



HISTORIC SOUTH DOWNTOWN

VIA ELECTRONIC MAIL

WSBLE Draft Environmental Impact Statement Comments
c/o Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

RE: Comments on the DEIS for West Seattle and Ballard Link Extensions Project

Dear Ms. Swift:

The Board of Directors and staff of the Pioneer Square International District Community Preservation & Development Authority (dba Historic South Downtown, *hereinafter* HSD) are pleased to provide these comments on the Draft Environmental Impact Statement (“DEIS”) for the West Seattle and Ballard Link Extensions Project (“the Project”), notice of which was issued on January 28, 2022.

On April 26, 2022, the HSD Board of Directors voted to approve the content of the following letter and appendixes, with a vote of 10 yeas with 2 abstentions.

HSD supports the extension of light rail to West Seattle and Ballard, fulfilling a key part of the Sound Transit 3 program approved by voters in 2016. The WSBLE project will transform the region’s light rail system and the Chinatown-International District (CID) and Pioneer Square (PSQ). The project carries the potential to create a more connected, accessible regional transportation hub in South Downtown, improving access for commuters using light rail, the Sounder, Amtrak, Seattle Streetcar, Metro, Greyhound, Community Transit and Pierce County busses, and WSDOT Ferries. HSD supports this vision.

In the following, we outline our concerns over the serious, permanent damage posed to the CID by the 5th Ave. S. (CID-2a and 2a Diagonal) options, and the potential for the development of a vibrant, connected regional transit hub with 4th Ave. S. shallow (CID-1a) alignment. We ask the Sound Transit Board of Directors to center the priorities and needs of the equity-seeking communities of color in South Downtown. Our comment letter consists of this cover letter and three appendixes.

HSD AND SOUTH DOWNTOWN HISTORIC DESIGNATIONS

HSD was created by the Washington State Legislature in 2007 to preserve, restore, and promote Seattle's historic PSQ and CID neighborhoods. HSD exists to help the neighborhoods of PSQ and the CID mitigate and recover from the effects of large public projects. We are governed by a board of directors drawn from the community, elected to represent local businesses, residents, government, arts organizations, non-profits, and historic and cultural organizations from both neighborhoods.

Each neighborhoods contains a core area listed in the National Register of Historic Places, and an overlapping, slightly larger area protected by local historic district designations and related preservation regulations. The National Register (NR) boundaries show that Union Station, the existing ID/C light rail station, and the ID/C plaza are within the Pioneer Square NR district. Maps of the local historic districts show that these areas are contained within both the Pioneer Square Preservation District and the International Special Review District. Additionally, Union Station is individually listed in the National Register of Historic Places.

SOUTH DOWNTOWN – DIVERSE, HISTORIC COMMUNITIES

PSQ and CID are home to Indigenous people, non-English speaking households, immigrants and minorities at higher rates than other Seattle neighborhoods, and higher than any other communities along the proposed Ballard or West Seattle alignments. Both neighborhoods support a high percentage of small, locally-owned businesses, which contribute to the vibrancy of the communities and attract visitors from around the world. The core of the Chinatown historic district is strongly connected to the immigrant Chinese, Japanese, and Filipino communities. A late 2020 survey of businesses in the historic district found that more than 67% meet multiple definitions of "small business" and 88% are Black, Indigenous, or People Of Color (BIPOC)-owned.

Both neighborhoods are at an exceptionally vulnerable point in their 100+ year histories. The COVID-19 pandemic, 2020 protests against racial injustice and police violence, and an epidemic of anti-Asian incidents disproportionately impacted our neighborhoods. The crisis of houselessness that affects all of Seattle and the region is particularly acute in our neighborhoods, particularly in PSQ with its disproportionate concentration of service providers.

Both communities have experienced decades of highly disruptive public infrastructure projects. A consistent theme of these projects is that they generate benefits regionally while the burden of negative impacts is felt primarily locally. In recent years, the projects include construction and operation of two stadiums, the SR99 Deep Bore Tunnel, First Hill and Center City Connector Streetcars, Seawall, Seattle Waterfront and demolition of the Alaskan Way Viaduct, and utility upgrades. All of this has taxed our resources and exposed us more than ever to the corrosive effects of displacement and gentrification.

Despite the challenges PSQ and CID communities face, our neighborhoods are resilient. Although the COVID-19 pandemic and racialized violence have stymied small businesses and sent residents indoors for more than two years, currently we are witnessing the glimmers of an enduring community. The restaurants and cafes are seeing customers return. Neighbors are once again gathering in Hing Hay Park to practice tai chi or play a round of ping pong. Work continues to implement the Jackson Hub Concept Plan, a community-led effort to create a

welcoming, safe area at S. Jackson St. between 2nd Ave. S. and 5th Ave. S., where the two neighborhoods meet.

Although the Omicron surge in January delayed the traditional Lunar New Year celebration, community members and people from across the region will gather on April 30 to celebrate together. Long-closed upper floor businesses are returning to PSQ, and Occidental Park is filling its once empty tables with people grabbing lunch or coffee amongst the mature London Plane trees and historic buildings. The interplay between local businesses, residents, visitors, employees, and the celebrations, traditions, festivals, seasonal rhythms and stories has built two unique neighborhoods rich with intangible cultural heritage.

In the early planning of the Project, the City of Seattle and Sound Transit identified the CID as the only neighborhood within a half-mile of the representative alignment with a concentration of communities of color greater than the citywide average, and therefore subject to specific focus and support through the Racial Equity Toolkit (RET). Our neighborhoods—historic, iconic, and home to multigenerational, multilingual, socio-economically diverse Seattleites—deserve this protection and support.

RACIAL EQUITY AND ENVIRONMENTAL JUSTICE

Like communities of color across the country, the CID and PSQ have been harmed by more than a century of public projects and policies that have, at best, failed to center communities of color and low-income residents, and at worse, baked racist policies into the infrastructure of South Downtown.

Sound Transit and the City of Seattle have partnered to use the RET in the planning and construction of the Project. In relation to the CID, the RET states the joint intent of these public entities is to 1) limit harmful impacts of the project and work with impacted communities to identify opportunities to repair past harm; 2) maximize connection for all users; and 3) [ensure] community shapes decisions that impact them, through self-determination and with a 100-year vision for future generations.

The National Environmental Policy Act (NEPA) does not require an effort as detailed as the RET, but it does require an evaluation of whether the Project would result in disproportionately high and adverse effects on minority and low-income populations, and require Sound Transit's engagement with these populations to encourage their active participation in the planning process. The RET is also consistent with Executive Order 12898, and therefore with the purpose of the Environmental Justice analysis.

To ensure the RET/Environmental Justice analysis appropriately acknowledges the cumulative harm caused by more than a century and a half of public policies and infrastructure projects based in systemic racism, HSD has compiled a list of examples, attached here as Appendix A. Please note that as with many instances of systemic racism, some of these events were initiated to have positive and protective impacts but unintended consequences arose that created new barriers or disproportionate problems for the BIPOC community.

Also please note that while the Environmental Justice analysis references these impacts in the narrative, it does not include them in the documentation of the analysis that led to an Environmental Justice conclusion of no disproportionately high and adverse impact (Appendix

G, Table 5-4, pages 5-31 through 5-66). This conclusion is clearly wrong, as is made obvious by the analysis included in this submission. See *infra* and attached Appendix A.

UNDERSTANDING PAST HARMS AND BROKEN PROMISES

The RET and the Environmental Justice appendix of the DEIS both seek to address past harms and help to involve community in planning to avoid disproportionate impacts on communities of color. We believe it is important to spell out what some of those past harms have been, and to recognize how more modern projects have allowed systemic racism to overcome stated positive goals, to ignore community priorities, and to break promises made to communities of color. For that reason, we have listed examples of racist practices, attacks, incidents, redlining, and even well-intentioned policies that have increased barriers, going back more than a century. See *Appendix A*.

Union Station was built in 1911 and brought the Oregon and Washington Railroad regional rail into south downtown. It served until 1971, when Amtrak consolidated into King Street Station. Early planning in 1973 began to explore using a facility designed to handle thousands of passengers for multimodal transit. It was studied again in 1985, 1989, 1992, and finally 1998 when it became the headquarters for newly-formed Sound Transit. The building is still underutilized, even after almost 50 years of studies. While return of passenger rail access to the building is listed in the DEIS as an adverse impact due to construction disruption and partial property acquisition, we believe that a thoughtfully-designed adaptation could return integrity of use, feeling, and association to this iconic building that stands as an entrance to downtown Seattle and the intersection of two historic districts.

In numerous outreach activities over the course of the WSBLE project, Sound Transit staff have engaged the community in visioning exercises to surface community priorities and goals. *These outreach efforts were required and necessary* in the context of this ambitious transit project. However, for many people in South Downtown, the overwhelming feeling is that *we have been here before*.

In 2019, the City of Seattle, Sound Transit, and King County agreed—at the request of a coalition of South Downtown stakeholders—to partner with us to review past outreach outcomes and consolidate what community members have been saying for the past 20 years about our interests, needs, concerns, and priorities. This review revealed remarkable consistency over the course of decades. The City, Sound Transit, and King County also agreed to incorporate many of these neighborhood self-defined priorities into future projects plans that affect our communities—including this Project. These priorities are:

1. Retain or increase community ownership of properties
2. Improve public safety
3. Enhance community vitality and sustainability
4. Encourage economic development
5. Enhance public health and well-being
6. Acknowledge and address historic racism that has and continues to impact neighborhoods
7. Minimize cumulative harm to and/or displacement of existing businesses, residents, and nonprofits
8. Activate common areas

9. Increase economic diversity in businesses and residents
10. Improve mobility and connectivity
11. Retain historic and cultural character
12. Support a small business environment
13. Ensure that people across Seattle and the region continue to visit the neighborhoods, even during construction

In recent years, Seattle, King County and Sound Transit staff have worked with PSQ and CID stakeholders on implementing the Jackson Hub Concept Plan, published in 2019. This is an example of ways that governmental units are working to center community priorities and accomplishing shared goals. However, there is still no actionable result from the Concept Plan work. The RET is another opportunity for our governmental partners to illustrate support of equity-seeking communities and demonstrate that promises will be kept.

To ensure that Sound Transit and the City of Seattle meet their stated outcomes of: 1) limit[ing] harmful impacts of the project and work with impacted communities to identify opportunities to repair past harm; 2) maximiz[ing] connection for all users; and 3) [ensuring] community shapes decisions that impact them, through self-determination and with a 100-year vision for future generations, the DEIS must center the values and priorities of the people of the CID.

FIFTH AVE. S. IMPACTS

The proposed 5th Ave. S. alignments (CID-2a, CID-2b, and CID-2a Diagonal), would break the promises and stated goals of the RET. The direct, permanent impacts on four to six National Register-eligible/-listed buildings, with additional indirect and construction impacts on another four+ buildings and would constitute a significant adverse effect on two National Register-listed historic districts. With the addition of parks, it also results in a significant increase in use impacts under 4(f) (1 resource versus 3-4 resources).

There is an open question as to whether the long-term, direct, and indirect impacts of the 5th Ave. S. options could be mitigated at all. Is the loss of intangible cultural heritage something that could be addressed monetarily? Would mitigation programs accomplish their goals within a predictable timeline? HSD does not think so. Instead, this Project requires design that avoids the catastrophic impacts of carving up two blocks of the CID.

A 4th Ave. S. alignment *shifts* the impacts and trade-offs for a *regional* transportation system outside of a fragile, historic, ethnic neighborhood that was red-lined into existence. The entities who would be impacted with the siting of the station on 4th Ave. S., in general, have stronger financial infrastructure to bear the burdens. A 4th Ave. S. choice would distribute the impacts equitably across the region, be primarily economic, and suited to the current mitigation guidelines.

Additionally, a station constructed between existing transit options bears the potential to smooth the rider's experience when moving between modes of transit. The 4th Ave. S. alignment would support implementation of significant parts of the Jackson Hub Concept Plan, particularly in regard to connections between neighborhoods and transit. It would increase pedestrian infrastructure and align signals to prioritize pedestrian and transit-rider experiences in this important corridor, which would have lasting benefits to both PSQ and the CID.

DEEP STATION OPTIONS SHOULD NOT MOVE FORWARD

After careful review of the WSBLE DEIS, the HSD Board does not believe that either of the deep tunnel options, CID-1b or CID-2b, meet the stated goals of creating a user-friendly mass transit system and interconnected transit hub around Union Station and King Street Station. They also do not meet the community goals of connectivity between transit and the CID and PSQ neighborhoods.

We do not believe the deep options—with their elevator-only access and longer transfer times—serve to support the neighborhood or the region. Even a bank of eight elevators will be unable to keep up with crowds during major events (e.g., football, soccer, or baseball games, or Lunar New Year), or when there are mechanical problems. Nor will elevator-only access be viable if there is another global pandemic, making it unsafe to ride in an elevator with a non-household member. We fear that elevator-only access will lead people to disembark or transfer at a different station with less onerous transfers, undermining multiple goals for the performance of the new station. The deep options would also make light rail transportation inconvenient for residents of PSQ and the CID. With all these challenges, we believe that CID-1b or CID-2b diminish the project's purpose and need and should therefore be removed from further consideration.

DIRECT, INDIRECT, SHORT- AND LONG-TERM IMPACTS OF 5TH AVE. S. ALTERNATIVES

In 2022, if you were to stand on the plaza of the International District/Chinatown (ID/C) light rail station at S. King St., you would physically be in both the CID and the PSQ historic districts.

Around you, the ID/C station plaza is bordered by the early 20th century brick architecture of Union Station, and steel and glass architecture of early 2000s development. The 1990s ID/C plaza has brick paving and steel trellis superstructures, with art and poetry elements worked into the plaza so subtly that they have been forgotten. The steel and glass architecture of the buildings to the south and west of the station house some of the only chain food businesses within the two historic districts. The glass reflects the historic buildings across 5th Ave. S.

To the east, you see the heart of Chinatown, framed by the Historic Chinatown Gate. It is an active commercial area, but one still recovering from the coronavirus pandemic and the attendant rise in anti-Asian violence.

Storefronts along 5th Ave. S., particularly north of S. King St., have suffered from the lack of commuter and daytime business traffic, but the small storefronts along S. King St. are still active. The corner building houses Joe's Bar, a small local dive that has been a tavern or bar dating back to at least 1938 – five years after the end of prohibition - when it was Mrs. Ko Nishiyama's Beer Parlor. A few storefronts down S. King St., Seattle's Best Tea, a Taiwanese tea and boba shop that has been open since 1996 in a space that used to house a billiards parlor and a Thai market, but that now serves boba devotees. These anchors support traffic to new businesses like Chung Chun Rice Dogs, which opened in one of these smaller, affordable spaces, and which is something of an Instagram sensation

South of the Gate, the Publix is a 21st century success story, rehabilitated from its early single-room occupancy hotel configuration to a market-rate apartment rental, with a new apartment

building on the south, complementing the historically contributing architecture. Both Publix buildings, along with the commercial buildings to the north, have ground floor retail, small local businesses contributing to the vibrant entrepreneurial community of the CID.

Behind the Publix is a parking lot and a low, one-story brown stucco building with a striking blue tile roof - the old Uwajimaya grocery store - now known as the Nagomi Plaza. Behind the Nagomi Plaza is the new Uwajimaya, a multi-story building with apartments rising above the grocery store, food court, and a few other small businesses that activate the street fronts.

Most of this area is either owned or occupied by local, minority families, who have built up businesses, educated children, and passed on a commitment to the CID community.

What will this neighborhood look like in 2042?

Per the DEIS, if either CID-2a or CID-2a diagonal are built, the locally-owned parcels will have been purchased by Sound Transit. A ventilation tower and emergency exit structure will sit in the middle of what had been the Nagomi Plaza parking lot. The rest of the block between the back of the Publix, 6th Ave. S. and S. Weller St. will be vacant. The station entrance will sit across the street, on another almost completely vacant lot, with bike storage and another empty lot at the opposite corner of that block. The community will be working to define what happens next. At that point, how will the potential TOD plan incorporate the communities' long-stated priorities? Once the Historic Chinatown Gate is surrounded by empty lots, how will Sound Transit engage to restore the intangible cultural heritage that was lost along with the buildings and businesses?

Economics and Cultural Practices are Intertwined in Chinatowns

The DEIS acknowledges that the CID has strong social cohesion, as well as high risks for displacement, defining neighborhood cohesion as "the extent to which residents have a sense of belonging to their neighborhood ... consider[ing] the interactions between the residents and the resources in the neighborhood" (DEIS 4.3.4.1.1; 4.3.4.3.3).

Chinatowns have always been a combination of economic participation in white culture while being refuge from that dominant culture. The space that mediates this relationship for a group that has been deemed a perpetual "other" is imbued with intangible cultural heritage: traditions, manifestations, and living expressions of living culture, knowledge, and skills, including languages and festivals.

Seattle's CID is unique in bringing together Chinese, Japanese, Filipino, Vietnamese, and Cambodian immigrants together in a space that defined by their "otherness" but which has built that identity into a strength of community identity. Unlike any other neighborhood along the WSBLE corridor, the CID provides a space for belonging through culturally-competent social services, recreational and cultural spaces, and culturally-relevant small businesses.

The CID houses a tradition of immigrant entrepreneurship, often transferred down generations, creating family wealth and stability that was otherwise impossible for Asian immigrants to access. Economic and cultural impact cannot be considered separately from one another in this neighborhood.

CID-1A, 4TH AVE. S. SHALLOW, ALIGNS WITH COMMUNITY PRIORITIES AND AVOIDS HARMFUL IMPACTS TO COMMUNITIES OF COLOR

The 4th Ave. S. shallow option, CID-1a, is the alternative that avoids, rather than attempts to mitigate, unmitigable cultural impacts. And more importantly, the 4th Ave. S. shallow option allows Sound Transit and the City of Seattle to partner in a project that will create a thriving regional transit hub and move forward important and long-delayed priorities of the surrounding communities, including ideas proposed in the Jackson Hub Concept Plan.

The benefits of a 4th Ave. S. shallow option will benefit the community and the region by truly fulfilling a 100-year vision. It will:

1. **Improve mobility and connectivity:** shallow options mean easier and more convenient transfers between light rail lines and easier access to other transportation modes. A 4th Ave. S. alignment provides direct transit connections to both the CID and PSQ neighborhoods, as well as the most direct connections to Sounder, Amtrak, and the stadiums. With the pedestrian underpass, it improves the pedestrian experience for people using light rail or just trying to get across 4th Ave. S.
2. **Activate common areas:** CID-1a would activate Union Station by reviving its original purpose as a train station. By serving as the location for the new light rail station entrance, and a connection between the existing and proposed stations, the revived Union Station would be readied for further successful activation. However, any programming activation must be fully funded.
3. **Improve public safety:** Additional activation of Union Station, the S. Weller St. Pedestrian Bridge, and the 4th Ave. S. and S. Jackson St. intersection with pedestrians will improve public safety. This serves to enhance public health and well-being by increasing pedestrian safety and connectivity between the CID and PSQ neighborhoods. The City's Station Planning Progress Report also identifies pedestrian improvements to be made around the station, which would further increase these benefits.
4. **Minimize cumulative harm to and/or displacement of existing businesses, residents, and nonprofits:** This community priority meets the RET outcome goal, as well, and a 4th Ave. S. alignment will avoid the displacement of 19-27 small businesses in the CID along 5th Ave. S., S King St., 6th Ave. S., and S. Weller St. Additionally, by moving the core construction outside of this fragile ethnic neighborhood, the impacts of the project are shared regionally rather than locally by small, minority-owned, under-capitalized businesses.

Increasing economic diversity in businesses and residents, encouraging economic development, and retaining/increasing community ownership of properties are additional goals that are best viewed under cumulative harm, as the economic and cultural life of the CID and PSQ are intertwined. These priorities will require Sound Transit to work with the communities and the City to identify needs, barriers, and opportunities to improve the long-term sustainability and viability of these important historic neighborhoods in Seattle.

HSD aims to support a small business environment and asks Sound Transit and the City to join us in this goal, which will enhance community vitality and sustainability and retain historic and cultural character. In different ways, both PSQ and CID are neighborhoods developed by small, local entrepreneurial businesses, with their mixed-use buildings and housing residents behind and above the businesses that provide employees and patrons.

5. **Ensure that people across Seattle and the region continue to visit the neighborhoods, even during construction:** By avoiding construction impacts on 5th Ave. S., S. King St., and S. Weller St., the CID is protected from massive construction disruption, allowing the businesses, non-profits, and cultural cohesion to continue on their current path, attracting locals and visitors from around the world to visit. Similarly, PSQ would not suffer the same level of construction impacts they have faced in recent projects. The design of the construction mitigation plans will be key in achieving this goal, and communities should be involved.
6. **Acknowledge and address historic racism that has and continues to impact neighborhoods:** Appendix A has a starting list for *acknowledging* past impacts of government actions on these neighborhoods. Addressing them should be incorporated into the FEIS in the cumulative effects section, along with designed mitigation and project mitigation that attempts to leave the communities with increased equity post-Project construction.

ADDITIONAL STUDY IS NEEDED TO ADDRESS 4TH AVE. S. IMPACTS

Every effort to improve our regional transit network will involve trade-offs. As discussed above, HSD does not believe the trade-offs called for in the 5th Ave. S. options provide sufficient benefit or can be effectively mitigated.

This does not mean that the CID-1a 4th Ave. S. alignment is without substantial impacts. There are many outstanding questions that remain unanswered in the DEIS. HSD is requesting that the Sound Transit board commit to a period of additional study and transparency of 4th Ave. S., to answer these many remaining questions and allow for a thorough mitigation plan to be developed. Some specific points to highlight:

- The additional study requested is not intended to delay to the WSBLE timeline. Rather, HSD requests that Sound Transit staff continue to engage with the community as it answers the questions listed below (and others that arise) so that community can be involved in the direction forward, instead of passively receiving the Final EIS next year.
- Chief among the concerns is the projected cost overrun. Sound Transit has engaged in voluntary cost refinements on other segments of the proposed alignment. It must do an aggressive refinement for the 4th Ave. S. Shallow option as well. HSD is asking Sound Transit to right size the 4th Ave. S. alignment and station within the budget and apply design strategies to shrink the cost. Apply the same kind of innovative thinking and creativity and effort used to generate the 5th Ave. S. diagonal alternative (a station proposed by Sound Transit to address the challenges they have identified for CID-2a), to explore improvements and refinements to CID-1a.

- What construction practices or design refinements can Sound Transit and City of Seattle utilize to manage detours, traffic diversions, and minimize road closures?
- Bus routes DO need to be maintained during construction. Can buses and transit be given priority on what remains of 4th Avenue during construction?
- What will the impact be on the S. Weller St. Pedestrian Bridge?
- Can the impact on Ryerson Bus Base be further reduced?
- How can haul routes be reoriented outside of the CID and PSQ neighborhoods, with their small-scale pedestrian environments, areaways, historic buildings, and concentration of human services?
- Sound Transit should address how surge events during construction can be managed. Additionally, the FEIS should address how the new CID station design will accommodate surge events in operations.

ADDITIONAL STUDY NEEDED IF 5TH AVE. S. ALTERNATIVES PROGRESS

If the Sound Transit Board decides to proceed with study of the 5th Ave. S. alignments, additional study and cost estimates for substantive, transformational mitigation must be included. These include:

- A community ownership commitment for any parcels of land designated for equitable transit-oriented development. For example, investigate the feasibility of a community land trust or other non-traditional models and creative approaches to community ownership.
- Additional study of the economic feasibility of TOD within the context of the International Special Review District regulations, considering community capacity and financing. As TOD is intended to increase density around transit hubs, but the CID and PSQ are already high-density neighborhoods, can additional density be achieved within the historic district regulations?
- An understanding of the cultural importance of small business ownership and small unofficial incubator spaces must be developed to facilitate proper mitigation and relocation packages for affected small businesses. In a small business district like the CID, businesses exist within a network of other small businesses. Relocations have ripple effects. Sound Transit needs to assess these effects or provide support for community organizations to study this, prior to settling on a mitigation package.
- Funding to support small local businesses with non-English speaking proprietors to prepare to engage in the Uniform Relocation Act, including bookkeeping and legal support, based on lessons learned engaging with Rainier Valley businesses dealing with mitigation in ST1.
- Funding for community organizations in the CID and PSQ to hire additional staffing and/or contractors and develop programs to assist their constituents and visitors to prepare for construction impacts, navigate the construction period, and advocate for community vision until the promised TOD is complete.
- Any effort to activate Union Station while siting the new station on 5th Ave. S. should include mitigation funding to operate and manage the property as long as and until the operation becomes self-supporting.
- The loss of the cultural fabric is problematic and will require creative efforts to mitigate. It is possible that community-defined metrics could be created to measure ongoing diversity and vitality of life in the CID and PSQ. Attention should be paid to forces that

promote gentrification or displacement, including median rents of residential and commercial real estate, percent of local ownership, and other indicators. Funding would be needed to define an appropriate study, to reassess periodically (every year at first, then perhaps every five years for a total of 20 years after the TOD is complete) and to provide remedies for the long-term, indirect impacts that are identified at Project outset and in the future.

Additionally, given the unique historic neighborhoods present in the CID segment of the Project, we suggest that additional analysis on cumulative effects be presented to demonstrate the impact of the largest public infrastructure project in the city of Seattle's history on the two oldest neighborhoods in the city. The past infrastructure projects in the neighborhood have benefitted a regional transportation network to the detriment of these equity-seeking communities. We applaud Sound Transit's state goal to repair past harms, and support every effort to ensure these promises are fulfilled.

CONCLUSION

Based on review of the current information, we believe that the CID-1a 4th Ave. S. shallow option offers the greatest potential to achieve community priorities, create direct connections between PSQ and CID neighborhoods, and improve transit connections between modes. However, there is a need to clarify cost, traffic and transit impacts, construction phasing and staging, and construction management plans for the 4th Ave. S. option and reengage community prior to the completion of the FEIS. We believe CID-1a comes the closest to delivering both local and regional benefit while protecting the irreplaceable cultural core of the CID neighborhoods.

HSD is grateful for this opportunity to comment on the DEIS, and the efforts of Sound Transit staff to reach out to our diverse communities. We look forward to continuing to work with Sound Transit board and staff to ensure the successful completion of the most ambitious and costly public project undertaken in Seattle's history.

Sincerely,

DocuSigned by:

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Kathleen Barry Johnson
Executive Director
4/27/2022

DocuSigned by:

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Dana Phelan
President, Board of Directors
4/27/2022

Attachments:

- Appendix A: Listing of past racist or racially impactful policies, projects and incidents
- Appendix B: Detailed list of DEIS comments and questions
- Appendix C: Matrix of community priorities and impacts of pending options

CC: Sound Transit Board of Directors, Seattle City Council, King County Council, The Honorable Mayor Bruce Harrell and The Honorable County Executive Dow Constantine, The Honorable Representative Sharon Tomiko Santos, The Honorable Representative Kristen Harris-Talley, The Honorable Senator Rebecca Saldaña, The Honorable Senator Maria Cantwell, Senator Patty Murray, The Honorable US Representative Pramila Jayapal, The Honorable US Representative Adam Smith



HISTORIC SOUTH DOWNTOWN

APPENDIX A Harmful Government Actions

Government Policies, Actions, Inactions resulting in inequitable and/or racially-motivated negative impacts

This list was compiled in conversation with community members in South Downtown and is not intended to be a comprehensive list of impacts on these two historic neighborhoods. We have attempted to group these examples by time and type of activity, and to give some context where possible as to the impact of the actions.

We intend this list to provide examples for guidance when the City and Sound Transit state their intent to "identify opportunities to repair past harm." To repair, one must first acknowledge and name the harm. Then one must seek to understand these communities to cease causing inadvertent harm (see "Neglect & Erasure" section below)

Overtly white supremacist measures

After the Civil War, the United States began to formalize its claims on the West Coast. Governments began making laws that preferred the rights of white, European immigrants, stigmatizing the status of being non-white, and setting the stage for 1-1/2 centuries of discrimination and marginalization. Examples of these laws include:

- 1864 Alien Land Laws (state-level)
 - Initially, taking of native property by European settlers, then prohibited or took land ownership from Native Americans and, eventually, immigrants of color, who were also denied citizenship.
- 1865 Exclusion of Native Americans from living within Seattle City limits
- 1882 Chinese Exclusion Act
 - prohibited naturalization and created first immigration exclusion based on race and place of origin. Repeatedly renewed and reinforced for 8 decades.
- 1942 Executive Order 9066
 - In addition to incarcerating Japanese immigrants and Japanese-American *citizens*, this rule also forced many to sell land, businesses, and personal property at a loss. Exceedingly few people were able to reclaim their property after the end of WWII, leading to a drastic reduction in the size of Nihonmachi.

Health and safety regulations with overt white supremacist intent, racist impacts, or unintended and inequitable consequences

Public health measures have a history of being promoted as a strategy for "encouraging" non-white laborers and entrepreneurs to return to their countries of origin. Other cases, like

protective fire codes, were well-intended but imposed a sudden and unanticipated cost of operating residential units. In Chinatown, many building owners simply stopped renting residential space, leading to housing shortages that persist to this day. Examples include:

- 1885 Cubic Air Ordinance
 - Uneven enforcement in Seattle and other west coast cities specifically targeted Chinatowns.
- 1970s Fire codes resulting from the Ozark Fire
 - Measures were necessary fire safety improvements, but implementation created additional burdens on local building owners. Many owners simply stopped renting residential spaces, leaving vacant upper floors and housing shortages that continue to this day. Inequitable access to capital for code improvements exacerbated the issues then and now.
- 2012-present City discussion of unreinforced masonry buildings seismic retrofit upgrade codes, which would place an additional burden on the PSQ and CID neighborhoods with their high proportion of URM's.

Civic improvement, infrastructure, renewal projects

Publicly funded projects, beginning well before WSBLE, have too-often been the excuse to tear down parts of the CID, destroying thriving businesses and residential neighborhoods, and creating a smaller and smaller CID. All were done in the service of "progress," and many inequitably benefitted the larger city or region but with impacts born primarily by these two small historic neighborhoods in south downtown.

By centering on values such as modernization and other white-focused ideas, public projects in the past have labeled parts of the CID as "blighted" or in need of renewal, refusing to value the ethnic livelihoods and culture that had taken root in one of the very few places that were accessible to Asian immigrants. Examples include:

- 1910 Jackson Street Regrade
 - displaced thriving Chinese and Japanese communities
- 1928 2nd Ave. Extension Construction
 - eliminated "Chinatown #2," which had been in Pioneer Square.
- 1941 Yesler Terrace construction
 - While creating innovative integrated public housing, took large tracts of land from Nihonmachi (Japantown) and displaced immigrants who did not have the citizenship necessary to qualify for this public housing
 - Currently being rebuilt – ongoing.
- 1949 Construction of Charles Street Yard by City of Seattle
 - Displaced thriving Chinese neighborhood.
 - Similar impacts were continued/expanded during the conversion to a maintenance facility (1963) and the addition of the Seattle Streetcar spur line (2012).
- 1970s Kingdome Construction, Operation and Demolition, Replacement by new Stadiums
 - Kingdome community impacts were intended to be mitigated by the 21 Stadium Impact Resolutions passed by the City, but **funding ran out in three years**.
 - Baseball Stadium (1997).
 - Seahawks Stadium & Exhibition Center (2000-2002).

- Operation of stadiums causes traffic congestion, transit congestion, sidewalk congestion, public drunkenness, littering, and sometimes violence, with inadequate public support to mitigate the public safety hazards. The Stadiums' governing organizations participate in a community benefits process, which is helpful, but which requires ongoing staffing and funding, even to this day.
- Transportation projects cause major construction impacts and ongoing increased pollution, degraded pedestrian services, increased traffic and "surge" events. These projects definitely delivered higher levels of service to the neighborhoods of PSQ and CID, however they are also prime examples of projects that deliver the vast majority of benefits to regional or even national interests but leave the burden squarely in the impacted neighborhoods. In the past, the design of many of these projects has created new public safety concerns.
 - 1960s Interstate 5/Seattle Freeway construction
 - Demolished about half of Yesler Terrace (20 years after it was built) removing low-income housing from the neighborhood.
 - Permanently, physically divided the CID.
 - Created a dark, damp "no-man's land" beneath the highway (at least a block wide) where homelessness and drug dealing thrive.
 - Effort to turn areas around the highway structure into greenbelts created hidden (and not hidden) camping areas, led to the development of the notorious "Jungle" encampment.
 - Removed mixed housing and industrial properties throughout the 9th Ave. S. corridor.
 - 1987-1990 Construction of Downtown Seattle Transit Tunnel (now ID/C station)
 - the PSQ headhouse continues to be a public safety concern, based largely on its design.
 - 1990s construction of Interstate 90
 - More dark "no-man's lands."
 - 2009-2019 SR 99 Tunnel construction and Viaduct demolition (2019)
 - 2012-2016 Streetcar construction, utility relocation work
 - Jackson Street, 1st Ave. S., and the 8th Ave. S. spur line – which was related to Charles St. potential redevelopment, yet to happen.
 - 2017 1st Ave. S. utility relocation in preparation of City Center Connector. Both CID and PSQ neighborhoods were promised that major City Center Connector construction-related disruptions would pay off when the entire streetcar system was connected. As of the date of this letter, the City Center Connector streetcar is stalled, and is likely never going to be built.
- Ongoing Waterfront Reconstruction
 - While the eventual public amenity created by a vibrant waterfront will benefit the neighborhoods as well as the city and region, the construction impacts and detours have been onerous for small businesses and neighborhood residents. It should be noted that while PSQ is part of a taxation Local Improvement District (LID), the existing plans for redevelopment stop at Coleman Dock and start again at Railroad Ave., skipping most of the PSQ waterfront. Planning for Pier 48 seems to be constantly out of reach, as other interests and their needs are prioritized above the neighborhood's.

Zoning and land use decisions

As with public health measures, zoning and land use decisions have often provided cover for covertly white supremacist measures (e.g. redlining), but at other times have been instituted for

all the right reasons, with insufficient thought given to unintended consequences. Examples include:

- Repeated rezoning leading to instability in Little Saigon area and the neighborhood surrounding the core historic CID
 - 2012 Livable South Downtown rezoning of Little Saigon area, followed by 2017 Housing and Livability Agenda rezoning around the entire CID
 - Increased building heights in and around Little Saigon twice in a decade caused sale of properties at escalating values that priced out local organizations and long-term property owners.
 - Raised concerns for owners of industrial and warehouse properties about how long they could continue to do business with increased pressures on their properties.
 - Necessary housing is being built without the cultural connection and community ownership that will maintain the vitality and identity of Little Saigon.
 - Overall, community organizations in both PSQ and CID support additional housing affordability, but inequitably bear the burden of this increase when compared to many primarily residential neighborhoods in Seattle, with the unintended consequence of creating a concentration of low-income housing.
- Concentration of human services – city and county policies during 1960s-'70s public policy shifts, consolidated major human services, courts, public safety activities in PSQ.
- 2018 Expansion of International Special Review District
 - Expansion extended the district east from 10th Ave. S. to Rainier without sufficient outreach to local businesses and property owners, resulting in feelings of erasure, confusion, and concern within the community.

Neglect & Erasure

Many of the above examples could also be classified as attempts at erasure. As a red-lined, marginalized community, the CID and PSQ are rarely afforded the attention regularly offered to less diverse areas with fewer minorities and immigrants. Constantly needing to assert one's right to inhabit parts of the city causes generational trauma, suspicion of government intent and disenfranchisement from civic process. Examples include:

- Lack of basic maintenance – areaways, alleys, utilities, curbs and streetscapes, landscapes have not been consistently maintained by the City.
- The accidental elimination of Manilatown. In 2017, Seattle sought to define the CID by ordinance, and neglected to include the history and extant vibrancy of the Filipino community. While Manilatown was added to the bill in a subsequent measure, the need for a people to combat erasure has left an emotional toll.
- No street under Canton Alley for 100 years – paid for by community.
- Lack of culturally responsive public safety and related services – the International District Emergency Center began in late 1970s to fulfill this need.
- Failure to include PSQ in many of the measures and evaluations in the WSBL DEIS. Even though Union Station, Union Station Plaza, and the existing ID/C station are under the jurisdiction of the Pioneer Square Preservation Board, and most of PSQ is within a 10-minute walkshed, documents and presentations rarely include PSQ by name. As a result, PSQ stakeholders find themselves – in 2022 – needing to assert their existence and ask for consideration to avoid harm.

APPENDIX B: DETAILED LIST OF HSD'S DEIS COMMENTS AND QUESTIONS

Document/Section	Page or Section	Question or Comment	Question or Comment
Acquisitions, displacements, and relocations	4.3.14	C	Consideration of the impact of business displacements should be given with special attention to businesses owned by people of color, immigrants and non-English speakers. Experience in the Rainier Valley during ST 1 has showed that these types of small businesses are vulnerable to under-estimates of the business value, cost of relocation, and reimbursement for lost business. This may be due to informal accounting practices or other factors. Sound Transit's determination of Relocation Assistance or Mitigation should include a rigorous and low-barrier valuation process, with a focus on working with minority and non-English speaking business owners.
Alternatives Considered	2-88	Q	DEIS states cut-and-cover methods will be used to build CID-1a and 2a alternatives. Why does the extent of rebuilding the 4th Ave. S. bridges extend all the way to Main Street? Why not engage in mining the tunnel closer to S. Jackson St.? What is driving the bridge rebuilding north of Jackson?
Alternatives Considered	2-88	Q	DEIS states that deeper stations will be mined. What is driving the surface bridge and roadway impacts for CID-1b (4th Ave. S. deep) if the station for that segment would be mined? Why will there be more substantial impacts to 4th Ave. S. bridges if that station will be mined?
Alternatives Considered	2-91	Q, C	DEIS discloses approximate amount of area necessary for construction staging areas and easements, but the document does not indicate any construction footprint outline. Where is Sound Transit assuming construction staging COULD occur for the project within the CID segment? The property impact maps provided in Appendix L.4 do not indicate what the properties are used for, or the extent of the use (full or partial acquisitions). Where are the property impacts or assumptions for construction staging?
Alternatives Considered		Q	What is the capital cost of CID-2a diagonal? Are there cost savings realized for not having to disturb all the utilities of CID-2a? What about all those properties?
Appendix L4.1 Acquisitions	Maps and tables	Q	What is the assumed disposition of the parcels along 4th Ave. S. that would be completely disturbed for CID-1a and 1b and the site of a proposed tunnel ventilation building?
Appendix L4.1 Acquisitions	Maps and tables	Q	Would CID-2a, diagonal, or 2b result in the demolition of the Nagomi Plaza (old Uwajimaya) building? ST # BD 5021
Appendix L4.1 Acquisitions	Maps and tables	Q	Would CID-2a, diagonal, or 2b result in the demolition Seattle First National Bank building itself? ST # BD 5027
Appendix N.1	6-1, 6-25 - 6-36	C	Evaluation of transit integration at the ID/C station should be part of the decision to site the station either on 4th or 5th. Evaluation of transit integration needs to include all Link lines, all bus lines, Sounder, Amtrak and WS Ferris. The Jackson Hub Concept Report and integrating work done since 2000 should continue to be referenced and consulted during station area planning.
Appendix N.2 Visual Quality Technical Report		Q	Why wasn't Hing Hay Park and Union Station evaluated for operational impacts of having a tunnel ventilation system in the viewshed?
Appendix N.5 Historic and Archeological Resources Technical report		Q	Why wasn't the Nagomi Plaza building (eligible for listing on NHRP) evaluated under Section 106? ST # BD 5021

CE	7	Q, C	Without more detail regarding the statement that "the project would remove some of the residential and commercial land uses that created demand for this parking," it is unclear what this means for CID, which would experience a permanent loss of parking. What are the land use changes in CID that would correspondingly reduce parking demand? Or is this based on looking at parking loss vs. land use change for the entire project corridor? If its the latter, we have serious concerns, as this type of analysis is neither accurate nor relevant to EJ impacts.
CE	7	C	The conclusion that the changes to the transit system would reduce the need for parking in the study area is inappropriate without a parking study. In the C-ID, for example, anecdotal evidence suggests that short-term parking (on-street, <2 hour) is used by people making trips to the C-ID to shop, visit residents, dine in a restaurant, drive a senior resident to/from appointments, etc. Transit may not be an appropriate or reasonable alternative mode for many of these trips.
CE	8	Q	What are the construction projects that would take place in the CID and PSQ during the ST construction period? Would SDOT continue to issue street use permits for private construction that severely limit already constrained travel and parking for these neighborhoods?
CE	9	C	In response to point that relocations may not necessarily be in the same neighborhood, it must be noted that place is critical to CID; if people are relocated from CID, this could materially impact community cohesion. (on the other hand, we should examine the ICON building resident makeup and determine the extent to which this building contributes to community cohesion)
CE	10	Q	Per earlier comment, relocating in project vicinity is less important in CID than relocating within CID. What is the retail and office vacancy rate in the CID?
CE	10	C	Given history and the lack of policies to control/manage gentrification/cost increases in Seattle neighborhoods, it is likely that WSBL would contribute a cumulative impact to already fragile businesses in CID and PSQ.
CE	11	C	In the CID and PSQ, it is as much about year after year of construction impacts--plus racialized violence and pandemic that disproportionately impacted BIPOC, seniors and unhoused people--as it is about simultaneous construction projects. This should also be addressed in Cumulative Effects.
CE	11	C	In response to the conclusion that neighborhoods becoming more expensive is an indicator of economic growth (and the implication that this is a benefit), this may be true from a macro standpoint, but from an EJ standpoint, economic growth that primarily benefits the most affluent does not offset disproportionate impacts to the least affluent.
CE	12	C	In response to this conclusion--"as neighborhoods revitalize, amenities and community resources also often improve, which can increase the quality of life for both new and remaining members of the community,"--from an EJ and community standpoint, these assumptions are highly problematic. A community value that was heard over and over again in the 20 years of plans and studies in the CID and PSQ was the importance of retaining community ownership and not displacing people descended from families who have lived in these neighborhoods for generations, and not displacing businesses that have existed for generations. From an EJ standpoint, this whole paragraph represents a high and adverse disproportionate impact, not a benefit.
CE	13	C	The conclusion that changes as a result of the project would cumulatively benefit neighborhood is only an EJ benefit if the local businesses and residents can hang on during construction and don't find themselves priced out after (or evicted for redevelopment).
CE	13	Q	Regarding relocations, need to understand if the proposal is to relocate within the "project vicinity," i.e. the whole corridor, or the neighborhood where these originated? From an EJ standpoint, these need to be relocated to the same neighborhood to continue meeting the need.
CE	14	Q	Need more detail on how ST's Equitable TOD and the City's Mandatory Affordable Housing requirements would play out in CID and PSQ. Is this a commitment, or just hopes and wishes? What--if any--proof of concept to City of Seattle and ST have with these complementary programs? How will historic district regulations impact this program?
CE	24	C	RE: "most cumulative impacts would occur during project construction," we disagree with this statement. The cumulative effects of gentrification and displacement are related as much to operations as construction and has been grossly understated in this document.

CE	Global	Q	What is the status of the viaduct structures on 2nd Ave. Ext. S. and S. Jackson St.? Sound Transit needs to include the potential foreseeable need to renovate these neighboring structures in their Cumulative Impacts analysis, including an assessment of the impact on rebuilding these bridges on the 4th Ave. S. structure and any potential need to tie back those bridges to 4th. Information from SDOT's bridge inventories should support this study.
Economics	4.3.3-14	Q	Economics analysis indicates that Uwajimaya loading dock, entry plaza, and parking garage would be affected temporarily by construction activities, but the transportation analysis doesn't disclose impacts along 5th or 6th Avenues extending south of S. Weller Street. What construction activities would occur that would disrupt the loading dock and parking garage?
Economics	4.3.3-14	Q	Is the DEIS analysis treating private parking lots (surface and sub-surface) as business displacements, or only accounting for them in the "loss of parking" analysis in the transportation section? Is the economics analysis treating the Union Station parking garage, 6th and King surface lot, and Bank of America lot as businesses? Considering it an impact? Temporary displacement?
EJ	97	C	No mention of PSQ in the economics section. Surely there are economic impacts on PSQ as a result of cumulative construction impacts, parking removal, traffic diversion, etc.
EJ	Global	C	No mention of public safety anywhere in this document. This seems like an oversight; public safety (defined in multiple ways, including safety from racialized violence, bike/ped safety) is of high importance to the CID and PSQ
EJ	102	C	Even temporary displacement of some residents could impact community cohesion. While this is a fragile neighborhood, community cohesion is strong and potentially a key factor in the neighborhood's survival. This section does not adequately address the impacts of relocations/displacements on community cohesion. That said, we are not yet convinced that displacement of ICON is going to be impactful on community cohesion, given the makeup of building residents
EJ	102	Q	Has ST met with resident from Eagle Village to understand how this relocation would impact them?
EJ	102	Q	Why PSQ is not included in this discussion. What are the potential impacts of traffic diversions, 4th ave closure, streetcar disruption to community cohesion for PSQ?
EJ	102	C	The social section should mention the risks of gentrification (see Central District as example) and how that would impact community cohesion.
EJ	106	C	RE: "No additional impacts" (Visual Effects). This is incorrect. There would be a large tunnel vent facility placed directly in front of Union Station under Options 1a and 1b.
EJ	109	C	RE: "No airborne noise impacts." This is not correct. According to the Noise and Vibration Technical Report, ST <u>did not test for noise impacts</u> in the CID because it considers it to be a "commercial district," even though it acknowledges there are residential properties nearby (e.g., Publix, Uwajimaya, Downtowner, Hirabayashi Place). We disagree with the conclusion that because City of Seattle treats residential use properties within commercial districts the same as commercial properties, Sound Transit is not obligated to test and mitigate for noise impacts to these residences. See page 127 of the Noise and Vibration Technical Report for reference.
EJ	114	C	PSQ and CID are unique along the corridor in that they host a number of public services for cultural communities and unhoused individuals. Those should be mentioned here and the potential impacts on them detailed
EJ	116	C	The conclusion that impacts to historic resources will affect minority people the same as everyone else is wrong. The CID is the only neighborhood along the alignment with impacts to historic properties (according to this table), and these properties are of particular importance to minority communities.
EJ	118	C	Construction impacts and visual impacts to the viewshed to Hing Hay Park should also be mentioned in Social section (impacts to community cohesion).
EJ	Table 5-4	C	No indirect or cumulative effects row? Why not? This is a major impact on EJ--even the RET says this.

EJ	Table 5-4	C	The economic analysis does not address the loss of cultural context for the businesses that will be relocated under CID-2, or appropriateness of replacement buildings, particularly in terms of the community priorities of local ownership, loss of affordable storefront spaces such as the existing ones that serve as an incubator for small, locally owned businesses. New ideas need old spaces because they are affordable. The "mom and pop" business needs affordable spaces too. The economic analysis of the impact on the CID, for all the CID-2 options (5th Ave S) must include the long-term impact on the type of businesses that are currently located in the CID.
EJ	Table 5-4 pg 5-40	C	The land use analysis assumes that the replacement of current buildings with new TOD buildings will be a benefit to the neighborhood and the BIPOC populations living there. This is not a reasonable conclusion when the buildings to be replaced are already owned and occupied by many minorities. Local ownership is a key priority for the community and is seen as a way to ensure the cohesiveness of the area. The land use analysis should not tout replacing minority and locally owned parcels with other developments that are unlikely to return to community and minority ownership.
EJ	125	Q	Mis-characterization of "offsetting benefits" in Environmental Justice analysis: The U.S. Environmental Protection Agency and Federal Transit Administration permit agencies to consider "offsetting benefits" when drawing a conclusion about whether a project has a disproportionately high and adverse impact on environmental justice populations. To count as an offsetting benefit, however, the positive effect needs to <u>disproportionately benefit the affected populations</u> . According to the Environmental Justice analysis, Sound Transit considers better access to transit and job centers to be an offsetting benefit for the residents of the Chinatown-International District. We disagree.
EJ	130	C	The new light rail station in the Chinatown-International District will enhance a regional transit hub, connecting people from all four corners of the region with buses, commuter rail, and Amtrak. While residents of the Chinatown-International District will partake of this benefit along with everyone else in the region, they will not gain substantially more benefit than anyone else in the region. On the other hand, they will bear the brunt of the impacts of constructing and operating this facility. Consequently, we do not believe it is appropriate to consider access to transit and job centers to be an offsetting benefit.
EJ	7-2	C	If, as the DEIS says "Sound Transit is partnering ... to evaluate strategies to maintain and enhance community cohesion" why are we not reading about existing strategies that may be considered in this? Why are we not reading about the ways in which ST and the city work together on planning in this? The lack of even rudimentary process discussions in these sections do not give community confidence in the future work of these processes.
General Analysis	Global	C	Inconsistency in use of high-cost and low-cost project assumptions: The technical analyses in the DEIS do not use the same high-cost and low-cost project assumptions. For example, the Economics analysis of the DEIS (pages 4.3.3-1 through 4.3.3-13) indicates that Sound Transit used CID-2a for both the high and low-cost project value to estimate the number of job years (employment) and direct expenditures resulting from the Project. Elsewhere in the economics analysis, CID-1a is listed as the high-cost project alternative in the CID segment. This results in an apples to oranges comparison of benefits generated from employment and local revenue. Similarly, in the Air Quality analysis of the DEIS, "CID-1a" is used as the alternative evaluated for Air Quality standards (page 4.3.6-3), but on page 4.3.6-7, the "low-cost scenario includes CID-2a..." and the "high-cost scenario includes CID-1a.". These differences result in markedly different Greenhouse Gas emissions, again resulting in an apples to oranges comparison. Sound Transit should update its analyses in the Final EIS to address these inconsistencies.
General Analysis	Global	C	Need for more clarity on construction footprint: The DEIS discloses approximate amount of area necessary for construction staging areas and easements, but does not show a construction footprint outline. The property impact maps provided in Appendix L.4 do not indicate how the properties would be used or the extent of the use (i.e., full or partial acquisitions). Without more clarity on where construction staging would occur or the assumptions of property impacts for construction staging, we cannot adequately assess or compare the impacts of construction to the Chinatown-International District.

General Analysis	Global	C	The CID-2a diagonal station configuration appears to have markedly different impacts than the CID-2a configuration, and the track path varies between the two options. There are no graphics at a reasonable scale in the draft EIS that illustrate the distinctions between the two options. More explicit treatment of 2a-diagonal as a separate condition should occur so that people can clearly see what amounts to real differences between roadway impacts, property impacts, business impacts, and so on. It is not included in all appendices.
General analysis	Global	C	The over 70 sporting events, concerts, and other events at the stadium complexes was not considered in the DEIS, despite community requests in the scoping phase of the Project. Additionally, PSQ and the CID have festivals and other events that bring thousands to the neighborhoods. These "surge" events and the traffic they create (both vehicular and transit), must be included and evaluated for their effect on the systems both during construction and long-term.
Historical/Archaeological	4.3.16	C	Area of potential effect needs to be expanded to include potential haul routes for preferred alternative in terms of mapping areaways, as the maps will help determine where haul routes can be placed without additional street reinforcement, an additional cost to the project if necessary.
Noise	127	C	"Commercial and industrial districts are in the Chinatown-International District Segment... Although there are no nearby residential districts near the segment there are mixed use properties with residences in commercial districts, such as Uwajimaya and the Publix Hotel. Residential use properties within commercial districts are treated the same as commercial properties within the city of Seattle." While this may be an acceptable policy by noise analysis standards, it should be unacceptable from a RET standpoint. ST should be expected to conduct a noise analysis of impacts to residential properties and commit to mitigation for those impacts.
Noise	4.3.7-11	Q	For Table 4.3.7-3, what is the distribution of impacts by property? The figure only shows two areas (along 5th near Weller and Washington)— what is the distribution of impacts, and by option? 2a vs. 2a-diagonal?
Noise (N.3)	Global	Q,C	No operational noise analysis was conducted for the CID segment, and therefore for the CID neighborhood, because tunneled options were not considered in the analysis. However, tunnel ventilation systems are identified within the neighborhood, and will be a new source of noise and visual blight. What are the potential noise impacts to surrounding residents and park users from operating a tunnel system at the proposed location?
Noise (N.3)	6-37	Q	For construction noise impact analysis, ST and analysts assumed CID neighborhood is a commercial/industrial neighborhood, and treated "residential use properties the same as commercial properties" per City of Seattle codes. Does this mean that residents were not considered explicitly in the analysis in the same way they would be if their home was located in a residential neighborhood? Please explain.
Noise Figure 4.3.7-2	4.3.7-7	C	Visuals do not show the diagonal station configuration nor track alignment, which differs from CID-2a through the CID neighborhood. Difficult to discern or understand impacts without understanding the layout and analysis.
RET	10	Q	What is ST and the City's legal obligations to fulfill the commitments outlined in the RET? What mechanisms do communities have to hold them accountable?
RET	Global	Q	It is unclear whether reference to the C-ID throughout this document includes PSQ or not. Please clarify.
RET	11	C	Change: Limit harmful impacts of project and work with impacted communities to identify [AND IMPLEMENT] opportunities to repair past harm.
RET	16	C	The RET commits to an outcome of limiting harmful impacts of project and work with impacted communities to identify opportunities to repair past harm, and yet the Cumulative Effects report barely acknowledges this and it does not appear cumulative effects are even considered as part of the EJ conclusion. Not mentioned in land use, economics, or transportation sub-sections. Some acknowledgment in the Social sub-section. Included in narrative of EJ section, but not included in documentation of analysis that led to an EJ conclusion of no disproportionate high and adverse impact.
RET	39	Q	Has ST met with Chief Seattle and/or Eagle Village residents to discuss the impacts of this potential relocation? If so, what were the outcomes of those conversations? (i.e., if Eagle Village was already planning to relocate independent of this project, this is not really a project impact. On the other hand, if the project is causing them to relocate, that is an entirely different issue. Same questions apply to the newly-leased spaces along Seattle Boulevard where the Salvation Army will be expanding services for houseless community members.

RET	42	Q	Has ST gathered community feedback--particularly from commercial/retail businesses in the C-ID--about the impacts of parking losses, including differences in impacts of on-street vs. off-street parking losses? What was this feedback?
Social Resources, etc	4.3.4.3.3	C	"ST is currently partnering with the community and other agencies on a community-based planning effort for the area to evaluate strategies to maintain and enhance community cohesion" through station design. If station planning is to be considered mitigation for loss of community cohesion, additional information on structuring this "community-based planning effort" will be needed to allow communities to comment on the benefits of the process.
Transportation	Table N1.E-25	Q	If the 4th Avenue deep station is as deep as claimed, and statements in the DEIS indicated that mined stations would have less ground disturbance-- why is the extent of disturbance at the surface so long for 4th Ave deep (CID-1b), especially at 2nd Ave Extension? Why would that segment of roadway be closed for 6.5 years? There do not appear to be any bridges along 4th Avenue north of Main Street-- what is contributing to the extent of roadway disruption north of S. Jackson Street?
Transportation	Table4-53	Q	Key roadway impact #7 for CID-2b, Is the full extent of S. Jackson St. (2nd Ave. Ext. to 5th Ave. S.) partially closed, or just the intersection?
Transportation and Transit		Q	How will alternatives CID-1a and CID-1b affect the 4th Ave. S. bus island just north of S. Jackson St.?
Transportation and Transit		Q	According to the impacted parcel maps and alternative construction descriptions, CID-2a, 2a diagonal impact parcels north of the Goodwill outlet that appear to be part of the KC Metro Central Base. According to the plan sheets, the tunnel portal and ventilation system are located on King County parcels. Construction roadway impacts listed suggest that 6th Ave S adjacent to the Central Base would sustain partial closures for 6-9 months. Based on the information presented in the DEIS, it is unclear what project activity affects each parcel. What are the explicit potential impacts to KC facilities? Is the Goodwill outlet facility impacted for all 5th Avenue Options and Alternative?
Transportation Technical Report	Table 4-53	Q	Why is the Ryerson Bus Based considered permanently closed for this alternative? The tunnel portal appears to be located further south near S. Massachusetts, and the mining appears to begin at the portal-- what is occurring at the surface or on the property that renders the base closed?
Transportation Technical Report	general	Q/C	The analysis did not include stadium events in the traffic or ridership analysis, despite data and statements in the draft indicating that stadium events for three sports teams occur more than 1/3 of the year, and acknowledging that concerts and other large events occur between sports events. Historic South Downtown stakeholders requested Sound Transit explicitly include stadium events in the analysis as a baseline condition. Please explain why this was not considered.
Transportation/ Transit	4.3.17.4.3	C	Construction impacts to the Donnie Chin International Children's Park (7th Ave. S.) and/or the ID/C Community Center and Library (8th Ave. S.) need to be considered if construction diverts bus traffic to either street. 8th Ave. S. may have construction projects during the Project construction timeline, which should be considered, as well as the impacts to senior and family housing, ICHS clinic, and the Denise Louie daycare.
Transportation: Freight Mobility	N.1 9-3	Q	The Transportation Technical Report states that CID-2a would impact truck streets along 6th Ave. S. north and south of Royal Brougham way. Plan sheets and other information in the draft EIS suggest that construction of CID-2a diagonal in this vicinity is approximately the same as CID-2a, and could yield the same effects. Statements made in the transportation technical report state that the diagonal station configuration would not impact truck streets. Is this accurate, and if so, why is CID-2a diagonal different in the vicinity of Royal Brougham, than CID-2a?

APPENDIX C: MATRIX OF SOUTH DOWNTOWN COMMUNITY PRIORITIES AND IMPACTS OF PENDING OPTIONS

Community Priorities	CID 1a (4th Ave. S. shallow)	CID 2a (5th Ave. S., shallow)	CID 2a Diagonal (5th Ave. S., shallow, diagonal configuration)	Environmental Justice and Racial Equity context for Decision-Making
<p><i>Minimize cumulative harm to and/or displacement of existing businesses, residents, and nonprofits</i></p>	<p>Longest construction durations of all the options, but it would move the worst of the construction impacts away from most businesses and residential structures. Will disrupt bus service, which could negatively impact businesses, residents and visitors.</p> <p>Construction disruptions would be constant for the years of station and tunnel construction for residents at the Icon Apartments. All units of this complex (up to 120 market rate residential units) would be displaced for a year during 4th Ave. S. bridge rebuilding activity. Building is a mix of long-term rentals and hotel/Air BnB short-term housing. Building will remain standing, so housing will be available after construction.</p> <p>Fewest direct disruptions and relocations to local businesses in CID or Pioneer Square.</p> <p>No loss of on-street parking or loading zones within the CID or Pioneer Square during construction</p>	<p>Biggest loss of local retail/commercial businesses in the CID neighborhood (compared to 1a and 1b).</p> <p>Loss of commercial load zones and on-street parking during station and cut-and-cover tunnel construction (up to 9 years).</p> <p>Would displace Chief Seattle-Eagle Village Pilot (if it hasn't already relocated). Need to clarify how Chief Seattle/Eagle Village residents feel about this (e.g., if they are already planning to relocate independent of the WSBLE project, this isn't much of an impact).</p> <p>Construction disruptions would be constant for the years of station construction for residents at Uwajimaya Village, Fujisada Condominium, Publix Building, and Bush Hotel.</p>	<p>Shortest construction durations of all the options.</p> <p>Same loss of local retail/commercial businesses as 2a, but with additional "temporary" displacements of approximately 9 months.</p> <p>Loss of commercial load zones and on-street parking during station and cut-and-cover tunnel construction (up to 6 years).</p> <p>Would displace Chief Seattle-Eagle Village Pilot (if it hasn't already relocated). Need to clarify how Chief Seattle/Eagle Village residents feel about this (e.g., if they are already planning to relocate independent of the WSBLE project, this isn't much of an impact).</p> <p>Construction disruptions would be constant for the years of station construction for residents at Uwajimaya Village, Fujisada Condominium, Publix Building, and Bush Hotel.</p>	<p>Decisions regarding construction that disrupts the heart of the CID should be made only after familiarizing yourself with past harms and priorities set by the community. This project comes in the wake of numerous other projects, events, and policies that have centered the needs of regional interests rather than the needs of the equity-seeking communities who live and work in the PSQ and CID neighborhoods. While 4th Ave does require collaborative work to reduce negative impacts on buses and other constituencies, it centers the priorities of the people of the CID and PSQ, and shares burdens regionally.</p>
<p><i>Retain or increase community ownership of properties</i></p>	<p>Unknown until Sound Transit provides more information about the disposition of the 2.5 acres of urban center property displaced by this part of the project.</p> <p>No displacement of small business serving the local neighborhoods.</p>	<p>Permanent displacement of up to 13 businesses and temporary displacement of up to 8 businesses in 4 buildings. One of those buildings contributes to the local National Register district, and two others would be individually eligible for listing based on preliminary assessments during 106 review.</p>	<p>Permanent displacement of up to 13 businesses and temporary displacement of up to 8 businesses in 4 buildings. One of those buildings to the local National Register district, and two others would be individually eligible for listing based on preliminary assessments during 106 review. Additional impacts to businesses in the American Hotel and the Buty building.</p>	<p>The EIS must surface specific plans to retain or increase community ownership of parcel acquired by Sound Transit after construction is completed. Funding support for local organizations must support staffing for appropriate engagement with the planning processes. Mitigation should continue until the completion of any TOD projects.</p>
<p><i>Improve public safety</i></p>	<p>Assuming construction impacts adversely affect public safety, construction duration may be the longest of the five alternatives, but may have less direct impact on C-ID.</p>	<p>Assuming that construction impacts adversely affect public safety, shorter than 1a and 1b but longer than deep alternatives. Because of proximity to heart of C-ID, however, it will have more direct impact (noise, dust, visual impacts, etc.)</p>	<p>Shortest construction duration; however most construction would occur in the heart of CID. Noise, dust, and visual impacts could result in avoidance. Pedestrian detours will need to be provided between CID and existing light rail station; station construction could act like a "barrier" between existing light rail station and CID.</p>	<p>Based on prior work in the CID, lighting and accessible sidewalks are important aspects of community public safety and equitable access to transit. Consideration should be given to the large population of elders living in the CID.</p>
<p><i>Enhance community vitality and sustainability</i></p>	<p>Offers the most opportunities for promoting connectivity, mobility, and neighborhood connections in the "Jackson Hub" area of high transit access. Opportunities for activating Union Station first as a passenger terminal and then building on that may also offer additional activation of the surrounding plazas, as well as promotion of cultural and economic vitality of surrounding neighborhoods.</p>	<p>Property acquisition by ST for station construction and staging theoretically creates more opportunity for TOD and affordable housing post-construction than CID-1a and 1b. ST's eTOD policy requires it to "prioritize affordable housing," however, mechanisms for accountability and proof of concept are unclear. The businesses that would be displaced under this option are primarily local small businesses, many owned by POCs. Replacement is not the same as enhancement.</p>	<p>Property acquisition by ST for station construction and staging theoretically creates more opportunity for TOD and affordable housing post-construction than CID-1a and 1b. ST's eTOD policy requires it to "prioritize affordable housing," however, mechanisms for accountability and proof of concept are unclear. The businesses that would be displaced under this option are primarily local small businesses, many owned by POCs. Replacement is not the same as enhancement.</p>	<p>The benefits of eTOD to the CID and PSQ are unclear here. An activated Union Station has the potential to invigorate the transit hub, provide a welcoming entry point to the cultural and business communities in PSQ and CID.</p>
<p><i>Encourage economic development and increase economic diversity in businesses and residents</i></p>	<p>4th Ave. alternatives put Union Station directly to use as a transportation hub, by serving as the location for the new light rail station entrance, and a connection between the existing and proposed stations. Using Union Station would be a first step toward activating the building for more public-facing use.</p> <p>There would be no apparent loss of on-street parking or commercial loading zones in the CID district resulting from construction staging activities.</p>	<p>Parcel impacts inside the CID neighborhood would serve as opportunity to redevelop existing parcels and buildings within the project footprint area. TOD opportunities are possible.</p> <p>During construction of the project, full closures of S. Weller and S. King St. between 5th and 6th Avenues would adversely impact small businesses on those blocks. Businesses would have difficulty receiving deliveries. Loss of on-street parking reduces access to residents and small business in the area. Depending on the level of impact to the pedestrian environment, the retail and restaurant storefronts would likely lose foot traffic and customers.</p>	<p>Parcel impacts inside the CID neighborhood would serve as opportunity to redevelop existing parcels and buildings within the project footprint area. TOD opportunities are possible.</p> <p>During construction of the project, full closures of S. Weller and S. King St. between 5th and 6th Avenues would adversely impact small businesses on those blocks. Businesses would have difficulty receiving deliveries. Loss of on-street parking reduces access to residents and small business in the area. Depending on the level of impact to the pedestrian environment, the retail and restaurant storefronts would likely lose foot traffic and customers.</p>	<p>Construction along 5th Ave. S. minimizes traffic issues for the region while expecting them to be born by blocks of businesses in a pedestrian-friendly, small ethnic neighborhood that already bears disproportionate burdens for the regional transportation system. Construction along 4th Ave. S. moves the burden of construction to the region rather than centering it in the CID.</p>

<p><i>Enhance public health and well-being</i></p>	<p>Station construction on 4th Ave. S. would introduce opportunities to enhance and improve the pedestrian environment in the 4th Ave./2nd Ave. Ext./S. Jackson St. area, which benefits PSQ, CID, and transit riders on all modes.</p> <p>Because 1a is cut-and-cover tunnel construction, it would be among the loudest options to construct (88dBa at 50 feet from source--the equivalent of a lawnmower or motorcycle), for durations of 4-6 years.</p> <p>Depending on the extent of 4th Ave. S. reconstruction, surface construction noise could still reach 84-89 dBA for bridge construction activities within 50 feet of a receiver. The Icon apartments would be the closest residents to construction activities.</p> <p>Depending on the state of the viaduct structures beneath 2nd Ave. Ext. S. and S. Jackson St., consolidating those rebuilding efforts could prevent multiple local, major construction projects in the same area.</p> <p>A tunnel ventilation system located in front of Union Station at the corner of 4th Ave. S. and S. Jackson St. would face residents of the Icon Apartments, and</p>	<p>Because 2a is a cut-and-cover tunnel construction, it would be among the loudest of the options (88dBa at 50 feet from source--the equivalent of a lawnmower or motorcycle), for durations of 4-6 years.</p> <p>Additionally, construction on 5th Ave. S. would move noise, dust and other pollution closer to where more people live and work.</p> <p>Construction in the heart of the CID would result in prolonged increase of heavy truck traffic to excavate and build the new station. Large trucks would travel through the small streets at a rate of 10-35 trucks per hour, 5 to 6 days per week, increasing pedestrian and resident exposure to heavy vehicle traffic, truck exhaust, noise, dust, and increased pedestrian/truck conflict at intersections.</p> <p>The new station infrastructure would span across two blocks, and a new tunnel ventilation system and stair egress would be located on the Nagomi Tea House property, which faces residents at the Uwajimaya Village to the south, Fujisada Condominium to the east, and Publix building to the west.</p>	<p>2a diagonal would be a mined station with reduced traffic impacts from CID-2a. This configuration is inconsistently addressed in the DEIS materials, and its impacts are not fully understood.</p> <p>Construction in the heart of the CID would result in prolonged increase of heavy truck traffic to excavate and build the new station. Large trucks would travel through the small St.s at a rate of 10-35 trucks per hour, 5 to 6 days per week, increasing pedestrian and resident exposure to heavy vehicle traffic, truck exhaust, noise, dust, and increased pedestrian/truck conflict at intersections.</p> <p>The new station infrastructure would span across two blocks, and a new tunnel ventilation system and stair egress would be located on the Nagomi Tea House property, which faces residents at the Uwajimaya Village to the south, Fujisada Condominium to the east, and Publix building to the west.</p>	<p>It is unclear if the Downtowner and Hirabayshi Place tenants, residential and commercial, would be affected by 4th Avenue construction. An assessment of noise impacts is necessary for all the options.</p>
<p><i>Acknowledge and address historic racism that has and continues to impact neighborhoods</i></p>				<p>While this community priority is acknowledged in passing in the Environmental Justice section, Appendix A of this letter contains a list of historic racist and governmental actions that have adversely impacted the south downtown neighborhoods.</p>
<p><i>Activate common areas</i></p>	<p>4th Ave. S. Alternatives (CID-1a and 1b) put Union Station directly to use as a transportation hub, by serving as the location for the new light rail station entrance, and a connection between the existing and proposed stations. Using Union Station would be a first step toward activating the building for more public-facing use.</p>	<p>All 5th Ave. S. options create new common areas in the CID (replacing privately held properties) by building a new station entrance, ancillary building spaces, and bicycle storage along 5th and 6th Avenues S.</p>	<p>All 5th Ave. S. options create new common areas in the CID (replacing privately held properties) by building a new station entrance, ancillary building spaces, and bicycle storage along 5th and 6th Avenues S.</p>	<p>Any activation to be done by community organizations must be funded long-term.</p>
<p><i>Improve mobility and connectivity</i></p>	<p>Shallow options mean easier and more convenient transfers between light rail lines, and easier access to other transportation modes (bus routes, streetcar). 4th Ave station plans would provide station access on both the east and west sides of 4th Ave.</p> <p>4th Ave. presents the most difficulties for current bus lines during construction; prioritization of transit maintenance will be important in construction management plans.</p> <p>Provides direct transit connection to both CID and PSQ neighborhoods.</p> <p>More direct connections to bus routes serving Georgetown, and existing access to Sounder and Amtrak</p>	<p>Shallow options mean easier and more convenient transfers between light rail lines, and easier access to other transportation modes (bus routes, streetcar).</p> <p>5th Ave options provide slightly more direct connection to, streetcar, and bus routes serving Beacon Hill, Little Saigon, and Central District, but only one new entryway for the new station. Fifth Ave. S. options also require the rerouting of all Metro electric Trolley busses.</p> <p>Efforts to minimize the footprint of 5th Ave. S. station options is not compatible with the object of the Project resulting in a 100 year vision for the station, its connections, safety and activation.</p>	<p>Shallow options mean easier and more convenient transfers between light rail lines, and easier access to other transportation modes (bus routes, streetcar).</p> <p>5th Ave.options provide slightly more direct connection to, streetcar, and bus routes serving Beacon Hill, Little Saigon, and Central District, but only one new entryway for the new station. Fifth Ave. S. options also require the rerouting of all Metro electric Trolley busses.</p> <p>Efforts to minimize the footprint of 5th Ave. S. station options is not compatible with the object of the Project resulting in a 100 year vision for the station, its connections, safety and activation.</p>	<p>Maintenance of bus routes should be a priority in construction management plans regardless of the alignment chosen.</p> <p>Construction along 4th Ave.should come with the opportunity to explore ways to enhance pedestrian infrastructure.</p>
<p><i>Retain historic and cultural character</i></p>	<p>Approximately 20-foot tall tunnel vent placed in front of Union Station, which will have visual impacts and conflicts with Pioneer Square Preservation Board regulations.</p>	<p>Demolition of 418 5th Ave. S. (which houses multiple small businesses), Nagomi Plaza (519 6th Ave.S), and 525 S. Jackson Street (Seattle 1st National Bank-International District Branch), which are considered historic buildings.</p>	<p>Demolition of 418 5th Ave. S. (which houses multiple small businesses), Nagomi Plaza (519 6th Ave.S), and 525 S. Jackson Street (Seattle 1st National Bank-International District Branch), which are considered historic buildings. Additional impacts for this alignment include temporary closures of both the historic American Hotel and the history Buty Building for</p>	<p>A review of historic district regulations should be done to see how Union Station reuse plans and ventilation needs for the tunnel can be planned to minimize adverse effects to the historic building.</p>

<p><i>Support a small business environment</i></p>	<p>All options provide new underground connections between light rail stations, which could potentially reduce pedestrian traffic to small business in the vicinity of the stations.</p> <p>Reinvigoration of Union Station as a passenger terminal building creates feasible, sustainable options for integration of promotion of neighborhood businesses. For example, a local coffee shop could staff a coffee cart, or the Wing Luke and Klondike National Park could share a kiosk to promote their museums, offer tours.</p> <p>All stations would result in a small conversion of parking along 5th Ave. S, to passenger load for transit.</p> <p>4th Ave. S. Alternative and Option would not result in any additional on-street parking loss during construction or operations.</p> <p>This option would impact approximately 200 parking spaces of the 1,086 stall Union Station Parking Garage.</p>	<p>All options provide new underground connections between light rail stations, which could reduce pedestrian traffic to small business in the vicinity of the stations.</p> <p>Reuse of Union Station would be harder absent an authentic need for people to walk in and out of the building. The City of Seattle, the Community and other stakeholders have - quite literally - been studying ways to reuse Union Station as a community amenity for 50 YEARS without success. It is clear that successful reuse of the building would require a great deal of expense in terms of consulting and long term operational support.</p> <p>All stations would result in a small conversion of parking along 5th Ave. S, to passenger load for transit.</p> <p>CID-2a would result in a temporary loss of on-street parking within the CID neighborhood, which is known to reduce traffic to small businesses. The complete closure of S. King St. and S. Weller St. would have direct impacts on small businesses that would not be actually displaced by construction.</p> <p>This option would impact all surface lot parking at the 6th and King parking lot, and the Bank of America parking lot on 6th Avenue. Surface level and on-street parking is important to residents and small</p>	<p>All options provide new underground connections between light rail stations, which could reduce pedestrian traffic to small business in the vicinity of the stations.</p> <p>Reuse of Union Station would be harder absent an authentic need for people to walk in and out of the building. The City of Seattle, the Community and other stakeholders have - quite literally - been studying ways to reuse Union Station as a community amenity for 50 YEARS without success. It is clear that successful reuse of the building would require a great deal of expense in terms of consulting and long term operational support.</p> <p>All stations would result in a small conversion of parking along 5th Ave. S, to passenger load for transit.</p> <p>CID-2a would result in a temporary loss of on-street parking within the CID neighborhood, which is known to reduce traffic to small businesses. The complete closure of S. King St. and S. Weller St. would have direct impacts on small businesses that would not be actually displaced by construction.</p> <p>This option would impact all surface lot parking at the 6th and King parking lot, and the Bank of America parking lot on 6th Avenue. Surface level and on-street parking is important to residents and small</p>	<p>Construction will affect the business environment, but much less so if aligned to 4th Ave. S. than to 5th Ave. S. Indirect impacts can be addressed through support and information, while construction cutting off pedestrian access or "temporary" 9 month business closures will adversely affect the local business district.</p>
<p><i>Ensure that people across Seattle and the region continue to visit the neighborhoods, even during construction</i></p>	<p>Longer construction durations than 5th Avenue alternatives.</p> <p>No direct interruption of access from existing light rail to CID neighborhood during construction. Increased "barrier" of construction between CID and Pioneer Square neighborhoods. Pedestrian detours to get around construction may increase the walking distance and result in avoidance. Transit users may choose other stations to disembark to access Pioneer Square or Waterfront during construction.</p>	<p>Temporary but high impact (noise, dust vibration) construction effects on Hing Hay Park (construction will be across the street); temporary impacts to Uwajimaya Village, including loading dock, parking garage, and entrance plaza.</p> <p>Pedestrian detours needed from existing light rail station to CID would be long, and could potentially create a barrier to visiting CID during construction.</p>	<p>Temporary but high impact (noise, dust vibration) construction effects on Hing Hay Park (construction will be across the street) and neighborhood residents directly adjacent to station construction.</p> <p>Pedestrian detours needed from existing light rail station to CID would be long, and could potentially create a barrier to visiting CID during construction.</p>	<p>The CID and PSQ experienced disproportionate impacts from the COVID-19 pandemic, and extensive on-going public projects that preceded the pandemic. Temporary mitigation during construction would need to include signage, promotion, and other necessary support for small businesses.</p>