



WATERFRONT PROGRAM PROGRESS REPORT

Q2 2013 (April through June)

Published August 2013



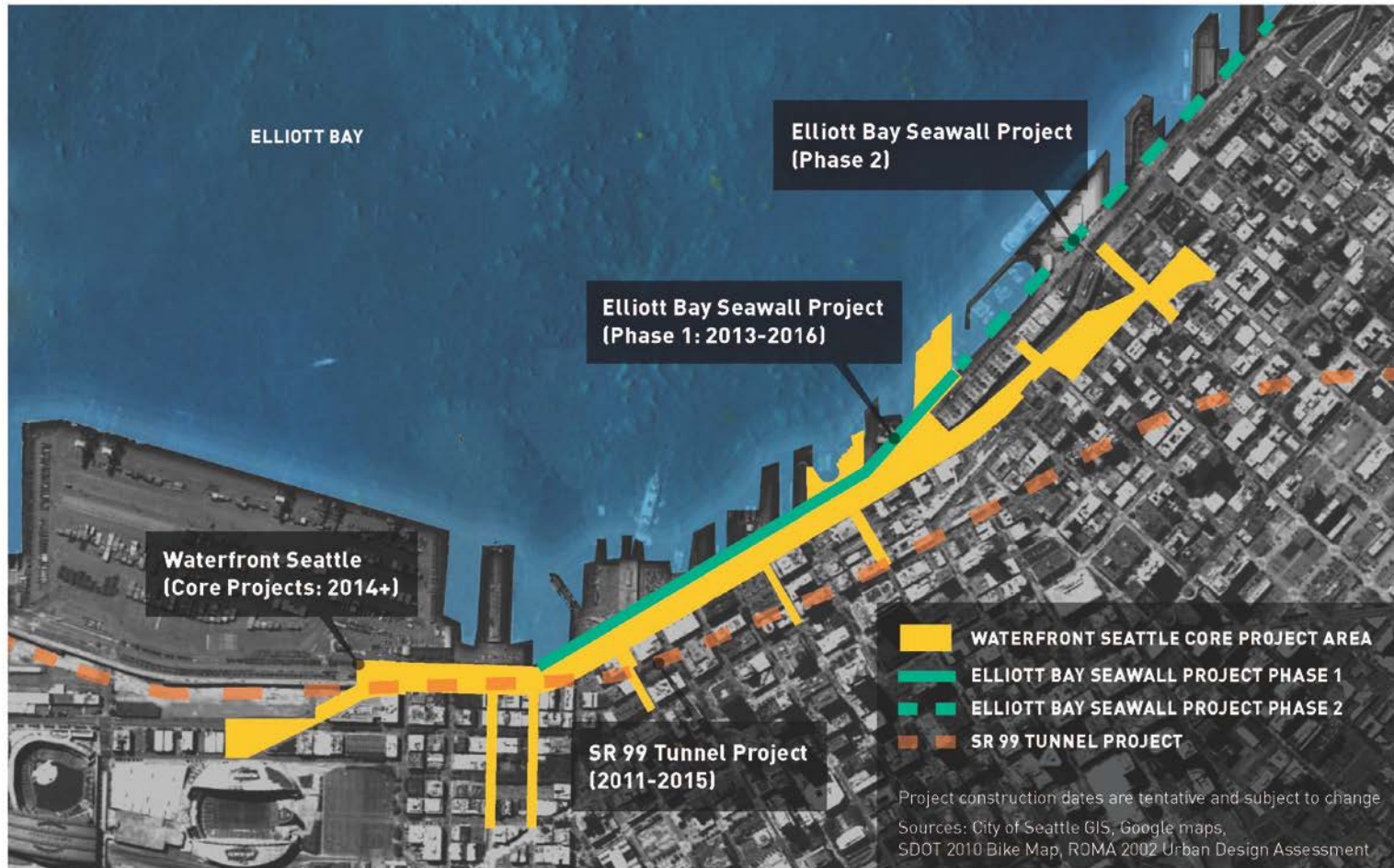


Mission, Vision, and Purpose

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.

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 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.

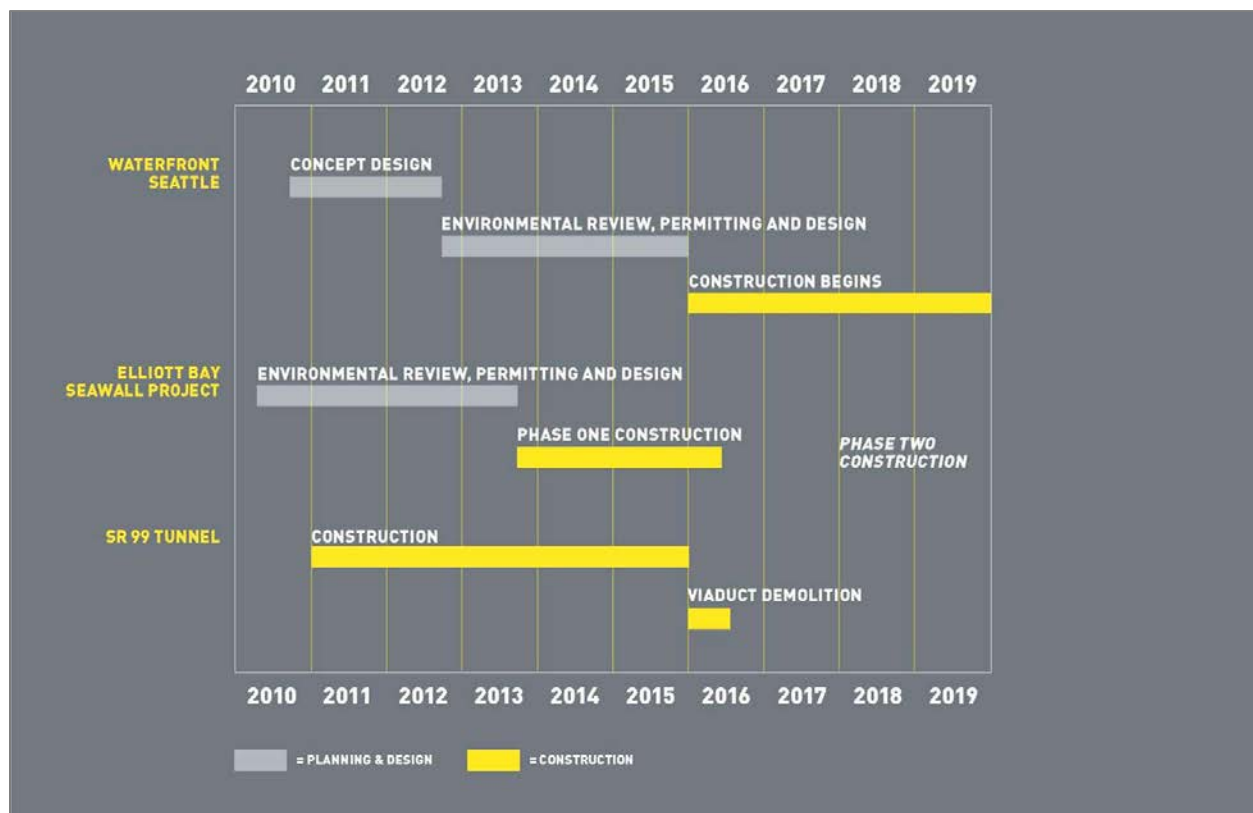




Waterfront Program Overview

The Waterfront Program is a partnership between the City of Seattle 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, are in support of 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 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
- 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 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				
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 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 future waterfront.

Budget: \$300 million for Phase 1.



Schedule: Construction Notice to Proceed anticipated September 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 will 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

- Preparatory work for fall construction was completed for “Early Work.” SDOT committed to meeting a Memorial Day weekend deadline of civil work, and met it (See Construction Progress Summary for more information).
- Completed the 90% Design/MACC Documents in May for SDOT and contractor review.
- Received a Hydraulic Permit Approval from Washington State Department of Fish and Wildlife.
- Applied for and received a Certificate of Approval from the Pioneer Square Preservation Board to temporarily remove the Washington Street Boat Landing pergola from the waterfront before major construction on the seawall and tunnel boring begins.
- Selected prequalified subcontractors to perform jet grouting for the project.



Habitat test panels on the Elliott Bay Seawall.

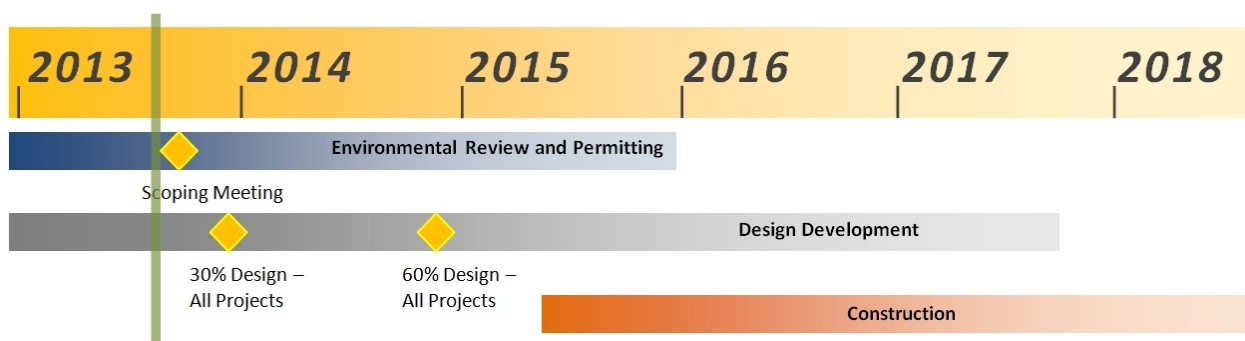
Issues

- The Seattle Historic Waterfront Association filed an appeal on the Shoreline Permit to the City of Seattle DPD in May. The City evaluated the appeal with its legal team, and worked with the Seattle Historic Waterfront Association to reach a resolution that includes constructing a portion of the project more efficiently by not having to maintain business access to some waterfront piers. The property owners will be compensated for this loss of access to retail businesses. This resolution was completed just after the close of Q2 (July 3).
 - The City’s philosophy and policy for construction projects is to provide access continuity throughout construction.



- The City recognizes that retail businesses in the historic waterfront piers have no alternate entry beyond Alaskan Way doorways. This, coupled with the complexity and scale of this one-in-a-lifetime project, creates a unique condition.
- Specific piers and business owners will be compensated for their loss of access and will close as construction is in its peak in the central pier area. Doing so allows the City to compress the construction schedule and reduce costs for maintaining temporary access.
- No compensation will be made to businesses whose access is maintained.
- The business closures would occur in the second season of the project, as early as fall 2014. Retail activities in Piers 54, 55, and 56 would be affected. On Pier 57, the businesses fronting Alaskan Way would close but the other businesses on the Pier, including the Great Wheel, would remain open. The offices and maintenance docks for Argosy Cruises will remain in operation, however passenger access will relocate to other nearby piers. Colman Dock, the Seattle Aquarium and all piers north of the central waterfront will remain open for business throughout construction.
- SDOT and Seattle City Light continued to work together to address space constraints for temporary and future utilities. The agency teams continue to evaluate:
 - Requirements for maintaining service for sensitive infrastructure in a unique and challenging construction environment,
 - Keeping the seawall project on schedule,
 - Minimizing costs to rate-payers,
 - Minimizing the need to move major transmission line infrastructure multiple times, first for seawall excavation, and then for subsequent Waterfront Seattle construction,
 - Minimizing impacts and costs associated with temporary service strategies, and
 - Minimizing impacts to customers and stakeholders associated with utility relocations.

Elliott Bay Seawall Project Milestone Schedule





Upcoming Milestones

- Estimating the project cost based on the 90% design with General Contractor/Construction Manager in anticipation of finalizing construction contract negotiations in July/August 2013.
- Third party utility relocations expected to mobilize in September 2013.
- Notice to Proceed for construction anticipated fall 2013.
- Ongoing coordination toward receipt of permits to begin substantial construction.



Outreach at the Ballard Bike Street Party on May 31.

Central Seawall Project Community Outreach and Stakeholder Involvement

In this quarter, SDOT outreach efforts focused on “Street Team” activities associated with Early Work – both continuation and completion, as well as readying the general public for upcoming fall construction. Specific activities included the following:

- SDOT provided one substantial update of the project and permitting to the Council Waterfront Special Committee.
- The Street Team sent 17 project email updates, made telephone calls to notify stakeholders of upcoming work, distributed flyers in the project area and adjacent neighborhoods, and conducted weekly field visits to waterfront businesses. These tools were especially useful to prepare the public ahead of an Alaskan Way closure that occurred April 26-28. All 72 calls and emails received during



this quarter were “closed” with follow up visits or return calls or emails. Public inquiry focused on Early Work activities, including:

- Interest in street operations with the opening of 28 new parking stalls, including signs and meters.
- Interest in bicycle speed calming signs for the multi-use path adjacent the Waterfront Landings condominiums.
- Clarifications on in specific activities during Early Work, including utility pole placement, and time required for specific activities (such as vector truck use).
- After Early Work was substantially complete, the Street Team continued to send email updates to stakeholders describing ongoing Seattle City Light utility work to be performed throughout the summer.
- The Street Team administered an online questionnaire to assess how effective communication methods were for Early Work outreach (see below).
- Two general briefings were provided to the Downtown Seattle Association Transportation Committee and the University PROBUS Club.
- Attended Eight Fair/Festival events: City Hall Open House, Seattle Maritime Festival, Alki Summer Streets, Ballard Summer Streets, Pioneer Square Art Walk, Science Expo Day, Waterfront Whimsea Family Fun Day, and Classic Weekend.
- Participated in ongoing informational stakeholder meetings with Washington State Ferries, Seattle Aquarium, U.S. Army Corps of Engineers (emphasis on Section 106 compliance), and waterfront pier owners/tenants.

Please see the Waterfront Program-wide summary on page 33 for a more comprehensive look at outreach efforts across the program.









Utility duct bank excavation during Early Work on Alaskan Way.



Early Work Outreach Survey

After early work for the Elliott Bay Seawall project was completed in May 2013, SDOT sent out a feedback survey to the project's email listserv recipients. The survey asked questions about how stakeholders received information and how they would like to receive project updates once full Seawall construction starts in fall 2013.

3. How did you receive ongoing updates about project progress and upcoming work activities? Check all that apply.			
		Response Percent	Response Count
Email updates from the project - direct		69.2%	18
Email updates from the project - forwarded to me		26.9%	7
In person - visits from the project team		7.7%	2
Project website		23.1%	6
Social media - Facebook/Twitter		3.8%	1
I watched the work from my window		23.1%	6
I did not receive project information		0.0%	0

Survey data from the Early Work outreach survey.

SDOT received 29 survey responses. Most respondents (96%) indicated they received project information most frequently from email updates, followed by the project website, and 85 percent of the responses said that the weekly email updates had the right amount of detailed information.

Other common feedback included:

- noise, particularly from loose utility covers, was disruptive to residents;
- suggestions that the project needs to coordinate movement through the waterfront, especially during special events;
- email updates and project website are useful tools for receiving the latest project information, and;
- the level of detail in the email updates is self-filtered by readers to gather the information that applies to them.



Central Seawall Project Cost Summary

All funding for the Elliott Bay Seawall Replacement project-Central Seawall/Phase 1 is secured. Life-to-date costs through Q2 2013 total \$38,437,219 million, and the City is evaluating whether the Shoreline Appeal process has a fiscal impact to the Environmental/Design or Construction phases. Q2 2013 costs include \$2M for pre-construction work such as advance field construction work, temporary roadway, etc.

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	\$42	\$300
*Note: This excludes \$5.3M of future City funding in 2016 to support Seawall costs related to the Fire Station 5 project.						

Q2 2013 Seawall Project Costs by Phase				
Dollars in millions				
	Phase 1 – Central Seawall			
	Budget	Expended to date	Status	Complete
Environmental/Design	\$40	\$38	Plans are being prepared for engineer stamp and signature, Section 106 process is critical path. Substantial early work in preparation for construction was complete in May 2013.*	November 2013
Construction	\$260	\$0	NTP for entire project anticipated September 2013.	June 2016
Total Funds	\$300	\$38		
*Note: Early work construction costs are reported under design phase expenditures, not construction.				



Central Seawall Project Construction Progress Summary

Project Permits and Approvals Update

- In May 2013 the Seattle Historic Waterfront Association filed an appeal of the Shoreline Permit to the City of Seattle Department of Planning and Development (DPD). An agreement was reached with the Seattle Historic Waterfront Association and the appeal was withdrawn.
- Progress towards obtaining critical permits was delayed due to the Shoreline Permit appeal.
- A critical remaining permit is the Section 404/10 permit from the U.S. Army Corps of Engineers (the Corps). This permit regulates in-water work and requires that the Corps complete an Environmental Assessment (EA)
- The Section 106 process engages Tribes and consulting parties on issues related to historic and cultural resources. The Section 106 Memorandum of Agreement is required in order to issue the Section 404/10 permit, and is part of the critical path for the project.
- Consulting parties and other key stakeholders have raised concerns about potential adverse effects to cultural and archeological resources. The City continues ongoing coordination in various forums and in partnership with the Corps to address their concerns.
- The City continues ongoing coordination with the Muckleshoot and Suquamish Tribes on issues related to treaty fishing rights and cultural resources, and is working to secure formal agreements later this summer.

Major Project Permits and Authorizations

Received as of June 30, 2013

Section 401 CWA Permit
City of Seattle Street Use Permit
Noise Variances
NPDES Construction Stormwater General Permit
Hydraulic Project Approval

Pending as of June 30, 2013

Coastal Zone Management Act Certification
DNR Easement (Habitat)
DNR Right of Entry
USACE Section 404/10 CWA Permit
Endangered Species Act Biological Opinion
Section 106 Memorandum of Agreement
Tribal U&A Fishing Agreements
Marine Mammal Protection Act Authorization
DPD Shoreline Substantial Development Permit
Pioneer Square Certificates of Approval
King County Waste Discharge Permit



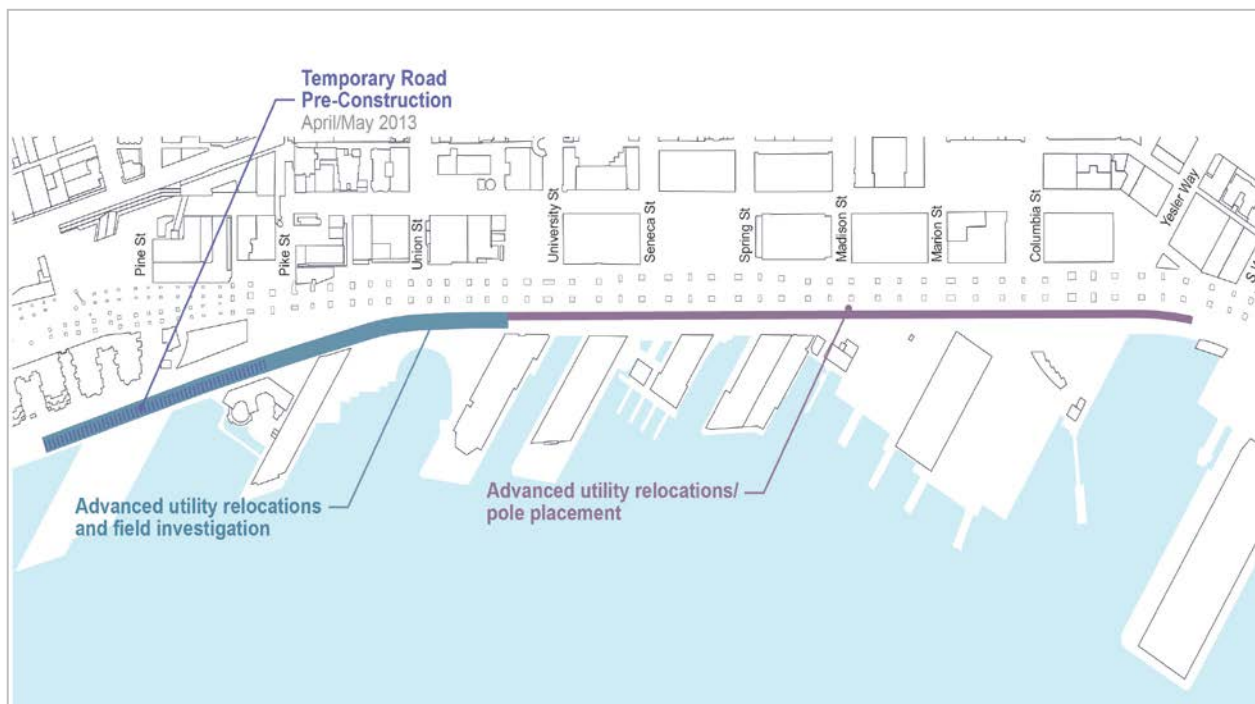
Central Seawall Project Construction Progress Summary

Early Work Construction Complete

The most significant early work to prepare for Elliott Bay Seawall construction was completed ahead of Memorial Day weekend. Completing this work is a critical step toward ensuring SDOT can begin full construction in the fall 2013. The following are highlights of the work completed:

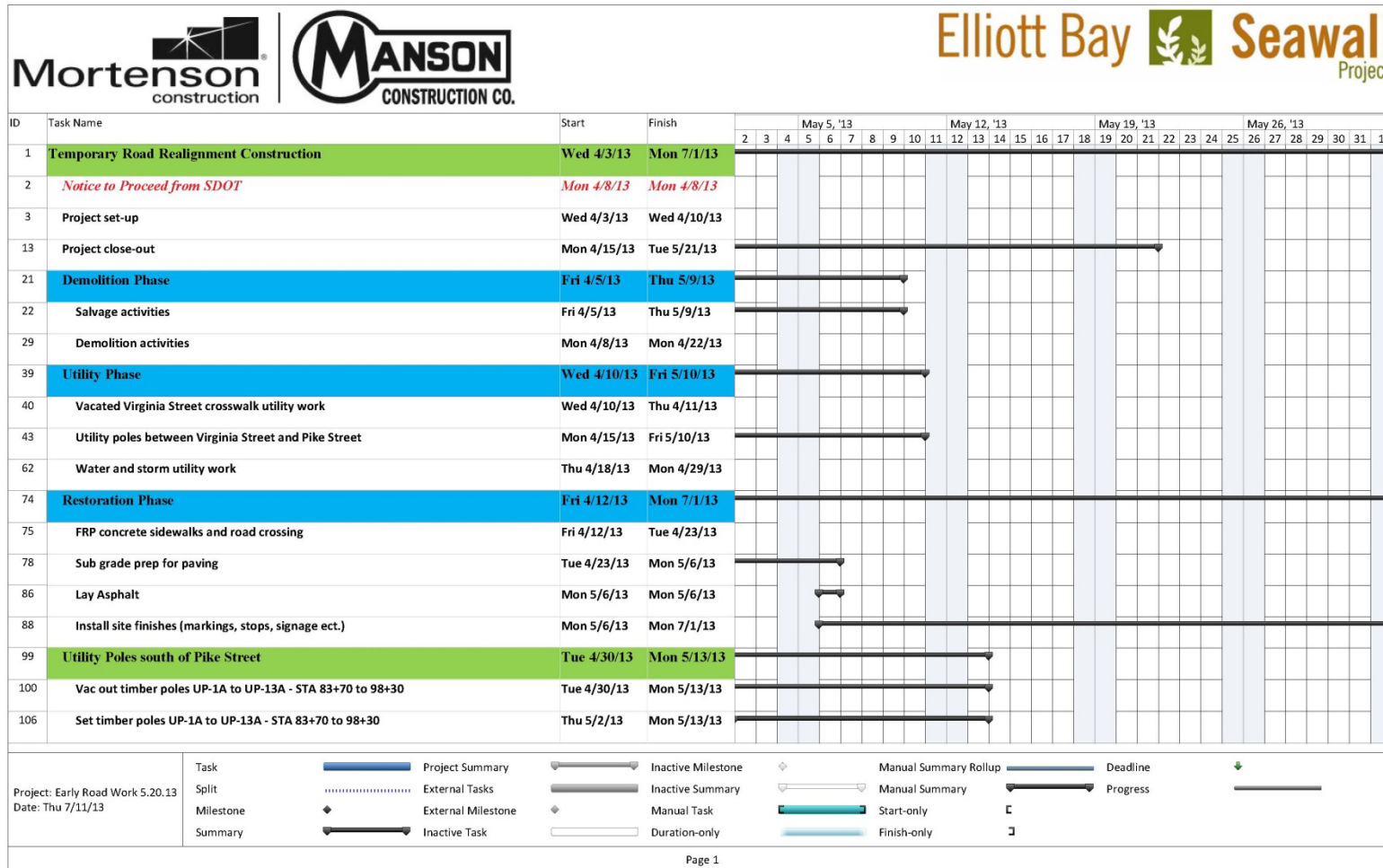
- 4,500 linear feet of conduit installed;
- approximately 500 cubic yards of material excavated and removed;
- 27 temporary utility poles installed along Alaskan Way;
- six additional “Yield to Peds” signs installed on the multi-use path adjacent to Alaskan Way, improving pedestrian and bicycle safety;
- a net of 28 new parking spaces created on Alaskan Way;
- 28 total working days, and;
- Seattle City Light continues utility work in the project area throughout the summer.

Overview of Early Work





Central Seawall Project Early Work Construction Schedule





Central Seawall Project Performance

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. 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			
	Q2 2013	Year to Date	Project to Date
Total recordable injuries	0	0	0
Number of days without an incident	57 calendar days 41 work days	57 calendar days 41 work days	57 calendar days 41 work days

Work Force

The Community Work Force Agreement 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 in fall 2013.

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

As described in the April progress report, many permits are required to begin construction on the Elliott Bay Seawall Project. The early work construction completed in May 2013 was either covered under permits already received for the project as a whole (the project SEPA EIS and NPDES permit), or SDOT received separate approval for early work, where required, such as the shoreline substantial development permit exemption and temporary noise variances. No in- or over-water work was performed, which limited the number of approvals needed.

Environmental Compliance Performance Measures			
	Q2 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 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.



Looking north along the waterfront towards Phase 2.



North Seawall Key Issues, Milestones and Activities

Milestones and Accomplishments

None to report this period.

Issues

The City was pursuing completion of a federal feasibility study with the USACE for the Elliott Bay Seawall Project. Successful completion of the feasibility study would have made the project eligible for federal funding through a possible congressional authorization in a future Water Resources Development Act (WRDA) bill. The City completed the initial Draft Feasibility Report, submitted it to local USACE (District) officials in early January, and provided funding (\$100,000) for USACE to review the document. In order to make the City eligible for federal credit for the current design and construction of the Elliott Bay Seawall Project (Phase 1), the Draft Feasibility report must be released for public review and a memorandum of understanding (MOU) executed between the USACE and the City.

In May, the USACE determined that early work initiated in April by the City (see page 12), changed how the USACE evaluated the project in the Draft Feasibility Report. The City immediately sought clarification on the USACE position, and was notified in early July that as a result of the Early Work, the feasibility study would have to consider Phase 1 of the Seawall as complete. Consequently, the USACE will no longer consider Federal participation in the project as currently defined, and is terminating the feasibility study.

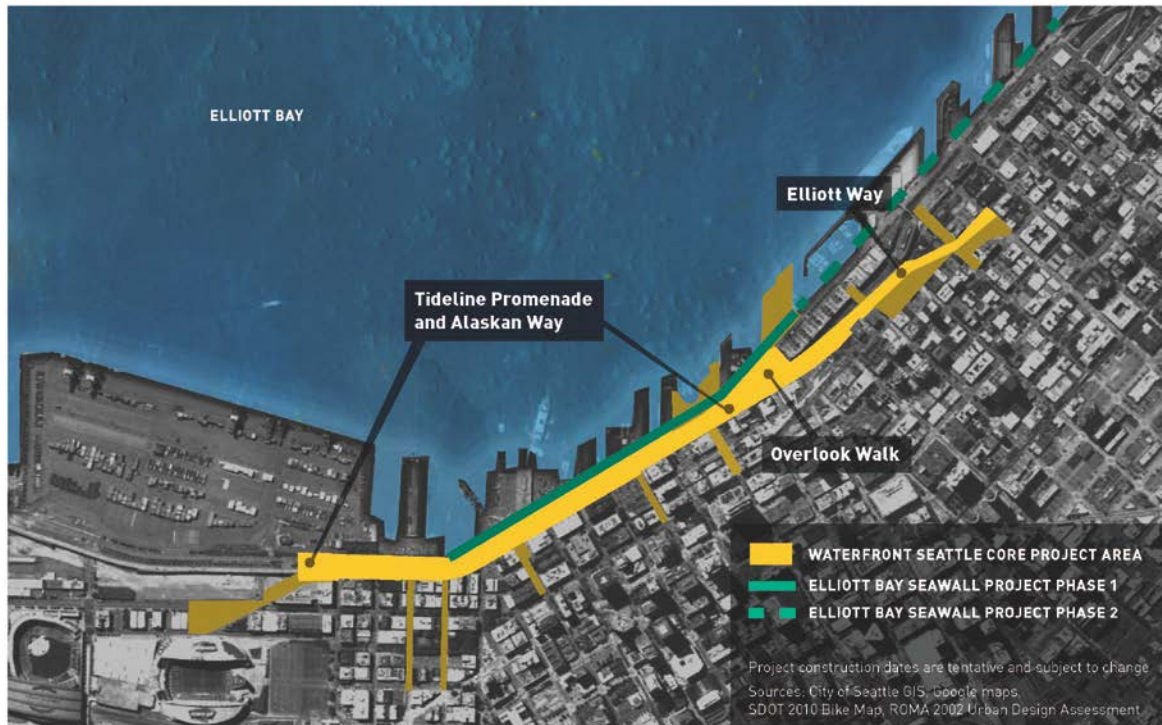
The City will work with USACE to close out the feasibility study, and will continue to evaluate potential future funding options to complete Phase 2.

Community Outreach and Stakeholder Involvement

Outreach associated with Phase 2 of the Elliott Bay Seawall Project continues to be conducted concurrently with Phase 1/Central Seawall outreach (see previous section). Please see the Waterfront Program-wide summary on page 33 for a more comprehensive look at outreach efforts across the program.



Main Corridor



Key Elements Summary

Main Corridor program elements have parallel 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 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.

Budget: \$495 million

Schedule: Anticipated for completion in 2018.



Main Corridor Key Issues, Milestones and Activities

Main Corridor Milestones and Accomplishments

- Completed analysis of bicycle facility options, including off-street path, in-street bike lanes with reduced off-street path, two-way cycle track and one-way cycle tracks northbound and southbound. Coordinated with key stakeholders, Design Oversight Subcommittee and achieved consensus on two-way cycle track option.
- Completed Draft Local Waterfront Transit Analysis Study.
- Completed Draft Seattle Waterfront Historic Streetcar Technical Evaluation.
- Completed Draft Public Space Program Report.
- Continued Concept Design for Columbia Street.
- Continued Schematic Design for Alaskan Way, Elliott Way, Pedestrian Promenade and Overlook Walk.
- Continued coordination with Pike Place Market Public Development Authority on design of Overlook Walk and PC-1 site.
- 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 coordination with key stakeholders on King County Metro's Southwest Transit Pathway; developed and analyzed options for improved transit priority on Alaskan Way.
- Continued survey of project area to provide basemap and 3D scans.
- Continued planning for Environmental Impact Statement (EIS) process for Alaskan Way, Elliott Way, the Pedestrian Promenade, and the Overlook Walk.



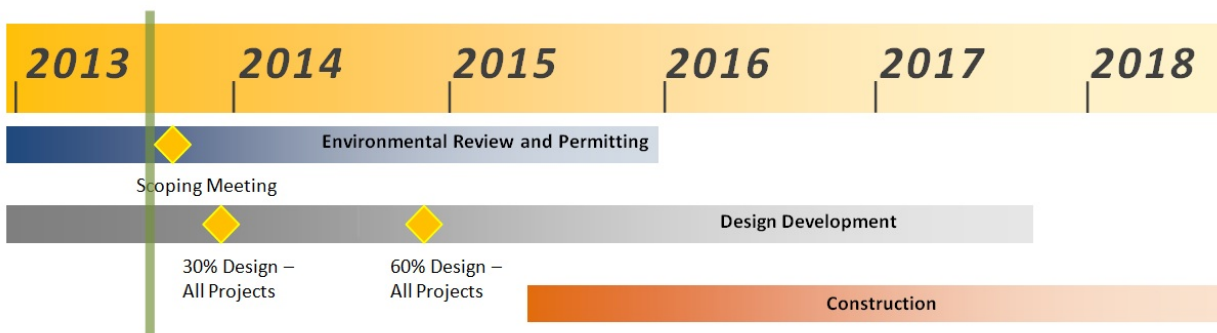
Alaskan Way street design at Columbia Street.



Issues

- The width of Alaskan Way south of Columbia Street has become a concern for stakeholders including the Pioneer Square neighborhood. 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.
- There has been an ongoing interest from community members to see 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 is meeting 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.
- Property owners and stakeholders on Columbia Street have voiced concerns regarding King County Metro's Southend Transit Pathway and its extension to Third Avenue. SDOT is working closely with Metro and stakeholders to understand and address these concerns in order to progress design.

Main Corridor Milestone Schedule



Upcoming Milestones

- Final Public Space Program Report (Q3 2013).
- EIS scoping for Alaskan Way, the Pedestrian Promenade and the Overlook (Q3 2013).
- Complete Schematic Design for Alaskan Way, Elliott Way, and Pedestrian Promenade (Q4 2013).
- Complete Schematic Design for Overlook Walk (Q2 2014).
- Final Local Waterfront Transit Analysis Study (Q4 2013).
- Final Seattle Waterfront Historic Streetcar Technical Evaluation (Q4 2013).



Community Outreach and Stakeholder Involvement

- Conducted briefings with the 15th Avenue Transportation Coalition, Seattle Freight Advisory Board and Waterfront Landings Homeowners Association.
- Conducted briefings and site visits with property owners fronting the east side of Alaskan Way to discuss operations and long-term access.
- Presented to the Central Waterfront Stakeholders Group and Central Waterfront Committee.
- Participated in AIA's Family Friendly Downtown panel discussion.
- Conducted Belltown community workshop.
- Conducted Pioneer Square community workshop.
- Attended Street+Transit Update community meeting on June 26, 2013 to share updates on Alaskan Way design and options for local waterfront transit. Approximately 300 members of the public attended to provide feedback.
- **Upcoming:** Anticipate larger-scale Belltown community meeting in Q3 2013 including Elliott Way design discussion.

Please see the Waterfront Program-wide summary on page 33 for a more comprehensive look at outreach efforts across the program.



Members of the public engage in waterfront street design at the Street+Transit Update community meeting on June 26.



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 Q2 2013.

Q2 2013 Main Corridor Cost Summary		
Dollars in millions		
	Main Corridor Budget	Expended to date
Environmental/Design	\$60	\$2.2
Construction	\$435	\$0
Total Funds	\$495	\$2.2

In 2013, all 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 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 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 is anticipated to begin in the Q3 2013 and will involve transportation analysis, review of impacts to historic resources and water quality, and archeological, noise, land use, visual, hazardous materials, and vegetation and wildlife impacts. Environmental review is expected to be complete in 2014.

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 flexible activity rink, events and performances, and an attached floating pool barge.

Budget: \$120 million

Schedule: Project anticipated for completion in 2017



Public Piers Key Issues, Milestones and Activities

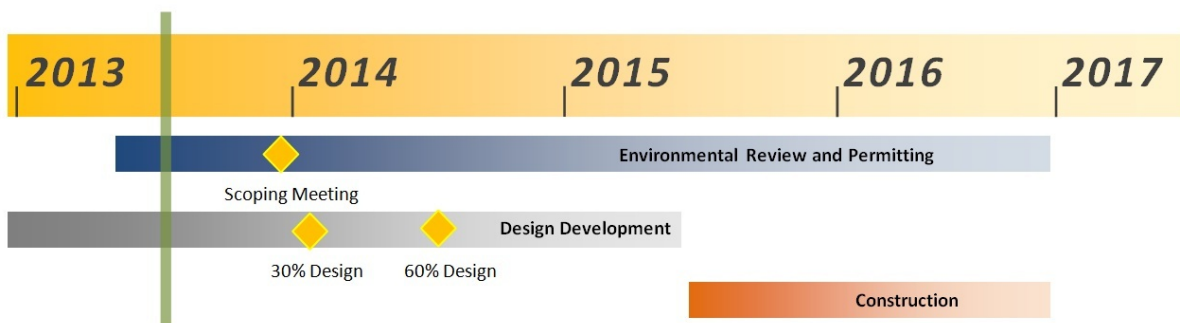
Milestones and Accomplishments

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

Issues

- The owners of Pier 57 have filed a permit application 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, and SDOT continues to work closely with the Parks Department and owners of the pier on this issue.

Public Piers Milestone Schedule



Upcoming Milestones

- EIS scoping for Pier 62/63 and Union Street Pier (Waterfront Park) (Q4 2013).
- Complete Schematic Design on Union Street Pier, Pier 62/63 and the pool barge (Q1 2014).

Community Outreach and Stakeholder Involvement

Please see the Waterfront Program-wide summary on page 33 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 Q2 2013.

Q2 2013 Public Piers Cost Summary		
Dollars in millions		
	Public Piers Budget	Expended to date
Environmental/Design	\$18	\$0.4
Construction	\$102	\$0
Total Funds	\$120	\$0.4

The design and environmental review for the two public pier projects, **Pier 62/63** and **Union Street Pier** (today's Waterfront Park) is currently underway. 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. Ongoing work on these program elements include advancing design to 30%, and SEPA environmental review. In addition to SEPA review, NEPA review will be necessary for the public pier improvements because of the in-water work required and need for a Clean Water Act Section 404 permit. This will require the preparation of an Environmental Impact Statement (EIS) conforming to the U.S. Army Corps of Engineers (Corps) NEPA requirements. NEPA review of the piers will begin in 2013.

Q2 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, 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: \$55 million

Schedule: Construction anticipated to be complete 2019.



East-West Connections Key Issues, Milestones and Activities

Milestones and Accomplishments

- Completed Schematic Design for Railroad Way including advancing design of landscaping elements, materials, lighting, and continued coordination with WSDOT South Access project.
- Began 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.
- Completed Draft Public Space Program Report.

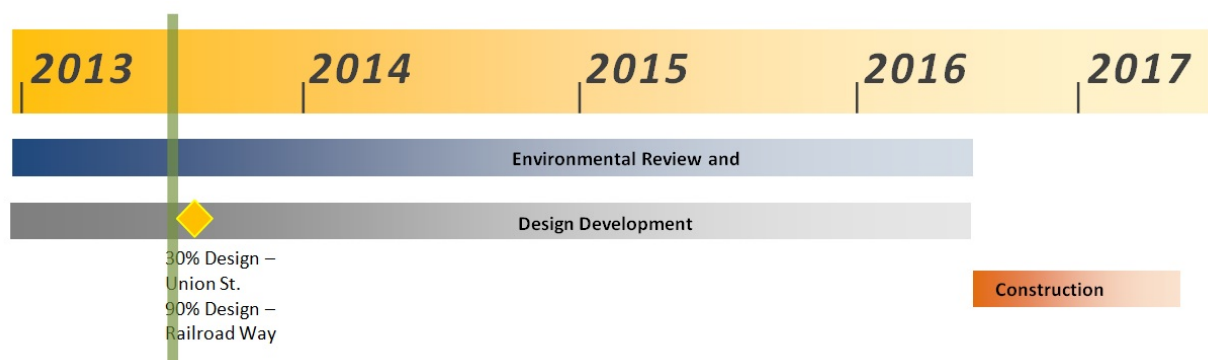
Issues

- Railroad Way is approaching final design. Permitting for Railroad Way design is underway, and SDOT is working closely with WSDOT's Alaskan Way Viaduct program and Seattle Tunnel Partners to coordinate on this project. SDOT anticipates final approvals in Q4 2013.
- Union Street presents unique design challenges given the steep grade of the street and the mixed uses adjacent to it. SDOT continues to work closely with adjacent property owners to address their needs and progress design.

Upcoming Milestones

- Complete Schematic Design for Union Street (Q3 2013).

Main Corridor Milestone Schedule





Union Street upper block design between Western Ave and First Ave.

East-West Connections Community Outreach and Stakeholder Involvement

- Conducted Pioneer Square community workshop (Q2 2013).
- Provided 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.
- Presented to Pioneer Square Preservation Board Architectural Review Committee and Seattle Design Commission to advance Railroad Way design.
- **Upcoming:** Anticipate Pioneer Square community meeting (Q3 2013).

Please see the Waterfront Program-wide summary on page 33 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 Q2 2013.

Q2 2013 East-West Connections Cost Summary		
Dollars in millions		
	East-West Connections Budget	Expended to date
Environmental/Design	\$12	\$0.5
Construction	\$48	\$0
Total Funds	\$60	\$0.5

In close coordination with WSDOT's SR-99 Deep Bored Tunnel South Access improvements, a final design for **Railroad Way** in the vicinity of the stadiums to include in the full South Access design will be complete in 2013. 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 2013, the Union Street connection will progress through 60% design as an early implementation project for the Waterfront Program.

Q2 2013 East-West Connections Schedule Summary		
Milestones	Baseline Schedule	Actual/Forecast Schedule
Union Street 30% design complete	Q3 2013	Q3 2013
Union Street 60% design complete	Q4 2013	Q4 2013
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	Q 3 2013



Construction Experience

Construction is underway on the SR 99 Bored Tunnel and demolition of the Alaskan Way Viaduct, 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 need to 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.



A gap in the fence allows people to interact with construction on the waterfront



Strategies

Three strategies will be deployed in phases between fall 2013 and 2018. They will be prioritized based on needs in a given timeframe, 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

Hillclimb Plaza

Activating the plaza at the base of the Hillclimb may include:

- a temporary film on the windows of the Integrus building to provide project info/graphics;
- application of the Waterfront Seattle logo on the floor of the plaza and up the Hillclimb to First Ave as wayfinding to the waterfront;
- installation of Waterfront Seattle yellow chairs, Waterfront ping pong table and mobile food vendors;
- construction viewing opportunities such as a raised platform, a periscope-like element, or screens or video panels for virtual observation, and;
- night time programming elements such as lighting and evening events in the plaza.



Conceptual design for window installation at Hillclimb Plaza.

Information center/storefront

Create an active construction information center /storefront near the waterfront, may include:

- staffed informational displays about the history, present and future of the waterfront, and
- art and support small events and gatherings.



Strategy 2 – Create a unified, layered wayfinding program

Use wayfinding to create interest and excitement; suggest that broad changes are emerging; provide education, context, and increase civic engagement in the project and the neighborhood; and effectively move people to desired destinations along the waterfront. Where possible, elements should be interactive and allow the community a voice and may include:

- East-west connections, from upland to waterfront, possibly with tree wraps, special lighting, AWW “wraps” or painting, and pathways through art;
- physical art commissions as wayfinding “landmarks;”
- beacons/mobile kiosks,
- a unified signage program for vehicles, pedestrians, and bikes,
- lighting, and;
- treatments to enhance construction fencing.



Strategy 3 – Provide virtual access to construction

Concept for wayfinding on the waterfront.

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. SDOT will 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.



Waterfront Program Outreach Summary

Fairs, Festivals and Events

Outreach staff from the Waterfront Seattle and Elliott Bay Seawall projects attended 16 fairs, festivals and events in Q2. Over 1,500 people visited the project booths and had conversations with staff or participated in activities.

The Elliott Bay Seawall Project booth features a magnetic seawall habitat activity and a salmon maze and gribble coloring sheets. Waterfront Seattle's kids and family photo booth – "Picture yourself on the future waterfront" – helps diverse audiences capture their connection to the waterfront, expands the project email list and encourages future engagement.



The Seawall habitat activity engages kids and their families.

Youth Engagement

Creative and effective youth engagement was a focus of Q2 outreach, including partnerships with the Seattle Architecture Foundation (SAF) and the Art Institute.



Students at SAF dig into their design ideas.

Seattle Architecture Foundation's Teen Art Generation workshop allowed teams of students to create and illustrate their ideas for a "construction experience" space at the base of the Pike Street Hillclimb.

Students in the Art Institute's Environmental Design Class were presented with Waterfront Seattle project background, context and goals and were challenged to create a unique wayfinding program for the waterfront.

Central Waterfront Stakeholders Group Meeting

The fourteenth meeting of the Central Waterfront Stakeholders Group was held on June 18. Topics included an update on King County Metro's transit pathways and Waterfront Seattle's street design progress and local waterfront transit studies. As these projects move into new phases and particularly as the seawall readies for construction, the group has been discussing the right time to sunset.



Street + Transit Public Meeting

On June 26, Waterfront Seattle shared an update on street design and local waterfront transit at the Washington State Convention Center. Approximately 300 people attended the meeting and generated 461 unique points of input by placing yellow dots, sticky notes on large feedback boards and by sharing their thoughts via comment cards.



Collaborative street design and transit discussions on June 26.

Waterfront Model on the Move

The scale model of the future Seattle waterfront was displayed at the Seattle Art Museum in the month of April, and moved to the Museum of History and Industry for May and June. The model will be traveling to Colman Dock in Q3 2013.

Ping Pong Shares Program with New Audiences

Creative engagement invites new audiences to engage with us. Waterfront Seattle ping pong table was busy at Hing Hay Park in Q2.



The table in action at Hing Hay Park.

Program Outreach Facts

Email subscribers	5,529
Facebook Likes	1,511
Twitter Followers	1,888

Outreach to Date

Outreach event days	120
Public meetings	13
Project briefings	185
Email updates	75

Fun Fact

This spring sunset photo saw more than 13 shares on Facebook, reaching around 20,000 total viewers!



Image courtesy of Dave Morrow

DaveMorrowPhotography.com



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