



### Why the Elliott Bay Seawall Project?

The Seattle Department of Transportation, working with the U.S. Army Corps of Engineers, has begun the environmental review to address the Elliott Bay seawall along our waterfront. This project is a priority because:

- The Elliott Bay seawall was built between 1916 and 1934 and has deteriorated significantly since it was constructed.
- The seawall was not designed for earthquakes and could fail in a moderate to large earthquake.
- Failure of the seawall could also be caused by wind driven storm waves or the erosive tidal forces of Elliott Bay.
- The seawall supports major utilities, Alaskan Way and SR 99, the ferry terminal, and rail lines.



*Alaskan Way, 1935*

### What's happening now?

The Elliott Bay Seawall Project runs from King Street to Broad Street along Alaskan Way. The Elliott Bay Seawall Project team began the project's public engagement process with environmental scoping in June 2010, and project planning is currently underway. In fall 2010, the City and Corps will be developing concepts for the new seawall and refining them into project alternatives. In coordination with Mayor McGinn, the Seattle City Council, the Central Waterfront Project, and the Alaskan Way Viaduct Program, and working with the Seawall Stakeholder Subgroup, the project team will reach a preferred alternative for the seawall in April 2011, with construction beginning in late 2012.

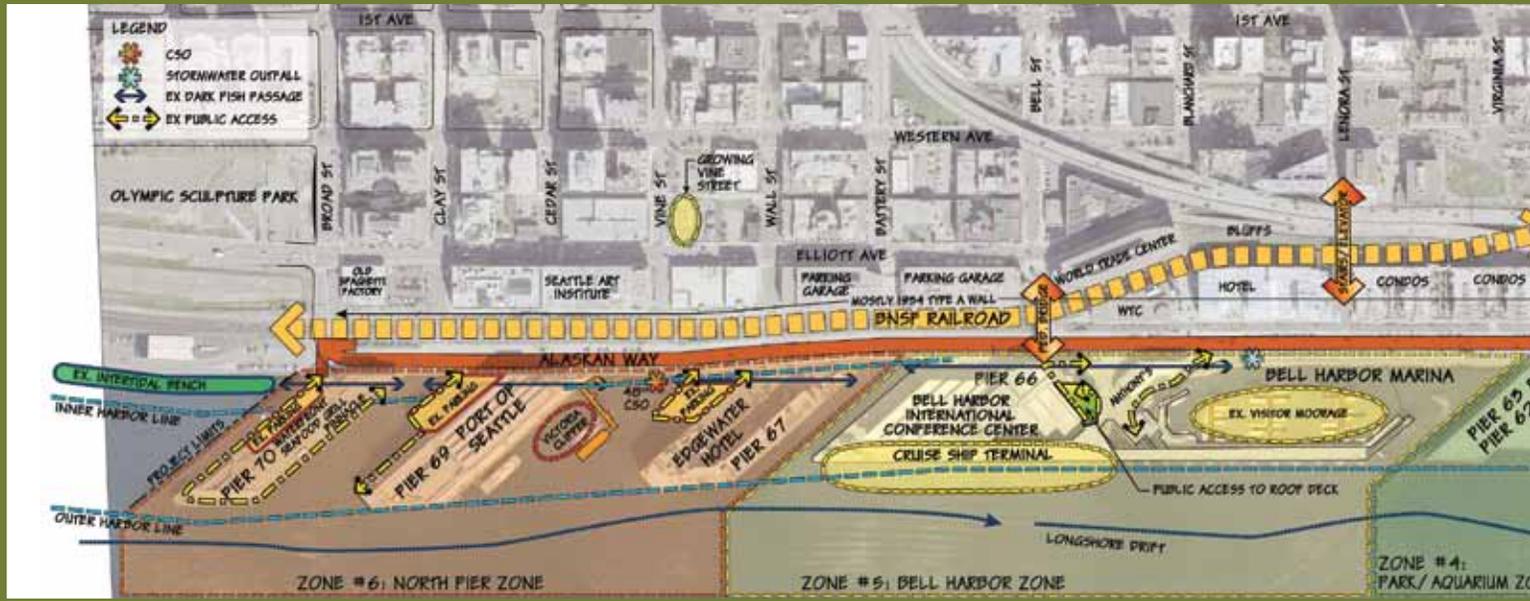
For planning purposes, opportunities along the Elliott Bay Seawall Project will be considered in six different areas or zones. This allows the project team to evaluate existing conditions and to consider specific opportunities and issues in the future design. Opportunities may come in many forms, depending upon the zone.



*Seawall near Seattle Aquarium*

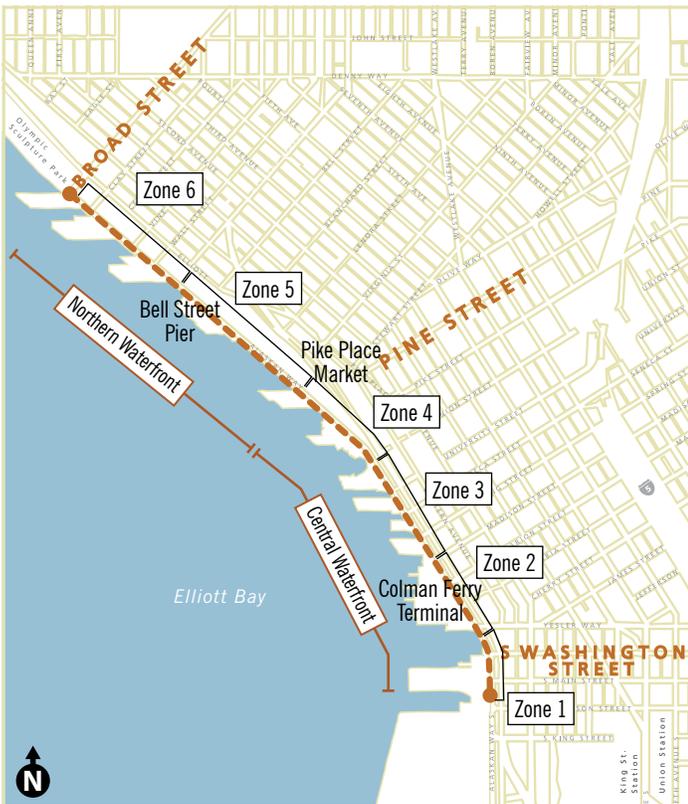
 *Take a look inside to see each zone.*

# Northern Waterfront - Zones 6 & 5



## Put your walking shoes on, and take a tour of the seawall beneath your feet.

You don't have to be an engineer to understand the seawall and its purpose on our waterfront. Take a walk on the waterfront at your own pace to learn about the seawall and the Elliott Bay Seawall Project. Learn about project zones and unique opportunities being explored by the project team this fall as you walk.



### ■ Zone #6: North Pier Zone

Location: North edge of Bell Harbor International Conference Center to south edge of Olympic Sculpture Park (Battery St. to Broad St.)



Characterized by sequences of piers and open water areas, this zone includes the Edgewater Hotel and the Port of Seattle's offices, along with the Victoria Clipper on the south side of Pier 66.

**Future:** To increase public access, overwater walks between piers could be added to potentially enliven gathering spaces farther from the street while maintaining service and emergency access to piers.

### ■ Zone #5: Bell Harbor Zone

Location: North edge of Pier 63 to north edge of Bell Harbor International Conference Center and cruise ship docking area (Virginia St. to Battery St.)



Zone 5 includes Bell Harbor International Conference Center and the cruise ship docking area. Private moorage at Bell Harbor Marina provides a distinctive visual character to the waterfront.

**Future:** By expanding temporary moorage, unbroken habitat enhancement along the waterfront could be increased. New habitat structures could be added on and around the existing piers to potentially improve aquatic habitat.

# Central Waterfront - Zones 4, 3, 2 & 1



## Zone #4: Park / Aquarium Zone

Location: South edge of Waterfront Park to Pier 63 (Union St. to midway between Stewart St. and Virginia St.)



Publicly owned, this zone has the potential to become a central focus of Seattle's grand public waterfront space.

**Future:** Recreational opportunities could be added, such as hand-carry boat launching and potential SCUBA diving at beach touch points. However, designs in this zone would need to prevent public access underneath the piers.

## Zone #3: Central Pier Zone

Location: South edge of Pier 54 to the north edge of Pier 57 (Madison St. to midway between University St. and Union St.)



All of the piers in this zone are privately owned and are collectively listed as a Seattle Landmark. This zone represents the economic core of the downtown waterfront—the piers host a variety of restaurants, souvenir shops, and visitor attractions that create a lively public atmosphere.

**Future:** To enhance urban use in this area, overwater walks with grated decks between piers could enliven gathering spaces farther from the street.

## Zone #2: Ferry Terminal Zone

Location: South edge of Colman Dock ferry terminal at Pier 50 to the City of Seattle Fire Station at Pier 53 (Yesler Way to Madison St.)



This zone is a focal point for regional access for waterborne craft to and from Seattle.

**Future:** Habitat enhancement along the seawall and improved public use may be possible in coordination with Washington State Ferries. Although this zone is publicly owned, the ferry terminal has unique security needs and has limited public water access.

## Zone #1: Pioneer Square / Washington Street Zone

Location: South edge of Pier 48 to the Washington Street Boat Landing (S. Jackson St. to Yesler Way)



Washington Street Public Boat Landing is a waterfront icon listed on the National Register of Historic Places, and the zone is closely linked to historic sites in area including Pioneer Square.

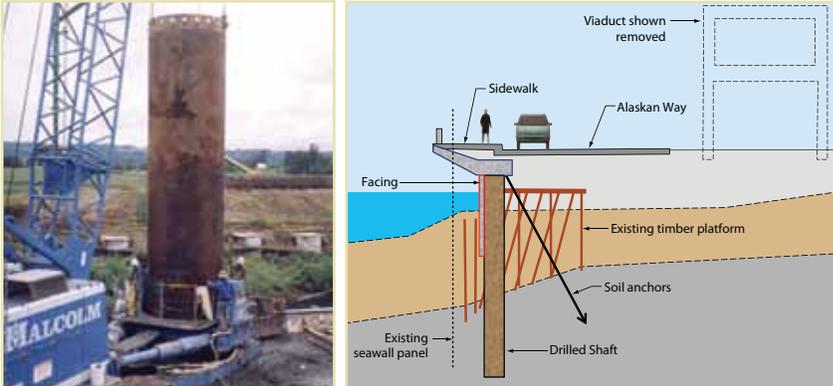
**Future:** A tribal canoe/kayak landing area could be introduced in this zone for ceremonies such as the "Tribal Journeys Festival." Non-motorized boater safety is a concern here, however, as this area is close to Washington State Ferries.

## How would a new seawall be constructed?

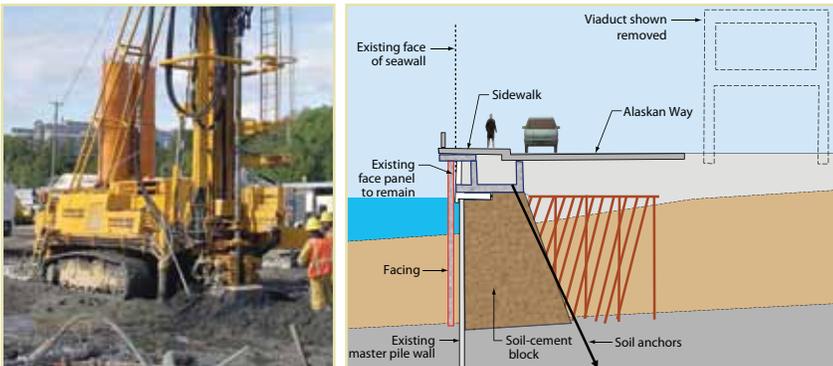
Project engineers are considering construction along Seattle's iconic waterfront while we design new options for the seawall. The team is actively seeking business operation information during the design phase to build an understanding of deliveries, activities, garbage pickup, and more—Seattle has a working waterfront that must be kept vibrant during construction in the years ahead.

Two ground improvement options are being considered for construction:

### Drilled Shaft Conceptual Configuration



### Ground Improvement Conceptual Configuration



The stabilization technique (drilled shafts or soil improvement) will be the unseen structure beneath your feet for a future seawall. The treatment applied to the structure—a wall face, a beach, steps to the water, or any number of other options—is attached to the stabilization structure.

## For more information

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

Web: [www.seattle.gov/transportation/seawall.htm](http://www.seattle.gov/transportation/seawall.htm)

Email: [seawall@seattle.gov](mailto:seawall@seattle.gov)

Call: Stephanie Brown, Seattle Department of Transportation  
206-386-4635

Paul Massart, U.S. Army Corps of Engineers  
206-764-3514

## Project Schedule

Your input is important to this process. The project website contains current materials, along with the dates of upcoming opportunities to chat with the team. Stay tuned for updates, and watch for more information in September and October 2010.

Project Timeline	
<b>July 2010</b>	
Identify waterfront zones; present preliminary goals and objectives	
<b>August 2010</b>	
Identify opportunities in each waterfront zone	
<b>September 2010</b>	
<b>Present preliminary zone area designs</b>	
<b>October 2010</b>	
Present conceptual plans and preliminary analysis	
<b>November 2010</b>	
Refine alternatives and conduct more detailed analysis	
<b>November 2010 - April 2011</b>	
Review alternatives with Central Waterfront Project	

September 2010