

Chapter 6

Avoidance, Minimization, and Mitigation

This chapter provides a summary of the mitigation measures that the City could implement to avoid, minimize, rectify, or compensate for impacts from the Updated Preferred Alternative. All of the mitigation measures described in Chapter 8 of the Final EIS would still be implemented to reduce the potential effects from project construction and operation, except for those pertaining to the summer construction shutdown. Measures from the Final EIS are not restated within this chapter. Additional proposed mitigation measures for the Updated Preferred Alternative are described below in Table 6-1.

What Is Mitigation?

Mitigation is defined by the SEPA as follows:

- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources of environments.

Table 6-1. Mitigation Measures by Discipline

Transportation	
Construction	<p><u>Freight and Overlegal Vehicles</u></p> <p>In addition to the mitigation measures provided in the Final EIS, impacts on freight traffic and overlegal vehicles will be reduced by providing access to Colman Dock from westbound S. Jackson Street into the proposed ferry-queuing area.</p> <p><u>Business Access and Parking</u></p> <p>As described in the Final EIS, the City continues to develop and implement parking mitigation measures, including highly visible maps and signage along the waterfront to direct people to parking areas and striping of parking spaces in portions of the Alaskan Way right-of-way not being used for construction. Continued implementation of WSDOT’s parking mitigation program for the Alaskan Way Viaduct, although not designed to address seawall project impacts, would provide the benefit of low-rate, short-term parking spaces for waterfront visitors, promoted through marketing and online tools.</p> <p><u>Water Transit</u></p> <p>In addition to the mitigation measures described in the Final EIS, a flagger could be stationed at the Bell Street Pier Cruise Terminal during the peak periods when trucks must access the terminal. If a southbound approach was provided, the trucks could use the adjacent northbound lane for space to complete the turn. This mitigation measure would minimize the extent of an impact identified in the Final EIS by removing the need for trucks to approach the cruise terminal through the construction zone.</p> <p><u>Emergency Services</u></p> <p>To reduce impacts on emergency services, the City will implement the mitigation measures listed in the Final EIS. The City will monitor operations and work with the Fire Department to accommodate emergency response if operations are adversely affected.</p>
Operation	Consistent with the Final EIS, the City has partnered with private and public facilities to implement measures to ensure adequate short-term parking supply as mitigation for the loss of parking along Alaskan Way.
Cumulative	The measures used to reduce adverse cumulative effects on the transportation network are the same as in the Final EIS.
Economics	
Construction	<p>In addition to the mitigation described in the Final EIS for adverse economic effects during construction, the following measures will be implemented:</p> <ul style="list-style-type: none"> • The City will compensate property owners for the period of lost access during the business closure on Piers 54 through 57. • The City will work to minimize the effects of summer construction on project area businesses to the greatest extent feasible through outreach and coordination with the business owners, and through the careful timing and sequencing of disruptive activities. • As described in the Final EIS, the City continues to develop and implement parking mitigation measures, including highly visible maps and signage along the waterfront to direct people to parking areas and striping of parking spaces in portions of the Alaskan Way right-of-way not being used for construction. Continued implementation of WSDOT’s parking mitigation program for the Alaskan Way Viaduct, although not designed to address seawall project impacts, would provide the benefit of low-rate, short-term parking spaces for waterfront visitors, promoted through marketing and online tools.
Operation	No long-term adverse effects to the local or regional economy have been identified; therefore, no mitigation is required.

Table 6-1. Mitigation Measures by Discipline

Cumulative	In addition to the measures described in the Final EIS to reduce adverse cumulative effects on the local and regional economy, the City will compensate business owners for the loss of access to their businesses during the closure period.
Noise and Vibration	
Construction	The City will operate under appropriate noise ordinances and approved variances. In coordination with the Seattle DPD, construction noise mitigation requirements will be developed and specified in the noise variance(s). Various measures could be implemented to reduce noise levels, including: <ul style="list-style-type: none"> • Using sound-attenuated pumps, if feasible. • Placing the pumps as far away as possible from sensitive noise receptors. • Shielding pumps by using enclosures
Operation	No mitigation will be required because the project will not generate noise and vibration after construction.
Cumulative	Beyond the measures described above and included in the Final EIS, no mitigation for cumulative noise and vibration effects is required.
Cultural, Historic, and Archaeological Resources	
Construction	The City will comply with all measures for adverse effects to historic and archaeological resources stipulated in the Section 106 MOA signed by USACE, the City, DAHP, Advisory Council on Historic Preservation, tribes, and other stakeholders. The City will also implement the mitigation measures for potential adverse effects on cultural, historic, and archaeological resources that were described in the Final EIS.
Operation	Operation of the new seawall is not expected to result in any adverse effects on historic properties; therefore, no mitigation is required.
Cumulative	The construction-related mitigation measures included in the MOA will avoid or minimize the cumulative effects of the Updated Preferred Alternative. Consistent with the Final EIS, SDOT will continue to coordinate project construction with all other applicable agencies to minimize the effects on historic and archaeological resources.
Land Use, Shorelines, and Parks and Recreation	
Construction	In addition to the measures provided in the Final EIS, the City will implement the following mitigation for adverse effects on land use, shorelines, and parks and recreational facilities: <ul style="list-style-type: none"> • Compensate property owners for temporary easements required for project construction. • Phase work to avoid working directly in front of parks and recreational areas during the summer months, as feasible. • Provide relocation assistance to Argosy Cruises for affected boat services and cruises.
Operation	No long-term adverse effects on land use and shorelines will result from operation of the new seawall; therefore, no mitigation will be necessary.
Cumulative	The measures used to reduce adverse cumulative effects on the land use, shorelines, and parks and recreational facilities are the same as in the Final EIS.
Public Services and Utilities	
Construction	The measures used to reduce impacts on public services and utilities are the same as in the Final EIS.
Operation	No long-term adverse operational effects on public services have been identified; therefore, no mitigation measures for public services are necessary.

Table 6-1. Mitigation Measures by Discipline

Cumulative	The measures used to reduce adverse cumulative effects on public services and utilities are the same as in the Final EIS.
Social Resources and Environmental Justice	
Construction	In addition to the measures used to reduce impacts on social resources and environmental justice populations in the Final EIS, the City would prohibit the use of delivery barges for the project during August and September to minimize effects on the peak tribal fishing season.
Operation	No long-term adverse operational effects on social resources and environmental justice populations have been identified; therefore, no mitigation measures are necessary.
Cumulative	Beyond the mitigation proposed for construction effects on social resources and environmental justice populations, no further mitigation for cumulative effects is needed.
Visual Resources	
Construction	The measures used to reduce impacts on visual resources are the same as in the Final EIS.
Operation	The measures used to reduce impacts on visual resources are the same as in the Final EIS.
Cumulative	The project will result in only minor temporary cumulative effects on visual quality, and most of the effects will be beneficial; therefore, no mitigation is necessary.
Fish, Wildlife, and Vegetation	
Construction	In addition to the mitigation measures provided in the Final EIS, the City may: <ul style="list-style-type: none"> • Use attenuation measures described above, under Noise and Vibration. • Provide assistance to the Seattle Aquarium for any additional veterinary needs triggered by noise from construction activities.
Operation	The completed project will be beneficial to fish, wildlife, and vegetation; therefore, no mitigation is necessary.
Cumulative	The measures used to reduce adverse cumulative effects on fish, wildlife, and vegetation are the same as in the Final EIS.
Water Resources	
Construction	The measures used to reduce impacts on water resources are the same as in the Final EIS.
Operation	The measures used to reduce impacts on water resources are the same as in the Final EIS.
Cumulative	The measures used to reduce adverse cumulative effects on water resources are the same as in the Final EIS.

Chapter 7 References

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For additional references used to develop this document, please see Chapter 10 of the Final EIS.

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