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 or 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.
Updates to the Environmental Process

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

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.

Changes from the Preferred Alternative

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

See Chapter 2 of the Draft SEIS for more information.