



WATERFRONT PROGRAM PROGRESS REPORT



Q4 2013 (October through December)

Published February 2014



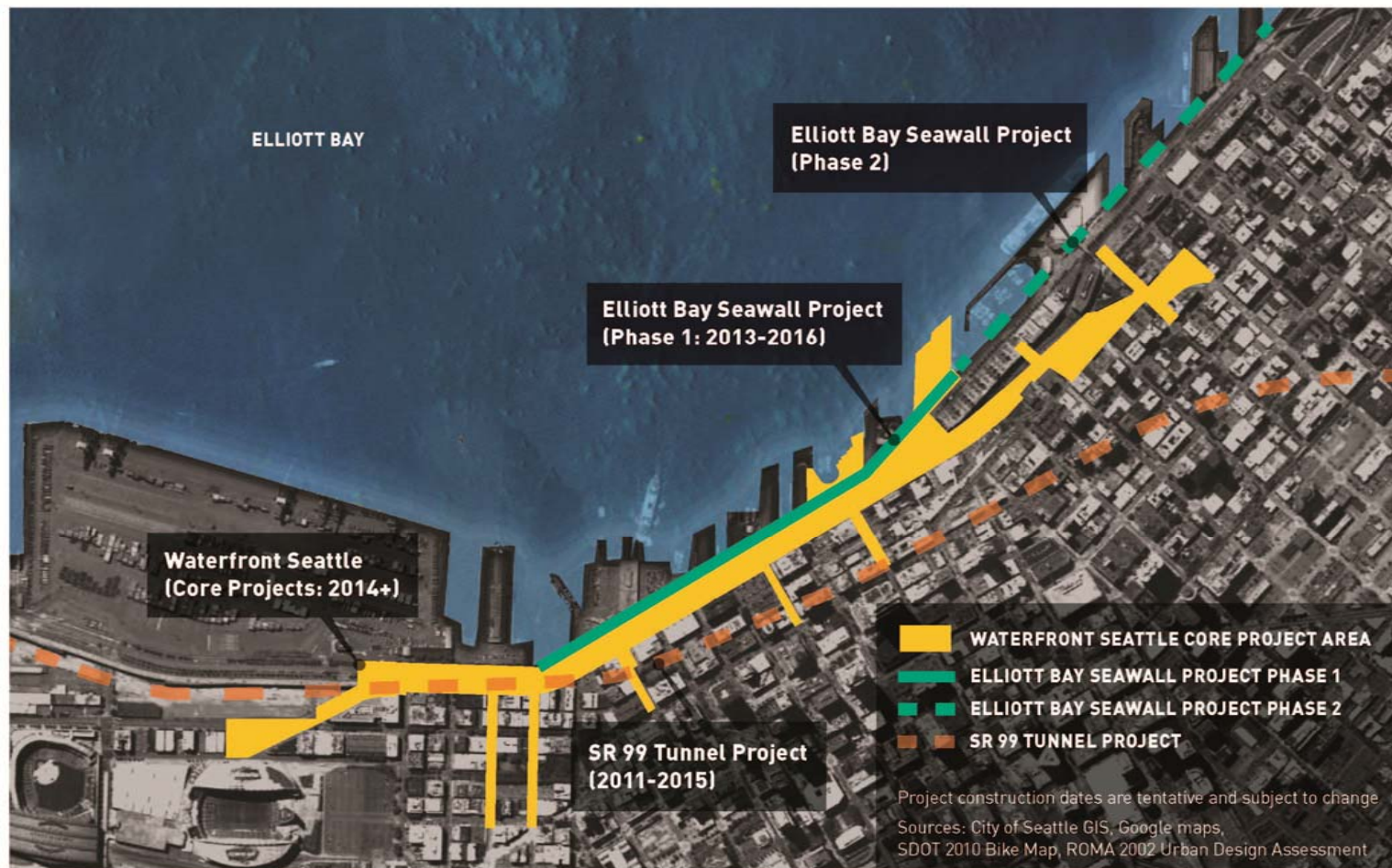
MISSION, VISION, AND PURPOSE

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.

A new City administration will lead the Waterfront Program beginning in January 2014. Mayor Murray has created a specific new position to oversee the city's waterfront projects. Jared Smith will serve as director for the Waterfront Program.

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.



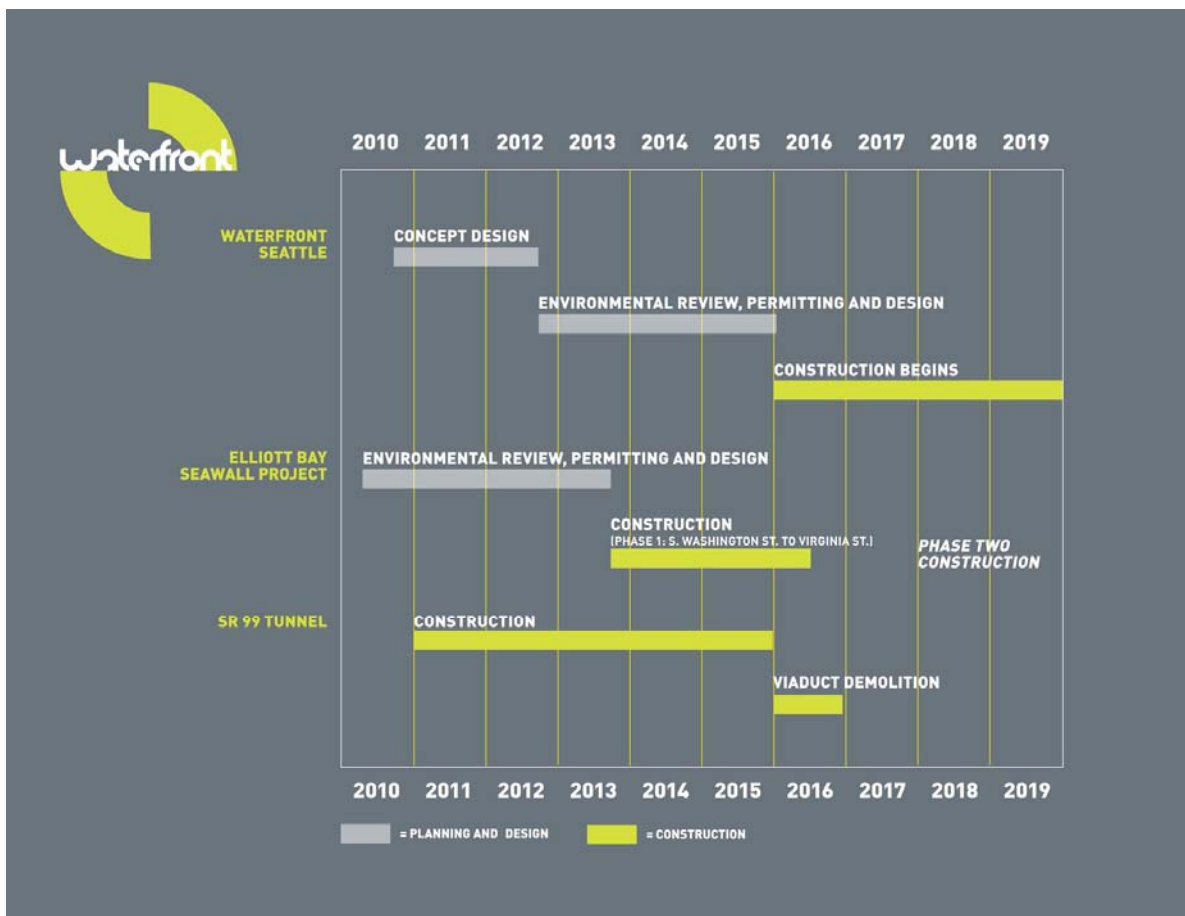


WATERFRONT PROGRAM OVERVIEW

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, 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 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 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.

Adopted Budget: \$300 million for Phase 1

Estimated Budget: \$331 million for Phase 1



Schedule: Construction began November 2013. Project completion anticipated June 2016.

PROJECT LIMITS AND SCOPE OF WORK

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

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



CENTRAL SEAWALL PROJECT KEY ISSUES, MILESTONES AND ACTIVITIES

Milestones and Accomplishments

- The City received all final permits necessary to begin the project by Q4 2013.
 - The U.S. Army Corps of Engineers executed the Section 106 Memorandum of Agreement (MOA) and issued the Section 404/10 permits in October 2013.
 - The City completed coordination with the Muckleshoot and Suquamish tribes related to treaty fishing rights and cultural resources, and secured formal agreements with both tribes.
 - As of November 2013, all required permits and authorizations necessary for Season 1 work had been received.
- The City opened a project office at Pier 55 on the waterfront.
- The first major construction contract between the City and the project General Contractor/Construction Manager (GC/CM) was executed (called "MACC 1"). Following contract execution, SDOT issued Notice to Proceed for major construction activities to begin.
- Seawall construction began on November 18, 2013, and initial construction focused on building the temporary roadway under the Alaskan Way Viaduct.
- The Construction Street Team engaged in pre-construction outreach like distributing Construction Toolkits to waterfront stakeholders, conducting site visits, and hosting a public open house.
- A Draft Supplemental Environmental Impact Statement (DSEIS) was released on December 16, 2013, evaluating whether design refinements and construction sequencing changes would cause new or increased significant adverse affects over those described in the Final EIS published in March 2013.

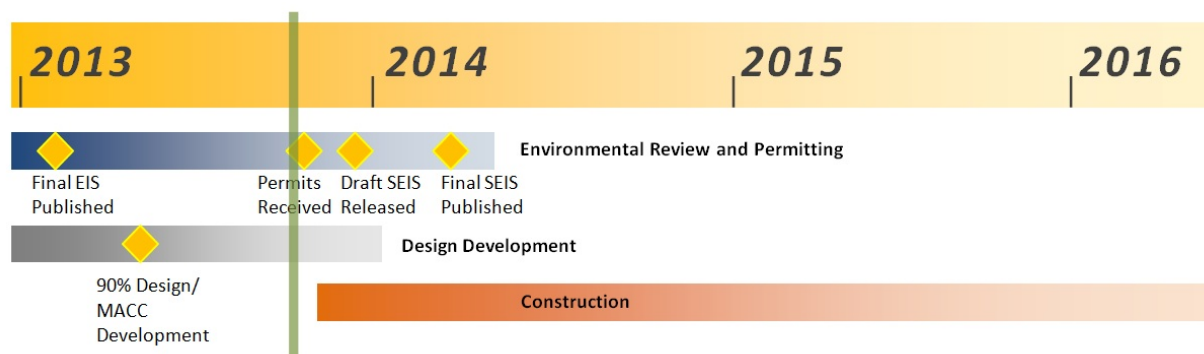
Issues

- The City established a new baseline project budget of \$331 million, a \$31 million increase over previously reported estimates for the Central Seawall project. In December 2013, SDOT advanced discussions on the new baseline budget with City leadership, and they are evaluating options to address the additional funding needs.
- The new project baseline budget now reflects project risks likely to be realized during construction, and refined design elements introduced in a complex, historic environment, including:
 - additional costs for jet grout activities;
 - agreements executed to complete permits, such as historic preservation, fishing rights, and loss of access to historic piers;
 - construction contract execution, including contingency fees;
 - establishing a City contingency budget based on known risks of project.



- The City began negotiations with the GC/CM on a second construction contract (MACC 2) for project elements that were not included in the first contract, which will result in refinements to the total construction cost of the project.
- The City continues ongoing coordination with WSDOT and Seattle Tunnel Partners to coordinate overlapping construction work scheduled to take place in Zone 1 (south end of the project). Project construction planned in this area must be complete before the fish window (February 28) closes, and will determine project construction sequencing after this first season.

Elliott Bay Seawall Project Milestone Schedule



Upcoming Milestones

- The contractor will complete the temporary roadway, and shift north/south Alaskan Way traffic under the Alaskan Way Viaduct (Q1 2014). Temporary parking will be provided on the original Alaskan Way. The temporary road will also reroute ferry queuing to Colman Dock from Madison Street to Spring Street.
- Construction will start at Waterfront Park in Q1 2014, and will include removing the sidewalk and installing the sheet pile containment wall, drilling for core samples, and utility work.
- The Washington Street Boat Landing pergola will be braced and transported off-site for storage at Terminal 25. The pergola will be restored and returned to its original location after seawall construction is complete.
- Seawall construction activities will begin south of Yesler Way in Q1 2014. The driveway entrance to Colman Dock at Yesler Way will be shifted to the north to make room to build the seawall in that area. The fountain, benches and sidewalks south of the Colman Dock terminal will be removed and replaced after construction is complete.
- Construction activities in Q1 2014 are influenced by the need to complete in-water work before the end of the fish window on February 28, 2014.



- The Draft SEIS public open house will be held on January 9, 2014 and the public comment period will close on January 22, 2014.
- The Final SEIS will be published in Spring 2014.

Central Seawall Project Community Outreach and Stakeholder Involvement

The City focused on Construction Street Team outreach and other activities to prepare for the beginning of construction during Q4 2013. Outreach activities included the following:

- A construction open house held on December 11, 2013 with project overview information, construction updates, and an opportunity to meet the Street Team and the contractor. Over 90 members of the public attended.
- Distribution of the Draft Supplemental Environmental Impact Statement as required by SEPA.
- A pier owner meeting held on December 6 to discuss upcoming construction and changes to the temporary roadway.
- The Street Team distributed over 250 Construction Toolkits in the project area and made follow up phone calls announcing the start of construction.
- The Street Team made phone calls to project area businesses to gather information about holiday activities so the project could plan to accommodate these events around construction.
- Project presence at three fair and festival events, including Waterfront Trick-or-Treat, Seattle Aquarium Discover Science Weekend, and Seattle Aquarium Winter Fishtival.
- Three project briefings to the American Public Works Association conference, University Rotary Club, and the Washington Chapter of the American Concrete Institute.
- Ongoing coordination meetings with Washington State Ferries, Seattle Aquarium, U.S. Army Corps of Engineers (with emphasis on Section 106 compliance), and Waterfront Pier Owners and Tenants.

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



Attendees at the construction open house review roll plots of the temporary roadway.



CENTRAL SEAWALL PROJECT COST SUMMARY

In Q4 2013, following completion of permits, executing the first major construction contract, and establishing contingency budgets to manage risks realized during construction, 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 Fire Station 5 Pier Strengthening and enhanced design for the new sidewalk that includes light penetrating surface designs.

Life-to-date costs through Q4 2013 total \$57.9 million. Q4 2014 expenditures included construction start-up and materials procurement, construction management ramp up, and completion and release of the Draft Supplemental Environmental Impact Statement.

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.						

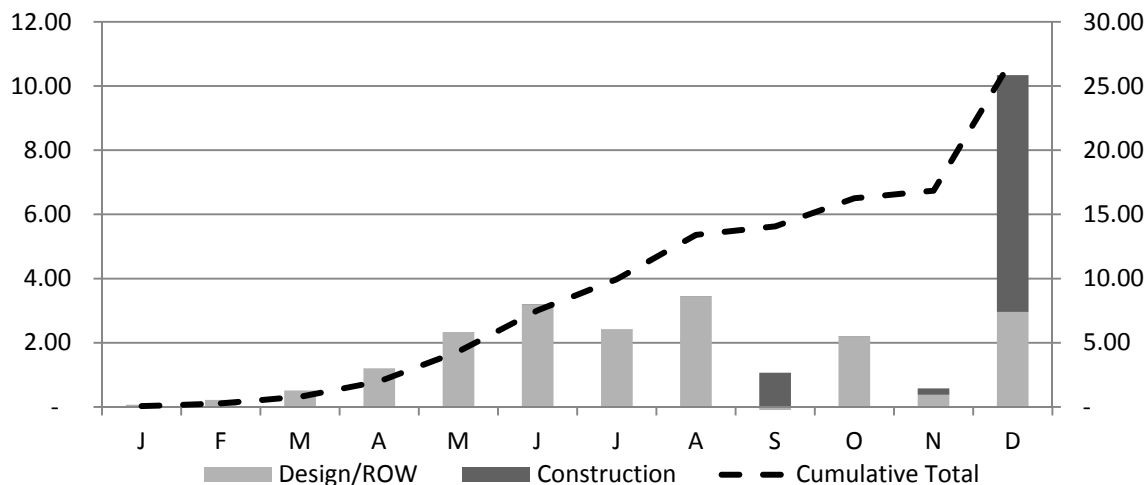
Q4 2013 Seawall Budget Estimate and Project Costs by Phase				
Estimates current as of December 31, 2013; Dollars in millions				
	Phase 1 – Central Seawall			
	Estimated Budget	Expended to date	Status	Complete
Environmental/Design	\$49	\$49.2*	Draft Supplemental EIS issued December 2013; Final Supplemental EIS to be issued Spring 2014.	Spring 2014
Construction	\$282	\$8.7**	Construction NTP issued November 18, 2013. Temporary roadway constructed under viaduct.	June 2016
Total Funds	\$331	\$57.9		
*Expenditures for this phase currently include planning and preparation work for the North Seawall phase of the project. North Seawall expenditures will be reported separately from Central Seawall expenditures in a future report, after the City completes close out work with USACE.				
** In Q3, the City reconciled expenditures between the design and construction phases to reflect construction expenditures incurred during Q2 as construction costs (whereas they were previously recorded as design phase costs).				



CENTRAL SEAWALL PROJECT CONSTRUCTION PROGRESS SUMMARY

Total Seawall Project Expenditures for 2013

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



As of December 31, 2013, SDOT and the Seawall contractor have advertised five, and awarded three trade packages to complete construction work on the new seawall. Construction expenditures increased in November and December as construction work advanced and the contractor procured materials. As major construction continues on the project, the City will report progress towards completing the elements of work in each of these packages.

Bid Package Status and Schedule

Bid Package	Advertised as of 12/31/2013	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		March 2014
106A Asphalt Paving		March 2014
106B Concrete Flatwork		March 2014
106D Permanent Signing		April 2014
106E Landscaping		April 2014



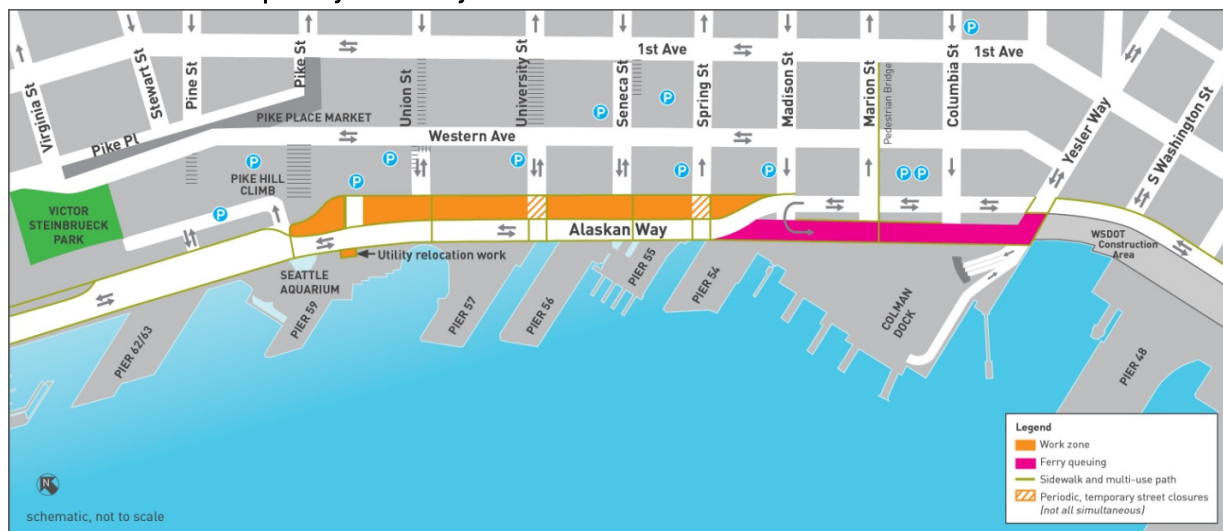
CENTRAL SEAWALL PROJECT CONSTRUCTION PROGRESS SUMMARY

The start of Seawall construction

SDOT officially began seawall construction on November 18, 2013. The Seawall Project's first step was to build a new roadway beneath the Alaskan Way Viaduct between Pike and Madison streets. Angled parking spaces beneath the viaduct and between Virginia and Pike streets were removed to make room for the new roadway, which will carry north/south through traffic on the waterfront during seawall construction.

Construction activities included removing utility poles and landscaped areas within the work zone, pavement cutting and grading the roadway surface, and building new curbs. The area was then paved and striped to create the new roadway. New electrical infrastructure and traffic signals were installed at each intersection, as well as pedestrian walkways on both sides of the viaduct.

Overview of Q4 Temporary Roadway Construction





CENTRAL SEAWALL PROJECT PERFORMANCE

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. For all construction work completed during 2013, there were no recordable injuries, only one first aid injury, and no work days were lost due to incidents.

Safety Performance Measures			
	Q4 2013	2013 Year to Date	Project to Date
Total recordable injuries	0	0	0
Number of days without an incident	44 calendar days	101 calendar days	101 calendar days
	34 work days	75 work days	75 work days

Environmental Compliance

Major construction began during Q4 2013 on the seawall, starting with temporary roadway construction. During that time there were no reportable environmental compliance violations.

Environmental Compliance Performance Measures			
	Q4 2013	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	0	0	0



CENTRAL SEAWALL PROJECT PERFORMANCE

Social Equity and Work Force 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. The CWA does not apply to preconstruction services; it applies to the construction contract alone.

The data presented below reflects Q4 2013 work performed since official construction start began on November 18, 2013. The percentages seen here are expected to change as major work increases. Two firms compose 85% of the total hours performed to date. Of those hours, 22.7% are women compared to 6% seen on most City construction work. Also, 26.9% of hours were performed by people of color, which is comparable to the 29% typically reported on other City projects.

Social Equity Performance Measures				
	Goal	Q4 2013	2013 Year to Date	Project to Date
Percent of work force from economically distressed zip codes	15	15.9%	15.9%	15.9%
Percent total project hours performed by Apprentices	15	13.7%	13.7%	13.7%
Percent total project hours performed by women	12	23.7%	23.7%	23.7%
Percent total project hours performed by people of color	21	27.1%	27.1%	27.1%

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, which includes work performed during pre-construction and construction phases. 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. Phase 1 is fully funded after the November 2012 vote; the City is evaluating funding opportunities for some portion of Phase 2 costs.

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

Budget: To be determined.

Schedule: To be determined based on availability of funding.

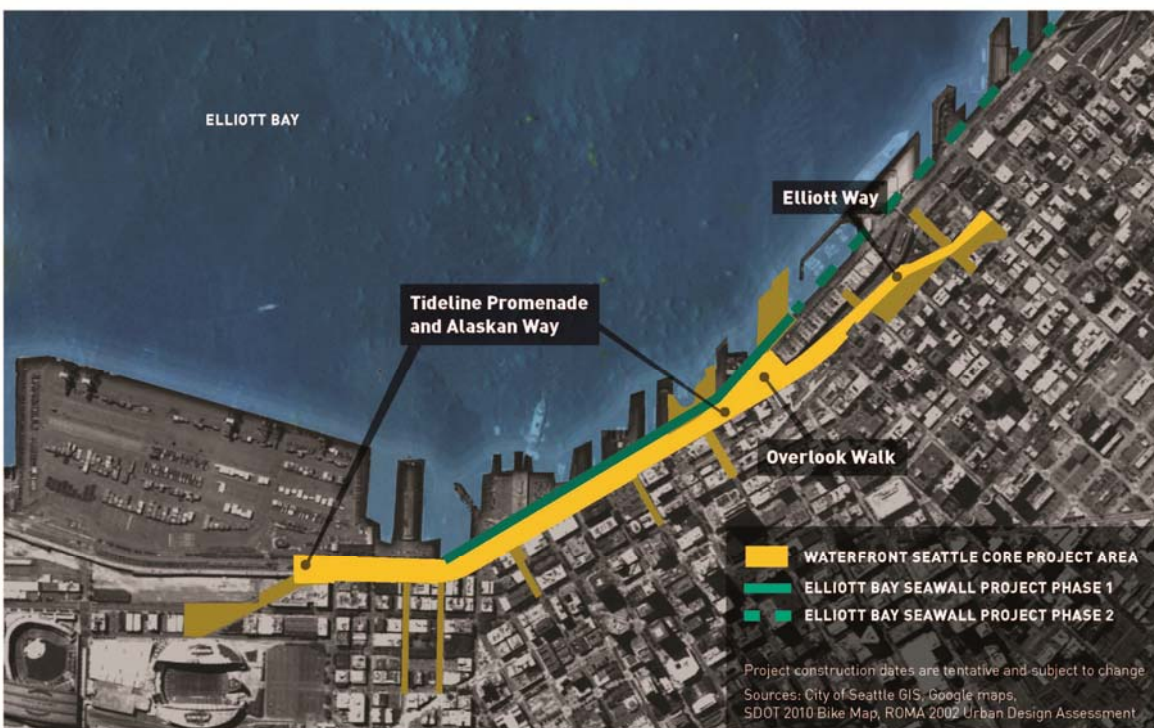


KEY ISSUES, MILESTONES AND ACTIVITIES

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

Schedule: Construction anticipated to be complete in 2019.

MAIN CORRIDOR KEY ISSUES, MILESTONES AND ACTIVITIES

Main Corridor Milestones and Accomplishments

- Completed Schematic Design for Alaskan Way, Elliott Way and Pedestrian Promenade (30% milestone).
- Released public Scoping Report for Alaskan Way/Promenade/Overlook Walk EIS.
- Continued Schematic Design for Overlook Walk.
- Began drafting Lighting Master Plan.
- Completed Utility Master Plan.
- Selected artist Stephen Vitiello for sound-based art commission for waterfront.
- Continued coordination with property owners on the east side of Alaskan Way to share project information and understand existing access and uses on Alaskan Way.
- Completed Final Public Space Program Report.
- Continued coordination with Pike Place Market Public Development Authority on design of Overlook Walk and PC-1 site.
- Continued coordination with key stakeholders on King County Metro's Southwest Transit Pathway.



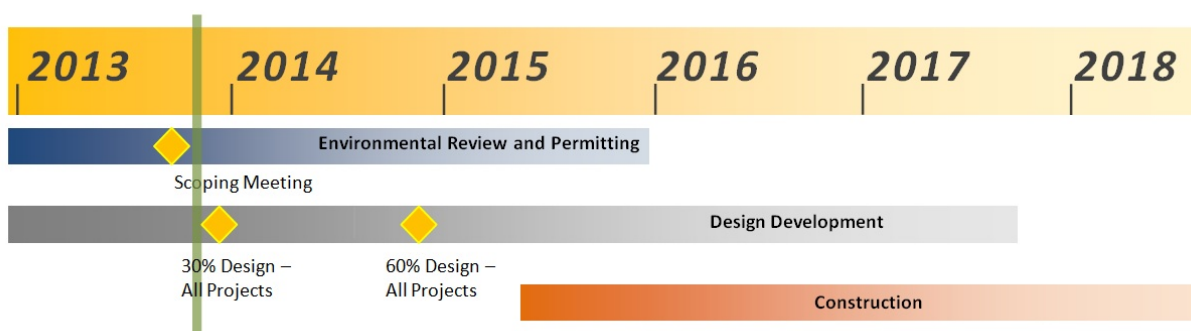
View north along the pedestrian promenade near the historic piers.



Issues

- 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 Q3 2014. An amendment to GCB 1308, which provides for WSDOT reimbursement of ongoing design activities, is expected in Q1 2014. This amendment will cover 60% design development.
- 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.
- 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.
- Community members remain interested in seeing the Benson Historic Streetcars returned to the waterfront. SDOT continues analysis of local transit options on the waterfront, and is working with stakeholders to identify the best transit option.
- SDOT continues to meet with property owners to better understand current and future operations and access needs for properties/businesses fronting the east side of Alaskan Way.
- SDOT continues to work 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 a Cost Risk Assessment for Alaskan Way, Elliott Way and Pedestrian Promenade (Q1 2014).
- Begin legislation for right-of-way needs for Waterfront Program (Q1 2014).
- Complete Schematic Design for Overlook Walk (Q1 2014).
- Begin LID property owner outreach (Q2 2014).
- Final Local Waterfront Transit Analysis Study (Q2 2014).
- Final Seattle Waterfront Historic Streetcar Technical Evaluation (Q2 2014).



Belltown neighbors share their ideas with the design team on October 17.

Community Outreach and Stakeholder Involvement

- Launched updated website and Waterfront Program brand, including Seawall Project.
- Completed broad notification and conducted Belltown community meeting on October 17, including Elliott Way design discussion.
- Office of Arts and Culture hosted first in series of waterfront-related arts lectures. Lecture was presented by Coll Thrush, historian and author of *Native Seattle: Histories from the*

Crossing-Over Place and introduced by Leanord Forsman, Suquamish Tribal Chairman, on December 4.

- Hosted community roundtable discussion with key stakeholders, held at Filipino Community Center on December 10; upcoming roundtable discussion at the Northwest African American Museum in January 2014.
- Conducted briefings with the Downtown Residents Council, League of Women Voters, Downtown Seattle Families and others.
- Conducted briefings and site visits with property owners fronting the east side of Alaskan Way to discuss operations and long-term access.

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



Updated design of the Main Corridor as of October 2013.



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 Q4 2013.

Q4 2013 Main Corridor Cost Summary		
Dollars in millions		
	Main Corridor Budget	Expended to date
Environmental, Design, and ROW	\$75	\$8.9
Construction	\$435	\$0
Total Funds	\$510	\$8.9

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 began on August 14, 2013. Environmental review is expected to be complete in Q1 2015.

Q4 2013 Main Corridor Schedule Summary		
Milestones	Baseline Schedule	Actual/Forecast Schedule
30% design complete	Q4 2013	Q4 2013
60% design complete	Q3 2014	Q3 2014
30% design of utilities complete	Q2 2014	Q2 2014
Draft Environmental Impact Statement	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 an attached floating pool barge.

Budget: \$120 million

Schedule: Construction anticipated to be complete in 2017.

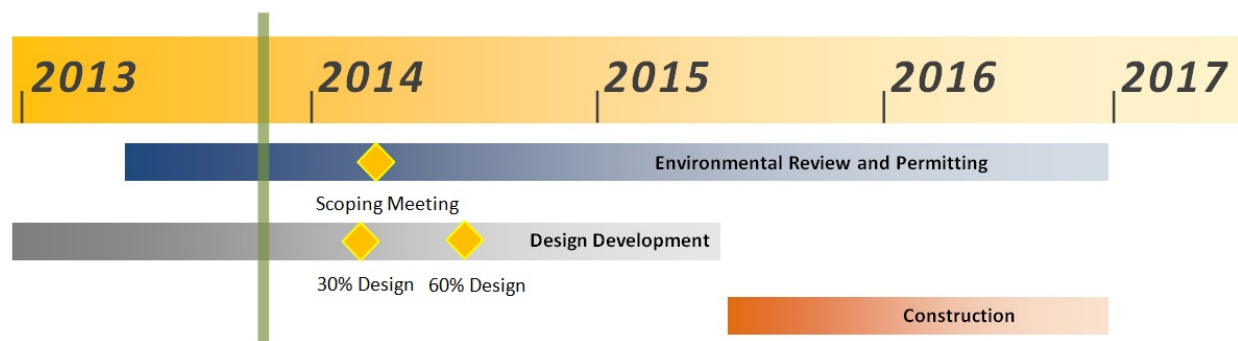


PUBLIC PIERS KEY ISSUES, MILESTONES AND ACTIVITIES

Milestones and Accomplishments

- Continued Environmental Impact Statement (EIS) planning process for Public Piers.
- Issued \$1 million call for artists for the Public Piers; the largest art call ever issued by the Office of Arts and Culture.
- Completed Final Public Space Program Report.
- Completed 30% design for pool barge.
- Continued Schematic Design on Union Street Pier and Pier 62/63.

Public Piers Milestone Schedule



Upcoming Milestones

- EIS scoping for Public Piers planned for Q1-Q2 2013.
- Schematic Design on Union Street Pier, Pier 62/63 and the pool barge anticipated complete Q1 2014.

Community Outreach and Stakeholder Involvement

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



PUBLIC PIERS COST AND SCHEDULE SUMMARY

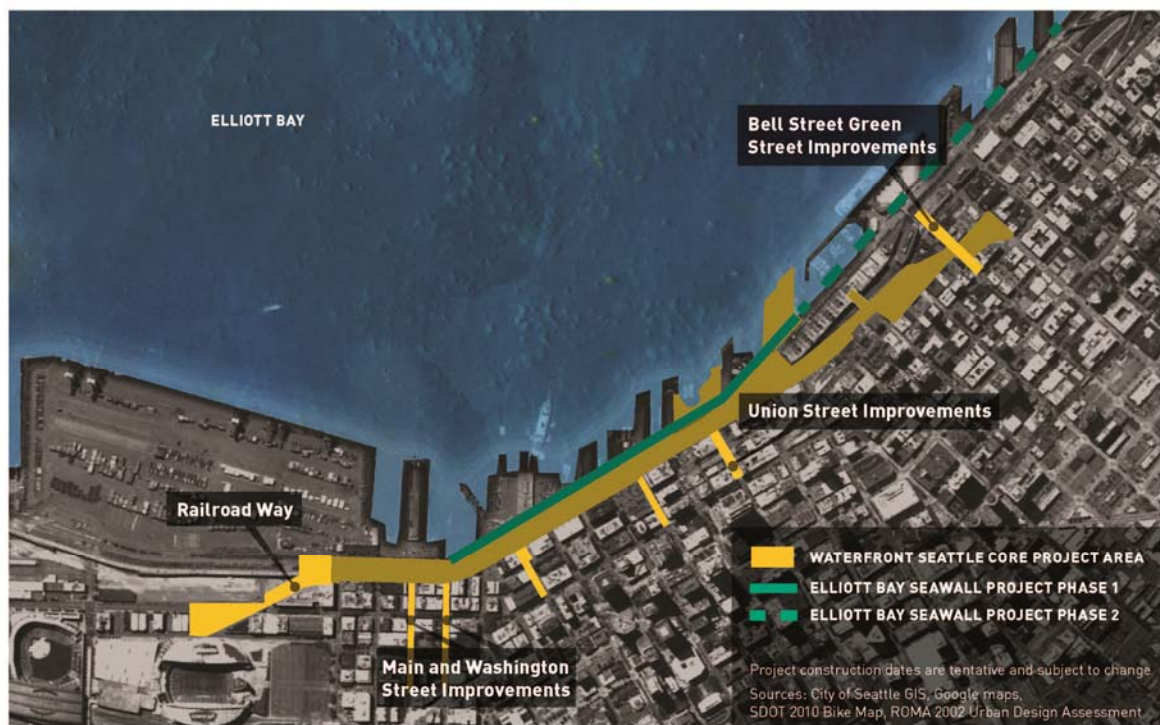
Public Piers program elements are currently funded through 30% design. Secured funding sources include the 30 year bond approved by voters in November 2012 and existing City funds. Future funding includes Local Improvement District funding, future City sources and philanthropic sources. Program element costs are currently on budget for Q4 2013.

Q4 2013 Public Piers Cost Summary		
Dollars in millions		
	Public Piers Budget	Expended to date
Environmental/Design	\$18	\$2.2
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 Q4 on these program elements include advancing design to 30%, and SEPA environmental review.

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

Schedule: Construction anticipated to be complete 2019.



EAST-WEST CONNECTIONS KEY ISSUES, MILESTONES AND ACTIVITIES

Milestones and Accomplishments

- Railroad Way design received Certificate of Approval (for WSDOT South Access design including Railroad Way) from Pioneer Square Preservation Board.
- Issued call for artists for Union Street; artist selection in Q1 2014.
- Completed Concept Design for Union Street, including design coordination with existing utilities located in the project area and coordination with adjacent property owners.
- Completed Final Public Space Program Report.

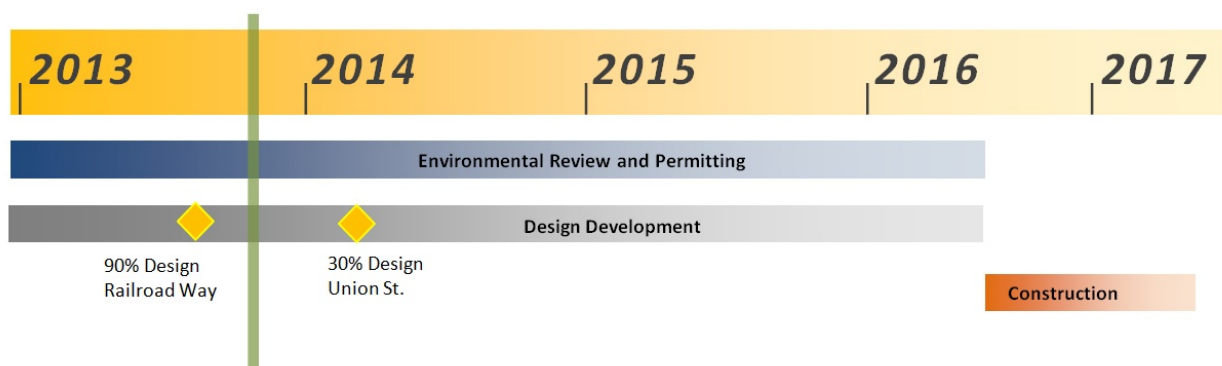
Issues

- 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.

Upcoming Milestones

- Complete Schematic Design for Union Street (Q1 2014). This milestone has shifted from Q4 2013 to Q1 2014 to rework the Union Street design based on feedback from the CWC Design Oversight Subcommittee, and information about utility locations in the corridor.

East-West Connections Milestone Schedule





EAST-WEST CONNECTIONS COMMUNITY OUTREACH AND STAKEHOLDER INVOLVEMENT

- Completed broad notification and conducted Belltown community meeting on October 17, including discussion of Lenora and Bell streets.
- Continued outreach to Union Street properties owners.
- Conducted briefings and site visits with property owners along east-west connections to discuss operations and long-term access.

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

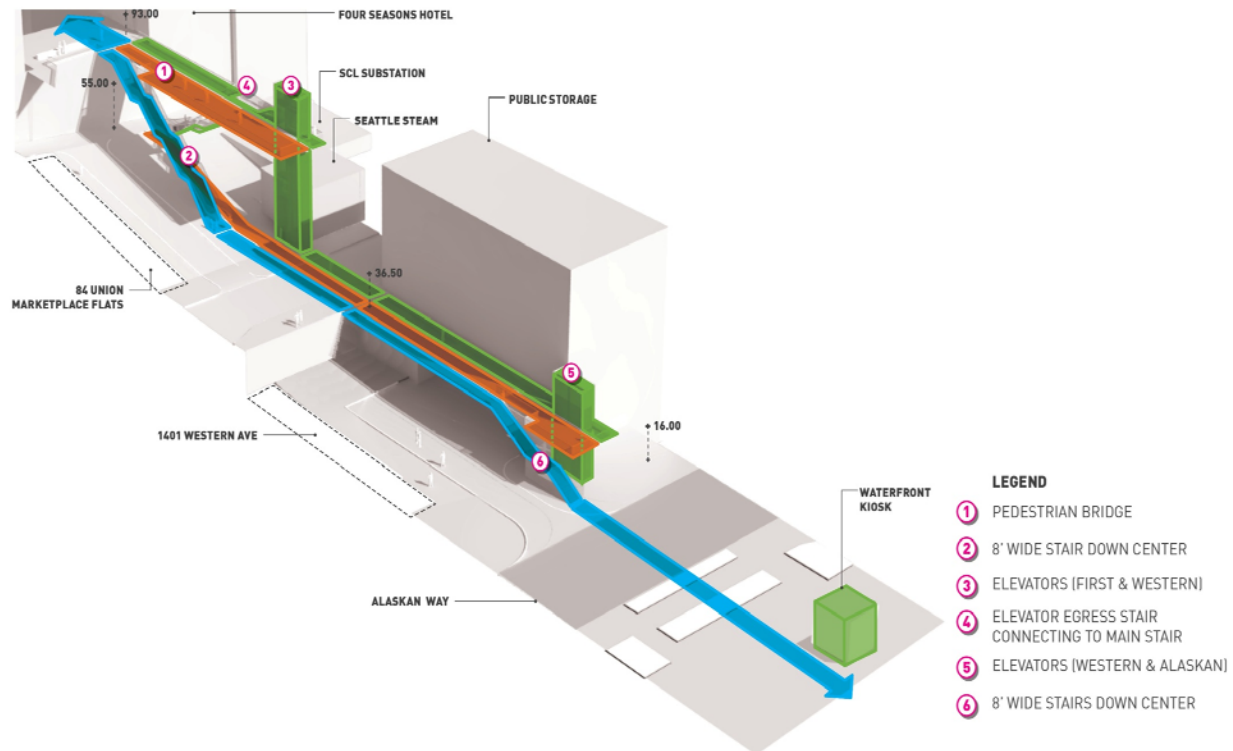


Diagram of Union Street alignment, including stairs and elevators on the south side of the street



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.

Q4 2013 East-West Connections Cost Summary		
Dollars in millions		
	East-West Connections Budget	Expended to date
Environmental/Design	\$12	\$2.2
Construction	\$48	\$0
Total Funds	\$60	\$2.2

Since Q3 2013, the City has been working towards final design for *Railroad Way* in the vicinity of the stadiums. Environmental review and permitting of the Railroad Way improvements is the responsibility of WSDOT, and will be led by the state with the support of the City Program team. Concept Design for *Main* and *Washington Streets* in the south project area will be complete in early 2014. The 30% design effort will begin in 2014 for the *Bell Street Green Street* improvements between Elliott and First Avenues in the north project area. Both sets of improvements were identified in the Waterfront Seattle Framework Plan as key pathways or connections into adjacent neighborhoods for the Program. Also in Q4 2013, concept design was complete for the Union Street connection.

Q4 2013 East-West Connections Schedule Summary		
Milestones	Baseline Schedule	Actual/Forecast Schedule
Union Street 30% design complete	Q3 2013	Q1 2014
Union Street 60% design complete	Q4 2013	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. 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.



Window installation coming to Hill Climb Plaza in January 2014

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 Q4 2013:

- Coordinated installation of Pike Street Hill Climb plaza activation for January 2014.
- Coordinated with vendor on Hill Climb plaza installation.
- Designed prototype of wayfinding pier posts for test installation in January 2014.
- Developed location plan for pier posts.
- Designed two dimensional fencing treatment.



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 12% utilization rate for the Waterfront Program, and a 15% utilization rate for the Seawall project. As shown in the table below, the department has exceeded both goals for the year for the scoping, environmental, and design phases of the Waterfront program and Seawall project.

Waterfront Program WMBE Goals				
Aggregate expenditures for 2013 (Q1-Q4), Dollars in millions				
	Contract Expenditure	WMBE Spending	Goal	Actual through Q4
Waterfront Program Projects	\$11.5	\$2.1	12%	18.5%
Elliott Bay Seawall Project	\$13.2	\$4.5	15%	33.8%



WATERFRONT PROGRAM OUTREACH SUMMARY

STREET TEAM OUTREACH

On November 18, 2013, seawall construction began on the waterfront, and in Q4 the Street Team was busy preparing waterfront businesses, residents and visitors for the upcoming changes.

Prior to the start of construction, the Street Team distributed over 250 construction toolkits to storefronts in the project area, complete with project overview information, construction and access maps, construction flyers and posters. While the temporary roadway was constructed, the Street Team checked in with waterfront stakeholders regularly through phone calls and site visits. They also installed project contact information banners, and parking and "Businesses are Open" signs along the waterfront.



The Street Team hangs project banners on the waterfront.

PROPERTY OWNER SITE VISITS

The Waterfront Seattle team continued coordinating and conducting individual property owner meetings and site visits to inform the design work for various projects within the Waterfront Program. Property owners and tenants provide critical details regarding access needs, future development plans, and utility locations.



A design sharing meeting and site visit in Pioneer Square with a group of condo board members.

SEAWALL CONSTRUCTION OPEN HOUSE

On December 11, 2013, the Seawall Project held a construction open house at Bell Harbor International Conference Center. Over 90 people attended the open house and were able to read informational boards on the project background, construction sequence and methods, habitat enhancements, and accessing the waterfront. Members of the construction Street Team, project staff and the contractor were on hand to answer questions.

RAIL~VOLUTION CONFERENCE

From October 20-23, the national Rail~Volution conference took place in Seattle, including “Seattle’s Waterfront by Land, Sea & Sky!” In partnership with WSDOT’s Alaskan Way Viaduct Program, a walking, sailing and riding tour included visiting Milepost 31 and the tunnel boring machine viewing platform, as well as cruising Elliott Bay with City staff and a ride on the Great Wheel. Attendees learned about the transformation of Seattle’s waterfront beginning with Seawall construction, and Waterfront Seattle designs for public spaces and a new urban street.



Attendees from all over the country tour the waterfront from an Argosy cruise boat.

ROUNDTABLE DISCUSSIONS

The Waterfront Program continues to broaden public engagement throughout Seattle communities. On December 10, leaders from major community organizations came together at the Filipino Community Center to learn about the future of the waterfront and provide insight on community priorities and outreach strategies. Another roundtable with community leaders is scheduled for January 2014 at the Northwest African American Museum.

PROGRAM OUTREACH FACTS

Email subscribers	2,348
Facebook Likes	1,717
Twitter Followers	2,321

OUTREACH TO DATE

Outreach event days	177
Public meetings	16
Project briefings	228
Email updates	109

FUN FACT

During the week of November 5, 2013 more Facebook and Twitter users were reached through our social channels than any other week – nearly 800! This was the week we announced the beginning of seawall construction and the launch of the new website.



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.