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Subject: BOMA Board of Trustees

- C-035-001** BOMA DEIS VIADUCT COMMENTS June 1, 2004 We appreciate the wealth of information available for consideration of the Viaduct alternatives and the outreach provided by the AWV project. The BOMA Board of Trustees has a keen interest in this project both in the context of the regional economy and also in the context of continuing the work of a vibrant Seattle downtown environment. The Board recognizes that it is important to consider the project in a long term context and therefore believes that the Six-Lane Tunnel alternative provides the greatest benefit for the future of downtown and the region. Capacity: Do not diminish the existing capacity of 110,000 vehicles per day. We believe that the six-lane tunnel provide adequate capacity in the future along with the other projects that will provide alternative methods of transportation. Freight Mobility: Ensure that freight mobility through the corridor is maintained and enhanced. Additional studies need to be done to determine that hazardous materials can be safely transported from the Ballard industrial areas to the Port and railroad yards in south Downtown, including capacity needed, tunnel constraints and alternative routes.
- C-035-002**
- C-035-003** Economic Development: Both during the construction phase and the long term development of the waterfront consistent vigilance must be maintained to ensure that the economic vitality of downtown is maintained and enhanced for the future. We ask for a more detailed plan for business mitigation during the construction phase; consideration of the trade-offs of expediting the construction phase with fewer access lanes vs. the negative economic impact of a long construction phase; and a final design that will enhance the future development of the waterfront and the adjoining neighborhoods. Thank you for the opportunity to comment.

C-035-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2004 Cut-and-Cover Tunnel Alternative. The alignment for the Cut-and-Cover Tunnel Alternative has been refined in the Final EIS. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative due to its ability to best meet the project's identified purposes and needs and the support it has received from diverse interests. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

C-035-002

Transporting flammable or hazardous materials would be prohibited in the bored tunnel all day. Operators hauling these types of materials would need to use I-5 or Alaskan Way.

The lead agencies are committed to working with the freight community to define alternative routes and appropriate mitigation during the construction period.

C-035-003

The 2004 Draft EIS evaluated one construction plan that considered brief closures of SR 99 during construction, but otherwise assumed that at least two lanes would be provided in each direction on SR 99 or an alternate detour route. In comments received on the 2004 Draft EIS, many people asked the lead agencies to consider more than one construction plan. Specifically, many people wanted to know if closing the corridor would reduce the amount of time it takes to build the project. To respond to this question, three different construction plans were developed (a shorter construction plan, an intermediate construction plan, and a longer construction plan) and evaluated in the 2006 Supplemental Draft EIS. Since 2006, the Cut-and-Cover Tunnel and Elevated Structure Alternatives and the construction approach for each of the alternatives have been refined. One construction plan is analyzed

for each of the alternatives (Bored Tunnel, Cut-and-Cover Tunnel, and Elevated Structure) in the Final EIS. Chapter 3 describes each alternative and its construction plan, and Chapter 6 describes construction effects.

The construction sequences and durations proposed in the Final EIS have considered the duration of construction and resulting impacts along with available funding and the need to maintain access.

Economic mitigation strategies for non-access types of impacts to businesses during construction are presented in Chapter 8 of the Final EIS.

With the preferred Bored Tunnel Alternative, the City of Seattle will lead the waterfront development effort with the Central Waterfront Project.