

September 20, 2006

WSDOT
Attn: Kate Stenberg, AWV Environmental Manager
AWV Project Office (Wells Fargo Building)
999 Third Avenue, Suite 2424
Seattle, WA 98104-4019

Dear Ms. Stenberg:

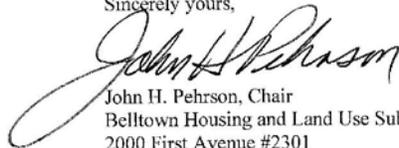
C-059-001 | On behalf of the Belltown Housing and Land Use Subcommittee, I want to endorse the comments made by the Belltown Business Association in their letter dated September 18, 2006, which is attached. Our organization has reviewed the September 18, 2006 letter. It properly reflects the positions we have taken in the past and our current position.

In short summary:

- C-059-002** | 1. We are pleased you have changed to include the "Under Elliott and Western" Option as your baseline. A new, elevated freeway in our neighborhood is unacceptable.
- C-059-003** | 2. The Supplemental Draft EIS is deficient in not including considerations (designs, renderings and costing) for a lid of the Under Elliott and Western Option. There are significant environmental impacts remaining and mitigation measures of those must be included.
- C-059-004** | 3. The Supplemental Draft EIS is deficient in not including any analysis of the construction impacts on our neighborhood. Construction schedules based upon 24/7, noisy work in our residential community is not acceptable. Basing a schedule and costing upon that is faulty. We recognize there will be impacts from construction traffic and traffic diverted from SR-99. The impact of this on our mixed-use neighborhood must be analyzed and appropriate mitigation measures included in the plan and costing.

If you have any questions, please call upon me.

Sincerely yours,



John H. Pehrson, Chair
Belltown Housing and Land Use Subcommittee
2000 First Avenue #2301
Seattle, WA 98121
206-441-9913
pehrsonj@comcast.net

cc: Greg Schuler

C-059-001

We recognize your endorsement of the Belltown Business Association letter (C-058). Please refer to C-058 to view the responses to the letter.

C-059-002

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments expressing support for the under Elliott and Western option, and concern about the over Elliott and Western option. The option to configure SR 99 under Elliott and Western Avenue is paired with the Cut-and-Cover Tunnel Alternative. 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. With this alternative, the Elliott/Western Connector is a separate project.

C-059-003

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments related to including a lid. The alternatives have changed with the 2010 Supplemental Draft EIS to include a lid in the range of 250 feet in length only with the Cut-and-Cover Alternative. If this alternative is selected, the design process will be led by Seattle and involve neighborhood interests. However, 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 that it has received from diverse interests.

C-059-004

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. Specifically, compared to the Cut-and-Cover Tunnel and Elevated Structure Alternatives, it avoids substantial closure of SR 99

during construction and can be built in a shorter period of time than the other two alternatives. Extended closure of SR 99 would be more disruptive to Seattle and the Puget Sound region. Chapters 5 (Permanent Effects) and 6 (Construction Effects) in the Final EIS provide a more in-depth comparison of trade-offs for the build alternatives.