



November 13, 2012

To Affected Tribes, Interested Agencies, and Members of the Public:

The City of Seattle is proposing to replace the Elliott Bay Seawall along Seattle’s downtown waterfront. The Seattle Department of Transportation, as Lead Agency under the Washington State Environmental Policy Act, has prepared this Draft Environmental Impact Statement (EIS) to evaluate a range of alternatives that seek to reduce the risks of coastal storm and seismic damage to the seawall, protect critical infrastructure and economic activity along the waterfront, and enhance degraded ecosystem functions in Elliott Bay.

The Draft EIS evaluates a “No Action” alternative and three build alternatives, which vary by seawall location, habitat enhancement features, upland elements and amenities, construction method, and construction duration. The Draft EIS analyzes potential impacts and proposed mitigation measures for the following elements of the environment, both during and after construction:

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| Air Quality | Land Use, Shorelines, and Parks and Recreation |
| Contaminated Materials | Noise and Vibration |
| Cultural, Historic, and Archaeological Resources | Public Services and Utilities |
| Economics | Social and Environmental Justice |
| Energy | Transportation |
| Fish, Wildlife, and Vegetation | Visual Resources |
| Geology and Soils | Water Resources |

Construction effects involve temporary impacts related to traffic congestion, access to businesses and residences, parking loss, construction noise and dust, stormwater runoff, and disturbance of sediments and contaminated materials. Differences in construction effects between the alternatives are due to the location of the seawall and the construction method and duration. Substantial adverse effects are expected for transportation, economics, and noise and vibration. Avoidance, minimization, and mitigation measures are proposed for each identified impact.

Post-construction operational effects of the build alternatives would be beneficial. A new seawall would provide enhanced coastal storm and seismic protection, improved aquatic habitat and stormwater quality, and restored transportation infrastructure and upland amenities. Cumulative operational effects would result in long-term improvements to the waterfront from S. Washington Street to Broad Street.

Comments on the Draft EIS are welcome. Instructions for submitting comments are outlined in the Fact Sheet on page xi of the Draft EIS. All comments are due by December 13, 2012.

Sincerely,

Peter Hahn
Director, Seattle Department of Transportation

