Top Line Findings of HSD Consultant Review

(Findings presented through a neighborhood-centric lens)

4th Avenue Alternatives (CID-1a and 1b)

Project Outcomes
- Provides direct light rail system connections to both CID and Pioneer Square neighborhoods.
- Provides more direct connections between light rail system and Sounder and Amtrak.
- Streetcar access same as today.
- Provides underground transit connections along 4th Avenue S.
- Directly activates and uses Union Station as a transit/transportation facility.
- Fewest overall operational impacts to neighborhoods.
- Could replace much needed 2nd Avenue Extension.
- Deep station (CID-2b) option permanently closes Ryerson Base and SODO busway.

Construction Impacts
- Most impacts to traffic and transportation in Seattle during construction.
- Disrupts light rail Stadium Station access for 2 years.
- Fewest direct business disruptions compared to 5th Avenue alternatives.
- Potentially longer construction durations than 5th Avenue alternatives.
- 4th Avenue bridge rebuilds drive project cost up.

5th Avenue Alternatives (CID-2a, diagonal, and 2b)

Project Outcomes
- Provides direct light rail system connections to CID neighborhood only.
- Sounder, Amtrak, streetcar access to light rail same as today.
- Displaces the most CID businesses of all segment alternatives.
- Eliminates two contributing historic resources to Seattle Chinatown Historic District.
- Most direct opportunity for TOD.

Construction Impacts
- Most business impacts; directly displaces and disrupts the most CID businesses.
- Partially and fully closes streets in CID neighborhood during construction.
- Eliminates the most on-street parking in the neighborhood for years during construction.
- Most construction impacts of all options, centered on CID neighborhood.
- Years of noise and construction disruption for most number of residents in CID neighborhood.

ST WSBLE CID Segment Summary 3/8/22
WSBLE and Existing Light Rail

Size, scale, and location of stations is illustrative only. Meant to orient the reader to where the stations will take you to.
West Seattle and Ballard Link Extension Project Alignments—CID Segment Definition

- Segment extends from S. Holgate Street to James St., and includes sections of SODO, Pioneer Square, and Chinatown International District neighborhoods, and Stadium District
- Pioneer Square (PSQ hereafter)
- Chinatown International District (CID, hereafter)
West Seattle and Ballard Link Extension
Project Alignments– CID Segment

Pioneer Square neighborhood- PSQ
Chinatown International District neighborhood- CID

<table>
<thead>
<tr>
<th></th>
<th>4&lt;sup&gt;th&lt;/sup&gt; Avenue Alignments</th>
<th>5&lt;sup&gt;th&lt;/sup&gt; Avenue Alignments</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>CID-1a (shallow station)</td>
<td>CID-1b (deep station)</td>
</tr>
<tr>
<td></td>
<td>CID-2a (shallow station)</td>
<td>CID-2a diagonal (shallow, diagonal station configuration)</td>
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<tr>
<td>Direct Connection to Neighborhood</td>
<td>PSQ and CID</td>
<td>PSQ and CID</td>
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<td>Station depth (in feet, depth is approximate)</td>
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<td>Light rail connections to Sounder/Amtrak</td>
<td>New more direct at Weller St.</td>
<td>New more direct at Weller St.</td>
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<td>Light rail connections to Streetcar</td>
<td>3 blocks to PSQ station 1-2 blocks to CID</td>
<td>3 blocks to PSQ station 1-2 blocks to CID</td>
</tr>
<tr>
<td>Connections to Downtown and SODO Alternatives</td>
<td>Connects to all DT and SODO options</td>
<td>Connects to SODO-1b and DT-1</td>
</tr>
</tbody>
</table>
CID-1a 4th Avenue Shallow Station

- Provides direct light rail access to Pioneer Square on west side of 4th Avenue S, and to CID on east side of 4th Avenue S.
- Provides grade-separated crossing for pedestrians and non-motorized users underneath 4th Avenue S (entrance near Weller Street Bridge)
- Provides direct connection to light rail for Amtrak and Sounder users
- Uses Union Station building for transit/transportation use
CID-1b 4th Avenue Deep Station

- Provides direct light rail access to Pioneer Square on west side of 4th Avenue S, and to CID on east side of 4th Ave S.
- Provides grade-separated crossing for pedestrians and non-motorized users underneath 4th Avenue S (entrance near Weller Street Bridge)
- Provides direct connection to light rail for Amtrak and Sounder users
- Uses Union Station building for transit/transportation use
- Requires elevators to access new station for all users
CID-2a 5th Avenue Shallow Station

- Same station entrance and surface configurations for ALL 5th Avenue (CID-2a, diagonal, and CID-2b) Alignments/Options
- Provides direct light rail access to CID at 5th Ave S and King St. (One entrance)
- Provides grade-separated crossing (underground) for pedestrians and non-motorized users underneath 5th Avenue
- Provides more direct TOD opportunity within CID neighborhood
CID-2a  5th Avenue Shallow, Diagonal Station

- Same station entrance and surface configurations for ALL 5th Avenue (CID-2a, diagonal, and CID-2b) Alignments/Options
- Station located in diagonal configuration spanning the blocks north and south of S. King St.
- Provides direct light rail access to CID at 5th Ave S and King St. (One entrance)
- Provides grade-separated crossing (underground) for pedestrians and non-motorized users underneath 5th Avenue
- Provides more direct TOD opportunity within CID neighborhood

Figure 2-48. Plan and Profile for 5th Avenue Deep Station Option (CID-2b)

These illustrations provide a general overview of the proposed station layout and are not to scale. All illustrations are oriented with north up. (Click to enlarge)
CID-2b 5th Avenue Deep Station

- Same station entrance and surface configurations for ALL 5th Avenue (CID-2a, diagonal, and CID-2b) Alignments/Options
- Provides direct light rail access to CID at 5th Ave S and King St. (One entrance)
- Provides grade-separated crossing (underground) for pedestrians and non-motorized users underneath 5th Avenue
- Provides more direct TOD opportunity within CID neighborhood
- Requires an elevator to access the station for all users
Chapter 2: Construction Approach - CID Segment

- Station construction durations range from 4-7 years
- Construction would occur on a 5- to 6-day work week
- Construction would occur primarily between the hours of 7am and 10pm
- Major construction activities generating truck traffic include station construction and tunneling.
- Construction truck volumes estimated for peak station construction and tunnelling activities ranges from 10 to 35 trucks per hour
- Cut and cover construction at all portals until excavation is deep enough for mining
- Tunnel construction and mining could occur 20-24 hours/day, 6-7 days/week
- Noise levels around station construction would be between 84 and 89 dBA at a distance of 50 feet

<table>
<thead>
<tr>
<th>4th Avenue Alignments</th>
<th>5th Avenue Alignments</th>
</tr>
</thead>
<tbody>
<tr>
<td>CID-1a</td>
<td>CID-2a diagonal</td>
</tr>
<tr>
<td>Segment construction duration</td>
<td>9-11* years</td>
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<tr>
<td>Station construction method</td>
<td>Excavation cut-and-cover</td>
</tr>
<tr>
<td>Station construction duration</td>
<td>4-6 years</td>
</tr>
</tbody>
</table>

Sound Transit did not visualize construction limits or staging areas in the Draft EIS, but did describe some extents for the purpose of impact assessment. The extents shown here are an attempt to visualize what was described in the Draft EIS.
Chapter 2: Construction Approach- CID Segment

- Station construction durations range from 4-7 years
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<tbody>
<tr>
<td>CID-1a</td>
<td>CID-1b</td>
</tr>
<tr>
<td>Segment construction duration</td>
<td>9-11* years</td>
</tr>
<tr>
<td>Station construction method</td>
<td>Excavation, cut-and-cover</td>
</tr>
<tr>
<td>Station construction duration</td>
<td>4-6 years</td>
</tr>
</tbody>
</table>
Transportation: Permanent Impacts

Impacts common to all alternatives in the CID Segment
- Provide direct underground transfers between light rail stations
- Converts curb space along 5th Avenue S. and King Street to passenger load (drop off/pick up) zones
- No permanent effects to the truck/freight roadway network

4th Avenue Alternatives (CID-1a and 1b)
- Provides wider sidewalks along west side of 4th Avenue S.
- National Historical Park
- Removes 1 NB lane from 4th Avenue (Bus lane)
- Eliminates SB left turn from Weller to parking garage
- Affects future City of Seattle bicycle lane project on 4th Avenue
- Provides underground crossing for 4th Avenue between Weller and King Streets
- Establishes a new light rail connection directly to Pioneer Square and CID neighborhoods

CID-1b
- Permanently closes SODO busway from S. Massachusetts Street, north.
- Permanently closes Ryerson Base

5th Avenue Alternatives (CID-2a, diagonal, and 2b)
- Provides underground crossing for 5th Avenue at King Street
- Establishes new light rail connection directly to CID neighborhood only
- Permanently closes S. Massachusetts St. between SODO busway and 6th Ave S.

CID-2a diagonal
- Shallow, diagonal station configuration

CID-2b
- Deep station
Transportation: Permanent Off-Street Parking Impacts

4th Avenue Alternatives
(CID-1a and 1b)
Union Station Garage (1,086 spaces)
up to 200 spaces impacted

5th Avenue Alternatives
(CID-2a, diagonal, and 2b)
Surface lots along 6th Ave, fully impacted (80 spaces)

ST WSBLE CID Segment Summary
3/8/22
Transportation: Permanent On-Street Parking Impact Spaces

| WSBLE Project CID Segment Permanent On-Street Parking Space Impacts |
|-----------------|-----------------|-----------------|----------------|-----------------|
| 4th Avenue Alignments       | 5th Avenue Alignments       |
| CID-1a (shallow station) | CID-1b (deep station) | CID-2a (shallow station) | CID-2a diagonal (shallow) | CID-2b (deep station) |
| 10-20                    | 45-60                    | 50-65               | < 50-65             | 50-65              |

Most permanent on-street parking impacts anticipated for CID Segment alternatives would occur south of Royal Brougham, along 5th Avenue S. and 6th Avenue S.
Transportation: Construction Impacts (Temporary)

See online maps for roadway extent and durations

4th Avenue Alternatives
- Impacts all bus routes along 4th Avenue S. and S. Jackson Street
- Interrupts streetcar service for up to 2 years
- Bridge retrofits on S. Jackson St. require BNSF coordination; possible rail impacts
- 4th Ave South closures could affect emergency services response in the area.

CID-1a
- Interrupts light rail service between SODO and Stadium stations for 6-7 weeks
- Closes Existing Stadium Station for 2 years (rebuild)
- Closes SODO Busway between Massachusetts and Royal Brougham for 4 years

CID-1b
- Intermittent periods of light rail single track operations

4th Avenue Alignments
- CID-1a (shallow station)
- CID-1b (deep station)

5th Avenue Alternatives
- Interrupts bus routes along 5th Ave S., S. Jackson Street, and 6th Ave S.
- Intermittent periods of light rail single track operations
- Eliminates load zones in the CID neighborhood along 5th Ave S., 6th Ave S., King St. and Weller St.
- Closures of 5th Ave S., 6th Ave S., King St. and Weller St. could affect emergency response times in the CID neighborhood.

CID-2a
- Interrupts streetcar service for 6+/ months

5th Avenue Alignments
- CID-2a (shallow station)
- CID-2a diagonal (shallow, diagonal station configuration)
- CID-2b (deep station)
## Transportation: Construction Parking Impacts

<table>
<thead>
<tr>
<th>4th Avenue Alignments</th>
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</thead>
<tbody>
<tr>
<td>CID-1a (shallow station)</td>
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</tr>
<tr>
<td>CID-2a (shallow station)</td>
<td>CID-2a diagonal (shallow)</td>
</tr>
<tr>
<td>CID-2b (deep station)</td>
<td></td>
</tr>
</tbody>
</table>

Potential Zone of Parking impacts for 5th Avenue Alternatives (CID-2a, 2a diagonal, 2b)
Affected Parcels (Full and partial parcel acquisitions)
See online maps for affected parcels

4th Avenue Alternatives/Options

<table>
<thead>
<tr>
<th>Affected Parcel Type</th>
<th>CID-1a</th>
<th>CID-1b</th>
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<tbody>
<tr>
<td>Single/Multi-Family</td>
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<td>0</td>
</tr>
<tr>
<td>Commercial and Industrial</td>
<td>12-13</td>
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<tr>
<td>Mixed Use</td>
<td>2</td>
<td>1</td>
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<tr>
<td>Public and Institutional</td>
<td>9-11</td>
<td>2</td>
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<tr>
<td>Vacant</td>
<td>2</td>
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<tr>
<td><strong>Total Parcels</strong></td>
<td><strong>25-28</strong></td>
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<tr>
<td>Residential Displacements (&gt;1 year)</td>
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5th Avenue Alternatives/Options

<table>
<thead>
<tr>
<th>Affected Parcel Type</th>
<th>CID-2a</th>
<th>CID-2a diagonal</th>
<th>CID-2b</th>
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<tbody>
<tr>
<td>Single/Multi-Family</td>
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<td>Commercial and Industrial</td>
<td>13</td>
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<td>10</td>
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<td>Mixed Use</td>
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<td>1</td>
<td>1</td>
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<tr>
<td>Public and Institutional</td>
<td>3</td>
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<td>3</td>
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<tr>
<td>Vacant</td>
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<td>1</td>
</tr>
<tr>
<td><strong>Total Parcels</strong></td>
<td><strong>17</strong></td>
<td><strong>19</strong></td>
<td><strong>15</strong></td>
</tr>
<tr>
<td>Residential Displacements (&gt;1 year)</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>
Economic: Permanent and Construction Impacts
See online maps for roadway extent and durations, and affected parcels

4th Avenue Alternatives
- Displaces parking lot north of Pacific Office Supply
- Vacant lots (former Salvation Army property)
- Potentially disrupts access to Union Station garage
- Disrupts business access along 4th Ave S.

CID-1a
- 5-8 Business displacements
- 120 employee displacements

CID-1b
- 5 Business displacements
- 200 employee displacements

5th Avenue Alternatives
- Eliminates load zones and disrupts or eliminates business access in the CID neighborhood along 5th Ave S., 6th Ave S., King St. and Weller St.

CID-2a
- 19-27 Business displacements
- 170-230 Employee displacements
- Temporarily eliminates 155-195 on-street parking spaces
- Temporarily closes Uwajimaya loading dock on 5th Ave S, affects Uwajimaya garage and entry plaza (1-3 months).

CID-2a diagonal station
- 19-27 Business displacements
- 170-230 Employee displacements
- Temporarily displaces American Hotel operations and all retail (< 1 year)
- Temporarily displaces Buty Building operations and all retail (< 1 year)
- Temporarily eliminates 20-30 on-street parking spaces

CID-2b
- 18 Business displacements
- 170 Employee displacements
- Temporarily eliminates 40-50 on-street parking spaces

4th Avenue Alignments
| CID-1a (shallow station) | CID-1b (deep station) | CID-2a (shallow station) | CID-2a diagonal (shallow, diagonal station configuration) | CID-2b (deep station) |

ST WSBLE CID Segment Summary 3/8/22
Noise and Vibration: Permanent Impacts
See online maps for affected parcels

No Operational Noise analysis was performed for the CID Segment because noise analysis was not required for proposed tunnel areas. There was no discussion in the document about the noise impacts resulting from tunnel ventilation facilities or other surface level tunnel support infrastructure.

5th Avenue Alternatives
Alternative CID-2a would impact multi-family residential units east of 5th Avenue South when connecting to either Downtown Segment alternatives (Uwajimaya Residences). When connecting to Alternative DT-2, Alternative CID-2a would have additional impacts at the Tobira condominiums, a multi-family residential property at South Washington Street and 5th Avenue South. (See purple highlighted properties)

CID-2a
- 27-74 sensitive receptor may experience groundborne noise and/or vibration impacts during light rail operations (before mitigation)

CID-2a diagonal station
- 27-74 sensitive receptor may experience groundborne noise and/or vibration impacts during light rail operations (before mitigation)
Visual and Aesthetic Resources: Permanent Impacts

See online maps for affected parcels

- No Visual Quality analysis was performed for the CID Segment because it was not required for proposed tunnel areas. There was a brief mention of tunnel ventilation systems present near Union Station.
Visual and Aesthetic Resources

Draft EIS, p. 4.3.5-4: “The alternatives being considered in the Chinatown-International District Segment would be in tunnels accessed via station entrances on 4th Avenue South and 5th Avenue South. Other than stations and other facilities such as tunnel vents, these areas would not contain components above ground. ...Other facilities, such as the tunnel vents, would typically be less prominent than the station entrances but would also be designed to fit in the neighborhood in coordination with the City. These facilities would not change the visual quality of views towards them by sensitive viewers. An exception is the tunnel vent in front of Union Station, which would be a prominent component of Alternative CID-1a* and Option CID-1b*. Any aesthetic and visual concerns related to the design of the stations and other facilities would be addressed during the community input and design review phases of the WSBLE Project. This segment is not considered further in this technical report, and KOPs were not used to depict existing conditions or alternatives.”

New tunnel ventilation building and stairs access in this vicinity for 4th Avenue Alignments CID 1a and CID 1b

<table>
<thead>
<tr>
<th>4th Avenue Alignments</th>
<th>5th Avenue Alignments</th>
</tr>
</thead>
<tbody>
<tr>
<td>CID-1a (shallow station)</td>
<td>CID-1b (deep station)</td>
</tr>
<tr>
<td>CID-2a (shallow station)</td>
<td>CID-2a diagonal (shallow, diagonal station configuration)</td>
</tr>
<tr>
<td>CID-2b (deep station)</td>
<td></td>
</tr>
</tbody>
</table>
Utility Relocation Impacts

CID-2a would require relocating utilities in “Pigeon Alley” utility corridor. Diagonal station configuration would avoid closure of 5th Avenue South, but would require temporary relocation of businesses and tenants in two properties in CID (American Hotel and Buty Building).

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<thead>
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<th>Utility</th>
<th>4th Avenue Alignments</th>
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<td>CID-1a (shallow station)</td>
<td>CID-1b (deep station)</td>
</tr>
<tr>
<td>Power</td>
<td>N/A</td>
<td>1 crossing</td>
</tr>
<tr>
<td>Water</td>
<td>1 crossing</td>
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<tr>
<td>Sanitary Sewer</td>
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<td>1 crossing, 2,500 feet</td>
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<tr>
<td>Gas</td>
<td>2 crossings</td>
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</tr>
<tr>
<td>Communications</td>
<td>6 crossings, 3,100 feet</td>
<td>5 crossings, 3,900 feet</td>
</tr>
<tr>
<td>Storm Drain</td>
<td>N/A</td>
<td>1 crossing</td>
</tr>
<tr>
<td>Totals</td>
<td>10 crossings, 3,700 feet</td>
<td>8 crossings, 6,400 feet</td>
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</table>
Parks and Recreation: Permanent Impacts

Excerpted from Draft EIS Section 4.3.17.3.2: “There are 14 parks and recreational resources in the CID Segment study area. Sound Transit analyzed the potential long-term impacts of operation of the Ballard Link Extension Build Alternatives on parks and recreational resources in the study area. None of the Chinatown-International District Segment alternatives would have long-term impacts to parks and recreational resources.”
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View from Hing Hay Park looking to the south, southwest toward 6th Ave S. and King Street intersection
Parks and Recreation: Construction Impacts

- Station construction durations range from 4-7 years
- Construction would occur on a 5- to 6-day work week
- Construction would occur primarily between the hours of 7am and 10pm
- Major construction activities generating truck traffic include station construction and tunneling.
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- Noise levels around station construction would be between 84 and 89 dBA at a distance of 50 feet
- Cut and cover construction at all portals until excavation is deep enough for mining
- Tunnel construction and mining could occur 20-24 hours/day, 6-7 days/week

5th Avenue Alternatives
Draft EIS Excerpt page 4.3.17-18: “All 5th Avenue Alternatives (CID-2a, 2a diagonal station, and Option CID-2b) would result in minor proximity effects to Hing Hay Park during construction on the west side of 6th Avenue South. Construction would also be visible to park users.”

<table>
<thead>
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<th></th>
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<tbody>
<tr>
<td>CID-1a</td>
<td>9-11* years</td>
<td>8-10 years</td>
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<tr>
<td>CID-1b</td>
<td>8-9 years</td>
<td>5-6 years</td>
</tr>
<tr>
<td>CID-2a</td>
<td>6.5-7.5 years</td>
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<tr>
<td>CID-2a diagonal</td>
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<td>CID-2b</td>
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<thead>
<tr>
<th>Segment construction duration</th>
<th>Excavation cut-and-cover</th>
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<th>Excavation cut-and-cover</th>
<th>Mined</th>
<th>Excavation cut-and-cover</th>
<th>Mined</th>
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<tr>
<td>CID-1a</td>
<td>4-6 years</td>
<td></td>
<td>4-6 years</td>
<td></td>
<td>4-6 years</td>
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<tr>
<td>CID-1b</td>
<td>6-7 years</td>
<td></td>
<td>6-7 years</td>
<td></td>
<td>6-7 years</td>
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</tr>
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Parks and Recreation: Construction Impacts

Draft EIS Excerpt page 4.3.17-18: “CID-2a, (2a Diagonal) and CID-2b would result in minor proximity effects to Hing Hay Park during construction on the west side of 6th Avenue South. **Construction would also be visible to park users**”

- Construction duration for 5th Avenue Alternatives and Options in the CID Segment ranges from 5-9 years
- Station construction durations range from 4-7 years
- Construction would occur on a 5- to 6-day work week
- Construction would occur primarily between the hours of 7am and 10pm
- Major construction activities generating truck traffic include station construction and tunneling.
- Construction truck volumes estimated for peak station construction and tunnelling activities ranges from 10 to 35 trucks per hour.

View from Hing Hay Park looking to the south, southwest toward 6th Ave S. and King Street intersection

**New station construction would occur on both blocks for the 5th Avenue Alternative and Options.**
Historic Resource Impacts (Section 106 Consultation)

Excerpted from Historic and Archeological Resources Technical Report, p 10-6: “Although construction haul routes have not yet been identified, no construction hauling is anticipated to occur within the Pioneer Square-Skid Road National Historic District, outside of the immediate construction area within the area of potential effects. Minimal construction hauling is anticipated within the Seattle Chinatown Historic District and would only occur when hauling trucks travel from the immediate construction site to Interstate 5.”

<table>
<thead>
<tr>
<th>Property or Resource</th>
<th>4th Avenue Alternatives/Options</th>
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<tbody>
<tr>
<td></td>
<td>CID-1a</td>
<td>CID-1b</td>
</tr>
<tr>
<td><strong>Pioneer Square-Skid Road National Historic District</strong></td>
<td>Adversely affected: Construction Disruption</td>
<td>Adversely affected: Construction Disruption</td>
</tr>
<tr>
<td><strong>Union Station</strong></td>
<td>Adversely Affected: Construction Disruption and Partial Property Acquisition</td>
<td>Adversely Affected: Construction Disruption and Partial Property Acquisition</td>
</tr>
<tr>
<td><strong>Total Number of Adversely Affected Resources</strong></td>
<td>3</td>
<td>3</td>
</tr>
</tbody>
</table>
## Section 4f Use Determinations

There are two (2) parks/recreation resources, and 53 historic resources evaluated under Section 4f in the CID Segment.

<table>
<thead>
<tr>
<th>Property or Resource</th>
<th>4th Avenue Alternatives/Options</th>
<th>5th Avenue Alternatives/Options</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CID-1a</td>
<td>CID-1b</td>
</tr>
<tr>
<td>Pioneer Square-Skid Road National Historic District</td>
<td>No use</td>
<td>No Use</td>
</tr>
<tr>
<td>Seattle Chinatown Historic District</td>
<td>No Use</td>
<td>No Use</td>
</tr>
<tr>
<td>Union Station</td>
<td>Use</td>
<td>Use</td>
</tr>
<tr>
<td>Seattle First National Bank- International Branch</td>
<td>No Use</td>
<td>No Use</td>
</tr>
<tr>
<td>Retail Stores (418 5th Ave S.)</td>
<td>No Use</td>
<td>No Use</td>
</tr>
<tr>
<td><strong>Total Number of Section 4f “Use” Determinations</strong></td>
<td><strong>1</strong></td>
<td><strong>1</strong></td>
</tr>
</tbody>
</table>
CID Segment General Notes

• 4th Avenue rebuild extent north of Jackson is extensive; reasons unclear
• No operational noise analysis performed for segment
• No visual quality analysis performed for the segment
• Stadium events were not considered in transportation analysis
Pioneer Square Specific Notes

• No mention of Pioneer Square neighborhood in the Social Resource, Community Facilities, and Neighborhoods section
  • Non-profit service providers in Pioneer Square were discussed

• No substantive treatment of Pioneer Square in EJ analysis

• Stadium events were not considered in transportation analysis

• Historic Resources concludes “No construction hauling will occur within (PSQ) historic district.”

• No discussion of areaways in any capacity (transportation nor historic resource)
Chinatown International District
Specific Notes

• EJ analysis lacks information
• Stadium events were not considered in transportation analysis
• No operational noise analysis performed for segment
• No visual quality analysis performed for the segment
• Historic and eligible resource impacts unclear
• Substantial and long-term construction disruptions to neighborhood, businesses, and residents