Crossing at 411 1" Avenue South and the under-construction 450 Alaskan Way office development (together, "Hudson Properties").	SDOT appreciates your interests and is equally invested in the success of Pioneer Square.	No
15.3	Ian Morrison	As a long-term owner, Hudson Pacific specifically selected Pioneer Square because of its unique historic character, unsurpassed multi-modal transit accessibility, emerging retail vibrancy and the future opportunities for a revitalized Alaskan Way experience. Hudson Pacific wants to ensure that Pioneer Square neighborhood continues to be vibrant and accessible long into the next century.	SDOT shares your vision for Pioneer Square.	No
15.4	Ian Morrison	On the whole, Hudson Pacific supports the City's vision for multi-modal transit options. However, maintaining vehicular access so that people can continue to "visit Pioneer Square to live, work, shop and play is critical. Hudson Pacific encourages the FTA and SDOT to adequately identify and describe the Project's transportation-related impacts and to identify and propose viable mitigation measures that may better achieve the Project's goals while still preserving vehicular accessibility in and around Pioneer Square. In particular, Hudson Pacific's comments include:	Responses to your comments are provided below.	No
15.5	Ian Morrison	Hudson Pacific's core comment is encouraging the FTA and City to address multi-modal transportation strategically while preserving the unique historic character of Pioneer Square. This would include minimizing the potential disruption to 1st Avenue South and Alaskan Way as transit corridors. Instead, Hudson Pacific believes these corridors should be primarily pedestrian-oriented.	SDOT shares your interest in preserving the historic character and context of for an area that was historically served by streetcars (see section 4.14 and Appendix H4, Center City Connector Cultural Resources Technical Report), The EA provides an analysis of visual resources (section 4.7) and Cultural Resources (Section 4.14), within which impacts to historic character are evaluated. The City of Seattle has developed context-sensitive design considerations that would be incorporated into final design. As recorded in the Center City Connector Urban Design Analysis – Urban Context and Historical Setting (SDOT, 2015), these considerations were developed based on feedback from the Seattle Design Commission, Pioneer Square Preservation Board, and the Pike Place Market Historical Commission, as well as from feedback received during a public open house. Many of the considerations and design concepts that would be used for the final design are illustrated in Seattle Streetcar Center City Connector; Transitway and Station Concepts, Precedents, Tools and Vision for First Avenue (SDOT, 2015). As a result, the EA concludes that the Project does not diminish features or characteristics that make the Pioneer Square Historic District eligible for the National Register of Historic Places. The Center City Connector Project would provide a higher level of accessibility for more people along First Avenue and along the streetcar system, because people would be able to park their cars in area garages and walk or ride the streetcar system to their retail and restaurant destinations. Ridership on the system is estimated to increase to more than 16,000 people per day, increasing the number of people on the streets who thereby have greater access to ground-level retail businesses and other amenities. Each station is designed for ADA accessibility with access located at crosswalks and a maximum of 1/2 mile apart, making it less than 1/4 mile to walk to the closest station platform. The Project includes ADA improvements throughout First Avenue and Stewart Street, enhancing the overall pedestrian environment.	No
15.6	Ian Morrison	As the City is well aware, the Pioneer Square neighborhood will be transformed with the Alaskan Way, Promenade and Overlook project which is occurring simultaneously with the Project. We	Thank you for your support. The Waterfront Seattle Program and its associated transportation improvements were included as background projects for the transportation and cumulative impacts	No

Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
		encourage the FTA and the City to evaluate the cumulative impacts of these two interrelated projects to ensure coordination. In fact, we understand the City is undergoing a comprehensive review of transit access through the Center City Mobility Plan, including transit access routes into downtown. Hudson Pacific applauds this type of comprehensive planning for transit access, which we believe will reduce congestion and lessen the demand for dedicated bus lanes into the downtown.	analyses (see EA Sections 4.1 and 5. 4.1). In addition, the FONSI requires SDOT to work closely with the Downtown Seattle Association, WSDOT, Washington State Ferries, the Port of Seattle, and King County Metro through One Center City planning group to manage the potential cumulative impacts and to determine schedule sequencing. See Appendix C of the FONSI for more details. This effort has begun through SDOT's engagement with WSDOT's interagency task force to sequence the work of major projects planned for the Pioneer Square, Waterfront, and First Avenue areas. One major goal of the task force is to identify construction sequencing opportunities between projects, to minimize the cumulative construction impacts. One Center City program is another avenue for proactive planning (http://onecentercity.org/) (formerly <i>Center City Mobility Plan</i>), where stakeholders representatives participate on an advisory group to make both short-term and long-term recommendation on transportation and community plans. SDOT will continue to maintain open communication with affected stakeholders.	
15.7	Ian Morrison	In light of this ongoing planning - particularly regarding the Lander Street overpass - we encourage the FTA and City to evaluate the possibility of more transit capacity on 4th Avenue South and the SODO Busway as an alternative to dedicated transit lanes on Alaskan Way and/ or the King County Metro routes currently utilizing Jackson Street and 1st Avenue South. The EA identifies that there will be "minimal" impacts on bus travel time along this alignment under the Project. We expect that future bus travel times along Jackson could be improved through route coordination. The FTA, City and other stakeholders would all benefit from an informed discussion based on current, best-available information regarding the numerous potential options for transit corridors.	FTA and SDOT appreciate your suggestion. Please see response to comment 15.6 that describes how the One Center City partnership is providing a review and recommendations for short-term and long-term transportation solutions. The closing of SR 99's downtown ramps and the opening of the stadium ones, the conversion of Columbia to a two-way transit-only street, the removal of buses from the Downtown Transit Tunnel, and the Center City Connector are among the approaching major changes that will affect the network in ways that are being analyzed. This comment will be referred to SDOT's transit and mobility team for consideration with the One Center City agencies.	No
15.8	Ian Morrison	Hudson Pacific still remains concerned about the level of analysis (or lack thereof) of the projected traffic operation impacts and lack of potential mitigation measures identified in the EA. For example, some of the Hudson Properties are located on the corner of 1st Avenue South and South Jackson Street. The EA discloses that Alaskan Way and South King Street intersection falls to LOS F under the Project, yet no mitigation is provided. We would expect the FTA and City to identify potential mitigation measures, including road improvements that enhance operations.	EA page 4.1-29 shows that this intersection will degrade to LOS F with or without the Center City Connector project. In 2035, the delay at this intersection is anticipated to be 3 seconds more with the LPA. (See EA Appendix D4.2-A.) Because the Project is not making the LOS noticeably different than the no-build condition, and because it creates an alternative mode of transportation, mitigation is not required. However, the Project is intended to increase the carrying capacity of the transportation system and in these situations, transit-exclusive travel lanes will provide enhanced accessibility options.	No
15.9	Ian Morrison	The EA also notes the potential for diversion from 1st Avenue South due to the reduction in vehicular capacity. The City's recent Alaskan Way, Promenade and Overlook Walk Supplemental Draft Environmental Impact Statement ("SDEIS") also noted a 30 percent diversion of southbound auto traffic on the same 1st Avenue corridor during the PM peak hour. It is unclear from the EA whether the Project evaluated the cumulative effects of auto traffic diversions from both projects. Please provide an updated analysis to clarify whether these cumulative corridor diversions have been evaluated and, if appropriate, please propose potential mitigation measures to address these impacts.	The transportation analysis for the Center City Connector accounts for anticipated diversions created by area projects, including the Alaskan Way Promenade and Overlook Walk project. The transportation model's assumptions, including assumed background improvements, are listed in Section 2.1 and Appendix C of Appendix H.1, Transportation Technical Report. Please note that the EA's Cumulative Analysis in Chapter 5 was updated in the FONSI Section 4.4 and Appendix A4. Based on this analysis, FTA determined that additional mitigation measures were not necessary. While the impacts would last only until Alaskan Way is in full operation, the FONSI still requires that SDOT work with an interagency advisory group to identify traffic diversion to minimize traffic impacts.	No
15.10	Ian Morrison	In addition, the Project will travel past the Hudson Properties as it turns north onto 1st Avenue South at Jackson Street. This is a key connection point for the Pioneer Square grid of two major arterials. The EA contained scant discussion of the potential for streetcar-vehicle conflicts impacts at this key intersection. We encourage the FTA and City to identify and propose potential mitigation measures that would ensure the continued safe and unimpeded flow of vehicular traffic.	The Center City Connector Project includes intersection and signal improvements to manage streetcar and vehicle movements. Please see EA Appendix H1, Transportation Technical report, as well as Appendix A, Preliminary Design Drawings of Locally Preferred Alternative, of that report. This intersection will include an exclusive signal phase for streetcars to avoid streetcar/vehicle conflicts.	No
15.11	Ian Morrison	Hudson Pacific encourages the FTA and City to ensure that the Project enhances the pedestrian and retail experience, including the continued access to Pioneer Square parking. In that light, Hudson Pacific supports the proposed mitigation regarding parking and loading. Hudson Pacific would encourage the FTA and City to think creatively about further mitigation to support off-street parking	SDOT will continue to enhance their programs such as the Performance-Based Pricing Program and the e-Park guidance system and continue to invest in these programs to support the effects of the Center City Connector Project on the parking supply. Additionally, the FONSI requires SDOT to expand the e-Park program and work with the Alliance for Pioneer Square in developing a business outreach program.	Yes

Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
		through e-Park participation, supporting and subsidizing Commute Seattle parking and other local outreach and parking strategies identified by the Alliance for Pioneer Square.		
15.12	Ian Morrison	As the Project progresses, Hudson Pacific will look forward to identifying potential loading areas and operational strategies that may better support Pioneer Square retail uses and businesses and coordinating implementation with the City to ensure the continued accessibility to easy loading.	The FONSI requires SDOT to address delivery access, commercial, and residential loading needs, and to balance multimodal mobility needs with loading and access requirements. See Section 4.1.7.4 of the EA and Appendix C of the FONSI. SDOT looks forward to working with you throughout all stages of the project.	No
15.13	Ian Morrison	The EA identifies three Project construction schedule concepts for the Pioneer Square neighborhood. All three concepts identify "rail welding/ track staging" to occur on Main Street between Occidental and first Avenue South. However, it is unclear whether the FTA and SDOT plan to utilize this location for all or a majority of the Project-related construction staging. Hudson Pacific encourages the FTA and SDOT to utilize the identified Main Street staging area for construction staging to minimize the potential impacts to the historic Pioneer Square core.	Staging area(s) for equipment and material storage will be within the street right-of-way. The identified track-welding staging area is located inside the S Main Street right-of-way between Occidental Avenue S and Second Avenue S. The track-welding is the only construction activity projected between Occidental Avenue S and Second Avenue (see EA Section 3.4.2.5).	No
15.14	Ian Morrison	Thank you in advance for your consideration. We appreciate the opportunity to comment on the Project's EA. We look forward to continued work with the FTA and the City to help ensure that the Project is successful, while also mitigating any potential adverse impacts to Pioneer Square.	Thank you for your support of the Project.	No

Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
16	Jennifer Jackson			
16.1	Jennifer Jackson	Please consider that north Broadway is nice for pedestrians.	Noted.	No
16.2	Jennifer Jackson	The streetcar tracks make it difficult for people of all abilities to cross the street. Disabled and elderly need accessible places to move around in. Bike lanes, street tracks and A-boards on the sidewalk have made inaccessible situations for the public right of way pedestrian traffic.	The Project will meet ADA guidelines throughout the corridor and adjacent sidewalks, as well as City streetscape and sidewalk standards. It includes improvements throughout First Avenue and Stewart Street to enhance the overall pedestrian environment. Your comment is being referred to SDOT's Street Use division for consideration regarding A-boards, and the Center City Connector design team will continue to advance design with public safety and pedestrian navigability as a priority.	No
16.3	Jennifer Jackson	North Broadway businesses and residents do not need a streetcar and do not need to have yet another construction project.	Noted.	No

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17	Dorothy Wong, Chinese Information and Service Center (CISC)			
17.1	Dorothy Wong, CISC	The Chinese Information and Service Center (CISC) is writing in response to the City of Seattle’s Department of Transportation (SDOT) environmental assessment (EA) for the Seattle Center City Connector Streetcar project made available on May 9, 2016.	Thank you for your comments.	No
17.2	Dorothy Wong, CISC	Started in 1972, CISC provides comprehensive immigrant transition services to help Asian and other immigrants make the successful transition to their new country while maintaining their cultural heritage. We serve predominantly low-income, non-English speaking members of our community and services are geared towards the entire family, from birth to seniors. Many of our clients, especially seniors, reside in the senior housing units that are located throughout the C/ID, and families frequent the restaurants and businesses in the neighborhood. To characterize the Charles Street OMF expansion area as one that is “located in an industrial zone on the southernmost portion of the existing OMF, away from residential units” is a misrepresentation, given its proximity to many of the residential complexes, not to mention the businesses and service providers, which are in the neighborhood.	This text describing land use in Section 4.4 has been augmented in Appendix A2, Errata of the FONSI. The EA characterizes the enclosed southern area of the Chinatown-International District (Charles Street) OMF as being located in an industrial zone (see Figure 4.4-2) and recognizes that the northern half is zoned International District Mixed, but SDOT recognizes that this zoning classification does not fully describe the neighborhood access spur along Eighth Avenue; therefore, the Errata includes additional description. The analysis conducted for the EA considered the operations of streetcars along the spur (both the First Hill and Center City Connector operations) with respect to residential and community services along the spur; however, no impacts were identified and the EA only reports impacts. Construction was not analyzed because the Center City Connector does not propose modifying the spur or any feature outside of the maintenance yard. SDOT considered Chinatown-International District’s residential areas and social services along the spur when it analyzed which OMF option to advance. The comparative evaluation of the OMF expansion alternatives included the considerations of the operations along the spur track for issues including Environmental Justice and community impacts. This evaluation is included in Appendix A1 of the FONSI.	Yes
17.3	Dorothy Wong, CISC	That determination skewed some of the conclusions of the EA, such as what was reported from its Environmental Justice review, which states, “Minority and low-income populations in the study area would not experience adverse impacts that are materially different than those who are not minority and low-income population or people elsewhere in the city.” It calls into question whether or not the EA assessment complied with the Mayor’s Race and Social Justice Initiative that spoke for the need of the full and fair participation by all potentially affected communities in the transportation decision-making process, as a significant percentage of the community demographics is people of color and low-income.	SDOT completed a Racial and Social Justice Initiative (RSJI) analysis of the Project using the City’s RSJI Toolkit during development of the LPA in 2013. In 2015, the Project completed a federal Title VI toolkit, which is nearly identical to the City’s RSJI Toolkit, and this information informed the environmental and social justice analysis completed for the EA (Section 4.15). The Environmental Justice analysis was prepared in compliance with Presidential Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, issued in 1994 and with the U.S. Department of Transportation Order to Address Environmental Justice in Minority Populations and Low-Income Populations (DOT Order 5610.2(a)). In addition, the analysis was completed using the guidance from Environmental Justice Policy Guidance for Federal Transit Administration Recipients FTA Circular 4703.1. These orders and guidance were followed to ensure minority and low-income populations had meaningful opportunities for public involvement and to determine if these populations would be subject to any disproportionately high and adverse impacts. The Project conducted additional outreach efforts throughout the corridor that exceed federal requirements.	No
17.4	Dorothy Wong, CISC	Our community partners, our clients and community members have also raised concerns with the adverse impacts that have since been created with the operations of the First Hill streetcar. We request that the City use its Race and Social Justice Initiative tools to not only examine the deficiencies that we have noted in the Seattle Center City Connector EA, but also to examine the impacts that were underestimated or unforeseen regarding the operations of the First Hill Streetcar.	See response to comment 17.2 above; the evaluation did consider that Center City Connector operations would be additive to the First Hill Streetcar operations. See response to comment 17.3 above; the request to use the RSJI Toolkit analysis to examine impacts of the First Hill Streetcar has been referred to the Seattle Streetcar operations manager.	No

Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
18	Teresita Batayola, Chief Executive Officer ICBS			
18.1	Teresita Batayola, Chief Executive Officer ICBS	This letter is in response to the City of Seattle’s Department of Transportation (SDOT) environmental assessment (EA) for the Seattle Center City Connector Streetcar project made available on May 9, 2016. International Community Health Services (ICBS) has reviewed the EA and believes there are numerous impacts on the Chinatown/International District (C/ID) neighborhood, and on ICBS patients, staff, and volunteers that are not adequately addressed within the analysis.	Responses to each of your comments and concerns follow.	No
18.2	Teresita Batayola, Chief Executive Officer ICBS	ICBS, founded in 1973, is a non-profit community health center offering affordable primary medical and dental care, acupuncture, laboratory, pharmacy, behavioral health, Women, Infant and Children (WIC), and health education services. As an important part of the health and human services safety net, ICBS is committed to improving the health and wellness of underserved communities. ICBS advocates for and provides affordable and in-language health care, in addition to advocating for and emphasizing the importance of addressing the social determinants of health, which include access to jobs, housing and economic opportunity. ICBS has four full-service medical and dental clinics in Seattle, Bellevue and Shoreline, the oldest of which is the clinic located in the C/ID (ID Clinic). The ID Clinic has been in the neighborhood since the 1970s and has been in its current location at 8th Ave South and South Dearborn Street since 1997. ICBS serves 25,000 patients in the region in nearly 50 languages and dialects annually, with over 10,000 patients accessing services at our ID Clinic.	The City recognizes and appreciates that the ICBS is a valuable resource to the City of Seattle and its residents.	No
18.3	Teresita Batayola, Chief Executive Officer ICBS	ICBS is concerned that the Center City Connector Streetcar project EA fails to adequately address the following issues that would impact the C/ID neighborhood, ICBS patients, staff, and volunteers: 1. Insufficient analysis regarding the impacts of the necessary expansion of one or both operations and maintenance facilities to accommodate the expanded streetcar fleet. 2. Misrepresentation of the C/ID in chapter 4 of the EA that provides an introduction to the affected environment, consequences, and mitigation. 3. Inadequate review of the project’s impacts from the race and social and Environmental Justice perspectives.	<p>1. Since publication of the EA, the City analyzed the Project needs for operations and maintenance to guide its decision in the selection of an OMF expansion site. The comparative evaluation of the OMF expansion alternatives included the considerations of the operations along the spur track for issues including Environmental Justice and community impacts. This evaluation is included in Appendix A1of the FONSI.</p> <p>2. A more accurate description of the Charles Street OMF expansion area is included in FONSI Appendix A2, Errata. See expanded response to comment 18.4 below.</p> <p>3. SDOT completed an RSJI analysis of the Project using the City’s RSJI Toolkit during development of the LPA in 2013. In 2015, the Project completed a federal Title VI toolkit, which is nearly identical to the City’s RSJI toolkit, and this information informed the environmental and social justice analysis completed for the EA. The Environmental Justice analysis was prepared in compliance with Presidential Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, issued in 1994 and with the U.S. Department of Transportation Order to Address Environmental Justice in Minority Populations and Low-Income Populations (DOT Order 5610.2(a)). In addition, the analysis was completed using the guidance from Environmental Justice Policy Guidance for Federal Transit Administration Recipients FTA Circular 4703.1. SDOT followed these orders and guidance to ensure minority and low-income populations had meaningful opportunities for public involvement and to determine if these populations would be subject to any disproportionately high and adverse impacts.</p>	Yes
18.4	Teresita Batayola, Chief Executive Officer ICBS	1. Insufficient analysis of the expansion of one or both operations and maintenance facilities. Section 3.4.2.4 of the EA explains the expansion of one or both of the operations and maintenance facilities (OMFs) will be necessary to accommodate an additional six streetcars. The EA on page 3-15 states:	<p>The Chinatown-International District OMF expansion area is described in two sections of the EA: Section 4.4 Land Use description of land uses around the OMF has been augmented and Section 4.6 Social and Community has been updated to include the additional social facilities in Figure 4.6-1. This text is found in Appendix A2, Errata of the FONSI.</p> <p>The comparative evaluation of the OMF expansion alternatives included the considerations of the operations along the spur track for issues including Environmental Justice and community impacts. This evaluation is included in Appendix A2 of the FONSI.</p>	Yes

Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
18.5	Teresita Batayola, Chief Executive Officer ICHS	To consolidate the two OMFs into a single site, SDOT would need a half-acre at either South Lake Union or Chinatown-International District; alternatively, it could expand both facilities by one-third of an acre. The Chinatown-International District OMF expansion area is located in an industrial zone on the southernmost portion of the existing OMF, away from residential units. Current office, shops, and support facilities at the Chinatown- International District OMF could accommodate the additional staff necessary for this expansion, but South Lake Union OMF would need an approximately 1,800-square-foot annex building. The description of the Charles Street OMF expansion area as one that is “located in an industrial zone on the southernmost portion of the existing OMF, away from residential units” is a blatant misrepresentation of the area. Across the street from this OMF are International District Village Square, which has an assisted living facility, and International District Village Square II, an affordable housing complex for families. The C/ID neighborhood more generally is one that has a vibrant population of elderly, families, and individuals of all ages. ICHS expects SDOT to correct this error.	See response to comment 18.4 above.	Yes
18.6	Teresita Batayola, Chief Executive Officer ICHS	The EA states that the decision on how to expand the OMFs would be made at the conclusion of the EA’s public review period. However, there is no section within the EA that outlines the various factors that will be considered to inform which of the three OMF expansion alternatives will be selected. ICHS’ ID Clinic is located at the corner of 8th Avenue South and South Dearborn Street, which is along the 8th Avenue spur line leading to the Charles Street OMF, which would experience increased streetcar traffic should the Charles Street OMF be chosen for expansion as part of this project. ICHS requests that SDOT include an impact assessment of not only the expansion of the OMF alternatives, but also of the spur lines leading up to each OMF site.	Since publication of the EA, the City analyzed the Project’s operation and maintenance needs to guide its decision in the selection of an OMF expansion site. SDOT decided to expand the South Lake Union OMF site and not change the Chinatown-International OMF site. The comparative evaluation of the OMF expansion alternatives included the considerations of the operations along the spur track for issues including Environmental Justice and community impacts. This evaluation is included in Appendix A1 of the FONSI. Potential impacts of access tracks leading to each OMF site was included.	Yes
18.7	Teresita Batayola, Chief Executive Officer ICHS	Furthermore, a more detailed analysis of the impacts of expansion of one or both OMF sites should also include a more detailed analysis of the cumulative impact (chapter 5 of the EA) of each alternative. It is worth noting that the spur line along 8th Avenue South cuts through the core of the C/ID, which was designated in 1986 as the Seattle Chinatown Historic District in the National Register of Historic Places (Register). As a neighborhood found within the Register, the C/ID has been identified as a fragile and significant place for the City of Seattle that requires public and private support in order to protect and preserve it. A discussion of the cumulative impacts upon the C/ID is incomplete without accounting for this designation, the factors that warranted the neighborhood to be included in the Register, and what has transpired since its designation as a historic district.	See response to comment 18.6 above, which describes the considerations included in the review of OMF expansion alternatives. This evaluation is included in Appendix A1 of the FONSI, and the FONSI records the decision to not alter the Chinatown-International District OMF. The EA’s analysis of historic and cultural resources (Section 4.14.2) considered construction, operational, and cumulative impacts to historic properties and the three historic districts along the Center City Connector alignment (EA, Appendix H14, Cultural Resources Technical Report). FTA finds, and the SHPO concurred on October 27, 2015, and again October 20, 2016, that the operation and construction would not lead to an adverse effect from the construction and/or physical presence of the Project on the historic buildings or districts.	Yes
18.8	Teresita Batayola, Chief Executive Officer ICHS	The C/ID community’s history of negative experiences with major City of Seattle projects involving construction and operations within the boundaries of the neighborhood has created a tenuous relationship that has not engendered a high level of trust. As such, the broad nature of the EA’s impact assessment of the OMF expansion alternatives as it is currently stated, which allows for an incomplete detailing of the cumulative impact of the projects that have impacted, currently impact, and will impact the C/ID and its vulnerable residents, small businesses, factories, and service providers, is a significant concern for ICHS.	The City shares your concern for building stronger pathways for communication. The City’s most recent effort to bridge this trust is through the organization of the One Center City planning group, public/private partnership. The One Center City advisory group includes participation of Maiko Winkler-Chin of the Seattle Chinatown-International District Preservation and Development Authority, as well as Jessa Timmer of the Chinatown-International District Business Improvement Area. This public/private partnership efforts are reviewing and making holistic recommendations on both short-term and long-term community and transportation plans.	No
18.9	Teresita Batayola, Chief Executive Officer ICHS	ICHS requests that SDOT conduct a detailed assessment of the three OMF alternatives for expansion, including a more detailed accounting of the cumulative impacts of each alternative. ICHS also requests that SDOT provide the opportunity for the community to provide input on this assessment prior to selecting the preferred alternative for OMF expansion. ICHS requests that SDOT’s impact assessment of each alternative not be limited to a technical review, but include an assessment of impacts from both a race and social and Environmental Justice lens.	The comparative evaluation of the OMF expansion alternatives included public input as measured through comments received on the EA, input at public and stakeholder outreach events, and review of the entire body of feedback throughout the EA process. In addition to operations along the spur track for issues including Environmental Justice and community impacts, public input was a key driver of the OMF expansion decision. This evaluation is included in Appendix A1 of the FONSI. The FONSI records the decision to expand the South Lake Union OMF to accommodate the operational needs of the Center City Connector.	Yes

Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
18.10	Teresita Batayola, Chief Executive Officer ICBS	2. Misrepresentation of the C/ID in chapter 4 of the EA that provides an introduction to the affected environment, consequences, and mitigation. The incomplete description of the C/ID neighborhood in these sections of chapter 4 raises questions about how accurate and thorough the assessment of this project’s impact on the C/ID truly are. The assets of the C/ID are largely ignored in sections 4.6 and 4.13 that provide an overview of the social and community effects and the parks and recreational resources of the study area, respectively. Section 4.6.2 provides an overview of community facilities that does not accurately account for all facilities found in the C/ID. For example, Chinese Information and Service Center is not found on this map as a social service provider. It also appears that healthcare providers are excluded from this assessment, which consequently excludes mention or an indication of ICBS’ ID Clinic in the narrative and map (Figure 4.6-1). Moreover, the location of the Wing Luke on this map is incorrect. In section 4.13, ICBS noted that the Donnie Chin International Children’s Park was excluded. A factual assessment of this project’s impacts on the C/ID cannot be realized until a thorough accounting and description of the C/ID is completed. ICBS requests that SDOT update chapter 4 to ensure that the description of the neighborhood is accurate and comprehensive.	Please see responses to comments 18.5, 18.6, and 18.7 above. An updated description of the Chinatown-International District (Charles Street) OMF expansion area is included in FONSI Appendix A2, Errata, as are updates the list of community facilities and the accompanying Figure 4.6-1 from the Community Resources Section 4.6. The FONSI records the decision to expand the South Lake Union OMF for this project. No work is being recommended at the Chinatown-International District (Charles Street) OMF as part of the Center City Connector Project. The decision does not include expanding the Chinatown-International District (Charles Street) OMF, nor adding a station on Eighth Avenue, nor any additional construction, and conclusions in the EA are still valid.	Yes
18.11	Teresita Batayola, Chief Executive Officer ICBS	ICBS also noted that the study area radius differed depending on which section of the project one was referring to: 0.25 miles around the centerline of the alignment (approximately 1,320 feet or about four city blocks) or 1,000 feet around the existing OMFs (approximately three city blocks). Is there a reason for this difference in how the study area is defined? Using differential study area radii for the centerline versus the OMF can lead one to assume that the City is intentionally trying to underreport the full impact of this project on the C/ID. ICBS requests that SDOT use the 0.25 mile radius for the study area of the OMF to align with that of the centerline of the alignment.	The EA includes study areas of different sizes depending on the area of the environment being evaluated. Study areas for environmental analyses are determined based on how far potential effects of the Project would reach. For example, the transportation study area extends through and beyond the Project alignment (EA Figure 4.1-1) because of the potential for traffic to be diverted from First Avenue. Study areas are determined using standard practices. The Environmental Justice study area was selected because it encompassed areas where construction or operation of the Project could affect minority and low income populations. The study area was 1,000 feet for most resources around existing access tracks along Harrison Street and Eighth Avenue S because the Project did not proposed new construction. FTA feels that the study area around the OMF and spur tracks is adequate.	No
18.12	Teresita Batayola, Chief Executive Officer ICBS	The EA includes an Environmental Justice review found in chapter 4.15. The following conclusion is stated on page 4.15-9: Minority and low-income populations in the study area would not experience adverse impacts that are materially different than those who are not minority and low-income population or people elsewhere in the city. ICBS challenges this conclusion based on the following: • The definition of the study area;	See response to comment 18.11, which describes how the study areas were determined.	No
18.13	Teresita Batayola, Chief Executive Officer ICBS	• The comprehensiveness of SDOT’s outreach and engagement strategies to inform this project; • The exclusion of current adverse environmental impacts on the C/ID; and • SDOT’s failure to comply with the Mayor’s Race and Social Justice and Equity and Environment Initiatives in assessing this project’s impacts on the C/ID.	For the response to a greater need for outreach and coordination with the Chinatown-International District community, please refer to the response for comment 18.8, above. FTA does not find that the EA excluded adverse environmental impacts on the Chinatown-International District. Please refer to the response to comment 18.5 and 18.6 above for more detail on how the potential for additional streetcars traveling along the access spur was evaluated. SDOT completed an RSJI analysis of the Project using the City’s RSJI Toolkit during development of the LPA in 2013. In 2015, the Project completed a federal Title VI toolkit, which is nearly identical to the City’s RSJI toolkit, and this information informed the environmental and social justice analysis completed for the EA. The City has used this information to expand outreach efforts to reach a greater population of people in the Chinatown-International District and other communities along the Project alignment.	No
18.14	Teresita Batayola, Chief Executive Officer ICBS	Besides the flagrant misrepresentation of the C/ID study area, which the EA describes as “industrial” and “away from residents,” SDOT’s limitation of the study area radius around the Charles Street OMF also intentionally misleads the nature of the area that would be impacted by the expansion of this OMF. These distortions not only allow for the underreporting of this project’s impact on the C/ID community, but also run contrary to the principles espoused by the Mayor’s Race and Social Justice	See response to comment 18.5 above. The study areas are described in response to comment 18.11. The evaluations of impacts were re-confirmed following public input on the EA. There are no new impacts identified, but SDOT has decided to expand the South Lake Union OMF; therefore, the	Yes

Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
		Initiative. ICHS requests that SDOT review the definition and description of this project’s study area, especially as it relates to the OMF expansion area and spur lines, to ensure compliance with the Mayor’s Race and Social Justice Initiative.	Chinatown-International District would not receive additional impacts along the access spur on Eighth Avenue S.	
18.15	Teresita Batayola, Chief Executive Officer ICHS	ICHS questions the extent of SDOT’s efforts to meet the federal guidance found on page 4.15-1 calling for the “full and fair participation by all potentially affected communities in the transportation decision-making process” that informed this conclusion. The EA describes the study area as poorer and more diverse than the City of Seattle overall; however, a review of the outreach conducted to inform this project does not appear to be representative of the study area population impacted by the project. For example, the list of open houses found in Table 4.15-4 does not include one conducted within the C/ID despite the fact that the C/ID is explicitly included in the project’s study area. Furthermore, a review of Appendix P of Seattle Center City Connector Transit Study Detailed Evaluation Report, Volume II referenced in chapter 7 of the EA indicates that the demographics of the respondents of an online survey and one open house was 88% White. The demographics of the project’s overall study area found in chapter 4.15 states that nearly half of residents are non-White. As a result of these findings, ICHS questions how thorough SDOT’s outreach and engagement with the C/ID community’s stakeholders, residents, small businesses, and health and human/social service providers was to inform this project and the resulting EA.	See response to comment 18.13 above, which describes how SDOT has completed an RSJI analysis and a federal Title VI toolkit to inform the environmental and social justice analysis completed for the EA, as well as the project’s public information plan. FONSI Section 3.2 describes the public and stakeholder outreach efforts included in the EA. FONSI Section 4.6 describes additional outreach activities, including activities in the Chinatown-International District that have occurred since the publication of the EA. In response to a greater need for outreach and coordination with the Chinatown-International District community, FONSI Table 5 lists the most recent meetings and events to align with the Chinatown/ International District stakeholders. In addition, please refer to response to comment 18.8 for examples of how the Chinatown-International District has and will continue to be engaged in this and other City transportation planning efforts.	No
18.16	Teresita Batayola, Chief Executive Officer ICHS	The EA also fails to acknowledge the already significant air and noise pollution concerns that disproportionately burden C/ID residents, patients and clients of health and human service providers like ICHS, our staff, and visitors to the neighborhood. The C/ID is bisected by two freeways: I-5 near its intersection with I-90, a segment of our highway infrastructure that has the highest traffic volumes in the Pacific northwest. In fact, the Puget Sound Clean Air Agency’s data indicates that the C/ID’s poor air quality has resulted in the most hospitalizations for asthma and other breathing and cardiac-related events per capita compared to other neighborhoods. Ignoring the already existing disproportionate burden of air and noise pollution within the C/ID in this EA is an egregious oversight. ICHS advises SDOT include an accurate accounting of the C/ID community’s current environmental impacts in the EA.	Operation of the streetcar would not contribute to air emissions because streetcars are run on electricity, which would not contribute emissions. In addition, the Project requires no construction in the Chinatown-International District.-Noise impacts were evaluated-in EA Section 4.3 and EA Appendix H3. FTA determined that the Project would not contribute to existing noise levels. However, SDOT has committed (in the EA) to verify final operating parameters of streetcar bell noise and will reduce bell sound levels or relocate bells on cars to reduce noise impacts. SDOT has been contacted about bell noise associated with operation of the First Hill Streetcar.	No
18.17	Teresita Batayola, Chief Executive Officer ICHS	Noncompliance with the Mayor’s Race and Social Justice and Equity and Environment Initiatives Furthermore, while ICHS understands that the required content of an EA is dictated by the federal government, ICHS believes that SDOT must also comply with the following City initiatives in assessing the impact of this project on vulnerable populations: the Mayor’s Race and Social Justice Initiative, which was expanded in 2014, and the Mayor’s 2015 Equity and Environment Initiative—both of which require a more detailed review of this project’s impact on the study area’s population. ICHS would also like learn how this project impacts the C/ID community relative to the City’s assessment that the C/ID is a neighborhood that is highly vulnerable to displacement (Seattle 2035: Growth and Equity Analysis May 2016 report).	See response to comment 18.13 above, which describes how SDOT has met RSJI analysis requirements and used a federal Title VI toolkit to inform the environmental and social justice analysis completed for the EA, as well as the Project’s public information plan. Your comment regarding the May 2016 Growth and Equity Analysis has been forwarded to the Office of City Planning and Development.	No
18.18	Teresita Batayola, Chief Executive Officer ICHS	ICHS would also like to provide additional comments regarding our experience working with SDOT during the planning and implementation of the First Hill Streetcar project. During the C/ID’s engagement with SDOT on this project, the community anticipated that the City would try to expand one of the streetcar OMF sites and explicitly expressed our concerns about the expansion of the Charles Street OMF. As a result, the City made promises to address community concerns around the operations of the 8th Avenue South spur line. At the time, SDOT staff made statements that: • The Charles Street OMF would be the least favored site to accommodate any future expansion of the City’s streetcar fleet; • Efforts would be made to minimize streetcar runs through the C/ID and to limit the use of the spur line to the early morning and late evening hours so vehicles could use the spur line lane during business hours for loading and unloading; and • There would be employment	SDOT recognizes the value of documenting agreements and commitments made between City representatives and the community we serve and will work with neighborhood representatives to better document and follow through on project commitments. The City considered this and other public input during its post-EA analysis of streetcar operation and maintenance expansion needs. This evaluation is included in Appendix A1 of the FONSI. SDOT, in partnership with Department of Neighborhoods, has engaged the Chinatown-International District community in recent outreach efforts to discuss the range of options and further understand your concerns with the existing First Hill Streetcar. Some of these meetings are recorded in Section 4.6 of the FONSI. The Center City Connector Project recommends expanding only the South Lake Union	Yes

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		opportunities for C/ID residents at the OMF. We have found that none of these statements have come to fruition.	OMF for this project. The Project does not include any improvements at the Chinatown-International District OMF (Charles Street Facility) or along the access spur track. The Chinatown-International District OMF (Charles Street Facility) will continue to be used as part of the Seattle Streetcar system, which will result in a slight change of operations along the Eighth Avenue spur line as part of streetcar operations, as noted in the Errata of the FONSI (Appendix A2).	
18.19	Teresita Batayola, Chief Executive Officer ICHS	<p>In the Seattle Center City Connector Streetcar project’s EA, the Charles Street OMF expansion alternative appears to hold equal weight as the other two options.</p> <ul style="list-style-type: none"> • now that the First Hill Streetcar is operating, we have experienced that the use of the spur line along 8th Avenue South is not limited to early morning or late evening runs. This promise was made to respond to our concerns regarding disruption in operations for the various facilities that are located along the spur line. Tsue Chong, a legacy business in the neighborhood that has operated since 1917, requires frequent deliveries via freight trucks that need to utilize the spur line lane at various times throughout the day in order to obtain the necessary supplies to make and distribute their products. Furthermore, ICHS and the social and human service providers located along 8th Avenue South between South Dearborn and South Weller Streets are impacted by the more frequent streetcar utilization of the spur line, causing interruptions of bus and shuttle pick-up and drop-off services for their patients, clients, and participants throughout the day. For ICHS, frequent delivery of medical and dental supplies—in addition to patient and client drop-offs and pick-ups—occur throughout the day. The Denise Louie Education Center operates early childhood learning programs that involve numerous school bus drop-offs and pick-ups. As an assisted living facility, Legacy House’s residents and clients utilize ACCESS vans to access various services throughout the day. Lastly, we are not aware of any C/ID resident who has found a job working to support the operations of the First Hill Streetcar. 	<p>As with comment 18.18, SDOT has forwarded your concerns about First Hill operations and commitments to the Seattle Streetcar Program manager.</p> <p>Also, please review the response to response to comment 18.9 above, which clarifies that the community affected by streetcar operations along the spur influenced SDOT’s decision process. Eight streetcars will operate out of the Chinatown-International District (Charles Street) OMF. Of these, five streetcars will enter into service before 7 a.m. and return after 11 p.m., leaving three streetcars entering or returning from service between 7 a.m. and 11 p.m. Since the majority of movements along the spur are during non-business hours, conflicts should be minimal. Additionally, streetcars have the same or more stringent transportation safety requirements as buses or automobiles do. In review of the sensitive businesses you list, SDOT offers the following observations:</p> <ul style="list-style-type: none"> • Denise Louie hours of operation are weekdays 7:30 a.m. to 5 p.m. and does not have access from Eighth Avenue. Only three streetcar trips are anticipated during Denise Louie’s hours of operation (one entering service after 10 a.m. and two returning from service after 3 p.m. – most likely after peak commute hours of 6 p.m.). • Tsue Chong Co has the option of receiving deliveries via S Weller Street or the loading zone along Eighth Avenue, neither of which are affected by current or projected spur operations. • Ideally, ICHS residents and clients coming to and from the Legacy House are shuttled predominantly between the typical daylight hours of 7 a.m. and 11 p.m.; however, loading zones are not affected by spur operations and streetcar drivers obey all traffic safety precautions, including recognizing crosswalks and ensuring travel speeds along the spur do not exceed automotive traffic speeds of under 25 miles per hour. <p>We recognize that these observations may not exhaustively address your concerns. We look forward to working with you to further address issues that may interfere with the vitality of the Chinatown-International District community.</p>	No
18.20	Teresita Batayola, Chief Executive Officer ICHS	<p>ICHS would also like to highlight our experience regarding impacts detailed in the First Hill Streetcar EA that are larger than anticipated:</p> <p>The disruption of patient care include the noise of the streetcar bell, which is loud and can be heard from within the ID Clinic walls, and the vibrations caused as a streetcar passes, which can be felt from within the clinic. There are also behavioral health consequences experienced from both phenomena that impact ICHS patients and clients and the residents that live along the spur line, including the elderly that reside at Legacy House.</p>	While this issue is beyond the scope of the Central City Connector project, SDOT has referred your concern to the Seattle Streetcar Operation team for consideration as part of the existing streetcar system. SDOT began to respond to these issues in fall of 2016 and ongoing involvement will continue through the One Center City advisory group efforts.	No
18.21	Teresita Batayola, Chief Executive Officer ICHS	The rerouting of traffic of one block of 8th Avenue South to become a one-way street is confusing and difficult for drivers to understand, endangering pedestrians, cyclists, cars, Access buses, and delivery trucks. It is not uncommon for cars to make a wrong turn from South Dearborn Street to illegally drive north for the one block, or for vehicles to legally drive south but be confused by the striping, turning onto South Dearborn Street from the wrong lane.	While this issue is beyond the scope of the Central City Connector Project, SDOT has referred your concern to the SDOT traffic operations team.	No
18.22	Teresita Batayola, Chief Executive Officer ICHS	ICHS expects SDOT to work with us to address the outlined concerns regarding the identified deficiencies found in the project’s EA and our current concerns regarding the operations impacts of the First Hill Streetcar. We request the City use its Race and Social Justice Initiative tools to not only examine the deficiencies highlighted in the Seattle Center City Connector EA, but also for the impacts	SDOT sincerely hopes that the responses above relieve some of your concerns. SDOT completed an RSJI analysis of the Project using the City’s RSJI Toolkit during development of the LPA in 2013. In 2015, the Project completed a federal Title VI toolkit, which is nearly identical to the City’s RSJI	No

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		<p>that were underestimated or unforeseen regarding the operations of the First Hill Streetcar. Furthermore, we expect the City to overlay the work done for the Denny Substation with the updated findings from the First Hill Streetcar operations and the Seattle Center City Connector Streetcar project.</p>	<p>toolkit, and this information informed the environmental and social justice analysis completed for the EA. Your concerns regarding the impacts from operation of the First Hill Streetcar operations and Denny Substation have been forwarded to the Seattle Streetcar Program manager.</p>	

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19	John Gleason			
19.1	John Gleason	I have read the EA and believe the following are material issues that need to be addressed:	Your comments are addressed below.	No
19.2	John Gleason	1. Intersection of 1 st and Union: no left turn to northbound traffic. This will impede access to 98 Union Condos, the commercial businesses of South Arcade and the Four Seasons Hotel. Taxis coming from the airport and the sports arenas will have to take a longer route.	The FONSI requires SDOT to address delivery access, commercial, and residential loading needs, and to balance multimodal mobility needs with loading and access requirements. See Section 4.1.7.4 of the EA and Appendix C of the FONSI. SDOT has accounted for the instances where traffic patterns are re-routed to accommodate this new condition and will continue to work with businesses to identify loading zones and access points where they can be safely accommodated.	No
19.3	John Gleason	2. Loss of taxi and commercial loading, and pick up and drop off zones southbound on 1 st Ave between Pike and Union will hurt Vincent House senior citizen affordable housing, the businesses along first, and will result in further congestion in the cul-de-sac on Union in front of the Four Seasons as the taxis will have lost the stacking/waiting zone.	See response to comment 19.2 above. SDOT recognizes the importance of loading areas by prioritizing curb space for loading as a matter of policy (see http://www.seattle.gov/transportation/parking/parkingcurb.htm). As part of the Project design, SDOT is providing alternative locations for load zones on or adjacent to First Avenue.	No

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20	Michael Chozen (email)			
20.1	Michael Chozen (email)	I appreciate the opportunity to comment on this expansion of the streetcar route. As downtown resident I'm interested in expanding the transit choices. However, there are some concerns I wish to express to the proponents of this project. Most specifically as it concerns the Stewart Street route between 4th & 5th avenues, and the plan to utilize two lanes.	Construction along Stewart for the Center City Connector will be limited to weekends and evening hours to minimize impacts on business and peak congestion hours. The transportation analysis in section 4.1 reflected the transit-only lanes on Stewart and the results of this analysis are reflected in Figure 4.1-7.	No
20.2	Michael Chozen (email)	Hopefully, you are aware of two new 500' mixed-use towers. Proposed for the 5th Avenue block delineated by Stewart Street on the South and Virginia on the north. Combined these towers will be attempting to rout virtually all their traffic for hotel operations and apartments through a 19th century alley currently utilized by another existing 300' tower. The parcel size and the podiums planned for the 2 structures are woefully inadequate for the vehicular demands they will introduce if built. The dysfunctional impact to the alley running between 4th and 5th avenues will overflow onto Stewart and Virginia streets impeding traffic. This dysfunction will be compounded by the streetcar, adversely affecting the route unless design changes are imposed upon the projects' applicants. Both of which are in their MUP application phase.	SDOT shares your concerns for the traffic and safety along Stewart Street to incorporate the new developments. SDOT is coordinating internally with street use, parking, traffic, signals, and channelization groups, and working with the Seattle Department of Construction and Inspections regarding the movement of traffic in and out of the alley.	No
20.3	Michael Chozen (email)	The transportation nexus established by McGraw Square must be allowed to flow freely and smoothly. Combined the two towers will be introducing: 627 apartments, 356 hotel rooms and 402 parking stalls. Currently, it's doubtful the loading berths are sufficient, anticipated to further impede the alley flow and negatively affect Stewart & Virginia streets. It would behoove SDOT and the Streetcar stakeholders to demand the most stringent and extensive SEPA review of these two projects. And, insist the design deficiencies of these projects be addressed. They exceed the block's capacity. If built each of the two structures will have a FAR ratio greater than the Columbia Tower despite being more than 25 stories shorter—rendering this crucial block the densest in the city. For the sake of the streetcar, please demand rigorous review of these projects' designs by DCI. Allowing them to get it wrong will resonate	See response to comment 20.1 above. Your comments have been referred to Seattle Department of Construction and Inspection for consideration as part of those action reviews.	No

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21	David Cheyette (email)			
21.1	David Cheyette (email)	I am a downtown resident that must use my car for my business every day, but I am very supportive of the transit system improvements that are being proposed and implemented in our city.	Your support for the Center City Connector is appreciated.	No
21.2	David Cheyette (email)	However, it continues to stun me that each new downtown project seems to have its own 'bubbled' life— with decisions made without regard to other projects that significantly impact each other.	Chapter 5 of the EA does consider the cumulative effect of overlapping projects, and the RFFA list and context is updated in Section 4.3 of the FONSI. There are a number of private developments represented in Figure 5-1 in the EA. Each private development project must conduct a SEPA review before receiving permit to begin construction. The City manages their permits and associated impacts during construction.	Yes
21.3	David Cheyette (email)	In this case, we have the Emerald Mile that will take the west side of 5th Avenue, the planned development of a 47 floor tower at 5th and Virginia, and another 45-50 floor tower at 5th and Stewart. It appears from looking at these project plans that most of the traffic for these developments will head down the alley between 4th and 5th Ave - between Virginia and Stewart. This alley is barely passable now. Trucks are backed up several deep many times during the week – blocking the narrow “2-way” alley. The current planning by both 5th Avenue developments will be for more than 400 parking spaces as well as all the necessary services such as food delivery to the planned hotels, deliveries for the more than 600 apartments planned, not counting the needs of more than 350 hotel rooms. It seems that these likely results – given the current proposals on this block, should be considered before issuing any final approval for this project. I encourage SDOT to broaden their review of this project before continuing.	The Center City Connector Project cumulative effects and transportation analyses included consideration of these future actions and growth projections through 2035. The results of these analyses are reflected in EA Sections 6 and 4.1. The analysis also modeled delays at many intersections in the Project area (see EA Appendix D4.2-A). No delay at these intersections was predicted from the Project at these intersections. Although the model shows no backups along Stewart Street at Fourth and Fifth Avenues, SDOT is working closely with other entities throughout all phases of design to minimize potential impacts. SDOT is coordinating internally with street use, parking, traffic, signals, and channelization groups. In addition, SDOT is coordinating with the Seattle Department of Construction and Inspections regarding private development in the area and is working closely with the Washington State Convention Center as this Project develops.	No

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22	Howard Behar (email)			
22.1	Howard Behar (email)	I am certainly excited about the continued growth of our Streetcar network. It will add value to our city in many ways. But there are a couple of issues that SDOT needs to be aware of.	Your support for the Center City Connector is appreciated.	No
22.2	Howard Behar (email)	There are two large scale projects that will affect the effectiveness of this new Streetcar. Both will be adding significant traffic to the two remaining lanes between 5th and 4th on Stewart. There are going to be over 1000 new residences, including hotel rooms trying to turn from the bus lane in to the alley off of Stewart street. The jam up will be huge because the alley is way too narrow to handle the traffic. There will be backups three blocks deep. I encourage you to work with all of the other agencies involved so we don't end up with a huge problem. Let's solve it now before it's too late.	The Center City Connector Project cumulative effects and transportation analyses included consideration of these future actions and growth projections through 2035. The results of these analyses are reflected in EA Sections 6 and 4.1. The analysis also modeled delays at many intersections in the Project area (see EA Appendix D4.2-A). No delay at these intersections was predicted from the Project. Although the model shows no backups along Stewart Street at Fourth and Fifth Avenues, SDOT is working closely with other entities throughout all phases of design to minimize potential impacts. SDOT is coordinating internally with street use, parking, traffic, signals, and channelization groups. In addition, SDOT is coordinating with the Seattle Department of Construction and Inspections regarding private development in the area and is working closely with the Washington State Convention Center as this Project develops.	No

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23	Ashur Michael (email)			
23.1	Ashur Michael (email)	As a downtown resident and a Professional Civil Engineer/Fellow of American Society of Civil Engineers (ASCE). I am pleased to be allowed to provide my comments.	No response required.	No
23.2	Ashur Michael (email)	By evaluating the details of this project particularly the portion from Westlake Ave. that goes down Stewart St. to 1st Ave. I am seriously concerned about the impact of taking two lanes out of Stewart St. between 5th and 4th Avenues. As you know there are two proposed residential towers on 5th Ave. between Virginia and Stewart streets. These two proposed mega projects will have over 1000 residential units. Presently the alley between the Escala building and these two proposed projects is over 30% of the time blocked. By going ahead with the subject matter project and the two proposed towers the alley will at nearly 85% of the time blocked. This will create chaos and major safety and environmental issues.	The Center City Connector Project cumulative effects and transportation analyses included consideration of these future actions and growth projections through 2035. The results of these analyses are reflected in EA Sections 6 and 4.1. The analysis also modeled delays at many intersections in the Project area (see EA Appendix D4.2-A). No delay at these intersections was predicted from the Project. Although the model shows no backups along Stewart Street at Fourth and Fifth Avenues, SDOT is working closely with other entities throughout all phases of design to minimize potential impacts. SDOT is coordinating internally with street use, parking, traffic, signals, and channelization groups. In addition, SDOT is coordinating with the Seattle Department of Construction and Inspections regarding private development in the area and is working closely with the Washington State Convention Center as this Project develops.	Yes

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24	Cathy Leschen (email)			
24.1	Cathy Leschen (email)	<p>1. Taking away two lanes of traffic is going to cause an even worse bottleneck at Stewart and 5th than there already is. This is a major intersection and every evening cars and buses sit in the middle of the intersections blocking traffic. I realize you want everyone to not drive but you have to be realistic...that is NOT going to happen. As it is, many of my friends won't come into Seattle because of the lack of parking and also because of the lack of parking many businesses have moved out of Seattle to Bellevue. This is so unfortunate. Residents who live in the heart of Seattle want to shop HERE and are now being forced to drive to Bellevue to shop. This is not acceptable to me.</p>	<p>One of the purposes of the Center City Connector is to provide transit options that make Seattle residents less dependent on cars for travel to and through downtown. It is hoped that travelers will shift from single-occupancy vehicles to transit; however, general purpose traffic will still be available to navigate along Stewart Street. The Center City Connector is developing parking strategies for the loss of on-street parking and will expand the e-Park program, making more off-street parking available to the public.</p>	No
24.2	Cathy Leschen (email)	<p>2. now we/you need to take in the "entire" picture at one time rather than piecemeal into what is planned and going to happen at 5th and Stewart and 5th and Virginia...two huge hotel/condo/apartment projects are in the works. This will affect traffic on Stewart since the additional traffic generated will be considerable...people moving in, moving out, taxis, food deliveries, residents coming and goings—well you get the picture. The alley between Virginia and Stewart between 5th and 4th is already blocked 30% of the time and now you have to/should consider the impact this will have on Stewart. Any cars, trucks, moving vans blocking the alley will, in turn, back onto Stewart. I don't know what the answer is but the "whole picture" needs to be considered. The "right hand needs to know what the left hand is doing as far as the building construction and the streetcar project."</p>	<p>The Center City Connector Project cumulative effects and transportation analyses included consideration of these future actions and growth projections through 2035. The results of these analyses are reflected in EA Sections 6 and 4.1. The analysis also modeled delays at many intersections in the Project area (see EA Appendix D4.2-A). No delay at these intersections was predicted from the Project. Although the model shows no backups along Stewart Street at Fourth and Fifth Avenues, SDOT is working closely with other entities throughout all phases of design to minimize potential impacts. SDOT is coordinating internally with street use, parking, traffic, signals, and channelization groups, and working with the Seattle Department of Construction and Inspections regarding the movement of traffic in and out of the alley.</p>	No

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25	Dale Abrams (email)			
25.1	Dale Abrams (email)	I am concerned that the SDOT is not considering the impact of the two projects being developed on 5th and Virginia and 5th and Stewart. Both of these oversize developments will have a big impact on the amount of cars, trucks and vehicles flowing into Stewart which will be reduced to 2 lanes. Please consider the environment both to people using their own vehicles in traffic and pedestrians in this area.	The Center City Connector Project cumulative effects and transportation analyses included consideration of these future actions and growth projections through 2035. The results of these analyses are reflected in EA Sections 6 and 4.1. The analysis also modeled delays at many intersections in the Project area (see EA Appendix D4.2-A). No delay at these intersections was predicted from the Project. Although the model shows no backups along Stewart Street at Fourth and Fifth Avenues, SDOT is working closely with other entities throughout all phases of design to minimize potential impacts. SDOT is coordinating internally with street use, parking, traffic, signals, and channelization groups, and working with the Seattle Department of Construction and Inspections regarding the movement of traffic for these projects.	No

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26	Colby Voorhees (email)			
26.1	Colby Voorhees (email)	I absolutely support improved mass transit; however, where the proposed Center City Connector turns off of Westlake Ave. and goes down Stewart St. to 1st Ave. there is much cause for concern about the negative impacts to traffic flow by taking two lanes out of Stewart St between 5th and 4th Avenues. Today, traffic already bottlenecks from 2nd Avenue clear back to 7th Ave during rush hour.	Your support for the Center City Connector is appreciated.	No
26.2	Colby Voorhees (email)	Two new 500' residential towers/hotel rooms currently in the MUP approval process on the 1/2 block of 5th Avenue between Virginia and Stewart Streets that plan to direct almost all of their traffic down the alley between 5th and 4th Avenues. Additional alley traffic created by the two hotels and their restaurants and bars will include food deliveries, laundry service, trash removal, employee arrivals and departures, guest arrival and departures by auto, and taxicab and limo arrivals and departures. Additional alley traffic from the two apartment components will include move-in, move-outs, maintenance servicing, and daily in-and-outs from residents. For the one existing residence on the alley, much smaller than either one of the two proposed, there were over 2,500 alley deliveries in 2015. The sheer amount of new alley traffic as well as inadequate loading berth depth on the Stewart end of the alley will undoubtedly create backups along Stewart Street that will effectively kill one of the remaining two auto/bus traffic lanes much of the time which most probably will create chaos and safety issues for both drivers and pedestrians.	SDOT shares your concerns for the traffic and safety along Stewart to incorporate the new developments. SDOT is coordinating internally with street use, parking, traffic, signals, and channelization groups, and working with the Seattle Department of Construction and Inspections regarding the movement of traffic in and out of the alley.	No

Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
27	Kori Voorhees (email)			
27.1	Kori Voorhees (email)	I absolutely support improved mass transit; however, where the proposed Center City Connector turns off of Westlake Ave. and goes down Stewart St. to 1st Ave. there is much cause for concern about the negative impacts to traffic flow by taking two lanes out of Stewart St between 5th and 4th Avenues.	Your support for the Center City Connector is appreciated.	No
27.2	Kori Voorhees (email)	Two new 500' residential towers/hotel rooms currently in the MUP approval process on the 1/2 block of 5th Avenue between Virginia and Stewart Streets that plan to direct almost all of their traffic down the alley between 5th and 4th Avenues. Additional alley traffic created by the two hotels and their restaurants and bars will include food deliveries, laundry service, trash removal, employee arrivals and departures, guest arrival and departures by auto, and taxicab and limo arrivals and departures. Additional alley traffic from the two apartment components will include move-in, move-outs, maintenance servicing, and daily in-and-outs from residents. For the one existing residence on the alley, much smaller than either one of the two proposed, there were over 2,500 alley deliveries in 2015. The sheer amount of new alley traffic as well as inadequate loading berth depth on the Stewart end of the alley will undoubtedly create backups along Stewart Street that will effectively kill one of the remaining two auto/bus traffic lanes much of the time which most probably will create chaos and safety issues for both drivers and pedestrians. These significant impacts merit additional study for the streetcar plan down Stewart Street from Westlake to 1st Avenue.	SDOT shares your concerns for the traffic and safety along Stewart to incorporate the new developments. SDOT is coordinating internally with street use, parking, traffic, signals, and channelization groups, and working with the Seattle Department of Construction and Inspections regarding the movement of traffic in and out of the alley.	No

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28	LaGayle Sosnowy (email)			
28.1	LaGayle Sosnowy (email)	<p>The future of downtown Seattle is at serious risk in many ways. While I totally agree with the idea of continued improvement in transportation services, I am concerned about the planned Center City Connector from Westlake Avenue down Stewart Street to 1st Avenue. Due to the plans for the construction of two 500' residential buildings on 5th Avenue between Virginia and Stewart that both are planning heavy usage of the alley for cars, delivery and service trucks, etc., there is no doubt that traffic will be backed up out of this alley onto Stewart Street that will cause major congestion for the streetcar, busses, automobiles and other vehicles, as well as safety issues for both drivers and pedestrians. Because of these significant impacts it is imperative that additional study is required for the streetcar plan down Stewart Street from Westlake to 1st Avenue.</p>	<p>SDOT shares your concerns for the traffic and safety along Stewart to incorporate the new developments. SDOT is coordinating internally with street use, parking, traffic, signals, and channelization groups, and working with the Seattle Department of Construction and Inspections regarding the movement of traffic in and out of the alley.</p>	No

Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
29	Jerry Meyer and Nina Zingale (email)			
29.1	Jerry Meyer (email)	I hope in your preparation for the upcoming extension of streetcar service on Stewart that you are aware of the two massively inappropriate behemoth buildings that are proposed for 5th and Stewart and 5th and Virginia. What will really impinge on the much needed transportation improvement as presented by the streetcar service extension will be the fact that both of these 350+ unit monsters will direct all of their traffic (vehicular, commercial, and emergency) into one, 18-foot, 19th-century alley. This will have a seriously negative effect on the streetcar. Please look into this and add your voice to the other reasonable ones that are up in arms over these two poorly considered developments.	The Center City Connector Project cumulative effects and transportation analyses included consideration of these future actions and growth projections through 2035. The results of these analyses are reflected in EA Sections 6 and 4.1. The analysis also modeled delays at many intersections in the Project area (see EA Appendix D4.2-A). No delay at these intersections was predicted from the Project. Although the model shows no backups along Stewart Street at Fourth and Fifth Avenues, SDOT is working closely with other entities throughout all phases of design to minimize potential impacts. SDOT is coordinating internally with street use, parking, traffic, signals, and channelization groups, and working with the Seattle Department of Construction and Inspections regarding the movement of traffic in and out of the alley.	No

Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
30	Michael McCoy (email)			
30.1	Michael McCoy (email)	<p>I am a downtown resident that lives at Escala Condo. I am in favor of the streetcar proposal for Stewart Street however I am wondering if y'all understand that there are two 50 story hotel/apts trying to go in at 5th and Virginia and 5th and Stewart (that's two 50 story building in a 1/2 block. One hotel has access to 5th. The other hotel and all the residences in both buildings have to access the 18 foot wide alley. It is an impossible situation that just can't work with all the current pressure on traffic. These developers have not received permission to build and you may wish to look into the conflict that can cause competing problems. Mike McCoy</p>	<p>The Center City Connector Project cumulative effects and transportation analyses included consideration of these future actions and growth projections through 2035. The results of these analyses are reflected in EA Sections 6 and 4.1. The analysis also modeled delays at many intersections in the Project area (see EA Appendix D4.2-A). No delay at these intersections was predicted from the Project. Although the model shows no backups along Stewart Street at Fourth and Fifth Avenues, SDOT is working closely with other entities throughout all phases of design to minimize potential impacts. SDOT is coordinating internally with street use, parking, traffic, signals, and channelization groups, and working with the Seattle Department of Construction and Inspections regarding the movement of traffic in and out of the alley.</p>	No

Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
31	Harvey Bowen (Email)			
31.1	Harvey Bowen (Email)	<p>I am one of the organizers the non-profit event “All Aboard Washington Seattle Rails Exploration Day” which is this coming Saturday, June 11th. More details on the event are on our website event schedule at http://allaboardwashington.org/calendar-of-events/.</p> <p>Could we please have for this event 50 copies of your “Seattle Streetcar Map? I just found it online (at http://seattlestreetcar.org/docs/SeaStcar_map32x25_122915.pdf) and think it would be very helpful for our members and other participants. If so, where may I pick them up?</p> <p>Also, if there is anything else you would like us to distribute to our members we can probably accommodate you as long as they can carry it.</p>	Copies were sent to Harvey Bowen (per SDOT email June 27, 2016).	No

Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
32	Interim Community Development Association (CDA)-P. Upadhyay			
32.1	Interim CDA-Upadhyay	Interim Community Development Association has concerns over the potential expansion of the streetcar maintenance barn located at Eighth and Dearborn Street. Although we support the expansion of our public transportation system, we are concerned that the increase in the use of Eighth Avenue South by streetcars, especially during business hours, will create public safety concerns for pedestrians in our neighborhood, many of whom are seniors. In our understanding, the City was planning to run the streetcars to the Dearborn Street maintenance barn only during the early mornings and evenings. However, if the streetcars are using Eighth Avenue more frequently, that street will more dangerous for many of the clients and residents of the International District Village Square.	The City shares your concern for safety along Eighth Avenue. The FONSI indicates that no changes will occur at the Chinatown-International District OMF (Charles Street Facility) as part of the Center City Connector Project. An updated spur operations table has been included in Appendix A2 of the FONSI. The table shows that most streetcar movements along the access spurs occur outside of business hours. Operation of the Center City Streetcar system will use a short segment (approximately 70 feet) of track on Eighth Avenue immediately south of Jackson Street. Streetcars will turn back at this location approximately every 10 minutes. SDOT has decided to expand the South Lake Union OMF for this project. The comparative evaluation of the OMF expansion options also included considerations of the operations along the spur track for issues including Environmental Justice and community impacts. This review is available in Appendix A1 of the FONSI.	Yes
32.2	Interim CDA-Upadhyay	We consequently feel that the City must come up with a plan to mitigate the hazardous conditions by either not expanding the maintenance barn, keeping the streetcars off of Eighth Avenue during business hours, and/or by installing design elements to help pedestrians move across the street, such as extending curb bulbs and curbs and installing streetlights. The accumulative impacts of several major capital projects including the placement of the streetcar maintenance barn in our community have led to the deterioration of living conditions for our residents and businesses. Unfortunately, our low-income community does not have the adequate resources to address these major impacts, consequently we are requesting that the City address our concerns with appropriate mitigation measures.	See response to comment 32.1 above. The FONSI indicates that no changes will occur at the Chinatown-International District OMF (Charles Street Facility) as part of the Center City Connector Project. An updated spur operations table has been included in Appendix A2 of the FONSI.	Yes

Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
33	Charles Bond			
33.1	Charles Bond	<p>I am glad to see that this project is mostly keeping its exclusive lanes on 1st Ave. Please make all new future streetcar line extensions exclusive lane or transit only lane.</p> <p>It's the only way to keep expensive investments like this reliable.</p> <p>Also, please consider a future extension to Lower Queen Anne/Uptown along first to serve Belltown as well as a stop in front of SAM/Harbor Steps.</p>	Your interest in future streetcar expansion is noted.	No

Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
34	1st and Columbia Garage LLC			
34.1	1st and Columbia Garage LLC	This letter is submitted on behalf of 1st and Columbia Garage LLC, the owner of a 10-story parking garage with 700 parking spaces located at the southwest corner of 1st Avenue and Columbia Street. We write to highlight particular concerns about impacts from the Center City Streetcar Project on this Building which is directly in harm's way.	Your comments are addressed below.	No
34.2	1st and Columbia Garage LLC	In the face of the City's and WSDOT's elimination of 1,200 parking spaces since the start of the SR 99 Replacement Project, the 1st & Columbia garage is a major resource for the limited retail parking in Pioneer Square, along First Avenue and on the Waterfront. 1st & Columbia Garage LLC has tried to be a strategic partner with SDOT and WSDOT on parking mitigation during the Alaskan Way Viaduct project for the last 5 years, and has made significant capital investments to help increase utilization. But the streetcar project -will restrict access to the garage by imposing right-only in and out turns off First Avenue for the garage. It removes any left turn access into the garage when headed north on First Avenue, so that someone would need to reroute at least an additional five blocks in order to get back onto First Avenue headed in the correct direction to access the garage. Then when exiting the garage, all vehicles would be forced to head south on First Avenue. With the left turn at Cherry Street being removed by the Project, that means the first left turn that a driver exiting the garage could make to head east into the city or toward the freeway is on S. Jackson Street, five blocks to the south. The owners are very concerned that these restrictions will discourage parkers from using the garage. At the least, they will result in additional traffic as drivers circle, trying to get headed in the correct direction and are forced to longer routes, while having less lanes on 1st Avenue to carry this additional traffic, causing even further congestion	The conversion of some parking garage driveways to only allow right-in/right-out movements is required to address the traveling public's safety with turning across three lanes, including two transit-only lanes with running streetcars. In addition, the downtown grid roadway system allows right-in/right-out access to continue to function adequately. For vehicles turning out of the First and Columbia Garage, the grid permits a right turn onto the very next street to the south (Yesler Way) from First Avenue, then right again onto Western Avenue to continue northbound, or if desired from Western Avenue, turn right on Marion Street to turn left onto First Avenue going northbound. Or, within 6 months of Center City Connector operating, Alaskan Way will be operational and provide yet another option for northbound traffic within two blocks of the First and Columbia Garage. Circling the block is a common burden in urbanized areas where Cities employ one-way streets to reduce congestion. Additionally, the FONSI commits SDOT to continue to enhance their programs such as the e-Park guidance system to improve efficient use of parking availability. SDOT will continue to invest in these programs to support the effects of the Center City Connector Project on the parking supply.	No
34.3	1st and Columbia Garage LLC	The garage site is listed as a potential site for the Traction Power Substation (TPSS - #6 on Figure ES-5). The owners do not know what that means or what impact it may have on the building. No one from the project has discussed the issue with the owners.	Garages were initially considered given the lack of open space available in the corridor. The Traction Power Substation (TPSS) will not be constructed within any of the garages; the Westlake Triangle park has been selected as the location for the TPSS. Analysis of streetcar power requirements has determined that just one TPSS is needed to operate the system and the use of the garages	No
34.4	1st and Columbia Garage LLC	Finally, the owners are concerned about the scope and schedule for utility work and impacts to the garage operations. The EA provided little to no details about the scope, schedule, or impacts from the utility work associated with this project.	Improvements are being incorporated into the updated schedule for the Center City Connector to reduce the total duration of construction along First Avenue. The Center City Connector project is conducting ongoing outreach to inform businesses of upcoming project updates. The team is working with closely with Seattle City Light and Seattle Public Utilities to keep business owners informed of nearby utility construction. In addition, SDOT is developing a business outreach plan with the Alliance for Pioneer Square.	No

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35	MSI Holyoke LLC			
35.1	MSI Holyoke LLC	<p>This letter is submitted on behalf of MSI Holyoke LLC, the owner of the historic Holyoke Building, located at 107 Spring Street. We write to highlight particular concerns about impacts of the Center City Streetcar Project on this building, which is directly in harm’s way of the Project</p> <p>The Holyoke Building is a 5-story, 35,000 square foot building, listed on the City of Seattle Landmark's Register. Construction of the Holyoke Building started in the late spring of 1889, before the Great Seattle Fire. It was the first building completed and ready for full occupancy after the fire. It is one of the very few buildings of that vintage outside of Pioneer Square.</p> <p>The building is currently occupied by office tenants on the upper floors and a retail tenant, Watson Kennedy Antiques, on First Avenue. Keeping the building suitable for those tenants is critical to the building's future, however. Over the decades, there have been periods when the building was nearly vacant. It shares the block between Seneca and Spring Streets and First and Second Avenues with the new Hotel 1000, and 'Arith the old Federal Reserve Building, which developer Martin Selig is seeking to redevelop with a much larger building. Preserving buildings like the Holyoke Building for the community requires that they remain attractive and functional to tenants.</p> <p>This letter is submitted on behalf of MSI Holyoke LLC, the owner of the historic Holyoke Building, located at 107 Spring Street. We write to highlight particular concerns about impacts of the Center City Streetcar Project on this building, which is directly in harm’s way of the Project</p> <p>The Holyoke Building is a 5-story, 35,000 square foot building, listed on the City of Seattle Landmark's Register. Construction of the Holyoke Building started in the late spring of 1989, before the Great Seattle Fire. It was the first building completed and ready for full occupancy after the fire. It is one of the very few buildings of that vintage outside of Pioneer Square.</p> <p>The building is currently occupied by office tenants on the upper floors and a retail tenant, Watson Kennedy Antiques, on First Avenue. Keeping the building suitable for those tenants is critical to the building's future, however. Over the decades, there have been periods when the building was nearly vacant. It shares the block between Seneca and Spring Streets and First and Second Avenues with the new Hotel 1000, and 'Arith the old Federal Reserve Building, which developer Martin Selig is seeking to redevelop with a much larger building. Preserving buildings like the Holyoke Building for the community requires that they remain attractive and functional to tenants.</p>	<p>SDOT shares your interest of safely serving the transportation needs for all properties and maintaining a vibrant business community while doing so.</p>	No
35.2	MSI Holyoke LLC	<p>The streetcar project will remove all on-street parking from 1st Avenue, which supports both the ground floor retailer and the building's office tenants. It will also remove the loading zone for the building. An antiques dealer like Watson Kennedy Antiques can only function in a space if it has the ability to load and unload products regularly. Due to the steep grade of Spring Street, loading and deliveries along Spring Street is not a viable alternative. The alley behind the building is a potential alternative loading/delivery area, but the alley also serves the Hotel 1000 garage and the Federal Reserve Garage, so loading and delivery cannot block that alley. In addition, redevelopment of the Federal Reserve Building may further restrict use of the alley by the Holyoke Building tenants. The project must resolve these issues, which the EA does not purport to do, nor has the project staff done.</p>	<p>The City is actively working with businesses and residents along the alignment to address delivery access, commercial, and residential loading needs, and to balance multimodal mobility needs with loading and access requirements. This is captured as a Project commitment in Section 4.1.7.4 of the EA and Appendix C of the FONSI.</p> <p>After receiving this comment, the Center City Connector Project team initiated work with MSI Holyoke LLC to resolve loading resource issues as they relate to Center City Connector design.</p>	No
35.3	MSI Holyoke LLC	<p>MSI Holyoke LLC is also concerned about First Avenue utility work and the impacts of that on its tenants. It does not like the prospect of additional overhead power lines on First Avenue, and the project's desire to attach to the facade of the building.</p>	<p>The Center City Connector Project manager will work with MSI Holyoke LLC to address design concerns related to attachments to the building.</p>	No

Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
35.4	MSI Holyoke LLC	Finally, this building has areaways on First Avenue, and an occupied basement level below First Avenue, raising concerns about noise and vibration from construction and ongoing street car operations. The project will need to mitigate those noise and vibration impacts, which the EA does not suggest has been adequately considered.	A noise monitoring location was placed about one block south of the building (EA Figure 4.3.3), and a vibration monitoring location was placed about one block north (EA Figure 4.3-4). Both monitoring locations were in reasonable proximity to a proposed streetcar stop and no noise or vibration impacts during operation were identified that would result in damage or high disturbance. The EA and FONSI identify measures to mitigate general noise impacts and vibration impacts to areaways (see FONSI Appendix C).	No

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36	Friends of Pike Place Market			
36.1	Friends of Pike Place Market	<p>The Friends of the Market, an advocate for the Pike Place Market and its neighborhood since 1964, has determined that plans for the Center City Connector Streetcar Project, as currently presented, will cause irreparable and significant damage and costly changes to Market businesses and will present physical safety issues for streetcar riders and Market visitors if constructed as planned. Threats to businesses and customers will result from the planned streetcar loading and unloading platform cited mid-block on First Avenue between Pike Street and Pine Street. (The Pike Place Historical District bisects First Avenue from mid-block between Union Street and Pike Street to Virginia Street). The Pike Place Market, unlike supermarkets and commercial spaces built in the last century, does not have off-street delivery spaces for suppliers and customers. The delivery trucks for the dozen businesses on the West side of First Avenue would block regular traffic and bike lanes proposed on both sides of the proposed streetcar loading station. The result would be costly and dangerous. Please share these comments with the Project Staff.</p>	<p>Your comments have been shared with Project staff, and an outreach effort to address parking and loading near the Pike Place Market has been initiated. SDOT is working to provide alternative locations for load zones on or adjacent to First Avenue.</p>	No

Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
37	Community Transit			
37.1	Community Transit	<p>Thank you for the opportunity to comment on the Seattle Center City Connector Environmental Assessment. We have appreciated being involved in the design review process and look forward to continued collaboration with you. We apologize for being past your end date for comments.</p> <p>Our specific comments on the Environmental Assessment are as follows:</p>	Your comment have been fully considered.	No
37.2	Community Transit	<p>Table 4.1-6 (page 4.1.15) shows a base year improvement in travel times on WB Stewart and EB Olive for transit. Is this decrease in travel times due to transit only lanes? Community Transit will likely be operating outside of center transit only lanes in order to serve bus zones at Stewart/4th and Olive/6th. Is our service expected to share in the travel time benefits? What are the expected changes in travel time for routes operating outside of the transit only lanes?</p>	<p>The overall improvement in bus travel times reported for Stewart/Olive Streets in EA Table 4.1-6 in the Opening Year of the LPA is attributed to increased green time for the east-west movements along Stewart Street at the Fourth Avenue and Fifth Avenue intersections, as well as a westbound dedicated transit-only lane between Third and Fifth Avenues, that reduces delay for buses turning left onto Third Avenue. Approximately 25 of the 85 westbound bus trips on Stewart Street between Second Avenue and Sixth Avenue turn left onto Third Avenue; 21 of the 85 bus trips would be Community Transit and King County Metro buses that would use the general-purpose lanes to access the bus zone at Stewart/Fourth Avenue. As shown on Figure 4.1-7 in the EA, auto travel time along the southbound path of the LPA on Stewart Street, between Westlake and First Avenues, is projected to increase by only 0.3 minute with the LPA compared to the 2035 no Build Alternative.</p>	No
37.3	Community Transit	<p>Section 4.1.7.1 (pages 4.1-47 ff) specifies that Community Transit will continue to be involved in the design process, and in coordination efforts addressing bus service and stop location changes. One issue that we are already aware of is the current zone at WB Stewart far side 4th, which may need to be moved to a location where lane width allows for safer bus operations. Pedestrian connections from bus zones to streetcar stations should be prioritized in stop location decisions.</p>	<p>Safety of pedestrian crossings is an integral station planning objective, including safe crossings at intersections and ADA accessibility. SDOT looks forward to Community Transit's continued involvement in the next stages of design as we evaluate this and other important crossings with you.</p>	No
37.4	Community Transit	<p>Appendix C: Construction Phasing Concepts indicates that all construction in Segment 4 will be limited to weekends. Community Transit concurs with this plan. Even so, construction closures on segments K and L will have large impacts on weekend riders of Sound Transit route 512, operated by Community Transit. In April 2016, the average number of riders through the area of impact on Saturday was 3415, and on Sunday was 1210. Moreover, routes that will be affected by Center City Connector construction are also subject to impacts of possible convention center construction further west on Stewart and Olive. Quality detours, possibly including transit priority, will be of even greater importance should construction on these two projects occur simultaneously.</p>	<p>As part of the One Center City program, SDOT and partners will continue to evaluate the short-term needs of the overlapping construction projects and review methods to minimize delays and effects on transportation in the Center City.</p> <p>Section 4.4 of the FONSI discusses a traffic analysis that has been updated in light of changes in projects in downtown Seattle, including the closure of the DSTT to buses and the convention center construction. While the change reflects overlapping construction activities, the overlaps along Stewart Street will occur during off-peak periods, minimizing the short-term impacts to the extent possible. The transportation analysis is found in Appendix A4 of the FONSI.</p>	Yes

Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
38	Don and Diane King (email)			
38.1	Don and Diane King (email)	<p>The So Charles St maintenance base should not be considered for expansion for additional streetcars. However if selected, the route access for the Center City Connector streetcars to the base should route from the Pioneer Square hub at Jackson St SB at 4th or 5th S, to Seattle Blvd S the EB on S Charles to base. A streetcar line once ran along 4th S.</p>	<p>Public input received on the EA was considered by the City when evaluating the OMF expansion alternatives.</p> <p>This public input, along with the community context and a review of the streetcar expansion needs for the Center City Connector Project resulted in the decision to only expand the South Lake Union OMF for this project. The comparative evaluation of the OMF expansion options also included the considerations of the operations along the spur track for issues including Environmental Justice and community impacts. This review is available in Appendix A1 of the FONSI.</p> <p>No work is being recommended at the Chinatown-International District OMF (Charles Street Facility) as part of the Center City Connector project. This evaluation is included in Appendix A1 of the FONSI.</p>	Yes

Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
39	Maiko Winkler-Chin			
39.1	Maiko Winkler-Chin	<p>This is in response to the City of Seattle’s Department of Transportation (SDOT) Environmental Assessment (EA) for the Seattle Center City Connector Streetcar project made available on May 9, 2016. There are numerous impacts on the Chinatown/International District (C/ID) neighborhood that are not adequately addressed within the analysis.</p> <p>Insufficient analysis of the Charles Street OMF expansion</p> <p>The EA on page 3-15 states: To consolidate the two OMFs into a single site, SDOT would need a half-acre at either South Lake Union or Chinatown-International District; alternatively, it could expand both facilities by one-third of an acre. The Chinatown-International District OMF expansion area is located in an industrial zone on the southernmost portion of the existing OMF, away from residential units.</p> <p>SCIDpda has been told repeatedly by SDOT staff that the idea of consolidating the 2 OMFs into a single site is not a consideration, but the first line of the statement noted above causes concern. Please confirm that there will be no consolidation into a single site.</p>	<p>Thank you for taking the time to provide your input. SDOT specifically did not decide on the OMF for expansion until it received public comments. Your comments and input, as well as other outreach and involvement since the publication of the EA, has been incorporated into the decision process. The comparative analysis of the OMF expansion alternatives is recorded in Appendix A1 of the FONSI.</p> <p>SDOT has decided to expand the South Lake Union OMF for this project. The comparative evaluation of the OMF expansion options included considerations of the operations along the spur track for issues including Environmental Justice and community impacts.</p>	Yes
39.2	Maiko Winkler-Chin	<p>The description of the Charles Street OMF being in an industrial area is technically correct, but disregards the neighborhood across the street from the facility, and in this way the EA does not fully consider the impact on the area. Immediately across the street from the Charles St. OMF is family housing and an assisted living facility, as well as other important community amenities including the health clinic, library, community center and day care center. The area near the Charles St. OMF has been upzoned by the City with the hopes of encouraging housing.</p> <p>The EA does not note many neighborhood assets. An analysis of the impacts cannot be completed without having a complete description of the neighborhood. It seems as if analyzing the CID was an afterthought in this process.</p>	<p>The EA characterizes the enclosed southern area of the Chinatown-International District (Charles Street) OMF as being located in an industrial zone (see EA Figure 4.4-2) and recognizes that the northern half is zoned International District Mixed, but SDOT recognizes that this zoning classification does not fully describe the neighborhood access spur along Eighth Avenue. The text in Section 4.4 Land Use as well as the full list of community facilities in Section 4.6 is augmented in Appendix A2, Errata of the FONSI.</p>	Yes
39.3	Maiko Winkler-Chin	<p>Any consideration of expanding the Charles Street site must examine the impacts of increased service on the 8th Avenue South Spur Line, which the EA does not do. The Spur Line is much longer in the CID than at South Lake Union, and increase in OMF activity means increased activity on the Spur Line. This is important because the Spur Line does not benefit the District, and there are more impacts than what we were originally told to expect, and the EA does not discuss these:</p> <ul style="list-style-type: none"> • The noise of the streetcar bell is loud and can be clearly heard while inside buildings along 8th Avenue. It is unclear when the bell is rung, but that was not anticipated as we were told the bells were rung at stations. It rings often, and the sound has not yet faded to background noise; it can be annoying. • Vibrations can be felt within buildings as the streetcar passes by. We let SDOT know that we suspect that vibrations are damaging the Wing Luke Museum’s areaway. We need to ensure that this is not the case. • The rerouting of traffic of one block of 8th Avenue South to become a one-way street still confuses drivers. It is not uncommon for cars to make a wrong turn from South Dearborn Street to illegally drive north for the one block, or for vehicles to legally drive south but be confused by the striping, turning onto South Dearborn Street from the wrong lane. 	<p>The analysis conducted for the EA considered the operations of streetcars along the spur (both the First Hill and Center City Connector operations) with respect to residential and community services along the spur; however, no impacts were identified and the EA only reported impacts. Construction was not analyzed because the Center City Connector does not propose modifying the spur or any feature outside of the maintenance yard. In response to your three specific concerns:</p> <ul style="list-style-type: none"> • The EA assumes the operation of First Hill streetcar and adds operation of the Center City Connector to determine the total operational impacts. The Center City Connector does not propose to modify the spur or any feature outside of the maintenance yard. The incremental increase in streetcars within the Chinatown-International District will occur primarily during non-business hours and will not result in impacts in terms of traffic, noise, vibration, or changes to the community. That does not mean that the streetcar won’t be heard. Bells are predominantly rung at stations stops, but for safety, bells might be rung for other alerts. Please see EA Section 4.3, Noise and Vibration, and for further detail, see EA Appendix H3, Noise and Vibration Technical Report. • Please see Figure 4.3-2 in the EA, for examples of ground-borne vibration levels and human/structural response. The vibration levels that could result in cosmetic damage in fragile buildings are relatively high compared to what a streetcar may produce; however, FTA criteria do consider annoyance levels, especially as a result of frequency. See EA Section 4.3.3.2 for a description of vibration impacts. According to the distance of the rail to buildings in combination with Project speeds of the streetcar, which were conservatively estimated, no vibration impacts are projected. This does not mean that persons cannot feel the passing of streetcars. Much like a heavy truck or bus, streetcars do result in vibration. 	No

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			<ul style="list-style-type: none"> The concern for the one-way street traffic issue is beyond the scope of the Central City Connector Project; however, SDOT has referred your concern to the SDOT traffic operations team. 	
39.4	Maiko Winkler-Chin	<p>Project’s impacts from the race and social and environmental justice perspectives The EA states on page 4.15-9: Minority and low-income populations in the study area would not experience adverse impacts that are materially different than those who are not minority and low-income population or people elsewhere in the city.</p> <p>SCIDpda disagrees with this statement.</p> <p>The impacts on our neighborhood from the Charles Street OMF are different from the SLU OMF. One cannot tell what those impacts are because the analysis on the District is very limited, there is no analysis of the impact of increased spur line traffic, and the study area seems incorrect, or at least inconsistent.</p> <p>The City has several initiatives right now around social equity. Key in all these is inclusive outreach and engagement. We appreciate the outreach work done since the EA was released, but it seems as if it came late in the process. Reaching the SCIDpda is relatively easy, but that is no substitute for conducting a thorough engagement process. Again, it feels that the CID was an afterthought for the City. We also understand that the City is not required to conduct an analysis utilizing the City’s Race and Social Justice Toolkit.</p> <p>We in the community expected this expansion to occur. Because of our location in relation to the central business core, major public projects seem to always happen in our neighborhood for the benefit of others. This is why we asked the City in 2013 to make Charles Street OMF the least favored site for streetcar maintenance expansion. And because of the cumulative impacts of all these public projects, we ask you to utilize the Race and Social Justice Toolkit in analyzing this project.</p>	<p>SDOT completed an RSJI analysis of the Project using the City’s RSJI Toolkit during development of the LPA in 2013. In 2015, the Project completed a federal Title VI toolkit, which is nearly identical to the City’s RSJI toolkit, and this information informed the environmental and social justice analysis completed for the EA. The Environmental Justice analysis was prepared in compliance with Presidential Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, issued in 1994, and with the U.S. Department of Transportation Order to Address Environmental Justice in Minority Populations and Low-Income Populations (DOT Order 5610.2(a)). In addition, the analysis was completed using the guidance from Environmental Justice Policy Guidance for Federal Transit Administration Recipients FTA Circular 4703.1. SDOT followed these orders and guidance to ensure minority and low-income populations had meaningful opportunities for public involvement and to determine if these populations would be subject to any disproportionately high and adverse impacts.</p> <p>SDOT considered Chinatown-International District’s residential areas and social services along the spur when it analyzed which OMF option to advance. The comparative evaluation of the OMF expansion alternatives included the considerations of the operations along the spur track for issues including Environmental Justice and community impacts. This evaluation is included in Appendix A1 of the FONSI.</p> <p>FONSI Section 3.2 describes the public and stakeholder outreach efforts included in the EA. FONSI Section 4.6 describes additional outreach activities, including activities in the Chinatown-International District that have occurred since the publication of the EA.</p> <p>In response to a greater need for outreach and coordination with the Chinatown-International District community, the City shares your concern for building stronger pathways for communication. The City’s most recent effort to bridge this trust is through the organization of the One Center City planning group, public/private partnership. The One Center City advisory group includes participation of yourself, Maiko Winkler-Chin, of the Seattle Chinatown-International District Preservation and Development Authority, as well as Jessa Timmer of the Chinatown-International District Business Improvement Area. This public/private partnership efforts are reviewing and making holistic recommendations on both short-term and long-term community and transportation plans. We sincerely appreciate your dedication to your community in helping foster proactive planning solutions.</p>	No
39.5	Maiko Winkler-Chin	<p>Ultimately, we disagree with the statement that our community does not experience adverse impacts with this project, Our community will always face adverse impacts because we are a low income community of color, and that is why the Charles Street Maintenance Facility was placed in this location in the first place. Again, use the Race and Social Justice Toolkit in analyzing project impacts on our neighborhood.</p>	<p>SDOT completed a RSJI analysis of the Project using the City’s RSJI Toolkit during development of the LPA in 2013. In 2015, the Project completed a federal Title VI toolkit, which is nearly identical to the City’s RSJI Toolkit, and this information informed the environmental and social justice analysis completed for the EA (Section 4.15). The Environmental Justice analysis was prepared in compliance with Presidential Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, issued in 1994, and with the U.S. Department of Transportation Order to Address Environmental Justice in Minority Populations and Low-Income Populations (DOT Order 5610.2(a)). In addition, the analysis was completed using the guidance from Environmental Justice Policy Guidance for Federal Transit Administration Recipients FTA Circular 4703.1. These orders and guidance were followed to ensure minority and low-income populations had meaningful opportunities for public involvement and to determine if these populations would be subject to any disproportionately high and adverse impacts. The Project conducted additional outreach efforts throughout the corridor that exceed federal requirements.</p>	No

Comment #	Name of Commenter	Comments	Response	Does response require text updates or revisions to the EA?
39.6	Maiko Winkler-Chin	<p>Lessons from the First Hill Streetcar</p> <p>During its development, the City promised to address community concerns around the operations of the 8th Avenue spur line. At the time, SDOT staff made statements that:</p> <ul style="list-style-type: none"> • The Charles Street OMF would be the least favored site to accommodate any future expansion of the City’s streetcar fleet (mentioned earlier); • There would be minimal runs through the District, and to limit runs to the early morning and late evening hours to minimize impacts on business activities, such as the loading and unloading of vehicles for businesses on 8th Ave. Cars could be kept on the line if not in use, and brought in at the end of the day. • There would be employment opportunities for C/ID residents at the OMF. <p>As SDOT realizes, the City never formalized these statements as the community requested.</p>	<p>SDOT recognizes the value of documenting agreements and commitments made between City representatives and the community we serve and will work with neighborhood representatives to better document and follow through on project commitments.</p> <p>The City considered this and other public input during its post-EA analysis of streetcar operation and maintenance expansion needs. This evaluation is included in Appendix A1 of the FONSI. SDOT, in partnership with Department of Neighborhoods, has engaged the Chinatown-International District community in recent outreach efforts to discuss the range of options and further understand your concerns with the existing First Hill Streetcar. Some of these meetings are recorded in Section 4.6 of the FONSI. The Center City Connector Project recommends expanding only the South Lake Union OMF for this project. The Project does not include any improvements at the Chinatown-International District OMF (Charles Street Facility) or along the access spur track.</p> <p>The Chinatown-International District OMF (Charles Street Facility) will continue to be used as part of the Seattle Streetcar system, which will result in a slight change of operations along the Eighth Avenue spur line as part of streetcar operations, as noted in the Errata of the FONSI (Appendix A2).</p>	Yes
39.7	Maiko Winkler-Chin	<ul style="list-style-type: none"> • The Charles Street OMF expansion is alternative appears to hold equal weight as the other two options. In fact, it seems the most desirable option. • The 8th Avenue spur line runs are not limited to early morning or late evening. This promise was made to respond to our concerns regarding disruption in operations for the various facilities that are located along the spur line. • Does anyone from the C/ID work to support the operations of the First Hill Streetcar? <p>Thank you for this opportunity to comment. We would appreciate if the City address these concerns together with the Denny Substation project in a coordinated process to limit impact on community resources.</p>	<p>Please see the planned operations outlined in the operations table (Current and Planned Streetcar Trips to and from Chinatown International District OMF and South Lake Union OMF), found in FONSI Appendix A2, Errata to the EA by Section. With the decision to expand the South Lake Union OMF, rather than the Chinatown-International District (Charles Street) OMF, eight streetcars will operate out of the Chinatown-International District (Charles Street) OMF. Of these, five streetcars will enter into service before 7 a.m. and return after 11 p.m., leaving three streetcars entering or returning from service between 7 a.m. and 11 p.m. Since the majority of movements along the spur are during non-business hours, conflicts should be minimal. Additionally, streetcars have the same or more stringent transportation safety requirements as buses or automobiles do.</p> <p>Thank you for your comments. We recognize that these observations may not exhaustively address your concerns. We look forward to working with you to further address issues that may interfere with the vitality of the Chinatown-International District community.</p>	Yes