WATERFRONT SEATTLE PROJECT
Summary of Waterfront Seattle Project
Final Special Benefit/Proportionate Assessment Study
for Local Improvement District (LID) - Seattle, Washington

ADDENDA VOLUME

FOR
City of Seattle
Mr. Glen M. Lee, City Finance Director
Department of Finance and Administration Services
700 Fifth Avenue, Suite 4300
PO Box 94669
Seattle, WA 98124-4996

Date of Valuation: October 1, 2019
Date of Report: November 12, 2019
ABS Valuation Job #19-0101

ABS Valuation
Robert J. Macaulay, MAI
2927 Colby Avenue, Ste. 100
Everett, Washington 98201
425-258-2611
rmacaulay@absvaluation.com
absvaluation.com

ABS VALUATION
COMMERCIAL APPRAISAL-CONSULTATION-LITIGATION SUPPORT
SPECIAL BENEFIT STUDIES-R/W APPRAISAL SERVICES
Addenda Volume - Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A - LID-NO LID</td>
<td>A-1</td>
</tr>
<tr>
<td>B - LID RENDERINGS</td>
<td>B-1</td>
</tr>
<tr>
<td>C - OVERLOOK WALKWAY</td>
<td>C-1</td>
</tr>
<tr>
<td>D - PIONEER SQUARE</td>
<td>D-1</td>
</tr>
<tr>
<td>E – PIKE/PINE – NO LID/LID</td>
<td>E-1</td>
</tr>
<tr>
<td>F – PINE BONUS BEFORE/AFTER LID</td>
<td>F-1</td>
</tr>
<tr>
<td>G – CITY ORDINANCE NO. 125761</td>
<td>G-1</td>
</tr>
<tr>
<td>H - NO-LID/LID O&amp;M SCENARIOS</td>
<td>H-1</td>
</tr>
</tbody>
</table>
Before/After: Site Plans

The following two slides depict the entirety of the Waterfront Seattle program in the “Before/After” (“No-LID/LID”) conditions (with the exception of Pike/Pine and the Pioneer Square East/West connections, which are described separately). As such, the below description represents a complete description of these two conditions (with the exception of Pike/Pine and the Pioneer Square East/West connections).

LID “Before” Conditions – Project Assumptions
Under the “Before” condition, none of the LID Project Elements would be built. However, as a result of several ongoing projects that are separate from those elements, conditions in the area would be different from those that currently exist. Major changes assumed to be in place under the “Before” condition are:

- The Alaskan Way Viaduct Replacement Project (AWVRP) will be complete, with the viaduct eliminated and the SR 99 tunnel in operation.
- The Elliott Bay Seawall Project will be complete, including a new 15-foot wide sidewalk inset with light penetrating surface (LPS) adjacent to the seawall between approximately Yesler Way and Virginia Street.
- The Pike Place MarketFront (MarketFront) Project will be complete.
- The Pier 62 Rebuild Project will be complete.
- The Seattle Multimodal Terminal at Colman Dock Project will be complete.
- A restored Washington Street Boat Landing Pergola will be complete.
- A “Habitat Beach” between approximately Yesler Way and S. Washington St and immediately adjacent to Washington Street Boat Landing Pergola and Colman Dock will be complete.

Rebuilt/New Surface Roadway

Before
The “Before” condition assumes a new surface roadway that would fulfill some of the functions that will no longer be provided by SR 99 after the Alaskan Way Viaduct is removed by serving both local and regional transportation needs and providing access between SR 99, downtown Seattle, and northwest Seattle. The proposed improvements would consist of:

- A new Alaskan Way roadway between S King Street and Pine Street, built in the approximate footprint of the former Alaskan Way Viaduct, would include:
  - A dedicated transit lane in each direction between S. King Street and Columbia Street and on Columbia Street between Alaskan Way and First Avenue
  - Northbound ferry queuing lanes between S. King Street and Yesler Way, which include double left-turn lanes between S. Main Street and Yesler Way onto Colman Dock
  - Curb zones near the Colman Dock Transit Hub designed to accommodate general-purpose vehicles, transit, taxi, and ADA drop-offs and pick-ups.
- Additional on-street parking and loading zones located along the curbside on the east and west sides of Alaskan Way where space is available.
• A new arterial street, called Elliott Way, which would follow the path of the former Alaskan Way Viaduct from Alaskan Way at Pine Street up the hill into Belltown, where it would connect with Elliott Avenue and Western Avenue.

• A new intersection at Pine Street (referred to as the Pine Street extension) that would connect the new Alaskan Way and new Elliott Way with the existing portion of Alaskan Way north of Pier 62/63. This extension would reach a height of 18’ from the existing Alaskan Way.

• Streetscape enhancements to Bell St. between Elliott Avenue and First Avenue, which would include widened sidewalks and increased landscaping.

• 377 street trees planted in the median and in planting strips on the east and west sides of Alaskan Way and Elliott Way. The budget would allow for the selection of trees with a caliper of 1.5” to 2”. All trees would be of the same type to facilitate the standard level of care and maintenance provided other street trees in the downtown area.

• Code-compliant Green Stormwater Infrastructure (GSI) would be installed in areas of the planting strip along the west side of Alaskan Way between Yesler Way and Columbia St and in areas of the planting strip along the east side of Alaskan Way on every block between Columbia Street and Pike Street, as well as a GSI planter at the foot of the Pike Street Hillclimb. The City would install groundcover to facilitate the standard level of care provided other GSI elements in the City.

• The City would install one type of hardy groundcover in all other landscaped areas along Alaskan Way and Elliott Way in order to facilitate the standard level of care provided other groundcover in the City.

• Sidewalks on both sides of the roadway along Alaskan Way and Elliott Way would be standard 2’x2’ scored concrete.

• On the east side of Alaskan Way between S. King Street and Yesler Way, sidewalk areas between tree pits would be infilled with salvaged red bricks, as required by the Pioneer Square Historic Preservation Board Certificate of Approval.

• Sidewalk immediately adjacent to the west side of Alaskan Way between S. King Street and the Pike Street would range in width from 8’ to 35’.

• Plantings immediately west of the two-way bike facility between S. King Street and S. Washington Street would be a mix of standard plantings.

• Sidewalk on the east side of the street between S. King Street and the Pike Street Hillclimb would range in width from 7’ to 35’.

• Sidewalk on the east and west sides of Elliott Way roadway between the Pike Street Hillclimb and Bell Street would range in width from 7’ to 9’.

• Crosswalks in all intersections would be standard, with 6” curbs.

• A two-way bicycle facility would run along the west side of the new Alaskan Way. The facility would begin at S. King Street and continue north on the west side of Alaskan Way to about Virginia Street, where it would cross the road to join the existing path on the east side of the roadway. At the new intersection with Elliott Way, the bicycle facility would transition to separate northbound and southbound paths that would connect with existing bicycle lanes on Elliott and Western Avenues in Belltown.

• The Marion Street pedestrian bridge over Alaskan Way, which connects to the Seattle Ferry Terminal, would be constructed.

• Reconstructed sidewalks and parking on Seneca Street between Alaskan Way and Western Avenue would be constructed.
• The reconnection of Lenora Street pedestrian bridge to the new Elliott Way would be constructed.

After
In the After condition, all of the improvements listed above would remain, with the exception of the following:

• Increasing the caliper of the approximately 377 street trees that would be present in the “Before” condition up to 4” caliper size.
• Adding approximately an additional 16 street trees with a caliper of 4”
• In all planters and landscaped areas described in the “Before” condition, the City would upgrade the groundcover and shrub plantings to incorporate a greater diversity of plants in order to create consistency between these and the LID-funded elements described below.
• The crosswalks in the intersections between S. King St. and Pike St. would be upgraded from 6” curbs in the “Before” condition. Those intersections would be raised three inches, resulting in a 3” difference between the sidewalk and crosswalk and improving the pedestrian connectivity between downtown and the waterfront.
• Sidewalks immediately adjacent to the east side of Alaskan Way would be upgraded from 2’x2’ scored concrete to exposed aggregate between S. King Street and the Pike Street Hillclimb, as would sidewalks immediately adjacent to the west side of Alaskan Way between S. King Street and the Pine St. Extension.

Drive/Parking Aisle (Before), Promenade (After)

Before
In the “Before” condition, the City would not have the funding to build the Promenade that is described in the “After” condition below. Instead, it would construct the following:

S. Washington Street to Madison Street
Between the east edge of the Seawall LPS and the west edge of the bike facility, from Madison Street to the Washington Street Boat Landing, a 2’x2’ scored concrete pedestrian area would be installed with a width of between 25 and 35 feet. The area dedicated to pedestrian travel would be wider than the “After” condition, which would have divided this area between a wide paved surface for pedestrians and landscaped areas.

Madison Street to Pike Street
Between the east edge of the Seawall LPS and the west edge of the bike facility, from Madison and Pike, the City would install a “drive aisle” that would accommodate 128 parking spaces. Between Madison and Union, the drive aisle would include a single aisle, 60-degree angled parking arrangement using asphalt. Between Union and Pike, the drive aisle would include a double aisle, 60-degree angled parking arrangement using asphalt. There would be an inbound driveway to the south of Pike Street, inbound/outbound driveways at University, Seneca, and Spring Streets, and an outbound driveway at Madison Street. All roadway and parking areas would range in width from 36’ to 56’. The sidewalk between the west side of the drive aisle and the LPS panels would be paved using the standard 2’x2’ scored concrete. The total width of the walking area, adjacent to the existing LPS panels, would range between 3’ and 15’.

Pike Street to Pine Street
The City would reserve this space for a future Aquarium expansion. It would be paved with 2’x2’ scored concrete.
**After**

In the “After” condition, the City would construct the Promenade, a continuous public open space with amply green, landscaped spaces along the west side of the new Alaskan Way from S Washington Street to Pine Street that would be designed for walking, sitting, gathering, and viewing the waterfront. The “Light Penetrating Surface” panels which constitute the westernmost 15± feet along most of the future promenade and were built by the Elliott Bay Seawall project are considered part of the “Before” condition and so are not factored into the LID special benefit calculations for the Promenade. The southern end of the Promenade would terminate at the Washington Street Boat Landing in Pioneer Square, at which point the Promenade would transition into a sidewalk that is identical to the “Before” condition, with the exception of the increase of tree caliper from 1.5 to 2” up to 4” and a greater diversity of groundcover and plantings. Design features and landscaping would create a series of three different environments, in specific segments of the Promenade that would reflect the character of the surrounding areas. In addition to the following descriptions, the planting areas would consist of a total of:

- Approximately 110 evergreen trees with initial height of 8’ to 12’, and approximately 163 ornamental deciduous trees.
- Approximately 14,000 shrubs and 39,000 flower bulbs.

*S. Washington Street to Madison Street* – This area would span from the Washington Street Boat Landing Pergola to Fire Station #5 and would primarily support the regional transit hub in front of the Seattle Ferry Terminal. It would accommodate the heavy pedestrian, bicycle, and vehicle traffic coming through the Yesler Way, Columbia Street, and Marion Street intersections. The area’s primary design features would be:

- A pedestrian space immediately east of the 15+ feet of Seawall LPS, ranging from 11 to 20 feet in width. This walkway would be constructed of an architectural concrete surface that features exposed aggregate and metal inlays for visual interest.
- A diversified mix of native, non-native, and salt-tolerant plant and tree species located within and amongst a series of raised weathered steel planters arranged to create terraces. These terraces would be located between the east edge of the pedestrian space described above and the west edge of the bicycle facility. The lower terraces would be designed to collect storm water runoff from the Promenade.
- A restored Tsutakawa Fountain located along the Promenade at Columbia Street.
- A public art sculpture by Oscar Tuazon located within the two-way bicycle facility between Columbia and Madison Streets.
- Seating opportunities, including approximately 11 public benches constructed from finished cedar logs, four swing sets between Madison and Marion Streets, and Sandbag Benches and Dolos by artist Buster Simpson between Yesler Way and S. Washington Street.
- New railings constructed of stainless-steel wire mesh panels capped with a finished wood toprail made from either new Cumaru wood or Ekki wood reclaimed from the old seawall. These railings would be located:
  - Along the Habitat Beach area, between the entrance to Colman Dock at Yesler Way and the north side of the Washington Street Boat Landing Pergola. This railing segment would include a gate to provide public access to the Habitat Beach during its hours of operation.
  - Along the open water, from the north end of Colman Dock near Marion St to the south side of Pier 57 near Madison St.
• Pedestrian-scale lighting features designed in a layered pattern to provide visual interest and wayfinding clarity, including LED light sources that will provide low-level illumination of benches, handrails, and planters.

*Madison Street to Pike Street* – This area of the Promenade would be a mix of pedestrian and landscaped areas adjacent to Historic Piers 54-59, the public park at Pier 58, and the existing Seattle Aquarium entrance and frontage. The main design elements would be:

- A pedestrian space immediately east of the 15+ feet of Seawall LPS, ranging from 20 to 55 feet in width. This walkway would be constructed of an architectural concrete surface that features exposed aggregate and metal inlays for visual interest.
- A diversified mix of native, non-native, and salt-tolerant plant and tree species located within and amongst a series of raised weathered steel planters arranged to create terraces. These terraces would be located between the east edge of the above pedestrian area and the west edge of the bicycle facility. The lower terraces would be designed to collect storm water runoff from the Promenade.
- A 4’ to 11’ wide boardwalk constructed of Cumaru wood that meanders through the planted terraces between Spring and Union Streets
- Seating opportunities, including approximately 39 public benches constructed from finished cedar logs, and several embedded boulders between Union Street and Pike Street.
- New railings constructed of stainless-steel wire mesh panels capped with a finished wood toprail made from either new Cumaru wood or Ekki wood reclaimed from the old seawall. These railings would be located:
  - Near Spring St along the open water between Pier 54 and Pier 55
  - Near University St along the open water between Pier 56 and Pier 57
- Pedestrian-scale lighting features designed in a layered pattern to provide visual interest and wayfinding clarity, including LED light sources that will provide low-level illumination of benches, handrails, planters and pathways.
- “Social Intersections” located at Union, University, Seneca, and Spring Streets designed to accommodate impromptu social gathering, as well as small-scale events such as farmers stands, food trucks, and musical performances.
- A kiosk at Union Street that can be used to provide information to public about the waterfront, or other uses. The kiosk is not LID funded but would not exist but for the creation of the LID.
- Two pieces of public art by Shaun Peterson and Cedric Bomford.

*Pike Street to Pine Street* – This area of the Promenade would be a public space beginning north of the existing Seattle Aquarium entrance and frontage to the rebuilt Pier 62. It would be bordered to the east by the Seattle Aquarium Pavilion expansion (not LID funded), as well as the public entrance/exit from the Overlook Walk’s stairways. These stairways will become one of the primary pedestrian connections to and from the Promenade and Pike Place Market (see description of Overlook Walk below). Design elements will include:

- A pedestrian space immediately east of the 15+ feet of Seawall LPS, ranging from 25 to 60 feet in width. This walkway would be constructed of an architectural concrete surface that would feature exposed aggregate and metal inlays for visual interest.
- New railings constructed of stainless-steel wire mesh panels capped with a finished wood toprail made from either new Cumaru wood or Ekki wood reclaimed from the old seawall.
These railings would be located along the open water area near the Aquarium buildings and north of the Aquarium to Pier 62.

- Pedestrian-scale lighting features designed in a layered pattern to provide visual interest and wayfinding clarity, including LED light sources that will provide low-level illumination of handrails.

**Overlook Walk**

**Before**
The Overlook Walk would not be built in the “Before” condition. Instead, the MarketFront would not become an additional pedestrian connection to the Waterfront and current connections – via the existing elevator and stairwell in Pike Place Market parking garage and the Pike St. Hillclimb – would remain the primary connections to the Waterfront from Pike Place Market.

**After**
The Overlook Walk is a pedestrian bridge and landscaped public space that connects the Pike Place Market, via the recently completed MarketFront building, with the Promenade, spanning over the Elliott Way surface street. The Overlook Walk begins with an entrance from MarketFront, with walkways, generous landscaping with trees and a mix of native and non-native plantings, and play elements along a switchback pathway referred to as the “Bluff Walk.” Below this space, fronting on Elliott Way, would be a storage area with a screen which would be used primarily for operations and maintenance of the Waterfront. The Bluff Walk will connect to a lid structure spanning over Elliott Avenue and will include a food and beverage retail space (not LID funded) and partially covered space. An additional entrance to the Overlook Walk from the Pike Place Market parking garage would be located to the south of the covered area. Through a partnership with Pike Place Market, the Overlook Walk would be accessible by elevators in the Market and adjacent parking garages, as well as via street level at Western, and multiple staircases internal to the Heritage House parking garage. The lid would include pedestrian pathways, open space, and landscaping with green areas that would extend southwest from the Pike Place Market across the new Alaskan Way, where the lid would be approximately 28 feet above the new surface street.

On the west side of Elliott Way, staircases would connect down to the Promenade on the west edge of the Overlook Walk. The Overlook Walk lid would include approximately 47,000 square feet of public open space funded by the LID that would provide public gathering spaces, attractive green element, and opportunities for scenic views. The lid also would create an accessible pedestrian pathway, enhancing existing connections and adding new connections between Pike Place Market and the waterfront, thereby providing opportunities to enhance the pedestrian experience and revitalize the area. Views from the lid would include Elliott Bay, Mt. Rainier, the Olympics, stadiums, and the downtown cityscape. The public open space would include a diverse mix of native and non-native landscaping and benches to provide seating at various points. In addition to this space, the Aquarium Expansion will add public open space, view opportunities, and landscaped areas to the south of and contiguous with the Overlook Walk. It will also add to the increased connectivity between Pike Place Market and the Waterfront by providing a publicly accessible elevator and stairway. This space would not be funded by the LID but would not exist but for the existence of the LID-funded Overlook Walk.

**Union Street Pedestrian Connection**
Before
In the “Before” condition, the one-block portion of Union Street, between Alaskan Way to the west and a retaining wall supporting Western Avenue to the east, would remain as it is now: a surface driveway with public parking and loading zones. The existing narrow metal staircase with no ADA access, spanning from Western Avenue (above) to Union Street (below), would continue to serve as one of the primary connection points between downtown and the waterfront.

After
The Union Street Pedestrian Connection, located on Union Street from Alaskan Way to Western Avenue, would serve as a universally accessible pedestrian link between the new Waterfront and Western Avenue, increasing connectivity between downtown and the Waterfront.

The Union Street Pedestrian Connection would construct an elevated pedestrian walkway and associated elevator and stairs in the right of way along the south side of Union Street between Western Avenue and Alaskan Way. The improvements include lighting that would operate during nighttime hours to illuminate the pathway, the elevators, and the area underneath the pedestrian bridge.

The Union Street pavement would be reconstructed between Alaskan Way and the retaining wall on the west side of Western Avenue. Additional pedestrian improvements, such as curb bulbs and ramps, would be made at the intersection of Union Street and Western Avenue.

Public art by Norie Sato would be incorporated into the pedestrian walkway and stairs.

**Pier 58 (formerly known as Waterfront Park)**

**Before**
Pier 58 would remain as it currently is: a pier park that was built in 1974. This park has a “horseshoe” shape and contains a mixture of plantings, public gathering areas, a concrete amphitheater, fountain, and seating areas. The park is accessed through a combination of stairs and walkways and is primarily “sunken” below the level of the LPS adjacent to it. Due to access issues, a lack of sightlines, and wear and tear on the aging pier infrastructure, the park is not very conducive to active usage by the public.

**After**
A reconstructed Pier 58 will become an active and flexible space that will facilitate events, performances and activities while providing open views to Elliott Bay. The park will be 49,000 square feet and will feature the following:

- A seamless connection between the park and Promenade.
- A relocated Fitzgerald fountain.
- 4,900 square feet of open water coverage in the northeast section of the pier, protected by new railings constructed of stainless-steel wire mesh panels capped with a finished wood toprail made from either new Cumaru wood or Ekki wood reclaimed from the old seawall.
- A 4,000 square foot children’s play area.
- 3,600 square feet of raised lawn area.
• New railings between the pier and open water constructed of a stainless-steel wire mesh panels capped with a wood toprail made from either new Cumaru wood or Ekki wood reclaimed from the old seawall.
• Included in the “After” depiction is an area in which a bathroom may be added. This bathroom is not included in the calculation of LID benefit.
Before/After: Belltown

The following four slides depict the “Before” and “After” site plans of the Waterfront Seattle project north of Alaskan Way and into Belltown, which includes primarily the new Elliott Way from Pine Street to the new Western Avenue and Elliott Avenue couplet and intersection, as well as the “Drive/Parking Aisle” and Overlook Walk.

LID “Before” Conditions – Project Assumptions

Under the “Before” condition, none of the LID Project Elements would be built. However, as a result of several ongoing projects that are separate from those elements, conditions in the area would be different from those that currently exist. Major changes represented in the following site plans and assumed to be in place under the “Before” condition are:

- The Alaskan Way Viaduct Replacement Project (AWVRP) will be complete, with the viaduct eliminated and the SR 99 tunnel in operation.
- The Elliott Bay Seawall Project will be complete, including a new 15-foot wide sidewalk inset with light penetrating surface (LPS) adjacent to the seawall between approximately Yesler Way and Virginia Street.
- The Pike Place MarketFront (MarketFront) Project will be complete.
- The Pier 62 Rebuild Project will be complete.

Rebuilt/New Surface Roadway

Before

The “Before” condition assumes a new surface roadway that would fulfill some of the functions that will no longer be provided by SR 99 after the Alaskan Way Viaduct is removed by serving both local and regional transportation needs and providing access between SR 99, downtown Seattle, and northwest Seattle. The proposed improvements depicted in the following site plans would consist of:

- A new Alaskan Way roadway between S King Street and Pine Street, built in the approximate footprint of the former Alaskan Way Viaduct.
- A new arterial street, called Elliott Way, which would follow the path of the former Alaskan Way Viaduct from Alaskan Way at Pine Street up the hill into Belltown, where it would connect with Elliott Avenue and Western Avenue.
- A new intersection at Pine Street (referred to as the Pine Street extension) that would connect the new Alaskan Way and new Elliott Way with the existing portion of Alaskan Way north of Pier 62/63. This extension would reach a height of 18’ from the existing Alaskan Way.
- Streetscape enhancements to Bell St. between Elliott Avenue and First Avenue, which would include widened sidewalks and increased landscaping.
- A portion of the 377 street trees planted in the median and in planting strips on the east and west sides of Alaskan Way and Elliott Way. The budget would allow for the selection of trees with a caliper of 1.5” to 2”. All trees would be of the same type to facilitate the standard level of care and maintenance provided other street trees in the downtown area.
- The City would install one type of hardy groundcover in all landscaped areas along Alaskan Way and Elliott Way in order to facilitate the standard level of care provided other groundcover in the City.
• Sidewalks on both sides of the roadway along Alaskan Way and Elliott Way would be standard 2’x2’ scored concrete.
• Sidewalk on the west and east sides of Elliott Way roadway between the Pike Street Hillclimb and Bell Street would range in width from 7’ to 9’.
• Crosswalks in all intersections would be standard, with 6” curbs.
• A two-way bicycle facility would run along the west side of the new Alaskan Way. The facility would begin at S. King Street and continue north on the west side of Alaskan Way to about Virginia Street, where it would cross the road to join the existing path on the east side of the roadway. At the new intersection with Elliott Way, the bicycle facility would transition to separate northbound and southbound paths that would connect with existing bicycle lanes on Elliott and Western Avenues in Belltown.
• The reconnection of Lenora Street pedestrian bridge to the new Elliott Way would be constructed.

After
In the After condition, all of the improvements listed above would remain, with the exception of the following:
• Increasing the caliper of the approximately 377 street trees that would be present in the “Before” condition, a portion of which are represented in these site plants, up to 4” caliper size.
• In all planters and landscaped areas described in the “Before” condition, the City would upgrade the groundcover and shrub plantings to incorporate a greater diversity of plants in order to create consistency between these and the LID-funded elements described below.

Drive/Parking Aisle (Before), Promenade (After)

Before
In the “Before” condition, the City would not have the funding to build the Promenade that is described in the “After” condition below. Instead, it would construct the following:
• A pedestrian space immediately east of the 15+ feet of Seawall LPS, ranging from 25 to 60 feet in width. This walkway would be constructed of an architectural concrete surface that would feature exposed aggregate and metal inlays for visual interest.
• New railings constructed of stainless-steel wire mesh panels capped with a finished wood toprail made from either new Cumaru wood or Ekki wood reclaimed from the old seawall.
• Pedestrian-scale lighting features designed in a layered pattern to provide visual interest and wayfinding clarity, including LED light sources that will provide low-level illumination of handrails.

Overlook Walk

Before
The Overlook Walk would not be built in the “Before” condition. Instead, the MarketFront would not become an additional pedestrian connection to the Waterfront and current connections – via the existing elevator and stairwell in Pike Place Market parking garage and the Pike St. Hillclimb – would remain the primary connections to the Waterfront from Pike Place Market.

After
The Overlook Walk is a pedestrian bridge and landscaped public space that connects the Pike Place Market, via the recently completed MarketFront building, with the Promenade, spanning over the Elliott Way surface street. The Overlook Walk begins with an entrance from MarketFront, with walkways, generous landscaping with trees and a mix of native and non-native plantings, and play elements along a switchback pathway referred to as the “Bluff Walk.” Below this space, fronting on Elliott Way, would be a storage area with a screen which would be used primarily for operations and maintenance of the Waterfront. The Bluff Walk will connect to a lid structure spanning over Elliott Avenue and will include a food and beverage retail space (not LID funded) and partially covered space. An additional entrance to the Overlook Walk from the Pike Place Market parking garage would be located to the south of the covered area. Through a partnership with Pike Place Market, the Overlook Walk would be accessible by elevators in the Market and adjacent parking garages, as well as via street level at Western, and multiple staircases internal to the Heritage House parking garage. The lid would include pedestrian pathways, open space, and landscaping with green areas that would extend southwest from the Pike Place Market across the new Alaskan Way, where the lid would be approximately 28 feet above the new surface street.

On the west side of Elliott Way, staircases would connect down to the Promenade on the west edge of the Overlook Walk. The Overlook Walk lid would include approximately 47,000 square feet of public open space funded by the LID that would provide public gathering spaces, attractive green element, and opportunities for scenic views. The lid also would create an accessible pedestrian pathway, enhancing existing connections and adding new connections between Pike Place Market and the waterfront, thereby providing opportunities to enhance the pedestrian experience and revitalize the area. Views from the lid would include Elliott Bay, Mt. Rainier, the Olympics, stadiums, and the downtown cityscape. The public open space would include a diverse mix of native and non-native landscaping and benches to provide seating at various points. In addition to this space, the Aquarium Expansion will add public open space, view opportunities, and landscaped areas to the south of and contiguous with the Overlook Walk. It will also add to the increased connectivity between Pike Place Market and the Waterfront by providing a publicly accessible elevator and stairway This space would not be funded by the LID but would not exist but for the existence of the LID-funded Overlook Walk.
Before/After: Alaskan Way from King to Yesler

The following two slides depict one view of Alaskan Way and the east and west sections of right-of-way between S. King Street and Yesler Way in the Before ("No-LID") and "After" ("LID") conditions.

LID “Before” Conditions – Project Assumptions
Under the “Before” condition, none of the LID Project Elements would be built. However, as a result of several ongoing projects that are separate from those elements, conditions in the area would be different from those that currently exist. Major changes visible in the following two slides assumed to be in place under the “Before” condition are:

- The Alaskan Way Viaduct Replacement Project (AWVRP) will be complete, with the viaduct eliminated and the SR 99 tunnel in operation.
- The Elliott Bay Seawall Project will be complete, including a new 15-foot wide sidewalk inset with light penetrating surface (LPS) adjacent to the seawall between approximately Yesler Way and Virginia Street.
- A restored Washington Street Boat Landing Pergola will be complete.
- A “Habitat Beach” between approximately Yesler Way and S. Washington St and immediately adjacent to Washington Street Boat Landing Pergola and Colman Dock will be complete.

Rebuilt/New Surface Roadway

Before
The “Before” condition assumes a new surface roadway that would fulfill some of the functions that will no longer be provided by SR 99 after the Alaskan Way Viaduct is removed by serving both local and regional transportation needs and providing access between SR 99, downtown Seattle, and northwest Seattle. The proposed improvements represented in this view would consist of:

- A new Alaskan Way roadway built in the approximate footprint of the former Alaskan Way Viaduct, would include:
  - A dedicated transit lane in each direction.
  - Northbound ferry queuing lanes, including double left-turn lanes between S. Main Street and Yesler Way onto Colman Dock
- Additional on-street parking and loading zones located along the curbside on the east and west sides of Alaskan Way where space is available.
- A portion of the total of 377 street trees planted in the median and in planting strips on the east and west sides of Alaskan Way and Elliott Way, a portion of which are represented in this view. The budget would allow for the selection of trees with a caliper of 1.5” to 2”. All trees would be of the same type to facilitate the standard level of care and maintenance provided other street trees in the downtown area.
- The City would install one type of hardy groundcover in all landscaped areas along Alaskan Way and Elliott Way in order to facilitate the standard level of care provided other groundcover in the City.
- Plantings immediately west of the two-way bike facility between S. King Street and S. Washington Street would be a mix of standard plantings.
- Sidewalks on both sides of the roadway would be standard 2’x2’ scored concrete, with the exception of:
On the east side of Alaskan Way, sidewalk areas between tree pits would be infilled with salvaged red bricks, as required by the Pioneer Square Historic Preservation Board Certificate of Approval.

- Sidewalk immediately adjacent to the west side of Alaskan Way would range in width from 8’ to 35’.
- Sidewalk on the east side of the street would range in width from 7’ to 35”
- Crosswalks in all intersections would be standard, with 6” curbs.
- A two-way bicycle facility would run along the west side of the new Alaskan Way.

**After**

In the After condition, all of the improvements listed above would remain, with the exception of the following:

- Increasing the caliper of the approximately 377 street trees that would be present in the “Before” condition, a portion of which are represented in this view, up to 4” caliper size.
- In all planters and landscaped areas described in the “Before” condition, the City would upgrade the groundcover and shrub plantings to incorporate a greater diversity of plants in order to create consistency between these and the LID-funded elements described below.
- The crosswalks in the intersections would be upgraded from 6” curbs in the “Before” condition. Those intersections would be raised three inches, resulting in a 3” difference between the sidewalk and crosswalk and improving the pedestrian connectivity between downtown and the waterfront.
- Sidewalks immediately adjacent to the east and west sides of Alaskan Way would be upgraded from 2’x2’ scored concrete to exposed aggregate.

**Drive/Parking Aisle (Before), Promenade (After)**

**Before**

In the “Before” condition, the City would not have the funding to build the Promenade that is described in the “After” condition below. Instead, it would construct the following:

- Between the east edge of the Seawall LPS and the west edge of the bike facility, from Madison Street to the Washington Street Boat Landing, a 2’x2’ scored concrete pedestrian area would be installed with a width of between 25 and 35 feet. The area dedicated to pedestrian travel would be wider than the “After” condition, which would have divided this area between a wide paved surface for pedestrians and landscaped areas.

**After**

In the “After” condition, the widened pedestrian corridor that is depicted in the “Before” condition above would instead be built out as the Promenade, a continuous public open space with ample green, landscaped spaces starting at the Washington Street Boat Landing and moving north. South of this structure, the Promenade would transition into a sidewalk east of the bicycle facility and planting area west of the bicycle planting facility that are identical to the “Before” condition, with the exception of the increase of tree caliper from 1.5 to 2” up to 4” and a greater diversity of groundcover and plantings to the east of the bicycle facility (the landscaped area to the west of it would remain identical to the “Before” condition). The “Light Penetrating Surface” panels which constitute the westernmost 15± feet along most of the future promenade and were built by the Elliott Bay Seawall project are considered part of the “Before” condition and so are not factored into the LID special benefit calculations for the Promenade. Design features and landscaping would create...
a series of three different environments, in specific segments of the Promenade that would reflect the character of the surrounding areas. In addition to the following descriptions, the planting areas would consist of a total of:

- Approximately 110 evergreen trees with initial height of 8’ to 12’, and approximately 163 ornamental deciduous trees.
- Approximately 14,000 shrubs and 39,000 flower bulbs.

The “After” condition represented in this view also includes:

- A pedestrian space immediately east of the 15+ feet of Seawall LPS, ranging from 11 to 20 feet in width. This walkway would be constructed of an architectural concrete surface that features exposed aggregate for visual interest.
- A diversified mix of native, non-native, and salt-tolerant plant and tree species located within and amongst a series of raised weathered steel planters arranged to create terraces. These terraces would be located between the east edge of the pedestrian space described above and the west edge of the bicycle facility. The lower terraces would be designed to collect storm water runoff from the Promenade.
- Seating opportunities, including Sandbag Benches and Dolos by artist Buster Simpson between Yesler Way and S. Washington Street.
- New railings constructed of stainless-steel wire mesh panels capped with a finished wood toprail made from either new Cumaru wood or Ekki wood reclaimed from the old seawall. These railings would be located along the Habitat Beach area, between the entrance to Colman Dock at Yesler Way and the north side of the Washington Street Boat Landing Pergola. This railing segment would include a gate to provide public access to the Habitat Beach during its hours of operation.
- Pedestrian-scale lighting features designed in a layered pattern to provide visual interest and wayfinding clarity, including LED light sources that will provide low-level illumination of benches, handrails, and planters.
Before/After: Alaskan Way from Yesler to Marion

The following two slides depict one view of Alaskan Way and the east and west sections of right-of-way between Yesler Way and Marion St. in the Before (“No-LID”) and “After” (“LID”) conditions.

LID “Before” Conditions – Project Assumptions
Under the “Before” condition, none of the LID Project Elements would be built. However, as a result of several ongoing projects that are separate from those elements, conditions in the area would be different from those that currently exist. Major changes visible in the following two slides assumed to be in place under the “Before” condition are:

- The Alaskan Way Viaduct Replacement Project (AWVRP) will be complete, with the viaduct eliminated and the SR 99 tunnel in operation.
- The Elliott Bay Seawall Project will be complete, including a new 15-foot wide sidewalk inset with light penetrating surface (LPS) adjacent to the seawall between approximately Yesler Way and Virginia Street.
- The Seattle Multimodal Terminal at Colman Dock Project will be complete.
- A “Habitat Beach” between approximately Yesler Way and S. Washington St and immediately adjacent to Washington Street Boat Landing Pergola and Colman Dock will be complete.

Rebuilt/New Surface Roadway

Before
The “Before” condition assumes a new surface roadway that would fulfill some of the functions that will no longer be provided by SR 99 after the Alaskan Way Viaduct is removed by serving both local and regional transportation needs and providing access between SR 99, downtown Seattle, and northwest Seattle. The proposed improvements represented in this view would consist of:

- A new Alaskan Way roadway built in the approximate footprint of the former Alaskan Way Viaduct, would include:
  - A dedicated transit lane in each direction through Columbia Street.
  - Northbound ferry queuing lanes through Yesler Way, which include double left-turn lanes onto Colman Dock.
  - Curb zones near the Colman Dock Transit Hub designed to accommodate general-purpose vehicles, transit, taxi, and ADA drop-offs and pick-ups.
- Additional on-street parking and loading zones located along the curbside on the east and west sides of Alaskan Way where space is available.
- A portion of the total of 377 street trees planted in the median and in planting strips on the east and west sides of Alaskan Way and Elliott Way. The budget would allow for the selection of trees with a caliper of 1.5” to 2”. All trees would be of the same type to facilitate the standard level of care and maintenance provided other street trees in the downtown area.
- Code-compliant Green Stormwater Infrastructure (GSI) would be installed in areas of the planting strip along the west side of Alaskan Way between Yesler Way and Columbia St and in areas of the planting strip along the east side of Alaskan Way on every block north of Columbia Street. The City would install groundcover to facilitate the standard level of care provided other GSI elements in the City.
The City would install one type of hardy groundcover in all other landscaped areas along Alaskan Way in this view in order to facilitate the standard level of care provided other groundcover in the City.

- Sidewalks on both sides of the roadway would be standard 2’x2’ scored concrete.
- Sidewalk immediately adjacent to the west side of Alaskan Way would range in width from 8’ to 35’.
- Sidewalk on the east side of the street would range in width from 7’ to 35”
- Crosswalks in all intersections would be standard, with 6” curbs.
- A two-way bicycle facility would run along the west side of the new Alaskan Way.
- The Marion Street pedestrian bridge over Alaskan Way, which connects to the Seattle Ferry Terminal, would be constructed.

**After**

In the After condition, all of the improvements listed above would remain, with the exception of the following:

- Increasing the caliper of the street trees present in the “Before” condition up to 4” caliper size.
- Adding approximately an additional 16 street trees with a caliper of 4” between Yesler and Marion.
- In all planters and landscaped areas described in the “Before” condition, the City would upgrade the groundcover and shrub plantings to incorporate a greater diversity of plants in order to create consistency between these and the LID-funded elements described below.
- The crosswalks in the intersections between S. King St. and Pike St. would be upgraded from 6” curbs in the “Before” condition. Those intersections would be raised three inches, resulting in a 3” difference between the sidewalk and crosswalk and improving the pedestrian connectivity between downtown and the waterfront.
- Sidewalks immediately adjacent to the east and west sides of Alaskan Way would be upgraded from 2’x2’ scored concrete to exposed aggregate.

**Drive/Parking Aisle (Before), Promenade (After)**

**Before**

In the “Before” condition, the City would not have the funding to build the Promenade that is described in the “After” condition below. Instead, it would construct the following:

**S. Washington Street to Madison Street**

Between the east edge of the Seawall LPS and the west edge of the bike facility, from Madison Street to the Washington Street Boat Landing, a 2’x2’ scored concrete pedestrian area would be installed with a width of between 25 and 35 feet. The area dedicated to pedestrian travel would be wider than the “After” condition, which would have divided this area between a wide paved surface for pedestrians and landscaped areas.

**After**

In the “After” condition, the drive/parking aisle and widened pedestrian corridor that is depicted in the “Before” condition above would instead be built out as the Promenade – a continuous public open space with ample green, landscaped spaces along the west side of the new Alaskan Way designed for walking, sitting, gathering, and viewing the waterfront. The “Light Penetrating Surface” panels which constitute the westernmost 15± feet along most of the future promenade and were built by the Elliott Bay Seawall project are considered part of the “Before” condition and so are not
factored into the LID special benefit calculations for the Promenade. In addition to the following descriptions, the planting areas would consist of a total of:

- Approximately 110 evergreen trees with initial height of 8’ to 12’, and approximately 163 ornamental deciduous trees.
- Approximately 14,000 shrubs and 39,000 flower bulbs.

The “After” condition represented in this view also includes:

- A pedestrian space immediately east of the 15+ feet of Seawall LPS, ranging from 11 to 20 feet in width. This walkway would be constructed of an architectural concrete surface that features exposed aggregate and metal inlays for visual interest.
- A diversified mix of native, non-native, and salt-tolerant plant and tree species located within and amongst a series of raised weathered steel planters arranged to create terraces. These terraces would be located between the east edge of the pedestrian space described above and the west edge of the bicycle facility. The lower terraces would be designed to collect storm water runoff from the Promenade.
- A restored Tsutakawa Fountain located along the Promenade at Columbia Street.
- Seating opportunities, including approximately 11 public benches constructed from finished cedar logs.
- New railings constructed of stainless-steel wire mesh panels capped with a finished wood toprail made from either new Cumaru wood or Ekki wood reclaimed from the old seawall.
- Pedestrian-scale lighting features designed in a layered pattern to provide visual interest and wayfinding clarity, including LED light sources that will provide low-level illumination of benches, handrails, and planters.
Before/After: Alaskan Way from Marion to Seneca

The following four slides depict one view of Alaskan Way and the east and west sections of right-of-way between Marion St and Seneca St. in the Before (“No-LID”) and “After” (“LID”) conditions.

LID “Before” Conditions – Project Assumptions
Under the “Before” condition, none of the LID Project Elements would be built. However, as a result of several ongoing projects that are separate from those elements, conditions in the area would be different from those that currently exist. Major changes visible in the following view assumed to be in place under the “Before” condition are:

- The Alaskan Way Viaduct Replacement Project (AWVRP) will be complete, with the viaduct eliminated and the SR 99 tunnel in operation.
- The Elliott Bay Seawall Project will be complete, including a new 15-foot wide sidewalk inset with light penetrating surface (LPS) adjacent to the seawall between approximately Yesler Way and Virginia Street.
- The Seattle Multimodal Terminal at Colman Dock Project will be complete.

Rebuilt/New Surface Roadway
Before
The “Before” condition assumes a new surface roadway that would fulfill some of the functions that will no longer be provided by SR 99 after the Alaskan Way Viaduct is removed by serving both local and regional transportation needs and providing access between SR 99, downtown Seattle, and northwest Seattle. The proposed improvements represented in this view include:

- A new Alaskan Way roadway built in the approximate footprint of the former Alaskan Way Viaduct, which includes two driving lanes in each direction and, in certain areas, turn only lanes.
- Additional on-street parking and loading zones located along the curbside on the east and west sides of Alaskan Way where space is available.
- A new arterial street, Elliott Way, which would follow the path of the former Alaskan Way Viaduct from Alaskan Way at Pine Street up the hill into Belltown, where it would connect with Elliott Avenue and Western Avenue.
- A portion of the total of 377 street trees planted in the median and in planting strips on the east and west sides of Alaskan Way and Elliott Way. The budget would allow for the selection of trees with a caliper of 1.5” to 2”. All trees would be of the same type to facilitate the standard level of care and maintenance provided other street trees in the downtown area.
- Code-compliant Green Stormwater Infrastructure (GSI) would be installed in areas along the east side of Alaskan Way on every block through Pike Street. The City would install groundcover to facilitate the standard level of care provided other GSI elements in the City.
- The City would install one type of hardy groundcover in all other landscaped areas in this view in order to facilitate the standard level of care provided other groundcover in the City.
- Sidewalks on both sides of the roadway would be standard 2’x2’ scored concrete.
- Sidewalk immediately adjacent to the west side of Alaskan Way ranges in width from 8’ to 35’, and is 24’ in the area measured and depicted in the “Before” view.
• Sidewalk on the east side of the street between S. King Street and the Pike Street Hillclimb would range in width from 7’ to 38” and is 38’ in the area measured and depicted in the
• Crosswalks in all intersections would be standard, with 6” curbs.
• A two-way bicycle facility would run along the west side of the new Alaskan Way.
• The Marion Street pedestrian bridge over Alaskan Way, which connects to the Seattle Ferry Terminal, would be constructed.

After
In the After condition, all of the improvements listed above would remain, with the exception of the following:
• Increasing the caliper of the street trees present in the “Before” condition up to 4” caliper size.
• In all planters and landscaped areas described in the “Before” condition, the City would upgrade the groundcover and shrub plantings to incorporate a greater diversity of plants in order to create consistency between these and the LID-funded elements described below.
• The crosswalks in the intersections between would be upgraded from 6” curbs in the “Before” condition. The intersections would be raised three inches, resulting in a 3” difference between the sidewalk and crosswalk and improving the pedestrian connectivity between downtown and the waterfront.
• Sidewalks immediately adjacent to the east and west sides of Alaskan Way would be upgraded from 2’x2’ scored concrete to exposed aggregate.

Drive/Parking Aisle (Before), Promenade (After)

Before
In the “Before” condition, the City would not have the funding to build the Promenade that is described in the “After” condition below. Instead, it would construct the following:
• Between the east edge of the Seawall LPS and the west edge of the bike facility south of Madison Street, a 2’x2’ scored concrete pedestrian area would be installed with a width of between 25 and 35 feet. The area dedicated to pedestrian travel would be wider than the “After” condition, which would have divided this area between a wide paved surface for pedestrians and landscaped areas.
• Between the east edge of the Seawall LPS and the west edge of the bike facility north of Madison, the City would install a “drive aisle” that would accommodate 128 parking spaces. Between Madison and Union, the drive aisle would include a single aisle, 60-degree angled parking arrangement using asphalt. Between Union and Pike, the drive aisle would include a double aisle, 60-degree angled parking arrangement using asphalt. There would be an inbound driveway to the south of Pike Street, inbound/outbound driveways at University, Seneca, and Spring Streets, and an outbound driveway at Madison Street. All roadway and parking areas would range in width from 36’ to 56’. The sidewalk between the west side of the drive aisle and the LPS panels would be paved using the standard 2’x2’ scored concrete. The total width of the walking area, adjacent to the existing LPS panels, would range between 3’ and 15’.

After
In the “After” condition, the drive/parking aisle and widened pedestrian corridor that is depicted in the “Before” condition above would instead be built out as the Promenade – a continuous public open space with ample green, landscaped spaces along the west side of the new Alaskan Way designed for walking, sitting, gathering, and viewing the waterfront. The “Light Penetrating Surface”
panels which constitute the westernmost 15± feet along most of the future promenade and were built by the Elliott Bay Seawall project are considered part of the “Before” condition and so are not factored into the LID special benefit calculations for the Promenade. In addition to the following descriptions, the planting areas would consist of a total of:

- Approximately 110 evergreen trees with initial height of 8’ to 12’, and approximately 163 ornamental deciduous trees.
- Approximately 14,000 shrubs and 39,000 flower bulbs.

The “After” condition represented in this view also includes:

- A pedestrian space immediately east of the 15+ feet of Seawall LPS, ranging from 11 to 20 feet in width. This walkway would be constructed of an architectural concrete surface that features exposed aggregate and metal inlays for visual interest.
- A diversified mix of native, non-native, and salt-tolerant plant and tree species located within and amongst a series of raised weathered steel planters arranged to create terraces. These terraces would be located between the east edge of the pedestrian space described above and the west edge of the bicycle facility. The lower terraces would be designed to collect storm water runoff from the Promenade.
- A public art sculpture by Oscar Tuazon located within the two-way bicycle facility between Columbia and Madison Streets.
- Seating opportunities, including public benches constructed from finished cedar logs and four swing sets between Madison and Marion Streets.
- New railings constructed of stainless-steel wire mesh panels capped with a finished wood toprail made from either new Cumaru wood or Ekki wood reclaimed from the old seawall. These railings would be located along the open water.
- Pedestrian-scale lighting features designed in a layered pattern to provide visual interest and wayfinding clarity, including LED light sources that will provide low-level illumination of benches, handrails, and planters.
- A 4’ to 11’ wide boardwalk constructed of Cumaru wood that meanders through the planted terraces north of Spring St.
- Pedestrian-scale lighting features designed in a layered pattern to provide visual interest and wayfinding clarity, including LED light sources that will provide low-level illumination of benches, handrails, planters and pathways.
- “Social Intersections” located at Spring Streets designed to accommodate impromptu social gathering, as well as small-scale events such as farmers stands, food trucks, and musical performances.
Before/After: Seneca St. to Pike St.

The following four slides depict one aerial view of Alaskan Way and the Promenade extending north starting mid-block between Spring and Seneca. Also visible in the background of the aerial view are a portion of Pier 58, the new Elliott Way, and the Overlook Walk in the “After” condition. Included in the views are measurements of typical pedestrian, roadway, and green infrastructure in both the “Before” and “After” images.

**LID “Before” Conditions – Project Assumptions**

Under the “Before” condition, none of the LID Project Elements would be built. However, as a result of several ongoing projects that are separate from those elements, conditions in the area would be different from those that currently exist. Major changes visible in the following view assumed to be in place under the “Before” condition are:

- The Alaskan Way Viaduct Replacement Project (AWVRP) will be complete, with the viaduct eliminated and the SR 99 tunnel in operation.
- The Elliott Bay Seawall Project will be complete, including a new 15-foot wide sidewalk inset with light penetrating surface (LPS) adjacent to the seawall between approximately Yesler Way and Virginia Street.
- The Pike Place MarketFront (MarketFront) Project will be complete.

**Rebuilt/New Surface Roadway**

**Before**

The “Before” condition assumes a new surface roadway that would fulfill some of the functions that will no longer be provided by SR 99 after the Alaskan Way Viaduct is removed by serving both local and regional transportation needs and providing access between SR 99, downtown Seattle, and northwest Seattle. The “Before” elements included in this view include:

- A new Alaskan Way roadway between S King Street and Pine Street, built in the approximate footprint of the former Alaskan Way Viaduct, which would include two lanes in either direction and additional on-street parking and loading zones located along the curbside on the east and west sides of Alaskan Way where space is available.
- A new arterial street, called Elliott Way, which would follow the path of the former Alaskan Way Viaduct from Alaskan Way at Pine Street up the hill into Belltown, where it would connect with Elliott Avenue and Western Avenue.
- A new intersection at Pine Street (referred to as the Pine Street extension) that would connect the new Alaskan Way and new Elliott Way with the existing portion of Alaskan Way north of Pier 62/63. This extension would reach a height of 18’ from the existing Alaskan Way.
- A portion of the total of 377 street trees planted in the median and in planting strips on the east and west sides of Alaskan Way and Elliott Way. The budget would allow for the selection of trees with a caliper of 1.5” to 2”. All trees would be of the same type to facilitate the standard level of care and maintenance provided other street trees in the downtown area.
- Code-compliant Green Stormwater Infrastructure (GSI) would be installed in areas of the planting strip along the east side of Alaskan Way on every block through Pike Street, as well
as a GSI planter at the foot of the Pike Street Hillclimb. The City would install groundcover to facilitate the standard level of care provided other GSI elements in the City.

- The City would install one type of hardy groundcover in all other landscaped areas along Alaskan Way and Elliott Way in order to facilitate the standard level of care provided other groundcover in the City.
- Sidewalks on both sides of the roadway along Alaskan Way and Elliott Way would be standard 2’x2’ scored concrete.
- Sidewalk immediately adjacent to the west side of Alaskan Way through Pike Street would range in width from 8’ to 35’.
- Sidewalk on the east side of the street through the Pike Street Hillclimb would range in width from 7’ to 35”.
- Sidewalk on the east and west sides of Elliott Way roadway between the Pike Street Hillclimb and Bell Street would range in width from 7’ to 9’.
- Crosswalks in all intersections would be standard, with 6” curbs.
- A two-way bicycle facility would run along the west side of the new Alaskan Way. The facility would travel north on the west side of Alaskan Way to about Virginia Street, where it would cross the road to join the existing path on the east side of the roadway. At the new intersection with Elliott Way, the bicycle facility would transition to separate northbound and southbound paths that would connect with existing bicycle lanes on Elliott and Western Avenues in Belltown.
- Reconstructed sidewalks and parking on Seneca Street between Alaskan Way and Western Avenue would be constructed.

After
In the After condition, all of the improvements listed above would remain, with the exception of the following:

- Increasing the caliper of the approximately 377 street trees that would be present in the “Before” condition up to 4” caliper size.
- In all planters and landscaped areas described in the “Before” condition, the City would upgrade the groundcover and shrub plantings to incorporate a greater diversity of plants in order to create consistency between these and the LID-funded elements described below.
- The crosswalks in the intersections through Pike St. would be upgraded from 6” curbs in the “Before” condition. Those intersections would be raised three inches, resulting in a 3” difference between the sidewalk and crosswalk and improving the pedestrian connectivity between downtown and the waterfront. All cross walks north of Pike St. would remain as standard with 6” curbs.
- Sidewalks immediately adjacent to the east side of Alaskan Way would be upgraded from 2’x2’ scored concrete to exposed aggregate south of the Pike Street Hillclimb, as would sidewalks immediately adjacent to the west side of Alaskan Way south of the Pine St. Extension.

Drive/Parking Aisle (Before), Promenade (After)

Before
In the “Before” condition, the City would not have the funding to build the Promenade that is described in the “After” condition below. Instead, it would construct the following:
• Between the east edge of the Seawall LPS and the west edge of the bike facility south of Pike St., the City would install a “drive aisle” that would accommodate a total of 128 parking spaces.
  o South of Union, the drive aisle would include a single aisle, 60-degree angled parking arrangement using asphalt.
  o Between Union St. and Pike St., the drive aisle would include a double aisle, 60-degree angled parking arrangement using asphalt.
  o North of Pike St., the City would reserve space for a future Aquarium expansion. It would be paved with 2’x2’ scored concrete.
  o There would be an inbound driveway to the south of Pike Street, inbound/outbound driveways at University, Seneca, and Spring Streets, and an outbound driveway at Madison Street. All roadway and parking areas would range in width from 36’ to 56’. The sidewalk between the west side of the drive aisle and the LPS panels would be paved using the standard 2’x2’ scored concrete.
• The total width of the walking area, adjacent to the existing LPS panels, would range between 3’ and 15’.

After
In the “After” condition, the drive/parking aisle south of Pike St. that is depicted in the “Before” condition above would instead be built out as the Promenade – a continuous public open space with ample green, landscaped spaces along the west side of the new Alaskan Way that would be designed for walking, sitting, gathering, and viewing the waterfront. The “Light Penetrating Surface” panels which constitute the westernmost 15± feet along most of the future promenade and were built by the Elliott Bay Seawall project are considered part of the “Before” condition and so are not factored into the LID special benefit calculations for the Promenade. Design features and landscaping would create a series of three different environments, in specific segments of the Promenade that would reflect the character of the surrounding areas. In addition to the following descriptions, the planting areas would consist of a total of:
  • Approximately 110 evergreen trees with initial height of 8’ to 12’, and approximately 163 ornamental deciduous trees.
  • Approximately 14,000 shrubs and 39,000 flower bulbs.

The “After” condition represented in this view also includes:
  • A pedestrian space immediately east of the 15+ feet of Seawall LPS, ranging from 20 to 55 feet in width. This walkway would be constructed of an architectural concrete surface that features exposed aggregate and metal inlays for visual interest.
  • A diversified mix of native, non-native, and salt-tolerant plant and tree species located within and amongst a series of raised weathered steel planters arranged to create terraces. These terraces would be located between the east edge of the above pedestrian area and the west edge of the bicycle facility. The lower terraces would be designed to collect storm water runoff from the Promenade.
  • A 4’ to 11’ wide boardwalk constructed of Cumaru wood that meanders through the planted terraces south of Union St.
  • Seating opportunities, including public benches constructed from finished cedar logs, and several embedded boulders between Union Street and Pike Street.
  • New railings constructed of stainless-steel wire mesh panels capped with a finished wood toprail made from either new Cumaru wood or Ekki wood reclaimed from the old seawall.
• Pedestrian-scale lighting features designed in a layered pattern to provide visual interest and wayfinding clarity, including LED light sources that will provide low-level illumination of benches, handrails, planters and pathways.
• “Social Intersections” located at Union, University, and Seneca Streets designed to accommodate impromptu social gathering, as well as small-scale events such as farmers stands, food trucks, and musical performances.
• A kiosk at Union Street that can be used to provide information to public about the waterfront, or other uses. The kiosk is not LID funded but would not exist but for the creation of the LID.
• Two pieces of public art by Shaun Peterson and Cedric Bomford.

*Pike Street to Pine Street* – This area of the Promenade would be a public space beginning north of the existing Seattle Aquarium entrance and frontage to the rebuilt Pier 62. It would be bordered to the east by the Seattle Aquarium Pavilion expansion (not LID funded), as well as the public entrance/exit from the Overlook Walk’s stairways. These stairways will become one of the primary pedestrian connections to and from the Promenade and Pike Place Market (see description of Overlook Walk below). Design elements will include:
• A pedestrian space immediately east of the 15+ feet of Seawall LPS, ranging from 25 to 60 feet in width. This walkway would be constructed of an architectural concrete surface that would feature exposed aggregate and metal inlays for visual interest.
• New railings constructed of stainless-steel wire mesh panels capped with a finished wood toprail made from either new Cumaru wood or Ekki wood reclaimed from the old seawall. These railings would be located along the open water area near the Aquarium buildings and north of the Aquarium to Pier 62.
• Pedestrian-scale lighting features designed in a layered pattern to provide visual interest and wayfinding clarity, including LED light sources that will provide low-level illumination of handrails.

**Overlook Walk**

**Before**
The Overlook Walk would not be built in the “Before” condition. Instead, the City would reserve the space between Pike and Pine in order to accommodate a future Aquarium expansion. In addition, the MarketFront would not become an additional pedestrian connection to the Waterfront and current connections – via the existing elevator and stairwell in Pike Place Market parking garage and the Pike St. Hillclimb – would remain the primary connections to the Waterfront from Pike Place Market.

**After**
The Overlook Walk is a pedestrian bridge and landscaped public space that connects the Pike Place Market, via the recently completed MarketFront building, with the Promenade, spanning over the Elliott Way surface street. The Overlook Walk begins with an entrance from MarketFront, with walkways, generous landscaping with trees and a mix of native and non-native plantings, and play elements along a switchback pathway referred to as the “Bluff Walk.” Below this space, fronting on Elliott Way, would be a storage area with a screen which would be used primarily for operations and maintenance of the Waterfront. The Bluff Walk will connect to a lid structure spanning over Elliott Avenue and will include a food and beverage retail space (not LID funded) and partially covered space. An additional entrance to the Overlook Walk from the Pike Place Market parking garage
would be located to the south of the covered area. Through a partnership with Pike Place Market, the Overlook Walk would be accessible by elevators in the Market and adjacent parking garages, as well as via street level at Western, and multiple staircases internal to the Heritage House parking garage. The lid would include pedestrian pathways, open space, and landscaping with green areas that would extend southwest from the Pike Place Market across the new Alaskan Way, where the lid would be approximately 28 feet above the new surface street.

On the west side of Elliott Way, staircases would connect down to the Promenade on the west edge of the Overlook Walk. The Overlook Walk lid would include approximately 47,000 square feet of public open space funded by the LID that would provide public gathering spaces, attractive green element, and opportunities for scenic views. The lid also would create an accessible pedestrian pathway, enhancing existing connections and adding new connections between Pike Place Market and the waterfront, thereby providing opportunities to enhance the pedestrian experience and revitalize the area. Views from the lid would include Elliott Bay, Mt. Rainier, the Olympics, stadiums, and the downtown cityscape. The public open space would include a diverse mix of native and non-native landscaping and benches to provide seating at various points. In addition to this space, the Aquarium Expansion will add public open space, view opportunities, and landscaped areas to the south of and contiguous with the Overlook Walk. It will also add to the increased connectivity between Pike Place Market and the Waterfront by providing a publicly accessible elevator and stairway. This space would not be funded by the LID but would not exist but for the existence of the LID-funded Overlook Walk.

**Union Street Pedestrian Connection**

**Before**
In the “Before” condition, the one-block portion of Union Street, between Alaskan Way to the west and a retaining wall supporting Western Avenue to the east, would remain as it is now: a surface driveway with public parking and loading zones. The existing narrow metal staircase with no ADA access, spanning from Western Avenue (above) to Union Street (below), would continue to serve as one of the primary connection points between downtown and the waterfront.

**After**
The Union Street Pedestrian Connection, located on Union Street from Alaskan Way to Western Avenue, would serve as a universally accessible pedestrian link between the new Waterfront and Western Avenue, increasing connectivity between downtown and the Waterfront.

The Union Street Pedestrian Connection would construct an elevated pedestrian walkway and associated elevator and stairs in the right of way along the south side of Union Street between Western Avenue and Alaskan Way. The improvements include lighting that would operate during nighttime hours to illuminate the pathway, the elevators, and the area underneath the pedestrian bridge.

The Union Street pavement would be reconstructed between Alaskan Way and the retaining wall on the west side of Western Avenue. Additional pedestrian improvements, such as curb bulbs and ramps, would be made at the intersection of Union Street and Western Avenue.

Public art by Norie Sato would be incorporated into the pedestrian walkway and stairs.
Pier 58 (formerly known as Waterfront Park)

Before
Pier 58 would remain as it currently is: a pier park that was built in 1974. This park has a “horseshoe” shape and contains a mixture of plantings, public gathering areas, a concrete amphitheater, fountain, and seating areas. The park is accessed through a combination of stairs and walkways and is primarily “sunken” below the level of the LPS adjacent to it. Due to access issues, a lack of sightlines, and wear and tear on the aging pier infrastructure, the park is not very conducive to active usage by the public.

After
A reconstructed Pier 58 will become an active and flexible space that will facilitate events, performances and activities while providing open views to Elliott Bay. The park will be 49,000 square feet and will feature the following:

- A seamless connection between the park and Promenade.
- A relocated Fitzgerald fountain.
- 4,900 square feet of open water coverage in the northeast section of the pier, protected by new railings constructed of stainless-steel wire mesh panels capped with a finished wood toprail made from either new Cumaru wood or Ekki wood reclaimed from the old seawall.
- A 4,000 square foot children’s play area.
- 3,600 square feet of raised lawn area.
- New railings between the pier and open water constructed of a stainless-steel wire mesh panels capped with a wood toprail made from either new Cumaru wood or Ekki wood reclaimed from the old seawall.
- Included in the “After” depiction is an area in which a bathroom may be added. This bathroom is not included in the calculation of LID benefit.
Before/After: Pier 58 and Promenade

The following two slides depict one southeast aerial view of Pier 58 with the Promenade in the foreground and Alaskan Way and the Union Street Pedestrian Connection in the background. Also included in the “After” condition is a kiosk that is not LID-funded.

LID “Before” Conditions – Project Assumptions
Under the “Before” condition, none of the LID Project Elements would be built. However, as a result of several ongoing projects that are separate from those elements, conditions in the area would be different from those that currently exist. Major changes visible in the following view assumed to be in place under the “Before” condition are:

- The Alaskan Way Viaduct Replacement Project (AWVRP) will be complete, with the viaduct eliminated and the SR 99 tunnel in operation.
- The Elliott Bay Seawall Project will be complete, including a new 15-foot wide sidewalk inset with light penetrating surface (LPS) adjacent to the seawall between approximately Yesler Way and Virginia Street.

Rebuilt/New Surface Roadway

Before
The “Before” condition assumes a new surface roadway that would fulfill some of the functions that will no longer be provided by SR 99 after the Alaskan Way Viaduct is removed by serving both local and regional transportation needs and providing access between SR 99, downtown Seattle, and northwest Seattle. The “Before” elements included in this view include:

- A new Alaskan Way roadway built in the approximate footprint of the former Alaskan Way Viaduct, which would include two lanes in either direction and additional on-street parking and loading zones located along the curbside on the east and west sides of Alaskan Way where space is available.
- A portion of the total of 377 street trees planted in the median and in planting strips on the east and west sides of Alaskan Way and Elliott Way. The budget would allow for the selection of trees with a caliper of 1.5" to 2". All trees would be of the same type to facilitate the standard level of care and maintenance provided other street trees in the downtown area.
- Code-compliant Green Stormwater Infrastructure (GSI) would be installed in areas of the planting strip along the east side of Alaskan Way on every block through Pike Street. The City would install groundcover to facilitate the standard level of care provided other GSI elements in the City.
- The City would install one type of hardy groundcover in all other landscaped areas along Alaskan Way and Elliott Way in order to facilitate the standard level of care provided other groundcover in the City.
- Sidewalks on both sides of the roadway along Alaskan Way and Elliott Way would be standard 2’x2’ scored concrete.
- Sidewalk immediately adjacent to the west side of Alaskan Way through Pike Street would range in width from 8’ to 35’.
- Sidewalk on the east side of the street through the Pike Street Hillclimb would range in width from 7’ to 35”
• Crosswalks in all intersections would be standard, with 6” curbs.
• A two-way bicycle facility would run along the west side of the new Alaskan Way.

After
In the After condition, all of the improvements listed above would remain, with the exception of the following:
• Increasing the caliper of the approximately 377 street trees that would be present in the “Before” condition up to 4” caliper size.
• In all planters and landscaped areas described in the “Before” condition, the City would upgrade the groundcover and shrub plantings to incorporate a greater diversity of plants in order to create consistency between these and the LID-funded elements described below.
• The crosswalks in the intersections through Pike St. would be upgraded from 6” curbs in the “Before” condition. Those intersections would be raised three inches, resulting in a 3” difference between the sidewalk and crosswalk and improving the pedestrian connectivity between downtown and the waterfront.
• Sidewalks immediately adjacent to the east side of Alaskan Way would be upgraded from 2’x2’ scored concrete to exposed aggregate south of the Pike Street Hillclimb, as would sidewalks immediately adjacent to the west side of Alaskan Way south of the Pine St. Extension.

Drive/Parking Aisle (Before), Promenade (After)
Before
In the “Before” condition, the City would not have the funding to build the Promenade that is described in the “After” condition below. Instead, it would construct the following:
• Between the east edge of the Seawall LPS and the west edge of the bike facility south of Pike St., the City would install a “drive aisle” that would accommodate a total of 128 parking spaces.
  o South of Union, the drive aisle would include a single aisle, 60-degree angled parking arrangement using asphalt.
  o Between Union St. and Pike St., the drive aisle would include a double aisle, 60-degree angled parking arrangement using asphalt.
  o There would be an inbound driveway to the south of Pike Street, inbound/outbound driveways at University, Seneca, and Spring Streets, and an outbound driveway at Madison Street. All roadway and parking areas would range in width from 36’ to 56’. The sidewalk between the west side of the drive aisle and the LPS panels would be paved using the standard 2’x2’ scored concrete.
• The total width of the walking area, adjacent to the existing LPS panels, would range between 3’ and 15’.

After
In the “After” condition, the drive/parking aisle south of Pike St. that is depicted in the “Before” condition above would instead be built out as the Promenade – a continuous public open space with ample green, landscaped spaces along the west side of the new Alaskan Way that would be designed for walking, sitting, gathering, and viewing the waterfront. The “Light Penetrating Surface” panels which constitute the westernmost 15± feet along most of the future promenade and were built by the Elliott Bay Seawall project are considered part of the “Before” condition and so are not factored into the LID special benefit calculations for the Promenade. Design features and landscaping would create a series of three different environments, in specific segments of the
Promenade that would reflect the character of the surrounding areas. In addition to the following descriptions, the planting areas would consist of a total of:

- Approximately 110 evergreen trees with initial height of 8’ to 12’, and approximately 163 ornamental deciduous trees.
- Approximately 14,000 shrubs and 39,000 flower bulbs.

The “After” condition represented in this view also includes:

- A pedestrian space immediately east of the 15+ feet of Seawall LPS, ranging from 20 to 55 feet in width. This walkway would be constructed of an architectural concrete surface that features exposed aggregate and metal inlays for visual interest.
- A diversified mix of native, non-native, and salt-tolerant plant and tree species located within and amongst a series of raised weathered steel planters arranged to create terraces. These terraces would be located between the east edge of the above pedestrian area and the west edge of the bicycle facility. The lower terraces would be designed to collect storm water runoff from the Promenade.
- A 4’ to 11’ wide boardwalk constructed of Cumaru wood that meanders through the planted terraces south of Union St.
- Seating opportunities, including public benches constructed from finished cedar logs, and several embedded boulders between Union Street and Pike Street.
- New railings constructed of stainless-steel wire mesh panels capped with a finished wood toprail made from either new Cumaru wood or Ekki wood reclaimed from the old seawall.
- Pedestrian-scale lighting features designed in a layered pattern to provide visual interest and wayfinding clarity, including LED light sources that will provide low-level illumination of benches, handrails, planters and pathways.
- A “Social Intersection” located at Union St. designed to accommodate impromptu social gathering, as well as small-scale events such as farmers stands, food trucks, and musical performances.
- A kiosk at Union Street that can be used to provide information to public about the waterfront, or other uses. The kiosk is not LID funded but would not exist but for the creation of the LID.
- A public art piece by Shaun Peterson.

**Union Street Pedestrian Connection**

**Before**

In the “Before” condition, the one-block portion of Union Street, between Alaskan Way to the west and a retaining wall supporting Western Avenue to the east, would remain as it is now: a surface driveway with public parking and loading zones. The existing narrow metal staircase with no ADA access, spanning from Western Avenue (above) to Union Street (below), would continue to serve as one of the primary connection points between downtown and the waterfront.

**After**

The Union Street Pedestrian Connection, located on Union Street from Alaskan Way to Western Avenue, would serve as a universally accessible pedestrian link between the new Waterfront and Western Avenue, increasing connectivity between downtown and the Waterfront.
The Union Street Pedestrian Connection would construct an elevated pedestrian walkway and associated elevator and stairs in the right of way along the south side of Union Street between Western Avenue and Alaskan Way. The improvements include lighting that would operate during nighttime hours to illuminate the pathway, the elevators, and the area underneath the pedestrian bridge.

The Union Street pavement would be reconstructed between Alaskan Way and the retaining wall on the west side of Western Avenue. Additional pedestrian improvements, such as curb bulbs and ramps, would be made at the intersection of Union Street and Western Avenue.

Public art by Norie Sato would be incorporated into the pedestrian walkway and stairs.

**Pier 58 (formerly known as Waterfront Park)**

**Before**
Pier 58 would remain as it currently is: a pier park that was built in 1974. This park has a "horseshoe" shape and contains a mixture of plantings, public gathering areas, a concrete amphitheater, fountain, and seating areas. The park is accessed through a combination of stairs and walkways and is primarily "sunken" below the level of the LPS adjacent to it. Due to access issues, a lack of sightlines, and wear and tear on the aging pier infrastructure, the park is not very conducive to active usage by the public.

**After**
A reconstructed Pier 58 will become an active and flexible space that will facilitate events, performances and activities while providing open views to Elliott Bay. The park will be 49,000 square feet and will feature the following:

- A seamless connection between the park and Promenade.
- A relocated Fitzgerald fountain.
- 4,900 square feet of open water coverage in the northeast section of the pier, protected by new railings constructed of stainless-steel wire mesh panels capped with a finished wood toprail made from either new Cumaru wood or Ekki wood reclaimed from the old seawall.
- A 4,000 square foot children's play area.
- 3,600 square feet of raised lawn area.
- New railings between the pier and open water constructed of a stainless-steel wire mesh panels capped with a wood toprail made from either new Cumaru wood or Ekki wood reclaimed from the old seawall.
- Included in the “After” depiction is an area in which a bathroom may be added. This bathroom is not included in the calculation of LID benefit.
Before/After: Union Street Pedestrian Connection and Promenade

The following two slides depict one west aerial view of the Promenade (“After”) in the foreground and Alaskan Way (“Before” and “After”) and the Union Street Pedestrian Connection (“After”) in the background.

LID “Before” Conditions – Project Assumptions

Under the “Before” condition, none of the LID Project Elements would be built. However, as a result of several ongoing projects that are separate from those elements, conditions in the area would be different from those that currently exist. Major changes visible in the following view assumed to be in place under the “Before” condition are:

• The Alaskan Way Viaduct Replacement Project (AWVRP) will be complete, with the viaduct eliminated and the SR 99 tunnel in operation.
• The Elliott Bay Seawall Project will be complete, including a new 15-foot wide sidewalk inset with light penetrating surface (LPS) adjacent to the seawall between approximately Yesler Way and Virginia Street.

Rebuilt/New Surface Roadway

Before

The “Before” condition assumes a new surface roadway that would fulfill some of the functions that will no longer be provided by SR 99 after the Alaskan Way Viaduct is removed by serving both local and regional transportation needs and providing access between SR 99, downtown Seattle, and northwest Seattle. The “Before” elements included in this view include:

• A new Alaskan Way roadway built in the approximate footprint of the former Alaskan Way Viaduct, which would include two lanes in either direction and additional on-street parking and loading zones located along the curbside on the east and west sides of Alaskan Way where space is available.
• A portion of the total of 377 street trees planted in the median and in planting strips on the east and west sides of Alaskan Way and Elliott Way. The budget would allow for the selection of trees with a caliper of 1.5” to 2”. All trees would be of the same type to facilitate the standard level of care and maintenance provided other street trees in the downtown area.
• Code-compliant Green Stormwater Infrastructure (GSI) would be installed in areas of the planting strip along the east side of Alaskan Way on every block through Pike Street. The City would install groundcover to facilitate the standard level of care provided other GSI elements in the City.
• The City would install one type of hardy groundcover in all other landscaped areas along Alaskan Way and Elliott Way in order to facilitate the standard level of care provided other groundcover in the City.
• Sidewalks on both sides of the roadway along Alaskan Way and Elliott Way would be standard 2’x2’ scored concrete.
• Sidewalk immediately adjacent to the west side of Alaskan Way through Pike Street would range in width from 8’ to 35’.
Sidewalk on the east side of the street through the Pike Street Hillclimb would range in width from 7’ to 35”
Crosswalks in all intersections would be standard, with 6” curbs.
A two-way bicycle facility would run along the west side of the new Alaskan Way.

**After**

In the After condition, all of the improvements listed above would remain, with the exception of the following:

- Increasing the caliper of the approximately 377 street trees that would be present in the “Before” condition up to 4” caliper size.
- In all planters and landscaped areas described in the “Before” condition, the City would upgrade the groundcover and shrub plantings to incorporate a greater diversity of plants in order to create consistency between these and the LID-funded elements described below.
- The crosswalks in the Union St. intersection would be upgraded from 6” curbs in the “Before” condition. Those intersections would be raised three inches, resulting in a 3” difference between the sidewalk and crosswalk and improving the pedestrian connectivity between downtown and the waterfront. All cross walks north of Pike St. would remain as standard with 6” curbs.
- Sidewalks immediately adjacent to the east side of Alaskan Way would be upgraded from 2’x2’ scored concrete to exposed aggregate south of the Pike Street Hillclimb, as would sidewalks immediately adjacent to the west side of Alaskan Way south of the Pine St. Extension.

**Drive/Parking Aisle (Before), Promenade (After)**

**Before**

In the “Before” condition, the City would not have the funding to build the Promenade that is described in the “After” condition below. Instead, it would construct the following:

- Between the east edge of the Seawall LPS and the west edge of the bike facility south of Pike St., the City would install a “drive aisle” that would accommodate a total of 128 parking spaces.
  - South of Union, the drive aisle would include a single aisle, 60-degree angled parking arrangement using asphalt.
  - Between Union St. and Pike St., the drive aisle would include a double aisle, 60-degree angled parking arrangement using asphalt.
- The total width of the walking area, adjacent to the existing LPS panels, would range between 3’ and 15’.

**After**

In the “After” condition, the drive/parking aisle depicted in the “Before” condition above would instead be built out as the Promenade – a continuous public open space with ample green, landscaped spaces along the west side of the new Alaskan Way that would be designed for walking, sitting, gathering, and viewing the waterfront. The “Light Penetrating Surface” panels which constitute the westernmost 15± feet along most of the future promenade and were built by the Elliott Bay Seawall project are considered part of the “Before” condition and so are not factored into the LID special benefit calculations for the Promenade. Design features and landscaping would create a series of three different environments, in specific segments of the Promenade that would reflect
the character of the surrounding areas. In addition to the following descriptions, the planting areas would consist of a total of:

- Approximately 110 evergreen trees with initial height of 8’ to 12’, and approximately 163 ornamental deciduous trees.
- Approximately 14,000 shrubs and 39,000 flower bulbs.

The “After” condition represented in this view also includes:

- A pedestrian space immediately east of the 15+ feet of Seawall LPS, ranging from 20 to 55 feet in width. This walkway would be constructed of an architectural concrete surface that features exposed aggregate and metal inlays for visual interest.
- A diversified mix of native, non-native, and salt-tolerant plant and tree species located within and amongst a series of raised weathered steel planters arranged to create terraces. These terraces would be located between the east edge of the above pedestrian area and the west edge of the bicycle facility. The lower terraces would be designed to collect storm water runoff from the Promenade.
- A 4’ to 11’ wide boardwalk constructed of Cumaru wood that meanders through the planted terraces south of Union St.
- Seating opportunities, including public benches constructed from finished cedar logs, and several embedded boulders between Union Street and Pike Street.
- New railings constructed of stainless-steel wire mesh panels capped with a finished wood toprail made from either new Cumaru wood or Ekki wood reclaimed from the old seawall.
- Pedestrian-scale lighting features designed in a layered pattern to provide visual interest and wayfinding clarity, including LED light sources that will provide low-level illumination of benches, handrails, planters and pathways.
- “Social Intersections” located at Union, University, and Seneca Streets designed to accommodate impromptu social gathering, as well as small-scale events such as farmers stands, food trucks, and musical performances.
- A kiosk at Union Street that can be used to provide information to public about the waterfront, or other uses. The kiosk is not LID funded but would not exist but for the creation of the LID.
- A piece of public art by Shaun Peterson.

**Union Street Pedestrian Connection**

**Before**

In the “Before” condition, the one-block portion of Union Street, between Alaskan Way to the west and a retaining wall supporting Western Avenue to the east, would remain as it is now: a surface driveway with public parking and loading zones. The existing narrow metal staircase with no ADA access, spanning from Western Avenue (above) to Union Street (below), would continue to serve as one of the primary connection points between downtown and the waterfront.

**After**

The Union Street Pedestrian Connection, located on Union Street from Alaskan Way to Western Avenue, would serve as a universally accessible pedestrian link between the new Waterfront and Western Avenue, increasing connectivity between downtown and the Waterfront.
The Union Street Pedestrian Connection would construct an elevated pedestrian walkway and associated elevator and stairs in the right of way along the south side of Union Street between Western Avenue and Alaskan Way. The improvements include lighting that would operate during nighttime hours to illuminate the pathway, the elevators, and the area underneath the pedestrian bridge.

The Union Street pavement would be reconstructed between Alaskan Way and the retaining wall on the west side of Western Avenue. Additional pedestrian improvements, such as curb bulbs and ramps, would be made at the intersection of Union Street and Western Avenue.

Public art by Norie Sato would be incorporated into the pedestrian walkway and stairs.

Pier 58 (formerly known as Waterfront Park)

Before
Pier 58 would remain as it currently is: a pier park that was built in 1974. This park has a “horseshoe” shape and contains a mixture of plantings, public gathering areas, a concrete amphitheater, fountain, and seating areas. The park is accessed through a combination of stairs and walkways and is primarily “sunken” below the level of the LPS adjacent to it. Due to access issues, a lack of sightlines, and wear and tear on the aging pier infrastructure, the park is not very conducive to active usage by the public.

After
A reconstructed Pier 58 will become an active and flexible space that will facilitate events, performances and activities while providing open views to Elliott Bay. The park will be 49,000 square feet and will feature the following:

- A seamless connection between the park and Promenade.
- A relocated Fitzgerald fountain.
- 4,900 square feet of open water coverage in the northeast section of the pier, protected by new railings constructed of stainless-steel wire mesh panels capped with a finished wood toprail made from either new Cumaru wood or Ekki wood reclaimed from the old seawall.
- A 4,000 square foot children’s play area.
- 3,600 square feet of raised lawn area.
- New railings between the pier and open water constructed of a stainless-steel wire mesh panels capped with a wood toprail made from either new Cumaru wood or Ekki wood reclaimed from the old seawall.
Before/After: Overlook Walk

The following four slides depict two separate aerial views – west and northwest – of the areas that include the Overlook Walk, Alaskan Way, the Promenade, and Elliott Way.

LID “Before” Conditions – Project Assumptions
Under the “Before” condition, none of the LID Project Elements would be built. However, as a result of several ongoing projects that are separate from those elements, conditions in the area would be different from those that currently exist. Major changes visible in the following view assumed to be in place under the “Before” condition are:

- The Alaskan Way Viaduct Replacement Project (AWVRP) will be complete, with the viaduct eliminated and the SR 99 tunnel in operation.
- The Elliott Bay Seawall Project will be complete, including a new 15-foot wide sidewalk inset with light penetrating surface (LPS) adjacent to the seawall between approximately Yesler Way and Virginia Street.
- The Pike Place MarketFront (MarketFront) Project will be complete.

Rebuilt/New Surface Roadway

Before
The “Before” condition assumes a new surface roadway that would fulfill some of the functions that will no longer be provided by SR 99 after the Alaskan Way Viaduct is removed by serving both local and regional transportation needs and providing access between SR 99, downtown Seattle, and northwest Seattle. The “Before” elements included in this view include:

- A new Alaskan Way roadway between S King Street and Pine Street, built in the approximate footprint of the former Alaskan Way Viaduct, which would include two lanes in either direction and additional on-street parking and loading zones located along the curbside on the east and west sides of Alaskan Way where space is available.
- A new arterial street, called Elliott Way, which would follow the path of the former Alaskan Way Viaduct from Alaskan Way at Pine Street up the hill into Belltown, where it would connect with Elliott Avenue and Western Avenue.
- A new intersection at Pine Street (referred to as the Pine Street extension) that would connect the new Alaskan Way and new Elliott Way with the existing portion of Alaskan Way north of Pier 62/63. This extension would reach a height of 18’ from the existing Alaskan Way.
- A portion of the total of 377 street trees planted in the median and in planting strips on the east and west sides of Alaskan Way and Elliott Way. The budget would allow for the selection of trees with a caliper of 1.5” to 2”. All trees would be of the same type to facilitate the standard level of care and maintenance provided other street trees in the downtown area.
- Code-compliant Green Stormwater Infrastructure (GSI) would be installed in a GSI planter at the foot of the Pike Street Hillclimb. The City would install groundcover to facilitate the standard level of care provided other GSI elements in the City.
- The City would install one type of hardy groundcover in all other landscaped areas along Alaskan Way and Elliott Way in order to facilitate the standard level of care provided other groundcover in the City.
• Sidewalks on both sides of the roadway along Alaskan Way and Elliott Way would be standard 2’x2’ scored concrete.
• Sidewalk on the east and west sides of Elliott Way roadway between the Pike Street Hillclimb and Bell Street would range in width from 7’ to 9’.
• Crosswalks in all intersections would be standard, with 6” curbs.
• A two-way bicycle facility would run along the west side of the new Alaskan Way. The facility would travel north on the west side of Alaskan Way to about Virginia Street, where it would cross the road to join the existing path on the east side of the roadway. At the new intersection with Elliott Way, the bicycle facility would transition to separate northbound and southbound paths that would connect with existing bicycle lanes on Elliott and Western Avenues in Belltown.

After
In the After condition, all of the improvements listed above would remain, with the exception of the following:
• Increasing the caliper of the approximately 377 street trees that would be present in the “Before” condition up to 4” caliper size.
• In all planters and landscaped areas described in the “Before” condition, the City would upgrade the groundcover and shrub plantings to incorporate a greater diversity of plants in order to create consistency between these and the LID-funded elements described below.
• The crosswalk at Pike St. would be upgraded from 6” curbs in the “Before” condition. It would be raised three inches, resulting in a 3” difference between the sidewalk and crosswalk and improving the pedestrian connectivity between downtown and the waterfront. All cross walks north of Pike St. would remain as standard with 6” curbs.
• Sidewalks immediately adjacent to the east side of Alaskan Way would be upgraded from 2’x2’ scored concrete to exposed aggregate south of the Pike Street Hillclimb, as would sidewalks immediately adjacent to the west side of Alaskan Way south of the Pine St. Extension.

Drive/Parking Aisle (Before), Promenade (After)

Before
In the “Before” condition, the City would not have the funding to build the Promenade that is described in the “After” condition below. Instead, it would construct the following:
• Between the east edge of the Seawall LPS and the west edge of the bike facility south of Pike St., the City would install a “drive aisle” that would accommodate a total of 128 parking spaces.
  o Between Union St. and Pike St., the drive aisle would include a double aisle, 60-degree angled parking arrangement using asphalt.
  o North of Pike St., the City would reserve space for a future Aquarium expansion. It would be paved with 2’x2’ scored concrete
  o There would be an inbound driveway to the south of Pike Street.
• The total width of the walking area, adjacent to the existing LPS panels, would range between 3’ and 15’.

After
In the “After” condition, the drive/parking aisle south of Pike St. that is depicted in the “Before” condition above would instead be built out as the Promenade – a continuous public open space with ample green, landscaped spaces along the west side of the new Alaskan Way that would be
designed for walking, sitting, gathering, and viewing the waterfront. The “Light Penetrating Surface” panels which constitute the westernmost 15± feet along most of the future promenade and were built by the Elliott Bay Seawall project are considered part of the “Before” condition and so are not factored into the LID special benefit calculations for the Promenade. Design features and landscaping would create a series of three different environments, in specific segments of the Promenade that would reflect the character of the surrounding areas. In addition to the following descriptions, the planting areas would consist of a total of:

- Approximately 110 evergreen trees with initial height of 8’ to 12’, and approximately 163 ornamental deciduous trees.
- Approximately 14,000 shrubs and 39,000 flower bulbs.

The “After” condition represented in this view also includes:

- A pedestrian space immediately east of the 15+ feet of Seawall LPS, ranging from 20 to 55 feet in width. This walkway would be constructed of an architectural concrete surface that features exposed aggregate and metal inlays for visual interest.
- A diversified mix of native, non-native, and salt-tolerant plant and tree species located within and amongst a series of raised weathered steel planters arranged to create terraces. These terraces would be located between the east edge of the above pedestrian area and the west edge of the bicycle facility. The lower terraces would be designed to collect storm water runoff from the Promenade.
- Seating opportunities, including public benches constructed from finished cedar logs, and several embedded boulders between Union Street and Pike Street.
- New railings constructed of stainless-steel wire mesh panels capped with a finished wood toprail made from either new Cumaru wood or Ekki wood reclaimed from the old seawall.
- Pedestrian-scale lighting features designed in a layered pattern to provide visual interest and wayfinding clarity, including LED light sources that will provide low-level illumination of benches, handrails, planters and pathways.
- A “Social Intersection” located at Union Street designed to accommodate impromptu social gathering, as well as small-scale events such as farmers stands, food trucks, and musical performances.
- A kiosk at Union Street that can be used to provide information to public about the waterfront, or other uses. The kiosk is not LID funded but would not exist but for the creation of the LID.
- Two pieces of public art by Shaun Peterson and Cedric Bomford.

**Overlook Walk**

**Before**
The Overlook Walk would not be built in the “Before” condition. Instead, the City would reserve the space between Pike and Pine in order to accommodate a future Aquarium expansion. In addition, the MarketFront would not become an additional pedestrian connection to the Waterfront and current connections – via the existing elevator and stairwell in Pike Place Market parking garage and the Pike St. Hillclimb – would remain the primary connections to the Waterfront from Pike Place Market.

**After**
The Overlook Walk is a pedestrian bridge and landscaped public space that connects the Pike Place Market, via the recently completed MarketFront building, with the Promenade, spanning over the
Elliott Way surface street. The Overlook Walk begins with an entrance from MarketFront, with walkways, generous landscaping with trees and a mix of native and non-native plantings, and play elements along a switchback pathway referred to as the “Bluff Walk.” Below this space, fronting on Elliott Way, would be a storage area with a screen which would be used primarily for operations and maintenance of the Waterfront. The Bluff Walk will connect to a lid structure spanning over Elliott Avenue and will include a food and beverage retail space (not LID funded) and partially covered space. An additional entrance to the Overlook Walk from the Pike Place Market parking garage would be located to the south of the covered area. Through a partnership with Pike Place Market, the Overlook Walk would be accessible by elevators in the Market and adjacent parking garages, as well as via street level at Western, and multiple staircases internal to the Heritage House parking garage. The lid would include pedestrian pathways, open space, and landscaping with green areas that would extend southwest from the Pike Place Market across the new Alaskan Way, where the lid would be approximately 28 feet above the new surface street.

On the west side of Elliott Way, staircases would connect down to the Promenade on the west edge of the Overlook Walk. The Overlook Walk lid would include approximately 47,000 square feet of public open space funded by the LID that would provide public gathering spaces, attractive green element, and opportunities for scenic views. The lid also would create an accessible pedestrian pathway, enhancing existing connections and adding new connections between Pike Place Market and the waterfront, thereby providing opportunities to enhance the pedestrian experience and revitalize the area. Views from the lid would include Elliott Bay, Mt. Rainier, the Olympics, stadiums, and the downtown cityscape. The public open space would include a diverse mix of native and non-native landscaping and benches to provide seating at various points. In addition to this space, the Aquarium Expansion will add public open space, view opportunities, and landscaped areas to the south of and contiguous with the Overlook Walk. It will also add to the increased connectivity between Pike Place Market and the Waterfront by providing a publicly accessible elevator and stairway. This space would not be funded by the LID but would not exist but for the existence of the LID-funded Overlook Walk.
Before/After: Overlook Walk Connections

The following three slides depict the “Before” and “After” scenarios for the Overlook Walk, with an emphasis on the difference of connections between the Pike Place Market/Downtown and the Waterfront.

LID “Before” Conditions – Project Assumptions
Under the “Before” condition, none of the LID Project Elements would be built. However, as a result of several ongoing projects that are separate from those elements, conditions in the area would be different from those that currently exist. Major changes visible in the following view assumed to be in place under the “Before” condition are:

- The Alaskan Way Viaduct Replacement Project (AWVRP) will be complete, with the viaduct eliminated and the SR 99 tunnel in operation.
- The Elliott Bay Seawall Project will be complete, including a new 15-foot wide sidewalk inset with light penetrating surface (LPS) adjacent to the seawall between approximately Yesler Way and Virginia Street.
- The Pike Place MarketFront (MarketFront) Project will be complete.

Rebuilt/New Surface Roadway
Before
The “Before” condition assumes a new surface roadway that would fulfill some of the functions that will no longer be provided by SR 99 after the Alaskan Way Viaduct is removed by serving both local and regional transportation needs and providing access between SR 99, downtown Seattle, and northwest Seattle. The “Before” elements included in this view include:

- A new Alaskan Way roadway between S King Street and Pine Street, built in the approximate footprint of the former Alaskan Way Viaduct, which would include two lanes in either direction and additional on-street parking and loading zones located along the curbside on the east and west sides of Alaskan Way where space is available.
- A new arterial street, called Elliott Way, which would follow the path of the former Alaskan Way Viaduct from Alaskan Way at Pine Street up the hill into Belltown, where it would connect with Elliott Avenue and Western Avenue.
- A new intersection at Pine Street (referred to as the Pine Street extension) that would connect the new Alaskan Way and new Elliott Way with the existing portion of Alaskan Way north of Pier 62/63. This extension would reach a height of 18’ from the existing Alaskan Way.
- A portion of the total of 377 street trees planted in the median and in planting strips on the east and west sides of Alaskan Way and Elliott Way. The budget would allow for the selection of trees with a caliper of 1.5” to 2”. All trees would be of the same type to facilitate the standard level of care and maintenance provided other street trees in the downtown area.
- Code-compliant Green Stormwater Infrastructure (GSI) would be installed in a GSI planter at the foot of the Pike Street Hillclimb. The City would install groundcover to facilitate the standard level of care provided other GSI elements in the City.
• The City would install one type of hardy groundcover in all other landscaped areas along Alaskan Way and Elliott Way in order to facilitate the standard level of care provided other groundcover in the City.
• Sidewalks on both sides of the roadway along Alaskan Way and Elliott Way would be standard 2’x2’ scored concrete.
• Sidewalk on the east and west sides of Elliott Way roadway between the Pike Street Hillclimb and Bell Street would range in width from 7’ to 9’.
• Crosswalks in all intersections would be standard, with 6” curbs.
• A two-way bicycle facility would run along the west side of the new Alaskan Way. The facility would travel north on the west side of Alaskan Way to about Virginia Street, where it would cross the road to join the existing path on the east side of the roadway. At the new intersection with Elliott Way, the bicycle facility would transition to separate northbound and southbound paths that would connect with existing bicycle lanes on Elliott and Western Avenues in Belltown.

After
In the After condition, all of the improvements listed above would remain, with the exception of the following:
• Increasing the caliper of the approximately 377 street trees that would be present in the “Before” condition up to 4” caliper size.
• In all planters and landscaped areas described in the “Before” condition, the City would upgrade the groundcover and shrub plantings to incorporate a greater diversity of plants in order to create consistency between these and the LID-funded elements described below.
• The crosswalk at Pike St. would be upgraded from 6” curbs in the “Before” condition. It would be raised three inches, resulting in a 3” difference between the sidewalk and crosswalk and improving the pedestrian connectivity between downtown and the waterfront. All cross walks north of Pike St. would remain as standard with 6” curbs.
• Sidewalks immediately adjacent to the east side of Alaskan Way would be upgraded from 2’x2’ scored concrete to exposed aggregate south of the Pike Street Hillclimb, as would sidewalks immediately adjacent to the west side of Alaskan Way south of the Pine St. Extension.

Overlook Walk
Before
The Overlook Walk would not be built in the “Before” condition. Instead, the City would reserve the space between Pike and Pine in order to accommodate a future Aquarium expansion. This area would be paved in 2’x2’ scored concrete. In addition, the MarketFront would not become an additional pedestrian connection to the Waterfront and current connections – via the existing elevator and stairwell in Pike Place Market parking garage and the Pike St. Hillclimb – would remain the primary connections to the Waterfront from Pike Place Market.

After
The Overlook Walk is a pedestrian bridge and landscaped public space that connects the Pike Place Market, via the recently completed MarketFront building, with the Promenade, spanning over the Elliott Way surface street. The Overlook Walk begins with an entrance from MarketFront, with walkways, generous landscaping with trees and a mix of native and non-native plantings, and play
elements along a switchback pathway referred to as the “Bluff Walk.” Below this space, fronting on Elliott Way, would be a storage area with a screen which would be used primarily for operations and maintenance of the Waterfront. The Bluff Walk will connect to a lid structure spanning over Elliott Avenue and will include a food and beverage retail space (not LID funded) and partially covered space. An additional entrance to the Overlook Walk from the Pike Place Market parking garage would be located to the south of the covered area. Through a partnership with Pike Place Market, the Overlook Walk would be accessible by elevators in the Market and adjacent parking garages, as well as via street level at Western, and multiple staircases internal to the Heritage House parking garage. The lid would include pedestrian pathways, open space, and landscaping with green areas that would extend southwest from the Pike Place Market across the new Alaskan Way, where the lid would be approximately 28 feet above the new surface street.

On the west side of Elliott Way, staircases would connect down to the Promenade on the west edge of the Overlook Walk. The Overlook Walk lid would include approximately 47,000 square feet of public open space funded by the LID that would provide public gathering spaces, attractive green element, and opportunities for scenic views. The lid also would create an accessible pedestrian pathway, enhancing existing connections and adding new connections between Pike Place Market and the waterfront, thereby providing opportunities to enhance the pedestrian experience and revitalize the area. Views from the lid would include Elliott Bay, Mt. Rainier, the Olympics, stadiums, and the downtown cityscape. The public open space would include a diverse mix of native and non-native landscaping and benches to provide seating at various points. In addition to this space, the Aquarium Expansion will add public open space, view opportunities, and landscaped areas to the south of and contiguous with the Overlook Walk. It will also add to the increased connectivity between Pike Place Market and the Waterfront by providing a publicly accessible elevator and stairway. This space would not be funded by the LID but would not exist but for the existence of the LID-funded Overlook Walk.
B - LID Renderings
After: Promenade/Bike Path at S. Washington Street

The following slide illustrates the "After" condition viewing north from the dedicated bike path at S. Washington Street. Of particular note in the view:

- The southern end of the LID-funded Promenade would terminate at the Washington Street Boat Landing in Pioneer Square, at which point the Promenade would transition into a sidewalk between S. Washington Street and S. King Street.
- In the planters to the east (right) of the bike path, the City would install groundcover and shrub plantings with greater diversity of plants than in the "Before" condition in order to create consistency between these and the LID-funded raised weathered steel planters on the Promenade described below (not LID-funded, but contingent on the creation of the LID).
- In the planters described above, a portion of the approximately 377 street trees that would be present in the “Before” condition are sized up to 4” caliper size (not LID-funded, but contingent on the creation of the LID).
- To the west (left) of the bike path and in the background, the start of the Promenade portion is visible, which includes:
  - A pedestrian space immediately east of the 15+ feet of Seawall LPS, ranging from 11 to 20 feet in width. This walkway would be constructed of an architectural concrete surface that features exposed aggregate.
  - A diversified mix of native, non-native, and salt-tolerant plant and tree species located within and amongst a series of raised weathered steel planters located between the east edge of the pedestrian space described above and the west edge of the bike path.
- The crosswalk would be upgraded from 6” curbs in the “Before” condition. It would be raised three inches, resulting in a 3” difference between the sidewalk and crosswalk and improving the pedestrian connectivity between Pioneer Square and the waterfront (not LID-funded, but contingent on the creation of the LID).
- The Washington Street Boat Landing, bike path, and roadway are not LID-funded.
Promenade/Bike Path (Washington Street Boat Landing) at S. Washington Street
After: Promenade/Habitat Beach

The following slide illustrates the "After" condition viewing south along the Promenade at Yesler Way. Of particular note in the view:

- The southern end of the LID-funded Promenade would terminate at the Washington Street Boat Landing in Pioneer Square, located in the background. The Promenade includes:
  - A pedestrian space immediately east of the 15+ feet of Seawall LPS, ranging from 11 to 20 feet in width. This walkway would be constructed of an architectural concrete surface that features exposed aggregate.
  - A diversified mix of native, non-native, and salt-tolerant plant and tree species located within and amongst a series of raised weathered steel planters located between the east edge of the pedestrian space described above and the west edge of the bicycle facility.
  - Sandbag Benches and Dolos by artist Buster Simpson would serve as both public art and public seating.
  - New railings constructed of stainless-steel wire mesh panels capped with a finished wood toprail made from either new Cumaru wood or Ekki wood reclaimed from the old seawall. This railing segment would include a gate to provide public access to the Habitat Beach during its hours of operation.
- Habitat Beach (on right, west of railing), the Washington Street Boat Landing (background) and the Seawall (foreground) are not funded by the LID.
Promenade (Habitat Beach) at Yesler Way
After: Alaskan Way East Sidewalk at Marion St.

The following slide illustrates the "After" condition viewing south along the sidewalk located to the east of Alaskan Way at Marion Street. Of particular note in the view:

- Sidewalk on the east side of the street between would range in width from 7’ to 35”.
- Code-compliant Green Stormwater Infrastructure (GSI) would be installed between the parking/drive lanes on Alaskan Way and the sidewalk. In the “Before” condition, the City would install groundcover to facilitate the standard level of care provided other GSI elements in the City. In the “After” condition pictured here, the City would upgrade the groundcover and shrub plantings to incorporate a greater diversity of plants in order to create consistency between these and the LID-funded elements described elsewhere (not LID-funded, but contingent on the creation of the LID).
- A portion of the 377 street trees planted in the median and in planting strips on the east and west sides of Alaskan Way and Elliott Way are visible here. In the “After” condition, the City would upgrade trees from a caliper of 1.5” to 2” up to 4” (not LID-funded, but contingent on the creation of the LID).
- Sidewalks immediately adjacent to the east side of Alaskan Way would be upgraded from 2’x2’ scored concrete in the “Before” condition to exposed aggregate (not LID-funded, but contingent on the creation of the LID).
- NOTE: The illustration of the building on the left depicts a use of retail space that is not currently present. This building, which is privately owned, is not part of the LID and thus does not contribute to special benefit in the analysis.
Alaskan Way East Sidewalk at Marion Street
After: Promenade at Transit Hub

The following three slides illustrate the “After” condition viewing north along the Promenade at the Transit Hub between Columbia and Marion. The first two views are at ground level on both Columbia and Marion, while the third is also at Marion but from the Marion Street Bridge. Of particular note in the views:

- A portion of the 377 street trees planted in the median and in planting strips on the east and west sides of Alaskan Way and Elliott Way are visible here. In the “After” condition, the City would upgrade trees from a caliper of 1.5” to 2” up to 4” (not LID-funded, but contingent on the creation of the LID).
- In the first view at Columbia Street, 16 additional street trees, on the west side of the bike path, that have been added in the “After” condition. These trees are added between Yesler and Marion St.
- In the planters to the east (right) of the bike path, the City would install groundcover and shrub plantings with greater diversity of plants than in the “Before” condition in order to create consistency between these and the LID-funded raised weathered steel planters on the Promenade described below (not LID-funded, but contingent on the creation of the LID).
- The Promenade in this portion includes:
  - A pedestrian space immediately east of the 15+ feet of Seawall LPS, ranging from 11 to 20 feet in width. This walkway would be constructed of an architectural concrete surface that features exposed aggregate and metal inlays for visual interest.
  - A diversified mix of native, non-native, and salt-tolerant plant and tree species located within and amongst a series of raised weathered steel planters located between the east edge of the pedestrian space described above and the west edge of the bicycle facility.
  - Public benches constructed from finished cedar logs.
- A public art sculpture by Oscar Tuazon located within the two-way bicycle facility between Columbia and Madison Streets.
- Crosswalks at Columbia St. and Marion St, which would be upgraded from 6” curbs in the “Before” condition. They would be raised three inches, resulting in a 3” difference between the sidewalk and crosswalk and improving the pedestrian connectivity between downtown and the waterfront (not LID-funded, but contingent on the creation of the LID).
- New railings constructed of stainless-steel wire mesh panels capped with a finished wood toprail made from either new Cumaru wood or Ekki wood reclaimed from the old seawall. These railings would be located along the open water, from the north end of Colman Dock near Marion St.
- The new Colman Dock, bike path, roadway, seawall, and Marion Street Bridge are not LID-funded.
Promenade (Transit Hub) at Columbia Street
Bike Path and Promenade at Marion Street
After: Bike Path on Alaskan Way at Spring Street

The following slide illustrates the “After” condition viewing north within the bike path along Alaskan Way at the Marion St. intersection. Of particular note in the views:

- A portion of the 377 street trees planted in the median and in planting strips on the east and west sides of Alaskan Way and Elliott Way are visible here. In the “After” condition, the City would upgrade trees from a caliper of 1.5” to 2” up to 4” (not LID-funded, but contingent on the creation of the LID).
- In the planters to the east (right) of the bike path, the City would install groundcover and shrub plantings with greater diversity of plants than in the "Before" condition in order to create consistency between these and the LID-funded raised weathered steel planters on the Promenade described below (not LID-funded, but contingent on the creation of the LID).
- The Promenade in this portion includes:
  - A pedestrian space immediately east of the 15+ feet of Seawall LPS, ranging from 20 – 55 feet in width. This walkway would be constructed of an architectural concrete surface that features exposed aggregate and metal inlays for visual interest.
  - A diversified mix of native, non-native, and salt-tolerant plant and tree species located within and amongst a series of raised weathered steel planters located between the east edge of the pedestrian space described above and the west edge of the bicycle facility.
  - Public benches constructed from finished cedar logs.
- The crosswalks at Spring St., which would be upgraded from 6” curbs in the “Before” condition. They would be raised three inches, resulting in a 3” difference between the sidewalk and crosswalk and improving the pedestrian connectivity between downtown and the waterfront (not LID-funded, but contingent on the creation of the LID).
- The new bike path and roadway are not LID-funded.
Bike Path and Alaskan Way at Spring Street
After: Promenade/Social Intersection at Seneca Street

The following slide illustrates the “After” condition viewing south along the Promenade at a social intersection located at Seneca Street. Of particular note in the view:

- The Promenade includes:
  - A pedestrian space immediately east of the 15+ feet of Seawall LPS, ranging from 20 to 55 feet in width. This walkway would be constructed of an architectural concrete surface that features exposed aggregate and metal inlays for visual interest.
  - A diversified mix of native, non-native, and salt-tolerant plant and tree species located within and amongst a series of raised weathered steel planters located between the east edge of the pedestrian space described above and the west edge of the bicycle facility.
  - Public benches constructed from finished cedar logs.
  - Pedestrian-scale lighting features designed in a layered pattern to provide visual interest and wayfinding clarity, including LED light sources that will provide low-level illumination of benches, handrails, and planters.
- One of the four “Social Intersections” located at Union, University, Seneca, and Spring Streets designed to accommodate impromptu social gathering, as well as small-scale events such as farmers stands, food trucks, and musical performances.
- New railings constructed of stainless-steel wire mesh panels capped with a finished wood toprail made from either new Cumaru wood or Ekki wood reclaimed from the old seawall.
Promenade (Social Intersection) at Seneca Street
After: Promenade/ Intersection at University Street

The following slide illustrates the "After" condition of the University Street intersection and Promenade. Of particular note in the view:

- A portion of the 377 street trees planted in the median and in planting strips on the east and west sides of Alaskan Way and Elliott Way are visible here. In the “After” condition, the City would upgrade trees from a caliper of 1.5” to 2” up to 4” (not LID-funded, but contingent on the creation of the LID).
- Code-compliant Green Stormwater Infrastructure (GSI) would be installed between the parking/drive lanes on Alaskan Way and the east sidewalk. In the “Before” condition, the City would install groundcover to facilitate the standard level of care provided other GSI elements in the City. In the “After” condition pictured here, the City would upgrade the groundcover and shrub plantings to incorporate a greater diversity of plants in order to create consistency between these and the LID-funded elements described elsewhere (not LID-funded, but contingent on the creation of the LID).
- In the planters to the east (right) of the bike path, the City would install groundcover and shrub plantings with greater diversity of plants than in the “Before” condition in order to create consistency between these and the LID-funded raised weathered steel planters on the Promenade described below (not LID-funded, but contingent on the creation of the LID).
- The Promenade in this portion includes:
  - A pedestrian space immediately east of the 15+ feet of Seawall LPS, ranging from 20 to 55 feet in width. This walkway would be constructed of an architectural concrete surface that features exposed aggregate and metal inlays for visual interest.
  - A diversified mix of native, non-native, and salt-tolerant plant and tree species located within and amongst a series of raised weathered steel planters located between the east edge of the pedestrian space described above and the west edge of the bicycle facility.
- Crosswalks that would be upgraded from 6” curbs in the “Before” condition. They would be raised three inches, resulting in a 3” difference between the sidewalk and crosswalk and improving the pedestrian connectivity between downtown and the waterfront (not LID-funded, but contingent on the creation of the LID).
- New railings constructed of stainless-steel wire mesh panels capped with a finished wood toprail made from either new Cumaru wood or Ekki wood reclaimed from the old seawall. These railings would be located along the open water, from the north end of Colman Dock near Marion St.
- Sidewalks immediately adjacent to the east side of Alaskan Way would be upgraded from 2’x2’ scored concrete in the “Before” condition to exposed aggregate (not LID-funded, but contingent on the creation of the LID).
- The bike path, roadway, and seawall are not LID-funded.
Promenade (Social Intersection) and Alaskan Way at University Street
After: Promenade/Boardwalk at University Street

The following slide depicts the “After” condition with a view north of the boardwalk located within the Promenade. Of particular note in the view:

- The Promenade in this portion includes:
  - A diversified mix of native, non-native, and salt-tolerant plant and tree species located within and amongst a series of raised weathered steel planters located between the east edge of the pedestrian space and the west edge of the bicycle facility.
  - A 4’ to 11’ wide boardwalk constructed of Cumaru wood that meanders through the planted terraces between Spring and Union Streets.
  - A kiosk at Union Street in the background that can be used to provide information to public about the waterfront, or other uses (not LID-funded, but contingent on the creation of the LID).
  - Public benches constructed from finished cedar logs.
  - Pedestrian-scale lighting features designed in a layered pattern to provide visual interest and wayfinding clarity, including LED light sources that will provide low-level illumination of benches, handrails, planters and pathways.
- A relocated Fitzgerald fountain, which will be situated on Pier 58, visible in the left side of the rendering.
- The bike path and roadway are not LID-funded.
Promenade (Boardwalk) at University Street
**After: Union Street Pedestrian Connection**

The following slide depicts the “After” condition with a view east from the Promenade towards the Union Street Pedestrian Connection. Of particular note in the views:

- The Promenade in this portion includes:
  - A diversified mix of native, non-native, and salt-tolerant plant and tree species located within and amongst a series of raised weathered steel planters located between the east edge of the pedestrian space and the west edge of the bicycle facility.
  - A portion of a “Social Intersections” located at Union Street designed to accommodate impromptu social gathering, as well as small-scale events such as farmers stands, food trucks, and musical performances.
  - A kiosk at Union Street that can be used to provide information to public about the waterfront, or other uses (not LID-funded, but contingent on the creation of the LID).
  - Embedded boulders for public seating.

- A portion of the 377 street trees planted in the median and in planting strips on the east and west sides of Alaskan Way and Elliott Way are visible. In the “After” condition, the City would upgrade trees from a caliper of 1.5” to 2” up to 4” (not LID-funded, but contingent on the creation of the LID).

- Sidewalks immediately adjacent to the east side of Alaskan Way would be upgraded from 2’x2’ scored concrete in the “Before” condition to exposed aggregate (not LID-funded, but contingent on the creation of the LID).

- The crosswalks at Union St., which would be upgraded from 6” curbs in the “Before” condition. They would be raised three inches, resulting in a 3” difference between the sidewalk and crosswalk and improving the pedestrian connectivity between downtown and the waterfront (not LID-funded, but contingent on the creation of the LID).

- Union Street Pedestrian Connection, which includes:
  - A universally accessible pedestrian link between the new Waterfront and Western Avenue, increasing connectivity between downtown and the Waterfront.
  - An elevated pedestrian walkway and associated elevator and stairs in the right of way along the south side of Union Street between Western Avenue and Alaskan Way.
  - Lighting that would operate during nighttime hours to illuminate the pathway, the elevators, and the area underneath the pedestrian bridge.
  - Public art by Norie Sato incorporated into the pedestrian walkway and stairs.
  - Union Street pavement reconstructed between Alaskan Way and the retaining wall on the west side of Western Avenue.
  - Additional pedestrian improvements, such as curb bulbs and ramps, at the intersection of Union Street and Western Avenue.
Union Street Pedestrian Connection
After: Promenade/Social Intersection at Union St.

The following slide illustrates the “After” condition viewing northeast from the Promenade at the Union Street social intersections. Of particular note in the view:

- A portion of the 377 street trees planted in the median and in planting strips on the east and west sides of Alaskan Way and Elliott Way are visible here. In the “After” condition, the City would upgrade trees from a caliper of 1.5” to 2” up to 4” (not LID-funded, but contingent on the creation of the LID).

- The Promenade in this portion includes:
  - A pedestrian space immediately east of the 15+ feet of Seawall LPS, ranging from 25 to 60 feet in width. This walkway would be constructed of an architectural concrete surface that features exposed aggregate and metal inlays for visual interest.
  - One of the four “Social Intersections” designed to accommodate impromptu social gathering, as well as small-scale events such as farmers stands, food trucks, and musical performances.
  - Public art by Shaun Peterson.
  - A diversified mix of native, non-native, and salt-tolerant plant and tree species located within and amongst a series of raised weathered steel planters located between the east edge of the pedestrian space described above and the west edge of the bicycle facility.
  - Pedestrian-scale lighting features designed in a layered pattern to provide visual interest and wayfinding clarity, including LED light sources that will provide low-level illumination of benches, handrails, planters and pathways.

- A kiosk that can be used to provide information to public about the waterfront, or other uses (not LID-funded, but contingent on the creation of the LID).

- Crosswalks that would be upgraded from 6” curbs in the “Before” condition. They would be raised three inches, resulting in a 3” difference between the sidewalk and crosswalk and improving the pedestrian connectivity between downtown and the waterfront (not LID-funded, but contingent on the creation of the LID).
Promenade (Social Intersection) at Union Street
C - Overlook Walkway
After: Overlook Walk Overview

The following three slides illustrate several visual overviews centered on the Overlook Walk, as follows:

- The first slide depicts a northeast oriented aerial centered on the Overlook Walk. Also included are labels and a legend for the major components of the LID-funded element.
- The second slide depicts the same view, but with the portion of the Overlook Walk that will be occupied by the Aquarium Expansion (Ocean Pavilion) highlighted. The expansion is not LID-funded, but the proposed design, especially the increased public space on the roof, is an integral part of the Overlook Walk and would not exist but for the LID.
- The third slide shows the same elements depicted in the previous two slides, but in a site plan view. Of note is the connection to the MarketFront project and the additional connections between the Pike Place Market (and downtown) and the waterfront.

The following description describes the “After” condition of the Overlook Walk:

The Overlook Walk is a pedestrian bridge and landscaped public space that connects the Pike Place Market, via the recently completed MarketFront building, with the Promenade, spanning over the Elliott Way surface street. The Overlook Walk begins with an entrance from MarketFront, with walkways, generous landscaping with trees and a mix of native and non-native plantings, and play elements along a switchback pathway referred to as the “Bluff Walk.” Below this space, fronting on Elliott Way, would be a storage area with a screen which would be used primarily for operations and maintenance of the Waterfront. The Bluff Walk will connect to a lid structure spanning over Elliott Avenue and will include a food and beverage retail space (not LID funded) and partially covered space. An additional entrance to the Overlook Walk from the Pike Place Market parking garage would be located to the south of the covered area. Through a partnership with Pike Place Market, the Overlook Walk would be accessible by elevators in the Market and adjacent parking garages, as well as via street level at Western, and multiple staircases internal to the Heritage House parking garage. The lid would include pedestrian pathways, open space, and landscaping with green areas that would extend southwest from the Pike Place Market across the new Alaskan Way, where the lid would be approximately 28 feet above the new surface street.

On the west side of Elliott Way, staircases would connect down to the Promenade on the west edge of the Overlook Walk. The Overlook Walk lid would include approximately 47,000 square feet of public open space funded by the LID that would provide public gathering spaces, attractive green element, and opportunities for scenic views. The lid also would create an accessible pedestrian pathway, enhancing existing connections and adding new connections between Pike Place Market and the waterfront, thereby providing opportunities to enhance the pedestrian experience and revitalize the area. Views from the lid would include Elliott Bay, Mt. Rainier, the Olympics, stadiums, and the downtown cityscape. The public open space would include a diverse mix of native and non-native landscaping and benches to provide seating at various points. In addition to this space, the Aquarium Expansion will add public open space, view opportunities, and landscaped areas to the south of and contiguous with the Overlook Walk. It will also add to the increased connectivity.
between Pike Place Market and the Waterfront by providing a publicly accessible elevator and stairway. This space would not be funded by the LID but would not exist but for the existence of the LID-funded Overlook Walk.
After: Overlook Walk’s “Bluff Walk”

The following six slides illustrate six perspectives of the Overlook Walk’s “Bluff Walk.” Of particular note in these views:

- A seamless connection with the Pike Place Market’s “MarketFront” project, providing pedestrians new and improved connections between the Market – and, by extension, downtown – and the waterfront via a bridge over the surface Alaskan Way and Elliott Way.
- An option for pedestrians to follow a meandering walk through a natural landscape (see below), or a “short cut” connection via a set of stairs immediately to the south of the connection to the MarketFront.
- An attractive natural landscape with a mixture of native and non-native plants, trees, and boulders.
- Two play slides to encourage active play for children.
- Generous views of the downtown cityscape, Great Wheel, and the Elliott Bay. Not pictured but available will be additional views that will include Mt. Rainier, the Olympics, and stadiums.
AERIAL VIEW OF BLUFF WALK
VIEW OF BLUFF WALK LOOKING NORTH FROM "DIVING BOARD"
VIEW OF BLUFF WALK LOOKING SOUTH FROM BLUFF LANDING
VIEW OF BLUFF WALK LOOKING SOUTH FROM LOWER SLIDES
After: View from Overlook Walk’s Outdoor Cafe

The following slide depicts a view at sunset from the outdoor café. Of particular note in this view:

- A bridge that provides pedestrians with a seamless connection between the Pike Place Market – and, by extension, downtown – with the waterfront via a bridge over the surface Alaskan Way and Elliott Way.
- Natural landscapes that include a mixture of native and non-native plants and trees.
- Ample seating opportunities via public benches.
- Pictured in this slide are views of Elliott Bay. Not pictured but available will be additional views that will include Mt. Rainier, the Olympics, stadiums, and the downtown cityscape.
VIEW OF BRIDGE LOOKING WEST FROM CAFE
After: View of Overlook Walk from Elliott Avenue

The following slide depicts a view of the Overlook Walk from Elliott Avenue, facing south. Of particular note in these views:

- Along the eastern sidewalk of Elliott Avenue, there will be a screened area that will likely house operations and maintenance functions.
- The pedestrian bridge that crosses Alaskan Way and Elliott Way will be approximately 28 feet above street level at its highest point.
After: View of Overlook Walk from Promenade

The following slide depicts a view of the Overlook Walk from the Promenade, facing west. Of particular note in these views:

- The Overlook Walk provides several well-designed and generous connection points from Pike Place Market – and, by extension, downtown – to the waterfront via a bridge over the surface Alaskan Way and Elliott Way.
- Illustrated here are the North Stairs, Bay Steps (connected Western to the Promenade) and South Stairs.
D - Pioneer Square
Pioneer Square East/West Enhancements

The following slide illustrates provides an overview of the scope and location of LID-funded urban design improvements to the following four east/west streets in the Pioneer Square Neighborhood: Yesler Way, South Washington Street, South Main Street, and South King Street. Improvements to those streets will be further highlighted in the slides included herein. As an overview, the following generally depicts the types and areas of improvement:

- **Yesler Way**: Between Alaskan Way South and 1st Avenue South, the following improvements are added:
  - Three street trees on the north side of the street
  - Planting strips and diverse landscaping on both sides of the street
  - A pedestrian crossing from the northeast corner of Yesler Way and Western Avenue to the southeast side of the Western Ave/Yesler Way intersection. A new curb bulb and plantings at this location will be constructed through the full intersection along the south side of the street.
  - A median planting island between Alaskan Way South and Western Avenue
  - A sidewalk bulb out and planting strip on the northeast corner of Yesler Way and Western Avenue

- **South Washington Street**: Between Alaskan Way South and the east corner of Occidental Avenue South, the following improvements are added:
  - Planting strips and diverse landscaping spaced periodically along both sides of the streets
  - Conversion from a two-way street to a narrow, one-lane, westbound one-way street between Alaskan Way and Occidental Avenue South. The one-way street conversion continues to Second Avenue South.
  - Widening sidewalks between Alaskan Way South and Occidental Avenue South.
  - Repaving and raising the street to create a curbless street and sidewalk, increasing pedestrian safety and improving the connections between the new waterfront improvements, the neighborhood, and Occidental Park.
  - Removing three mature trees along the south side of the block between First Avenue South and Alaskan Way South to improve accessibility.
  - Raising the pedestrian intersection on Occidental Avenue South as it crosses South Washington Street and repaving with unit pavers, like brick or stone, in order to match the historic nature of the neighborhood and Occidental Park.

- **South Main Street**: Between Alaskan Way South and the east corner of Occidental Avenue South, the following improvements are added:
  - Planting strips and diverse landscaping spaced periodically along both sides of the streets
- Conversion from a wide two-way street to a narrow, one-lane, eastbound one-way street between Alaskan Way South and Occidental Avenue South. The one-way street conversion continues to Second Avenue South.
- Widening sidewalks between Alaskan Way and Occidental Avenue South.
- Repaving and raising the street to create a curbless street and sidewalk, increasing pedestrian safety and improving the connections between the new waterfront improvements and the neighborhood.
- Raising the pedestrian intersection on Occidental Avenue South as it crosses South Main Street and repaving with unit pavers, like brick or stone.
- Adding a total of 13 new street trees.

- **South King Street:** Between Alaskan Way and First Avenue South, the following improvements are added:
  - A total of two new street trees are added along the north side of the block.
  - Planting strips and diverse landscaping along the north side of the street, immediately east and west of First Avenue South.
  - An improved curb treatment midblock on the north side of South King Street.
  - A new curb bulb at the northeast corner of First Avenue South and South King Street to reduce the crossing distance across South King Street.

- **Second Avenue South:**
  - To make the conversion to two-way streets function from a mobility perspective, restriping will occur on Second Avenue South between South Washington Street and South Main Street to convert it to a two-way block segment.
WASHINGTON AND MAIN

PRIORITIZED IMPROVEMENTS

The design for Washington and Main Streets

- Connects key destinations on the waterfront and the heart of the district at Occidental Park
- Creates more space for pedestrians, improves access for people with disabilities, calms traffic, adds planting and allows room for sidewalk cafes
- Accommodates local access while discouraging through trips that have no destination in the district
- Protects vulnerable areas from heavy loads
- Functionally and visually connects buildings adjacent to Occidental Park to the park
- Revises channelization between Occidental Ave and 2nd Ave, and on 2nd Ave between Main and Washington streets to allow for local circulation and provide opportunities for parking and loading
YESLER WAY

PRIORITIZED IMPROVEMENTS

Yesler Way prioritizes pedestrian improvements on the north side of street to connect to:

- The ferry terminal (pedestrian crosswalk only on north side of Alaskan intersection)
- Pioneer Square Park
- Link Light Rail Tunnel

At the same time, the improvements accommodate Seattle Department of Transportation’s (SDOT) future, two-way protected bike lane.
The proposal for King Street's pedestrian improvements are generally more discrete than other corridors, with:

- More in-ground planting
- Additional street trees
- Curb bulbs
Yesler Way – Alaskan Way South to First Avenue South, East Section

The following two slides illustrate the first of two LID before and after scenarios on Yesler Way between Alaskan Way South and First Avenue South. These slides represent the east portion of these improvements, roughly from First Avenue South to Western Avenue. The LID-funded improvements in this section are:

- A relocated curb along the north side of Yesler Way to reduce pedestrian crossing distances.
- In addition to above, a sidewalk planting strip with diverse landscaping along the north side of Yesler Way.
- Three street trees added on the north side of Yesler Way.
YESLER BETWEEN FIRST AND WESTERN
Yesler Way – Alaskan Way South to First Avenue South, West Section

The following two slides illustrate the second of two before and after scenarios on Yesler Way between Alaskan Way South and First Avenue South. These slides represent the west portion of these improvements, roughly from Alaskan Way South to Western Avenue. The LID-funded improvements in this section are:

- New sidewalk planting strip with diverse landscaping along the north side of Yesler Way.
- A new pedestrian crossing from the northeast corner of Yesler Way and Western Avenue to the south east corner of the Yesler Way and Western Avenue intersection. A new curb bulb and plantings at this location will be constructed through the full intersection along the south side of the street.
- A median planting island and diverse landscaping roughly between Alaskan Way and Western Avenue, acting as a buffer between a protected bike lane (not LID funded), narrowing the drive lane from two lanes to one lane in the eastbound direction. This island is envisioned as a gateway feature for the Pioneer Square neighborhood.
- Conversion from a two-way street to an east-bound one-way street between Alaskan Way and Western Avenue.
- On the northwest corner of Alaskan Way and Western Avenue are two new trees located in a planting strip along the sidewalk. These improvements are anticipated to be implemented by the property owner, M Hotel, and are not LID funded.
YESLER BETWEEN WESTERN AND ALASKAN
South Washington Street – Occidental Avenue South to First Avenue South

The following four slides illustrate the LID before and after scenarios on South Washington Street, roughly between First Avenue South and Occidental Avenue South, from views oriented west and east. The LID-funded improvements in this section are:

- New sidewalk planting strips with diverse landscaping along both sides of South Washington Street.
- Conversion from a two-way street to a one-lane, narrow westbound one-way street between Alaskan Way and Occidental Avenue South. The one-way street continues to Second Avenue South.
- Widening sidewalks on both sides of the street while raising the “T” intersection of Occidental Way South to create a curbless connection between sidewalks and the street. This connection acts as a natural traffic calming measure, improving pedestrian safety and creating an increased sense of pedestrian connectivity between Occidental Park, the Pioneer Square neighborhood, and the new waterfront improvements.
- Installing bollards to delineate the drive aisle and pedestrian realm, further improving pedestrian safety and the aesthetics of the street and sidewalk.
- Embedding unit pavers, like brick or stone, in the Occidental Avenue South and South Washington Street intersection and surrounding sidewalks, integrating the improvements into the historic nature of the neighborhood and improving the aesthetics of the street and sidewalk.
WASHINGTON BETWEEN FIRST AND OCCIDENTAL
South Washington Street – First Avenue South to Alaskan Way South

The following two slides illustrate the LID before and after scenarios on South Washington Street, roughly between First Avenue South and Alaskan Way South. The LID-funded improvements in this section are:

- New sidewalk planting strips with diverse landscaping along both sides of South Washington Street.
- Conversion from a two-way street to a narrow, one-lane, westbound one-way street between Alaskan Way South and Occidental Avenue South.
- Widening sidewalks on both sides of the street while repaving and raising South Washington Street to create a curbless connection between sidewalks and the street. This connection acts as a natural traffic calming measure, improving pedestrian safety and creating an increased sense of pedestrian connectivity between the Pioneer Square neighborhood and the new waterfront improvements.
- Installing bollards to delineate the drive aisle and pedestrian realm, further improving pedestrian safety and the aesthetics of the street and sidewalk.
- Removing three existing street trees along the south side of Washington Street to create an ADA-accessible path of travel.
- Removing three parking spaces.
- Visible in the background are the Washington Street Boat Landing (not LID funded) and street trees along Alaskan Way South (not LID funded, but whose increase in caliper from 2” to 4” would not happen but for the existence of the LID).
South Main Street – Occidental Avenue South to First Avenue South

The following four slides illustrate the LID before and after scenarios on South Main Street, roughly between First Avenue South and Occidental Avenue South. The LID-funded improvements in this section are:

- New sidewalk planting strips with diverse landscaping along both sides of South Main Street.
- Adding six street trees within the planting strips, all located on the south side of the street.
- Conversion from a two-way street to an narrow, one-lane, east-bound one-way street between First Avenue and Occidental Avenue South. The one-way street continues to Second Avenue South.
- Widening sidewalks on both sides of the street while raising the pedestrian crossing of Occidental Avenue South to create a curbless connection between sidewalks and the street. This connection acts as a natural traffic calming measure, improving pedestrian safety and creating an increased sense of pedestrian connectivity between Occidental Park, the Pioneer Square neighborhood, and the new waterfront improvements.
- Installing bollards and tactile warning strips to delineate the drive aisle and pedestrian realm, further improving pedestrian safety, accessibility for all users, and the aesthetics of the street and sidewalk.
- Embedding unit pavers, like brick or stone, across the Occidental Avenue South and South Main Street intersection integrating the improvements into the historic nature of the neighborhood and improving the aesthetics of the street and sidewalk.
- Addition of two parking spots.
South Main Street – Alaskan Way South to First Avenue South

The following two slides illustrate the LID before and after scenarios on South Main Street, roughly between First Avenue South and Alaskan Way South. The LID-funded improvements in this section are:

- New sidewalk planting strips with diverse landscaping placed periodically along both sides of South Main Street.
- Adding seven street trees within the planting strips – three on the north side of the street and four on the south side of the street.
- Conversion from a two-way street to an eastbound one-way street between while also narrowing the drive aisle on the western half of the block from two lanes to one lane.
- Widening sidewalks on both sides of the street and creating a curbless connection between sidewalks and the street. Along with the narrowed street, this connection acts as a natural traffic calming measure, improving pedestrian safety and creating an increased sense of pedestrian connectivity between the Pioneer Square neighborhood and the new waterfront improvements.
- Installing bollards to delineate the drive aisle/parking areas and pedestrian realm, further improving pedestrian safety and the aesthetics of the street and sidewalk.
- Removal of 12 parking spots.
South King Street – Alaskan Way South to First Avenue South

The following two slides illustrate the LID before and after scenarios on South King Street, roughly between Alaskan Way South and First Avenue South. The LID-funded improvements in this section are:

- New curb bulb, with planting strips containing diverse landscaping along the north side of South King Street, between the mid-block crossing and First Avenue South.
- Adding two street trees within the above planting strips along the north side of South King Street.
- A new curb bulb on the northeast corner of First Avenue South and South King Street.
- Widening sidewalk on the north side of South King Street to reduce the width of mid-block pedestrian crossing, increasing pedestrian safety and connectivity within the neighborhood.
- Removal of three parking spots.
E – Pike/Pine – No LID/LID
Pike Street – First Avenue to Second Avenue

The following two slides illustrate the LID before and after scenarios on Pike Street, roughly between First Avenue and Second Avenue. The LID-funded improvements in this section are:

- This block of Pike will be reconstructed as a shared space (curbless) street. The roadway will ramp up to sidewalk grade at either end of the block. The street will continue to have one travel lane eastbound, designed for slow vehicle movement and local access. Eastbound bicyclists will share the center travel lane while an extra demarcated space at the edge of that lane will accommodate west bound bicyclists headed to Pike Place Market. Pedestrians will benefit from wider sidewalk zones and a quieter street that is easy to cross. Pedestrian space at intersections will be expanded.
- Existing road lighting and pedestrian lighting will remain the same.
- Some or all existing trees will be replaced by new medium sized trees more appropriate for urban conditions. Trees will be spaced more widely than today on the south side of the street (four trees total).
- Paving will be scored concrete with variations in color and patterning as needed to define the travel lane. Some pedestrian paving may be constructed by an adjacent private development at 103 Pike Street.
- The design will allow at least two dedicated spaces for passenger load/unload to the side of the travel lane.
- Bollards and detectable warning strips will help define the area to be used by vehicles, along with light poles, trees, and paving treatments.
- More room will be available for sidewalk cafes.
- The intersection of 1st and Pike will be improved by the Center City Connector streetcar project.
Pine Street – First Avenue to Second Avenue

The following two slides illustrate the LID before and after scenarios on Pine Street, roughly between First Avenue and Second Avenue. The LID-funded improvements in this section are:

- This block of Pine will be reconstructed as a shared space (curbless) street. The roadway will ramp up to sidewalk grade at either end of the block. The street will have one lane westbound designed for slow vehicle movement and local access. Rather than a dedicated bike lane, bikes will be accommodated in the whole street width, moving slowly with either cars or pedestrians. Pedestrians will benefit from wider sidewalks and a quieter street that is easy to cross. Pedestrian space at intersections will be expanded.
- Existing road lighting, pedestrian lighting and street trees will remain. Ground planting may be added to existing tree locations and at intersections.
- Paving will be scored concrete paving with variations in color and patterning as needed to define the vehicle travel lane.
- The design will allow locations for parking/loading on both sides of the street to the side of the travel lane.
- Bollards and detectable warning strips will help define the area to be used by vehicles, along with light poles, trees, and paving treatments.
- More room will be available for sidewalk cafes.
- The intersection of 1st and Pine will be improved by the Center City Connector streetcar project.
The following two slides illustrate the LID before and after scenarios on Pine Street, roughly between Second Avenue and Third Avenue. The LID-funded improvements in this section are:

- This block will remain one lane westbound. It will continue to feature a protected bike lane/cycle track adjacent to the south curb and locations for parking and loading on both sides of the street. Curbs will be extended at the intersections to provide increased pedestrian space at corners.
- Sidewalks may be widened by up to a total of 4 feet along the whole block (not pictured and not part of the LID analysis).
- Spot improvements of sidewalk surfaces will be made as necessary. Sidewalks are generally in good condition and will not be replaced. An areaway sidewalk in the southwest quadrant of the block will be resurfaced.
- Existing road lighting, pedestrian lighting and street trees will remain.
- A formal 3’ wide planted divider between the protected bike lane and travel lane will be built. At the intersections of Second Avenue and Third Avenue, the ground planting on the south side of the intersection will be approximately 7’ wide.
- New, distinctive concrete crosswalks will be constructed on all four legs of the intersection with 2nd Avenue.
- New curb ramps will be constructed to meet ADA access standards where required by crosswalk improvements.
Pine Street – Third Avenue to Fourth Avenue

The following two slides illustrate the LID before and after scenarios on Pine Street, roughly between Third Avenue and Fourth Avenue. The LID-funded improvements in this section are:

- A new paved public plaza will be built at sidewalk grade on the south side of the street. The northern limit of this plaza will be the north limit of the current interim cycle track buffer, which is defined with paint and movable planters. Two travel lanes will remain on the north half of the street. Curbs will be extended at the intersections to provide increased pedestrian space at corners.
- The plaza will feature a scored concrete surface with contrasting color/scoring treatment to define the protected bike lane at the north edge of the space. A planted buffer will separate the plaza and cycle track from the roadway.
- Existing roadway lighting, pedestrian lighting and street trees will remain, except for one street tree which hinders visual access to the light rail tunnel station entrance.
- New distinctive, concrete crosswalks will be constructed on all four legs of the intersection with 3rd Avenue.
- Other physical design elements will include planters, site power service, festival lighting treatments, improved entry treatments to the light rail tunnel (not funded by the LID), and wayfinding information kiosks (not funded by the LID).
- The plaza will be a flexible space designed to accommodate diverse programming similar to Westlake Park.
The following two slides illustrate the typical LID before and after scenarios on Pike Street between Second Avenue and Ninth Avenue, specifically as represented by the block on Pike roughly between Fourth Avenue and Fifth Avenue. The LID-funded improvements within those blocks are:

- Curbs will remain in existing locations unless moved by a separately funded bike lane project (curbs are planned to be moved between 6th and 9th to accommodate a permanent, high-quality bike lane).
- Spot improvements of sidewalk surfaces will be made as necessary. Sidewalks are in good condition and will not be replaced.
- Street trees will be added where missing and feasible with existing underground infrastructure and sidewalk functions (such as bus stops).
- A formal planted divider between the cycle track and travel lanes will be built.
- New concrete crosswalks will be constructed on all four legs of each intersection between 2nd and 8th in locations where concrete crosswalks do not currently exist.
Pine Street – Fourth Avenue to Ninth Avenue (representative block)

The following two slides illustrate the typical LID before and after scenarios on Pine Street between Fourth Avenue and Ninth Avenue, specifically as represented by the block on Pine Street roughly between Fifth Avenue and Sixth Avenue. The LID-funded improvements in this section are:

- Curbs will remain in existing locations unless moved by a separately funded bike lane project (for example the curb at the southwest corner of Fifth and Pine will be moved, with separate funding, south to allow the bike lane to connect through this intersection)
- Spot improvements of sidewalk surface will be made as necessary. Sidewalks are in good condition and will not be replaced
- Street trees will be added where missing and feasible with existing underground infrastructure and sidewalk functions (such as bus stops)
- A formal planted divider between the cycle track and travel lanes will be built.
- New distinctive, concrete crosswalks will be constructed on all four legs of each intersection between Fourth Avenue and Eighth Avenue in locations where concrete crosswalks do not currently exist
- New curb ramps will be constructed to meet ADA access standards where required by crosswalk improvements.
F – Pine Bonus Before/After LID
G – City Ordinance No. 125761
SEATTLE CITY COUNCIL
Legislative Summary
CB 119448

Record No.: CB 119448 Type: Ordinance (Ord) Status: Passed
Version: 1 Ord. no: Ord 125761 In Control: City Clerk
File Created: 12/18/2018 Final Action: 01/29/2019

Title: AN ORDINANCE relating to the funding, operations, and management for Central Waterfront improvements; identifying philanthropic funding for construction and operations and maintenance and safety and security of public spaces on the Central Waterfront; identifying a timeline for philanthropic fundraising and contributions; authorizing the Seattle Department of Transportation and the Department of Parks and Recreation to execute a two-year pilot agreement in preparation for a long-term agreement with Friends of Waterfront Seattle to operate and manage public spaces on the Central Waterfront; dissolving the Central Waterfront Steering Committee; and creating the Central Waterfront Oversight Committee.

Notes: Filed with City Clerk:
Mayor’s Signature:
Vetoed by Mayor:
Veto Overridden:
Veto Sustained:


Drafted: adrian.schaefer@seattle.gov

Filing Requirements/Dept Action:

<table>
<thead>
<tr>
<th>History of Legislative File</th>
<th>Legal Notice Published:</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Version: Acting Body: Date: Action: Sent To: Due Date: Return Date: Result:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 Mayor 01/03/2019 Mayor’s leg transmitted to Council City Clerk</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1 City Clerk 01/03/2019 sent for review Council President's Office</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Action Text: The Council Bill (CB) was sent for review to the Council President’s Office

Notes:

Office of the City Clerk Page 1 Printed on 2/22/2019

19-0101 Waterfront Seattle LID Final Special Benefit/Proportionate Assessment Study City of Seattle Ordinance No. 125761

ABS Valuation Page G-1
<table>
<thead>
<tr>
<th>Action Text</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Council Bill (CB) was sent for review to the Civic Development, Public Assets, and Native Communities Committee</td>
<td></td>
</tr>
<tr>
<td>City Council 01/22/2019 referred</td>
<td></td>
</tr>
<tr>
<td>The Council Bill (CB) was referred to the Civic Development, Public Assets, and Native Communities Committee</td>
<td></td>
</tr>
<tr>
<td>Civic Development, Public Assets, and Native Communities Committee 01/24/2019 pass</td>
<td></td>
</tr>
<tr>
<td>The Committee recommends that City Council pass the Council Bill (CB).</td>
<td></td>
</tr>
<tr>
<td>In Favor: 3 Chair Juarez, Vice Chair Bagshaw, Member González</td>
<td></td>
</tr>
<tr>
<td>Opposed: 0</td>
<td></td>
</tr>
<tr>
<td>City Council 01/28/2019 passed</td>
<td></td>
</tr>
<tr>
<td>The Council Bill (CB) was passed by the following vote, and the President signed the Bill:</td>
<td></td>
</tr>
<tr>
<td>In Favor: 8 Councilmember Bagshaw, Council President Harrell, Councilmember Herbold, Councilmember Johnson, Councilmember Juarez, Councilmember Mosqueda, Councilmember O'Brien, Councilmember Sawant</td>
<td></td>
</tr>
<tr>
<td>Opposed: 0</td>
<td></td>
</tr>
<tr>
<td>City Clerk 01/28/2019 submitted for Mayor's signature</td>
<td></td>
</tr>
<tr>
<td>The Council Bill (CB) was submitted for Mayor's signature. to the Mayor</td>
<td></td>
</tr>
<tr>
<td>Mayor 01/28/2019 Signed</td>
<td></td>
</tr>
<tr>
<td>Mayor 01/29/2019 returned City Clerk</td>
<td></td>
</tr>
<tr>
<td>City Clerk 01/29/2019 attested by City Clerk</td>
<td></td>
</tr>
<tr>
<td>The Ordinance (Ord) was attested by City Clerk.</td>
<td></td>
</tr>
</tbody>
</table>
CITY OF SEATTLE

ORDINANCE 125761

COUNCIL BILL 119448

AN ORDINANCE relating to the funding, operations, and management for Central Waterfront improvements; identifying philanthropic funding for construction and operations and maintenance and safety and security of public spaces on the Central Waterfront; identifying a timeline for philanthropic fundraising and contributions; authorizing the Seattle Department of Transportation and the Department of Parks and Recreation to execute a two-year pilot agreement in preparation for a long-term agreement with Friends of Waterfront Seattle to operate and manage public spaces on the Central Waterfront; dissolving the Central Waterfront Steering Committee; and creating the Central Waterfront Oversight Committee.

WHEREAS, in January 2011, the Seattle City Council (Council) adopted Resolution 31264, creating the Central Waterfront Committee (CWC) to oversee development of the waterfront conceptual design and framework plan, ensuring robust and innovative public engagement, identifying public and private funding sources, and establishing the foundation for a lasting civic partnership; and

WHEREAS, in that same resolution, the Council directed the implementation of the Central Waterfront Initiative according to the Central Waterfront Guiding Principles; and

WHEREAS, in that same resolution, the Council directed the implementation of the Central Waterfront Improvements to, among other things, engage the entire city, remain focused on public uses and activities that attract people from all walks of life, and provide a "waterfront for all," as articulated in the Central Waterfront Guiding Principles; and

WHEREAS, in August 2012, the Council adopted Resolution 31399, which endorsed the Central Waterfront Concept Design and Framework Plan, developed following broad and inclusive public engagement over two years; and
WHEREAS, Resolution 31399 endorsed the CWC’s Strategic Plan, which established a funding plan and set of action steps to implement improvements to Seattle’s Central Waterfront, including endorsement of a funding strategy which called for leveraging a mix of public, private, and philanthropic sources to achieve the public’s vision for the Central Waterfront; and

WHEREAS, through Resolution 31399, the Council recognized that other cities had successfully established relationships with non-profit organizations to provide consistent management of complex public spaces, and the Strategic Plan recommended developing such relationships; and

WHEREAS, through Resolution 31399, the Council supported the creation of the non-profit Friends of Waterfront Seattle (Friends) to advocate for implementing the Central Waterfront Framework Plan and Concept Design; and

WHEREAS, Friends was incorporated in 2012 to champion the “Waterfront Seattle” Program through outreach initiatives, to raise the funds necessary to complete its construction and to ensure the Central Waterfront Improvement Program’s long-term success as a vibrant public park through ongoing maintenance and programming; and

WHEREAS, in March 2014 the CWC recommended the City consider contracting with a non-profit organization to perform a range of services for the renovated Central Waterfront, including operations and maintenance and safety and security; and

WHEREAS, in August 2014, Seattle voters approved creation of the Seattle Park District, and funds collected by the District pay for operations and maintenance of Seattle parks, including an annual $3.5 million budget with cost inflation dedicated to operations and maintenance of the Central Waterfront parks and public spaces; and
WHEREAS, the City has a history of working successfully with non-profit entities to program
and activate public spaces in a way that increases access, vibrancy, and safety for all
users; and

WHEREAS, since July 2015, Friends, with financial support in part from the City, has
implemented a pilot program to provide programming and activation along certain
sections of the Central Waterfront, engaging more than 40,000 people in free public
programming on the Central Waterfront; and

WHEREAS, in September 2016, the City and Friends entered into a joint funding agreement
(Funding Agreement) to construct the Pier 62 Phase 1 Rebuild, in which Friends
committed to contributing $8 million of the total capital cost of the project, which Friends
has now successfully raised; and

WHEREAS, in the Funding Agreement, the City and Friends indicated their intent to enter into
an Operating Agreement for the Operations, Maintenance and Programming of the
renovated Pier; and

WHEREAS, the City recognizes the unprecedented public and private investment, including a
$160 million Local Improvement District and $110 million philanthropic contribution, in
the design, planning, and construction of the Central Waterfront Improvements and
recognizes the need to identify and fund an operations and maintenance and safety and
security program that protects and enhances this investment and ensures new public
spaces will be safe, well-maintained and inviting to the public over the long term; and

WHEREAS, in September 2017, the Council adopted Resolution 31768, in which the City stated
its intent to work with Friends to reach an agreement for the long-term provision of high-
quality operations and management services commensurate with the quality of
programming envisioned in the public planning for the waterfront and as reflected in the
improvements included in the Central Waterfront Improvement Program; and
WHEREAS, in that resolution, the City stated its expectation that any future agreement with
Friends would include a scope of work that identifies a standard of care commensurate
with the Waterfront Seattle investment and in which all maintenance activities shall be
provided by a dedicated and consistent team of Department of Parks and Recreation staff
working in partnership with Friends; and
WHEREAS, the City, consistent with Resolutions 31399 and 31768, seeks to work with Friends
to further define a joint management approach to protect public and private investment by
providing operations, management, and programming services to the Central
Waterfront; and
WHEREAS, it is the City’s intent for this joint management approach to apply to the parks and
open spaces created as part of the Central Waterfront Improvement Program, the
implementation of which relies on the complete funding of the program, including the
passage of the Local Improvement District; and
WHEREAS, given the phased completion of the Central Waterfront area that will occur from
2020 and beyond, it is desired to establish a two-year pilot agreement (Pilot Agreement)
with Friends that will govern the operations, management and programming services for
Pier 62, which may include portions of Waterfront Park where Friends currently provides
summer programming; and
WHEREAS, it is anticipated that a long-term agreement (Management Agreement) will be
developed and approved at the end of the two-year period, covering the entire completed
Waterfront area; and
WHEREAS, the Pilot Agreement will provide helpful information for development of the
Management Agreement; and

WHEREAS, the Oversight Committee established in Section 5 of this ordinance will be
responsible for reviewing and providing input on the Management Agreement, prior to its
submittal to Council for review and approval; and

WHEREAS, Friends and City staff shall provide to the Civic Development, Public Assets &
Native Communities Committee a briefing on the Pilot Agreement prior to its execution
and Council shall review and provide feedback, specifically on public benefits, at that
time; and

WHEREAS, any future Management Agreement shall be subject to Council approval; and

WHEREAS, the City shall separately pursue a Memorandum of Understanding with Friends of
Waterfront Seattle and the Pike Place Market Public Development Authority to determine
the operations and maintenance for the Overlook Walk and all associated buildings and
open spaces, which shall be submitted to Council for its consideration following
completion of the Overlook Walk 60 percent design milestone; and

WHEREAS, the Mayor and Council wish to express their appreciation for the extensive
volunteer efforts of the Central Waterfront Steering Committee, as well as the
Committee’s invaluable advice and leadership in supporting the City’s efforts to design,
develop, and manage new public spaces on the Central Waterfront; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. Friends of Waterfront Seattle (Friends) shall be responsible for and use its
good faith best efforts to secure $110 million of commitments and collect on pledges from
private individuals, corporations, foundations, and other non-City sources to contribute to the
construction of the Central Waterfront parks and public spaces per the contribution schedule

found in Attachment A to this ordinance. The $110 million is inclusive of $8 million previously

committed to the City for the Pier 62 rebuild. Any costs of financing Friends may need in order
to ensure timely payments to the City shall be borne by Friends and will not reduce the amount

of any payment due to the City. Generally, all funding raised by Friends for the Central

Waterfront parks and public spaces shall be provided through Friends.

No later than March 31, 2019, Friends shall submit to the City Budget Director for his or

her review and approval its plan (Fundraising Plan) for raising the remaining $102 million in

private funds. Friends also shall annually, no later than October 1 of the year prior to any year

which Friends is committed to provide funds, update the Fundraising Plan, and submit such

updates to the Budget Director for his or her review and approval. The Fundraising Plan shall

include annual targets for amounts to be raised and pledges secured; sequential solicitation

strategies; recognition opportunities for specific Central Waterfront parks and public spaces

elements; assumptions as to when pledge payments shall be made; collection strategies and

internal resources needed to secure pledges sufficient to meet the fundraising schedule; a

proposed progress reporting mechanism to provide quarterly updates to the City on

accomplishment of fundraising milestones; financing arrangements in place or under

development to ensure the timely availability of funding as needed to meet Friends’ obligations

to provide funds consistent with the attached schedule; and any other issues the parties mutually

agree to include in the Fundraising Plan. The basic information to be included in such

Fundraising Plan and subsequent annual updates shall be summarized as reflected in the form of

the Fundraising Plan and Reporting Schedule found in Attachment B to this ordinance.
Friends’ donor pledges may be reviewed by the City Budget Director upon request under
mutually agreed procedures to protect the confidentiality of donors’ and Friends’ donor
information as permitted by law.

Section 2. The Director of the Office of the Waterfront and Civic Projects, the Director of
Transportation, and the Superintendent of Parks and Recreation and/or their respective designees
are jointly authorized to negotiate and, with approval from the Mayor, authorized to execute for
and on behalf of the City of Seattle a two-year pilot agreement (Pilot Agreement) with Friends
that shall govern the operations, management, and programming services for the completed Pier
62, and may also include portions of Waterfront Park where Friends currently provides summer
programming. This agreement shall be negotiated by the City and Friends and include at a
minimum the terms found in Attachment C to this ordinance. The Pilot Agreement shall be
submitted to City Council for its review.

A. The Pilot Agreement shall be consistent with the Central Waterfront Guiding
Principles, articulated in Attachment D to this ordinance, with the goal of creating a “waterfront
for all.” In particular, the Pilot Agreement shall ensure the new waterfront public spaces shall be
open to the public and publicly accessible, be democratic and inclusive in their character, and be
managed to:

- Encourage use by people of all ages, incomes, and abilities;
- Support free expression;
- Provide the public with access to high-quality and safe parks and recreation,
  enhanced by regular programming, concessions that support the public’s use and
  enjoyment of the Central Waterfront, and free public access to civic and cultural
  events; and
- Provide living wage jobs associated with operating and maintaining waterfront parks and public spaces for local residents regardless of their age, ethnicity, gender, or sexual orientation.

To further these goals, the Pilot Agreement shall include requirements for regular public activities and activation events which shall be open to the general public without a fee being charged and shall be marketed to underserved communities. Friends shall be authorized to host revenue generating events in order to support its ability to provide these activities free of charge.

B. The Pilot Agreement is anticipated to commence in 2019 and shall have a maximum term of two years. At the end of the Pilot Agreement, the City anticipates that a long-term agreement (Management Agreement) with Friends shall be developed with review and input by the Oversight Committee established in Section 5 of this ordinance. The Management Agreement shall be submitted to the City Council for review and approval.

In the event Friends is unable or unwilling to perform its duties hereunder, the City shall, with the advice of the Oversight Committee, designate a substitute operating partner (Operating Partner).

C. The Pilot Agreement shall include funding from the Seattle Park District of $310,000 in 2019 and $315,250 in 2020.

D. Friends shall provide all additional funds necessary to provide programming and activation that complements the Department of Parks and Recreation's (DPR) operations and encourages public use of the parks, consistent with the scope of work under the agreement. All funds derived from revenue generation by Friends in the parks and public spaces subject to the Pilot Agreement (and thereafter, if applicable, the Management Agreement) shall be applied towards programming and activation in the areas covered by the agreement.
E. The Pilot Agreement shall identify preconditions to Friends’ capacity to operate the area covered by the plan, including but not limited to staffing requirements, facility or technical staff capacity that must be in place, and funding required to ensure initial operations.

F. The Pilot Agreement shall include provisions requiring DPR to retain the responsibility to regulate the permitting of, and maintain responsibility for, all free speech activities and events in the areas covered by the plan. DPR and Friends shall closely coordinate permitting of events with the goal of accommodating public access seamlessly. Pursuant to further authorization from the City, DPR may delegate its responsibility to regulate the permitting of, and maintain responsibility for, all free speech activities and events in the areas covered by the plan.

G. Recognizing that the future waterfront parks and public spaces (including Pier 62) are designed to accommodate large events and are intended to be actively programmed and managed by Friends (or the Operating Partner), the City shall evaluate Seattle Municipal Code Chapter 15.52 (SMC 15.52) as it relates to the current Seattle Special Event Committee policies and make recommendations to amend the chapter to consider providing direct input and approval by Friends (or the Operating Partner) for permits in the areas covered by the agreement. If deemed necessary, then the Executive will submit legislation to the Council amending SMC 15.52 accordingly.

H. For non-First Amendment events, the City shall delegate to Friends (or the Operating Partner) the permitting process (including review, approvals, and fees) for the areas covered by the agreement. Any fee revenues generated from such events shall be applied towards programming and activation in the areas covered by the agreement.
I. The Pilot Agreement shall require Friends to provide an annual report in a format approved by DPR and the Seattle Department of Transportation (SDOT) on outcomes, measurements, and assessments of activation and programming services including, but not limited to:

1. A summary of programs and activities;
2. Detailed revenue, costs and expenditures, and budgetary forecasts;
3. Participation by underserved communities;
4. Community surveys or other feedback tools;
5. Measurements to indicate the levels of participation in events and activities;
6. Conformance with the Performance Standard, as described in Section 5 of this ordinance, once in place;
7. Intended targets for Women- and Minority-Owned Business Enterprises (WMBE) contracts, vendors, and concessions, as well as including actual outcomes regarding those targets; and
8. A summary of implementation of labor harmony protocols as described in Attachment C.

The first annual report shall be due in February of the year after the approval of the Pilot Agreement.

Section 3. In addition to the Pilot Agreement, DPR and SDOT shall, upon approval of the Mayor, submit legislation to the City Council establishing a Park Boulevard, or Park Boulevards in the parks and public spaces not already under DPR jurisdiction, as depicted in Attachment E to this ordinance (the “Park Boulevard Legislation”), and the Park Boulevard Legislation shall be adopted and signed into law prior to the execution of the Management Agreement.
Section 4. The City anticipates entering into a Management Agreement with Friends, or their successor (interchangeably referred to as the Operating Partner herein) at the conclusion of the Pilot Agreement. This Management Agreement shall be informed by the Pilot Agreement and comply with the Term Sheet described in Attachment C to this ordinance. Maintenance of the parks and public spaces shall be the responsibility of the City, primarily through DPR or its designee or successor, and shall be carried out in accordance with the Waterfront Seattle Operations and Maintenance Report prepared by ETM Associates, L.L.C. and dated July 2018 (ETM Report) and the Performance Standard. The Operating Partner shall be responsible for the operations and programming of the parks and public spaces pursuant to the conditions described herein. The City and Operating Partner shall provide that the operations and programming of the parks and public spaces shall be conducted in accordance with the Performance Standard.

A. The area to be covered by the Management Agreement shall be substantially similar to the parks and public spaces as described in Attachment E to this ordinance (Waterfront Park and Public Spaces).

B. The City, in consultation with the Oversight Committee, shall assess the readiness of a prospective Operating Partner prior to entering into a Management Agreement. Such requirements shall include but not be limited to:

1. Successful management of Pier 62 under Friends’ two-year pilot agreement with the City;

2. Financial stability, including reasonably sufficient and funded operating reserves;

3. Overall operating and capital budgets reasonably acceptable to the City;
4. Staffing plans, including appropriately credentialed and experienced leadership and management personnel;

5. Successful relationships with the Office of the Waterfront and Civic Projects (OWCP), DPR, SDOT, the Oversight Committee and relevant third-party stakeholders including the Downtown Seattle Association/Metropolitan Improvement District (DSA/MID), the Pike Place Market Public Development Authority (PPMPDA), the Alliance for Pioneer Square, the Seattle Historic Waterfront Association and the Seattle Aquarium Society (SEAS); and

6. Successful adoption of labor harmony protocols and implementation of area standard wages and benefits, as described in Attachment C.

If the assessment of readiness is positive or any shortcomings can be addressed in a Management Agreement, the City shall negotiate a Management Agreement with such prospective Operating Partner.

C. It is anticipated that future City funding for the Management Agreement will come from Seattle Park District funds, the Department of Parks and Recreation (DPR) operations and maintenance budget that had been previously allocated to Pier 62 and Waterfront Park, the City’s general fund support and commercial parking taxes and shall be sufficient to provide a high-quality, consistent level of operations and maintenance and safety and security. Based on the ETM Report, the City has determined that, as of 2023 when the Waterfront Park and Public Spaces are completed, baseline funding (Baseline Funding) in the amount of $4.8 million will be needed for operation and maintenance and safety and security of the Waterfront Park and Public Spaces. Consequently, the City shall include in the City’s annual budget and in the City’s annual budget requests for Seattle Park District funding, Baseline Funding for the operation and maintenance of the Parks and Public Spaces in the total amount of $4.8 million annually.
beginning in 2023, which shall increase annually by no less than 2.5 percent consistent with the
Seattle Park District Financial Plan (as to the Seattle Park District component of the funding) and
otherwise with the City’s annual budget.

Funding for the programming and implementation of events and activities in the Parks
and Public Spaces, as well as any additional maintenance activities required for special events
not covered in the Management Agreement, shall be the separate responsibility of the Operating
Partner and shall not be funded from Baseline Funding.

In the case of a significant economic downturn, Baseline Funding in any Fiscal Year shall
also be governed by and subject to the following fiscal emergency provisions. For purposes of
this Agreement, a "fiscal emergency" shall arise when the annual growth rate of inflation-
adjusted total City General Fund Revenue is reasonably forecast to be negative at the time of
adopting the City’s upcoming annual budget. Seattle Area Consumer Price Index for Urban
Wage and Clerical Workers (CPI-W) is the measure of inflation.

In the event of a fiscal emergency, the Baseline Funding and inflationary adjustment can
be reduced from the amount provided the previous year by up to the percentage decline in
expected General Fund revenue or by 5 percent, whichever is less. In subsequent years when the
fiscal emergency criterion no longer applies, the Seattle Park District portion of the Baseline
Funding shall be increased annually from the prior year's amount by no less than 2.5 percent
(consistent with the Seattle Park District’s planned escalation).

To the extent Seattle Park District funds are needed to fund Baseline Funding in any
given year, such amounts of the Baseline Funding shall be included in annual City budget
requests for District funding. For each District planning cycle, beginning with the cycle that
includes 2021 through 2026, the City shall include the District’s projected year-by-year share of
the Baseline Funding in the proposed spending plan it submits to the District and the District’s
plans going forward shall incorporate such Baseline Funding amounts recommended by the City.

The Management Agreement shall provide that, in any year in which the City fails to
appropriate budgeted Baseline Funding as required under this ordinance, except for temporary
reductions as provided herein, the Operating Partner may terminate such Agreement or suspend
its performance under such Agreement until full Baseline Funding is restored. Similarly, in any
year in which the Operating Partner cannot perform its duties or provide the financial support
contemplated in this Agreement, the City may terminate or suspend the Management Agreement.

D. DPR, in consultation with OWCP, the Oversight Committee and the Operating
Partner, shall include the Waterfront Park and Public Spaces within its annual park inspection
program. The results of such inspections, together with projected needs or recommendations
reflected in annual reviews by the Oversight Committee, shall form the basis for a rolling
ten-year capital replacement and investment plan, which shall inform budget recommendations
to be made by DPR, SDOT, and OWCP regarding capital replacements and investments for
inclusion in the City’s five-year capital improvement program for the appropriate City
department.

E. The Management Agreement shall require corrective action to address deficiencies in
the performance of the Operating Partner identified in annual performance evaluations or
otherwise. Such corrective action shall include specific measures needed to address identified
deficiencies. If necessary, the City, with the advice of the Oversight Committee, shall have the
opportunity to reduce the scope of the Operating Partner’s responsibilities, including termination
of its Management Agreement. Supporting or successor Operating Partners should be required
to demonstrate readiness to assume some or all of the responsibilities contemplated under the
Management Agreement.

F. Safety and security of the Waterfront Park and Public Spaces shall be the joint
responsibility of both the Operating Partner and the City. As part of the City’s Baseline Funding,
it shall fund and implement a public safety and security strategy such that the Waterfront Park
and Public Spaces shall at all times be maintained and operated in a way that ensures the safety
and comfort of all visitors to the Waterfront Park and Public Spaces and provides for the
satisfaction of the Performance Standard. To that end, the Park Rules shall be posted in
prominent areas and safety personnel shall be hired and/or funded in order to ensure that Park
Regulations are enforced and the Performance Standard is satisfied.

G. The rules codified in Seattle Municipal Code Chapter 18.12 relating to the operation
of City parks (including the Waterfront Park and Public Spaces) and including any
administrative rules adopted in relation thereto, including Multi-Departmental Administrative
Rule 17-01 (Park Rules) and Department of Parks and Recreation Rule/Policy number P 060
7.21.00 or its successor rule or policy (Code of Conduct) (collectively, the Park Regulations)
shall be posted and enforced in the Waterfront Park and Public Spaces.

If DPR or the City intends to propose any modifications to the Park Regulations, or
adoption of special park rules for the Waterfront Park and Public Spaces (whether through
rulemaking or other action of the DPR Superintendent), the City shall consult with the Oversight
Committee regarding any such new or modified Park Regulations prior to publication for public
comment.

Section 5. There is established the Central Waterfront Oversight Committee (Oversight
Committee). This Committee shall advise and provide feedback to the City and Operating
Partner on the operations and maintenance and safety and security of the Waterfront Park and Public Spaces that shall include maintenance, public safety, outreach, communications, partnerships, and programming and activation. The Committee shall help ensure there is clear planning, coordination, and delivery of high-quality, public space management services, broad, inclusive programming and activation and a safe and inviting environment for pedestrians and visitors. The Committee shall also review and provide input on the Management Agreement that shall be developed between the City and Operating Partner. The Central Waterfront Steering Committee established by Resolution 31543 is dissolved, and this ordinance supersedes Resolution 31543. The Oversight Committee shall exist and fulfill its duties hereunder for a period of not less than 20 years.

A. The Committee shall consist of 19 appointed members, appointed to position numbers 1 through 19, and four ex officio members: the Directors of SDOT and OWCP, the DPR Superintendent, and the Seattle Police Department Chief of Police, or their successors. Composition and appointment of the members shall be as follows:

<table>
<thead>
<tr>
<th>Representation</th>
<th>Position Number</th>
<th>Appointment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community At-Large Members</td>
<td>1-6</td>
<td>1, 3, and 5 by the Mayor; 2, 4, and 6 by City Council</td>
</tr>
<tr>
<td>Those Within the LID Assessment Area</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential Tenant</td>
<td>7</td>
<td>Mayor</td>
</tr>
<tr>
<td>Commercial Tenant</td>
<td>8</td>
<td>City Council</td>
</tr>
<tr>
<td>Owner of a Hotel Property</td>
<td>9</td>
<td>Mayor</td>
</tr>
<tr>
<td>Owner of a Condominium Property</td>
<td>10</td>
<td>City Council</td>
</tr>
<tr>
<td>Owner of a Residential Apartment Property</td>
<td>11</td>
<td>Mayor</td>
</tr>
<tr>
<td>Owner of an Office Property</td>
<td>12</td>
<td>City Council</td>
</tr>
<tr>
<td>Owner of a property on or within one block of Pike Street or Pine Street</td>
<td>13</td>
<td>Mayor</td>
</tr>
<tr>
<td>Owner of a Commercial / Retail Property</td>
<td>14</td>
<td>City Council</td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>----</td>
<td>--------------</td>
</tr>
<tr>
<td><strong>Non-Profit With Expertise in Public Area Operations and Maintenance</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pike Place Market Public Development Authority</td>
<td>15</td>
<td>Executive Director (or designee)</td>
</tr>
<tr>
<td>Downtown Seattle Association / Metropolitan Improvement District</td>
<td>16</td>
<td>Chief Executive Officer (or designee)</td>
</tr>
<tr>
<td>Seattle Historic Waterfront Association</td>
<td>17</td>
<td>Executive Director (or designee)</td>
</tr>
<tr>
<td>Alliance for Pioneer Square</td>
<td>18</td>
<td>Executive Director (or designee)</td>
</tr>
<tr>
<td>Seattle Aquarium Society</td>
<td>19</td>
<td>Chief Executive Officer (or designee)</td>
</tr>
</tbody>
</table>

Positions 1-6 shall reside outside of the final local improvement district (LID) boundaries, as currently represented by the preliminary Central Waterfront LID Special Benefit Study and included in Attachment F to this ordinance, and shall include individuals with expertise and perspectives from the labor, environmental and broader Seattle community as represented by Council Districts. Positions 7-14 shall be located within the final LID boundaries.

B. Initial terms shall be three years for Positions 4-10 and two years for all others; all subsequent positions shall be two years, with the exception of Positions 15-19, which shall be permanent. Terms shall start by December 31, 2019. Any vacancy in an unexpired term shall be filled in the same manner as the original appointment. A member whose term is ending may continue serving on an interim basis as a member with voting rights until such time as a successor for that position has been appointed by the Mayor or City Council.

C. The Committee may select a chair or chairs from its membership, establish a meeting schedule, select and engage advisors to support its work, and otherwise establish procedures necessary to perform its functions. The Committee shall adopt bylaws that provide for transparency in its procedures and operations, along with any other subject the Committee may determine necessary and appropriate for its work.
D. Meetings shall be conducted consistent with the Open Public Meetings Act, chapter 42.30 RCW.

E. A member’s service on the Committee is voluntary and shall not be compensated other than for reimbursement of expenses pursuant to Seattle Municipal Code Chapters 4.70 and 4.72. The City shall explore providing on-site childcare and a transit subsidy to members of the Committee.

F. The Oversight Committee shall have the following responsibilities:

1. OWCP, the Operating Partner, and DPR shall work with the Oversight Committee to develop a detailed set of performance metrics collectively referred to as the “Performance Standard,” for incorporation into the Management Agreement, and for use in reviewing DPR and the Operating Partner’s performance annually and as otherwise provided under this Ordinance. At a minimum, the Performance Standard shall be consistent with the standard of care established in the ETM Report and shall incorporate the Parks Regulations. The Performance Standard shall also be informed by best practices of national and local park assets recognized for their operations and maintenance excellence (including Highline Park and Bryant Park in New York and Millennium Park in Chicago), DPR’s existing Park Inspection Program, the experience of the Operating Partner and DPR during the Pilot Agreement, and shall be used as the basis for ongoing evaluation by the Oversight Committee of the operating performance of DPR and the Operating Partner. The metrics in the Performance Standard shall include:

   a. Levels of accessibility and use by communities from across the city;

   b. Measurements of public satisfaction and perception, including public surveys and park utilization metrics such as male-female ratios;
c. Criteria for the cleanliness, safety, and repair of assets;

d. Public safety and security indicators that include, but are not limited to, incident reports and Security Events, and the timeliness of the City in addressing Park Regulations violations;

e. Levels of social service outreach training provided to Waterfront Park and Public Space employees and successful relationships with relevant social service and programs;

f. Types and frequency of events;

g. Successful relationships with relevant third-party stakeholders including community and neighborhood organizations from across the city, DSA/MID, PPMPDA, SEAS, and SDOT;

h. The provision of public benefits by the Operating Partner consistent with the Management Agreement;

i. The timeliness with which any violations of Park Regulations are resolved; and

j. Such other criteria as the Oversight Committee may recommend (initially and over time) in consultation with the OWCP or its successor, the Operating Partner and DPR.

The Performance Standard shall be established by the City in consultation with the Oversight Committee no later than the completion and submission of the Management Agreement to the City Council for its review and approval.

The Performance Standard shall be comprehensively reviewed every five years and updated as appropriate. As part of this review the City shall hire a consultant to review the
Performance Standard as a tool for measuring success and make recommendations based, in part, on national best practices. As part of the review, the consultant shall review and recommend any necessary changes to the twenty-year capital investment forecast in the ETM Report. In the period between each five-year comprehensive review, the Oversight Committee may recommend modifications to the Performance Standard to reflect changed circumstances, experience in managing the Waterfront Park and Public Spaces and best practices. Updates should take into account experience in the operations and maintenance and safety and security of the Waterfront Park and Public Spaces and reflect the evolution of best practices and discernible requirements for successful operations and maintenance and safety and security of comparable park and public space assets in other cities of comparable in scale, complexity and public use to the Waterfront Park and Public Spaces.

2. The City and the Oversight Committee shall annually monitor security incidents within the Waterfront Park and Public Spaces, including, without limitation, violations of Park Rules, incidence of crimes (both misdemeanor and felony) and interaction records of Park security personnel and the police (collectively, Security Events). If in any given year the incidence of Security Events or crimes in the Waterfront Park and Public Spaces increases by more than ten percent over the previous year (weighted in proportion to annual attendance to the Waterfront Park and Public Spaces), the Oversight Committee may conduct a comprehensive review of programming, security and outreach practices in the Waterfront Park and Public Spaces and recommend strategies to the Mayor and City Council to address the situation.

3. The Oversight Committee may, from time to time, make recommendations to the City and DPR regarding special park rules for the Waterfront Park and Public Spaces.

a. DPR, in consultation with the Operating Partner and the Oversight Committee, shall conduct an annual operations and maintenance planning process no later than September 15 of each year for the succeeding year (Operations Plan). Such process shall include (a) a comprehensive prospective annual operating and routine maintenance plan and budget; and (b) identification of priority capital replacement investment needs aligned with the City’s budget process such that relevant aspects of the plan may be reflected in the budget proposals of the respective City departments. The process shall also include an updated ten-year rolling capital replacement and investment plan reflective of the ETM Report, relevant experience and any comprehensive reviews of the Performance Standard. The plans shall specify how the Waterfront Park and Public Spaces will be operated and maintained in a manner consistent with the Performance Standard.

b. DPR and the Operating Partner, in consultation with the Oversight Committee, shall coordinate an annual reporting process based on the Performance Standard measurements under which the Operating Partner, DPR and SDOT each report on their performance of their respective responsibilities for operations and maintenance and safety and security of the Waterfront Park and Public Spaces. In the case of DPR, reporting shall take the form of the existing Park Inspection Program. Such reports shall include such data as the City and the Operating Partner may reasonably determine necessary and appropriate for evaluating each of their performances under the applicable annual plans and this Agreement.

c. OWCP or its successor, in consultation with DPR and the Operating Partner, shall provide to the public an annual evaluation of operations and maintenance and safety and security of the Waterfront Park and Public Spaces based on the Performance Standard and shall review the evaluation with the Oversight Committee.
In the event any evaluation identifies areas for improvement, DPR and the Operating
Partner shall take reasonable steps to promptly identify and accomplish measures to address any
such deficiencies in forthcoming operations and maintenance and capital replacement and
investment planning and shall report these measures to the Oversight Committee for its review.
The Oversight Committee may recommend any corrective actions or reallocation of funding
between activities for the following year.

6. Beginning in 2020, the Oversight Committee shall provide an annual
report to the Mayor and City Council such that the City’s annual budgeting process may be well
informed about the status of operations and maintenance and safety and security of the
Waterfront Park and Public Spaces. Such reports shall include the findings from annual
evaluations of operations and maintenance, and safety and security by the Operating Partner,
DPR and SDOT and identification of any deficiencies found and corrective actions taken or
recommended.
Section 6. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

Passed by the City Council the 28th day of January, 2019, and signed by me in open session in authentication of its passage this 28th day of January, 2019.

[Signature]
President of the City Council

Approved by me this 28th day of January, 2019.

[Signature]
Jenny A. Durkan, Mayor

Filed by me this 29th day of January, 2019.

[Signature]
Monica Martinez Simmons, City Clerk

(Seal)
Attachments:

1. Attachment A – Friends of Waterfront Seattle Contribution Schedule
2. Attachment B – Friends of Waterfront Seattle Fundraising Plan and Reporting Schedule
3. Attachment C – Central Waterfront Operations & Maintenance (O & M) Term Sheet
4. Attachment D – Central Waterfront Guiding Principles
5. Attachment E – Waterfront Park: Management Agreements and Park Boundaries
6. Attachment F – Waterfront Local Improvement District Preliminary Boundaries
Attachment A

Friends of Waterfront Seattle Contribution Schedule

<table>
<thead>
<tr>
<th>Due Date¹</th>
<th>12/31/18</th>
<th>12/31/19</th>
<th>12/1/20</th>
<th>12/1/21</th>
<th>12/1/22</th>
<th>12/1/23</th>
<th>12/1/24</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Required Minimum Payments to City</td>
<td>2,700,000</td>
<td>5,300,000</td>
<td>7,500,000</td>
<td>21,125,000</td>
<td>42,000,000</td>
<td>23,203,000</td>
<td>8,175,000</td>
<td>110,000,000</td>
</tr>
</tbody>
</table>

¹ All annual payments are due during the final quarter of each year. Due dates are extended consistent with any material delay of the project construction start date (one month or longer) or material delays (one month or longer) during construction; delayed one month for each month of delay in the construction start date or during construction.
Attachment B

Friends of Waterfront Seattle Fundraising Plan and Reporting Schedule

<table>
<thead>
<tr>
<th>Due Date</th>
<th>Outstanding Pledges Secured</th>
<th>Pier 62 Payments to City</th>
<th>Required Minimum Payments to City</th>
<th>Projected Friends Available Funding</th>
<th>Amounts (if any) to be Financed</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/31/18</td>
<td>$2,700,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6/30/19</td>
<td>$3,650,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12/31/19</td>
<td>$1,650,000</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12/1/20</td>
<td></td>
<td>$7,500,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12/1/21</td>
<td></td>
<td>$21,125,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12/1/22</td>
<td></td>
<td>$42,000,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12/1/23</td>
<td></td>
<td>$23,200,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>12/1/24</td>
<td></td>
<td>$8,175,000</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$8,000,000</td>
<td>$102,000,000</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 All annual payments are due during the final quarter of each year. Due dates are extended consistent with any material delay of the project construction start date (one month or longer) or material delays (one month or longer) during construction; delayed one month for each month of delay in the construction start date or during construction.
Attachment C

Central Waterfront Operations & Maintenance (O & M) Term Sheet

The following draft term sheet includes, but is not limited to, terms and conditions by the City and Friends that shall be incorporated in the Pilot Agreement and future Management Agreement for the Waterfront Park and Public Spaces, as identified in Attachment E. The Pilot Agreement shall cover the operations and maintenance (O&M) of Pier 62 and may also include portions of Waterfront Park where Friends currently provides summer programming. The Management Agreement shall cover the O&M of the Waterfront Park and Public Spaces and shall be approved by City Council. Where scope in the Pilot Agreement is determined by both parties to be of such a nature that dedicated staff members are not required by either party as described below due to the limited geography covered in the Pilot Agreement, both parties shall agree upon an appropriate FTE allocation.

Friends of Waterfront Seattle

1. Friends shall provide services necessary to carry out cultural, recreational and educational programming in the park and shall generally ensure free, open and public access to the Waterfront Park and Public Spaces. Friends shall be allowed to host a specified number of fundraising and ticketed events to provide revenue generation which shall support free public programming and operations of the Waterfront Park and Public Spaces.

2. Friends shall manage permitting and scheduling of activation, programming, concessions and vending, and events for those parks and public spaces covered by the agreement, excluding First Amendment expressive activities.
3. Friends shall provide, either through in-house or contracted staff, sufficient personnel and
general staffing necessary to promote and support the effective operation of all programs
and events, including:
   a. Operations
   b. Hospitality
   c. Concessions
   d. Safety and Outreach
   e. Event and Permitting Coordination for non-First Amendment expressive activities

4. Any in-house or contracting procured for the activities described in subsection 3 above
that are funded from the Seattle Park District or any other City resource shall include
provisions for area standard wages and benefits and shall also include labor harmony
protocols. These requirements shall also apply to any promoter of any ticketed event
requiring a Special Event Permit from the City’s Special Events Committee.

5. Friends and the City shall develop an operating budget which includes public funding and
private funding raised by Friends. All proceeds derived from revenue generation within
the area governed by the agreement shall be applied towards programming and activation
in that same area, and/or to fund O&M requests to City departments that would be
additional to defined base level of O&M scope.

6. Recognizing the Waterfront Park and Public Spaces shall have a unique branding and
visual identity, Friends shall create a Communications & Style Guide for the Waterfront
Park and Public Spaces, subject to City input and approval, which shall be co-branded
Friends and the City.

7. Friends shall have the ability to organize and lead volunteer programs, including
maintenance, in coordination with DPR and subject to City labor requirements that are
consistent with other City parks.
8. Notwithstanding the benefits naturally occurring in public parks, Friends shall commit to a series of public benefits that shall:

   a. Ensure programming and activation is representative of and directed towards underserved communities and that such programming and activation is actively marketed to underserved communities with free or reduced cost access provided to such communities.

   b. Assure recruitment of underserved communities for concession and other vending opportunities

9. Friends, in consultation with DPR and the Oversight Committee, shall conduct an annual O&M planning process no later than September 15 of each year for the succeeding year. Such process shall include a comprehensive programming and activation plan and budget and shall specify how the spaces covered by the agreement will be operated and maintained in a manner consistent with the Performance Standard defined in Section 5 of this ordinance.

10. Friends, in consultation with DPR and the Oversight Committee, shall coordinate an annual reporting process based on the Performance Standard metrics under which Friends shall report on the performance of their responsibilities for programming and activation of the spaces covered by the agreement. Such reports shall include such data as Friends may reasonably determine necessary and appropriate for evaluating their performance under the applicable annual plans and the agreement. For the Pilot Agreement, these reports will include, but are not limited to:

   a. A summary of programs and activities;

   b. Detailed revenue costs and expenditures, and budgetary forecasts;

   c. Participation by underserved communities;

   d. Community surveys or other feedback tools, and measurements to indicate the
levels of participation in events and activities; and

e. An assessment of set aspirational targets for Women- and Minority-Owned Business Enterprises (WMBE) contracts, vendors, and concessions, as well as actual outcomes regarding those targets.

This report shall be reviewed by the Oversight Committee prior to submission to the City, who shall provide recommendations on annual spending allocations based on the prior year’s performance. This feedback shall accompany the annual report and be presented jointly with City and Friends’ leadership to the City Council each year.

11. Friends shall have a reasonable right of termination as recourse if there is significant and lasting breach of the terms of the agreement by the other party. This right shall be subject to a cure period during which time the City shall make a good faith effort to resolve the identified issues.

City of Seattle

1. The City, generally through DPR or other departments as designated by the City, shall regulate the permitting of, and maintain responsibility for, all First Amendment expressive activities and events, in accordance with applicable City rules and regulations.

2. The Pilot Agreement shall include funding from the Seattle Park District of $310,000 in 2019 and $315,250 in 2020 to support maintenance services for waterfront spaces that DPR is responsible for providing. Recommended levels of maintenance services shall be informed by task hour summaries prepared by ETM Consultants in 2018 and the Performance Standard.

3. It is anticipated that funding for the Management Agreement will come from Seattle Park District funds, the DPR operations and maintenance budget that had been previously allocated to Pier 62 and Waterfront Park, the City’s general fund support and
commercial parking taxes and shall be sufficient to provide a high-quality, consistent level of maintenance and safety and security. Based on the ETM Report, the City has determined that, as of 2023 when the Waterfront Park and Public Spaces are completed, baseline funding in the amount of $4.8 million will be needed for operation and maintenance and safety and security of the Waterfront Park and Public Spaces.

4. DPR shall create a dedicated team of maintenance staff who shall be responsible for amenities located in the Waterfront Park and Public Spaces. The initial scope of the Pilot Agreement shall be Pier 62; the scope of the future Management Agreement shall be the Waterfront Park and Public Spaces as shown in Attachment E.

   a. DPR and Friends shall agree upon protocols for Friends to provide input into the qualifications and skill necessary for selection of DPR dedicated staff.

   b. DPR and Friends shall agree upon protocols for Friends to request work changes and establish clear communication and work coordination channels that allows for timely response and follow through.

   c. SDOT shall maintain maintenance responsibilities for right of way infrastructure, including but not limited to the roadway, sidewalks, dedicated bike path, signals, and lighting.

   d. Other City departments, such as Seattle Public Utilities, shall maintain responsibility for their assets unless they reach an agreement with either Friends or another City department to provide those services.

   e. Any services above baseline funding for routine or emergency maintenance on city-owned property shall be purchased from DPR and shall not be performed by Friends or any contractor or sub-contractor. However, Friends shall have the right to provide non-mechanical limited maintenance of any furnishings, temporary installations or equipment to support programming and activities, if
5. DPR, in consultation with Friends and the Oversight Committee, shall conduct an annual operation and maintenance planning process no later than September 15 of each year for the succeeding year. Such process shall include (a) a comprehensive prospective annual operating and routine maintenance plan and budget; and (b) identification of priority capital replacement investment needs aligned with the City’s budget process such that relevant aspects of the plan may be reflected in the budget proposals of the respective City departments. The process shall also include an updated ten-year rolling capital replacement and investment plan reflective of the ETM Report, relevant experience and any comprehensive reviews of the Performance Standard. The plans shall specify how the Waterfront Park and Public Spaces will be operated and maintained in a manner consistent with the Performance Standard.

6. DPR, in consultation with Friends and the Oversight Committee, shall coordinate an annual reporting process based on the Performance Standard metrics under which DPR shall report on their performance of their respective responsibilities for operation, management and maintenance of the Waterfront Park and Public Spaces. DPR’s reporting shall take the form of the existing Park Inspection Program. Such reports shall include such data as DPR may reasonably determine necessary and appropriate for evaluating its performance under the applicable annual plans of either the Pilot Agreement or future Management Agreement.

7. The City shall have a reasonable right of termination as recourse if there is significant and lasting breach of the terms of the agreement by the other party. This right shall be subject to a cure period during which time Friends shall make good faith effort to resolve the identified issues.
Attachment D
Central Waterfront Guiding Principles

1. Create a Waterfront for All

The waterfront should engage the entire city. It is a public asset and should remain focused on public use and activities that attract people from all walks of life. It should be a place for locals and visitors alike - a place where everything comes together and co-mingles effortlessly. The process for developing a waterfront design should, in fact must, draw on the talents and dreams of the entire city. The resulting public spaces and surrounding development will engage us through a range of activities throughout the day and year.

2. Put the Shoreline and Innovative, Sustainable Design at the Forefront

To succeed, the waterfront must bring people to the water's edge - allowing them to experience the water itself and the unique geography and ecology of Elliott Bay. At the same time, we must take bold steps to improve the natural shoreline ecology while also preserving and enhancing the maritime activities that remain central to the Central Waterfront. The waterfront should, in its design, construction and operation, reflect Seattle's commitment to sustainability, innovation and responding to climate change.

3. Reconnect the City to its Waterfront

The waterfront should provide a front door to the downtown neighborhoods and the City. It will build a network of green connections and public spaces that connect visually and
physically to the water, to vital civic and commercial destinations, nearby neighborhoods and the larger fabric of downtown, city and regional open spaces. This will require a phased approach that is implemented over a longer horizon, but the full picture needs to be in view from the beginning.

4. **Embrace and Celebrate Seattle’s Past, Present and Future**

The waterfront is a lens through which to understand Seattle's past, present and future - from its rich geologic and natural history and early Native American settlements, to the founding of the region's maritime and resource economy, to maritime, industrial, commercial and recreational activities today. The waterfront is and should continue to support these activities, to provide essential connections and access to the waterfront and to surrounding neighborhoods. New waterfront public spaces should tell these stories in ways that are authentic and bring them to life for people today and preserve these connections into the future.

5. **Improve Access and Mobility (for People and Goods)**

The waterfront is and will remain a crossroads. Waterfront users rely on safe and efficient access to the piers both from water and land, thousands of commuters use Colman Dock each day, and Alaskan Way will continue to provide an important connection for moving people and goods between the south and north of downtown. At the same time, the waterfront will be an increasingly attractive place for walkers, bicyclists, joggers, recreational boaters and others. The future waterfront should accommodate safe, comfortable and efficient travel by pedestrians, bicyclists, vehicles and freight. The
interactions among these many parties must be designed carefully for safety, comfort, and efficiency for all.

6. **Create a Bold Vision that is Adaptable Over Time**

The waterfront will come together over time, with many complex infrastructure and engineering projects that must be completed before permanent public space improvements can be made. The vision developed now should clearly define an overall framework for how the waterfront will take shape, what the key elements will be, and define their essential character. At the same time, the vision must be flexible enough to adapt as conditions inevitably change.

7. **Develop Consistent Leadership – from Concept to Operations**

To succeed, strong leadership is necessary from an independent body tasked with realizing the waterfront vision. This leadership needs to be apolitical and start early - ensuring design excellence, rooting the process in a broad and transparent public outreach, and based on the realities of maintaining and programming the project once it is complete.
Attachment F

Waterfront Local Improvement District Preliminary Boundaries
STATE OF WASHINGTON -- KING COUNTY

370538

CITY OF SEATTLE, CLERKS OFFICE

Ordinance No. 125760,61,62,64,65,66,67

Affidavit of Publication

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12\textsuperscript{th} day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT: TITLE ONLY ORDINANCES

was published on

02/20/19

The amount of the fee charged for the foregoing publication is the sum of $472.50 which amount has been paid in full.

Subscribed and sworn to before me on

02/20/2019

Notary public for the State of Washington, residing in Seattle
State of Washington, King County

City of Seattle

The full text of the following legislation, passed by the City Council on January 29, 2019, and published below by title only, will be mailed upon request, or can be accessed at http://www.seattle.gov. For information on upcoming meetings of the Seattle City Council, please visit http://www.seattle.gov/council/calendar.

Ordinance 125760
Council Bill 118447
AN ORDINANCE relating to the Central Waterfront Improvement Program and the LID improvements identified therein: establishing Local Improvement District No. 6751 ("Waterfront LID") and ordering the carrying out of the proposed LID improvements, as a component of the Seattle Central Waterfront Improvement Program in accordance with Resolution 31812; providing that payment for the LID improvements be made in part by special assessments upon the property in the Waterfront LID; payable by the mode of "payment by bonds," creating a local improvement fund; authorizing the issuance of local improvement bonds; and providing for inter-fund loans and for the issuance and sale of short-term financing instruments, and ratifying and confirming certain prior acts, all by a two-thirds vote of the City Council at a regular meeting.

Ordinance 125761
Council Bill 119448
AN ORDINANCE relating to the funding, operations, and management for Central Waterfront improvements; identifying philanthropic funding for construction and operations and maintenance and safety and security of public spaces on the Central Waterfront; identifying a timeline for philanthropic fundraising and contributions; authorizing the Seattle Department of Transportation and the Department of Parks and Recreation to execute a two-year pilot agreement in preparation for a long-term agreement with Friends of Waterfront Seattle to operate and manage public spaces on the Central Waterfront; dissolving the Central Waterfront Steering Committee; and creating the Central Waterfront Oversight Committee.

Ordinance 125762
Council Bill 119449
AN ORDINANCE relating to a protest waiver agreement between and among the City, the Waterfront Park Conservancy, and certain property owners affected by the proposed Waterfront Local Improvement District; approving the agreement and authorizing the Director of the Office of the Waterfront and Civic Projects and the Superintendent of the Department of Parks and Recreation to execute the agreement and implement its terms.

Ordinance 125763
Council Bill 119451
AN ORDINANCE relating to land use and zoning; adopting a moratorium on the filing, acceptance, processing, and/or approval of applications for development in areas currently used as mobile home parks; declaring an emergency; and establishing an immediate effective date; all by a 2/3 vote of the City Council.

Ordinance 125764
Council Bill 119452
AN ORDINANCE appropriating money to pay certain audited claims and entering the payment thereof.

Ordinance 125765
Council Bill 119453
AN ORDINANCE relating to the Department of Parks and Recreation and Seattle Public Utilities transferring partial jurisdiction of portions of park land and park boulevards within Discovery Park from the Department of Parks and Recreation to Seattle Public Utilities for maintenance, repair, replacement, and operation of public water and sanitary sewer infrastructure, associated underground pipes, hydrants, and limited surface ancillary facilities; and finding that transfer of partial jurisdiction meets the requirements of Ordinance 118477, which adopted Initiative 41.

Ordinance 125767
Council Bill 119353
AN ORDINANCE relating to the City Light Department; declaring certain real property rights surplus to the needs of the City Light Department; authorizing the sale of an easement for sidewalk purposes in Snohomish County; and accepting the payment of fair market value for the easement.


19-0101 Waterfront Seattle LID Final
Special Benefit/Proportionate Assessment Study
City of Seattle
Ordinance No. 125761

ABS Valuation Page G-41
No-LID/LID O&M Scenarios

LID Scenario

In the LID Scenario, the following LID elements would be included in the O&M approach outlined in Ordinance 125761, which was part of the January 2019 LID legislative package and would not have been developed but for the existence of the LID:

- Overlook Walk
- Promenade
- Union Street
- Waterfront Park (Pier 58)

In that legislation, the City identified an O&M approach that leverages a public/private partnership between Parks and the non-profit, Friends of Waterfront Seattle with guaranteed City funding, a dedicated maintenance team, free and inclusive programming, and the application of Parks Rules across the parks and public spaces. These strategies were developed based on observed national best practices wherein the creation of safe and inviting public spaces have been attributed to intensive programming, dedicated staffing, and a high level of maintenance. Elements include:

- A dedicated City budget of $4.8 million/year starting in 2023, primarily using Seattle Park District funding, in order to provide enhanced maintenance services to the new parks and public spaces.
- The designation of new public spaces (Promenade, Overlook Walk, Lower Union) as Park Boulevard, which would result in uniform application of Park Rules, including closing the spaces overnight.
- A Parks maintenance team that will be dedicated to the care of these spaces throughout the year. This team would be stationed on the waterfront and would provide dedicated cleaning, repair, and landscaping maintenance. In additional to daily maintenance, the team would be able to respond quickly to any emergent needs such as spill clean-up, urgent repairs, and failures in plant health. This presence would ensure the LID improvements maintain excellent aesthetic appeal and functionality.
- Free family-friendly seasonal programming that includes music, games, and classes.
- Proactive outreach and partnership with communities throughout the city to ensure the parks and public spaces are being programmed for everyone’s enjoyment.
- Leveraged private funding, estimated to be between $1-2 million per year.

For the Pike/Pine and Pioneer Square (Yesler, Main, Washington, King) streetscape improvements, the City would seek to identify additional funding resources, which could include the Commercial Parking Tax (CPT), to provide for additional maintenance efforts that would not be available but for the existence of the LID.

No-LID Scenario

In the No-LID Scenario, the O&M approach described above, which includes the dedication of $4.8 million starting in 2023, the leveraging of $1-2 million of private funding per year, and the designation of
non-park public spaces as Park Boulevard, would not be pursued. Instead, the following O&M approaches would be deployed:

- **Overlook Walk** – Without the LID, the Overlook Walk would not be built and thus would not have any O&M associated with it.
- **Union St** - Without the LID, the Union Street bridge, elevator, and staircases would not be built and thus would not have any O&M associated with them. The City would care for the current staircase in the same manner it currently cares for it.
- **Promenade** - Without the LID, the Promenade would not be built and instead the City would build expanded, scored concrete sidewalks and a separate drive aisle with parking spots (for full description, see “LID/No-LID” descriptions). The City would maintain those Right of Way (ROW) elements in the same way it maintains ROW in other parts of downtown. Landscaping and street trees would be cared for during their three-year establishment period by the contractor who installs it, or funds are transferred to SDOT to perform this work. Following establishment, landscapes are managed as needed to ensure their design intent. Landscape features vary widely in their maintenance requirements, from bi-weekly mowing of turf areas to semi-annual shrub pruning. Street trees are pruned every other year after they are established until they are ten years old, then every 7 years after year ten. Adjustments are made to irrigation systems on a monthly basis during growing season (April-October) and litter clean up in planted areas is provided every two weeks.
- **Waterfront Park (Pier 58)** – Without the LID, Waterfront Park (Pier 58) would not be replaced and would be identical to the current park. As such, the City would maintain it in the same way it maintains it today.
- **Pike/Pine** – Without the LID, the streetscape improvements funded by the LID on Pike Street and Pine Street would not be built. The City would continue to maintain those ROW elements in the same way it maintains ROW in other parts of downtown. Landscaping and street trees would be cared for during their three-year establishment period by the contractor who installs it, or funds are transferred to SDOT to perform this work. Following establishment, landscapes are managed as needed to ensure their design intent. Landscape features vary widely in their maintenance requirements, from bi-weekly mowing of turf areas to semi-annual shrub pruning. Street trees are pruned every other year after they are established until they are ten years old, then every 7 years after year ten. Adjustments are made to irrigation systems on a monthly basis during growing season (April-October) and litter clean up in planted areas is provided every two weeks.
- **Pioneer Square (Yesler, Main, Washington, King)** – Without the LID, the streetscape improvements in Pioneer Square funded by the LID would not be built. The City would continue to maintain those ROW elements in the same way it maintains ROW in other parts of downtown. Landscaping and street trees would be cared for during their three-year establishment period by the contractor who installs it, or funds are transferred to SDOT to perform this work. Following establishment, landscapes are managed as needed to ensure their design intent. Landscape features vary widely in their maintenance requirements, from bi-weekly mowing of turf areas to semi-annual shrub pruning. Street trees are pruned every other year after they are established until they are ten years old, then every 7 years after year ten. Adjustments are made to irrigation systems on a monthly basis during growing season (April-October) and litter clean up in planted areas is provided every two weeks.