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AWWSP Team Office

Jill R. Mackie
Director of External Affairs

May 27, 2004

Allison Ray
Alaskan Way Viaduct and Seawall Replacement Project Office
999 Third Avenue, Suite 2424
Seattle, WA 98104

RE: Seattle Times Company comments on the SR-99 Alaska Way Viaduct and Seawall Replacement Draft Environmental Impact Statement (EIS)

Dear Ms. Ray:

Thank you for the opportunity to comment on the SR-99 Alaska Way Viaduct and Seawall Replacement Draft EIS. The Seattle Times Company has reviewed the Draft EIS and has identified a specific concern relating to the options being considered for a "lowered Aurora." Specifically, the "lowered Aurora" option would construct an overpass on a number of east-west streets including Thomas Street.

The Seattle Times Company operates a newspaper publishing, production and circulation facility that fronts on Thomas Street between Boren and Fairview. This is a 24 hour per day operation involving continual loading and unloading of trucks of all sizes. Many of these deliveries involve semi-trucks with trailers, which back into the Seattle Times facility and block portions of Thomas during their unloading cycle. There is no practical alternative for movement of these operations away from Thomas except to consider another location.

B-004-001 The Seattle Times Company is concerned that the construction of a Thomas Street Overpass at Aurora will create a greatly heightened use of Thomas between Aurora and Fairview/Eastlake. Indeed, we understand the purpose of this overpass alternative is to direct traffic on to these east-west streets. This heightened use would be very detrimental to the Seattle Times Company's ability to continue production and circulation activities at the Thomas location. We believe elimination of the Thomas Overpass with an emphasis on converting Harrison Street to an east-west feeder would be greatly preferable.

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B-004-001

After the 2004 Draft EIS was published, your comments along with others led to additional planning, analysis, and the revised alternatives presented in the 2006 Supplemental Draft EIS. Following publication of the 2006 Supplemental Draft EIS, there was not a consensus on how to replace the viaduct along the central waterfront. In March 2007, Governor Gregoire, former King County Executive Sims, and former City of Seattle Mayor Nickels initiated a public process called the Partnership Process to develop a solution for replacing the viaduct along the central waterfront. Details about the project history are described in Chapter 2 of the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to this Final EIS for the current information.

In January 2009, Governor Gregoire, former King County Executive Sims, and former Seattle Mayor Nickels recommended replacing the central waterfront portion of the Alaskan Way Viaduct with a single, large-diameter bored tunnel. After the recommendation was made, the Bored Tunnel Alternative was analyzed and compared to the No Build, Cut-and-Cover Tunnel, and Elevated Structure Alternatives in the 2010 Supplemental Draft EIS.

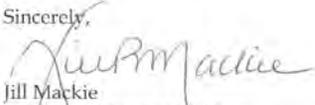
The Bored Tunnel connects Thomas Street in a different manner than was proposed in 2004. Please refer to Chapters 3 and 5 of the Final EIS for current information. Details on transportation can be found in Appendix C of the Final EIS.

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The Seattle Times Company would urge the project team to consider the extremely negative impact a Thomas Street Overpass would have on the operation of our Thomas Street facility.

Thank you for your consideration.

Sincerely,



Jill Mackie
Director of External Affairs
JM/sja

cc: Carolyn Kelly, Seattle Times President and COO
Frank Paiva, Seattle Times Vice President of Operations
Eric Tweit, City of Seattle, Department of Transportation