



WATERFRONT PROGRAM PROGRESS REPORT



Q1 2014 (January through March)

Published May 2014



MISSION, VISION, AND PURPOSE

SDOT's Waterfront Program is a series of capital projects undertaken by the City of Seattle in partnership with the whole community to transform the City'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 Waterfront 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 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 wants elected officials, stakeholders, and the Seattle community to know we track our performance against our stated goals, and we spend wisely.

Effective in January 2014, Mayor Murray created a new Office of the Waterfront to oversee the city's waterfront projects and appointed Jared Smith as Director. The Office brings together under one management structure staff from the Seattle Department of Planning and Development, Parks and Recreation and Transportation. From the Mayor's press release announcing the Office: "The new Office of the Waterfront brings an unprecedented level of focus, expertise and commitment to reimagining what the central waterfront can be, and to the management and delivery of the complicated series of projects necessary to make that vision a reality."

This quarterly report is organized into five sections: Program Overview, Elliott Bay Seawall Project, Main Corridor, Public Piers, and East West Connections. Projects in final design or construction are 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.



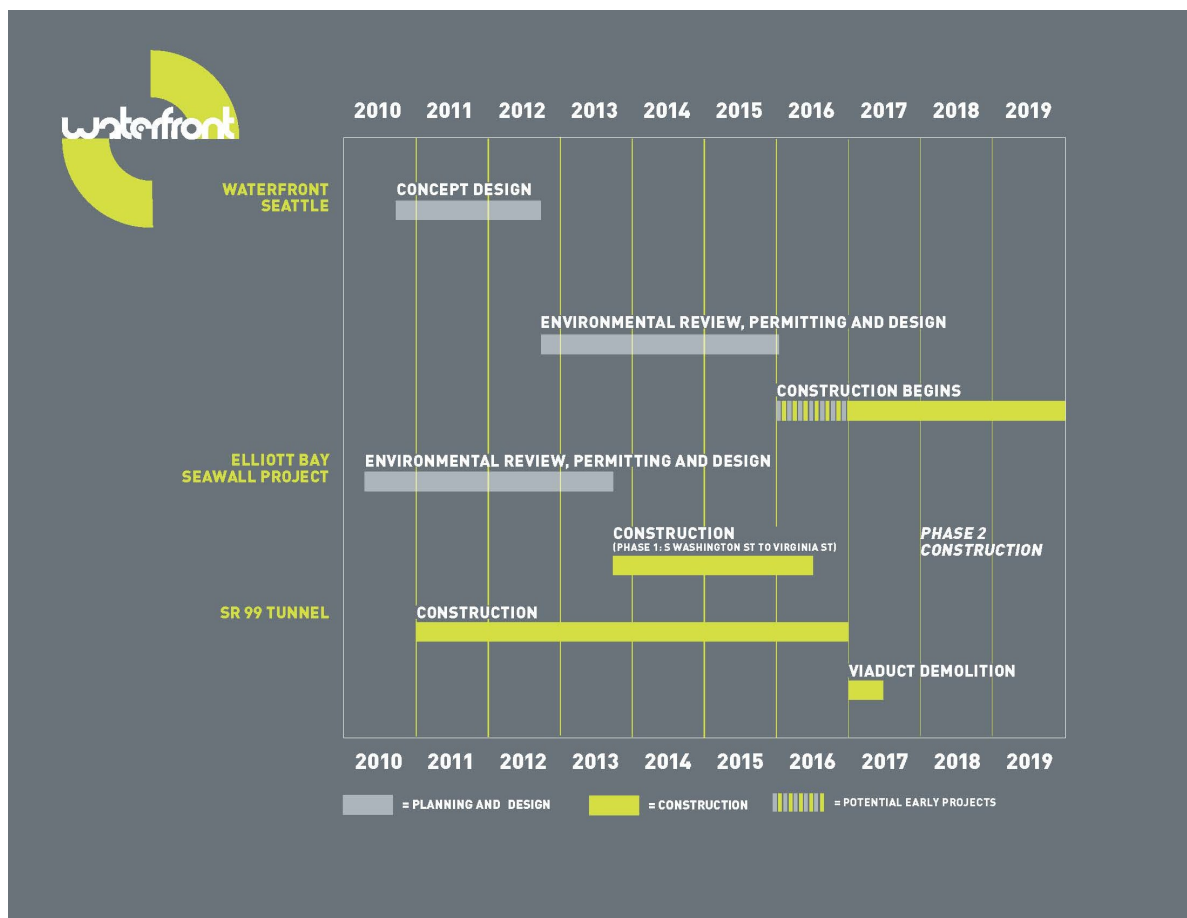


WATERFRONT PROGRAM OVERVIEW

The Waterfront Program is a partnership between the City of Seattle and the entire community 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 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 3 shows the location of the Waterfront Program projects including the new Elliott Bay Seawall, as well as partner projects occurring within the program area.

Waterfront Program Schedule





Waterfront 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 projects in late stages of design or in construction are presented individually. The following Waterfront 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 (includes Columbia St., Seneca St., and Marion St. Pedestrian Bridge).
- 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

The chart below is an illustrative distribution of approved funding options and preliminary program cost estimates (based on 5-10% design) from the 2012 City Council-endorsed Waterfront Strategic Plan. As the 30% design for most program elements is finalized in mid-2014, cost estimates for the program will also be updated. The estimates will be accompanied by an updated funding strategy.

Central Waterfront Program Funding Plan ¹							
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				\$31
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	\$91
Total Program Budget	\$1,106						
Note: ¹ The Central Waterfront Program, excluding Phase 1 of the Elliott Bay Seawall Project is funded through 30% Design. This table is an illustrative distribution of approved funding options effective December 31, 2013. 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 and tidal forces, 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: \$331 million for Phase 1

Q1 2014 Expenditures: \$6.7M

Project Expenditures to date: \$64.3M

Schedule: Construction began November 2013; project completion anticipated June 2016.



CENTRAL SEAWALL 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. Improvements include a new habitat beach at Washington Street and 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. Details of Phase 2 are presented on page 15. Project environmental review and permitting addresses both phases of the project.

CENTRAL SEAWALL PROJECT KEY ISSUES, MILESTONES AND ACTIVITIES

Project Milestones and Accomplishments

- Construction activities in Q1 2014 were focused on completing in-water work before the end of the fish window. All in-water work necessary for season 1 was completed within the fish window.
- The temporary roadway from Spring Street to Pike Street was completed, and on January 7, north/south traffic along Alaskan Way was shifted under the Alaskan Way Viaduct. Temporary parking was added on the original Alaskan Way; 104 parking spaces were installed between University and Madison Streets. The temporary road shifted the u-turn for northbound ferry traffic one block north, from Madison Street to Spring Street, to improve the overall operation of the roadway.
- Construction started adjacent to Waterfront Park in Q1 2014. Work completed in this area included construction of the containment wall (sheet pile), concrete pile, drilled shafts, soldier piles and utility relocation.
- Seawall construction activities also began south of Yesler Way. The driveway entrance to Colman Dock was shifted to the north to make room to build the seawall, and traffic was switched over to the new entrance on March 13. The entrance to Colman Dock will be restored after Seawall construction is complete.
- The historic Washington Street Boat Landing pergola, which sat on the old seawall, needed to be removed temporarily for the construction of the new seawall. The pergola was braced and prepared for transport and on February 24, the pergola was removed from its pier and transported to temporary storage at Terminal 25. The pergola will be returned and restored to its original location after seawall construction is complete.



The Washington Street Boat Landing pergola was prepared for restoration and transported to terminal 25.

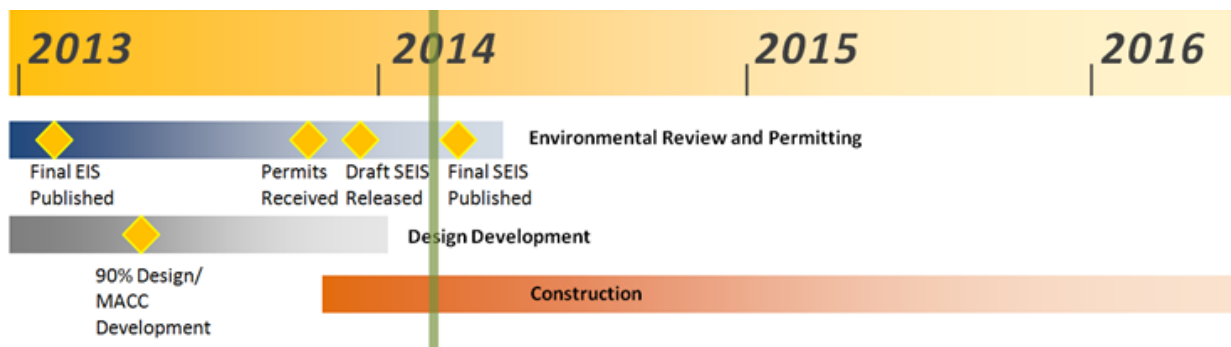


- Concrete piles that will support the sidewalk at Waterfront Park and the new Washington Street Boat landing pier platform were installed and completed this quarter.
- A public open house was held on January 9, 2014 at Seattle City Hall for the Draft Supplemental Environmental Impact Statement (DSEIS), which was released Q4 2013. The public comment period for the document closed on January 22, 2014.

Issues

- The City began negotiations with the GC/CM on an amendment to the construction contract (MACC 2) for project elements that were not included in the initial contract (MACC 1). This will establish the contract value of the total construction cost of the project.
- The City established a new baseline project budget of \$331 million in Q4 2013, a \$31 million increase over previously reported estimates for the Central Seawall project. SDOT and City leadership are continuing to evaluate options to address the additional funding needs as part of the Central Waterfront Program budget reset.
- The City continues coordinating overlapping construction work areas with WSDOT and Seattle Tunnel Partners. The project schedule previously assumed that ferry queuing would shift to the south in fall 2014. This will allow space for construction adjacent to the historic piers, which begins on October 1, 2014. The delay of the tunnel boring machine now requires adjusting the planned ferry queuing shift.

Central Seawall Project Milestone Schedule



Upcoming Milestones

- The Final Supplemental Environmental Impact Statement (SEIS) will be published in Q2 2014 and will include the City's responses to comments received on the Draft SEIS.
- Installation of landside foundation elements near Waterfront Park and Colman Dock, including sheet piles, drilled shafts and soldier piles will be complete in Q2.



- Work in the area near Waterfront Park will be suspended and the area, including parking, will be temporarily restored for the summer prior to Memorial Day weekend.
- Utility and telecommunications relocation work will be ongoing, particularly in the vicinity of Pier 56 where Seattle City Light will be working on relocating utilities in conflict with the new seawall.

Central Seawall Project Community Outreach and Stakeholder Involvement

- The Seawall Project participated in outreach activities as part of Waterfront Week, including the Waterfront 2020 event on March 5, and Field Day on March 9, where seawall activities were showcased on the waterfront.
- Six pier owner meetings were held in Q1 2014 to discuss upcoming construction and coordinate access and timing for future work.
- On February 4, a media availability event was held at the site of the Washington Street Boat Landing pergola as it was braced for relocation to Terminal 25.
- Approximately 20 people attended the first construction “Coffee Chat” held on February 20 to discuss recently completed construction milestones and upcoming work.
- The Street Team sent emails to 29 stakeholders located south of Yesler on two different occasions during Q1 to inform them about upcoming sheet pile installation and other in-water work that could have increased noise and vibration. They also conducted follow up site visits with two businesses in the affected area.
- The Street Team fielded and responded to approximately 100 communications in Q1 via hotline and email. The most common topics included general access to the waterfront and parking, Colman Dock access, and traffic control signs.
- Project staff delivered project briefings to seven organizations including the Construction Management Association of America, the Society of Women Engineers, the Waterfront Landings Board, Friends of Waterfront Seattle, the AWW Stakeholders Group, the AWW Parking Impacts Group, and the American Society of Civil Engineers.
- Presented three briefings to the Seattle City Council on January 13, February 10 and March 10.

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



CENTRAL SEAWALL PROJECT COST SUMMARY

In Q4 2013, following receipt of all project permits, completion of design and execution of a construction contract, SDOT established a new project baseline budget of \$331 million. This new baseline exceeds the approved funding allocations for the Seawall project, and City leadership is evaluating options for addressing the additional funding needs. Beyond the new \$331 estimated budget, the reported costs and funding identified below do not include \$35 million needed to support other cost elements including early planning phases pursuing alternate funding from the USACE, Fire Station 5 Pier structure modifications or relocation, enhanced design for precast sidewalks and additional insurance.

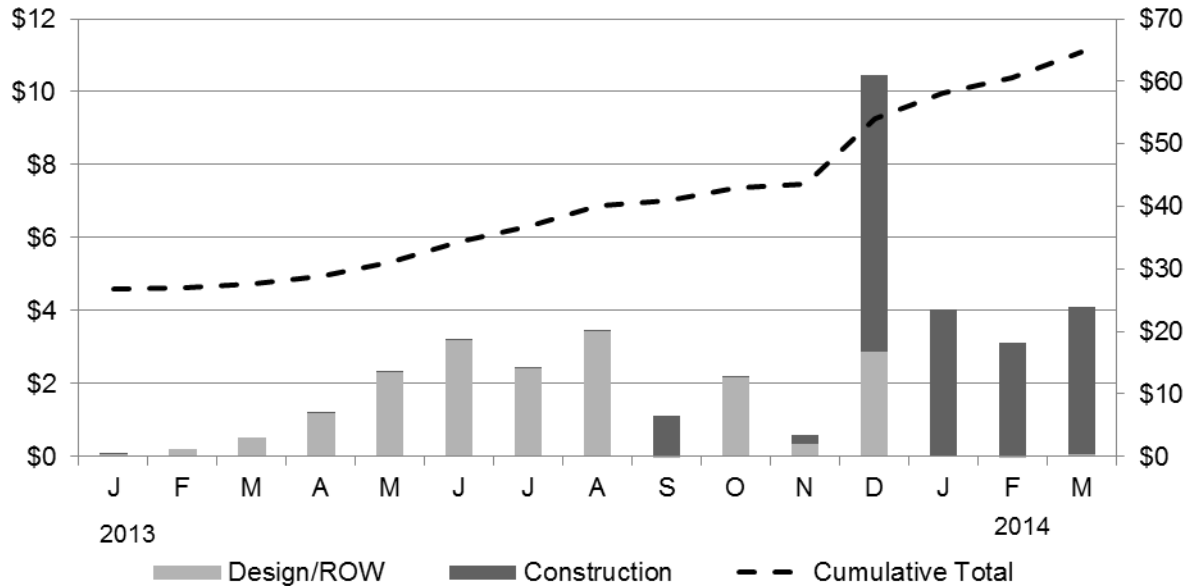
Q1 2014 expenditures totaled \$6.7M, and included construction activities and planning work to complete of the Final Supplemental Environmental Impact Statement. Life to date expenditures, shown in the table below, continue to include expenditures related to the USACE planning effort while the City works to identify alternate funding sources to reimburse the Seawall project for those expenses. Please see the Construction Progress Summary section located on page 11 for more information about work completed in Q1 2014.

Seawall Project Annual Costs and Projected Funding					
Dollars in millions					
Funding Sources	Pre-2013	2013	2014	2015	2016
Previous City Funding	\$20	\$2			
County Flood District	\$11		\$21		
30-year Voted Bond		\$25	\$41	\$130	\$44
Future City Funding*					\$6
To Be Determined					\$31
Annual Totals	\$31	\$27	\$62	\$130	\$81
*Note: This excludes \$35M to support other costs to be satisfied by other funding sources					

Q1 2014 Seawall Budget Estimate and Project Costs by Phase				
Estimates current as of March 31, 2014; Dollars in millions				
	Phase 1 – Central Seawall			
	Estimated Budget	Expended to date	Status	Complete
Environmental/Design	\$43.2	\$49.2*	Draft Supplemental EIS issued December 2013; Final Supplemental EIS to be issued Spring 2014.	Spring 2014
Construction	\$282	\$15.0	Construction underway at Waterfront Park and south of Yesler Way.	2016
Total Funds	\$325.2	\$64.3		
*Expenditures for this phase currently include \$7.7 million in planning and preparation work for the North Seawall phase of the project. North Seawall expenditures will be reported separately from Central Seawall expenditures in a future report, after the City completes close out work with USACE and the Seawall budget reset has been approved.				

Total Seawall Project Expenditures through March 2014

Dollars in millions; total dollars per month (left axis); cumulative total expended (right axis)



CENTRAL SEAWALL PROJECT CONSTRUCTION PROGRESS SUMMARY

SDOT began seawall construction on November 18, 2013, and the project started incurring construction expenditures in November and December as construction work ramped up and the contractor procured materials. As of March 31, 2014, eight subcontract packages were advertised and there were awarded subcontracts. As construction continues, the City will report progress in each of these packages.

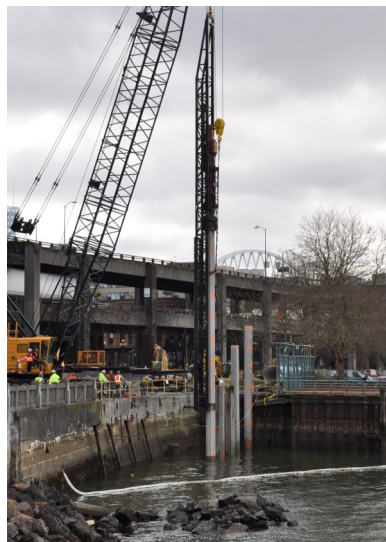
Bid Package Status and Schedule		
Bid Package	Advertised as of 3/31/2014	Target/Actual Bid Date
101A Jet Grouting	✓	7/31/2013
101B Drilled Shafts	✓	1/30/2014
102A Precast	✓	10/4/2013
102B LPS Walkway	✓	1/7/2014
103A Earthwork and Utilities	✓	2/13/2014
103B Roadway Electrical	✓	1/24/2014
104 Demo Mass Ex	✓	10/10/2013
105 Marine Habitat	✓	April 2014
106A Asphalt Paving		May 2014
106B Concrete Flatwork		May 2014
106D Permanent Signing		May 2014
106E Landscaping		May 2014

Overview of Seawall Construction January- August 2014



The Seawall Project's first major milestone was met on January 7, 2014 with the opening of the new roadway under the Alaskan Way Viaduct. This road temporarily maintains north/south traffic on Alaskan Way throughout seawall construction. It includes 5 new traffic signals and pedestrian improvements for accessibility. With traffic shifted to the new roadway, space was created in the "old" roadway location, adjacent to the piers, to build the new seawall. Parking was also replaced adjacent to the piers in areas that were not under construction.

Once the temporary roadway was opened, construction focused on the installation of a sheet pile wall in the water to protect Elliott Bay from the upland construction area. The sheet pile wall, in addition to other in-water work, was the focus of work this quarter prior to salmon migration season. Other work included installation of temporary water, sewer and power connections; relocation of the Colman Dock entrance to the north, and relocation of the Washington Street Boat Landing pergola. The pergola, which was on top of the existing seawall, was transported to a secured location at Terminal 25 at the Port of Seattle for safe storage and restoration work while the seawall is under construction.



Concrete piles installed near Colman Dock.



CENTRAL SEAWALL PROJECT PERFORMANCE

Construction Work Safety

Safety is a priority, and is demonstrated on the job site through daily job-wide stretching and safety meetings, three hour-long safety orientation meetings for all craft workers, a monthly in-depth job-wide safety meeting, and a monthly safety committee huddle.

Safety Performance Measures*		
	Q1 2014	Project to Date
Total recordable injuries	1	1
Total number of days worked*	75	109
Total days away from work	0	0
*Safety performance measures include all construction activities since the Notice to Proceed on November 18, 2013; preconstruction activities are not included.		

Environmental Compliance

There were two water quality violations in Q1 2014, the first two environmental compliance violations since the beginning of construction in 2013. In one instance, a small amount of gasoline was spilled into the bay just north of Pier 48 during removal of the Washington Street Boat Landing pergola.

In another event, a small amount of vegetable-oil based hydraulic lubricant spilled into the bay north of Pier 57. In both instances, the spills were immediately cleaned up by the contractor, written reports were submitted to regulatory agencies, as required. No further action was required for either violation, and no work days were lost as a result of these events.

Environmental Compliance Performance Measures		
	Q1 2014	Project to Date
Number of water quality violations	2	2
Number of work days lost resulting from violations	0	0
Number of other permit violations	0	0



Social Equity and Workforce During Construction

The Community Work Force Agreement (CWA) provides unprecedented agreement to promote worker diversity on the construction site and labor-management peace to support timely construction of the Elliott Bay Seawall Project. This CWA is unique in the extensive commitments to encourage workforce diversity. In addition to requirements for hiring women, and minorities, the CWA requires 15% of the workforce to live in economically distressed areas. The CWA does not apply to pre-construction services; it applies to the construction contract alone.

The data presented below reflects Q1 2014 work performed. This quarter, 12.9% of project hours were performed by women, compared to 6% seen on most City construction work. Also, 23.4% of total project hours were performed by people of color, which exceeds the project's goal of 21% but slightly less than the 25.4% seen on other City construction projects. pre-apprenticeship organizations to develop specific plans to increase apprentice utilization. We anticipate including a pre-apprenticeship measure in future reporting.

Social Equity Performance Measures*			
	Goal	Q1 2014	Project to Date**
Workforce from economically distressed zip codes	15%	17.2%	20.1%
Total project hours performed by Apprentices	15%	13.6%	13.5%
Total project hours performed by women	12%	12.9%	15.5%
Total project hours performed by people of color	21%	23.4%	24.5%

*Percentages calculated from data entered as of April 11, 2014.

** Project to Date percentages are based on work conducted November 18, 2013 – March 31, 2014.

In addition to the CWA, the City requires all prime contractors to use the City Construction Women and Minority-owned Business Enterprise (WMBE) Inclusion Plan as a material provision in the GCCM contract; the Inclusion Plan includes work performed during pre-construction and construction. For the Seawall project, the City asked the Seawall contractor to work to exceed the typical 12% WMBE utilization for roadway work. The Seawall contractor agreed to an 8% utilization rate during preconstruction work and 13% during construction. To date, the contractor has delivered 58% of the preconstruction work using WMBE firms, and all subcontract awards for construction work have achieved the 13% goal.

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; construction is anticipated after the completion of the Waterfront Core Projects.

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.

The Central Seawall Project (Phase 1), discussed above, is fully funded after the November 2012 vote. The City is evaluating funding opportunities for some portion of Phase 2 costs.

Budget: To be determined.

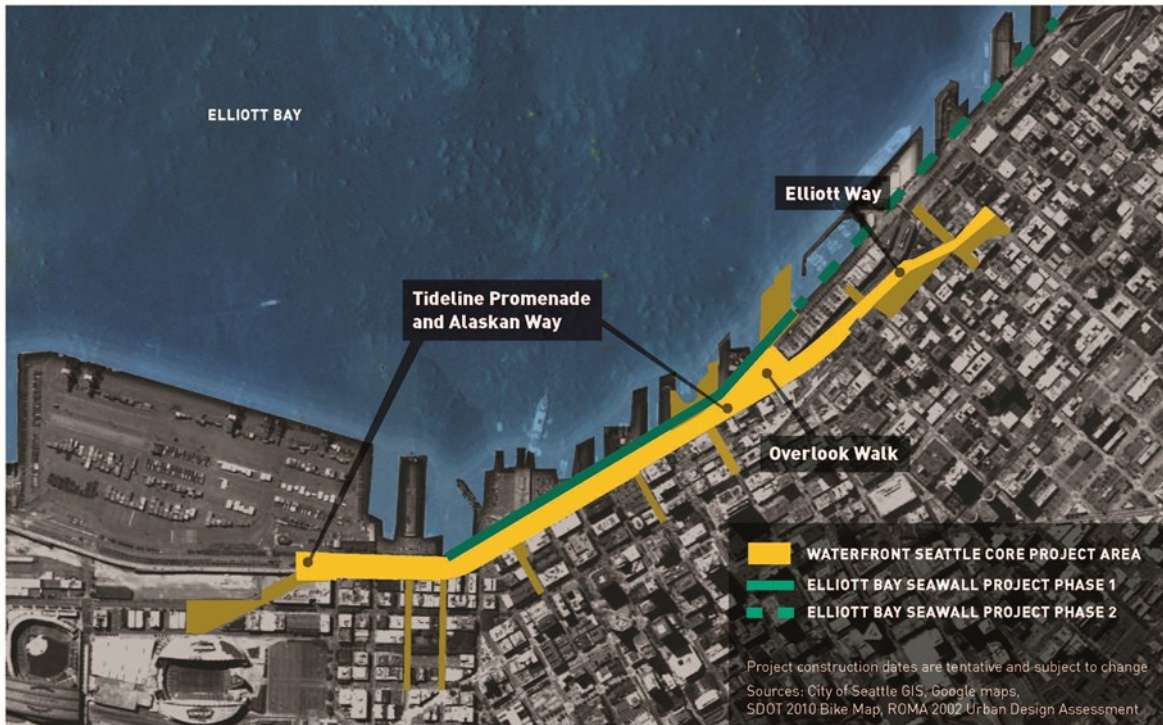
Schedule: To be determined based on availability of funding.



NORTH SEAWALL PROJECT KEY ISSUES, MILESTONES AND ACTIVITIES

As reported in the Q2 2013 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 design and environmental review schedules throughout 2013 and include a new Alaskan Way surface street built in the footprint of the Alaskan Way Viaduct and continuing toward 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. Note that the demolition of the Alaskan Way Viaduct, and decommissioning of the Battery Street Tunnel are projects included in WSDOT’s Alaskan Way Viaduct Replacement Program and the management of the design and construction of those projects lies with WSDOT.

Budget: \$510 million (Updated since the Q3 2013 report to reflect \$15M needed in ROW acquisition.)

Schedule: To date, construction start has been anticipated in 2016. The delay in the WSDOT SR 99 tunnel project will impact construction start and completion for the Main Corridor program elements. The City is working with WSDOT to better understand the implications of the tunnel boring machine delay. A revised schedule for Main Corridor elements is anticipated in the last half of 2014 as more is known from WSDOT.

MAIN CORRIDOR KEY ISSUES, MILESTONES AND ACTIVITIES

Main Corridor Milestones and Accomplishments

- Developed a 2014 work plan and began revised program funding scenario planning.
- Obtained endorsement of the 30% design from the Seattle Design Commission.
- Began Cost-Risk Assessment of all Main Corridor program elements.
- Continued work on Lighting Master Plan.
- Re-established relationships and launched negotiations with WSDOT on an agreement for funding the construction of Alaskan Way, Elliott Way, the Viaduct demolition and closing of the Battery Street Tunnel.
- 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, that will bring busses currently using the Viaduct to access downtown on a different route once the viaduct is demolished.
- Drafted legislation enabling SDOT to acquire property rights necessary to build public improvements as part of the Waterfront Program. Only seven parcels have currently been identified for potential full or partial acquisition. The vast majority of property rights acquired will be for temporary construction easements in order to build improvements to adjacent streets and sidewalks. The legislation will be submitted for Council consideration and deliberation in Q2.
- Continued Schematic Design for Overlook Walk.
- An amendment to GCB 1308, which provides for WSDOT reimbursement of ongoing design activities for Alaskan Way and Elliott Way was completed. This amendment will cover 60% design development.



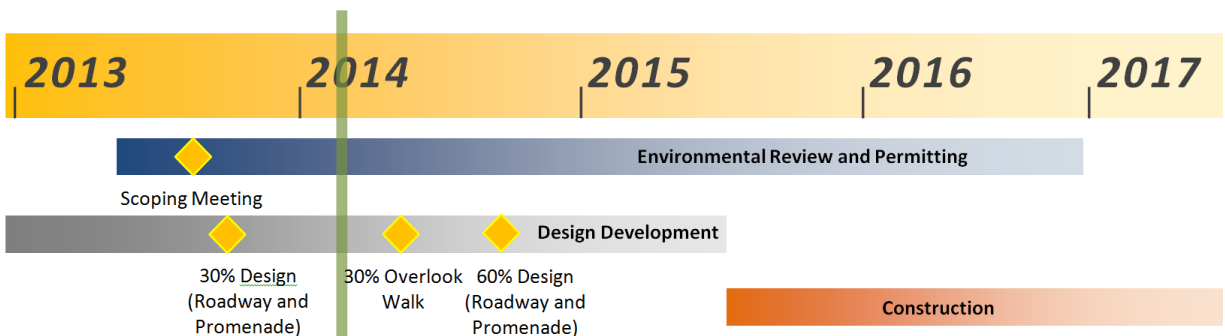
View north along the pedestrian promenade near the historic piers.



Issues

- The City is working with WSDOT to understand the implications of SR 99 Bored Tunnel delay to the Waterfront program.
- The City continues working with the Washington State Department of Transportation (WSDOT) to complete a funding agreement for design and construction of the Main Corridor roadway elements; agreement is anticipated in Q4 2014.
- The City continues to work closely with board members of the Waterfront Landings condominium building, who have expressed concern about their access from Alaskan Way and view impacts from the new Pine Street connection.
- Stakeholders remain concerned about the width of Alaskan Way south of Columbia Street. 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 between Yesler Way and S. Main Street.
- SDOT continues analysis of local transit options on the waterfront, and is working with stakeholders interested in seeing the Benson Historic Streetcar return 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 evaluate the design of the intersection at Elliott Way and Elliott Ave. Design update expected in Q2.
- 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

- Complete right-of-way acquisition legislation process for Waterfront Program, including outreach to impacted property owners and City Council deliberation and vote (Q2 2014).
- Complete Schematic Design (30% design) for Overlook Walk (Q2 2014).
- Final Local Waterfront Transit Analysis Study (Q2 2014).
- Final Seattle Waterfront Historic Streetcar Technical Evaluation (Q2 2014).
- Complete Design Development (60% design) for Alaskan Way, Elliott Way and Pedestrian Promenade (Q3 2014).
- Complete the Cost Risk Assessment and 30% cost estimate for most Waterfront Program Elements (Q2 2014).
- Complete a revised funding strategy to accompany the 30% cost estimates, along with an updated schedule for the future Local Improvement District and other potential funding sources (Q2 2014).



Photo from participants of Waterfront Week at Seattle Center Fischer Pavilion.

Community Outreach and Stakeholder Involvement

- Hosted a discussion with transportation advocates and community stakeholders, including advocates from the bicycle and pedestrian communities to discuss design updates to the Alaskan Way, Elliott Way and Pedestrian Promenade.
- Completed broad notification for and hosted four public events as part of Waterfront Week, including the Waterfront 2020 civic event, a two-day Art, Design & Play Conference and Field Day on the waterfront. *Program wide.

- Hosted an exhibitor booth at the 2014 Regional Contracting Forum to connect interested contractors with representatives from cities, counties, port authorities, and state and federal agencies. *Program wide.
- Participated in two youth-focused outreach opportunities: visited a Mercer Island High School class about sustainable development and civic engagement and participated in the Seattle Architecture Foundation Family Design and Model Building Workshop, which was focused on play on the waterfront. *Program wide.
- Participated in two large-scale community events, including the State of Downtown Economic Forum and the 42nd Annual Economic Forecast Conference. *Program wide.
- Hosted community roundtable discussion with key stakeholders, held at the Northwest African American Museum on January 15. *Program wide.

Please see the Waterfront Program-wide summary on page 32 for a more comprehensive look at outreach efforts across the program.



Updated design of the Main Corridor as of March 2014.



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 funds. Future funding includes Local Improvement District funding, future City sources and philanthropic sources. Program element costs are currently on budget for Q1 2014.

Q1 2014 Main Corridor Cost Summary Dollars in millions		
	Main Corridor Budget	Expended to date
Environmental, Design, and ROW	\$75	\$9.9
Construction	\$435	\$0
Total Funds	\$510	\$9.9

Design work on Alaskan Way, Elliot Way, and the Promenade continues to advance toward a 60% completion milestone due in Q3 2014. The design team is also hard at work preparing for the completion of the 30% design milestone of the Overlook Walk, due in Q2 2014. Note at the 30% design milestone, in general, the 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 geometry and general layout and elevation of the overlook walk will be determined. At the 60% design milestone, roadway and sidewalk plan and profiles are provided, and grading and other basic layout and detail work is presented, and right of way needs are identified. Environmental Review under SEPA began in Fall 2013. The publish date for the Draft Environmental Impact Statement has been pushed back to late Q4 2014/early Q1 2015 to allow sufficient time for discipline report research and writing and to clarify important information necessary to develop an EIS. Environmental review is expected to be complete in Q3 2015.

Q1 2014 Main Corridor Schedule Summary		
Milestones	Baseline Schedule	Actual/Forecast Schedule
Draft Environmental Impact Statement (Roadway/Promenade/ Overlook Walk)	Q2 2014	Q4 2014/Q1 2015
30% design complete (Roadway & Promenade)	Q4 2013	Q4 2013
60% design complete (Roadway & Promenade)	Q3 2014	Q3 2014
30% design complete (Overlook Walk)	Q2 2014	Q2 2014
60% design complete (Overlook Walk)	Q1 2015	Q1 2015
30% design of utilities complete (Roadway & Promenade)	Q2 2014	Q2 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 flexible activity rink, events and performances, and the possibility of an attached floating pool barge.

Budget: \$120 million

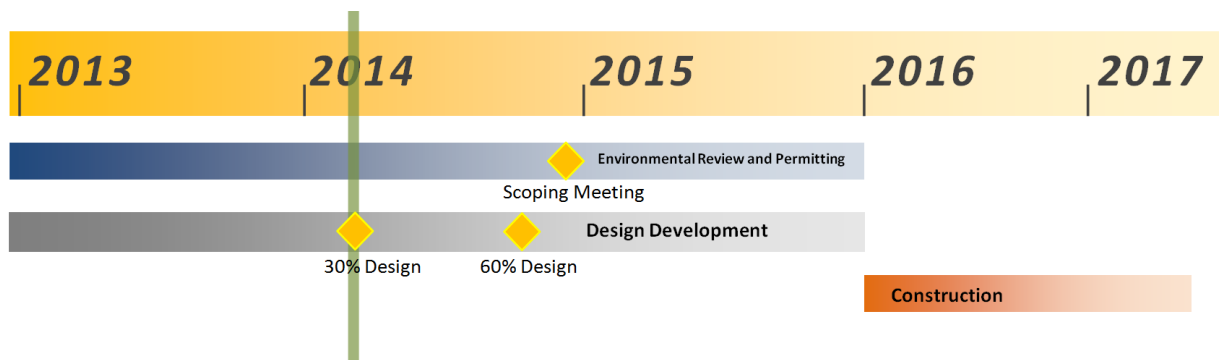
Schedule: To date, construction has been anticipated to begin in 2016. However, the delay to the WSDOT SR 99 tunnel project may impact construction start and completion for the Public Pier program elements. The City is working with WSDOT to better understand the implications of the tunnel boring machine delay. A revised schedule for the Public Piers is anticipated in the last half of 2014 as more is known from WSDOT.

PUBLIC PIERS KEY ISSUES, MILESTONES AND ACTIVITIES

Milestones and Accomplishments

- Completed Schematic Design (30% design) for Public Piers and Pool Barge.
- Selected artist Ann Hamilton for Pier 62/63 art commission, the largest art call ever issued by the Office of Arts and Culture.
- Continued Environmental Impact Statement (EIS) planning process for Public Piers.

Public Piers Milestone Schedule



Upcoming Milestones

- EIS scoping for Public Piers planned for Q2 2014.

Community Outreach and Stakeholder Involvement

- SDOT met with State and local resource agencies and tribal agencies to brief them on public pier elements of the Waterfront program and begin discussion about the projects.

Please see the Waterfront Program-wide summary on page 32 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 30 year bond approved by voters in November 2012 and existing City funds. Future funding includes Local Improvement District funding, future City sources and philanthropic sources. Program element costs are currently on budget for Q1 2014.

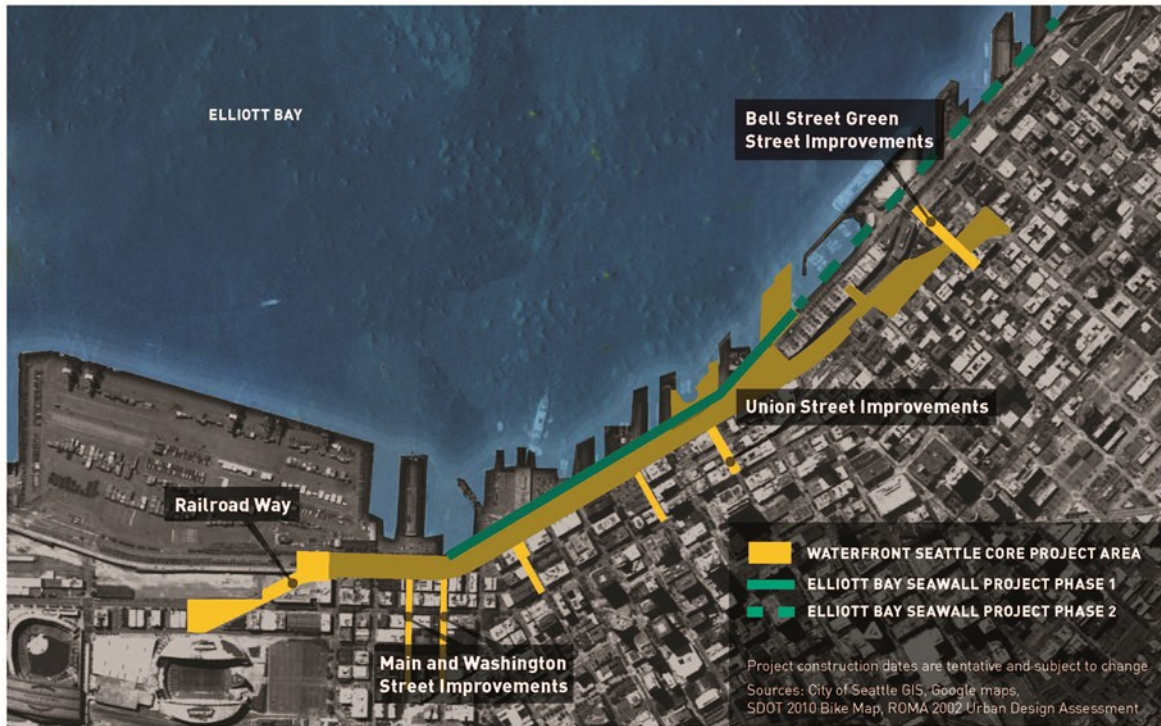
Q1 2014 Public Piers Cost Summary		
Dollars in millions		
	Public Piers Budget	Expended to date
Environmental/Design	\$18	\$2.5
Construction	\$102	\$0
Total Funds	\$120	\$2.2

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 Q1 on these program elements include advancing design to 30%, and SEPA environmental review preparation work.

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

Design and environmental review for the Public Piers is delayed from the original projections to allow sufficient time to develop a design that can be permitted and constructed.

EAST-WEST CONNECTIONS



KEY ELEMENTS SUMMARY

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, 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: To date, construction completion has been anticipated in 2019. The delay to the WSDOT SR 99 tunnel project is likely to impact construction start and completion for some of the East-West Connection program elements. The City is working with WSDOT to better understand the implications of the tunnel boring machine delay. A revised schedule for



EAST-WEST CONNECTIONS KEY ISSUES, MILESTONES AND ACTIVITIES

Milestones and Accomplishments

- Began development of the Marion Street Request for Qualification (RFQ). SDOT has decided to proceed with a typical RFQ selection process rather than an international design competition in order to maximize the City's efficiency on cost and schedule.
- Selected local Seattle public artist Norie Sato for the Union Street Art Commission.
- Completed Union Street Schematic Design (30%) and received positive, unanimous endorsement of design from the Seattle Design Commission.

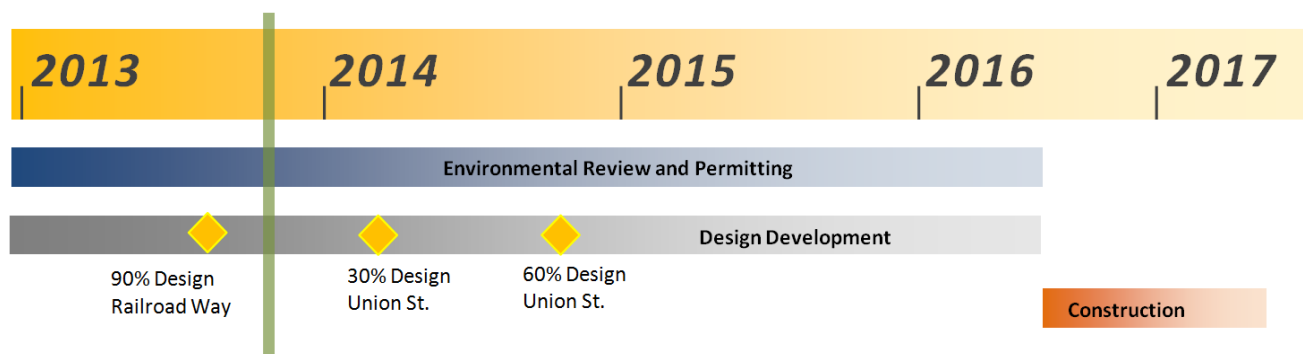
Issues

- Stakeholders on Union Street have expressed concern over a private proposal to build a gondola on Union Street. The City continues to work with stakeholders to communicate the decision-making and review process for this type of development.
- SDOT continues to meet with property owners to better understand current and future operations and access needs for properties/businesses fronting Union Street.

Upcoming Milestones

- Release Marion Street Bridge RFQ (Q2 2014)
- Complete Design Development (60% design) for Columbia Street (Q3 2014).
- Complete Design Development (60% design) for Union Street (Q3 2014).

East-West Connections Milestone Schedule



EAST-WEST CONNECTIONS COMMUNITY OUTREACH AND STAKEHOLDER INVOLVEMENT

- Distributed informational flyers to properties along the Pike Street Hillclimb highlighting temporary improvements the City is making to activate the Hillclimb, especially during Seawall construction.
- In January 2014, the Waterfront Program activated the bottom of the Pike Street Hillclimb by installing walkable art, a window application, and a wayfinding sign prototype in this busy pedestrian corridor. During Seawall construction, a strong pedestrian connection between the Pike Place Market and the Waterfront, through this corridor, is critical to the overall success of the project.

Please see the Waterfront Program-wide summary on page 32 for a more comprehensive look at outreach efforts across the program.



Rendering of Union Street alignment, including stairs and elevators on the south side of the street.



EAST-WEST CONNECTIONS COST AND SCHEDULE SUMMARY

East-West Connections program elements are currently funded through 30% design. Secured funding includes existing City funds. Future funding includes Center City property owners/Local Improvement District funding, and philanthropic sources. Program element costs are currently on budget for Q4 2013.

Q1 2014 East-West Connections Cost Summary		
Dollars in millions		
	East-West Connections Budget	Expended to date
Environmental/Design	\$12	\$2.3
Construction	\$48	\$0
Total Funds	\$60	\$2.2

Concept Design for *Main* and *Washington Streets* in the south project area is scheduled in early 2014. The 30% design effort will begin in 2015 for the *Bell Street Green Street* improvements between Elliott and First Avenues in the north project area. Union Street has been identified as a potential “early win” project and will be ready to begin construction as early as summer 2015, pending funding commitments. These improvements were identified in the Waterfront Seattle Framework Plan as key pathways or connections into adjacent neighborhoods for the Program.

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

CONSTRUCTION EXPERIENCE

The Seawall Project began construction in November 2013. Other elements of the Waterfront Program will move from design into construction over the course of the next several years, creating a near-constant state of construction along the Central Waterfront.

GOALS AND STRATEGIES

The Construction Experience Program aims to achieve a waterfront that is inviting and accessible, easy to navigate and visually articulate throughout all phases of construction. To achieve this, 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.



Prototype wayfinding pier post.

The Construction Experience program will use three strategies to support construction over the next few years to achieve the above goals. These strategies include activating public spaces to create mini destinations, creating a unified wayfinding program, and using technology and media to provide virtual access to construction.

PROGRESS TO DATE

The Construction Experience program achieved the following milestones during Q1 2014:

- Continued outreach to waterfront stakeholders on Construction Experience.
- Completed Pike Street Hill Climb plaza activation – window and ground graphic treatments.
- Installed prototype of wayfinding pier post.
- Completed design of wayfinding pier posts for installation in Q2 2014.
- Installed engaging and program branded two dimensional construction fence treatment.
- Activated empty two empty storefronts with artist installations on Western Avenue via Shunpike Storefronts Seattle program.
- Executed a partnership with Friends of Waterfront Seattle to develop and implement a Waterfront Seattle program visitor center at Union and Western Ave.



WATERFRONT PROGRAM WMBE USE 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.

SDOT has established a goal of 14% utilization rate for the Waterfront Program, and a 18% utilization rate for the Seawall project. As shown in the table below, the department has exceeded both goals for the quarter for the scoping, environmental, and design phases of the Waterfront program and Seawall project.

Waterfront Program WMBE Goals Aggregate expenditures for 2013 (Q1-Q4), Dollars in millions				
	Contract Expenditure	WMBE Spending	Goal	Actual through Q1 2014
Waterfront Program	\$4.3	\$.7	14%	16.5%
Elliott Bay Seawall	\$2.4	\$.6	18%	25.7%

WATERFRONT PROGRAM OUTREACH SUMMARY

WATERFRONT WEEK

The Waterfront Program hosted a week of civic events from March 5-9, 2014 to share information on and celebrate the updated design and progress on seawall construction. These events were designed to engage a wide variety of Seattleites, including those with an in depth knowledge of the project and those just learning what the future waterfront will mean to their city. Waterfront Week was made up four separate, but interrelated events including:

March 5, 2014 - Waterfront 2020: Civic event and design update

March 7, 2014 - Art, Design and Play: Keynote address with Liane Lefaivre

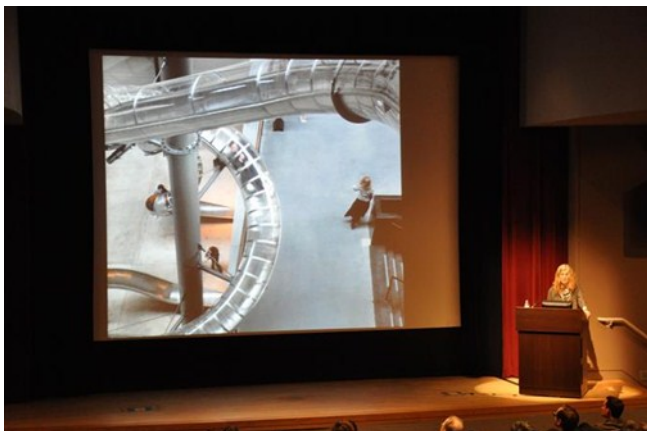
March 8, 2014 - Art, Design and Play: Ideas from Around the World panel discussion

March 9, 2014 - Field Day: Seawall construction celebration



Waterfront 2020 attendees plot journeys to the waterfront

Waterfront 2020 included a large presentation that began with an introduction to the new Office of the Waterfront by Jared Smith followed by a close look at the 30% design update with James Corner. Following the presentation there was a question and answer session with Jared Smith, Marshall Foster and James Corner. Afterward, boards and materials around the room provided forums for public conversation about the updated design and input on how people plan to travel around the waterfront. The team was particularly excited about a new interactive element at this event. In working closely with the blind community, the team shared design highlights with the visually impaired through a custom Braille document. Approximately 400 people attended Waterfront 2020, and the event was featured on the front page of that day's *Seattle Times*.



Architectural historian Liane Lefaivre kicks-off the Art, Design & Play event with her keynote address.

The two-day **Art, Design and Play** conference was put in partnership by the Waterfront Program and the City of Seattle Office of Arts & Culture. On March 7, Vienna-based architectural historian Liane Lefaivre kicked-off the conference by discussing play as a design tool for architects, city planners, and public artists for a large crowd at the Seattle Art Museum.

The following day, two sets of panelists – comprised of visionary designers, artists, and historians from across the map – presented and discussed the past, present, and future of play in art and design at Seattle's City Hall. The two day Art, Design and Play event attracted around 180 people eager to discuss the role of play and how it might be incorporated into Seattle's future waterfront.

Field Day on Sunday, March 9 was a day of educational and kid-focused activities along Seattle's waterfront. More than 600 people including many kids and families came out to get an insider's look at how to build a seawall, contribute to the Waterfront Program time capsule, adopt a gribble, and much more. In addition to having fun, these activities taught kids and adults alike the importance of rebuilding this vital infrastructure, the importance of work site safety, how the project is emphasizing habitat enhancements and more. The event brought new people down to the waterfront and engaged the people already there on a beautiful day.



SEAWALL COFFEE CHAT

With construction of the seawall underway, the project kicked off a series of informal construction progress meetings, or coffee chats, on February 20, 2014. The coffee chat was an opportunity for an insider's look at the project and

upcoming work. Attendees were able to see what the team had accomplished since the beginning of construction, prepare for what was next as construction progressed and ask the project team questions directly. Based on the success of this first coffee chat, several others were scheduled for Q2 2014.



Seawall coffee chat attendees learn more about ongoing and future construction activities associated with construction of the new Elliott Bay Seawall.

PROGRAM OUTREACH FACTS

Email subscribers	7,573
Facebook Likes	1,865
Twitter Followers	2,619

OUTREACH TO DATE

Outreach event days	188
Public meetings	19
Project briefings	260
Email updates	132

FUN FACT

During Waterfront Week, the Waterfront Program Facebook page saw a 6.57% increase in likes (up to 1,833 from 1,720). Additionally, the project team live-posted on social media for the first time ever. 25 Facebook updates were posted live from the Waterfront Week events; these posts were seen by 5,947 people!



Americans with Disabilities Act (ADA) Information: Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by contacting 206-618-8584 or seawall@waterfrontseattle.org. Persons who are deaf or hard of hearing may make a request for alternative formats through the Washington Relay Service at 7-1-1.

Civil Rights Act of 1964, Title VI Statement to the Public

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.