

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

- I-418-001** My first choice is the Aerial because we would gain the safety of having a "pull-over shoulder", but the down side is that it would take more years to build than the Rebuild. My second choice is the Rebuild. In both the Aerial and Rebuild the City of Seattle would continue to provide the views of nearby sea and mountains which is what makes Seattle special. With over 110,000 of us a day enjoying these views, as well as views of the waterfront piers and downtown, I feel it is the responsibility of the City Council to see that we don't lose this. When I went to the presentations of creative possibilities for the downtown waterfront I was very upset. Things I saw do not belong here. 1. we should not bring in sand to make beaches where we are envied for having a natural deep water harbor 2. we should not tear down the viaduct and put up more buildings (developers win, not THE PEOPLE)--forget the argument for adding to the tax base, the views are more important and I mean views for thousands of people every day, not just the privileged who live or work in town or the tourists 3. we shouldn't lose the parking we now have under the viaduct 4. we need to keep the piers for water-related activities and not allow condos and office space to go up along the waterfront
- I-418-002**

Comments apply to:  
Overall Project

**I-418-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Aerial and Rebuild Alternatives. Elements of the Rebuild and Aerial Alternatives have been combined to form the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS.

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. This structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

**I-418-002**

Your opinions about the waterfront planning process have been forwarded to the City's Department of Planning and Development for consideration, because the City is leading the Central Waterfront Project.