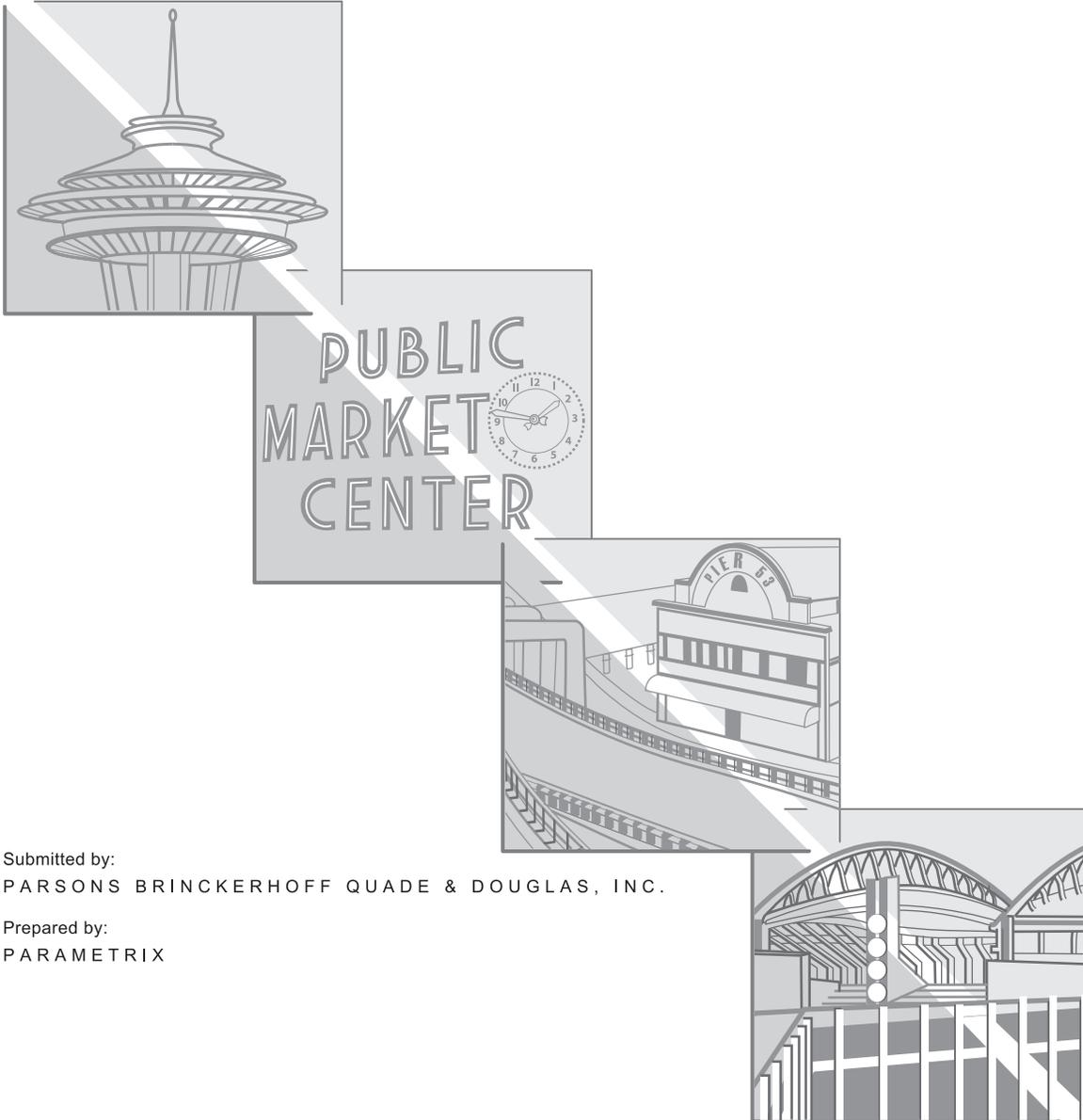


# SR 99: ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT

Supplemental Draft Environmental Impact Statement

## APPENDIX J

Environmental Justice Technical Memorandum



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# SR 99: ALASKAN WAY VIADUCT & SEAWALL REPLACEMENT PROJECT

## Supplemental Draft EIS Environmental Justice Technical Memorandum AGREEMENT NO. Y-7888

FHWA-WA-EIS-04-01-DS

Submitted to:

**Washington State Department of Transportation**

Alaskan Way Viaduct and Seawall Replacement Project Office  
999 Third Avenue, Suite 2424  
Seattle, WA 98104

The SR 99: Alaskan Way Viaduct & Seawall Replacement Project is a joint effort between the Washington State Department of Transportation (WSDOT), the City of Seattle, and the Federal Highway Administration (FHWA). To conduct this project, WSDOT contracted with:

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**In association with:**

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## ACRONYMS

ADA	Americans with Disabilities Act
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
SR	State Route
WSDOT	Washington State Department of Transportation

## PREFACE

The technical appendices present the detailed analyses of existing conditions and predicted effects of each alternative. The results of these analyses are summarized and presented in the main text of the Supplemental Draft Environmental Impact Statement (EIS).

The Supplemental Draft EIS appendices are intended to add new information and updated analyses to those provided in the Draft EIS, published in March 2004. Information that has not changed since then is not repeated in these appendices. Therefore, to get a complete understanding of the project area conditions and projected effects, you may wish to refer to the appendices that were published with the Draft EIS. These are included on a CD in the Supplemental Draft EIS. To make it easier to understand where there is new information or analyses, the supplemental appendices present information in the same order as it was presented in the Draft EIS appendices.

The Supplemental Draft EIS and the technical appendices evaluate the effects of three construction plans: the shorter plan, the intermediate plan, and the longer plan. These plans vary in how long SR 99 would be completely closed, in how long the periodic closures may be, and in the total construction duration. For the purposes of the analyses in the technical appendices, two construction plans are evaluated with the Tunnel Alternative and one plan is evaluated with the Elevated Structure Alternative. However, each alternative could be built with any of the three plans. The construction durations and the sequencing would not be the same for a particular construction plan if paired with a different alternative; however, the effects would be within the ranges presented by the analyses.

There are several differences in how the information is presented between the main text of the Supplemental Draft EIS and how it is presented in these appendices. The Supplemental Draft EIS text refers to possible variations within the alternatives as “choices” while these appendices use the term “options.” (For example, Reconfigured Whatcom Railyard versus Relocated Whatcom Railyard is referred to as a design choice in the Supplemental Draft EIS and as an option in the appendices.) In either case, the intent is to describe the various configurations that could be selected and the effects for each design.

One design choice in particular is handled very differently between the Supplemental Draft EIS text and the technical appendices. For the Tunnel Alternative in the central waterfront area, there is a choice between a stacked tunnel alignment and a side-by-side tunnel alignment. In the appendices, to simplify the discussion, these two alignments, as well as the Elevated

Structure Alternative, are each paired with a different set of options throughout the corridor and presented as complete sets that are evaluated separately. The Supplemental Draft EIS text communicates this information differently by describing one Tunnel Alternative and one Elevated Structure Alternative and evaluating the effects of the different design choices (or mix-and-match components) separately. While it may appear that there are three alternatives analyzed in the appendices and two in the Supplemental Draft EIS text, there are in fact only two alternatives. Each alternative has many potential components or design choices that can be made throughout the corridor.

The organization of the analysis of the alternatives is also a little different between the main body of the Supplemental Draft EIS and the appendices. In the Supplemental Draft EIS text, we identify two alternatives: a Tunnel Alternative and an Elevated Structure Alternative. The Supplemental Draft EIS text compares these alternatives directly by comparing effects (for example, the effects of both alternatives on water quality are presented together). The appendices present the effects of each alternative separately (for example, all of the effects of the Tunnel Alternative are presented first, followed by all of the effects of the Elevated Structure Alternative). The substance of both discussions is the same. The organization of the Supplemental Draft EIS technical appendices mirrors that of the Draft EIS appendices, allowing you to more easily find comparable information in the Draft EIS appendices.

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## Chapter 1 SUMMARY

This technical memorandum for environmental justice addresses changes related to the updated Tunnel and Elevated Structure Alternatives only. It updates ongoing efforts to include minority and low-income populations in the planning process and initial conclusions relating to the project's potential effects. A full discussion of impacts and mitigation for the five Build Alternatives and the No Build Alternative was presented in the Alaskan Way Viaduct and Seawall Replacement Project Draft Environmental Impact Statement (EIS), Appendix J, Environmental Justice Technical Memorandum (March 2004), which can be referenced for original text, tables, and exhibits relating to environmental justice.

In December 2004, the lead agencies narrowed the five alternatives down to two—Tunnel and Rebuild. They identified the Tunnel Alternative as the Preferred Alternative and carried the Rebuild Alternative forward for analysis as well. Since that time, engineering and design has been updated and refined for the Tunnel and Rebuild Alternatives. Due to the magnitude of the changes in the design of the Rebuild Alternative, it has been renamed the Elevated Structure Alternative. The Elevated Structure Alternative combines elements of the Aerial and Rebuild Alternatives that were evaluated in the Draft EIS.

The primary project changes include the following:

- The updated project alignment includes the Partially Lowered Aurora improvements and an optional alignment (Lowered Aurora), which extends the northern limit of the project. The north section now extends to about Comstock Street, about 0.8 mile north of the Battery Street Tunnel.
- The updated Tunnel and Elevated Structure Alternatives differ slightly in their alignments when compared to those presented in the Draft EIS. Some options previously being considered are no longer included with the updated alternatives.
- The Tunnel Alternative includes two tunnel alignments: (1) a stacked tunnel (preferred), and (2) a side-by-side tunnel.
- The alternatives in the Draft EIS (WSDOT et al. 2004) evaluated only a fire and life safety upgrade of the Battery Street Tunnel. For both the Tunnel and Elevated Structure Alternatives, the project now includes lowering the roadway to increase the vertical clearance to 16.5 feet,

and the Tunnel Alternative includes an option to widen both portals of the Battery Street Tunnel.

- Two options are being considered for the Tunnel Alternative at Elliott and Western Avenues: (1) a roadway that passes under Elliott and Western Avenues (preferred), and (2) a roadway that extends over Elliott and Western Avenues.
- Two new construction plans, the shorter plan and the intermediate plan, are being evaluated for the Tunnel Alternative.

The updated Tunnel and Elevated Structure Alternatives have many other changes, but these changes do not substantially affect the environmental justice-related impacts.

The demographic information for the affected environment is the same as documented in the 2004 Draft EIS Appendix J. No census block groups were added to the project area as a result of the updated alternatives and the three-city-block extension of the north project boundary (see Chapter 5).

Since the Draft EIS was issued, outreach activities that have occurred include public meetings, electronic newsletters, project booths at fairs and festivals, and meetings with business owners (see Chapter 4). In addition, project staff interviewed 19 social service organizations who provide services to disadvantaged people in and near the project area. All of the organizations were also interviewed during preparation of the Draft EIS, with the exception of the Downtown Emergency Services Center and Valley House, who were added later. Project concerns of these organizations are summarized in Section 4.1 of this memorandum, as well as their suggestions to mitigate those concerns. Many service providers cited construction and traffic impacts as primary concerns, while two service providers indicated that they would be logistically and financially strained to relocate during construction. Outreach to these groups is ongoing and will continue through all phases of this project to ensure their needs are identified and addressed to the extent possible.

Based on available information, it is expected that operation of the Tunnel and Elevated Structure Alternatives would result in traffic and transit conditions that are similar to or slightly improved compared to the existing facility (see Chapter 6). Other operational effects are similar to those discussed in the 2004 Draft EIS Appendix J.

The updated Tunnel and Elevated Structure Alternatives would have different relocation impacts than the alternatives evaluated in the Draft EIS. The current CASA Latina Day Workers' Center site would still be needed for construction staging, as discussed in the Draft EIS. However, CASA Latina is

planning to move before the beginning of construction, thus eliminating the potential construction effects described in the Draft EIS.

Some changes in the proposed project have increased the potential relocations compared to the Draft EIS. The option to widen the Battery Street Tunnel curves, which is proposed with the side-by-side tunnel alignment, would require altering the historic McGraw Kittenger Case/MGM building (the Blu Canary) and the Catholic Seamen's Club building, which is not historic but is a local community service provider. The Lowered Aurora Option might cause the additional relocation of a building providing low-income housing.

As discussed in the 2004 Draft EIS Appendix J, environmental justice populations could be disproportionately affected during construction because they and the organizations serving them are heavily reliant on bus transit and have limited transportation alternatives available. The organizations serving these populations are also reliant on transit, as well as overall accessibility for the delivery of supplies, staff, and emergency services. On the other hand, the transportation management strategies being planned for the construction period, such as increasing transit vehicles and extending service hours, may be successful in preserving reliable service and may even provide additional transit benefits. Other construction impacts are similar to those identified in the 2004 Draft EIS Appendix J.

The shorter plan for the Tunnel Alternative would reduce the overall duration of construction and duration of impacts to State Route (SR) 99 users, but it would involve the longest period of full closure (i.e., longest duration for the period with the highest magnitude of impact). The intermediate plan for the Tunnel Alternative would have shorter full closures but result in a longer overall construction period and duration of impacts to SR 99 users. The longer plan for the Elevated Structure Alternative would have short closures but result in the longest overall construction period and duration of impacts to SR 99 users.

Current project designs are conceptual, and while appropriate for environmental review, they are not final. Many opportunities remain for refining the project to avoid or minimize its adverse effects. Additional information from public outreach efforts and development of mitigation measures will help to reach a conclusion on environmental justice. The project will continue to work directly with social service providers to avoid disproportionate effects. With advance planning and adaptation during construction, most potential effects identified to date, including relocations, air quality, transit, parking, access, noise, and visual effects, could be avoided, minimized, or mitigated.

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## Chapter 2 METHODOLOGY

Please refer to the 2004 Draft EIS Appendix J for methodology. There have been no changes in the methodology used for this Supplemental Draft EIS technical memorandum. Since March 2004, the project team conducted additional interviews to update the social service providers on project changes. In addition, the service providers further identified low-income and/or minority populations in the project area, as well as potential effects the project would have on their clients. There has been additional ongoing coordination through meetings and presentations with the decision-making agencies and other interested groups. The information obtained from these activities is described in Chapter 4.

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## Chapter 3 STUDIES AND COORDINATION

The studies and coordination for assessing environmental justice have not changed from those used in the preparation of the 2004 Draft EIS Appendix J.

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## Chapter 4 PUBLIC INVOLVEMENT ACTIVITIES

Public outreach will be ongoing and inclusive throughout the project. The text below describes the efforts made since the Draft EIS was issued to ensure that the entire community is involved in the decision-making process.

### 4.1 Interviews

The Draft EIS described interviews conducted with social service organizations located near the project corridor. The interviews helped the project team understand the population within the project area, be aware of potential adverse effects, and identify ways to keep environmental justice populations informed and involved in the project. Project staff recently conducted additional interviews with these organizations to update the organizations on the project and hear any additional concerns the organizations have regarding the project. All of the organizations were interviewed during preparation of the Draft EIS, with the exception of Downtown Emergency Services Center and Valley House, who were added later. Post Alley Apartments, Millionaire Club Charity, and the Women's Referral Center/Noel House were interviewed during preparation of the Draft EIS, but were not interviewed again. Post Alley Apartments no longer has subsidized housing, and Millionaire Club Charity and Women's Referral Center/Noel House declined the opportunity to be interviewed during this round of outreach. Summaries of previous interviews are provided in the 2004 Draft EIS Appendix J. Summaries of the most current interviews are provided in Exhibit 4-1. The project team has conducted 19 interviews with social service providers between the release of the 2004 Draft EIS and December 2006.

Potential mitigation or other actions to address concerns raised during these interviews have been developed in some cases, but are not final commitments. Measures and actions to avoid or reduce adverse project effects will be developed through continued coordination with these organizations as project planning proceeds.

If the organization was not already on the project mailing/email list, a representative of the organization was added. Further opportunities to meet with the project team and be a part of social services briefings were offered. Most representatives wanted to be a part of the social services briefings. Involvement of these organizations will continue through project planning and design under direction by the Federal Highway Administration (FHWA) and the lead agencies.

### Exhibit 4-1. Social Service Provider Interviews

Organization	Potential Concerns/Comments	Resolution or Potential Mitigation Suggested by Service Providers
Pioneer Square Clinic, May 16, 2005	<ul style="list-style-type: none"> <li>No additional concerns. The project has done a good job in sending information.</li> </ul>	<ul style="list-style-type: none"> <li>None identified.</li> </ul>
El Rey Residential Treatment House, May 19, 2005	<ul style="list-style-type: none"> <li>No additional concerns. May have concerns later, especially regarding effects in Belltown.</li> </ul>	<ul style="list-style-type: none"> <li>None identified.</li> </ul>
Plymouth Housing Group, May 18 and 19, 2005	<ul style="list-style-type: none"> <li>Traffic issues would be limited to staff. Work near Battery Street Tunnel may affect property. Construction noise and lighting would be a concern for tenants.</li> </ul>	<ul style="list-style-type: none"> <li>Inform staff and residents early when construction would be disruptive. Hotlines are useful because tenants can call when nighttime noise and lighting is a problem.</li> </ul>
Lazarus Day Center, May 23, 2005	<ul style="list-style-type: none"> <li>Difficult to estimate concerns until they know more specifics about construction. Staff commutes would be affected, especially with sports stadiums nearby.</li> </ul>	<ul style="list-style-type: none"> <li>None identified.</li> </ul>
Downtown Emergency Service Center, May 23 and 24, 2005	<ul style="list-style-type: none"> <li>The homeless would be without shelter. Homeless may try to sleep in construction areas.</li> <li>Construction disruptions would affect everyone. Pedestrians, especially the homeless, who often carry all their belongings, would be affected.</li> <li>Construction would increase staff commute times and decrease parking.</li> </ul>	<ul style="list-style-type: none"> <li>Consider building more housing for homeless.</li> </ul>
King County Labor Agency, AFL-CIO, May 24, 2005	<ul style="list-style-type: none"> <li>Traffic during construction is a concern and would affect food bank operations.</li> </ul>	<ul style="list-style-type: none"> <li>None identified.</li> </ul>
Dorothy Day House, May 25, 2005	<ul style="list-style-type: none"> <li>The facility needs 24-hour access, so any adverse effects to access would be a problem.</li> </ul>	<ul style="list-style-type: none"> <li>None identified.</li> </ul>
St. Martin de Porre's Shelter, June 2, 2005	<ul style="list-style-type: none"> <li>Construction effects on the shelter. Clients are transported to the shelter by bus early in the morning and in the evening.</li> <li>Current congestion at S. Massachusetts Street and Alaskan Way.</li> </ul>	<ul style="list-style-type: none"> <li>Update staff on construction activities. Shelter clients need concrete information focused on short-term effects.</li> <li>Consider a traffic signal at Massachusetts and Alaskan Way to assist vehicles leaving the site. This would also benefit the Coast Guard maintenance yard.</li> </ul>

## Exhibit 4-1. Social Service Provider Interviews (continued)

Organization	Potential Concerns/Comments	Resolution or Potential Mitigation Suggested by Service Providers
Boomtown Café, June 3, 2005 (Café closed July 2005)	<ul style="list-style-type: none"> <li>The homeless living under the viaduct would be affected, but they would find new places to go.</li> </ul>	<ul style="list-style-type: none"> <li>None identified.</li> </ul>
Frye Apartments, June 3, 2005	<ul style="list-style-type: none"> <li>No additional concerns.</li> </ul>	<ul style="list-style-type: none"> <li>None identified.</li> </ul>
Heritage House, June 9, 2005	<ul style="list-style-type: none"> <li>Access to waterfront during construction, especially for handicapped persons.</li> <li>Construction noise and air quality effects on residents.</li> <li>Utility disruptions.</li> </ul>	<ul style="list-style-type: none"> <li>Continue to brief the management.</li> </ul>
Rose of Lima House, June 9, 2005	<ul style="list-style-type: none"> <li>No additional concerns, but would like to know more about effects to Bell Street.</li> </ul>	<ul style="list-style-type: none"> <li>None identified.</li> </ul>
Bread of Life Mission, June 16, 2005	<ul style="list-style-type: none"> <li>Daytime and nighttime construction noise, although they are used to it.</li> <li>Increased traffic would affect guests.</li> </ul>	<ul style="list-style-type: none"> <li>None identified.</li> </ul>
Catholic Seamen's Club, June 16, 2005	<ul style="list-style-type: none"> <li>Relocation of building during construction.</li> <li>Closure of the Elliott/Western ramps would affect transportation of people to and from the waterfront.</li> <li>Traffic during construction.</li> <li>Loss of income from building tenant during construction.</li> </ul>	<ul style="list-style-type: none"> <li>Relocation assistance.</li> <li>Consider compensation for loss of rental revenue.</li> </ul>
First Avenue Service Center, June 17, 2005	<ul style="list-style-type: none"> <li>No additional concerns. Does not anticipate many effects since the Center is on Third Avenue between Virginia and Lenora Streets.</li> </ul>	<ul style="list-style-type: none"> <li>None identified.</li> </ul>
Pike Market Senior Center/Downtown Food Bank, June 17, 2005	<ul style="list-style-type: none"> <li>Effects on pedestrians who use First Avenue and Western Avenue.</li> </ul>	<ul style="list-style-type: none"> <li>None identified.</li> </ul>
CASA Latina, July 20, 2005	<ul style="list-style-type: none"> <li>Finding and constructing a replacement facility prior to project construction/utility relocation.</li> <li>Effects on transit.</li> </ul>	<ul style="list-style-type: none"> <li>Assistance in finding a replacement location.</li> <li>Consider enhancing transit infrastructure such as adding more park-and-rides and water taxis.</li> </ul>

## Exhibit 4-1. Social Service Provider Interviews (continued)

Organization	Potential Concerns/Comments	Resolution or Potential Mitigation Suggested by Service Providers
Compass Center, August 3, 2005	<ul style="list-style-type: none"> <li>• Loss of ADA-designated parking space.</li> <li>• Air quality during construction. Additional effort to maintain their HVAC system.</li> <li>• Adverse effects to transit and parking.</li> </ul>	<ul style="list-style-type: none"> <li>• Designate another space near the Center as ADA.</li> </ul>
Valley House, December 1, 2005	<ul style="list-style-type: none"> <li>• Access to SR 99.</li> <li>• Impacts to bus stop along Aurora Avenue N.</li> <li>• Construction impacts.</li> </ul>	<ul style="list-style-type: none"> <li>• Access would change, but would still be adequate.</li> <li>• Bus stop and pedestrian access to it should remain.</li> <li>• Communicate with King County Metro to keep transit open during construction and other general construction mitigation.</li> </ul>
Department of Social and Health Services	<ul style="list-style-type: none"> <li>• Construction impacts, especially to public transportation.</li> <li>• Dangerous construction zones.</li> </ul>	<ul style="list-style-type: none"> <li>• Notify people about route changes at bus stops.</li> <li>• Fence off dangerous construction zones.</li> </ul>

ADA = Americans with Disabilities Act

HVAC = Heating, ventilation, and air conditioning

## 4.2 Project Fact Sheets and Translated Information

The Project Fact Sheets associated with the Draft EIS that were translated into multiple languages and distributed to key community centers are described in the 2004 Draft EIS Appendix J. In June 2005, a similar effort was made for the additional fact sheets listed below. These fact sheets were translated into Spanish, traditional Chinese, Vietnamese, and Tagalog for distribution at social service provider interviews, ethnic/community fairs and festivals, and other community events:

- Frequently Asked Questions
- Why a Tunnel?
- Constructing a Future for All

In March 2006, a general project folio was translated into Spanish, traditional Chinese, Vietnamese, and Tagalog for additional project briefings. These translated documents are also available online.

Many public documents are also available in alternative formats such as large print, Braille, cassette tape, or on computer disk. Information on how to receive materials in alternative formats is on the front cover of public documents.

### 4.3 Public Meetings

Public meetings have been held throughout the project to establish a dialogue with the community, solicit public input, and answer questions. These meetings have been held in an open house format, some with presentations, so the public could talk with members of the project team in a one-on-one setting. Comment cards were available for the attending public to complete. Comments were also taken verbally by project team members and written onto available comment forms if members of the public were unable to fill out their own comment cards. The project team received summaries of input from the public meetings and had access to the verbatim comments as part of the project's public comment database. Meeting notification techniques, such as community calendars, posters, and postcards, are described in more detail in the following sections. Meeting facilities were selected based on their familiarity to the community (e.g., schools, churches, and community centers) and proximity to transit routes. Notification materials included transit routes to reach the meeting location. All meeting facilities were Americans with Disabilities Act (ADA) accessible. Public meetings were held in a variety of locations throughout the south, central, and north portions of the corridor to ensure access for all members of the public.

Meetings were also held at locations downtown to ensure property owners, tenants, and neighbors in the central project area were able to attend. Meetings were held in surrounding neighborhoods, such as West Seattle, Ballard, and Fremont, to ensure that members of the public who use the viaduct but do not live adjacent to the facility were also able to attend. Public meetings that have occurred since the Draft EIS was issued are listed below:

- April 27, 2004, Dome Room, Arctic Building, Downtown
- April 28, 2004, Lafayette Elementary School, West Seattle
- April 29, 2004, Leif Erickson Hall, Ballard
- June 21, 2005, Benaroya Hall, Downtown
- June 22, 2005, National Guard Armory, Interbay
- June 23, 2005, West Seattle High School, West Seattle
- March 2, 2006, Seattle Aquarium, Downtown

At each of these meetings, Title VI forms were made available for participants to complete. The details of these public meetings are described in the 2006 Supplemental Draft EIS Appendix A, Agency and Public Coordination Technical Memorandum.

## 4.4 Display Advertisements

To increase awareness of public meetings about the project in the various neighborhoods, display advertisements were placed in local and regional print publications. Display advertisements for the public meetings were placed in 26 publications, listed as follows (12 of these publications were specifically chosen to reach low-income or minority populations):

- Ballard News Tribune
- Beacon Hill News/South District Journal
- Capitol Hill Times
- Colors Northwest
- Daily Journal of Commerce
- Diversity News
- Filipino American Herald
- Highline Times
- Hispanic News
- International Examiner
- Magnolia News
- Northwest Asian Weekly
- Northwest Vietnamese Weekly
- Queen Anne News
- Real Change
- Seattle Post Intelligencer
- Seattle Skanner
- Seattle Times
- Seattle Weekly
- Shoreline Enterprise
- Siete Dias
- South Seattle Star
- The Medium
- The Stranger
- West Seattle Herald
- White Center News

## 4.5 Posters and Postcards

In addition to sending postcards to contacts on the project distribution list, posters and postcards advertising the public meetings were posted throughout the corridor to ensure that those not reachable through existing community groups or the project's mailing list were invited to attend. Posters were posted in libraries, community centers, and businesses in all of the neighborhoods along the project corridor. They were also posted in neighborhoods whose residents use SR 99 and Alaskan Way for vehicle trips. Posters were also distributed at the social service provider interviews.

## 4.6 Information Displays

The project team has increased awareness about the project by providing general information at displays placed in high-visibility and frequented locations, such as community centers, libraries, shopping malls, etc. Locations and dates in traditionally underserved communities where information displays have been located include:

- Delridge Community Center, 4501 Delridge Way SW, December 2001, April 2002, September 2003, April 2004, August 2005
- Delridge Library, 5423 Delridge Way SW, December 2003
- Southwest Community Center, 2801 SW Thistle Street, January 2002, August 2005
- High Point Community Center, 6920 34th Avenue SW, February 2002
- High Point Library, 3411 SW Raymond Street, July 2005
- Garfield Community Center, 2323 E. Cherry Street, August 2005
- Yesler Community Center, 2820 S. Myrtle Street, August 2005
- Beacon Hill Library, 2821 Beacon Avenue S., September 2005
- Capitol Hill Neighborhood Service Center, 425 Harvard Avenue E., October 2005
- Central Library, 1000 Fourth Avenue, October 2005

Locations where the project team had previously placed information displays are listed in the 2004 Draft EIS Appendix J.

## 4.7 Project Mailing Lists, Website, and Hotline

The project continues to update and maintain two project mailing lists (one electronic and one postal mail), a project website, and a project hotline. Further information on the project mailing lists, website, and hotline is provided in the 2004 Draft EIS Appendix J.

## 4.8 Newsletters and Email Notification

The project team continues to provide project information to the public through newsletters and email. A more detailed description is provided in the 2004 Draft EIS Appendix J.

## 4.9 Fairs and Festivals

Members of the project team staffed information booths at local fairs and festivals. Community fairs and festivals are effective ways to engage members of the public who may not actively seek out information about the project. At these booths, the public is able to sign up for the mailing list, receive handouts and information from the display boards, or talk with the project team. These booths receive about 100 to 200 visitors a day. High priority was given to fairs and festivals that environmental justice populations were likely to attend, and translated versions of the most recent project materials were provided.

Information booths were set up at the following local fairs and festivals:

- Seattle Maritime Festival, May 14, 2005
- University District Street Fair, May 21 and 22, 2005
- Fremont Fair, June 18 and 19, 2005
- Chinatown and International District Festival, July 9 and 10, 2005
- West Seattle Junction Festival, July 15–17, 2005
- Central Area Community Festival, July 23 and 24, 2005
- Capitol Hill Farmers Market, August 26, 2005
- Broadway Farmers Market, August 28, 2005
- Magnolia Farmers Market, September 10, 2005
- African-American Business Leaders Reception, November 1, 2005
- Lunar New Year Festival, February 4, 2006

## 4.10 Outreach to Minority-Owned Businesses

A significant aspect of the project team's outreach to businesses is outreach to minority-owned businesses. A list of minority-owned businesses in the project area was purchased from Dunn & Bradstreet. This list was combined with other sources of data that the team had researched, totaling over 950 minority-owned businesses. The following local minority business organizations were identified and have been engaged in outreach efforts described in this section.

- Black Dollar Days Task Force
- DCMA Seattle
- Employee Transit Coordinators
- Ethiopian Community Mutual Association
- FACES – Filipino Association of City Employees of Seattle
- Georgetown Business Association
- Greater Seattle Vietnam Association
- Holly Park Merchants Association
- India Association of Western Washington
- International District Housing Alliance
- Japan-American Association
- King County Labor Council
- Minority Business Enterprise Input Committee
- NW Minority Business Council
- NW Minority Supplier Development Council
- Office of Minority and Women's Business Enterprises
- Pioneer Square Community Association
- Seattle Chinese Chamber of Commerce
- Small Business Association
- South Downtown Business Association
- Trade Development Alliance of Greater Seattle
- Transportation Coordinator Network – Downtown
- US-MEX Chamber of Commerce
- Washington Council on International Trade
- Washington Restaurant Association
- Washington State China Relations Council

On March 9, 2004, the businesses were mailed a letter introducing the project with an accompanying questionnaire. One hundred and fifty-five (155) questionnaires were completed and returned, which is a return rate of over 16 percent (approximately 95 questionnaires were returned for incorrect address information). Businesses were provided incentives for completing the questionnaire by being eligible to enter a drawing for a variety of prizes that could benefit their businesses. The purpose of this questionnaire was to provide an opportunity for the business community to tell the team how they operate as a downtown/waterfront business and what their primary concerns were regarding the project and potential impacts to their business.

Almost 73 percent of businesses indicated that they are a minority- or woman-owned business on the returned questionnaires. Of these businesses, 44 percent have employees for whom English is not their first language. Many businesses noted that large, multi-state/national corporations such as the United States Postal Service or FedEx handled their primary deliveries. Smaller businesses with only 1 to 10 employees had the highest percentage of their employees driving to work. As part of business outreach efforts, communications with minority business coalitions and other groups have led to an increase in the number of businesses and business organizations also being added to the mailing list, thus ensuring they are informed about the project.

Business outreach meetings were held on March 9, 10, and 11 of 2004 in an open house format. These meetings were open to all members of the business community, and special efforts were made to ensure participation by minority-owned business organizations. Notification of these meetings included 100 posters distributed throughout the corridor, 2,000 postcards mailed, announcements emailed, and display advertisements printed in local publications, most catering to environmental justice populations. All of the businesses that received questionnaire forms were also sent invitations to the business outreach meetings. Over 50 people attended the three meetings, which lasted approximately 2 hours.

The Northwest Minority Business Council, Black Dollar Days Task Force, and Small Business Administration had informational booths at the meetings. Attendees were given the opportunity to speak with members of the project team about their specific business, ask questions, and complete a comment worksheet or business questionnaire. The comments received expressed concern for retaining short-term street parking and improving alternative modes of transportation, such as the streetcar and bicycle corridors.

On June 21, 2005, the project team hosted a business workshop for groups outside of the project area to update them on the project, inform them about

the recently developed emergency closure plan, and solicit their input. The workshop included a discussion on how to best communicate with businesses if restricted use or closure of the Alaskan Way Viaduct occurs. The workshop was held just before a public meeting that same day. To ensure the participation of minority-owned business organizations, organizations received telephone calls inviting them to attend the workshop. E-mail invitations were sent to over 50 businesses and organizations that are outside of the project area. Five people, who represent the International District Housing Alliance, Manufacturing and Industrial Council, Port of Seattle, Trade Development Association, and Nelson Trucking, attended the workshop. Business organizations declined over the telephone either because of schedule conflicts or because they felt no need to attend because they were not located within the project area. Invitations to the business workshop also included an announcement about the three public meetings held that week.

The attendees noted that they prefer news media (radio and TV), roadway message signs, and email to find out about inspections and closures. A telephone hotline was suggested as a method for receiving up-to-date information. They suggested that flyers outlining the five most important facts and procedures to follow in case of an emergency be posted in businesses and residential buildings. Media sources, business associations, and police departments should be briefed and trained on emergency procedures. The most frequently requested information regarding a planned closure of the viaduct was:

- When will it be closed and for how long?
- What are the alternate routes?
- What other transportation options are available?
- What ramps are open and closed?
- What parking is available and where?

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## Chapter 5 AFFECTED ENVIRONMENT

The project area is nearly the same as was described in the 2004 Draft EIS Appendix J. The project area has been extended in the north by approximately three city blocks from Ward Street to Comstock Street. Two census block groups at the north end of the project area potentially could have been added to cover the extended project area. The two census block groups were not added because they are large and their overall demographics are not very representative of the three-city-block portion that is in the project area. Based on field observation, the demographics of the three-city-block area are better represented by the current project area demographics. There have been no apparent changes to the demographic characteristics in the project area since the Draft EIS was issued, and there are no service providers within the three-city-block area.

Minority populations include Indian tribes. This project does not cross or directly affect Indian reservation lands. Washington State Department of Transportation (WSDOT) is coordinating with tribes who have an active interest in the area, including the Duwamish, Muckleshoot, Snoqualmie, Suquamish, Tulalip, and Yakama Nation Tribes. The lead agencies are also consulting with the Muckleshoot and Suquamish Tribes on potential effects to tribal fishing rights. The 2006 Supplemental Draft EIS Appendix M, Archaeological and Traditional Cultural Places Technical Memorandum, describes tribal consultation in more detail.

The waterfront is also used for fishing. Informal participant observation and interviews during December 2003 at Pier 65 found several persons of Asian or Pacific Island heritage fishing for squid. All fishing was for personal consumption or distribution to their families, and none of those interviewed lived in the project area.

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## Chapter 6 OPERATIONAL EFFECTS

### 6.1 Tunnel Alternative (Preferred Alternative)

The Tunnel Alternative, which is the Preferred Alternative, is similar to the Draft EIS Tunnel Alternative. The same potential impacts and benefits that were discussed in the 2004 Draft EIS Appendix J for the Build Alternatives (Section 6.2) apply to the Tunnel Alternative. Exceptions are noted below.

The Tunnel Alternative maintains access from northbound SR 99 to Western Avenue and from Elliott Avenue to southbound SR 99. As with all alternatives considered, the Battery Street ramps (Western Avenue to northbound SR 99, and southbound SR 99 to Western Avenue/Elliott Avenue) would be closed to traffic. These ramps are not heavily used, and the access they provide is duplicated by the Denny Way ramps farther to the north. The new King Street ramps would provide access from northbound SR 99 to downtown and from downtown to southbound SR 99, replicating the access provided by the Columbia Street and Seneca Street ramps today. This could allow an expansion of service area for transit routes in south downtown, but the expansion in turn would increase travel times. Transit express buses to and from the south would likely use the King Street ramps. Some local buses to and from the south would use First Avenue S. Buses would circulate through the Pioneer Square area and ultimately connect to the Second Avenue and Fourth Avenue corridors to serve the greater downtown area.

Sound Transit will provide transit service on dedicated right-of-way through downtown and a mixture of dedicated right-of-way and surface streets through south Seattle.

Relocations are discussed in Chapter 7, Construction Effects. Noise effects would be similar to those described in Section 6.2 of the 2004 Draft EIS Appendix J.

All of the alternatives and options would change motorized access to SR 99 at Valley Street. This was initially a concern for Valley House, a transitional housing program managed by Horizon Church, which is located across the street from Valley House. Valley House is made up of four studios and four one-bedroom apartments; it houses an average of two tenants per unit. Valley House does not provide any other programs, but it has specific restrictions for tenants, such as no alcohol or drug use in the building. Although access would change, the manager of Valley House felt that the nearby ramps at Roy Street would provide sufficient access to SR 99. Bus service and pedestrian access to the bus stop on SR 99 would be maintained.

## 6.2 Elevated Structure Alternative

Elevated Structure Alternative operational effects would be similar to those described for the Aerial Alternative (Section 6.2.3) in the 2004 Draft EIS Appendix J. However, transportation effects would be similar to those described above for the Tunnel Alternative, except that the Seneca/Columbia ramps would provide downtown transit access to and from the south. Relocations are discussed in Chapter 7, Construction Effects. Noise effects would be similar to existing conditions.

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## Chapter 7 CONSTRUCTION EFFECTS

### 7.1 Tunnel Alternative (Preferred Alternative)

Potential effects from construction of the Tunnel Alternative would be similar to effects listed for construction of the Draft EIS project alternatives (see Chapter 7 of the 2004 Draft EIS Appendix J). Differences or additional identified effects are listed below.

Although the site where CASA Latina Day Workers' Center is currently located is still needed for construction of the project, CASA Latina has been planning to move for some time and is anticipating moving before the site is needed. If CASA Latina cannot move in time, it will receive relocation assistance from the project. Three additional facilities that are important to environmental justice populations would be affected by project construction.

The option to widen the curves entering and leaving the Battery Street Tunnel, as included in the Tunnel Alternative's Lowered Aurora Option, would require the relocation of the Catholic Seamen's Club. The Catholic Seamen's Club provides services to all sailors, tankers, cargo and container ship workers, and cruise ship workers from Pier 90 to Terminal 5. Services include transportation around the city for shopping, banking, and hospital needs; language assistance; religious services; providing community area for workers/sailors to rest while on shore; and providing services to those who cannot leave the ships/boats. The club deals with people from all over the world, including Chinese, Greeks, Chileans, Filipinos, Russians, and Hispanics. The project will provide assistance to relocate the club. The club would be able to continue to provide their services, but the location may not be as convenient to the waterfront. In addition, revenue gained from a building tenant could be lost if the club is not relocated to a facility with similar rental income opportunity. Much of the club's revenue comes from this rental income, so the relocation could have an adverse effect on the club and the clients they serve.

The Valley House would also be relocated with the Tunnel Alternative's Lowered Aurora Option. The project will provide assistance to relocate Valley House. Due to its proximity to SR 99, Valley House (under all alternatives and options) would experience many of the impacts listed in Chapter 7 of the 2004 Draft EIS Appendix J, such as increased traffic congestion and noise.

In the most recent round of social service organization interviews, the Compass Center identified additional concerns based on changes in the

project alternatives. Located on Alaskan Way, the Compass Center provides transitional housing, long-term shelter to people who earn below 30 percent of the median income, a hygiene center, bank services, meals for the center and two off-site shelters, and religious services. Project construction would eliminate an ADA-designated parking space. Air quality during construction is an additional concern that the center raised. More frequent changing of the heating, ventilation, and air conditioning (HVAC) system air filters would likely avoid adverse effects to air quality in the center.

People who currently fish from Pier 65 would not be able to fish during construction. This is not expected to have a substantial effect because there are many alternate fishing locations in the area.

As listed in the 2004 Draft EIS Appendix J, project construction would have impacts to transit. WSDOT and the City of Seattle are working closely with King County Metro and other transit providers to develop transportation management strategies to not only preserve efficient and reliable service and ensure adequate passenger capacity during construction, but to increase transit ridership. Although transit service speed and reliability could be adversely affected by the project, increasing transit vehicles, extending service hours, and making other transit improvements such as limited route realignments could help transit agencies maintain mobility on heavily congested roadways. Conversely, changes to transit routes and schedules can create difficulties for minority and low-income populations who may not understand typical project communication materials due to language and learning barriers.

The project team is considering two tunnel construction plans. The intermediate plan would close the SR 99 corridor for 18 to 27 months, and the shorter plan would close the corridor for 42 months. The latter, however, would result in a shorter overall construction period (7 years versus 8 to 8.75 years). More information from social service organizations on anticipated transportation effects is needed to determine if one construction plan would have greater adverse effects than the other. This information will be provided in the Final EIS.

The intermediate plan would establish a traffic detour on First Avenue S., an area with a high concentration of social service providers. This area, along with the minority and low-income populations who use the services in that area, would experience more traffic and the safety, access, noise, visual, and air quality impacts associated with traffic congestion under both alternatives.

## 7.2 Elevated Structure Alternative

The construction effects of the Elevated Structure Alternative on minority and low-income populations would be similar to those listed above for the Tunnel Alternative, with the following exceptions:

- The Elevated Structure Alternative would not displace the Catholic Seamen's Club.
- The Elevated Structure Alternative would not displace Valley House (displaced under the Tunnel Alternative Lowered Aurora Option only).

The Elevated Structure Alternative has a longer construction plan. It would keep two lanes open in each direction in the SR 99 corridor, but the construction duration would be 10 years, the longest duration of all the construction plans. Like the intermediate plan, the longer plan would establish a traffic detour on First Avenue S. The detour would have the same effects as listed above under the Tunnel Alternative intermediate plan.

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## Chapter 8 OPERATIONAL MINIMIZATION AND MITIGATION

Mitigation measures are listed by element of the environment in the technical memorandum or discipline report for each discipline. No operational mitigation measures specific to environmental justice have been identified because no disproportionately high and adverse impacts have been identified for operation of the project.

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## Chapter 9 CONSTRUCTION MINIMIZATION AND MITIGATION

Measures to minimize and mitigate construction effects are similar to those described in the 2004 Draft EIS Appendix J. Additional mitigation measures are listed below:

- Measures to mitigate the displacement of the Catholic Seamen's Club and Valley House are being developed. The project team is working with both organizations to develop mitigation measures, such as relocation assistance, that minimize adverse effects on the organizations and their clients. For the Catholic Seamen's Club, mitigation for loss of rental revenue is being considered.
- The displacement of the ADA parking space near the Compass Center would be mitigated by designating another available space by the Center as ADA-parking only.
- Before construction begins, a sign will be posted at Pier 65 to inform people that fishing will not be possible at that location during construction of the project. A list of alternate fishing locations will be included on the sign. The sign will include translations, as appropriate.
- WSDOT will conduct additional outreach on changes to transit services to educate users of downtown shelters and other social services.

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## Chapter 10 SECONDARY AND CUMULATIVE EFFECTS

Changes to reasonably foreseeable projects in the project area have occurred since the Draft EIS was issued. The Seattle Monorail Project Green Line is no longer being built, and is thus no longer a concern for cumulative construction impacts. The Sound Transit light rail project would overlap with the utility relocation phase of the Alaskan Way Viaduct and Seawall Replacement Project. However, buses would resume using the Downtown Seattle Transit Tunnel before utility relocation for the Alaskan Way Viaduct and Seawall Replacement Project begins.

The Colman Dock Ferry Terminal expansion project is planned to occur within the same construction timeframe as the Alaskan Way Viaduct and Seawall Replacement Project. Cumulative noise, air quality, traffic, and visual effects during construction would affect minority and low-income populations living in and traveling to downtown Seattle. The 2006 Supplemental Draft EIS Appendix B, Alternatives Description and Construction Methods Technical Memorandum, describes projects that are considered in the cumulative effects analysis.

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## Chapter 11 ENVIRONMENTAL JUSTICE DETERMINATION

No disproportionately high and adverse impacts have been identified for operation of the project. Based on the information available to date, it is expected that operation of either the Tunnel Alternative (Preferred Alternative) or the Elevated Structure Alternative would result in traffic and transit conditions slightly better than current conditions.

Initial findings indicate that potential disproportionately high and adverse effects to environmental justice populations in the project area during construction can be avoided or reduced through careful planning and design, although it is difficult to make a determination at this stage in the project. Additional information from public outreach efforts and development of mitigation will help to reach a conclusion on environmental justice.

Construction of the Alaskan Way Viaduct and Seawall Replacement Project would require many years to complete and would have substantial effects to most of the project area. The most widespread effect would be traffic congestion and reduced mobility during construction. Environmental justice populations could be disproportionately affected during construction because they and the organizations serving them are heavily reliant on bus transit and have limited transportation alternatives available. The organizations serving these populations are also reliant on transit, as well as overall accessibility, for the delivery of supplies, staff, and emergency services. On the other hand, the transportation management strategies being planned for the construction period, such as increasing transit vehicles and extending service hours, may be successful in preserving reliable transit service and may even provide additional transit benefits.

With advance planning and adaptation during construction, most potential effects identified to date, including relocations, air quality, transit, parking, access, noise, and visual effects, could be avoided, minimized, or mitigated.

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## Chapter 12 REFERENCES

Please refer to the 2004 Appendix J, Environmental Justice Technical Memorandum for references.

WSDOT (Washington State Department of Transportation), City of Seattle, and U.S. Department of Transportation, Federal Highway Administration. 2004. SR 99: Alaskan Way Viaduct & Seawall Replacement Project Draft Environmental Impact Statement. Washington State Department of Transportation, Urban Corridors Office, Seattle, Washington.

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