

1 something monumental, is get that out of there as a view
2 block.

3 If you really believe in tourism, and you really
4 think this has got to be a great city, and it is, but
5 that's one aspect of it that is an anachronism left from
6 the past. Bring it down, do not replace it, put the
7 freeway underground, that which you need, and turn that
8 into a boulevard, much like San Francisco had. If you do,
9 the politicians who make the decisions, you will also be
10 viewed as great saints and heroes. If you build another
11 one, that will be your legacy, and people will hate you for
12 years.

13 That's it. Thank you.

14 DANIEL RAMRAS: Okay. I'm Daniel Ramras. I
15 represent Triad Pier 70, LLC and numerous other Triad
16 properties on the Alaskan Way thoroughfare. We own and
17 occupy the Pier 70 property, which is at the foot of
18 Broad Street, we own property two blocks north of
19 Broad Street, and other property three blocks south of
20 Broad Street. We own a parking lot a block east of the
21 viaduct, on Seneca, and the Okay Hotel, which is directly
22 adjacent to the Alaskan Way Viaduct. Therefore, we have
23 substantial holdings and are going to be impacted
24 dramatically by the Alaskan Way Viaduct Seawall Project.

25 We are in favor of a tunnel option, a full tunnel

H-010-001

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.

H-010-001

H-010-001
H-010-002

1 option. We are extremely concerned about traffic and,
2 therefore, would like to see the State and City work on a
3 plan that is the shortest construction plan possible, which
4 would entail closing down all unnecessary traffic roots
5 during the construction period. We are opposed to a
6 Broad Street overpass, and we are also opposed to a Seattle
7 Art Museum tunnel. Both of those options would create an
8 immense traffic problem, and visual problems for the owners
9 and tenants of Pier 70. The Broad Street overpass would
10 create a substantial visual impact which would almost
11 definitely create vacancies on Pier 70, and at a time when
12 occupancy is of key importance, obvious traffic impacts and
13 shading impacts.

H-010-003

14 The Seattle Art Museum underpass would also create
15 traffic problems directly at the front door of Pier 70, on
16 Alaskan Way. One of the largest problems that I have with
17 the presentation of alternatives over the last year is the
18 discrepancy between the items that have appeared on the
19 Draft Environmental Impact Statement and items that were
20 not discussed prior to issuance of a Draft Environmental
21 Impact Statement. Specifically, the Broad Street overpass
22 was not a topic of discussion and was brought up after the
23 comments, the closure of comments, in the Fall of 2003.
24 And the concept of the Seattle Art Museum underpass, the
25 tunnel, was verbally, at least, taken off the table, and

21

H-010-002

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.

H-010-003

The Broad Street underpass (referred to as the Seattle Art Museum underpass in your comment) is no longer included in the project, and this change is reflected in the Final EIS.

The Broad Street detour (referred to as the Broad Street overpass in your comment), includes a temporary aerial trestle over the BNSF railroad tracks at Broad Street. This detour route is only proposed for the Elevated Structure Alternative. The Final EIS describes the visual effects and increased traffic flow along Broad Street and the north portion of the Alaskan Way surface street. We acknowledge your comment and concern about these effects; and we emphasize that these effects will be temporary and would not occur with the preferred alternative. Both the temporary trestle (overpass) and the traffic detour route will be removed

1 yet still appears on the Draft Environmental Impact
2 Statement.

3 We are, again, extremely opposed to the concept of
4 the Broad Street detour option, bringing all truck traffic
5 from I-99 Southbound down Broad Street, onto Alaskan Way.

6 Thank you.

7 **WILLIAM RAMIREZ:** (Through the Spanish Interpreter.)
8 Good afternoon. My name is William Ramirez. I come on
9 behalf of Casa Latina. I have one comment, and some
10 concerns. For my comment I have two points that I'd like
11 to make. Okay. So they've told us that they have a
12 project with Viaduct, that they want to move, because of
13 the Viaduct they want to move us to a different location.
14 Okay. So I would just like to mention that the place where
15 the Castle Latina now is located, and where the workers
16 congregate, is a place where we are together from early in
17 the morning until late in the evening.

18 For us, Casa Latina is the area that we congregate,
19 is very important, and it's very important for the Latino
20 community in Seattle, Washington. So, the reason that it
21 is so important for us is that we are working every day
22 from this place to be able to support our families. I
23 would like to ask, then, the City of Seattle and the
24 administrative personnel of the City, that they consider
25 this point: I would just like to ask that you consider

when they are no longer needed to accommodate traffic during project construction.

FHWA, WSDOT, and the City of Seattle considered other detour options in this area; however, the agencies have agreed that the Broad Street detour is the best solution based on trade-offs of cost, effects, and overall efficiency.