

# ST WSBLE Draft EIS

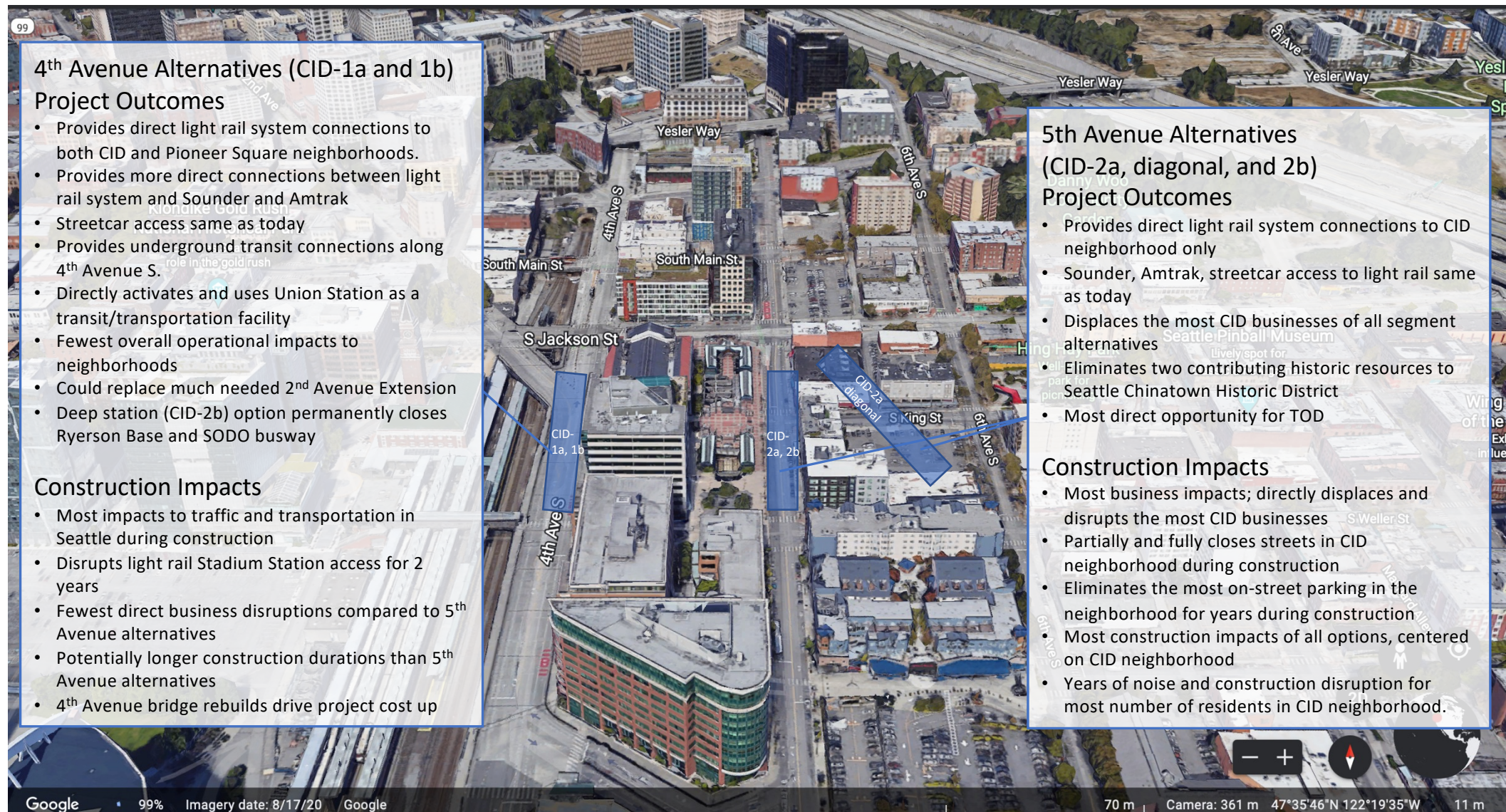
CID-Segment

Alternatives and Impacts Summary

March 2022

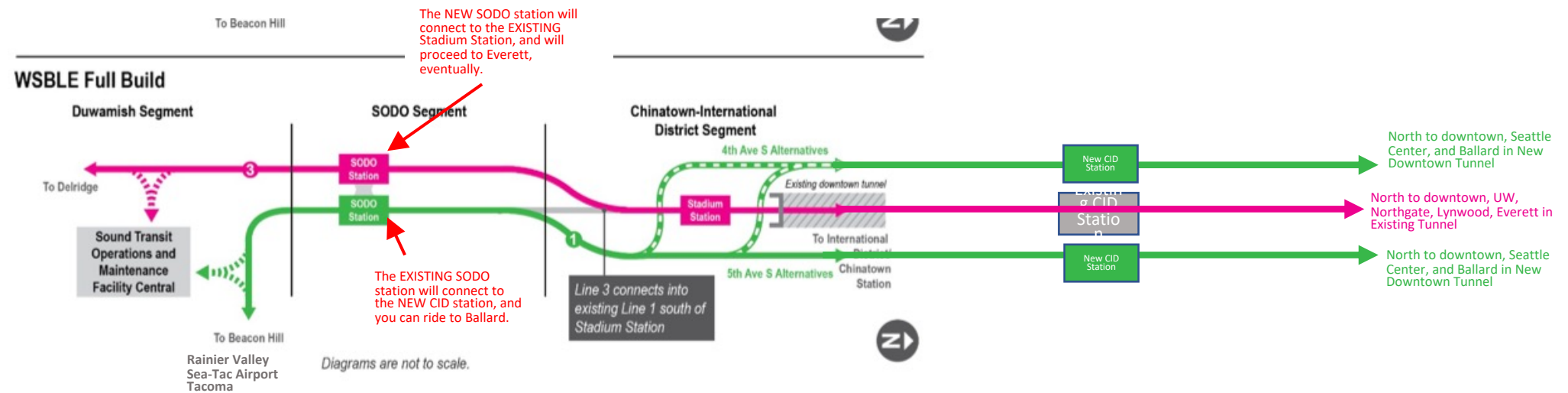
# Top Line Findings of HSD Consultant Review

(Findings presented through a neighborhood-centric lens)





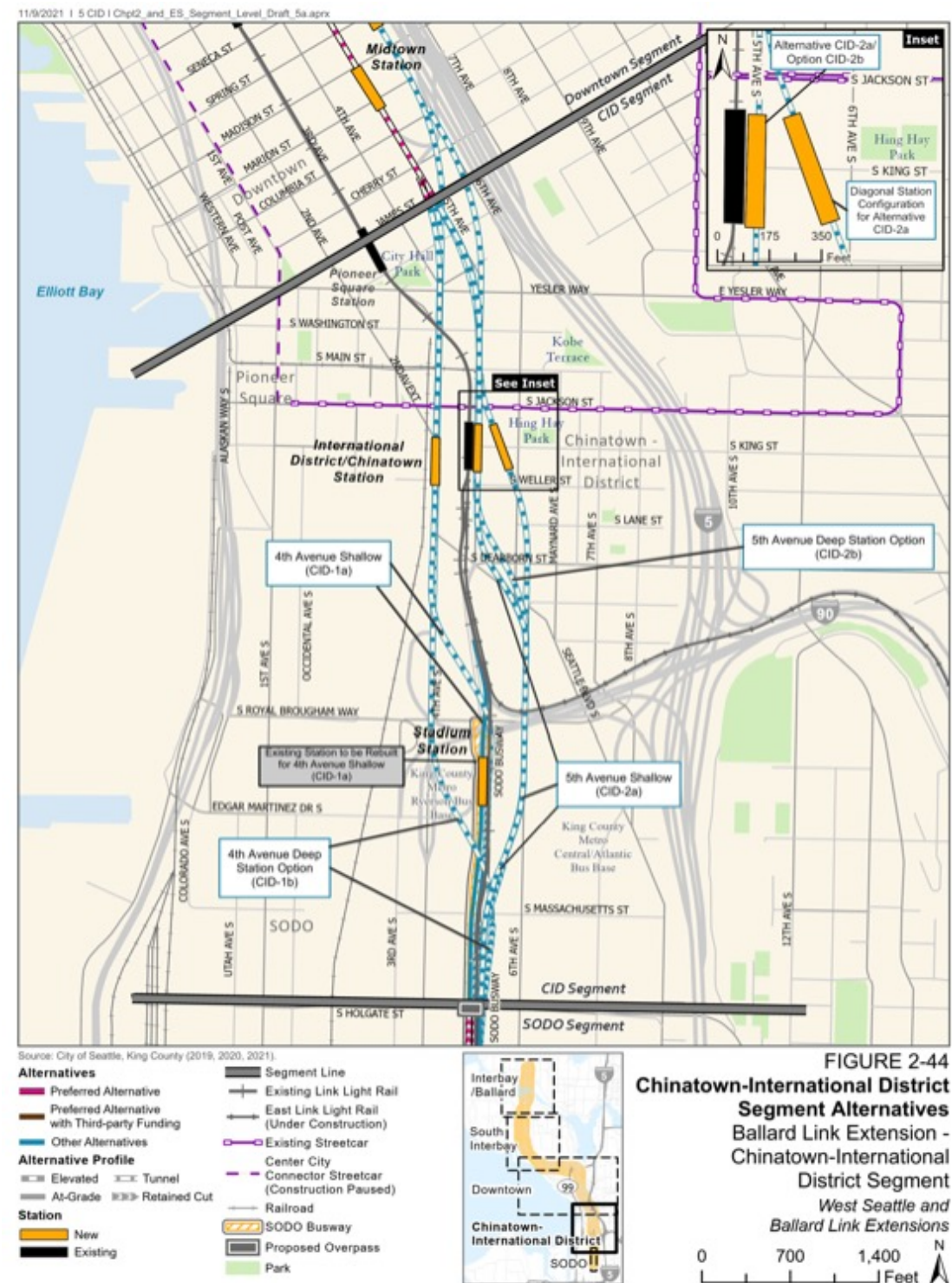
# WSBLE and Existing Light Rail



Size, scale, and location of stations is illustrative only. Meant to orient the reader to where the stations will take you to.

# West Seattle and Ballard Link Extension Project Alignments— CID Segment Definition

- Segment extends from S. Holgate Street to James St., and includes sections of SODO, Pioneer Square, and Chinatown International District neighborhoods, and Stadium District
- Pioneer Square (PSQ hereafter)
- Chinatown International District (CID, hereafter)



# West Seattle and Ballard Link Extension Project Alignments– CID Segment

Pioneer Square neighborhood- PSQ

Chinatown International District neighborhood- CID

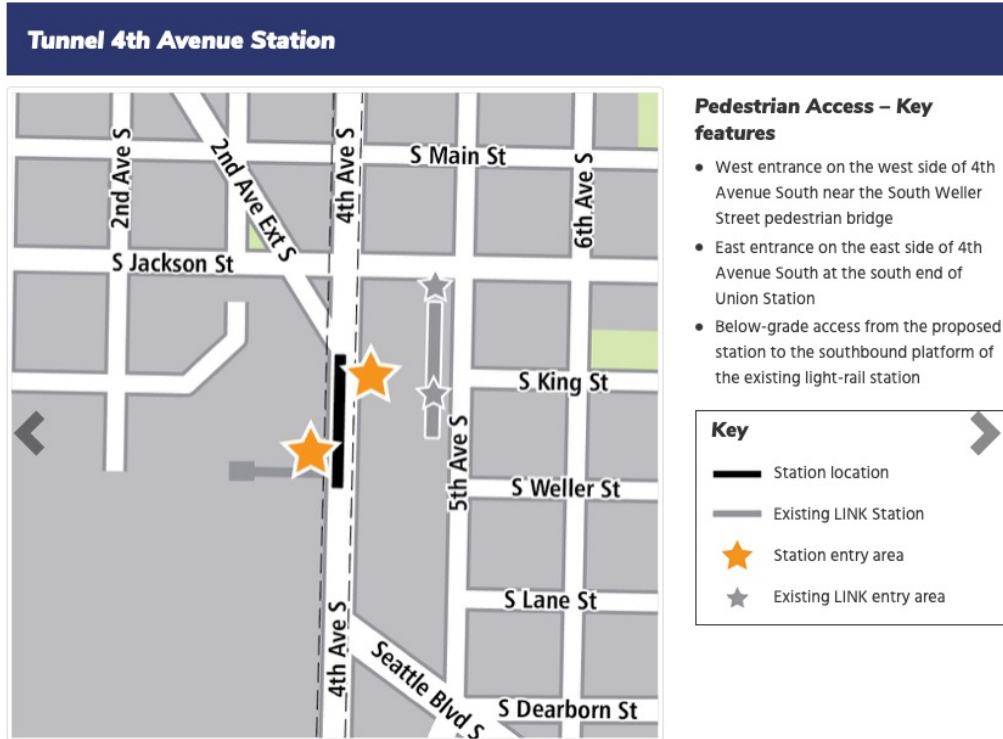
	4 <sup>th</sup> Avenue Alignments		5 <sup>th</sup> Avenue Alignments		
	CID-1a (shallow station)	CID-1b (deep station)	CID-2a (shallow station)	CID-2a diagonal (shallow, diagonal station configuration)	CID-2b (deep station)
Direct Connection to Neighborhood	PSQ and CID	PSQ and CID	CID	CID	CID
Station depth (in feet, depth is approximate)	80	190	90	115	180
Number of station entrances (does not include emergency egress)	2	2	1	1	1
Light rail connections to Sounder/Amtrak	New more direct at Weller St.	New more direct at Weller St.	Same as today	Same as today	Same as today
Light rail connections to Streetcar	3 blocks to PSQ station 1-2 blocks to CID	3 blocks to PSQ station 1-2 blocks to CID	Same as today	Same as today	Same as today
Connections to Downtown and SODO Alternatives	Connects to all DT and SODO options	Connects to SODO- 1b and DT-1	Connects to all DT and SODO options	Connects to all DT and SODO options	Connects to SODO- 1b and DT-1

# CID-1a 4<sup>th</sup> Avenue Shallow Station

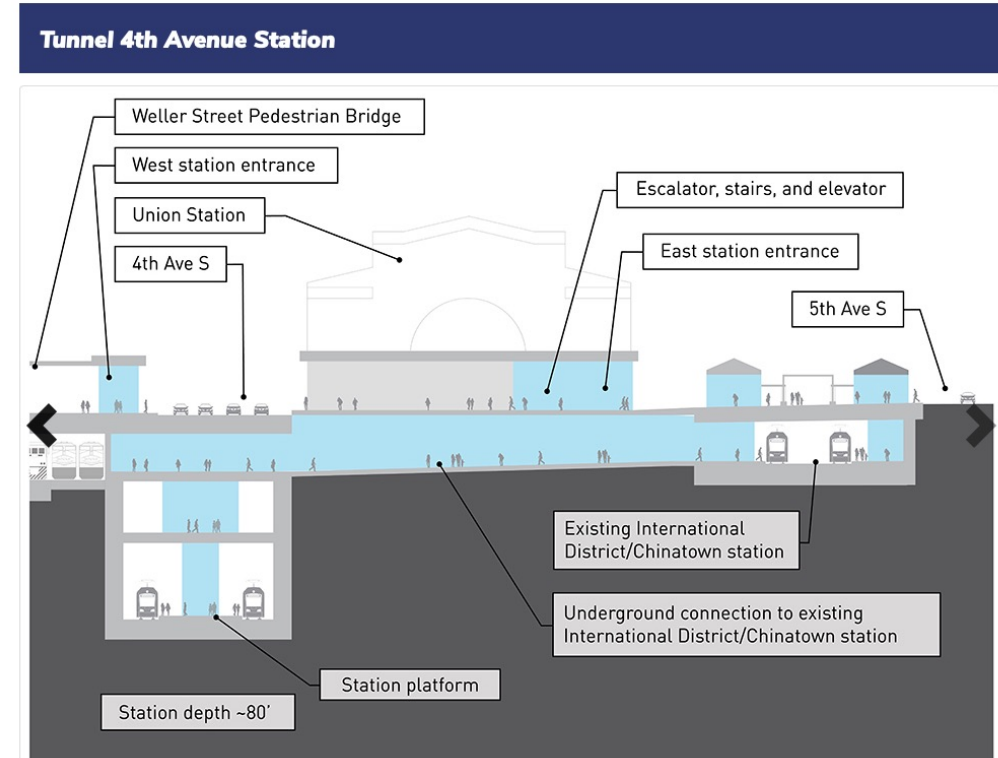
Figure 2-45. Plan and Profile for 4th Avenue Shallow Alternative (CID-1a)\*



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



These illustrations provide a general overview of the proposed station layout and are not to scale. All illustrations are oriented with north up. | Click to enlarge



This station cross-section is looking north. Cross-sections are not to scale and are for discussion purposes only to show conceptual differences between elevated station alternatives. All details and measurements are approximate. | Click to enlarge

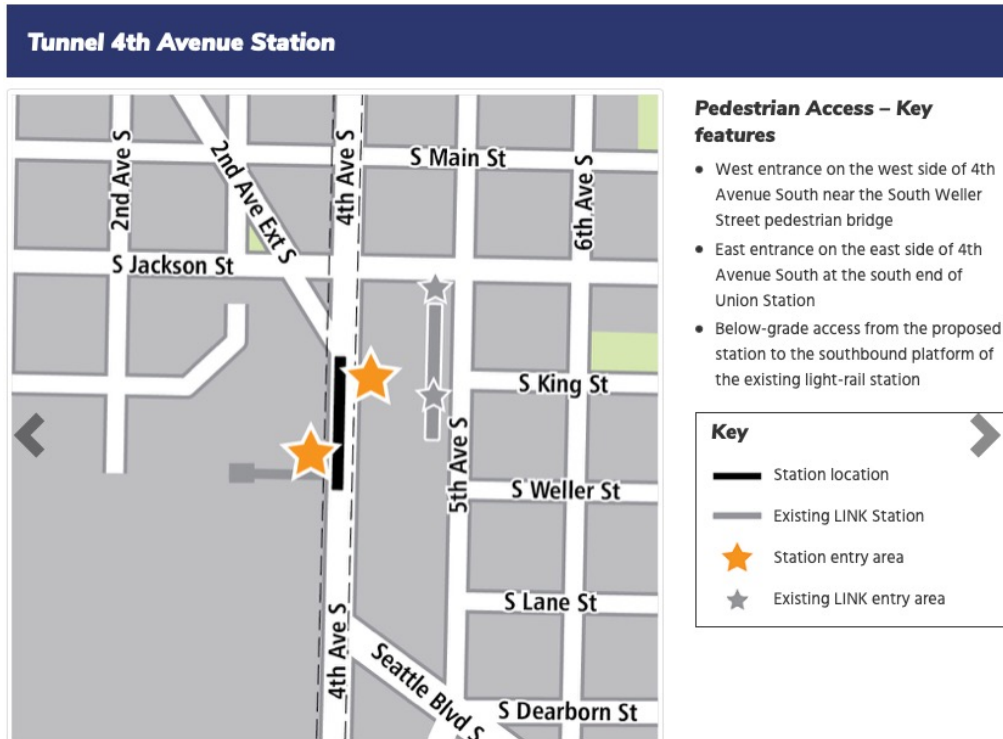


# CID-1b 4<sup>th</sup> Avenue Deep Station

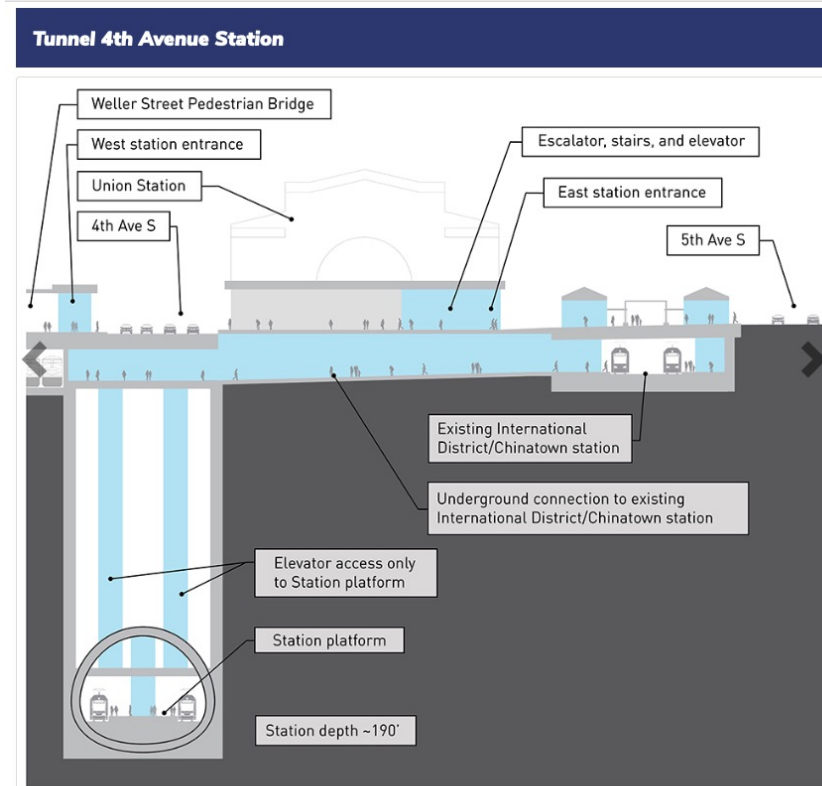
Figure 2-46. Plan and Profile for 4th Avenue Deep Station Option (CID-1b)\*



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



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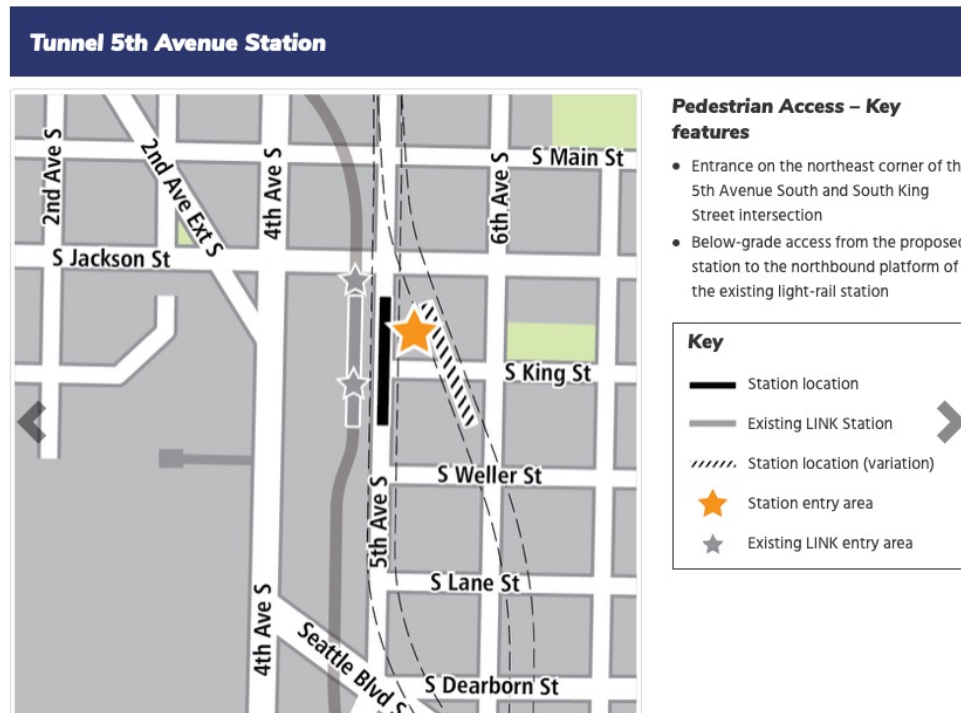
This station cross-section is looking north. Cross-sections are not to scale and are for discussion purposes only to show conceptual differences between elevated station alternatives. All details and measurements are approximate. | Click to enlarge

# CID-2a 5<sup>th</sup> Avenue Shallow Station

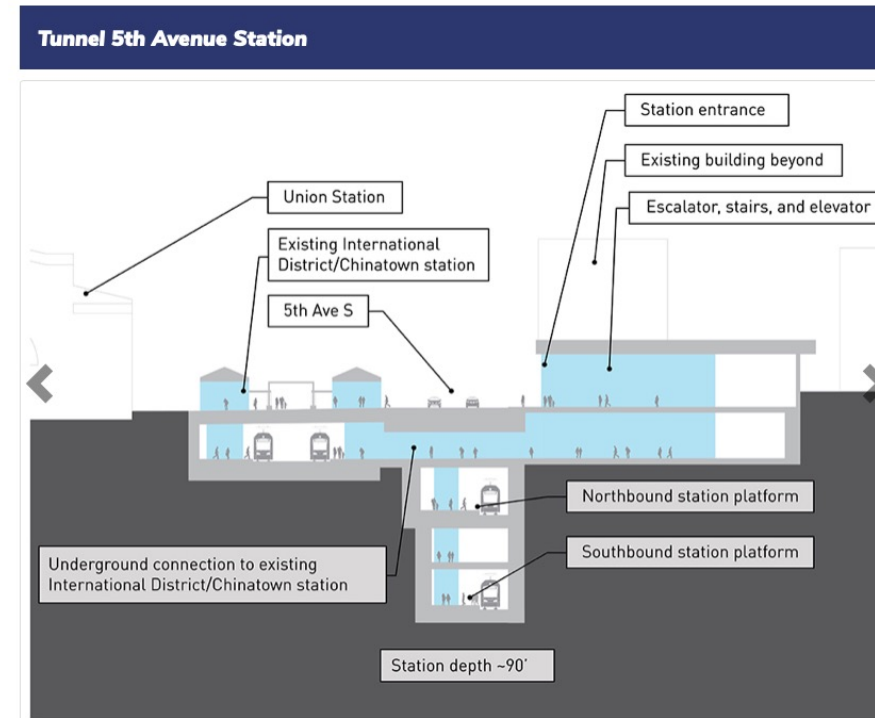
Figure 2-47. Plan and Profile for 5th Avenue Shallow Alternative (CID-2a)



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



These illustrations provide a general overview of the proposed station layout and are not to scale. All illustrations are oriented with north up. | Click to enlarge



This station cross-section is looking north. Cross-sections are not to scale and are for discussion purposes only to show conceptual differences between elevated station alternatives. All details and measurements are approximate. | Click to enlarge



# CID-2a 5<sup>th</sup> Avenue Shallow, Diagonal Station

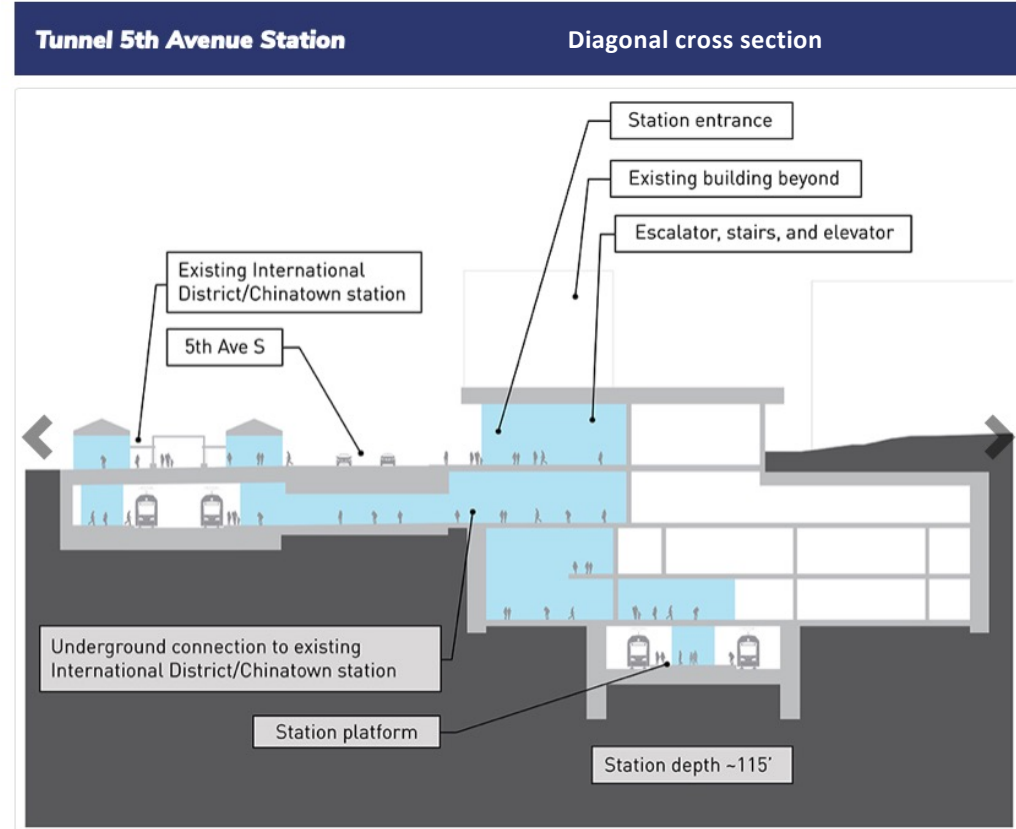
Figure 2-48. Plan and Profile for 5th Avenue Deep Station Option (CID-2b)



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



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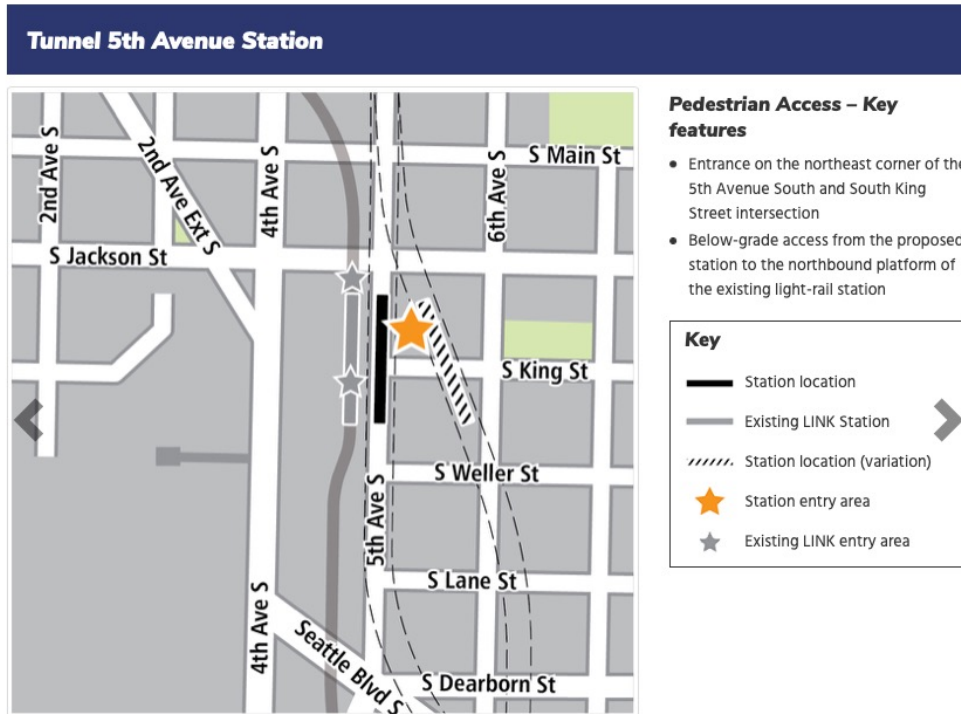


# CID-2b 5<sup>th</sup> Avenue Deep Station

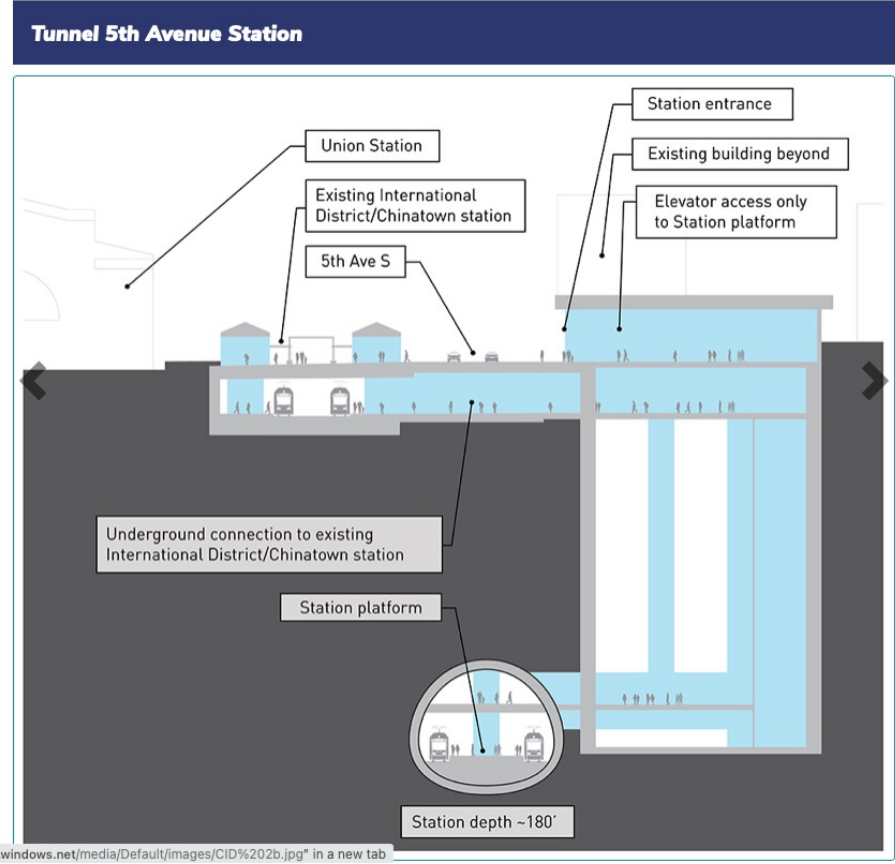
Figure 2-48. Plan and Profile for 5th Avenue Deep Station Option (CID-2b)



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



These illustrations provide a general overview of the proposed station layout and are not to scale. All illustrations are oriented with north up. | Click to enlarge

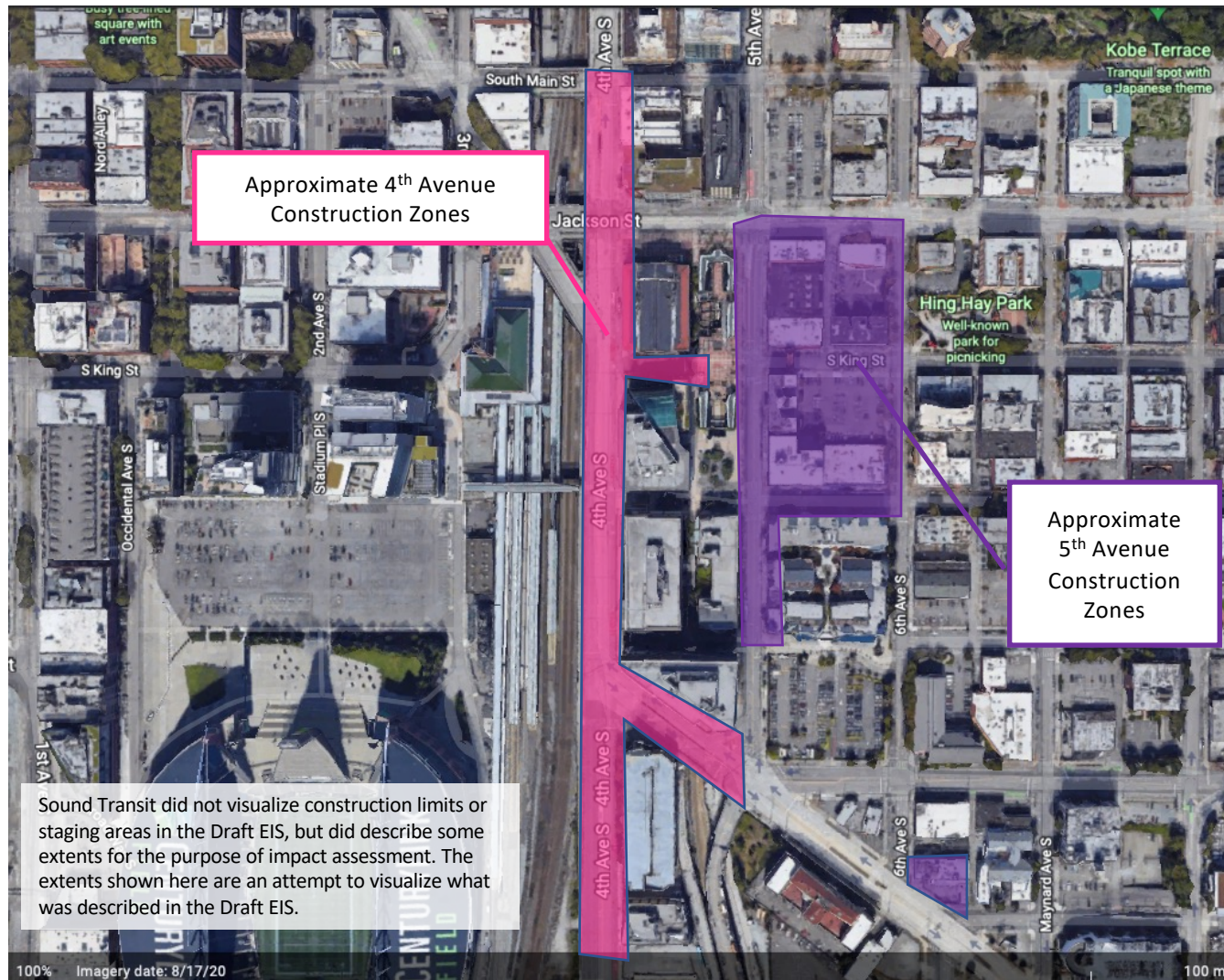


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# Chapter 2: Construction Approach- CID Segment

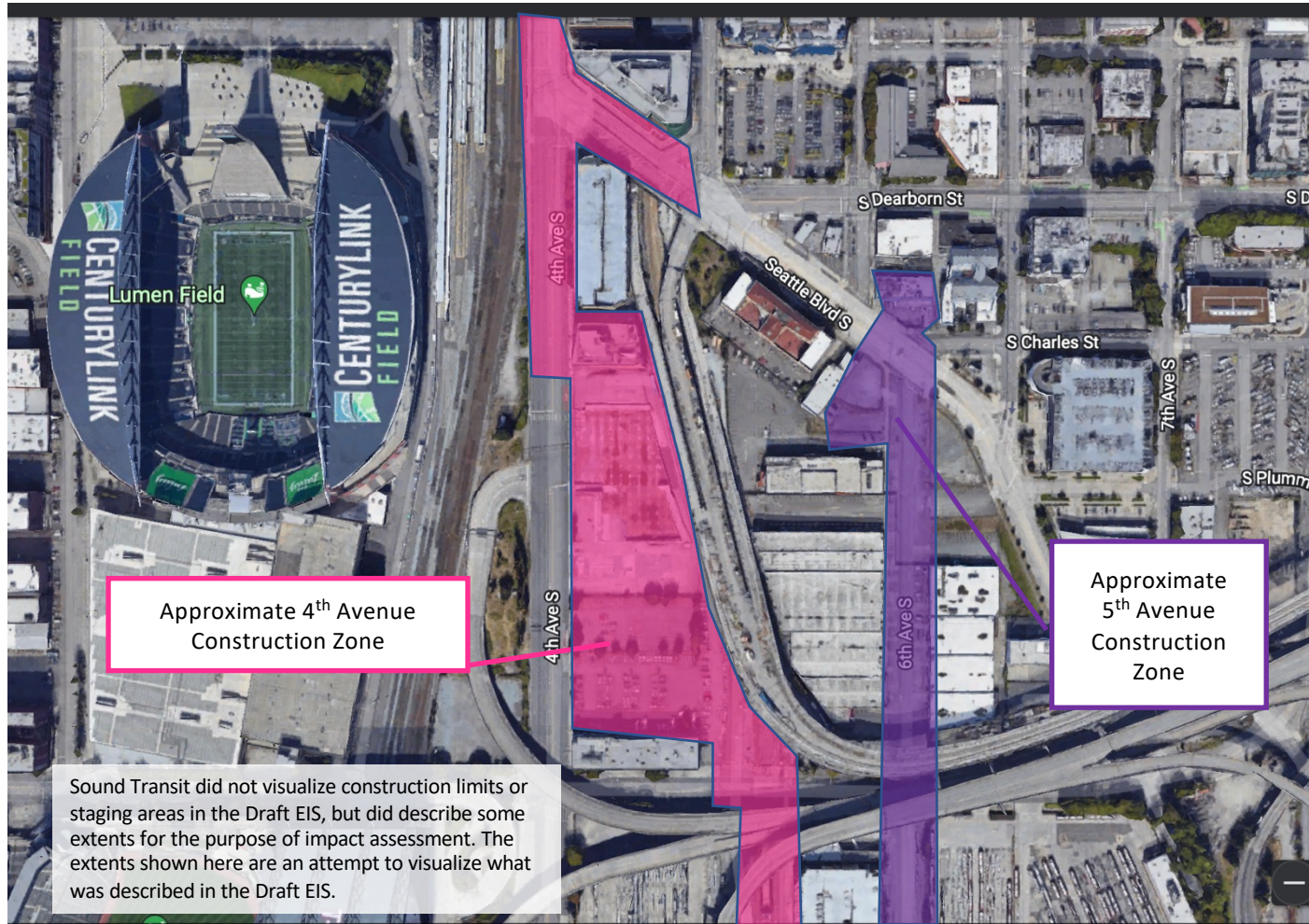


- Station construction durations range from 4-7 years
- Construction would occur on a 5- to 6-day work week
- Construction would occur primarily between the hours of 7am and 10pm
- Major construction activities generating truck traffic include station construction and tunneling.
- Construction truck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

	4 <sup>th</sup> Avenue Alignments		5 <sup>th</sup> Avenue Alignments		
	CID-1a	CID-1b	CID-2a	CID-2a diagonal	CID-2b
Segment construction duration	9-11* years	8-10 years	8-9 years	5-6 years	6.5-7.5 years
Station construction method	Excavation cut-and-cover	Mined	Excavation cut-and-cover	Excavation cut-and-cover	Mined
Station construction duration	4-6 years	6-7 years	4-6 years	4-6 years	6-7 years



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Station construction method	Excavation, cut-and-cover	Mined	Excavation, cut-and-cover	Excavation, cut-and-cover	Mined
Station construction duration	4-6 years	6-7 years	4-6 years	4-6 years	6-7 years



# Transportation: Permanent Impacts

## Impacts common to all alternatives in the CID Segment

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



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

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

**CID-1b**

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

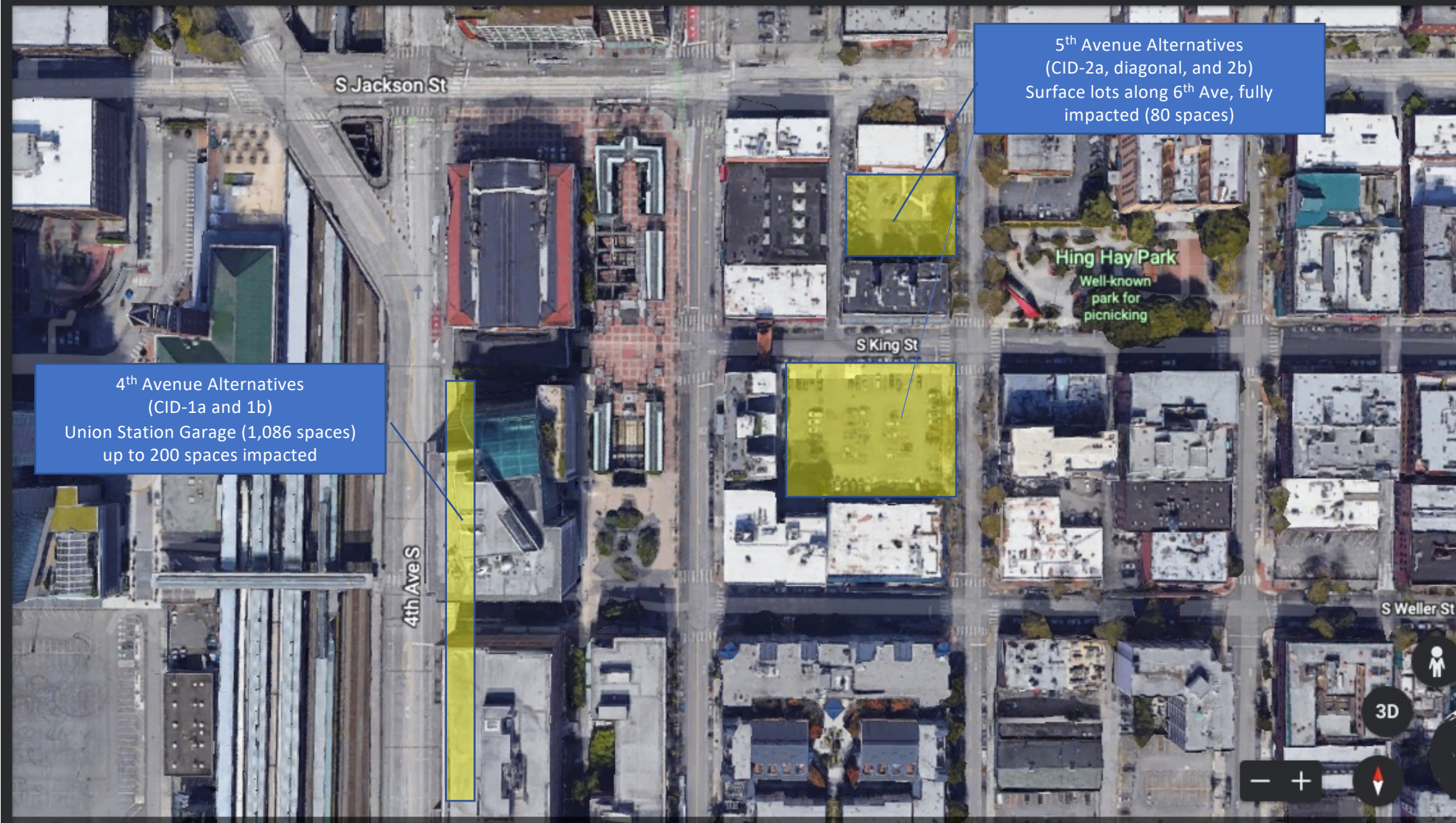
**5th Avenue Alternatives (CID-2a, diagonal, and 2b)**

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

4th Avenue Alignments		5th Avenue Alignments		
CID-1a (shallow station)	CID-1b (deep station)	CID-2a (shallow station)	CID-2a diagonal (shallow, diagonal station configuration)	CID-2b (deep station)

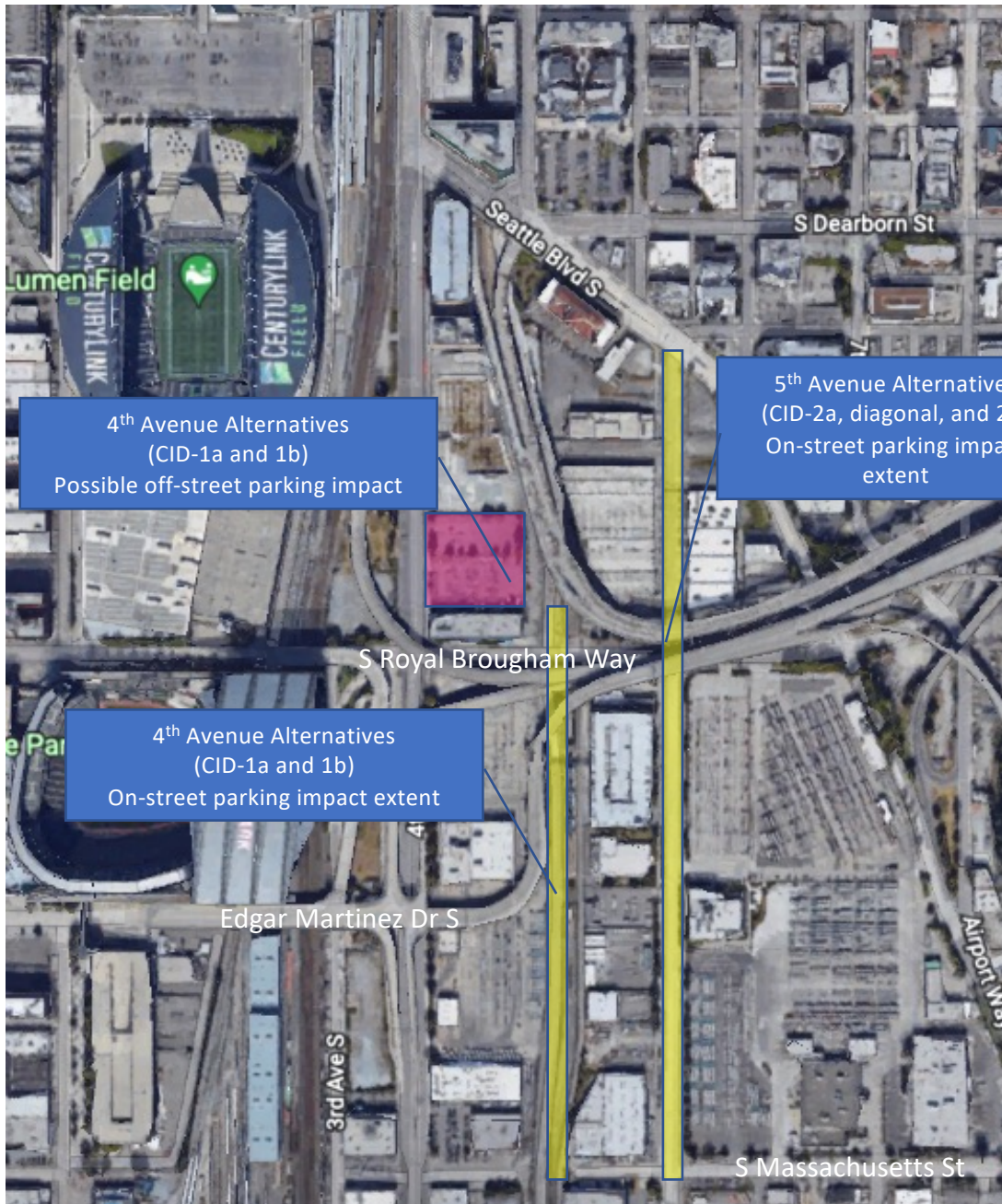


# Transportation: Permanent Off-Street Parking Impacts





# Transportation: Permanent On-Street Parking Impact Spaces



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

Most permanent on-street parking impacts anticipated for CID Segment alternatives would occur south of Royal Brougham, along 5<sup>th</sup> Avenue S. and 6<sup>th</sup> Avenue S.



# Transportation: Construction Impacts (Temporary)

See online maps for roadway extent and durations



## 4<sup>th</sup> Avenue Alternatives

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

## CID-1a

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

## CID-1b

- Intermittent periods of light rail single track operations

## 5<sup>th</sup> Avenue Alternatives

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

## CID-2a

- Interrupts streetcar service for 6+/- months

4 <sup>th</sup> Avenue Alignments		5 <sup>th</sup> Avenue Alignments		
CID-1a (shallow station)	CID-1b (deep station)	CID-2a (shallow station)	CID-2a diagonal (shallow, diagonal station configuration)	CID-2b (deep station)

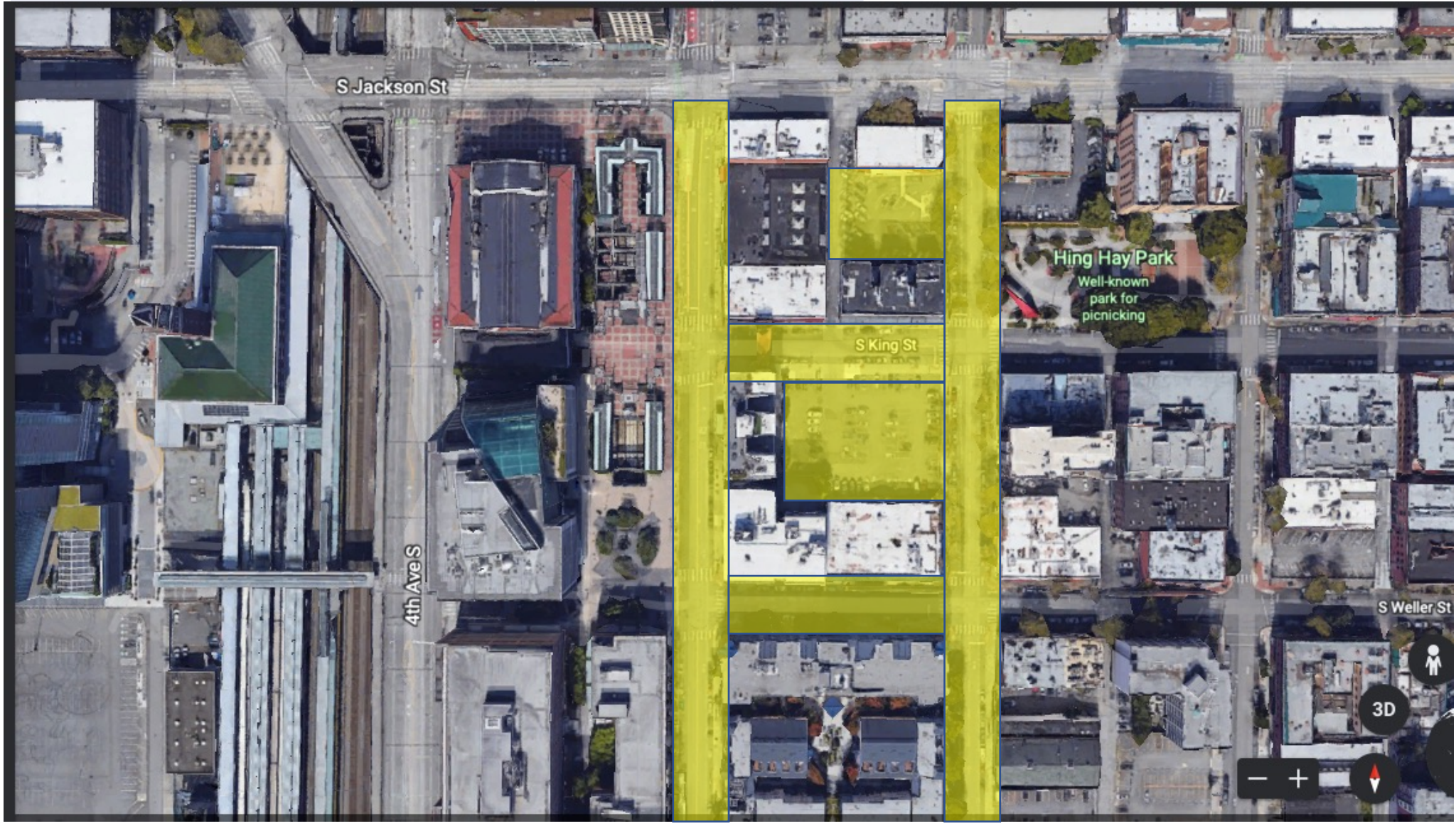


# Transportation: Construction Parking Impacts

## WSBLE Project CID Segment On-Street Parking Space Impacts during Construction

4th Avenue Alignments		5th Avenue Alignments		
CID-1a (shallow station)	CID-1b (deep station)	CID-2a (shallow station)	CID-2a diagonal (shallow)	CID-2b (deep station)

Potential Zone of Parking impacts for 5<sup>th</sup> Avenue Alternatives (CID-2a, 2a diagonal, 2b)





# Affected Parcels (Full and partial parcel acquisitions)

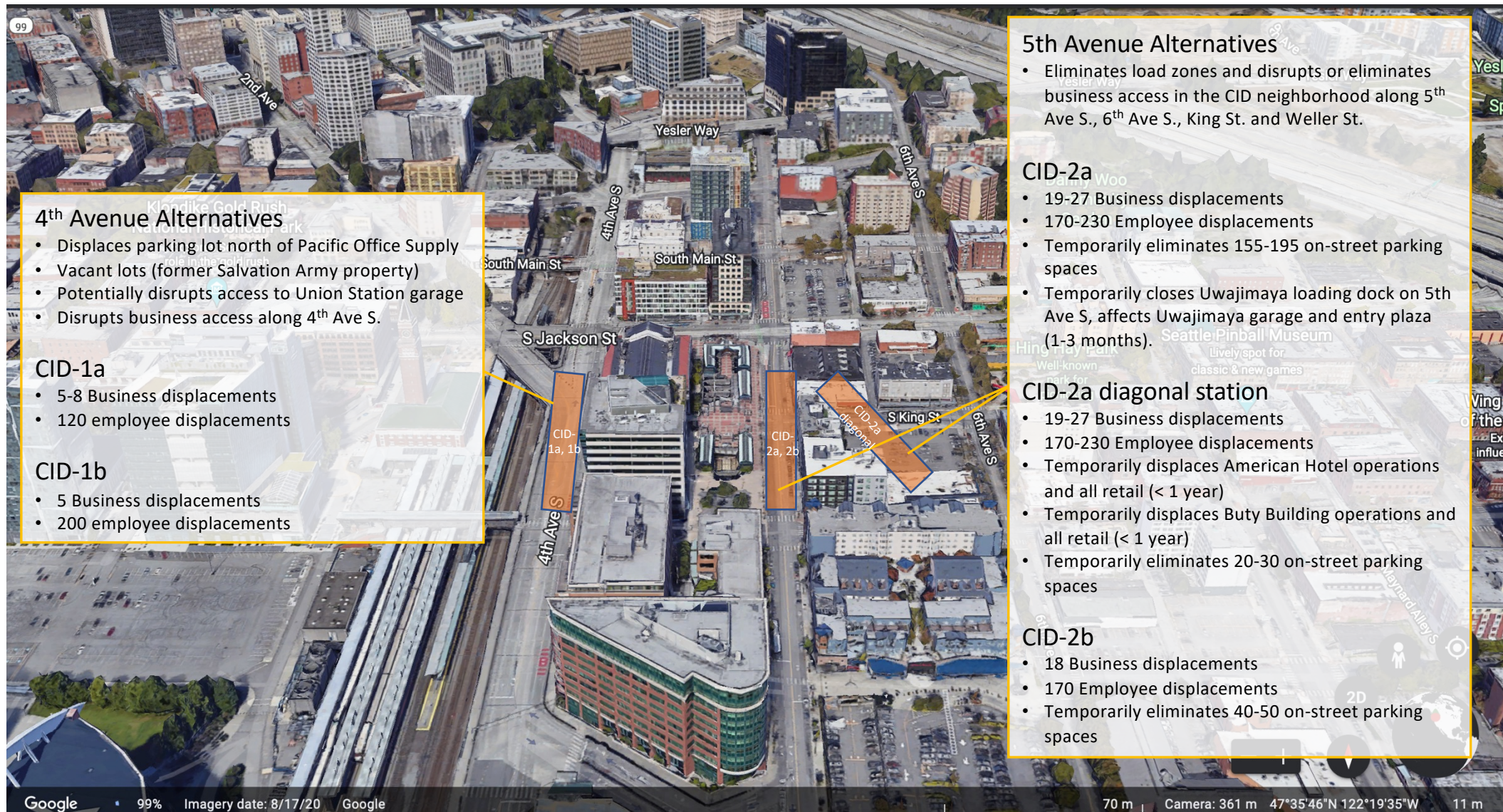
See online maps for affected parcels





# Economic: Permanent and Construction Impacts

See online maps for roadway extent and durations, and affected parcels



**4<sup>th</sup> Avenue Alternatives**

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

**CID-1a**

- 5-8 Business displacements
- 120 employee displacements

**CID-1b**

- 5 Business displacements
- 200 employee displacements

**5<sup>th</sup> Avenue Alternatives**

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

**CID-2a**

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

**CID-2a diagonal station**

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

**CID-2b**

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

4 <sup>th</sup> Avenue Alignments		5 <sup>th</sup> Avenue Alignments		
CID-1a (shallow station)	CID-1b (deep station)	CID-2a (shallow station)	CID-2a diagonal (shallow, diagonal station configuration)	CID-2b (deep station)



# Noise and Vibration: Permanent Impacts

See online maps for affected parcels

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

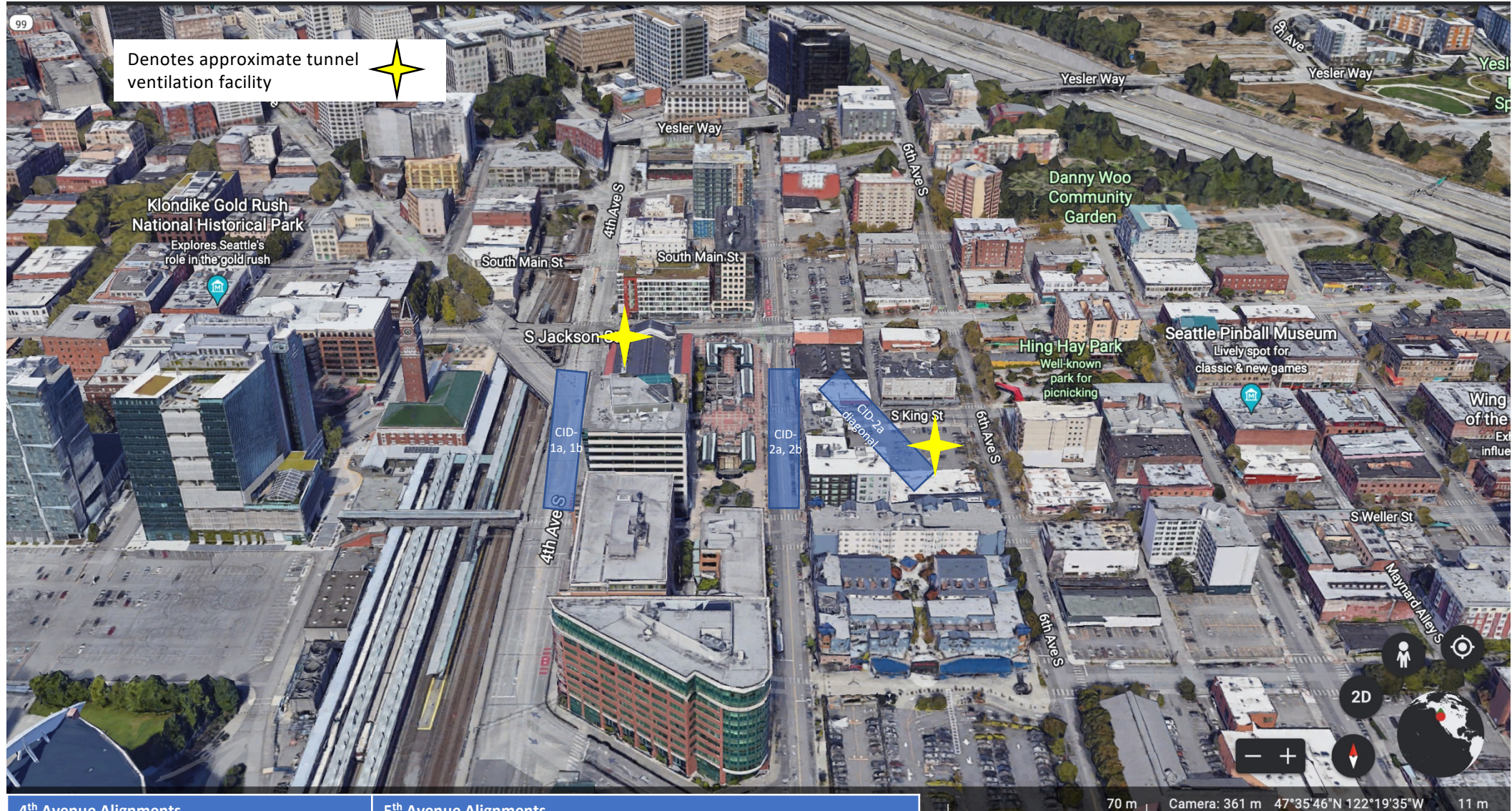




# Visual and Aesthetic Resources: Permanent Impacts

See online maps for affected parcels

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

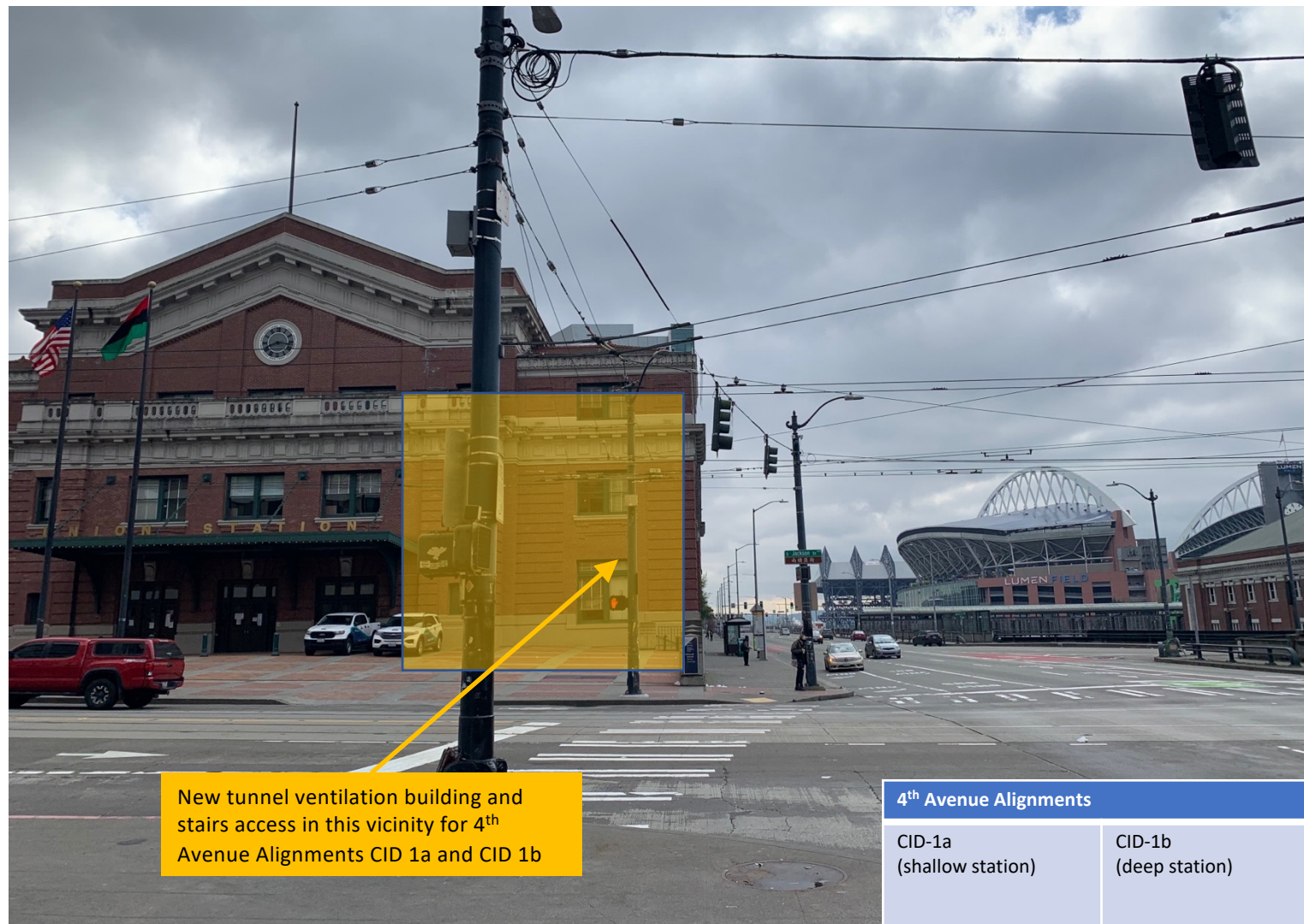


4 <sup>th</sup> Avenue Alignments		5 <sup>th</sup> Avenue Alignments		
CID-1a (shallow station)	CID-1b (deep station)	CID-2a (shallow station)	CID-2a diagonal (shallow, diagonal station configuration)	CID-2b (deep station)



# Visual and Aesthetic Resources

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



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

4 <sup>th</sup> Avenue Alignments		5 <sup>th</sup> Avenue Alignments		
CID-1a (shallow station)	CID-1b (deep station)	CID-2a (shallow station)	CID-2a diagonal (shallow, diagonal station configuration)	CID-2b (deep station)



# Utility Relocation Impacts

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

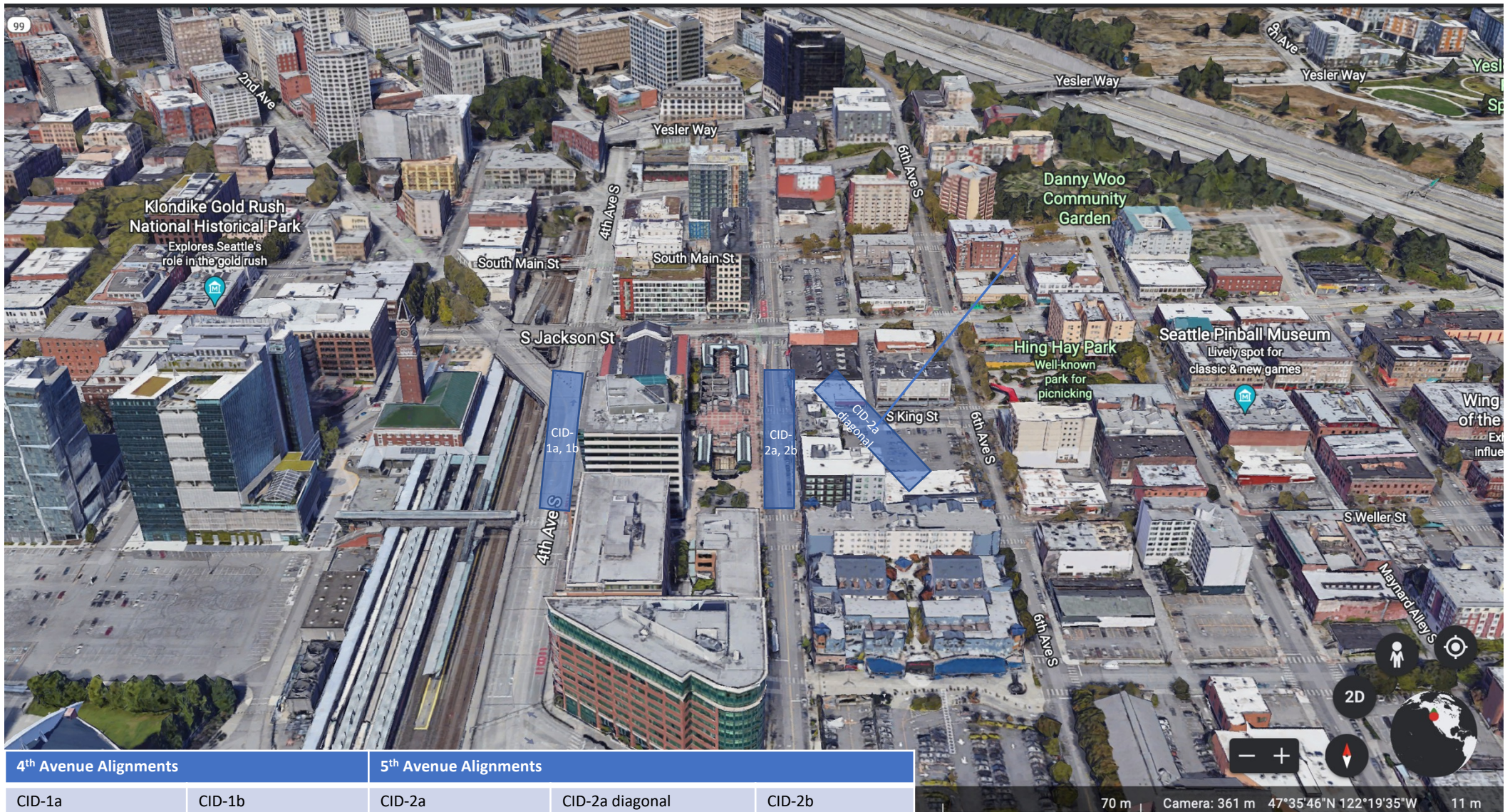


	4 <sup>th</sup> Avenue Alignments		5 <sup>th</sup> Avenue Alignments		
Utility	CID-1a (shallow station)	CID-1b (deep station)	CID-2a (shallow station)	CID-2a diagonal (shallow, diagonal station configuration)	CID-2b (deep station)
<b>Power</b>	N/A	1 crossing	1 crossing, 4,200 feet	1 crossing, 4,200 feet	1 crossing 3,500 feet
<b>Water</b>	1 crossing	N/A	1 crossing 6,000 feet*	1 crossing 1,100 feet*	2,000 feet
<b>Sanitary Sewer</b>	1 crossing 1,600 feet	1 crossing 2,500 feet	1 crossing	1 crossing	1 crossing
<b>Gas</b>	2 crossings	N/A	3 crossings 3,100 feet	3 crossings 3,100 feet	N/A
<b>Communications</b>	6 crossings 3,100 feet	5 crossings 3,900 feet	10 crossings 11,000 feet	10 crossings 11,000 feet	6 crossings 12,800 feet
<b>Storm Drain</b>	N/A	1 crossing	N/A	N/A	N/A
<b>Totals</b>	<b>10 crossings 3,700 feet</b>	<b>8 crossings 6,400 feet</b>	<b>16 crossings 24,300 feet</b>	<b>16 crossings 19,400 feet</b>	<b>8 crossings 18,300 feet</b>



# Parks and Recreation: Permanent Impacts

Excerpted from Draft EIS Section 4.3.17.3.2: “There are 14 parks and recreational resources in the CID Segment study area. Sound Transit analyzed the potential long-term impacts of operation of the Ballard Link Extension Build Alternatives on parks and recreational resources in the study area. None of the Chinatown-International District Segment alternatives would have long-term impacts to parks and recreational resources.”





# Parks and Recreation: Permanent Impacts

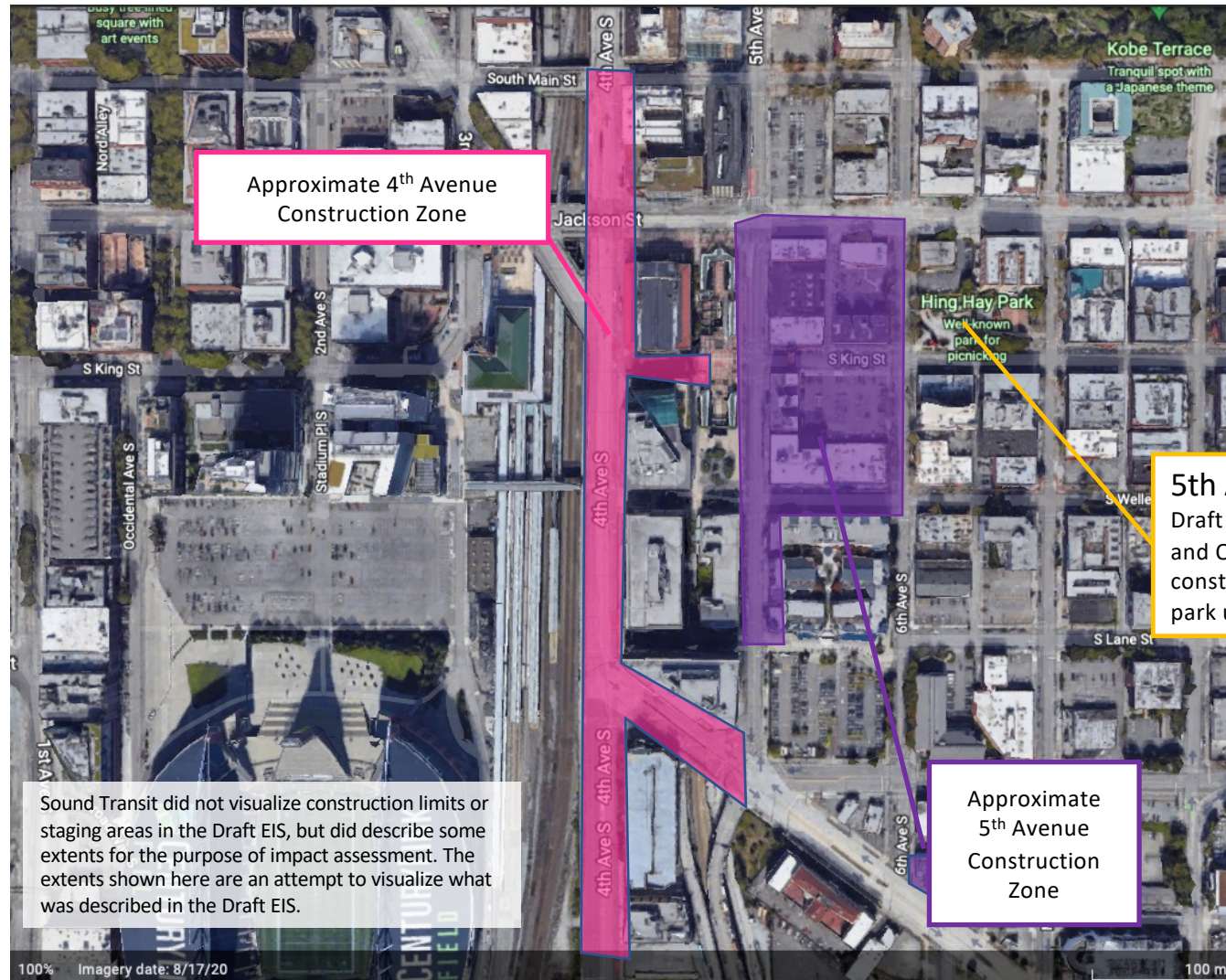
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# Parks and Recreation: Construction Impacts



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

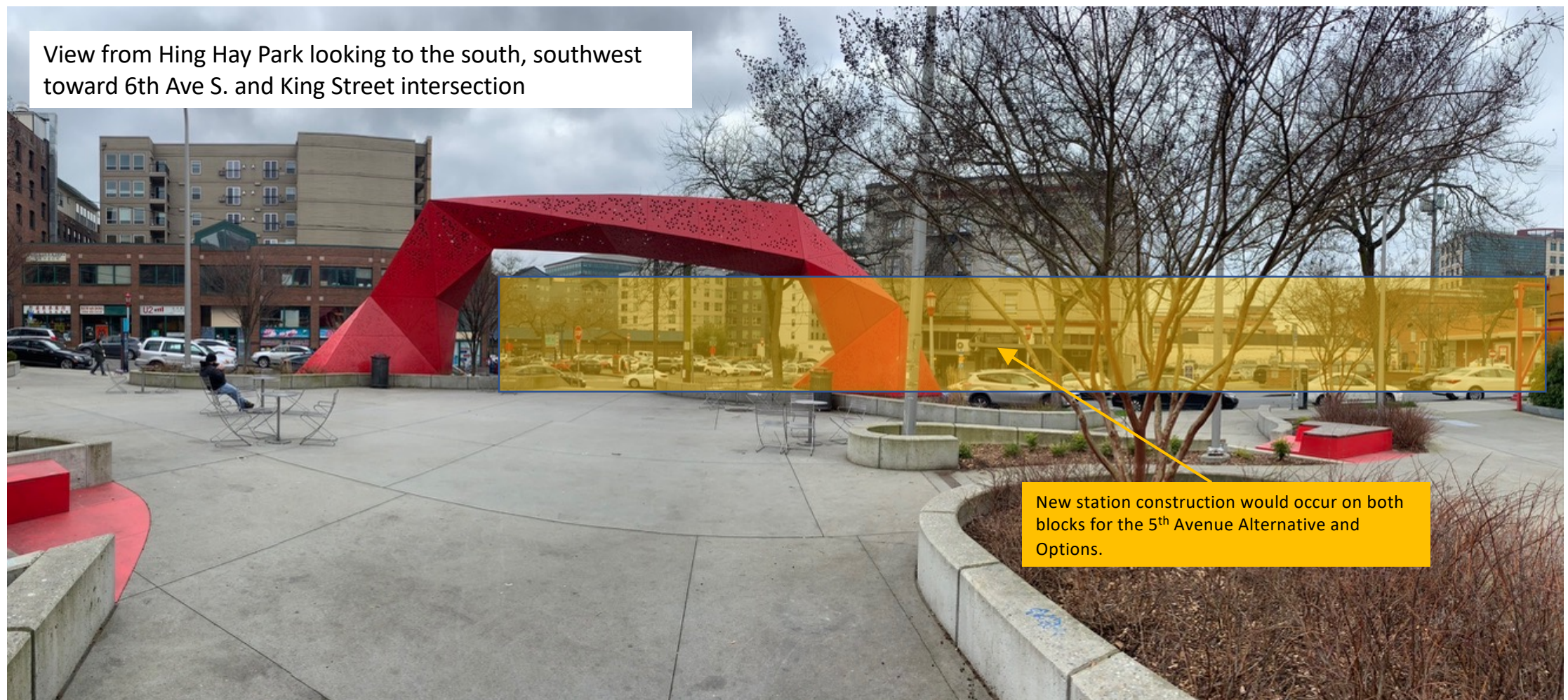
	4th Avenue Alignments		5th Avenue Alignments		
	CID-1a	CID-1b	CID-2a	CID-2a diagonal	CID-2b
Segment construction duration	9-11* years	8-10 years	8-9 years	5-6 years	6.5-7.5 years
Station construction method	Excavation cut-and-cover	Mined	Excavation cut-and-cover	Excavation cut-and-cover	Mined
Station construction duration	4-6 years	6-7 years	4-6 years	4-6 years	6-7 years



# Parks and Recreation: Construction Impacts

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

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





# Historic Resource Impacts (Section 106 Consultation)

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

	4 <sup>th</sup> Avenue Alternatives/Options		5 <sup>th</sup> Avenue Alternatives/Options		
Property or Resource	CID-1a	CID-1b	CID-2a	CID-2a diagonal	CID-2b
<b>Pioneer Square-Skid Road National Historic District</b>	<b>Adversely affected:</b> Construction Disruption	<b>Adversely affected:</b> Construction Disruption	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
<b>Seattle Chinatown Historic District</b>	<b>Adversely Affected:</b> Property Demolition and Construction Disruption	<b>Adversely Affected:</b> Property Demolition and Construction Disruption	<b>Adversely Affected:</b> Property Demolition and Construction Disruption	<b>Adversely Affected:</b> Property Demolition and Construction Disruption	<b>Adversely Affected:</b> Property Demolition and Construction Disruption
<b>Union Station</b>	<b>Adversely Affected:</b> Construction Disruption and Partial Property Acquisition	<b>Adversely Affected:</b> Construction Disruption and Partial Property Acquisition	Not Adversely Affected	Not Adversely Affected	Not Adversely Affected
<b>Seattle First National Bank- International Branch</b>	Not Adversely Affected	Not Adversely Affected	<b>Adversely Affected:</b> Property Demolition	<b>Adversely Affected:</b> Property Demolition	<b>Adversely Affected:</b> Property Demolition
<b>Retail Stores (418 5<sup>th</sup> Ave S.)</b>	Not Adversely Affected	Not Adversely Affected	<b>Adversely Affected:</b> Property Demolition	<b>Adversely Affected:</b> Property Demolition	<b>Adversely Affected:</b> Property Demolition
<b>Total Number of Adversely Affected Resources</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>



## Section 4f Use Determinations

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

Property or Resource	4 <sup>th</sup> Avenue Alternatives/Options		5 <sup>th</sup> Avenue Alternatives/Options		
	CID-1a	CID-1b	CID-2a	CID-2a diagonal	CID-2b
<b>Pioneer Square-Skid Road National Historic District</b>	No use	No Use	No Use	No Use	No Use
<b>Seattle Chinatown Historic District</b>	No Use	No Use	Use	Use	Use
<b>Union Station</b>	Use	Use	No Use	No Use	No Use
<b>Seattle First National Bank- International Branch</b>	No Use	No Use	Use	Use	Use
<b>Retail Stores (418 5<sup>th</sup> Ave S.)</b>	No Use	No Use	Use	Use	Use
<b>Total Number of Section 4f "Use" Determinations</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>3</b>



# CID Segment General Notes

- 4<sup>th</sup> Avenue rebuild extent north of Jackson is extensive; reasons unclear
- No operational noise analysis performed for segment
- No visual quality analysis performed for the segment
- Stadium events were not considered in transportation analysis



# Pioneer Square Specific Notes

- No mention of Pioneer Square neighborhood in the Social Resource, Community Facilities, and Neighborhoods section
  - Non-profit service providers in Pioneer Square were discussed
- No substantive treatment of Pioneer Square in EJ analysis
- Stadium events were not considered in transportation analysis
- Historic Resources concludes “No construction hauling will occur within (PSQ) historic district.”
- No discussion of areaways in any capacity (transportation nor historic resource)



# Chinatown International District Specific Notes

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