 EXECUTIVE SUMMARY(94,106),(878,182)

What is the Center City Connector?

The Center City Connector would expand the City of Seattle’s streetcar system with 1.25 miles of new trackway in downtown Seattle, linking the South Lake Union and First Hill Streetcar lines to provide a streetcar system that is easy to use for a variety of trip purposes. It would serve major visitor destinations, as well as residential and employment centers, in areas where the city is experiencing significant growth.

Why is the Center City Connector needed?

The purpose of the Seattle Center City Connector is to serve the growing demand for Center City circulation trips with a mode and alignment that are easy to use and provide continuity of travel between the downtown commercial core and Center City neighborhoods served by the South Lake Union Streetcar and the First Hill Streetcar.

The Center City Connector is needed to support:

- Significant existing population and employment, and projected growth in the Seattle Center City.
- Growth in demand for Center City circulation trips.
- Expansion of Center City transportation capacity.
- Mobility needs of tourists and visitors in the Center City.
- Affordable transportation access to key social and human services located in the Center City.

Where is the Center City Connector located?

The Center City Connector would operate in public streets in Seattle’s downtown commercial core, starting from the Westlake Intermodal (transit) Hub at the junction of Westlake Avenue and Sixth Avenue N, heading south and turning west onto Stewart Street to First Avenue near Pike Place Market, and continuing south along First Avenue to connect with the First Hill Streetcar Station at S Jackson Street and Occidental Street in Pioneer Square (see Figure ES-1).

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1 “Center City circulation trips” are trips that begin or end in, or go through, Center City neighborhoods, which include major attractions, destinations, and connections with local and regional transit services.
Figure ES-1  Project Location, Showing Connections with South Lake Union and First Hill Streetcar Systems
Why is an environmental analysis being prepared?

Projects receiving federal funding must complete an environmental analysis under the National Environmental Policy Act (NEPA) to ensure that significant aspects of a proposal are examined and that the public, agencies, and tribes are informed about potential impacts before a decision is made. NEPA also requires project proponents to provide an opportunity for public comment. The Center City Connector project is subject to NEPA because it is receiving funding from the Federal Transit Administration (FTA), the lead federal agency. FTA has determined that an environmental assessment (EA) is the appropriate level of documentation for this project. All City projects must also evaluate probable environment impacts under the State Environmental Policy Act (SEPA). This EA is being developed to jointly satisfy NEPA and SEPA requirements.

What alternatives were considered?

The City of Seattle Department of Transportation (SDOT) developed and evaluated a range of alternatives for the Center City Connector as documented in the *Center City Connector Transit Study Volume I: Locally Preferred Alternative (LPA) Report* (August 2014) (‘Transit Study”). Five streetcar modes and seven alignments (see Figure ES-2) for the action alternatives were considered in the August 2014 study.

**Modes Considered**

- Enhanced bus service
- Streetcar with exclusive transit way
- Streetcar in mixed traffic
- Light rail
- Monorail

**Alignments Considered**

SDOT considered a couplet alignment on Fourth and Fifth Avenues and other alternatives on First and Third Avenues, as well as several suggested by the public. However, SDOT eliminated alignments outside the Center City and those that would not effectively leverage city and regional partner transit investments. Based on public and city input, four East-West Design Options connecting First Avenue and Westlake Station were also considered, as shown on Figure ES-3.

SDOT also considered a No Build Alternative, and while it does not meet the project purpose and need, it is carried forward as a baseline for comparison against the action alternative. The No Build Alternative describes what would happen if the Center City Connector were not to be built. The No Build Alternative includes all reasonably foreseeable and funded projects in the study area that are documented in relevant local and state plans, including Puget Sound Regional Council’s (PSRC’s) Transportation 2040 (PSRC, 2010).
How were alternatives screened?

Alternatives that might meet the project purpose and need were evaluated and documented in the *Transit Study*. The evaluation framework consisted of three stages of analysis, each of which was accompanied by extensive public outreach activities (see Chapter 7 of this EA), which in turn guided the refinement and ultimate identification of the LPA, as endorsed by the Seattle City Council on July 21, 2014.

- **Initial Screening.** The initial screening phase evaluated a broad range of alignments to confirm that each would meet the purpose and need. While Third Avenue met many of the criteria, it would impact existing transit capacity and would be less effective at serving other Center City destinations. Because of lack of continuity of travel served by South Lake Union Streetcar and First Hill Streetcar, three modes were removed from further consideration: monorail, light rail, and enhanced bus.

- **Tier 1 Screening.** In the Tier 1 Screening phase, mixed-traffic and exclusive streetcar modes were found to meet both the purpose and need as well as broader City transportation goals and were advanced to the Tier 2 Evaluation. The Fourth/Fifth Avenue couplet alternative was removed because it fared poorly on travel time and would cause delays in transit service. Additionally, Fourth Avenue is already heavily used by transit buses, and street right-of-way will become limited when the City Bicycle Plan is implemented, involving a lane on Fourth Avenue converted to Bicycle way.

- **Tier 2 Evaluation.** The Tier 2 evaluation, again, compared mixed-traffic and exclusive streetcar modes. Using refined alternatives and more detailed measurements, results showed that the mixed-traffic mode would have less reliable travel times and lower ridership than the exclusive-lane streetcar mode. The mixed-traffic mode alternative also received weak public support. The East-West Design Options that would use Pike and Pine Streets with Fourth and Fifth Avenues were removed for similar reasons.
The *Transit Study* is available in Appendix B of this EA and details the range of alternatives considered, the criteria upon which they were evaluated, and the ways in which the public, stakeholders, and agencies were engaged in the process.

**What is the Locally Preferred Alternative?**

The LPA is the alternative connecting the South Lake Union and First Hill Streetcars that was identified by the Mayor of Seattle and endorsed by the Seattle City Council on July 21, 2014 (City Council Resolution Number 31526). In addition to the alignment (described below), the LPA includes a single track between Westlake and Terry Avenues on Republican Street and five new stations. Station platforms would generally contain a small shelter, ticketing machines, and safe waiting areas outside of travel lanes. The LPA would add six new streetcars for the Seattle Streetcar fleet.

Beginning at the northern-most end, the LPA would operate from Republican Street traveling on the existing South Lake Union trackway on Westlake Avenue to a new station adjacent to the Westlake Intermodal (transit) Hub. From here, the streetcar would travel on the new double trackway, turning westbound onto Stewart Street to First Avenue. Except for a short one-way couplet that would use Olive Way northeast-bound between Third and Fourth Avenues, the southwest-bound streetcar trackway would remain on Stewart Street. The LPA would continue southbound in an exclusive, double track in the center of First Avenue through Pioneer Square to connect with the existing Streetcar Station at S Jackson Street and Occidental Avenue S (see Figure ES-4). It would continue, using the existing First Hill Streetcar trackway, along S. Jackson Street to Eighth Avenue S. Streetcars would use the existing Chinatown-International District operation and maintenance facility (OMF) access tracks on Eighth Avenue S to stop before King Street and then return in the opposite direction.

The LPA would also expand one or both of the existing OMFs, located in the South Lake Union neighborhood at Fairview Avenue N and Thomas Street and in the Chinatown-International District at S Charles Street and Eighth Avenue S, for additional vehicle storage.

**Project Component Definitions**

**Turnback Track:** A short track that the streetcar uses to cross from the current track to the center of two tracks and then, upon changing direction, cross into the opposite track direction.

**Access Track:** A short track section used uniquely for accessing the OMF.

**Station Platform:** The area where passengers wait at the station. Platforms can be located on the sidewalk or in the median of the road between the streetcar tracks. Platforms would be compliant with the Americans with Disabilities Act.
Figure ES-4 Locally Preferred Alternative

- Trains up to every 10 min (South Lake Union - International District)
- Trains up to every 5 min (Thomas - 7th & Jackson)

Legend:
- South Lake Union to International District
- Capitol Hill to South Lake Union
- Overlapping Service (Up to every 5 min)
- Existing and Planned Streetcar Stations
- Proposed Center City Connector Stations
- Intermodal Hubs
The streetcar would be electrically powered. For much of the route, streetcar vehicles would use onboard energy storage systems powered by overhead contact system (OCS) wires, which would convey electric power from the traction power substation (TPSS) to the streetcar. The OCS wires would be supported by wires suspended above the roadway from standard utility poles or from clips attached to adjacent building façades. The LPA would require one or two new TPSS sites, to be selected from among six potential locations shown on Figure ES-5. For portions of the route, the Center City Streetcar would operate wirelessly.

**When would construction begin and how long would it take?**

Construction on the Center City Connector would begin in fall of 2017 and would take between 12 and 24 months to complete. The project would primarily be phased within four primary segments (as illustrated on Figure ES-5):

1. **Pioneer Square:** From the First Hill Streetcar Station at Jackson Street and Occidental to First Avenue and Columbia Street.
2. **Madison Office Core:** From Columbia Street along First Avenue to Union Street.
3. **Pike Place Market:** From Union Street along First Avenue to Stewart Street.
4. **Westlake Connection:** From First Avenue to the Westlake Station.
5. **Other Project Components:** Construction would also take place at the South Lake Union OMF and the Chinatown-International District OMF. The single-track on Republican Street to support access to the South Lake Union OMF would be installed at the same time as the South Lake Union OMF construction. As an option to the track on Republican Street, a First Hill turnback track would be built north of the Westlake Station.

This approach would limit construction impacts at any particular location in the study area and provide flexibility in construction scheduling: Segment 1 (Pioneer Square) could occur in the beginning of the construction schedule, overlapping with Segment 3 (Pike Place Market), or it could be delayed to overlap with Segment 4 (Westlake Connection).

Detailed information on construction phasing is available in Appendix C, Construction Phasing Concepts.

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2 Due to the narrow right-of-way in this portion of the LPA, a detour route for 1 direction of travel during construction would be necessary. A more detailed description is provided in Section 4.1.3.1 Arterial Roads, Construction Impacts.
Figure ES-5 Construction Segments for the Center City Connector Trackway
What potential impacts would result?

The LPA would have both beneficial and adverse impacts. The adverse impacts generally would be short-term and the project will use mitigation measures to reduce them; as a result, the project is not expected to result in significant impacts. The LPA would not acquire any property, and it would be sited in a highly urbanized area that does not contain natural areas, farmlands, or open waterways.

In the EA, the impacts are grouped as follows:

- **Operational impacts** are those long-term direct or indirect impacts that would result from the implementation and operation of the project.
- **Construction impacts** are those short-term or long-term direct or indirect impacts that would likely occur during the construction phase of the proposed action.
- **Cumulative impacts** result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions.

The No Build Alternative would not result in adverse effects in the study area. However, it would conflict with the City’s transportation master plan and PSRC’s regional transportation plans, and it would not enhance transportation connections to address the growth occurring in the Center City and connecting neighborhoods. It would not facilitate linkages with other regional transit modes.

Table ES-1 summarizes the LPA’s operational and construction impacts, after which cumulative impacts are summarized.

**Table ES-1 Summary of Impacts for the LPA**

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<tr>
<th>Resource Discipline</th>
<th>Operational Impact Summary</th>
<th>Construction Impact Summary</th>
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<tr>
<td>Transportation</td>
<td>No noticeable change in regional trips or freight traffic.</td>
<td>No impacts on regional trips or freight traffic.</td>
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<td>Improves movement of persons in study area and for those on connecting streetcars systems, including approximately 15,100 more streetcar system riders compared to 2014 ridership; improves transit travel times, reliability, and convenience.</td>
<td>Increase in traffic congestion.</td>
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<td>Minor changes to bus routes 12, 16, and 66, and elimination or rerouting of route 99 bus service.</td>
<td>Diversion of northbound traffic to adjacent streets around Pioneer Square segment under construction.</td>
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<td>Conflicts with Electric Trolley Buses crossing wire.</td>
<td>Hindered access to Alaskan Way as detour around Pioneer Square will degrade intersections below standards, unless four lanes of Alaskan Way can be restored during this time.</td>
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<td>Conflicts with five driveways along First Avenue.</td>
<td>Detours for bus transit service.</td>
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<td>Reduces First Avenue from four or five lanes during peak hour to one lane in either direction for non-transit vehicles with some left-hand turn pockets and one transit-exclusive lane in either direction; reduces vehicle carrying capacity while increasing</td>
<td>Pedestrian access would be maintained, but detours of bicyclists around construction activities.</td>
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<td>Loss of on-street parking and loading zones in construction area.</td>
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<td>Additional congestion during large events, especially in Pioneer Square segment construction.</td>
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<td>Resource Discipline</td>
<td>Operational Impact Summary</td>
<td>Construction Impact Summary</td>
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<td>person travel capacity via streetcar between frequent destinations. See Section 4.1.3 for more detail.</td>
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<td>• Intersections along the LPA alignment on average would experience an approximately 26 percent increase in delay (from about 13 to 17 seconds per vehicle) in 2018 and an approximately 40 percent increase in delay (from about 18 to 26 seconds per vehicle) in 2035 within the study area; but only one intersection (Westlake at Republican) would further delay a poorly operating intersection and additional 29 seconds (from 122 to 151 seconds per vehicle).</td>
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<td>• Eliminates 4 of 7 northbound-to-westbound and 2 of 5 southbound-to-eastbound left-hand turns.</td>
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<td>• Increase in pedestrians at station areas.</td>
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<td>• Relocates one bike lane on Stewart Street.</td>
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<td>• Loss of approximately 194 parking and vehicle loading zones (of 230 total), most of which are peak-restricted parking along First Avenue and Stewart Street and about 11 of which are on Republican Street.</td>
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<tr>
<td>Air Quality and Greenhouse Gases</td>
<td>• Slight increase in carbon monoxide concentrations at some intersections; none would cause an exceedance in air quality standards.</td>
<td>Temporary increases in fugitive dust, engine exhaust, volatile organic compounds, and other emissions; none that would exceed air quality standards.</td>
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<td>• Reduced mobile source air toxics emissions along the entire corridor.</td>
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<td>• Reduced direct greenhouse gas emissions.</td>
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<td>Noise and Vibration</td>
<td>• 10 potential noise impacts, which would be substantially eliminated by operating speeds of 10 to 15 mph in these areas (at stations and corners).</td>
<td>Temporary increases in noise levels from construction equipment.</td>
</tr>
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<td>• 7 potential vibration impacts, which would be substantially eliminated by operating speeds of 10 to 15 mph in these areas (at stations and corners), except an existing impact at one building along South Lake Union tracks.</td>
<td>Temporary vibration impacts associated with construction equipment.</td>
</tr>
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<td>Resource Discipline</td>
<td>Operational Impact Summary</td>
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<td>Land Use and Property Acquisition</td>
<td>▪ No property acquisition and no displacements.</td>
<td>▪ No change to land use during construction.</td>
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<td>▪ Consistent with regional and local goals and policies.</td>
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<tr>
<td>Economics</td>
<td>▪ No business displacements.</td>
<td>▪ Short-term reductions in business activity, especially among retail establishments.</td>
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<td>▪ No reduction in property tax revenues.</td>
<td>▪ Construction employment</td>
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<td></td>
<td>▪ Loss of on-street parking mitigated with adequate off-street parking.</td>
<td>▪ Increased sales tax revenues.</td>
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<td>▪ Supports projected growth via enhanced connectivity.</td>
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<td>▪ Creation of 22 new permanent jobs to operate project.</td>
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<tr>
<td></td>
<td>▪ Short-term reductions in business activity, especially among retail establishments.</td>
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<tr>
<td></td>
<td>▪ Construction employment</td>
<td></td>
</tr>
<tr>
<td></td>
<td>▪ Increased sales tax revenues.</td>
<td></td>
</tr>
<tr>
<td>Social and Community Effects</td>
<td>▪ Better connections between neighborhoods in Seattle.</td>
<td>▪ Temporary noise, dust, and visual disturbance, and loss of on-street parking, but without significant impacts on social interaction and community functions.</td>
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<td>▪ More reliable transportation.</td>
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<td>▪ Easier access to certain parts of downtown.</td>
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<tr>
<td>Visual and Aesthetics</td>
<td>▪ Visible project features include streetcars, trackway, OCS poles, and overhead wires, but the project would not lower visual quality of the corridor.</td>
<td>▪ Temporary change in visual setting as a result of construction equipment and activities.</td>
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<td>▪ Locating a TPSS in Westlake Square would have a minor visual impact but would not lower visual quality.</td>
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<td>▪ No noticeable light and glare effects</td>
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<td>▪ Streetcar passing through intersections would not block protected views more than typical traffic does.</td>
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<tr>
<td>Water Quality</td>
<td>▪ Replaces 3.9 acres of existing pollutant-generating impervious surface.</td>
<td>▪ Potential for erosion and sediment runoff to enter stormwater system.</td>
</tr>
<tr>
<td>Utilities, Energy, and Electromagnetic Fields</td>
<td>▪ Permanent relocation of utilities from under trackway.</td>
<td>▪ Potential unintended, short-term service disruption; potential relocation of large utility vaults out of trackway.</td>
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<td>▪ No conflicts with electromagnetic fields.</td>
<td>▪ Non-recoverable energy use during construction, which would be offset by energy savings over 15 years of operation.</td>
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<td>▪ Additional use of electric energy for streetcar power, but project would reduce fossil fuel energy usage for inner city trips.</td>
<td>▪ No electromagnetic field effects.</td>
</tr>
<tr>
<td>Geology and Soils</td>
<td>▪ None.</td>
<td>▪ None, due to consideration of geologic conditions during design and construction methods development.</td>
</tr>
<tr>
<td>Resource Discipline</td>
<td>Operational Impact Summary</td>
<td>Construction Impact Summary</td>
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</tbody>
</table>
| Hazardous Materials                                      | ▪ Continued long-term management of one high-risk hazardous materials site on currently owned City property.  
▪ Potential accidental spills of hazardous materials at OMFs. | ▪ Potential accidental release of hazardous materials. |
| Public and Emergency Services                            | ▪ Minor increase in peak period travel time (less than 30 seconds) in 2035, but emergency vehicles could use trackway to circumvent traffic at their discretion.  
▪ Reduced loading zones may alter when and where postal and waste service can be delivered. | ▪ Minor increase in response and travel time for emergency responders.  
▪ Potential for construction-related accidents. |
| Park and Recreational Resources                          | ▪ Potential placement of TPSS on Westlake Square, which would not change use or function of the square.  
▪ Better access to some park resources. | ▪ Slight annoyance to some park users from potential increase in noise and dust. |
| Historic, Cultural, and Archaeological Resources/ Section 106 | ▪ Minor impacts from OCS clips attached to façades or OCS suspension poles placed in areaways and potential placement of TPSS inside Bon Macy’s parking garage.  
▪ No adverse effects under Section 106. | ▪ Minor visual impacts on historic structures.  
▪ Potential inadvertent archaeological discovery during construction.  
▪ No adverse effects under Section 106. |
| Environmental Justice                                   | ▪ No high and adverse impacts disproportionately borne by Environmental Justice populations.  
▪ Increased accessibility to other local and regional destinations for residents and employees in Center City, including low-income and minority populations. | ▪ Short-term, minor effects that are not borne disproportionately by low-income and minority populations. |
| Section 4(f)                                              | ▪ No use of park and recreational resources that qualify for Section 4(f) consideration.  
▪ De minimis use of Historic Resources that are eligible for the National Register of Historic Places by placing OCS clips and poles on or near historic properties and potential placement of TPSS inside Bon Macy’s parking garage. | ▪ No construction use of park or historic resources eligible for consideration under Section 4(f). |
Cumulative Impacts. The Center City Connector’s period of construction may overlap with other nearby development projects, as well as with many of the following large infrastructure projects in the vicinity:

- Removal of the Alaskan Way Viaduct and the replacement projects
- Continuing construction of the Elliot Bay Seawall
- Continuing construction of the SR 99 deep-bore tunnel and/or demolition of the Alaskan Way Viaduct
- Upgrades to the Seattle combined sewer system
- Improvements to the Seattle Waterfront
- Pier improvements at Piers 46, 66, and 62
- Pier replacement at the Colman Dock Ferry Terminal

Cumulatively, these projects would present collective impacts during construction in terms of automobile congestion, bus, and bike detours, air quality, visual nuisances, noise, hazardous materials, water quality, soil erosion, and potential economic hardships for some businesses in construction zones. These cumulative effects would be temporary, although some affected people may have to endure these impacts for a longer duration; but the other projects would be subject to the same best management practices (BMPs) and permitting requirements as the Center City Connector, which may reduce the magnitude of impacts. However, SDOT will convene a project coordination committee consisting of representatives of SDOT, the Washington State Department of Transportation, King County Metro, Washington State Ferries, the Port of Seattle, and Community Transit (agencies that participated in the Regional Transit Coordination for Downtown Seattle Committee) that will be responsible for resolving potential schedule conflicts between major public projects. As necessary, private development contractors will be included in coordination and construction phasing strategies. Coordination issues for this committee include traffic circulation, detour routes, or staggered construction sequencing in efforts to avoid concentrations of congestion, overlap in transit detours, and relocated stops, and managing loss of parking and changes to bike routes during construction, as warranted.

Additionally, SDOT will coordinate construction activities through the SDOT Street Use Construction Hub Coordination Program. The HUB team consists of project and on-site coordinators who assess work throughout construction in areas where multiple simultaneous construction projects (both public and private) are occurring. The HUB team also coordinates with other City departments. Mitigation measures also address coordinating and implementing avoidance and minimization strategies on overlapping noise impacts, strains on businesses, disruptions that affect residents and the public, visual nuisances, delays, and rerouting emergency responses. Mitigation measures for the Center City Connector would substantially reduce potential impacts to less than significant.

What are the proposed methods to minimize or mitigate potential impacts?
The LPA design incorporates avoidance and minimization elements. For example, keeping the trackway within the public street right-of-way avoids the need for property acquisition. Similarly, using streetcars with onboard energy storage systems reduces overall energy use and minimizes the visual nuisance of OCS in portions of the corridor.

The project would continue to advance minimization measures throughout the development and refinement of the project design. Regarding impacts from operations, design refinements would include development of specific signage to redirect parking to off-street lots, finalize restrictions on turning movements, finalize agreements with property owners of driveways to become right-in and right-out along First Avenue, identify areas for bicycle parking, finalize bike path rerouting details, and solidify areas available to replace loading zones. The City of Seattle would coordinate with King County Metro on minor changes to bus route planning and implementation. Final design would refine operation speeds and station bell noise levels to confirm that noise and vibration impacts can be avoided. Design would incorporate Seattle Municipal Codes to properly manage stormwater. Selection of the TPSS sites may consider five (5) other sites or aesthetic treatment of the potential Westlake Square location. No further measures would be necessary for the operations phase.

To prevent or minimize impacts during construction, SDOT will develop a construction plan that requires the contractor to follow industry best practices. Elements of the construction plan will include:

- A transit and traffic control plan, which will anticipate detours, reductions in parking, bus traffic, and major events. BMPs will address bike and pedestrian safety and detour signage.
- An air quality control plan requiring fugitive dust control measures, including management of excavated materials, washing of vehicles, general maintenance of staging areas, and inspections of construction equipment to minimize exhaust emissions.
- A noise and vibration control plan, which will identify reduction measures, including limiting idling of equipment and requiring installation of barriers around noisier and vibratory equipment, and which would specify adherence to City of Seattle noise ordinance restrictions and allowable construction periods and identification of circumstance that may require obtaining a noise variance levels and maintaining safe buffers from areaways to avoid vibration impacts.
- A plan to address the needs of businesses in the construction area, improve signage, provide access, and implement promotional marketing strategies, as well as providing two-way communication during construction.
- A public information plan to provide open and regular construction updates and advanced notification of activities that may affect the community.
- Screening options to reduce visual nuisance in residential and high-traffic areas and direct night lighting downward to avoid light nuisance.
- A temporary erosion and sediment control plan and a stormwater pollution prevention plan, which would require BMPs to reduce sediment and contaminants from entering the stormwater system.
- A utility relocation plan, and coordination with utility providers to facilitate temporary backup services as needed.
- A standard, project-specific geotechnical investigation to determine where to avoid near-surface obstructions, where soils need to be improved, and where seismic design considerations are needed.
- A spill prevention plan consistent with regulatory requirements and protocols to respond to accidental release of hazardous materials.
- Emergency route planning and ongoing communication for route detours.
- An archaeological monitoring and inadvertent discovery plan.
- Coordinate with the City’s Special Events Committee and Seattle Police Department traffic control to provide enhanced public awareness of congestion and alternative modes during large events.

The possible cumulative transit impacts of the Center City Connector construction period, which may overlap with other projects in the Center City vicinity, are being addressed by early and ongoing coordination with the Washington State Department of Transportation, King County Metro, Community Transit, Sound Transit, and other City of Seattle departments. Similar coordination would occur with transportation agencies that have projects under construction during the same period. This coordination and cooperative flexibility would reduce overlap of construction activities. Agency coordination will address cumulative impacts that affect traffic, transit, bike and pedestrian circulation, loss of on-street parking, emergency access, noise, dust, visual, and impacts on businesses during construction. These efforts would include a coordinated collective communication program that includes routine updates on construction sequencing and short-term utility interruptions and/or detours that may affect their transportation routines, as well as a one-point hotline where local businesses and neighborhoods can inquire about multiple construction issues regardless of which project the issue concerns.

A complete list of mitigation measures is presented in Chapter 6 of the EA. The City of Seattle, with oversight from FTA, is committed to implementing and monitoring each mitigation measure, either during construction as applicable or prior to operation, depending on the impact type. Mitigation measures are included in project cost and budgeting.

**How have interested members of the public and key stakeholders been involved?**

NEPA requires that the development of the project is a multidisciplinary open process, which includes the project development phase and the environmental review. Figure ES-6 illustrates the key milestones of planning and environmental assessment and shows where input from the public has occurred. The project team designed outreach activities to attract participation from a diverse cross-section of society, and solicited public and stakeholder input at each stage of the study. Outreach efforts included stakeholder interviews, four public open houses held in a range of Center City locations, comment cards, online materials and surveys, media events, and briefings with community organizations. Open house invitations were translated into Chinese,
Vietnamese, and Spanish and distributed broadly throughout downtown. FTA consulted with Native American tribes, including Muckleshoot Indian Tribe, Snoqualmie Tribe, Stillaguamish Tribe, Tulalip Tribes, and Confederated Tribes and Band of the Yakima Nation. Key stakeholders, tribes, and regulatory agencies, have been consulted through in-person meetings, letters, and emails, and by document review.

In addition, SDOT provided targeted public outreach for residents, business owners, property owners, and interest groups with a stake in transportation in the Center City and South Lake Union areas. Outreach included:

- Door-to-door outreach along the alignment within a block of the project to distribute the project folio and open house invitation, and to confirm contact information, for:
  - Large and small businesses, particularly in those areas that would be affected by a reduction in street parking.
  - Residential property owners and building management in the corridor, including the Four Seasons, 98 Union, Madison Tower, the Watermark, and Merrill Place.
- Distribution of informational materials to social services providers, low-income housing providers, and homeless shelters, including the Union Gospel Mission, Pike Place Market Foundation, Plymouth Housing, Bread of Life Mission, Yesler Community Center, Plymouth Housing Group Rental Office, the Josephinum, Women’s Wellness Center, Plymouth on Stewart, Yesler Terrace Apartments, Gatewood Hotel, Sanitary Market, Livingston Baker, Bell Tower Apartments, Hotel Scargo, Kasota, Oxford Apartments, Market House Condominium, Pike Market Senior Center, and Lewiston Apartments.

Chapter 7 of the EA provides additional details on meetings and correspondence.

Figure ES-6 Public Engagement at Key Milestones

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Open Houses
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- 2014
- 2015
- 2016
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- 2019