Rendering of the new sidewalk with embedded glass to transmit light to the habitat below.

Commenting on the Draft SEIS

Visit our website, provide your input, or contact us to hear about our latest activities.

Comments on the Draft SEIS can be submitted in several ways:

Email seawallSEIS@seattle.gov

Mail Elliott Bay Seawall Project
Draft SEIS Comments
c/o Mark Mazzola
Seattle Department of Transportation
PO Box 34996
Seattle, WA 98124–4996

In person DSEIS Public Open House
Thursday, January 9, 2014, 4 – 6 p.m.
Seattle City Hall
Bertha Knight Landes Room
600 4th Avenue
Seattle, WA

Please submit comments no later than January 22, 2014.

All comments on the Draft SEIS received during the public comment period will be addressed in the Final SEIS, planned for issuance in Spring 2014.

For more information

www.waterfrontseattle.org/seawall_project/environmental.aspx

Project hotline: 206-618-8584

seawallSEIS@seattle.gov

Americans with Disabilities Act (ADA) Information:
Materials can be provided in alternative formats – large print, Braille, cassette tape of on computer disk – for people with disabilities by contacting 206-618-8584 or seawallSEIS@seattle.gov. Persons who are deaf or hard of hearing may make a request for alternative formats through the Washington Relay Service at 7-1-1.

SDOT
Seattle Department of Transportation

DRAFT SUPPLEMENTAL
ENVIRONMENTAL IMPACT STATEMENT

Draft SEIS in Focus

12.2013

Elliott Bay Seawall Project

SDOT
Seattle Department of Transportation

Updates to the Environmental Process

The Elliott Bay Seawall Project will replace the aging seawall along Seattle's waterfront to protect public safety, providing a unique opportunity to improve aquatic habitat and creating the foundation for Seattle's future waterfront. The City of Seattle published a Draft Supplemental Environmental Impact Statement (SEIS) on December 16, 2013 to update its previous environmental review based on changes resulting from design refinements, construction approach, and agreements made through the permitting process, including the Section 106 Memorandum of Agreement and tribal coordination. The public comment period on the Draft SEIS will run from December 16, 2013 to January 22, 2014.

The seawall project began construction in November 2013 in compliance with the existing environmental review and issued permits. Updates to the Preferred Alternative described in the draft SEIS would commence once the necessary environmental approvals have been secured.

What is a Supplemental EIS and why was it prepared?

Since publication of the Final EIS in March 2013, refinements have been proposed to the project design, along with adjustments to the typical construction sequencing and approach. The City has prepared this document to evaluate whether the proposed changes would cause new or increased significant adverse effects.

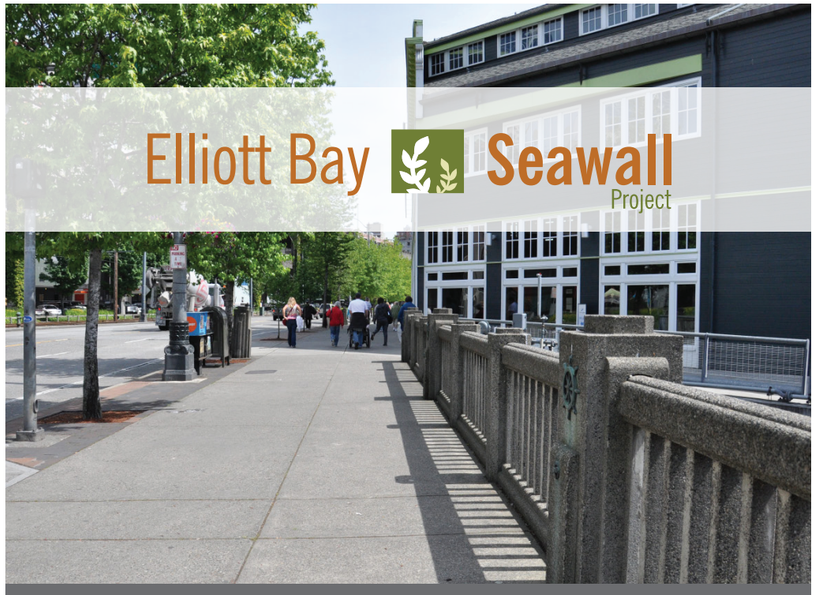
Upon completion, the SEIS will enable the City, with input from the public, regulatory agencies and local tribes, to consider the environmental impacts of the project changes in conjunction with factors such as cost, schedule and feasibility.

The Updated Preferred Alternative

While changes have been proposed to the design and construction of the Preferred Alternative described in the Final EIS, these changes are not substantial enough to constitute a new project alternative for review; thus, an Updated Preferred Alternative has been evaluated in this document.

Like the Preferred Alternative, the Updated Preferred Alternative will:

- Provide protection against coastal storms and seismic events
- Construct a new seawall using soil improvement techniques
- Remain the most cost-effective and least disruptive construction method



Changes from the Preferred Alternative

Project Feature	Preferred Alternative	Updated Preferred Alternative
Project Design		
Seawall improvements	15-foot landward setback in Zones 1 and 2	No setback in Zone 1 and slightly reduced setback in Zone 2
Roadway improvements	Southern terminus at S. Washington Street	Southern terminus at S. Main Street
Habitat improvements	Extended habitat benches between each of the piers	Modifications to minimize adverse effects, accommodate operational constraints at Colman Dock, and avoid conflicts with navigation
Construction Schedule		
Construction Schedule	Target completion date: mid-2016 Two summer shutdown periods (Memorial Day – Labor Day 2014 and 2015)	Target completion date: mid-2016 Work may continue through summers to ensure timely completion of the project
Waterfront business closures	Potential temporary closure of two businesses	Closure of most businesses on Piers 54 to 57, currently planned for the 9-month off-peak period from October 2014 through June 2015
Pier access	Temporary access bridges to all piers as required throughout construction	Reduced number of temporary access bridges during construction
Construction Methods		
Ferry queuing	Ferry queuing provided on Alaskan Way, north of Colman Dock, between Madison Street and Yesler Way	Beginning as soon as summer 2014, ferry queuing would switch to south of Colman Dock, between Yesler Way and S. Jackson Street
Temporary containment	Sheet pile containment wall would be installed prior to jet grouting and removed at the end of construction	Containment would be provided by sheet pile, turbidity curtain, and/or other methods as feasible and appropriate to protect water quality Where sheet pile is used for containment, it would be cut to allow a portion to remain as vertical support for the habitat bench in some areas
Zone 1 beach stability	Geotextile used to support aquatic materials and increase stability of existing soils	Geotextile and sheet piles to support aquatic materials and increase stability of existing soils
Water management	Intermittent dewatering in excavation zone landward of existing seawall	Up to continuous dewatering in all excavation areas behind containment wall
Soil improvement	Jet grouting from on top of the existing roadway prior to excavation	Jet grouting from on top of existing roadway and within an excavated work zone in some areas
Construction sequence	See Figure 2-10 in the Final EIS	See revised typical construction sequence example in Figure 2-7 of the Draft SEIS

See Chapter 2 of the Draft SEIS for more information.