



May 26, 2004

Ms. Allison Ray
Alaska Way Viaduct & Seawall Replacement Project Office
999 Third Avenue, Suite 2424
Seattle, WA 98104

RE: Comment on Draft EIS

Dear Ms. Ray,

As one of Washington's Top 100 companies and one that has maintained its headquarters here in Seattle for over 30 years, Shurgard Storage Centers is inherently tied to the economic development and general welfare of this great city and the surrounding region. We also happen to be on the "front line" of the proposed construction zone as our Pier 57 facility is located at the bottom of University Street (1334 Alaska Way), and will have an unobstructed view of the progress and impact of this project. For these reasons we have reviewed the Draft EIS for the Alaska Way Viaduct and Seawall Replacement Project generated by WSDOT, and would like to offer our comments regarding both the long- and short-term impacts of this project.

Shurgard Storage
1155 Valley Street, Suite 400
P.O. Box 900933
Seattle, Washington 98109
Phone 206 624 8100
Fax 206 624 1645
www.shurgard.com

RECEIVED
JUN 01 2004
AWSP Team Office

B-014-001 Evaluating the various options for this project with a long-term view, we would offer our most energetic support to the Tunnel Alternative. Like most, we believe a strong connection between the Central Business District/ Pike Place Market/ Pioneer Square districts and the Waterfront is critical to the long-term economic health of the city, and the removal of all aerial structures is critical to making this connection viable.

Furthermore, the noise and air pollution generated by the high-traffic volumes on the existing viaduct (as well as any future aerial structures) are detrimental to the physical health of all residents and visitors to the city and negatively impact Seattle's visual appeal, and we would support all efforts to direct as much traffic as possible underground.

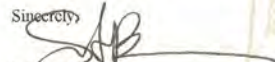
Lastly, comparing the Tunnel Alternative to the Bypass Tunnel, it seems intuitive that lower traffic volumes on the Alaskan Way surface street are better for all of the reasons stated above, and so we would again voice our support for the Tunnel Alternative as the best of all options.

Regarding the short-term impacts, we have a specific concern regarding our Pier 57 Facility. That particular facility handles a significant amount of traffic via large semi-trucks and moving vans on a weekly, if not daily basis. These large vehicles approach our facility from the south, along the right-of-way just east of the existing viaduct, and are able to adequately access our store while parked parallel to the west face of our building. We would like to be informed by the Final EIS as to the measures your agency will be taking to ensure this access route to our facility remain accessible by large transport vehicles during the construction period.

We thank you for the opportunity to comment on this tremendous undertaking, and are eager to see this project move forward. This endeavor will greatly benefit our city and region, and we are glad to be in a position to contribute, even in this small way.

We look forward to reviewing the Final EIS regarding the above items as well as the final selection of the various alternatives. Please feel free to contact myself if you have any questions or comments.

Sincerely,


Stephen Bourne
Sr. Design Manager
Shurgard Storage Centers, Inc.
(206) 624-8100

B-014-001

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.