

From: [Charlie/Jonny Bader/Bean](#)
To: [Palermo, Mark;](#)
Subject: ?
Date: Tuesday, June 01, 2010 5:00:21 PM

Hello thanks for the letter so if they build this section of the viaduct what will happen when the y decide to replace the rest of the viaduct will it be tore down, wich would be a waste of money?

From: [Valerie Shubert](#)
To: [Palermo, Mark](#);
Subject: Comments on Seawall Replacement (esp the scoping meeting, 6/16/10)
Date: Tuesday, June 01, 2010 11:37:46 PM

To begin, I would like to ask you not to schedule meetings at the Bell Harbor Convention Center. They are very bad neighbors: The area is too brightly lit, they too often exclude ordinary people, and several times in the last few months they've had fireworks without warning their neighbors ahead of time. In future, may I suggest the Seattle Center, which is more accessible and generally more considerate?

Second, the hours of the meeting are too early. For people who work or live in the area, arriving as early as 4pm is not practicable. The open house should not begin earlier than 5, and the meeting proper no earlier than 6. This is especially true on weekdays.

As regards the scoping process, I have several comments even before I see the thing:

1. I want a hard copy of both the minutes of the meeting and any other literature, and this before the comment period is over. I can't adequately comment on something I haven't seen. Although I'm familiar with the basic premises, I'm not up to date on recent developments. My email address is: Valerie Shubert, 1420 Western, #409, Seattle, WA 98101.
2. I especially want a detailed analysis of the geology of the area, including things like how much of the area is landfill. Geological information is often slighted, but it's very important in terms of construction. For example, landfill liquefies in earthquakes: what precautions are included to deal with this risk?
3. There needs to be special attention paid to the relationship between this work and other work and features in the area. The railroad tunnel, for example, runs parallel to the seawall for quite some ways. How will construction affect the tunnel?

When I have fuller information, I'll have more comments to make, so I look forward urgently to receiving a packet of information.

Valerie Shubert

Downtown resident.

From: [Steve Spencer](#)
To: seawall@seattle.gov;
Subject: EIS or other preliminary design documents
Date: Thursday, June 10, 2010 9:03:42 AM

Hi. I am trying to find copies of the EIS or other design documents for the seawall. The latest info I could find relative to details of the proposed construction is on the USACE web site and these are just scoping and dated 2006.

Regards,

Steve

Stephen Spencer, PE
Chief Engineer

Pacific Pile & Marine, LP
582 S Riverside Dr
Seattle, WA 98108
Office(206)331-3873
Fax(206)774-5958
Cell(425)444-3495
steves@pacificpile.com

From: web.form@seattle.gov
To: seawall@seattle.gov;
Subject: Elliott Bay Seawall Project Comment Form
Date: Monday, July 19, 2010 3:49:00 PM

return_URL: <http://www.seattle.gov/transportation/seawall.htm>

sort: alphabetic

subject: Elliott Bay Seawall Project Comment Form

title: Elliott Bay Seawall Project Comment Form

recipient: seawall@seattle.gov

comments:

July 19, 2010

Elliott Bay Seawall Scoping Comments

c/o Tetra Tech, Inc.

1420 Fifth Ave, Suite 550

Seattle, WA 98101

To SDOT and U.S. Army Corps of Engineers:

Thank you for the opportunity to comment on the environmental review process associated with the replacement of the Elliott Bay Seawall. AIA Seattle and the overall design community have been monitoring the waterfront project closely. As design professionals, we understand the comprehensive set of challenges in approaching a project as complex as this. As such, we hope our expertise and knowledge is essential to the decision-making process as this project moves forward.

We are aware that this is a life safety issue and that time is of the essence. However, the time we take to collaborate effectively on the design of this infrastructure is nominal in relation to how long the solution will be in place. Well-designed infrastructure isn't luxury or optional. It is integral to the overall success of the project.

The Elliott Bay Seawall project provides a unique opportunity for creativity, innovation, and renewal on our city's waterfront. As has been illustrated through AIA Seattle's recent exhibit Smart Seawalls*, (which cited international seawall approaches in the context of our own local project), the Elliott Bay Seawall project provides an opportunity to make a difference through design. We hope your design team embraces this as an opportunity not only to replace a piece of crumbling infrastructure, but to create something entirely new and lasting that can help improve our city and the water that surrounds it.

Specific to the Seawall EIS, we have a few brief comments:

1. AIA Seattle has developed a series of Waterfront Guiding Principles (attached). We suggest SDOT and the U.S. Army Corps of Engineers to review and consider these guidelines when approaching this project, with special attention to the following principles:

Sustain the Ecosystem

The new Seattle Central Waterfront should engage and integrate the complex ecosystems that intersect at the water's edge - marine life and the health of Puget Sound, natural conditions along the shoreline, and the human ecology that is an extension of city life. The approach should embrace this complexity in a seamless integration that is both a steward and a healer of our natural environment. By integrating the marine ecosystem with human activity, our waterfront can become the first international model for a "living waterfront". Waterfront design, planning and implementation should consistently embrace and lead the best sustainable practices.

Accentuate the Water's Edge

The new Seattle Central Waterfront should accentuate and enhance the ecological function of the water's edge of Puget Sound. Flexibility in the configuration of the seawall can create beaches, habitat and diversity along its length so that there are extensive opportunities for human access and interaction with the water. Direct visual access from all points along the waterfront and from adjacent urban neighborhoods can foster active public uses located along the water's edge.

2. AIA Seattle and other leaders in the design community would like the team to demonstrate how the seawall design can help make the water more accessible to the public. One of the core benefits of living, working, or visiting Seattle is our proximity to the water. How can we maximize that opportunity through this project? The EIS project description should clearly state that the purpose and need for the project includes a requirement for direct access to the water. The Alternatives must clearly include at a minimum one option to evaluate a seawall option that may include locations where the wall is stepped back from the existing wall. Also, within the context of evaluating "habitat" as Affected Environment, the EIS should clearly address methods for improving the in-water habitat.

3. It appears from the June 16 scoping presentation that the public is being presented with one option for replacing the seawall. With only one option, we are limiting our ability to respond to the opportunities of our waterfront and future decisions. Having a "kit of parts" will allow more diversity along the seawall for urban planning solutions that can better meet the needs of the

human and wildlife/sea life. At this time, we don't know what the final waterfront design solutions will be, but we don't want to be preemptively eliminating smart solutions with this engineering conclusion, when we know that other solutions are possible as exemplified by the Smart Seawalls examples.

Thus, the design community would like the EIS to retain a variety of Alternatives beyond "no action" Alternative within its scope to create a 'toolkit' for the Waterfront design team to consider in conjunction with the Elliott Bay Seawall team. These options should respond to the guiding principles outlined above as well as the different conditions encountered along the length of the waterfront.

4. With respect to Affected Environment relative to Water and Public Utilities, we request that Sustainable Design techniques for management of storm water runoff should be clearly articulated and evaluated.

5. With respect to Public Services, the EIS should address the need for parks and open space along the water.

6. We would like to request that the EIS include a clearly articulated Sustainability Chapter that specifically evaluates the climate change impacts on the design.

As architects, planners, and landscape architects, we try to imagine how all these complex conditions (utilities, seawalls, roads, pedestrians, businesses, etc.) can be integrated, resulting in the best possible solution. It is important at these early stages that a holistic vision for the waterfront be taken into account. Our professions are eager and willing to be a resource in that regard.

Many thanks for the opportunity to provide comment on this process. Please do not hesitate to contact us with any questions.

Sincerely,

Lisa Richmond
Executive Director
AIA Seattle
Planning Association

Julia Airyang Park
Past President
American Planning Association,
Puget Sound Section

John Davies
President
American
Puget Sound Section

*The Smart Seawalls exhibit is a research project by Cristina Bump Assoc. AIA, made possible by AIA Seattle Emerging Professionals Travel Scholarship. It is now on view at Mithun, located at 1201 Alaskan Way Suite 200, open: M-F 8am-5pm. For more information about Cristina Bump's seawall research, visit <http://>

cristinabump.wordpress.com/

name: Stephanie Pure

email: stephaniep@aiaseattle.org

From: web.form@seattle.gov
To: seawall@seattle.gov;
Subject: Elliott Bay Seawall Project Comment Form
Date: Friday, July 16, 2010 2:46:23 PM

return_URL: <http://www.seattle.gov/transportation/seawall.htm>

sort: alphabetic

subject: Elliott Bay Seawall Project Comment Form

title: Elliott Bay Seawall Project Comment Form

recipient: seawall@seattle.gov

comments: Thank you for the opportunity to comment on the environmental review process associated with the replacement of the Elliott Bay Seawall. As a professional with an interest in the project and the future of Seattle as evidenced by my participation in the Open Space 2100 design charrette process a few years ago, I think there are some key considerations for the project. The project provides an opportunity for our City's waterfront and will help make it one of the centerpieces of the Central Waterfront Restoration. I am, in general, in agreement with the guiding principles outlined by the American Institute of Architects (AIA) related to this project. In particular, I strongly support the points about engaging our history—past, present and future, promoting diverse uses and activities and the creation of urban connections to surrounding and immediately adjacent urban districts. I also agree with AIA that this project should sustain the ecosystem of and accentuate the edge of the waterfront. Having worked some on the Ekki Wood facing replacement project with SDOT a few years ago, I am familiar with the general area and the synergy such a project will entail. All of the design professions (ASCE, AIA and ASLA) should be involved. Thanks for the opportunity to provide comments on this process. Please contact me if there are any questions.

Sincerely,

Don Benson, ASLA, AICP, WASLA Chapter Trustee

name: Donald Benson, ASLA, AICP

email: don_benson@urscorp.com

From: web.form@seattle.gov
To: seawall@seattle.gov;
Subject: Elliott Bay Seawall Project Comment Form
Date: Thursday, June 10, 2010 10:13:51 AM

return_URL: <http://www.seattle.gov/transportation/seawall.htm>

sort: alphabetic

subject: Elliott Bay Seawall Project Comment Form

title: Elliott Bay Seawall Project Comment Form

recipient: seawall@seattle.gov

comments: go michael mcginn!

name: w f bloxom

email: williamsb@fcbloxom.com

From: web.form@seattle.gov
To: seawall@seattle.gov;
Subject: Elliott Bay Seawall Project Comment Form
Date: Monday, July 19, 2010 4:16:18 PM

return_URL: <http://www.seattle.gov/transportation/seawall.htm>

sort: alphabetic

subject: Elliott Bay Seawall Project Comment Form

title: Elliott Bay Seawall Project Comment Form

recipient: seawall@seattle.gov

comments: I am submitting the following comments on behalf of King County Department of Transportation. These comments address a range of issues that are important to King County.

TRANSIT OPERATIONAL ISSUES:

The EIS should include an evaluation of increased traffic volumes on downtown surface streets during the construction period and after the construction is completed, especially if the project will result in partial or full closures of Alaskan Way or Western Avenue.

Additional congestion resulting directly or indirectly from construction on north-south streets (Alaskan Way and Western Avenue) within the study area may impact transit services in Downtown Seattle. Note that the 1st Avenue S. corridor is adjacent to Alaskan Way, yet 1st Avenue S. is outside the project's study area.

The analysis needs to address how construction-disrupted traffic will impact transit operations and its facilities (trolley wires, trolley substations, curb space currently used for bus layovers, bus stops) within affected transit pathways. In addition, the analysis should evaluate the impact of transit service on 1st Avenue, 2nd Avenue, 3rd Avenue, 4th Avenue and 5th Avenue between Yesler Way and Denny Way in terms of additional transit delays and/or travel time. The mitigation section of the document needs to address how transit impacts will be mitigated with and without special events (Seattle Center events and Stadium events).

TRAFFIC ISSUES:

Ferry Traffic: The EIS needs to address the ferry holding area and its traffic circulation in the SODO area during the construction period.

Truck Related Construction: The EIS also needs to evaluate how much additional construction-related truck traffic will be added to downtown surface streets. Specifically, how many additional construction trips will be generated during the peak hours?

Construction Staging: The EIS needs to address construction staging and its cumulative traffic impact.

KING COUNTY MARINE DIVISION/SHARED WSDOT PIER:

The King County Marine Division plans to dock a maintenance barge on Pier 48 where water taxi vessels will be docked and serviced. Also, the water taxis will continue to conduct passenger operations at Pier 50 (the passenger-only ferry terminal south of Coleman dock). Potential impacts on these facilities and operations should be addressed in the EIS.

CONSTRUCTION-RELATED PEDESTRIAN AND BICYCLE ACCESSIBILITY:

The EIS needs to evaluate construction impacts on pedestrian and bicyclist accessibility and connectivity between the waterfront, ferry terminal, and CBD. Increased traffic levels due to construction reroutes as well as sidewalk and street closures should also be considered since they can impact pedestrian and bicycle movement downtown and may require temporary relocation of Metro's stops and shelters to maintain transit access. If significant adverse impacts are identified, the EIS will need to specify mitigation measures such as alternate pathways or solutions to maintain transit access during construction.

Changes and Impacts to Existing Stormwater and Sewer Systems:

The EIS should address the following changes and impacts resulting from the Seawall replacement:

1. Changes to the City's sewer and stormwater systems and CSOs that would occur as a result of the project and the resulting impacts to the County wastewater system.
2. Changes to stormwater management in the project area and whether the SPU drainage ordinance would apply. Of particular concern would be the anticipated quality and quantity of any stormwater proposed to be discharged to the County's wastewater system on either a short or long-term basis.
3. Impacts on combined sewage and stormwater flows coming to the Mercer/ Elliott West facilities.
4. Impacts to the shoreline south of Coleman Dock - and possible opportunities for sediment remediation.
5. Management of fire suppression flows (both in testing and in real fire-fighting).
6. Impacts related to possible sewer relocations.
7. Potential impacts of discharging construction dewatering water to the County's wastewater system, including impacts related to water quality and quantity.

ELLIOTT BAY TRAIL:

The EIS should analyze potential impacts to the Elliott Bay Trail running between Smith Cove Park in Magnolia and Royal Brougham Way. This trail provides a relatively safe and convenient route for bicycle commuters within the Elliott

Avenue/15th Avenue NW corridor. Through downtown Seattle, the trail is paved and located adjacent to the Alaskan Way Viaduct. The EIS needs to identify potential changes to the trail including elimination, relocation, extension, redesign, and improvements. The EIS also needs to identify any and all connections of the Elliott Bay Trail with any other trails within the study area. Identification of possible detour routes during construction would also be appropriate.

For more information, please contact:

Mike Usen, AICP
Senior Environmental Planner
Transit Real Estate and Environmental Planning
Metro Transit Division
201 South Jackson Street
Seattle WA 98104-3856
(206) 684-1168

name: Mike Usen, AICP

email: mike.usen@kingcounty.gov

From: [Webform](#)
To: [DOT_Seawall;](#)
Subject: Elliott Bay Seawall Project Comment Form
Date: Friday, July 09, 2010 2:37:18 PM

return_URL: <http://www.seattle.gov/transportation/seawall.htm>

sort: alphabetic

subject: Elliott Bay Seawall Project Comment Form

title: Elliott Bay Seawall Project Comment Form

recipient: seawall@seattle.gov

comments: Dear Project Managers,

You may want to look at the JET Filter System regards to the hydrostatic pressure that builds within the seawall to eliminate wall failure.

The website is www.jetfiltersystem.com

With best regards,

David Gentry

President

Blue Marlin Marine Solutions LLC.

Phone: 239.825.4508

JET FILTER

name: David Gentry

email: dgentry@jetfiltersystem.com

From: web.form@seattle.gov
To: seawall@seattle.gov;
Subject: Elliott Bay Seawall Project Comment Form
Date: Wednesday, June 16, 2010 6:13:43 PM

return_URL: <http://www.seattle.gov/transportation/seawall.htm>

sort: alphabetic

subject: Elliott Bay Seawall Project Comment Form

title: Elliott Bay Seawall Project Comment Form

recipient: seawall@seattle.gov

comments: I would urge the city of Seattle and all other parties involved with the design of the seawall to consider the waterfronts great potential for bringing the city closer with the water's edge. As discussed in the scoping meeting, a new design for the waterfront in conjunction with a new seawall provides many opportunities for providing a softer edge to Elliott bay and including many uses not currently included on the waterfront. Recreational uses should be considered, as well as places for people to congregate and a better pedestrian environment for people using the ferry system. The small beach built along with the Ollympic Sculpture Park is a great example of what is possible on the waterfront, especially around pier 48, where the water depth is much shallower. Also, benefits for marine life should be considered in its design, since the waterfront's location next to the mouth of the Duwamish makes it unique location in the sound. Sounds like you guys are on the right track!

name: Jeff Hammerquist

email: hammerquist@gmail.com

From: [Webform](#)
To: [Palermo, Mark;](#)
Subject: Elliott Bay Seawall Project Comment Form
Date: Tuesday, June 01, 2010 5:15:20 PM

return_URL: <http://www.seattle.gov/transportation/seawall.htm>

sort: alphabetic

subject: Elliott Bay Seawall Project Comment Form

title: Elliott Bay Seawall Project Comment Form

recipient: seawall@seattle.gov

comments: What is the expected design life for the new seawall? Can it be adapted to meet a higher level as sea levels rise over time? Is it true that high tides combined with storm surges will crest the current height by end of this century and that the sea levels will continue to rise for the next several hundred years? How will adjacent structures such as the piers or Alaska Way be adapted to the higher seawall over time, say in a hundred or two hundred years?

name: David Matthews

email: djmatthewsaia@gmail.com

From: web.form@seattle.gov
To: seawall@seattle.gov;
Subject: Elliott Bay Seawall Project Comment Form
Date: Friday, July 16, 2010 6:37:04 AM

return_URL: <http://www.seattle.gov/transportation/seawall.htm>

sort: alphabetic

subject: Elliott Bay Seawall Project Comment Form

title: Elliott Bay Seawall Project Comment Form

recipient: seawall@seattle.gov

comments: The existing park at the foot of Washington Street should be preserved and enhanced to accommodate a boat launch for small craft.

name: Mark McCulley

email: markmcculley@gmail.com

From: web.form@seattle.gov
To: seawall@seattle.gov;
Subject: Elliott Bay Seawall Project Comment Form
Date: Wednesday, June 30, 2010 7:52:01 PM

return_URL: <http://www.seattle.gov/transportation/seawall.htm>

sort: alphabetic

subject: Elliott Bay Seawall Project Comment Form

title: Elliott Bay Seawall Project Comment Form

recipient: seawall@seattle.gov

comments: The best way to cut on coast and time and to prevent any potential damage to infrastructure in a city that sits on an active earth quake zone is to abandon the tunnel idea and combine the sea wall project with the Alaskan way project and build it along the sea wall this way the city will save money/ expand the city water front for public and commercial use and less time and danger for the city and its underground stability .and the potential of less money to spend in one project instead of two. (learn from Boston Big Dig mistakes) .

thank you

name: murad

email: greenacocn@yahoo.com

From: web.form@seattle.gov
To: seawall@seattle.gov;
Subject: Elliott Bay Seawall Project Comment Form
Date: Friday, July 16, 2010 4:49:13 PM

return_URL: <http://www.seattle.gov/transportation/seawall.htm>

sort: alphabetic

subject: Elliott Bay Seawall Project Comment Form

title: Elliott Bay Seawall Project Comment Form

recipient: seawall@seattle.gov

comments: Dear SDOT, City of Seattle, and Army Corps of Engineers,

Please accept these suggestions for your scoping of the Elliott Bay Seawall project in Seattle.

1. Extend the project area and the scope of the EIS to the northern edge of Terminal 46, being sure to include the Pier 48 area. While this pier is not currently owned by Seattle, it may be procured in the near future. Even if it is not owned by Seattle, it is a target for restoration and seawall alternatives should not preclude future restoration. This area will be included in the waterfront planning scope of work, and it would be efficient and useful to prepare the science and engineering studies now to inform this pending project -- or future restoration activities that may occur there.
2. Aim for the most adaptable, lowest-impact solution. The ecology of Puget Sound is threatened, and one of the biggest factors are loss of intertidal habitat from seawalls like that the one being retrofitted. Seattle is a national leader in sustainable design, and the whole Puget Sound region is rapidly urbanizing. Seattle's shoreline solution should represent the best practices in green engineering and set a great example for how urban shorelines can constructively contribute to a healthier Puget Sound ecology. The jet-grouting solution is not in any way a low impact or an adaptable solution. It would be a more or less permanent feature that will preclude any future restorative actions where it is conducted. The permanent loss of intertidal habitat of even an urbanized reach of shoreline is not an acceptable alternative.
3. Include a greater variety of alternatives, ranging from an aggressive pursuit of self-sustaining beaches and natural edge conditions to, on the other end, a vertical wall with improved surface textures. Allow for mix and match approaches, recognizing that different site conditions allow for different solutions. At least three alternatives should maximize habitat enhancement.
4. Aggressively explore creative approaches that emerge from the innovative

integration of science and engineering toward maximizing urban design and ecological function goals. For instance:

Is it viable - and where -- to pursue a structure based on a pilings and panel approach? How far east could this wall be located in order to maximize beach and water recreation space? Where could it be buried?

Is it possible to completely avoid using jet grout, which makes the hard edge permanent, is destructive of intertidal habitat, and is difficult to remove or adapt to conditions that may change later?

What are the best approaches to supporting aquatic and intertidal ecology (i.e, pocket beaches, habitat benches, varying edge platforms that offer shallow water at variable tidal levels, continuous sun access to shallow areas, etc.) and where might these approaches be viable?

Is it possible to locate all utilities under the street, far from the water's edge, to maximize flexibility for water-side ecology and recreational uses?

Where could there be a small craft / non-motorized marina?

Where could there be steps into the water? Is it helpful to add floating islands in any areas, to reduce wind and wave energy and thereby reduce the structural requirements of the seawall?

Aim to minimize the use of concrete, impervious materials, and any hazardous materials that impede or degrade natural interaction between upland and intertidal waters.

Target to remove all contaminated soils where possible, even when to do so is not necessary for construction.

Investigate innovative ways of mitigating ecological impacts of the wall itself, such as the purchase or development of a shoreline bank specifically targeted to the species most affected by the original construction and retrofitting activities (e.g., forage fish spawning and juvenile Chinook migration and rearing).

5. When comparing alternatives, use quantitative evaluation measures. The impact on intertidal habitat, the viability of salmon migration, the viability of human access to the water, the impact on water quality, and the attractiveness of active water uses should be evaluated for each. Where possible the alternatives should be compared to the site as it was in early historical time period -- not prior to development, but after settlement and before the construction of a concrete wall. During this period, despite intensive development of the uplands, the shoreline retained many of its pre-development ecological functions. Just because a mistake was made in the middle of the twentieth century does not mean that it needs to be made again.

Thank you for your consideration of these suggestions. This project offers a fantastic opportunity to improve fish habitat while maintaining the viability of the Seattle waterfront.

Sincerely,

Jeff Parsons
139 NW 78th St
Seattle, WA

also:

Assistant Affiliate Professor
School of Oceanography & Department of Civil and Environmental Engineering
University of Washington

name: Jeff Parsons

email: parsons@ocean.washington.edu

From: web.form@seattle.gov
To: seawall@seattle.gov;
Subject: Elliott Bay Seawall Project Comment Form
Date: Thursday, July 15, 2010 12:42:20 PM

return_URL: <http://www.seattle.gov/transportation/seawall.htm>

sort: alphabetic

subject: Elliott Bay Seawall Project Comment Form

title: Elliott Bay Seawall Project Comment Form

recipient: seawall@seattle.gov

comments: A dog park

P-patch

Water access

name: Wendy Soo Hoo

email: wendy.soofoo@gmail.com

From: web.form@seattle.gov
To: seawall@seattle.gov;
Subject: Elliott Bay Seawall Project Comment Form
Date: Tuesday, June 15, 2010 2:37:03 PM

return_URL: <http://www.seattle.gov/transportation/seawall.htm>

sort: alphabetic

subject: Elliott Bay Seawall Project Comment Form

title: Elliott Bay Seawall Project Comment Form

recipient: seawall@seattle.gov

comments: Please keep me informed.

:)

John

name: John Sweeney

email: Nail56@gmail.com

From: web.form@seattle.gov
To: seawall@seattle.gov;
Subject: Elliott Bay Seawall Project Comment Form
Date: Thursday, July 15, 2010 9:18:27 PM

return_URL: <http://www.seattle.gov/transportation/seawall.htm>

sort: alphabetic

subject: Elliott Bay Seawall Project Comment Form

title: Elliott Bay Seawall Project Comment Form

recipient: seawall@seattle.gov

comments: I think a childrens park would benefit the residents and tourists.

name: Josie watanabe

email: Spacecat77@aol.com

From: web.form@seattle.gov
To: seawall@seattle.gov;
Subject: Elliott Bay Seawall Project Comment Form
Date: Thursday, June 03, 2010 2:20:35 PM

return_URL: <http://www.seattle.gov/transportation/seawall.htm>

sort: alphabetic

subject: Elliott Bay Seawall Project Comment Form

title: Elliott Bay Seawall Project Comment Form

recipient: seawall@seattle.gov

comments: The seawall - along with the surface waterfront design - are the most important urban pattern changes to our city in over 50 years and will significantly impact our livability into the next century. The shoreline is first and foremost an urban design project and having worked on the SF Embarcadero project - I can assure you that getting it right, getting the connectivity with the city pattern right, is the building block to our future livable city initiatives.

The seawall is a critical element and in-fact sets the stage for what can be done later. A seawall should not be thought of as a "wall" but instead - a living structure - like an artificial reef. On one side it shores up the land and protects the interests of the Seattle community. On the other side, and of equal importance, is the aquatic community where the wall is part of its structure too. The opportunity here is to view the wall as a "BLUEWALL" and design and integrate the needs of the aquatic ecology while performing the critical task of holding the land, now and in the future when we are challenged by sea level rising.

The challenge is "how can this structure be as interesting and useful as the "SAM sculpture garden" while performing the critical task of holding the land....the designers must ask themselves "how can this BLUEWALL help teach our children the value and beauty of a city sitting with the sound?"

name: Daniel E. Williams, FAIA, APA

email: dan@dwa-design.com

From: [Jesse Weston](#)
To: seawall@seattle.gov;
Subject: Mail
Date: Friday, June 04, 2010 2:22:52 PM

To whom it may concern

I am a resident on Western Avenue and would like to request that any construction plans take wheelchair accessibility into consideration. In the past this hasn't always been the case with construction in the area. The work on the seawall and the viaduct is a long term project and I consider any oversight on this matter to be unacceptable. I use a wheelchair to get a round as do other people in the neighborhood, and the accessibility of Alaskan Way, Western Avenue, and 1st Avenue is pretty much vital to me and others.

So please put this into the planning if it isn't already.

Thanks

Mr. Jesse Weston
1420 Western Avenue #1108
Seattle, WA 98101
(206)405-4179

From: [Hansen, Heather \(Consultant\)](#)
To: seawall@seattle.gov;
Subject: Public call: seawall related
Date: Tuesday, June 22, 2010 3:48:17 PM

Mike Bins left a voicemail with KaDeena Lenz today regarding the seawall project. His company, P&A Retaining Systems, has a seawall design that he thinks the project might find interesting.

Could you please let me know who I should forward his contact information to?

Thanks!

Heather Hansen (Santic)

Communications and Public Involvement

Alaskan Way Viaduct and Seawall Replacement Program

Desk: (206) 267-3789

HansenH@consultant.wsdot.wa.gov

For up-to-date program information, visit www.alaskanwayviaduct.org.

From: [Alaskan Way Viaduct](#)
To: [Roselee Warren;](#)
Subject: RE: Alaskan Way Viaduct and Seawall Replacement Program
Date: Friday, June 11, 2010 2:30:27 PM

Ms. Warren,

Thank you for your interest in the Alaskan Way Viaduct and Seawall Replacement Program. We appreciate your comments.

This spring the City of Seattle selected the Tetra Tech consultant team to carry out the work to replace the Elliott Bay Seawall. The Seattle Department of Transportation and the U.S. Army Corps of Engineers, which lead this project, are beginning the environmental review process and are holding a public scoping meeting on June 16 to discuss the project's need and schedule and possible alternatives to address the seawall. The scoping meeting will be held from 4 p.m. to 7 p.m. at the Bell Harbor Conference Center. For more information please visit www.seattle.gov/transportation/seawall.htm or e-mail seawall@seattle.gov.

Recently, Governor Gregoire established a Program Oversight Committee of state and local elected officials to serve as a single point of accountability for cost and schedule issues related to the Alaskan Way Viaduct and Seawall Replacement Program. The committee receives quarterly updates on the projects to replace the viaduct, including the proposed bored tunnel. Materials presented to the committee, such as project budgets, expenditures and timelines, are available on our website at www.wsdot.wa.gov/Projects/Viaduct/POCmaterials.htm.

Thank you again for your comments. For the most up-to-date information on the program, please visit www.alaskanwayviaduct.org.

Regards,

Linea Laird, P.E.
Director of Central and North End Projects
Alaskan Way Viaduct and Seawall Replacement Program

-----Original Message-----

From: Roselee Warren [<mailto:rosebw@clearwire.net>]

Sent: Monday, March 15, 2010 9:56 PM

To: Alaskan Way Viaduct

Subject: Alaskan Way Viaduct and Seawall Replacement Program??

I have been receiving your newsletter on a regular basis. I was interested in reading through the latest newsletter because the title mentioned the 'replacement seawall program'. There was no mention of anything to do with the construction bids for the seawall in this last email. A few weeks ago the newspaper/Times reported that the city council was 'upset' regarding the mayor's attempt to expedite the replacement of the failing seawall. Please refer me to which 'newsletter' I can review regarding the seawall replacement. Who are the experts that have evaluated the seawall? Which firms are competing for the seawall project? Beyond this generic WSDOT public relations newsletter, what resources are available to the public regarding documentation of the process being used by WSDOT? Where can the public go to find out how WSDOT has used its budget for the Viaduct/Seawall, i.e. how much staff, how much money, what product has been produced? Thank you for your time with regard to my questions. Roselee Warren

From: [Joan](#)
To: seawall@seattle.gov;
Subject: seawall comment
Date: Sunday, June 27, 2010 9:26:54 PM

San Francisco is planning to build a dam under the Golden Gate Bridge to keep the three to six foot rising water levels by 2050 from flooding the bay.

Have we considered what this consequence of global warming will mean to Seattle and the sea wall in 40 years?

Thanks for your work,
Joan Kurtz

From: [mike monteleone](#)
To: [Haselton, Henry;](#)
Subject: Seawall Open house
Date: Thursday, June 24, 2010 9:20:10 AM

Henry:

It was a pleasure to meet you at the open house for the Seawall replacement project.

I think both of the preliminary design concepts are excellent and either should work great.

I have been considering another concept that I would like to present to you. It involves precast concrete cells that could be installed using a clam shell excavator. The size of the cells could vary but from a concept approach I was thinking 20' square and 40' tall. The spoils could be used to backfill the previous cell. The cells could be pinned using concrete pile.

If you would like to discuss the project please feel free to give me a call.

Thanks for having the open house.

Mike Monteleone
SCS Consulting
1423 East 29th
Tacoma, WA 98404
(253) 503-0108

From: [Clayton Smith](#)
To: [DOT Seawall;](#)
Subject: Seawall scoping comments
Date: Sunday, July 11, 2010 6:13:29 PM

To whom it may Concern:

In the seawall replacement, maximized natural shoreline habitat through creation of natural beach conditions, adjacent landscape areas, and inlets which conduct storm drainage from downtown impervious surfaces by means of stream bed environments, recreating natural drainage conditions and creating a more complex shoreline environment. This will require bridging or large culverts under Alaskan way to daylighted streams back to the upslope beginning at Western Avenue. Spring St to Pike st. would be a good area to introduce these features.

--

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From: [JET Filter a Division of Blue Marlin Marine Solutions LLC.](#)
To: [DOT_Seawall;](#)
Subject: seawall
Date: Friday, July 09, 2010 2:40:15 PM
Attachments: [image002.png](#)

Hello Project Managers,
Many waterfront properties all over the world having retaining walls or seawalls are aging to the point of needing repair or worse, replacement. Failure to provide proper weep hole relief has resulted in water being trapped behind the wall causing erosion, pressure, and wall failure.

Natural erosion can be controlled (possibly even prevented altogether) with the use of a proper weep hole drain. Water pressure can be released without taking the valuable soil into the bay or canal further preventing erosion or sink holes. The Jet Filter flush mount system can be easily installed and maintained from the waterside of a new or existing seawall and retaining wall.

The purpose of weep holes is to relieve hydrostatic pressure from behind the wall. Properly maintained, the seawall should last a lifetime without major repairs. The patented Jet Filter relieves hydrostatic pressure on almost any wall design.

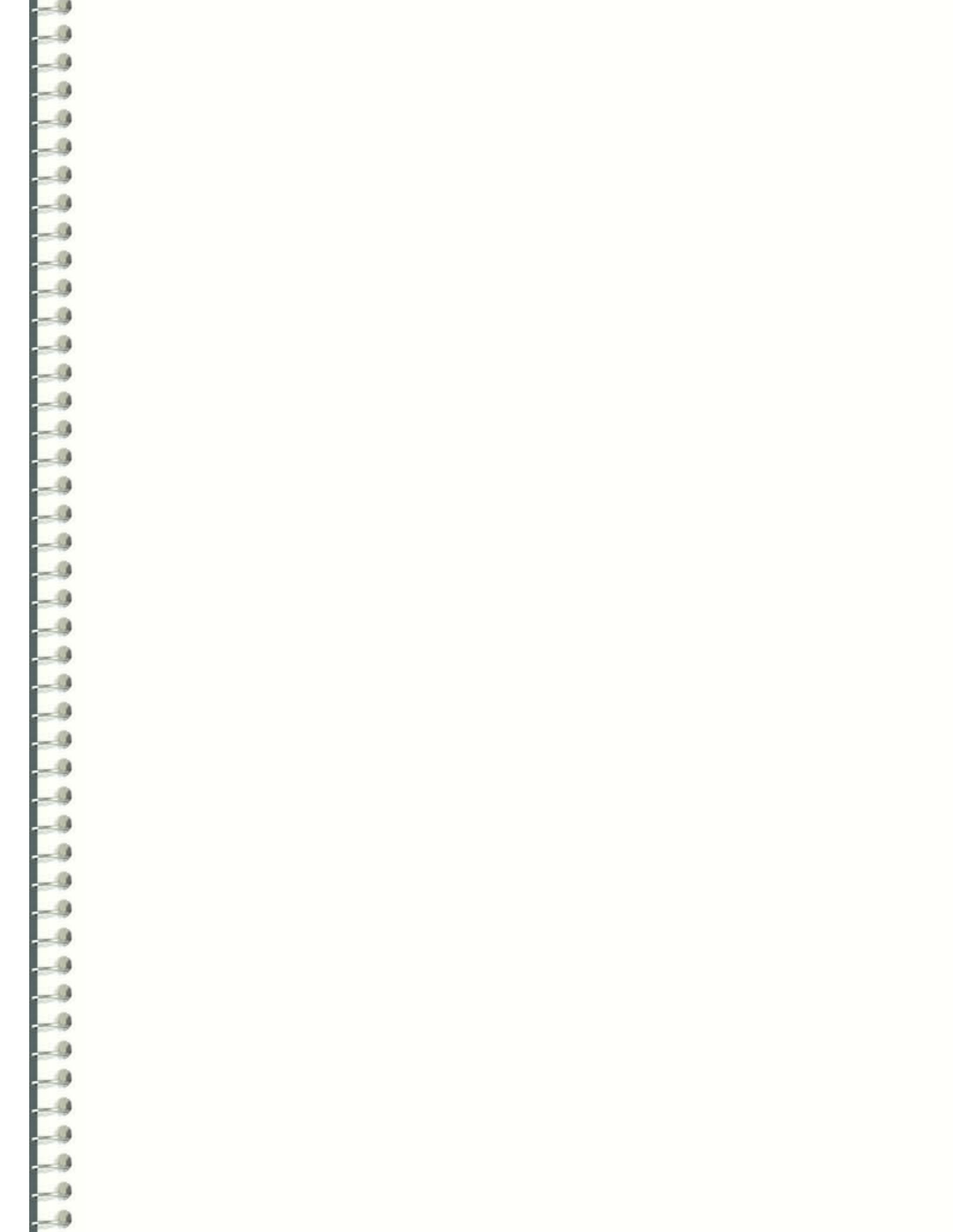
"The fix permits drainage without erosion (about 6 months now). I used to be able to see multiple areas where there was flow over the top of the wall (from rainfall accumulations behind the seawall). I have seen none since completing the Jet Filter installation". (Sonny, Homeowner Gantt Lake, Alabama).

As a former marine contractor, creator and inventor David Gentry has been providing weep hole drains throughout the world to marine contractors, engineers and homeowners. The materials used in the manufacturing of the Jet Filter are UV protected, durable and consistent with the life of the seawall/bulkhead. For additional information on the Jet Filter System contact David Gentry at 239-825-4508 or visit <http://www.jetfiltersystem.com>.



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Comments on the Elliott Bay Seawall Replacement Project

- Important to collaborate with central waterfront planning process so that seawall design supports intended landward uses like public access and habitat.
- Commend work on habitat panels – will be important to consider the **diversity** of habitats that could be incorporated into the design (e.g., pocket beaches, habitat benches, habitat panels, etc) and be realistic about what they offer to aquatic species and people. There are many ideas out there and those ideas should be considered in conjunction with testing/monitoring for biological value versus those that are only conceptual ideas.
- Based on monitoring of Puget Sound, and Seattle, marine shorelines, habitat improvements could include:
 - Shallow intertidal habitat, like the habitat bench or pocket beach at OSP, provide habitat for juvenile salmon and forage fish such as herring and smelt. This habitat also supports invertebrates that are important for the Puget Sound food web.
 - Some shoreline protection ideas would be stepped seawalls, where there are a series of shallow steps that can provide smaller fish with shallower areas in which to find refuge. We have seen evidence of the in Lake Washington and this design has been used Vancouver, BC. The biological value should be further researched however.
 - Research has shown connection of aquatic habitat with terrestrial vegetation. Seawall designs should include or prepare for terrestrial habitat (vegetation) along the waterfront to maximize aquatic benefits (see OSP monitoring and Sobocincki master's thesis).
- Use habitat elements to educate the public about what the habitat provides benefits for and why it is important.

Further notes on habitat improvements that could happen along the central waterfront, which are more tied to the central waterfront planning process. The seawall designs should not preclude these opportunities.

- Again, incorporate terrestrial habitat through planting native vegetation.
- Take opportunities to decrease direct stormwater runoff and reduce pollutants from heavily used downtown streets. This could include green stormwater infrastructure techniques.
- Reduce overwater coverage or move it further offshore.
- Incorporate elements in the central waterfront that educate people about such things as aquatic habitat and green stormwater infrastructure methods. Doing so can be outreach for people to incorporate these improvements on their own land. Perhaps scale some improvements to be applicable at a residential parcel scale.