



WATERFRONT PROGRAM PROGRESS REPORT



Q2 2014 (March through June)

Published August 2014



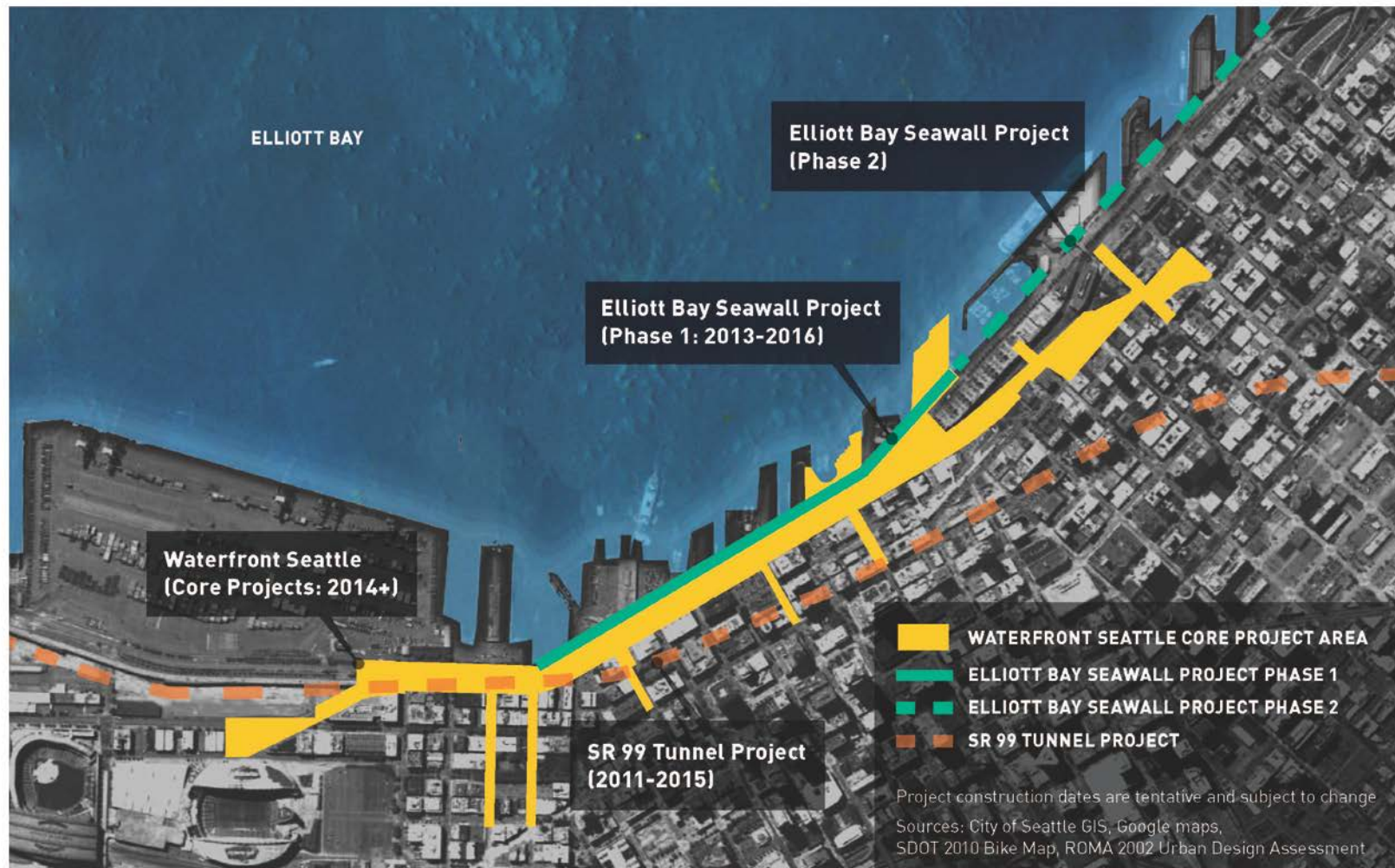
MISSION, VISION, AND PURPOSE

The 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. In January 2014, Mayor Murray created a new Office of the Waterfront to oversee the City's waterfront projects. The Office brings together under one management structure, staff from the Seattle Departments of Planning and Development, Parks and Recreation and Transportation. As described by Mayor Murray's 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."

The City of Seattle understands that accountability and transparency are foundational for public agency success, and that the benefits include increased public trust. The Office of the Waterfront and all partnering City agencies want elected officials, stakeholders, and the Seattle community to understand how project performance is tracked against the project goals.

The Office of the Waterfront and all partnering City agencies want elected officials, stakeholders, and the Seattle community to understand how the project performance is tracked against the project goals. This document is designed to provide real time reporting on program delivery, construction progress, cost and schedule updates, and performance measures that show how well we're performing against our stated goals.

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. Projects in preliminary scoping and design phases, are reported using 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.



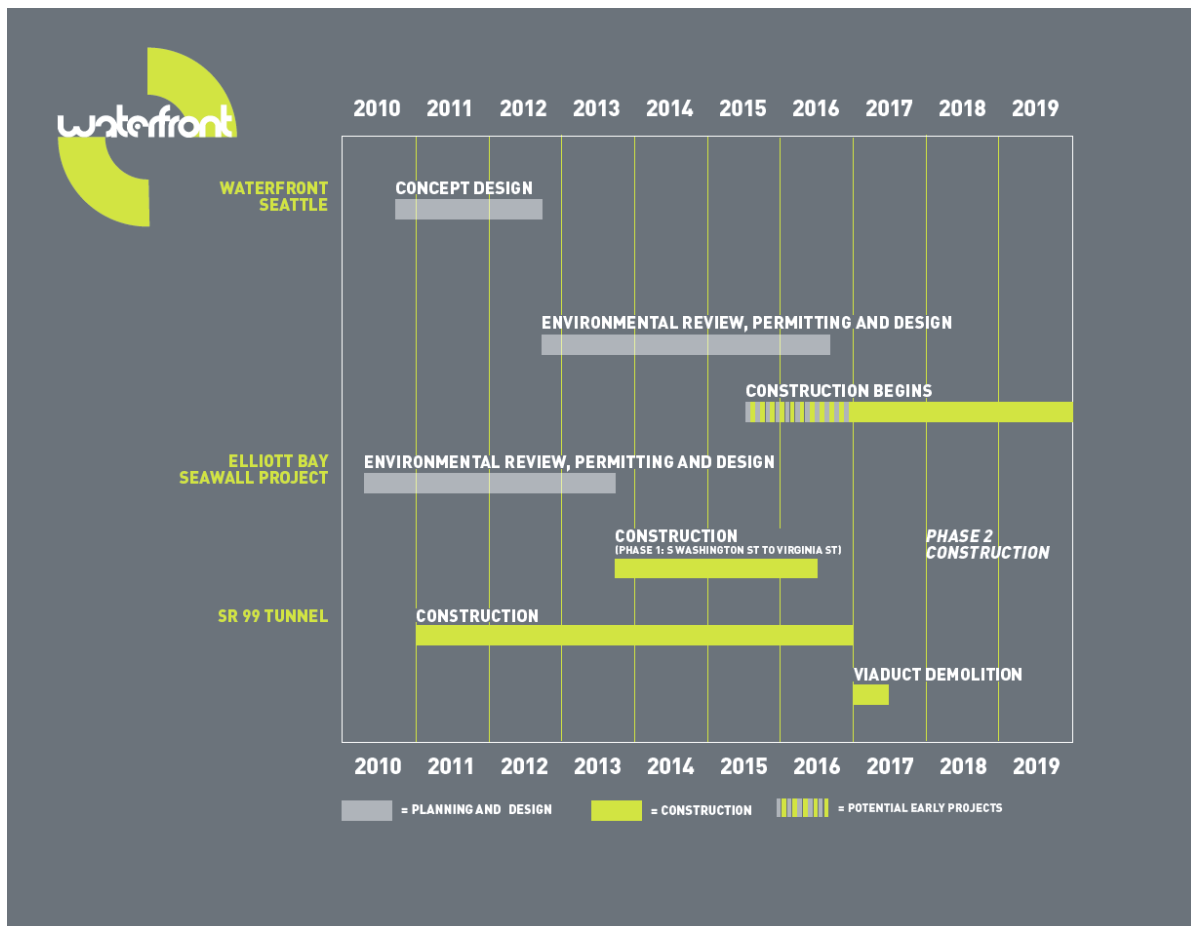


WATERFRONT PROGRAM OVERVIEW

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, administered by the Seattle Department of Transportation (SDOT). The projects range from large and technically complex to relatively small-scale street improvements. Activities and measures disclosed in this progress report, such as public engagement and environmental review 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 Program projects including the new Elliott Bay Seawall, as well as partner projects occurring within the program area.

Waterfront Program Schedule





Waterfront Program Funding

Waterfront Program projects are at different 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

East West Connections

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

Public Piers

- Union Street
- Pier 62/63

Construction Experience

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

The chart below is an approximate distribution of approved funding options and preliminary program cost estimates (based on 5-10% design) from the 2012 City Council-endorsed Waterfront Strategic Plan. Design advanced beyond 30 percent for most program elements in mid-2014; cost estimates for the program will be updated in fall 2014 to reflect these design milestones. These 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 PURPOSE

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

Budget: \$331 million for Phase 1

Q2 2014 Expenditures: \$22.5M

Expenditures to date: \$87M

Schedule: Construction completion anticipated in 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. The project will improve degraded ecosystem functions 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 be built to current seismic standards and designed to last more than 75 years. It will support the existing Alaskan Way surface street and future right-of-way uses, provide access to the waterfront piers, improve marine habitat, and support upland uses, public spaces, utilities, and buildings.

Phase 2 is planned to continue these improvements from Virginia Street to Broad Street. Details of Phase 2 are presented on page 9. Project environmental review and permitting addresses both phases of the project.

CENTRAL SEAWALL PROJECT KEY ISSUES, MILESTONES AND ACTIVITIES

Milestones and Accomplishments

On April 7, SDOT completed and published the Final Supplemental Environmental Impact Statement (SEIS) for the Seawall project, which included the City's responses to comments received on the Draft SEIS. The final document captured important updates to project effects during construction, and marked the completion of the State Environmental Policy Act (SEPA) process.



In addition to completing substantial environmental review, the project began soil improvement construction work near Colman Dock, and began creating the new foundation for the seawall. Additional construction details are provided in the construction progress summary.

Issues

Project construction challenges being managed to minimize effects to schedule and budget include applying lessons learned from ongoing difficult subsurface soil conditions and obstructions encountered during Q2 2014 soil improvement work. The project team also continues coordinating with WSDOT on the overlapping construction work areas between the seawall and the Alaska Way Viaduct projects. The Seawall project schedule previously assumed that ferry access would shift to the south in fall 2014, allowing more space for construction adjacent to the historic piers which is set to begin on October 1, 2014. WSDOT and SDOT are reassessing how ferry access will function this fall given the tunnel boring schedule delay.

Central Seawall Project Community Outreach and Stakeholder Involvement

Project outreach highlights include a media event held on May 22 at Waterfront Park to celebrate the completion of major construction work for Season 1 and the replacement of 90 on-street parking spaces in time for the summer tourist season.

Project staff delivered project briefings to seven organizations including the Waterfront Landings Condominiums, Admiral Neighborhood Association, Parkshore Retirement Community, Washington Society of Professional Engineers, Downtown Seattle Association Transportation Committee, the Concierge Guild of Seattle, and the Association of State Floodplain Managers National Conference.

Staff also provided project area tours to the Seattle Office of Intergovernmental Relations, Bellingham Technical College, two Seattle City Councilmembers, International Association of Public Participation Puget Sound Chapter, and the Society of Women Engineers. Please see the Waterfront Program-wide summary on page 21 for a more comprehensive look at outreach efforts across the program.



City representatives speak at media event celebrating the completion of major seawall construction work in the central waterfront.

Q2 2014 Outreach by the Numbers	
Fairs and Festivals	3
Pier Owner Meetings	2
Construction Coffee Chats	2
Project Briefings (including council briefings)	8
Media Events	1
Flyers distributed	200+
Emails and hotline calls	100



CENTRAL SEAWALL PROJECT COST SUMMARY

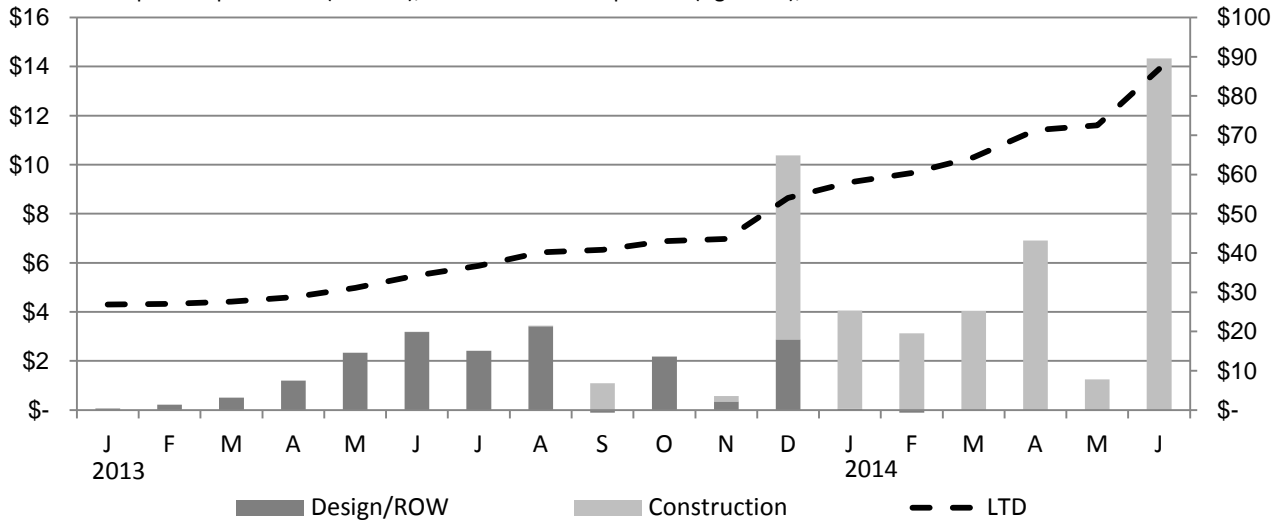
As previously reported, SDOT established a new project baseline budget of \$331 million in Q4 2013. The new baseline exceeds the approved funding allocations for the Seawall project, and does not include an estimated \$35 million needed for other project related cost elements (see Q1 2014 report). City leadership continues to evaluate options for addressing the additional funding needs.

Second quarter expenditures totaled \$22.5 million, and included construction activities as well as work to complete and publish the Final SEIS. Life to date expenditures shown in the table below continue to include expenditures related to the US Army Corps of Engineers (USACE) planning effort, which were not included as part of the new project baseline budget. Project expenditures in Q2 2014 trended as projected for overall on-budget performance.

Seawall Project Annual Costs and Projected Funding						
Dollars in millions						
Funding Sources	Pre-2013	2013	2014	2015	2016	Totals
Previous City Funding	\$20	\$2				\$22
County Flood District	\$11		\$21			\$32
30-year Voted Bond		\$25	\$41	\$130	\$44	\$240
Future City Funding*					\$6	\$6
To Be Determined					\$31	\$31
Annual Totals	\$31	\$27	\$62	\$130	\$86	\$331
*Note: This excludes \$35M of future City funding to support other costs to be satisfied by other funding sources.						

Total Seawall Project Expenditures 2013 through Q2 2014

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





CENTRAL SEAWALL PROJECT CONSTRUCTION PROGRESS SUMMARY

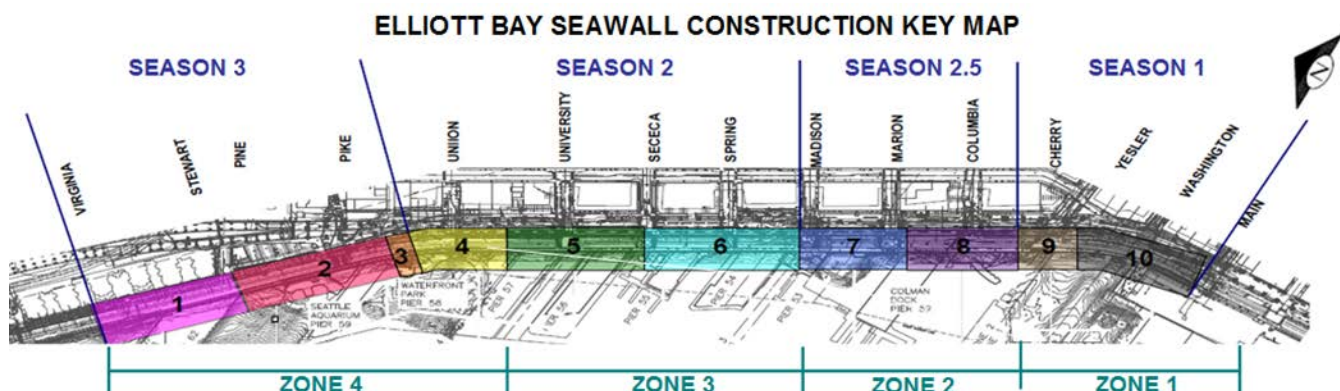
As illustrated in the map below, the project is divided into “zones” and “boxes” of work along the project alignment. The chart to the right shows construction progress through Q2 in the active boxes.

Construction activities in Q2 2014 continued to focus on landside foundation elements such as drilled shafts and jet grouting as well as utility work in the work zones located by Waterfront Park and south of Colman Dock. Planned construction in the zone adjacent to Waterfront Park was completed on time, and the area was restored for the summer tourist season before Memorial Day Weekend.

Temporary utility work in Boxes 4, 5 and 6 continued in Q2 in preparation for the start of Season 2 construction on October 1, 2014. Electrical work performed in Box 6 adjacent to Pier 56 during Q2 was critical work required to maintain service to Pier 56 during construction this coming fall.

Construction Progress by Major Work Category

Key map location	Progress through Q2 2014
Box 4	
Containment wall	100%
Temp utilities	75%
Shoring wall	65%
Mass excavation & demo	5%
Jet grout	
CIP concrete	
Precast Structure	
Backfill	
Restore utilities	
Roadway & site work	
Box 6	
Containment wall	
Temp utilities	45%
Shoring wall	
Mass excavation & demo	
Jet grout	
CIP concrete	
Precast Structure	
Backfill	
Restore utilities	20%
Roadway & site work	
Box 9 & 10	
Containment wall	100%
Temp utilities	85%
Shoring wall	65%
Mass excavation & demo	30%
Jet grout	65%
CIP concrete	
Precast Structure	
Backfill	
Restore utilities	
Roadway & site work	





CENTRAL SEAWALL PROJECT PERFORMANCE MEASURES

Construction Work Safety

Safety performance data is based on certified payroll statistics calculated at the end of each month, then compiled and presented for the quarter. In Q2 2014 there were no recordable injuries and eight first aid cases. To date, no work days have been lost due to incidents.

Safety Performance Measures	
	Project to date
Total Man hours	128,769
Total recordable injuries	2
First aid cases	8
Total days away from work	0

Environmental Compliance

Environmental Performance Measures		
	Q2 2014	Project to Date
Number of water quality exceedances*	0	0
Number of work days lost resulting from exceedances	0	0
Number of other permit violations	0	0
* Exceedances are specific to the Section 104 Water Quality Certification.		

There were no environmental compliance violations or exceedances in Q2 2014. Water quality sampling was conducted on 15 days during the quarter. Sampling determined that water quality was compliant with all applicable standards. Marine mammal monitoring was not required in Q2.

Social Equity and Work Force during Construction

Social Equity Performance Measures (CWA)			
	Goal	Q2 2014	Project to date
Percent of work force from economically distressed zip codes	15%	18.7%	17.5%
Percent total project hours performed by Apprentices	15%	15.5%	14.7%
Percent total project hours performed by women	12%	12.6%	14.6%
Percent total project hours performed by people of color	21%	33.5%	29.4%

The Community Work Force Agreement (CWA) provides unprecedented agreement to promote worker diversity on the construction site and labor-management stability to support timely construction of the Elliott Bay Seawall Project. In addition to requirements for hiring women and minorities, the CWA requires 15 percent of the workforce to live in economically distressed areas. The CWA applies only to the construction contract.

This quarter, women performed 12.6 percent of project hours, compared to 6 percent observed for most City construction work. People of color performed 33.5 percent of total project hours exceeding both the 21 percent project goal, and the 29.4 percent trend seen on other City construction projects.

A Women and Minority-owned Business Enterprise (WMBE) Inclusion Plan is also required by the City for as a provision in the GCCM contract; the City requires all prime contractors to use a WMBE Inclusion Plan. The Inclusion Plan includes work performed during pre-construction and construction phases. Invoices paid to date show the contractor has delivered 19.4 percent of the construction work using WMBE firms, exceeding the 13 percent utilization rate committed to in the contractor's Inclusion Plan. More than 30 WMBE firms are currently working on the project.



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 started 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 project 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.

NORTH SEAWALL PROJECT KEY ISSUES, MILESTONES AND ACTIVITIES

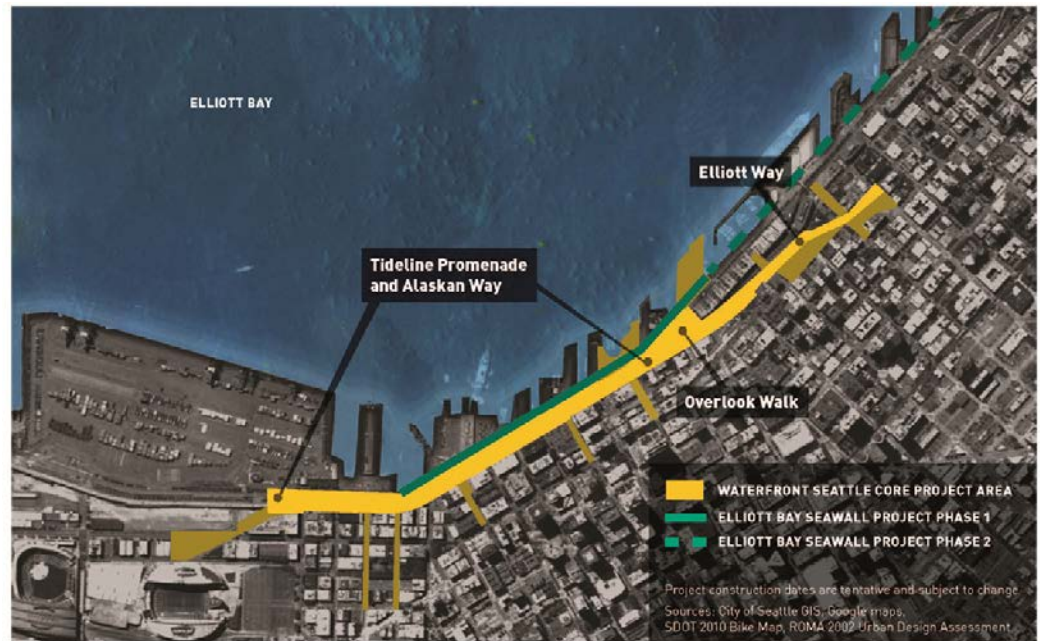
As previously reported, the US Army Corps of Engineers (USACE) determined that early work initiated in April 2013 by the City changed how the USACE evaluated the project in the Draft Feasibility Report. Consequently, the USACE will no longer consider Federal participation in the project as defined, and terminated the feasibility study. The USACE has completed close out of the feasibility study. The City will continue to evaluate potential future funding options to complete Phase 2.



MAIN CORRIDOR

KEY ELEMENTS SUMMARY

The Main Corridor program elements include a new Alaskan Way surface street built in the footprint of the Alaskan Way Viaduct and continuing on 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.



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; WSDOT is leading the design and construction of those projects.

Budget: \$510 million

Schedule: Anticipated construction to start in 2016, contingent upon potential impacts from SR 99 tunnel construction delays.

MAIN CORRIDOR KEY ISSUES, MILESTONES AND ACTIVITIES

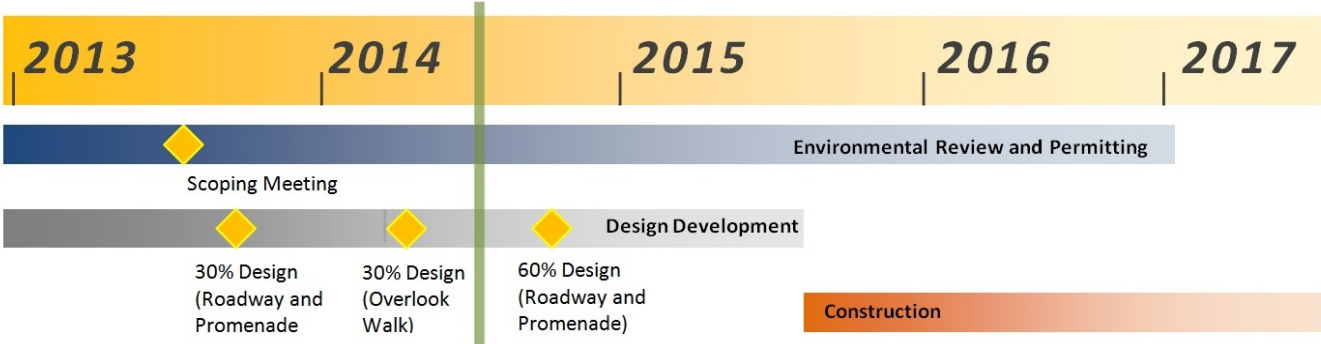
Milestones and Accomplishments

Main Corridor design progressed during Q2 2014; program elements are in varying stages of concept and design development. The Alaskan Way design is near the 60% design milestone, requiring ongoing coordination with WSDOT, Port of Seattle, Washington State Ferries, King County Metro, Seattle Fire Department, Seattle City Light and Seattle Public Utilities. The project team completed schematic design (30%) for the Overlook Walk and obtained endorsement from the Seattle Design Commission. The program also began developing plans for a playground located on the promenade near Union Street Pier, continued work on the Lighting Master Plan, and completed the Historic Streetcar Technical Evaluation as a part of the Center City Streetcar Study.



The Program completed a cost-risk assessment and a value engineering study of all Main Corridor program elements and the team is now evaluating the results. In Q2 2014, the team recommended a different, scaled down design direction from the 2012 concept design for Seneca Street previously approved by the Seattle Design Commission. The recommended design keeps the existing stairway between 1st Ave and Post Alley, and makes minimal improvements to sidewalks and parking between Western Ave and Alaskan Way.

Main Corridor Milestone Schedule



The Program proactively continued to coordinate with key stakeholders on Metro’s Southwest Transit Pathway, with the Pike Place Market Public Development Authority on design of Overlook Walk and PC-1 North “Waterfront Entrance” site, and with tribal leadership to learn more about the cultural connection with the waterfront. In partnership with the City of Seattle Office of Arts & Culture, the Program also issued a call for artists to find an artist or team to create public artwork that engages play as a theme and activity for Waterfront Seattle.

The City Council voted to approve right-of-way acquisition legislation, completing the process for the Waterfront Program. The legislation includes 142 properties, over 100 temporary construction easements and 7 permanent acquisitions. The project provided notice to 900+ property owners via certified mail, made phone calls to representatives for 142 properties, conducted briefings, provided informational materials, legal notices and follow-up communication.

Issues

The Program continues to coordinate with stakeholders concerned with the design and operations of Alaskan Way. Some 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 because of an added bus lane up to Columbia Street, and the need for ferry queuing lanes between Yesler Way and S. Main Street. The City, WSDOT, and King County are working together to reevaluate the roadway configuration, exploring possible ways to reduce lanes while accommodating all users.



The City continues to work closely with board members of the Waterfront Landings condominium building, who have expressed concern about access from Alaskan Way. SDOT continues to meet with property owners to better understand current and future operations and access needs for properties fronting the east side of Alaskan Way.

The City continues ongoing negotiations and coordination with WSDOT on several important issues. The Program is currently working with WSDOT to understand the effects of the SR 99 Bored Tunnel delay to design and construction of the Waterfront Program. As tunnel rescue operations advance and more is known about the tunnel construction schedule, the Program anticipates revising the Main Corridor schedule in late 2014 to account for tunnel construction delays. The City is also working with WSDOT to finalize a funding agreement for design and construction of the Main Corridor roadway elements. The City is working to complete negotiations for the funding agreement by Q4 2014.

SDOT continues to work closely with King County Metro and stakeholders on Columbia Street to understand and address concerns related to Metro's Southend Transit Pathway and its extension to Third Avenue.

Upcoming Milestones

- Local Waterfront Transit Analysis Study (Q3 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 (Q3 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 (Q4 2014).
- Issue Tribal Art Call (Q3 2014).

MAIN CORRIDOR COST AND SCHEDULE SUMMARY

Main Corridor program elements are currently funded through 30% design. The City continues negotiations with WSDOT to establish a cost-sharing agreement. Future funding includes Local Improvement District funding, future City sources and philanthropic sources. Program element costs are currently on budget for Q2 2014.

The City continues to update program cost information and the funding strategy. The 2012 Strategic Plan's funding scenario is undergoing a rigorous review; the aspiration goals of the 2012 Strategic Plan Budget are now being truth tested to develop a realistic financial plan. Revised program costs and budget reset are expected in Q4 2014.

Q2 2014 Main Corridor Cost Summary		
Dollars in millions		
	Main Corridor Budget	Expended to date
Environmental, Design, and ROW	\$75	\$12.9
Construction	\$435	\$0
Total	\$510	\$12.9



Previous progress reports indicated that this work would be complete in mid-2014, however further iterations in design and cost estimates were required. In addition, the schedule for Local Improvement District (LID) outreach has been pushed to 2015-2016; additional information will be presented as part of the updated funding strategy.

Environmental Review under SEPA began in fall 2013, and previous reports indicated environmental review was planned to be complete in Q1 2015. The publish date for the Draft Environmental Impact Statement (EIS) is still planned for publication in late Q1 2015, but more time is needed to further evaluate project impacts and complete the discipline reports informing the EIS. The Final EIS is expected to be released in late Q3 2015.

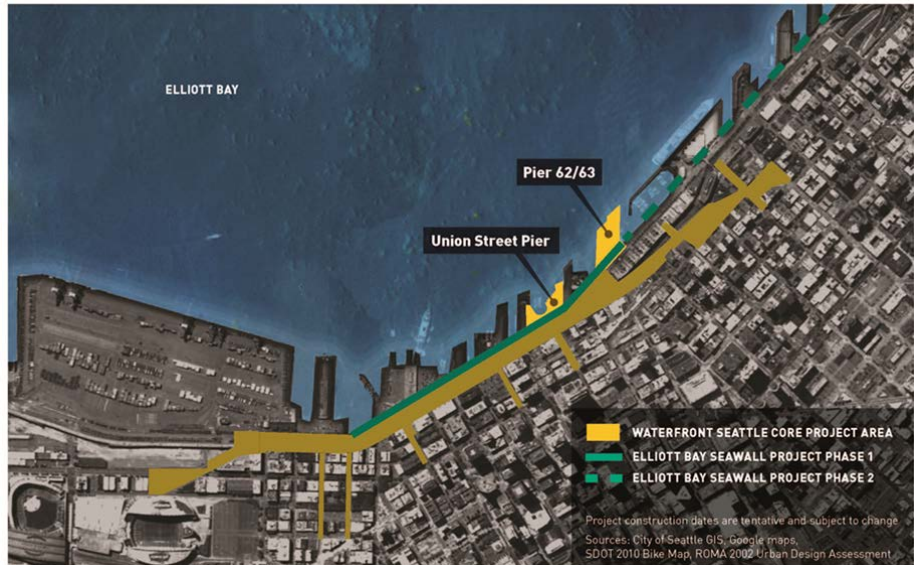
Q2 2014 Main Corridor Schedule Summary		
Milestones	Baseline Schedule	Actual/Forecast Schedule
Draft Environmental Impact Statement (Roadway/Promenade/Overlook Walk)	Q2 2014	Q1 2015
30% design complete (Roadway & Promenade)	Q4 2013	Q4 2013
60% design complete (Roadway & Promenade)	Q3 2014	Q3 2014
30% 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	Q3 2014



PUBLIC PIERS

KEY ELEMENTS SUMMARY

Public Piers program elements 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 potentially an attached floating pool barge.



Budget: \$120 million

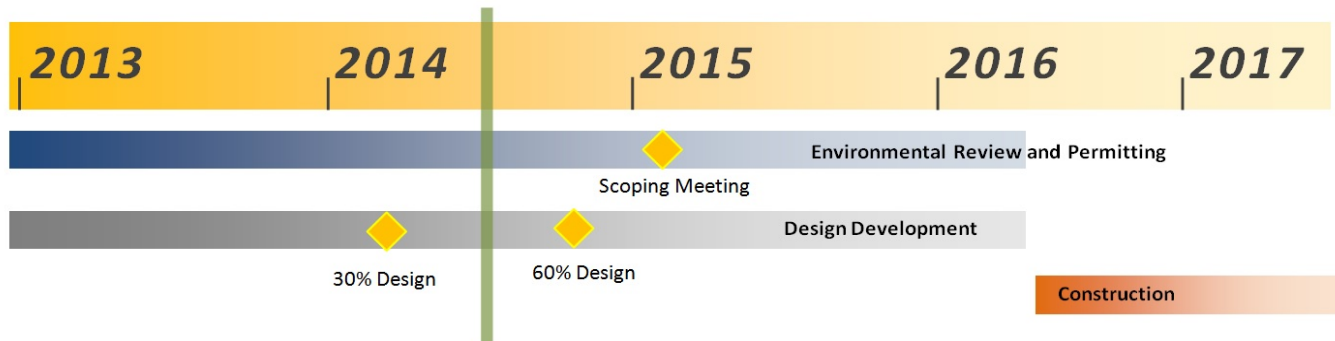
Schedule: Anticipated construction start in 2016, contingent upon potential impacts from SR 99 tunnel construction delays.

PUBLIC PIERS KEY ISSUES, MILESTONES AND ACTIVITIES

In Q2 2014, the project team reevaluated the design and construction schedule of the Public Piers in order to minimize impacts and resource overlap with other Central Waterfront projects in the same area. The planning process for the Environmental Impact Statement continued, and the schedule for EIS scoping the Public Piers was revised from Q4 2014 to now occur in Q1 2015. This schedule adjustment will allow the Program to engage in additional discussions about minimizing overwater coverage and developing additional fish-friendly habitat with stakeholders such as the Seattle Aquarium, Tribes and regulatory agencies.



Public Piers Milestone Schedule



PUBLIC PIERS COST AND SCHEDULE SUMMARY

Public Piers program elements are currently funded through 30% design. Secured funding sources include \$50 million from 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 Q2 2014.

Q2 2014 Public Piers Cost Summary		
Dollars in millions		
	Public Piers Budget	Expended to date
Environmental/ Design	\$18	\$3.1
Construction	\$102	\$0
Total	\$120	\$3.1

Q2 2014 Public Piers Schedule Summary		
Milestones	Baseline Schedule	Actual/Forecast Schedule
30% design complete	Q4 2013	Q1 2014
Environmental scoping meeting	Q4 2013	Q1 2015
60% design complete	Q2 2014	Q4 2014

Upcoming Milestones

- Define the design schedules for the Public Piers.
- Complete the EIS scoping for the Public Piers (Q1 2015).

While design advances to 60%, the environmental review has not yet begun for Pier 62/63 and Union Street Pier (today's Waterfront Park). The two public piers are owned by Seattle Department of Parks and Recreation; the design of the piers will be contracted through SDOT in close coordination with Parks. Expenditures for Q2 on these program elements include design and ongoing planning and agency coordination efforts in preparation for kicking off environmental review. Environmental review for the Public Piers is delayed from the original schedule 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 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 improve access and safety between the Stadium



District and the waterfront. Their shared activities and milestones are described together.

Budget: \$60 million

Schedule: Anticipated construction to start in 2016, contingent upon potential impacts from SR 99 tunnel construction delays.

EAST-WEST CONNECTIONS KEY ISSUES, MILESTONES AND ACTIVITIES

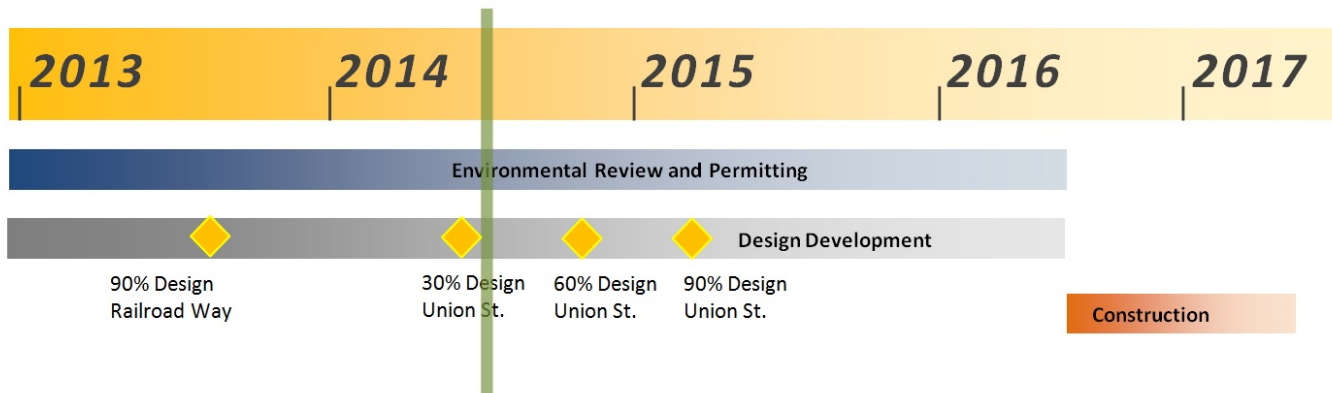
The Program advanced elements of the planned Union Street improvements by issuing a notice to proceed for the design development (60%) phase, completing the SEPA checklist for improvements, and submitting an application for a Shoreline Substantial development permit to the Department of Planning and Development. Potholing efforts during utility investigations on Union Street in June yielded an unexpected concrete overpour between Western Avenue and Post Alley, making it difficult to confirm all utility locations. This issue has caused delay to the 60% submittal of that portion of the design while the team works with Seattle City Light to confirm utility locations.

The Program team conducted five briefings with Union Street property owners, including Antiques Warehouse, Four Seasons Hotel Seattle, 98 Union Condominiums, Marketside Flats & Apartments and Seattle Steam, and met with the Seattle Commission for People with Disabilities on two occasions to discuss Union Street design. The team continued Right of Way discussions with property owners impacted by the Union Street improvements, and



is working to understand current and future operations and access needs for properties and businesses fronting Union Street. Stakeholders have expressed concern over a private proposal to build a gondola on Union Street. The City sent a letter to the gondola proposers in June, informing them that after its preliminary review based on the available information, the City does not recommend moving forward at this time with the gondola proposal due to concerns such as pedestrian and traffic functions and view impacts.

East-West Connections Milestone Schedule



The Program also completed final preparations for the release of the Request for Qualifications for the Marion Street Bridge project. The RFQ was scheduled for release in Q2 2014, but was pushed to Q3 in order to refine the project objectives, define design expectations, and more thoroughly consider design elements associated with the Washington Landings design proposals, as well as Washington State Ferries proposal to rehabilitate Colman Dock.

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 Q2 2014.

Q2 2014 East-West Connections Cost Summary		
Dollars in millions		
	Budget	Expended to date
Environmental/Design	\$12	\$3.0
Construction	\$48	\$0
Total	\$60	\$3.0



Concept Design for Main and Washington Streets in the south project area began 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 could be ready to begin construction as early as fall 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.

Q2 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	Q4 2014
Union Street 90% design	Q1 2015	Q1 2015
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.

Q2 2014 Progress

To maintain vibrancy and accessibility of the waterfront during construction, a large-scale visibility Aquarium wayfinding paint project was installed on the Viaduct at Union Street. The paint project creates a visual connection drawing visitors and potential customers from First Avenue at Union Street down to the waterfront, which will remain open during construction.

Also in Q2, 11 informational wayfinding and interpretive information panels were installed along the waterfront. These panels help waterfront visitors navigate, explore and learn about the waterfront's rich past and exciting future. Among other things, the panels highlight waterfront attractions and businesses, pedestrian routes, parking options, historical places and planned improvements to the waterfront.

The Construction Experience program is partnering with Friends of Waterfront Seattle to develop and implement a Waterfront Seattle program visitor center at Union and Western Ave. The program provided program material assets and concept design feedback during the second quarter; Friends of the Waterfront anticipates opening the visitor center in fall 2014.





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 2014-03, signed April 8, 2014, 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 an 18% utilization rate for the Seawall Project for consultant support services for 2014. As shown in the table below, the department has exceeded both goals for the second quarter and year to date for the Waterfront Program and Seawall Project for consultant services.

Please note that the Elliott Bay Seawall Project WMBE Inclusion goal and expenditures noted below are for consultant services rendered on the project and are tracked and reported separately from WMBE inclusion in construction, described on page 8.

Waterfront Program WMBE Goals and Utilization						
Dollars in millions						
	Goal	Q2 WMBE utilization	Q2 WMBE spending	YTD WMBE spending	YTD contract expenditure	YTD WMBE utilization
Waterfront Program Projects	14%	17%	\$0.7	\$1.4	\$7.4	\$19.5
Elliott Bay Seawall Project	18%	29%	\$0.7	\$1.35	\$4.9	27.3%



WATERFRONT PROGRAM OUTREACH SUMMARY

Fairs and Festivals

In Q2, the Waterfront Program and Elliott Bay Seawall Project began outreach at fairs, festivals and events throughout Seattle to share project information and engage people in educational activities. Program staff attended 9 fairs and festivals over 11 event days in Q2, reaching approximately 1,032 people.



The Seawall Project provided information about project background and construction on the waterfront, and offered hands-on children's activities including a "build your own jet grout column" craft and a magnetic seawall habitat activity.

Waterfront Seattle engaged fairs and festivals attendees through the use of its interactive photobooth set-up and Waterfront Program time capsule. Whether picturing themselves on Seattle's future



waterfront at the photobooth or reminiscing about their favorite waterfront memories while filling out a memory card, each person left with a better understanding of the Waterfront Program and had the opportunity to ask the team their questions.

Tribal Engagement

In Q2 2014, the Waterfront Program team met with tribal leaders and elders from the Suquamish and Muckleshoot tribes. Additionally, the team met with representatives from the Daybreak Star Cultural Center, an urban base for Native Americans in the Seattle area. These meetings were focused primarily on listening and learning more about the tribes' historical connection to Seattle's waterfront, their vision for the future waterfront and opportunities for long-term engagement.

PROGRAM OUTREACH FACTS

Email subscribers
6,462

Facebook Likes
1,937

Twitter Followers
2,779

OUTREACH TO DATE

Outreach event days
210

Public meetings
21

Project briefings
288

Email updates
148

FUN FACT

In Q2 2014, the Waterfront Program in partnership with the City of Seattle's Office of Arts & Culture released the first in a series of videos intended to highlight waterfront artists. This first installment featured an interview with artist Ann Hamilton and promoted the project's emphasis on bringing permanent artworks into our future waterfront space. To date, the video has been viewed more than 200 times!



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.