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CITY OF SEATTLE
MAYOR'S OFFICE

April 7, 2004

Mayor's Office
Seattle City Hall
P.O. Box 94749
Seattle, WA 98124-4749

Dear Mayor Nichols:

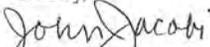
I read the detailed article in the April 1st edition of the *Seattle Times* about the potential solutions for replacing the Alaska Way Viaduct. The article outlined five different options. The last portion of the article said that you were interested in public comment about the options.

B-015-001

I am in favor of either of these options: by-passing Alaska Way or proposing a tunnel. In my opinion, any alternative options which create a barrier between the waterfront and the City should be avoided. This will probably be our only opportunity to do it right for current and future Seattle generations in a manner for which the City can always be proud.

By the way, the article stated that there are folks who claim they enjoy the view from the freeway and would hate to lose it. I'm sure that most would agree that creating a view for drivers should not be a serious consideration in the final decision making process. It's better to make sure that the whole City and its visitors benefit rather than the drivers.

Sincerely,


John W. Jacobi
Chairman

JWJ/drs

Windermere Services Company

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FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. 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.

As with many aspects of project planning and design, the lead agencies must balance the beneficial and negative of affects of alternatives for everyone in the project corridor, whether they are walking along the waterfront at street level, or traveling through on the viaduct above. Design and planning has and will continue to emphasize ways to make the alternatives fit in with surrounding neighborhoods, including minimizing potential effects both to views and to the overall aesthetic quality of areas within the project corridor.