



WATERFRONT PROGRAM PROGRESS REPORT

Q3 2013 (July through September)

Published November 2013



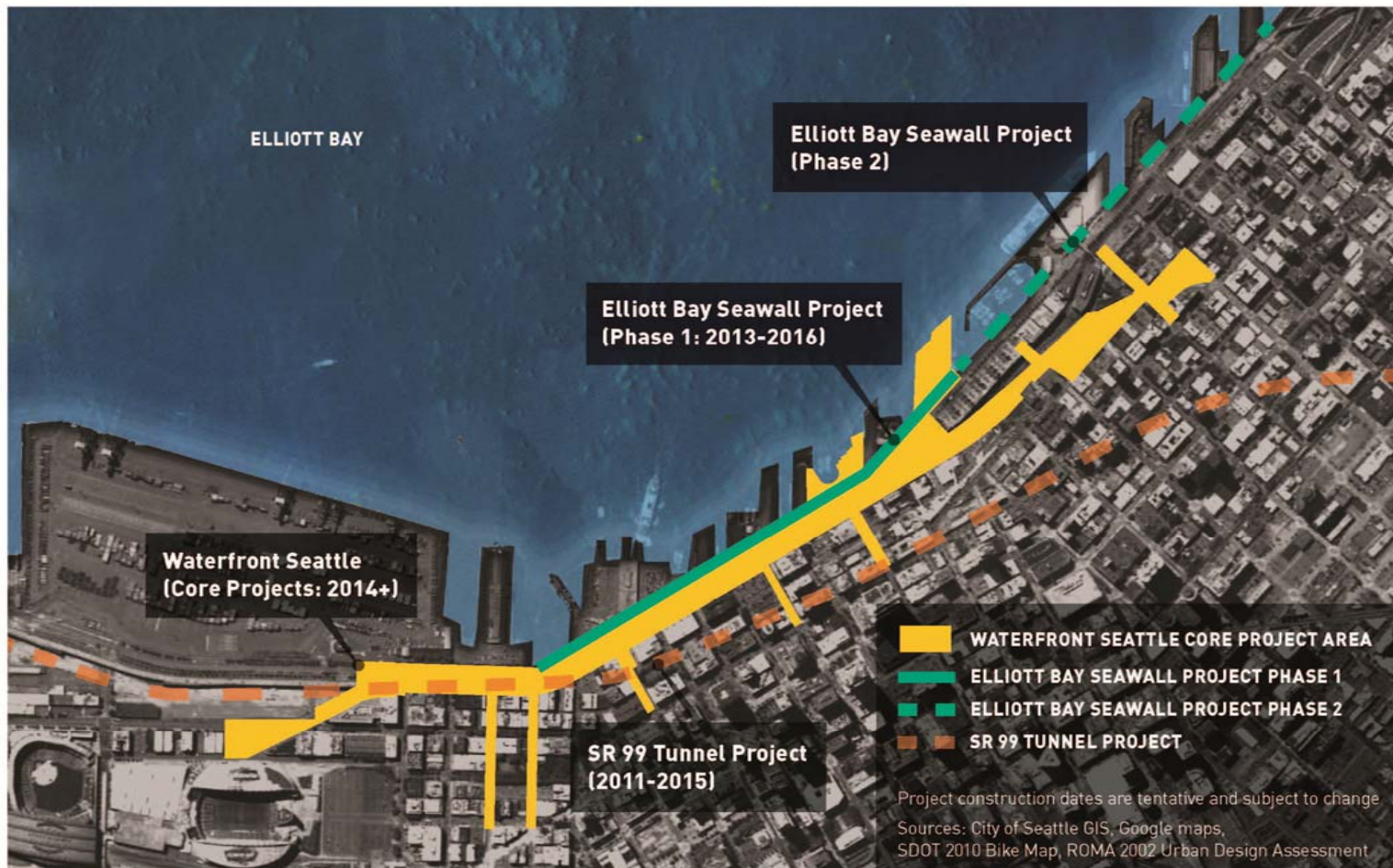


Mission, Vision, and Purpose

SDOT's Waterfront Improvement Program is comprised of a series of capital projects, as part of a larger waterfront vision, undertaken by the City of Seattle in partnership with WSDOT and others to transform Seattle's central waterfront. This document is designed to provide real time reporting on Program delivery, project construction progress, cost and schedule updates, and performance measures that show how well we're performing against our stated program and project goals.

The Program is led through a collaborative effort between the departments of Planning & Development, Parks and Recreation, and Transportation (SDOT). SDOT is the contracting department for the Program design and capital project construction. SDOT's mission is to deliver a safe, reliable, efficient, and socially equitable transportation system that enhances Seattle's environment and economic vitality. Our vision is to create a vibrant Seattle through transportation excellence. SDOT understands that accountability and transparency are foundational for public agency success, and that the benefits include increased public trust. SDOT created this report to inform elected officials, stakeholders, and the Seattle community that we track our performance against our stated goals, and we spend wisely.

This quarterly report is organized into eight sections: Program Overview, Elliott Bay Seawall Project, Main Corridor, Public Piers, East West Connections, Construction Experience, Waterfront Program Social Equity, and Waterfront Program Outreach. Projects in final design or construction will be reported using construction milestones, costs, and schedule information, and narrative discussing public involvement, outreach activities, and community feedback. For those elements in preliminary scoping and design phases, progress information will include process milestones, project development schedules, and narrative about public involvement and feedback. The information contained within this report is current for the quarter listed on the cover and in the footer of the document.



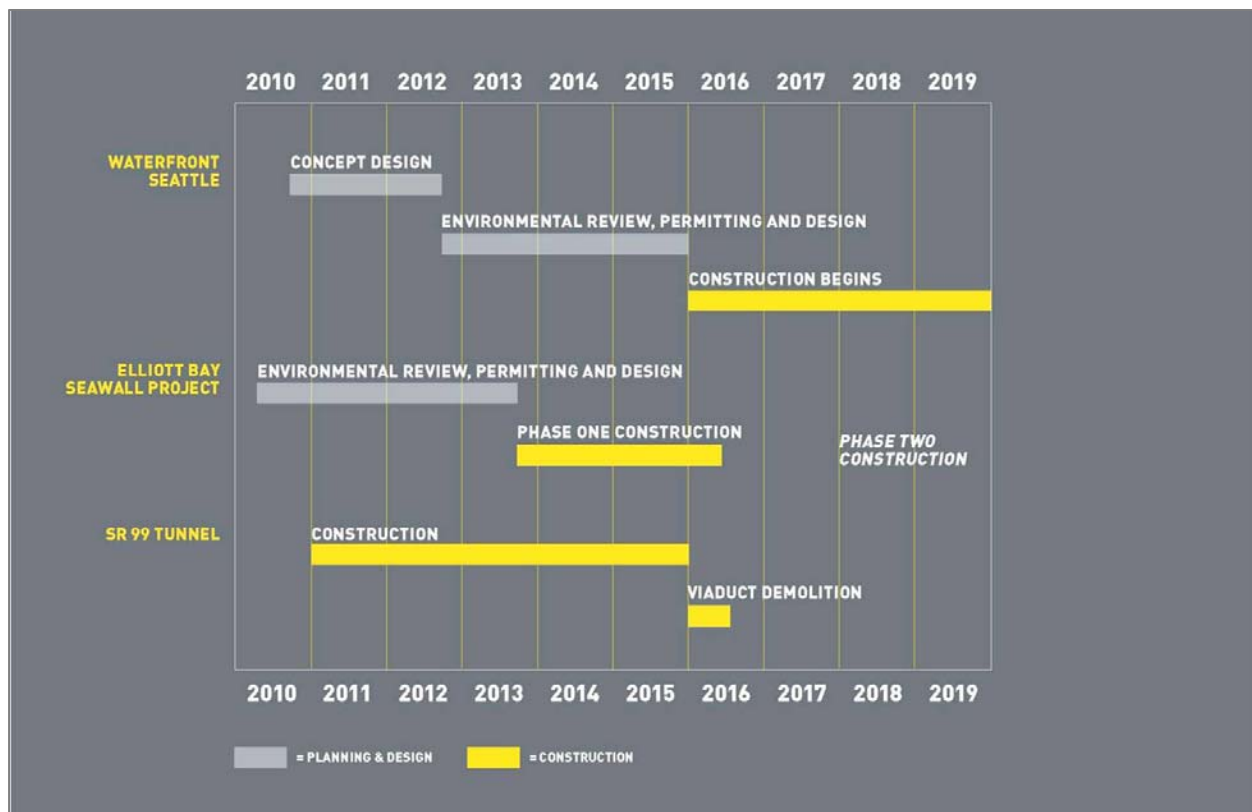


Waterfront Program Overview

The Waterfront Program is a partnership between the City of Seattle, WSDOT, and others to create an inviting new public waterfront that is a place for everyone – a “Waterfront for All” that the entire region can enjoy for generations. Waterfront Seattle will set a new standard for public access and participation in the decision-making process, with the goal of making Waterfront for All a reality.

The Program is comprised of a series of capital projects undertaken by the City of Seattle, and administered by the Seattle Department of Transportation. The projects, listed on the following pages, range from large and technically complex to relatively small-scale street improvements. Activities and measures disclosed in this progress report, such as public engagement, environmental review and local improvement district formation, support the successful design, construction and long-term community use and enjoyment of these projects. The exhibit presented on page 1 shows the location of the Waterfront Improvement Program projects including the new Elliott Bay Seawall, as well as partner projects occurring within the Program area.

Schedule





Program projects are at varying levels of design, and the City has secured varying levels of funding for each. Program elements in early stages of design and environmental review are grouped by area and type, while elements in late stages of design or in construction are presented individually. The following Program elements are discussed in this report.

Elliott Bay Seawall Project Phases 1 and 2

Main Corridor

- Alaskan Way Viaduct Demolition and Battery Street Tunnel Decommissioning
- Alaskan Way and Elliott Way
- Tideline Pedestrian Promenade
- Overlook Walk

Public Piers

- Union Street
- Pier 62/63

Construction Experience

East West Connections

- Main and Washington Street Improvements
- Union Street Improvements
- Bell Street Green Street Improvements
- Railroad Way

Central Waterfront Improvement Program Funding Plan ¹ _ Flow of Funds							
Dollars in millions							
Program Elements	Current Funding	WSDOT Funding	30 Year Voted Bond	Local Improvement District	Philanthropy	General Fund/ Debt	9-Year Lid Lift/Other City Funding
Elliott Bay Seawall Project (Phase 1)	\$60		\$240				
Main Corridor	\$5	\$290		\$111	\$85		\$4
East West Connections				\$49			\$11
Public Piers	\$5		\$50	\$50	\$15		
Partner Projects				\$40			\$45
Right of Way Acquisition						\$15	
Total	\$70	\$290	\$290	\$250	\$100	\$15	\$60
Total Program Budget	\$1,075						
Note: ¹ The Program is funded through 30% Design. This table is an illustrative distribution of funding options. The City continues to work on implementing a future local improvement district (LID) and securing funding from philanthropic partners.							



Elliott Bay Seawall Project – Central Seawall/Phase 1

Project Summary

The purpose of the Elliott Bay Seawall Project is to:

- protect life safety, infrastructure, and economic vitality by reducing the risks of damage from coastal storms, tidal forces, and seismic events;
- improve the degraded ecosystem functions and processes of the Elliott Bay nearshore habitat in the vicinity of the existing seawall, and;
- form the foundation for Seattle's future waterfront.

Budget: \$300 million for Phase 1.



Schedule: Construction Notice to Proceed expected November 2013. Project completion June 2016.

Project Limits and Scope of Work

Phase 1 will replace the existing central seawall from S. Washington Street to Virginia Street and provide a rebuilt pedestrian sidewalk to the west of the current Alaskan Way. Additionally, the project will improve the degraded ecosystem functions and processes of the Elliott Bay nearshore in the vicinity of the seawall. This includes a new habitat beach at Washington Street. The project also includes restoration of the Washington Street Boat Landing pergola. The new wall system will provide shore protection and support of the existing Alaskan Way surface street and future right-of-way uses. The new wall system will provide access to the waterfront piers, improve marine habitat and support upland uses, public spaces, utilities, and buildings. The new seawall will be built to current seismic standards and designed to last more than 75 years.

Phase 2 is planned to continue these improvements from Virginia to Broad streets. The City is working to identify funding for this phase of work and construction is anticipated after the completion of the Waterfront Core Projects; this is detailed in Elliott Bay Seawall Project – North Seawall/Phase 2.

Project environmental review and permitting addresses both phases of the project.



Central Seawall Project Key Issues, Milestones and Activities

Milestones and Accomplishments

- The first and largest bid package for jet grout work was awarded this quarter, and the bid came in under budget. Two other construction work packages were also out to bid in Q3, constituting over \$40 million in upcoming project work.
- Third-party utility work continued on the waterfront in advance of full seawall construction.
- Legislation was introduced to the Seattle City Council to authorize SDOT to acquire property rights for the Seawall project, and to approve a long-term lease of Washington State Department of Natural Resources land for construction of specific habitat features.
- As reported in Q2, the City reached agreement with the Historic Waterfront Association regarding the Association's appeal to the Seawall project shoreline permit. The agreement allows the City to construct a portion the project more efficiently by closing access to some historic waterfront piers from October 2014 through June 2015. Per the agreement, property owners will be compensated for this loss of access to retail businesses.

Issues

- Permit acquisition was delayed this summer while the project shoreline permit was appealed. As a result, major project construction did not begin in September as originally scheduled, and the City is reevaluating how much work can be completed in the first year. Project completion is still anticipated in June 2016.
- Contract negotiations between the City and the project General Contractor/Construction Manager continued in Q3. The construction contract for full construction will be executed in Q4 2013.

Elliott Bay Seawall Project Milestone Schedule





Upcoming Milestones

- Remaining federal permits and tribal agreements are anticipated in the first part of Q4 2013.
- Construction Notice to Proceed expected November 2013.



Outreach at the Fisherman's Fall Festival on September 7.

Central Seawall Project Community Outreach and Stakeholder Involvement

In Q3 2013, the City focused outreach efforts on fairs and festivals, and started initial construction outreach to the general public. Specific activities included:

- A City Council presentation for project and permitting updates on September 9,
- Project presence at sixteen fair and festival events, including SAM Opening Night, West Seattle SummerFest, International District Dragon Festival, Pioneer Square Art Walk (twice), SeaFair Fleet



Week, Phinneywood Summer Streets, Rainier Summer Streets, West Seattle Farmer's Market (twice), SAM Dancing 'til Dusk, Fisherman's Fall Festival, Salmon Return Family Festival, Salmon Homecoming School Days, Salmon Homecoming, and a Seattle Mariners game,

- Seven project briefings to the Waterfront Landings Board of Directors, Waterfront Landings residents, Alaskan Way Viaduct Stakeholders Group, the Senior Center of West Seattle, Port of Seattle Tenants, Construction Management Association of America and Waterfront Pier Owners and Tenants,
- A presentation to the Big Infrastructure Walking Tour as part of the City of Seattle Design Festival,
- Nine project email updates and related notifications to let stakeholders know about third party utility work on the waterfront,
- Distributed preliminary construction information to stakeholders (including businesses along the east side of Alaskan Way),
- Preparing responses to phone calls and emails about upcoming seawall construction, and
- Ongoing coordination meetings with Washington State Ferries, Seattle Aquarium, U.S. Army Corps of Engineers (with emphasis on Section 106 compliance), and Waterfront Pier Owners and Tenants.

Please see the Waterfront Program-wide summary on page 29 for a more comprehensive look at outreach efforts across the program.



Jessica Murphy, Elliott Bay Seawall Project Manager, gives a walking tour of the project area as a part of the Seattle Design Festival on September 20.



Central Seawall Project Cost Summary

All funding for the Elliott Bay Seawall Replacement Project-Central Seawall/Phase 1 is secured, and life-to-date costs through Q3 2013 total \$44.9 million. The City continues to evaluate the schedule and fiscal effects of the shoreline appeal process and other permitting challenges to the environmental/design and construction phase estimates. The City plans to develop a new baseline schedule and budget in late 2013/early 2014 to reflect the final project design, schedule, and permitting requirements. Since the last progress report, the City has reconciled expenditures between the design and construction phases to reflect construction expenditures incurred during Q2 as construction costs (whereas they were previously recorded as design phase costs). Q3 2013 expenditures include delivery of the 100% plans and specifications for the project, as well as additional environmental support for added analysis and permit acquisition.

Central Seawall Project Annual Costs and Projected Funding						
Dollars in millions						
Funding Sources	Pre-2013	2013	2014	2015	2016	Totals
Previous City Funding	\$18	\$4				\$22
County Flood District	\$11		\$15	\$6		\$32
30-year Voted Bond		\$41	\$75	\$84	\$40	\$240
Future City Funding*					\$6	\$6
Annual Totals	\$29	\$45	\$90	\$90	\$46	\$300
*Note: This excludes \$4.8M of future City funding in 2016 to support Seawall costs related to the Fire Station 5 project.						

Q3 2013 Central Seawall Project Costs by Phase				
Dollars in millions				
	Phase 1 – Central Seawall			
	Budget	Expended to date	Status	Complete
Environmental/Design	\$40	\$43.8*	Seawall 100% Design completed and submitted to the City; design ready for construction. Environmental phase was prolonged due to permit appeal and extended environmental review.	November 2013
Construction	\$260	\$1.1	NTP for entire project anticipated mid-November 2013.	June 2016
Total Funds	\$300	\$44.9		
*Expenditures for this phase currently include planning and preparation work for the North Seawall phase of the project. North Seawall expenditures will be reported separately from Central Seawall expenditures in the Q4 report, after the City completes close out work with USACE.				



Central Seawall Project Construction Progress Summary

Project Permits and Approvals Update

- The May 2013 appeal of the Shoreline Permit in to the City of Seattle Department of Planning and Development (DPD) was withdrawn by the Seattle Historic Waterfront in July 2013, per agreement reached between the City and the Association.
- Momentum was slow to build after the appeal was dropped, and progress towards obtaining critical permits continued to be delayed in Q3.
- The Section 106 process engages Tribes and consulting parties on issues related to historic and cultural resources. The Section 106 Memorandum of Agreement (MOA) is required in order to issue the USACE Section 404/10 permit, and is part of the critical path for the project. The Section 106 MOA is expected to be complete and executed in October 2013.
- The City continued to coordinate with the U.S. Army Corps of Engineers (the Corps) addressing concerns from consulting parties and other key stakeholders on potential adverse effects to cultural and archeological resources.
- The City continued ongoing coordination with the Muckleshoot and Suquamish tribes related to treaty fishing rights and cultural resources, and continues work to secure formal agreements in Q4.
- The USACE Section 404/10 permit is a critical permit needed to begin construction. This permit regulates in-water work and requires that the Corps complete its own Environmental Assessment (EA), due out in October 2013.

Major Project Permits and Authorizations

Received as of September 30, 2013

Section 401 CWA Permit
 City of Seattle Street Use Permit
 Noise Variances
 NPDES Construction Stormwater General Permit
 Hydraulic Project Approval
 Endangered Species Act Biological Opinion
 Coastal Zone Management Act Certification
 Pioneer Square Certificates of Approval
 DPD Shoreline Substantial Development Permit

Pending as of September 30, 2013

DNR Easement (Habitat)
 DNR Right of Entry
 USACE Section 404/10 CWA Permit
 Section 106 Memorandum of Agreement
 Tribal U&A Fishing Agreements
 Marine Mammal Protection Act Authorization
 King County Waste Discharge Permit



Central Seawall Project Construction Progress Summary

Third-party Utility Work

Seattle City Light continued work during Q3 to relocate electrical facilities in conflict with future seawall construction. Work included pulling new electric cables through conduit infrastructure at various locations along Alaskan Way during both day and nighttime hours. Impacts of this work were kept to a minimum, with temporary lane and parking restrictions around each vault to accommodate equipment and a safe working area.

Overview of Q3 Utility Work





Central Seawall Project Performance

Construction Work Safety

Safety performance data presented in the future will be based on certified payroll statistics calculated at the end of each month, then compiled and presented for the quarter. No active construction was completed on the Seawall project during Q3. For early construction activities performed during Q2 2013 (April and May), SDOT estimates that over 6,300 hours were worked by craft and supervisory labor personnel. During that time, there were no recordable injuries, only one first aid injury, and no work days were lost due to incidents.

Safety Performance Measures			
	Q3 2013	Year to Date	Project to Date
Total recordable injuries	0	0	0
Number of days without an incident	N/A	57 calendar days 41 work days	57 calendar days 41 work days

Social Equity and Work Force During Construction

The Community Work Force Agreement (CWA) establishes a spirit of harmony, labor-management peace and stability to support timely construction of the Elliott Bay Seawall Project, which requires substantial numbers of construction and supporting craft workers. The CWA also provides unprecedented agreement towards social equity, shared prosperity and diversity for all of Seattle communities. SDOT will begin reporting on these measures quarterly after Seawall construction begins. Please see page 28 for more information about utilization rates for women and minority owned businesses during the design and environmental scoping phase of the project.

Social Equity Performance Measures				
	Goal	Quarter to Date	Year to Date	Project to Date
Percent of work force from economically distressed zip codes	15			
Percent total project hours performed by Apprentices	15			
Percent total project hours performed by women	12			
Percent total project hours performed by people of color	21			



Environmental Compliance

No active construction work was performed for the Elliott Bay Seawall project during Q3 2013. Several permits are outstanding and required to begin construction on the new seawall. Please see the discussion on page 9 for more information about permit status.

Environmental Compliance Performance Measures			
	Q3 2013	Year to Date	Project to Date
Number of water quality violations	0	0	0
Number of work days lost resulting from violations	0	0	0
Number of other permit violations (noise, air, etc)	0	0	0



Elliott Bay Seawall Project – North Seawall/Phase 2

Key Elements Summary

The City is implementing the Elliott Bay Seawall Project (EBSP) in two phases: Phase 1 from Washington Street to Virginia Street (construction starts in fall 2013), and Phase 2 from Virginia Street to Broad Street. Construction start on Phase 2 will depend on funding. Phase 1 is fully funded after the November 2012 vote; the City is evaluating funding opportunities for some portion of Phase 2 costs.

Phase 2 is an extension and continuation of Phase 1 of the Seawall addressing similar needs – providing a rebuilt pedestrian sidewalk to the west of the current Alaskan Way. Additionally, the project will improve the degraded ecosystem functions and processes of the Elliott Bay nearshore in the vicinity of the seawall.

Budget: To be determined.

Schedule: To be determined based on availability of funding.



Key Issues, Milestones and Activities

Milestones and Accomplishments

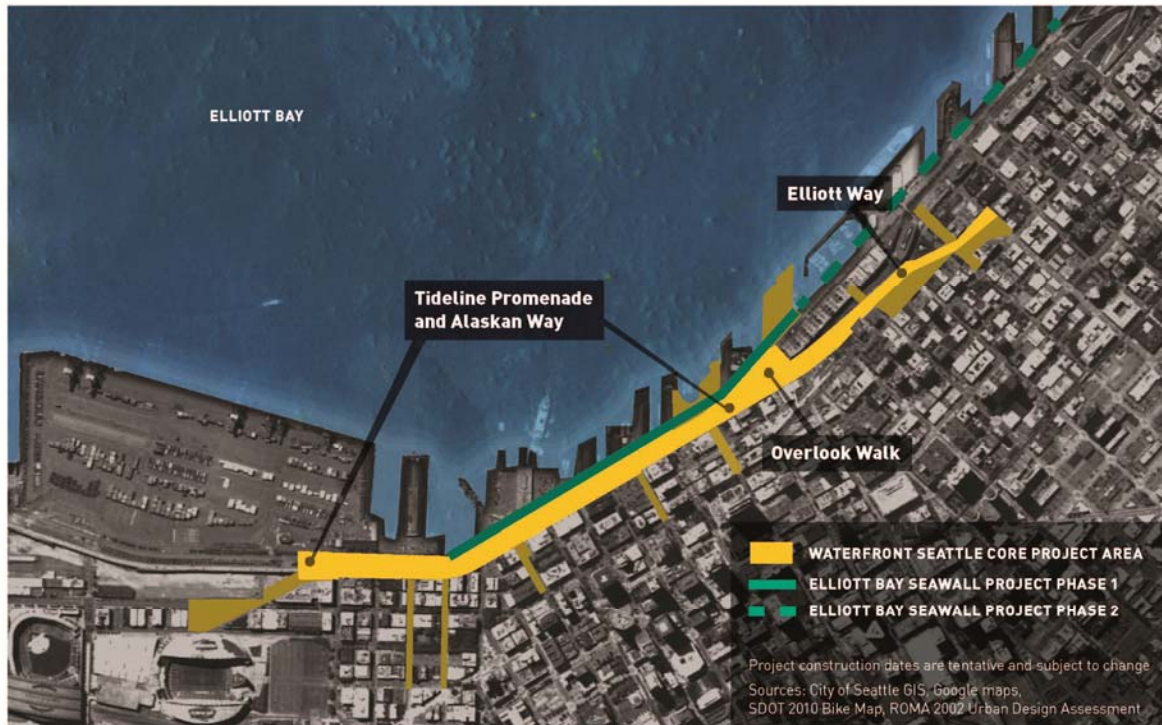
None to report this period.

Issues

As reported in the Q2 report, the USACE determined that early work initiated in April by the City, changed how the USACE evaluated the project in the Draft Feasibility Report. Consequently, the USACE will no longer consider federal participation in the project as defined, and terminated the feasibility study. The City continues work with USACE to close out the feasibility study, and will continue to evaluate potential future funding options to complete Phase 2.



Main Corridor



Key Elements Summary

Main Corridor program elements have parallel integrated design and environmental review schedules throughout 2013 and include demolition of the Alaskan Way Viaduct, and decommissioning of the Battery Street Tunnel, a new Alaskan Way surface street built in the footprint of the Alaskan Way Viaduct and continuing as Elliott Way, a new pedestrian promenade, and an elevated pedestrian connection between the Aquarium and Pike Place Market, called the Overlook Walk. Their shared activities and milestones are described together.

Budget: \$495 million

Schedule: Anticipated for completion in 2019.



Main Corridor Key Issues, Milestones and Activities

Main Corridor Milestones and Accomplishments

- Completed Environmental Impact Statement (EIS) Scoping for Alaskan Way, Elliott Way, the Pedestrian Promenade, and the Overlook Walk, including a public scoping meeting on September 9.
- Completed survey of project area to provide basemap and 3D scans.
- Began drafting Utility Master Plan.
- Continued Concept Design for Columbia Street.
- Began Concept Design for Seneca Street.
- Continued Schematic Design for Alaskan Way, Elliott Way, Pedestrian Promenade and Overlook Walk.
- Continued coordination with property owners on the east side of Alaskan Way to share project information and understand existing access and uses on Alaskan way.
- Continued analysis of pier access needs related to Alaskan Way and promenade design, including unique needs of each pier, intersection and mid-block designs, safety considerations and other elements.
- Continued finalizing Draft Public Space Program Report.
- Continued coordination with Pike Place Market Public Development Authority on design of Overlook Walk and PC-1 site.
- Continued coordination with key stakeholders on King County Metro's Southwest Transit Pathway.



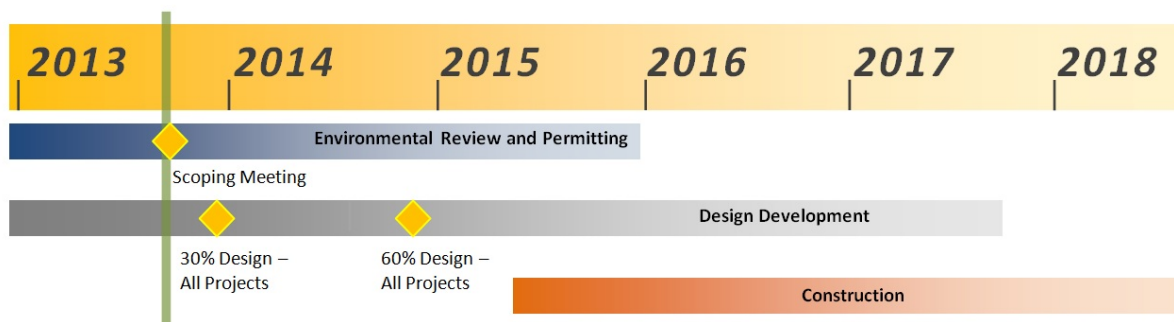
View south from the pedestrian promenade at Columbia Street.



Issues

- The proposed width of Alaskan Way south of Columbia Street continues to be a concern for some stakeholders, including the Pioneer Square neighborhood. SDOT met with Pioneer Square stakeholders on September 4 to further understand these concerns. The width in this area is greater than the northern section of the roadway due to the addition of the bus lane to Columbia Street and the need for ferry queuing lanes.
- Board members of the Waterfront Landings condominium building at 1950 Alaskan Way (near Pier 62/63) have expressed concern about their access from Alaskan Way and view impacts from the new Pine Street connection. SDOT is working closely with the board on their concerns.
- Community members remain interested in seeing the Benson Historic Streetcars returned to the waterfront. SDOT continues analysis of local transit options on the waterfront, and is working with stakeholders to identify the best transit option.
- SDOT continues to meet with property owners to better understand current and future operations and access needs for properties/businesses fronting the east side of Alaskan Way. SDOT continues to work with stakeholders through the design process to better accommodate these long term needs.
- SDOT continues to work closely with Metro and stakeholders on Columbia Street to understand and address concerns related to King County Metro's Southend Transit Pathway and its extension to Third Avenue.

Main Corridor Milestone Schedule



Upcoming Milestones

- Final Public Space Program Report expected Q4 2013.
- Finalize EIS scoping report for Alaskan Way, the Pedestrian Promenade and the Overlook (Q4 2013).



- Complete Proposed Schematic Design for Alaskan Way, Elliott Way, and Pedestrian Promenade (Q4 2013).
- Final Local Waterfront Transit Analysis Study (Q4 2013).
- Final Seattle Waterfront Historic Streetcar Technical Evaluation (Q4 2013).
- Complete Proposed Schematic Design for Overlook Walk (Q2 2014).

Community Outreach and Stakeholder Involvement

- Conducted public scoping meeting for Alaskan Way, the Pedestrian Promenade and the Overlook Walk EIS on September 9, 2013 at City Hall, for more than 70 attendees.
- Conducted community meeting with Pioneer Square stakeholders on September 4, 2013 to discuss Alaskan Way design in the Pioneer Square area.
- Conducted briefings with the West Edge community, Bainbridge Island Downtown Association, Downtown Seattle Families and others.
- Conducted briefings and site visits with property owners fronting the east side of Alaskan Way to discuss operations and long-term access.
- **Upcoming:** A larger-scale Belltown community meeting is scheduled for October 17, 2013, to include Elliott Way design discussion.

Please see the Waterfront Program-wide summary on page 29 for a more comprehensive look at outreach efforts across the program.



Members of the public give feedback at the EIS scoping meeting on September 9.



Main Corridor Cost and Schedule Summary

Main Corridor program elements are currently funded through 30% design. Secured funding sources include cost sharing with WSDOT and existing City/County funds. Future funding includes local improvement district funding, future City sources and philanthropic sources. Program element costs are currently on budget for Q3 2013.

Q2 2013 Main Corridor Cost Summary		
Dollars in millions		
	Main Corridor Budget	Expended to date
Environmental/Design	\$60	\$4.5
Construction	\$435	\$0
Total Funds	\$495	\$4.5

In 2013, all proposed Main Corridor elements will be progressing through 30% design, anticipated to be complete in early 2014 for most elements. At the 30% design milestone, the proposed design concept will be fixed and major design features defined, the type, size and location of structures will be defined, the footprint of the projects will be set and the geometric design approved. In concrete terms, this means that things like the proposed final Alaskan Way roadway cross-section will be determined and the exact location and size of the Elliott Way bridge up to Western Avenue will be decided. Review under SEPA began on August 14, 2013. SEPA review will involve, including, but not limited to, transportation analysis; review of potential impacts to historic resources and water quality; and review of potential impacts of noise, land use, aesthetics, hazardous materials, vegetation and wildlife. Environmental review is expected to be complete in Q1 2015.

Q2 2013 Main Corridor Schedule Summary		
Milestones	Baseline Schedule	Actual/Forecast Schedule
Pathway for transit from southwest Seattle identified	Q3 2013	Q3 2013
Local Waterfront Transit study complete	Q3 2013	Q3 2013
Environmental scoping meeting	Q3 2013	Q3 2013
30% design complete	Q4 2013	Q4 2013
60% design complete	Q3 2014	Q3 2014



Public Piers



Key Elements Summary

Public Piers program elements have parallel design and environmental review schedules throughout 2013 and include rebuilding and reshaping our two public piers – Waterfront Park and Pier 62/63. Both are seismically vulnerable. Waterfront Park, called Union Street Pier in the Waterfront Seattle Concept Design, is envisioned as a flexible public recreation and open space. Pier 62/63 will also be flexible, but will be more heavily programmed with a proposed flexible activity rink, events and performances, and a proposed attached floating pool barge.

Budget: \$120 million

Schedule: Project anticipated for completion in 2017



Public Piers Key Issues, Milestones and Activities

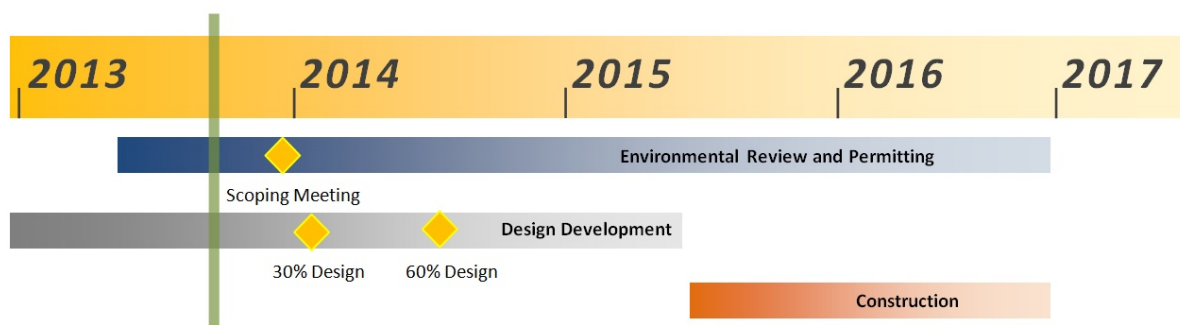
Milestones and Accomplishments

- Continued planning for Environmental Impact Statement (EIS) process for Public Piers.
- Continued finalizing Draft Public Space Program Report.
- Began Schematic Design on Union Street Pier, Pier 62/63 and the pool barge.

Issues

- SDOT continues to work closely with the Parks Department to track a permit application from the owners of Pier 57 to the Department of Natural Resources and the United States Army Corps of Engineers requesting a 5,000 square foot expansion on the north side of the pier. This application has implications for the current design and programming on the Union Street Pier.
- SDOT and the Parks Department continue to work closely with the Seattle Aquarium to coordinate the proposed aquarium expansion with pier design and environmental review.

Public Piers Milestone Schedule



Upcoming Milestones

- EIS scoping for Public Piers planned for Q4 2013.
- Schematic Design on Union Street Pier, Pier 62/63 and the pool barge anticipated complete Q1 2014.

Community Outreach and Stakeholder Involvement

Please see the Program-wide summary on page 29 for a more comprehensive look at outreach efforts across the Program.



Public Piers Cost and Schedule Summary

Public Piers program elements are currently funded through 30% design. Secured funding sources include the 50 year bond approved by voters in November 2012 and existing City/County funds. Future funding includes local improvement district funding, future City sources and philanthropic sources. Program element costs are currently on budget for Q3 2013.

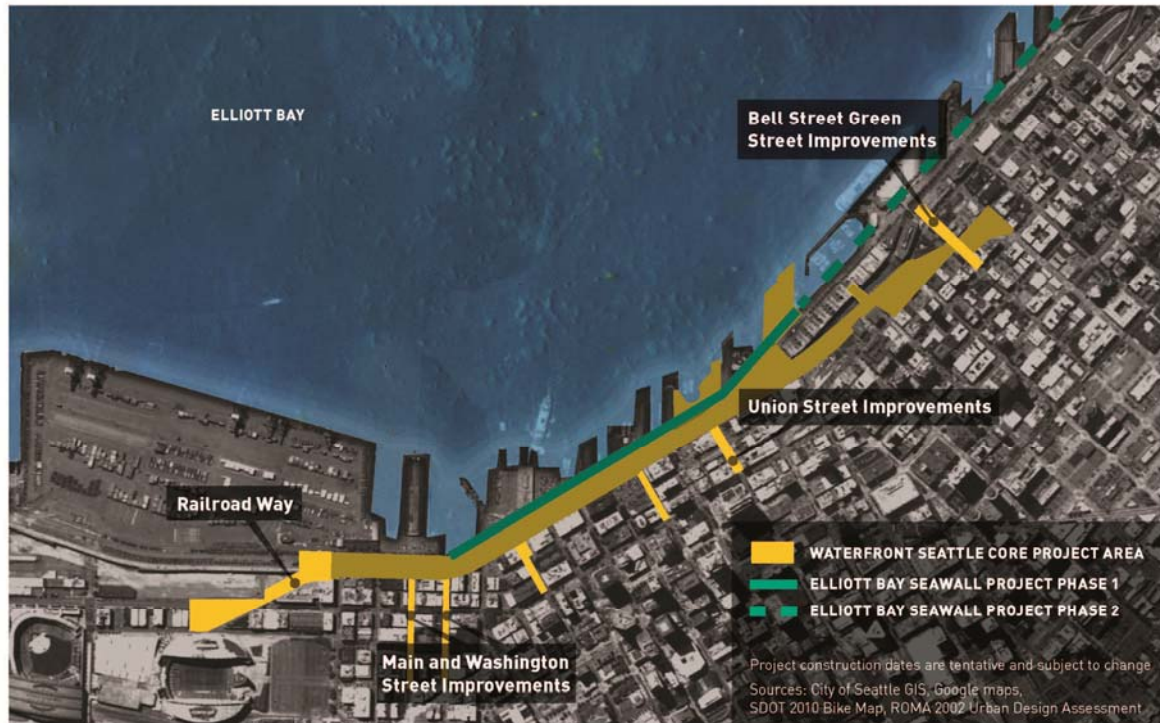
Q3 2013 Public Piers Cost Summary		
Dollars in millions		
	Public Piers Budget	Expended to date
Environmental/Design	\$18	\$0.8
Construction	\$102	\$0
Total Funds	\$120	\$0.8

The design and environmental review continues for the two public pier projects, *Pier 62/63* and *Union Street Pier* (today's Waterfront Park). The two public piers are Department of Parks and Recreation property; the design of the piers will be contracted through SDOT in close coordination with Parks. Expenditures for Q3 on these program elements include advancing design to 30%, and SEPA environmental review.

Q3 2013 Public Piers Schedule Summary		
Milestones	Baseline Schedule	Actual/Forecast Schedule
30% design complete	Q4 2013	Q1 2014
Environmental scoping meeting	Q4 2013	Q4 2013
60% design complete	Q2 2014	Q2 2014



East-West Connections



Key Elements

East-West Connections Program elements include pedestrian scale improvements to Main and Washington streets from Alaskan Way to Second Avenue, improvements up the hill on Union Street between First Avenue and Alaskan Way focused on pedestrian mobility, extension of the existing Bell Street Green Street improvements west to Alaskan Way, the Marion Street Pedestrian Bridge, and improvements to Railroad Way to allow enhanced and safe access between the Stadium District and the waterfront. Their shared activities and milestones are described together.

Budget: \$60 million

Schedule: Construction anticipated to be complete 2019.



East-West Connections Key Issues, Milestones and Activities

Milestones and Accomplishments

- Presented to Pioneer Square Preservation Board Architectural Review Committee on September 25, 2013 to advance Railroad Way design.
- Continued Schematic Design for Union Street, including design coordination with existing utilities located in the project area and coordination with adjacent property owners.
- Continued Concept Design for Main Street and Washington Street.
- Continued finalizing Draft Public Space Program Report.

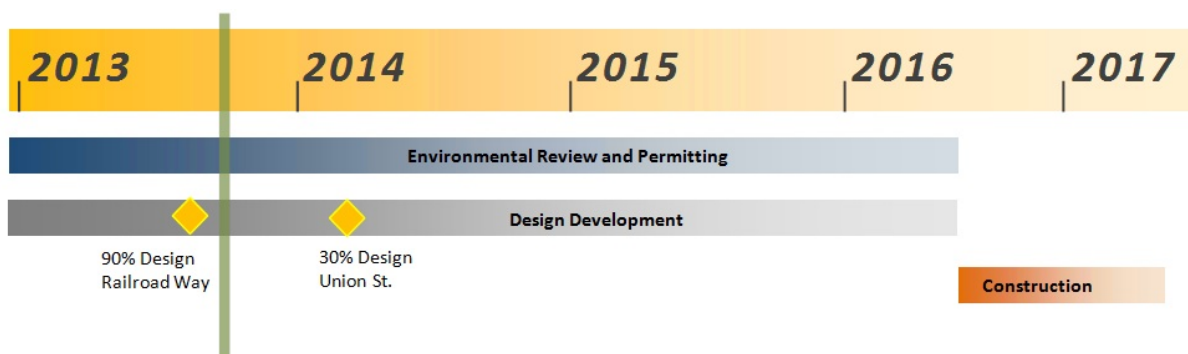
Issues

- Railroad Way is approaching final design. Permitting for Railroad Way design is underway, and SDOT is working closely with WSDOT and Seattle Tunnel Partners to coordinate on this project. SDOT anticipates final approvals in Q4 2013.
- Stakeholders on Union Street have expressed concern over a private proposal to build a gondola on Union Street. SDOT is working with stakeholders to communicate the decision-making and review process for this type of development.

Upcoming Milestones

- Complete Schematic Design for Union Street (Q1 2014). This milestone has shifted from Q4 2013 as the design for Union Street is reworked based on feedback from the CWC Design Oversight Subcommittee and additional data on utility locations in the corridor.

East-West Connections Milestone Schedule





The Stadium Plaza design near Occidental Ave. S and Charles St.

East-West Connections Community Outreach and Stakeholder Involvement

- Conducted meeting with Pioneer Square community on September 4, 2013, including discussion and feedback on east-west connections in Pioneer Square.
- Continued outreach to Union Street properties owners to advance design work.
- Conducted briefings and site visits with property owners along east-west connections to discuss operations and long-term access.

Please see the Program-wide summary on page 29 for a more comprehensive look at outreach efforts across the Program.



East-West Connections Cost and Schedule Summary

East-West Connections Program elements are currently funded through 30% design. Secured funding sources include cost sharing with WSDOT and existing City/County funds. Future funding includes Center City property owners/local improvement district funding, and philanthropic sources. Program element costs are currently on budget for Q3 2013.

Q3 2013 East-West Connections Cost Summary		
Dollars in millions		
	East-West Connections Budget	Expended to date
Environmental/Design	\$12	\$1.3
Construction	\$48	\$0
Total Funds	\$60	\$1.3

Since Q2 2013, the City has been working towards final design for **Railroad Way** in the vicinity of the stadiums. Environmental review and permitting of the Railroad Way improvements is the responsibility of WSDOT in 2013 and will be led by them with the support of the City Program team. *Main* and *Washington Streets* in the south project area will progress through Concept Design in 2013. The *Bell Street Green Street* improvements between Elliott and First Avenues in the north project area will begin 30% design in 2014. Both sets of improvements were identified in the Waterfront Seattle Framework Plan as key pathways or connections into adjacent neighborhoods for the Program. In 2014, the Union Street connection will progress through 90% design as an early implementation project for the Waterfront Program.

Q3 2013 East-West Connections Schedule Summary		
Milestones	Baseline Schedule	Actual/Forecast Schedule
Union Street 30% design complete	Q3 2013	Q1 2014
Union Street 60% design complete	Q4 2013	Q2 2014
Railroad Way 60% design complete	Q2 2013	Q2 2013
Railroad Way 90% design complete	Q3 2013	Q3 2013
Main/Washington Concept Design complete	Q3 2013	Q3 2013



Construction Experience

Construction is underway on the SR 99 Bored Tunnel including multiple phases of electric transmission line relocation. In fall 2013, the Elliott Bay Seawall will move into construction. From there, other projects within the Waterfront Program will evolve into construction over the span of several years, creating a near-constant state of construction along the Central Waterfront.

Goals

The Waterfront Program aims to achieve a waterfront that is inviting and accessible, easy to navigate and visually articulate throughout all phases of construction. In addition, the Waterfront Program needs to develop a clear and positive image of the waterfront in construction for the Seattle public. People should have an attractive mental picture of how they will get to the waterfront, where they will park and what they will do there before they ever leave their homes.

To that end, the Program aims to define and brand a set of wayfinding and activation elements that:

- turn construction into an early win by generating a positive sense of change and momentum;
- maintain waterfront/business access and vitality;
- support wayfinding and safety for all waterfront visitors;
- provide use or benefit for many construction seasons;
- are mobile and easily moved as construction areas change, and;
- communicate the dynamic, temporary nature of construction.

GROUND ART



Proposed educational ground art

Strategies

Three strategies will be deployed in phases between fall 2013 and 2018. They will be prioritized based on needs in a given timeframe and designed and constructed to intentionally adapt and complement changing construction phases – including early Seawall and utility relocations.



Strategy 1 – Activate public spaces to create mini destinations

- Activate the plaza at the base of the Pike Street Hill Climb, which may include the application of the Waterfront Seattle logo on the floor of the plaza, installation of yellow chairs or the Waterfront Seattle ping pong tables, construction viewing opportunities, and nighttime programming elements.
- Create an active construction information center / storefront near the waterfront.

Strategy 2 – Create a unified, layered wayfinding program

- Effectively move people to desired destinations along the waterfront.
- Use wayfinding to create interest and excitement about the projects (either projects or program).
- Inform the public that broad changes are emerging.
- Provide education, context, and increased civic engagement in the projects and the neighborhood.

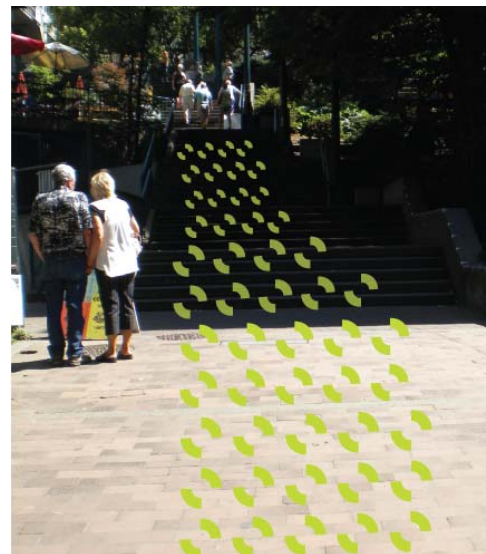
Strategy 3 – Provide virtual access to construction

- Create an online, multimedia and interactive platform to document project evolution and momentum. This strategy draws on a virtual archive concept laid out in the Art Plan, and is a key opportunity to bring art into construction.
- Elements may include a highly visual, virtual archive on the Waterfront Seattle website that documents evolution of the new waterfront, starting with Elliott Bay Seawall construction.
- Use a variety of media including video, time lapse documentation of construction, photography/imagery and text; and provide opportunities for guest contributors to narrate elements of the archive through these many types of media.

Progress to Date

City progress delivering these strategies in Q3 included:

- finalizing design for Pike Street Hill Climb plaza activation, including graphics,
- completing permitting information for Hill Climb plaza graphics installation,
- coordinating with a vendor on Hill Climb plaza installation,
- working with architect to design interior space for the information center,
- developing prototype of wayfinding pier posts,
- developing location plan for pier posts, and
- designing two dimensional fencing treatment.



Proposed wayfinding ground art at the Pike Street Hill Climb



Waterfront Program Social Equity Summary

The City of Seattle is committed to inclusion of women and minority businesses (WMBE) in the work we do, and in the construction, services and products we buy. Executive Order 2010-05, signed April 26, 2010 requires departments to increase utilization of WMBE's, expanding outreach, creating opportunities, and establishing direct accountability.

For 2013, SDOT established a voluntary goal to utilize WMBE's for 10% of purchasing and consulting services for the department. SDOT spent nearly \$40 million on consultant contracts for all department programs from Q1 through Q3 2013. Of that, \$8.2 million went to WMBE prime and subconsultants, representing 20.8% of the department's total consulting spending through Q3 2013.

Above and beyond this goal, SDOT voluntarily works to achieve a 12% utilization rate for the Waterfront Program, and a 15% utilization rate for the Seawall project. As shown in the table below, the department has exceeded both goals for the year for the scoping, environmental, and design phases of the Waterfront program and Seawall project.

Waterfront Program WMBE Goals				
Aggregate expenditures for Q1-Q3 2013, Dollars in millions				
	Contract Expenditure	WMBE Spending	Goal	Actual through Q3
Waterfront Program Projects	\$8.2	\$1.1	12%	13.4%
Elliott Bay Seawall Project	\$10.6	\$3.7	15%	34.6%



Students from the Seattle Architecture Foundation's summer program are given a tour of the waterfront.



Waterfront Program Outreach Summary

1,000 Waterfront Seattle Photo Booth Pictures and Counting!

In July, the team snapped its 1,000th photo of people picturing themselves on the future waterfront. Waterfront Seattle's kids and family photo booth engages the community at local events, and fosters conversations about the Program. Since celebrating this milestone in late-July, we've more than doubled our count to over 2,100 photos.

Between July and September, the Waterfront Seattle and Elliott Bay Seawall project teams attended 38 fairs, festivals and events, and nearly 2,000 people visited the project booths. Both teams interacted with residents from a diverse range of Seattle communities from the Rainier Valley and West Seattle, to the International District and downtown.



A group of friends picture themselves on the future waterfront at Seattle's Hawaiian Cultural Festival.

Washington State Ferries Onboard Outreach

Washington State Ferries (WSF) conducted a round of public outreach in September to share the latest news on the Seattle Multimodal Terminal at Colman Dock Project, and invited other waterfront projects to participate. With Waterfront Seattle in the midst of its EIS scoping comment period, and Elliott Bay Seawall Project construction poised to begin, it was a great opportunity to share information and receive feedback on several waterfront projects.



Ferry commuters learn about the City's waterfront projects onboard the MV Tacoma.



The Waterfront and Seawall project teams participated in three outreach events, which included one sailing each to Bremerton and Bainbridge Island as well as a table in the main terminal building at Colman Dock.

Design Festival 2013

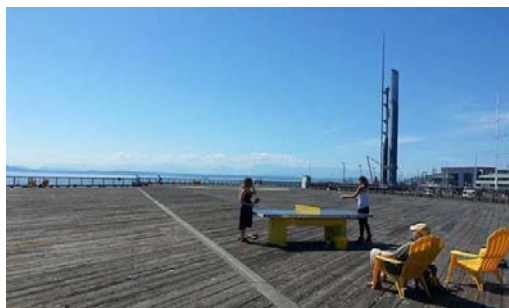
Seattle Design Festival is Puget Sound's largest public design event. It brings together experts, city leaders and citizens to



celebrate and explore ways design can improve the quality of our lives. At the September event, Elliott Bay Seawall Project Manager Jessica Murphy led the Seawall portion of the citywide Big Infrastructure Walking Tour. Waterfront Seattle participated by setting up one of its ping pong tables in Pioneer Square's Nord Alley, and providing yellow Waterfront chairs for several large seating areas in the main event space.

Ping Pong Shares Program with New Audiences

Creative outreach encourages new audiences to engage with the Program. For the third consecutive



summer, Waterfront Seattle's ping pong tables have popped up at public spaces throughout the city. This summer tables were stationed at Hing Hay Park in the International District and on Pier 62/63 on the central waterfront.

Program Outreach Facts

Email subscribers	7,665
Facebook Likes	1,631
Twitter Followers	2,109

Outreach to Date

Outreach event days	169
Public meetings	14
Project briefings	203
Email updates	90

Fun Fact

This photo of an orca with the city's skyline in the background was shared 25 times on Facebook, reaching 1,726 viewers!



Image courtesy of Joel W.
Rogers Photography
www.joelrogers.com



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The City of Seattle Department of Transportation hereby gives public notice that it is the policy of the department to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, nation origin, disability, or age, be excluded from the participation in, be denied benefits of, or be otherwise subjected to discrimination under any program or activity for which the department receives federal financial assistance. Persons wishing information may call the City of Seattle Office of Civil Rights at (206) 684-4500.