

2014 Waterfront Program Work Plan

Waterfront Program Anticipated 2014 Activities and Milestones

As requested in Council Resolution 31399, the following pages outline a high-level work plan for Waterfront Program implementation in 2014. This is the second annual work program presented to City Council in response to the resolution.

Introduction

The Projects

The Waterfront Program is a series of capital design and construction projects and programming efforts undertaken by the City of Seattle and its partners to transform the City's central waterfront. The projects range from large and technically complex to relatively small-scale street improvements. All activities in 2014 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 as part of a "*Waterfront for All*". The projects can be categorized into three types: City-led Core Projects and Elliott Bay Seawall Project; partner agency-led Partner Projects; and Framework Plan projects, those projects anticipated in the Council-endorsed 2012 Waterfront Seattle Framework Plan. [See Exhibit A: Waterfront Projects for a map of the Core Projects and Exhibit B: Costs and Funding for a summary of initial Core Project costs and funding from Resolution 31399.]

Elliott Bay Seawall Project

The Seawall Project's first phase is the first waterfront project to move into implementation and will set the stage for the remaining waterfront redevelopment.

- ***The Elliott Bay Seawall Project Phase 1***

The Elliott Bay Seawall Project will replace the existing seawall—from S. Washington Street to Virginia Street—with a structure that meets current safety and design standards, while also providing a new habitat beach at Washington Street, a rehabilitated Washington Street Boat Landing, and a rebuilt pedestrian sidewalk to the west of the current Alaskan Way.

- ***The Elliott Bay Seawall Project Phase 2***

The second phase of the project, if funded, would continue the improvements from Virginia to Broad streets. The City is working to identify funding for the project's second phase. Construction of the Core Projects does not depend on the Seawall Project Phase 2.

Waterfront Seattle Core Projects

The Core Projects listed below were developed as part of the Waterfront Seattle Concept Design and will be constructed after the Elliott Bay Seawall Project Phase 1.

- ***Alaskan Way Viaduct Demolition and Battery Street Tunnel Decommissioning***
 When the WSDOT-constructed SR-99 deep bored tunnel is complete in 2016, the current Alaskan Way Viaduct will be demolished and the Battery Street Tunnel will be permanently closed.
- ***Alaskan Way and Elliott Way***
 A new city street, Alaskan Way, will be built in the footprint of the existing viaduct beginning at S. King Street and continuing up the hill below the Pike Place Market to Elliott and Western avenues as Elliott Way. The new street will serve all modes of travel. It will include a dedicated two-way cycle track on the west side of the street from Pine Street to the south, as well as a bicycle facility to the north of Pine Street extending to Bell Street.
- ***Marion Street Pedestrian Bridge***
 The existing Marion Street Bridge will be demolished with the Alaskan Way Viaduct. In its place a new, signature pedestrian bridge will be built connecting First Avenue to the Colman Dock Ferry Terminal.
- ***Lenora Street Pedestrian Bridge***
 The existing Lenora Street Pedestrian Bridge will be either replaced or modified – the bridge will connect a surface intersection at Lenora Street and Elliott Way to the existing Port of Seattle-owned elevator and stair.
- ***Seneca Street Improvements***
 New pedestrian connections, including stairs and elevators, and new public open space will be built in the footprint of the existing off-ramp at Seneca Street.
- ***Columbia Street Improvements***
 A new transit pathway for buses coming to and from the southwest and pedestrian improvements will be built in the footprint of the existing on-ramp at Columbia Street.
- ***Tideline Pedestrian Promenade***
 A new pedestrian promenade will be built to the west of the existing viaduct and the new Alaskan Way surface street. The promenade will include ample space for strolling, viewing, seating, cycling and other activities.
- ***Main and Washington Street Improvements***
 Connecting Pioneer Square to the new waterfront, pedestrian-scale improvements will be made to Main and Washington streets between Alaskan Way and Second Avenue.
- ***Union Street Improvements***
 A series of pedestrian view decks, stairs and elevators will be made at Union Street connecting First and Western avenues and Alaskan Way.
- ***Union Street Pier***
 The existing Waterfront Park, which is seismically vulnerable, will be rebuilt as a flexible public recreation and open space.
- ***Pier 62/63***
 The existing Pier 62/63, also vulnerable in an earthquake and currently unable to withstand large weight loads, will be rebuilt as a flexible public recreation and open space. It will also provide an attachment point for a floating recreational pool barge.

- ***Overlook Walk***
A large, landscaped pedestrian connection will be built spanning Alaskan Way between Victor Steinbrueck Park and the proposed Pike Place Market PDA development at the PC-1 site and the waterfront at the Seattle Aquarium. The Walk will include space for public strolling, viewing, gathering, eating and children’s play areas and will also incorporate space for two buildings.
- ***Bell Street Green Street Improvements***
The existing Bell Street Green Street improvements, which end at First Avenue, will be extended west from First Avenue to Alaskan Way.
- ***Railroad Way***
In close coordination with WSDOT’s SR 99 Deep Bored Tunnel South Access improvements, Railroad Way will be improved to allow enhanced and safe access between the Stadium District and the waterfront. Starting at Stadium Plaza, it would lead visitors to the Tideline promenade on the waterfront, while keeping strong connections to Pioneer Square through First Avenue and Occidental Avenue South.

Partner Projects

The following projects, while not led by the City of Seattle, occur within the project area and will have an impact on the success of the Waterfront Program. In addition, two projects (the PC-1 Redevelopment and the Aquarium Expansion) were identified as candidates for partial City funding in the 2012 Waterfront Strategic Plan. All projects are being closely coordinated with the City-led efforts.

- ***SR-99 Deep Bored Tunnel (WSDOT)***
A two-mile long tunnel will be built under downtown Seattle, along with over a mile-long stretch of new highway connecting to the tunnel’s south entrance and a new overpass at the south end of downtown allowing traffic to bypass train traffic near the port terminal. The project also includes reconnections to the City street grid at both the north and south tunnel portals.
- ***Pike Place Market Waterfront Entrance (Pike Place Market PDA)***
The PC-1 North site on Western Avenue will be redeveloped to provide Market-related uses such as cold storage, parking, retail and housing. The site’s redevelopment will connect seamlessly to the City-led Overlook Walk project.
- ***Seattle Aquarium Expansion (Seattle Aquarium Society)***
The Seattle Aquarium is in the early stages of reviewing options for expansion, including renovations to the existing Piers 59 and 60 and an additional expansion either to the south or north.
- ***Multimodal Terminal at Colman Dock Project (Washington State Ferries)***
The timber portions of the existing dock and main terminal building will be replaced as they are seismically vulnerable. In addition, the dock layout will be reconfigured while retaining a connection to the Marion Street Pedestrian Bridge and the passenger-only ferries on the southern edge of the dock. The City has received funding from the State legislature to examine how the Colman Dock expansion can best complement the Washington Landings project at Pier 48, below.

Framework Plan Projects

The following projects, while not currently reflected in the program cost estimate or funding plan, are key complements to the Core Projects. In the case of Washington Landings and some of the East-West connections, they were clearly identified as part of the long-term vision for the waterfront redevelopment in the 2012 Waterfront Framework Plan. As these projects are better defined in 2014 and funding is potentially identified for them, they could be incorporated into the Waterfront Program.

- ***Washington Landings***

The State has allocated \$2M (via WA SSB 5035) to the City of Seattle to develop a feasibility study and a 10% Concept Design for improvements to both Colman Dock and Pier 48 in concert with the larger waterfront design, a project titled “Washington Landings.”

- ***Pike/Pine Urban Renaissance***

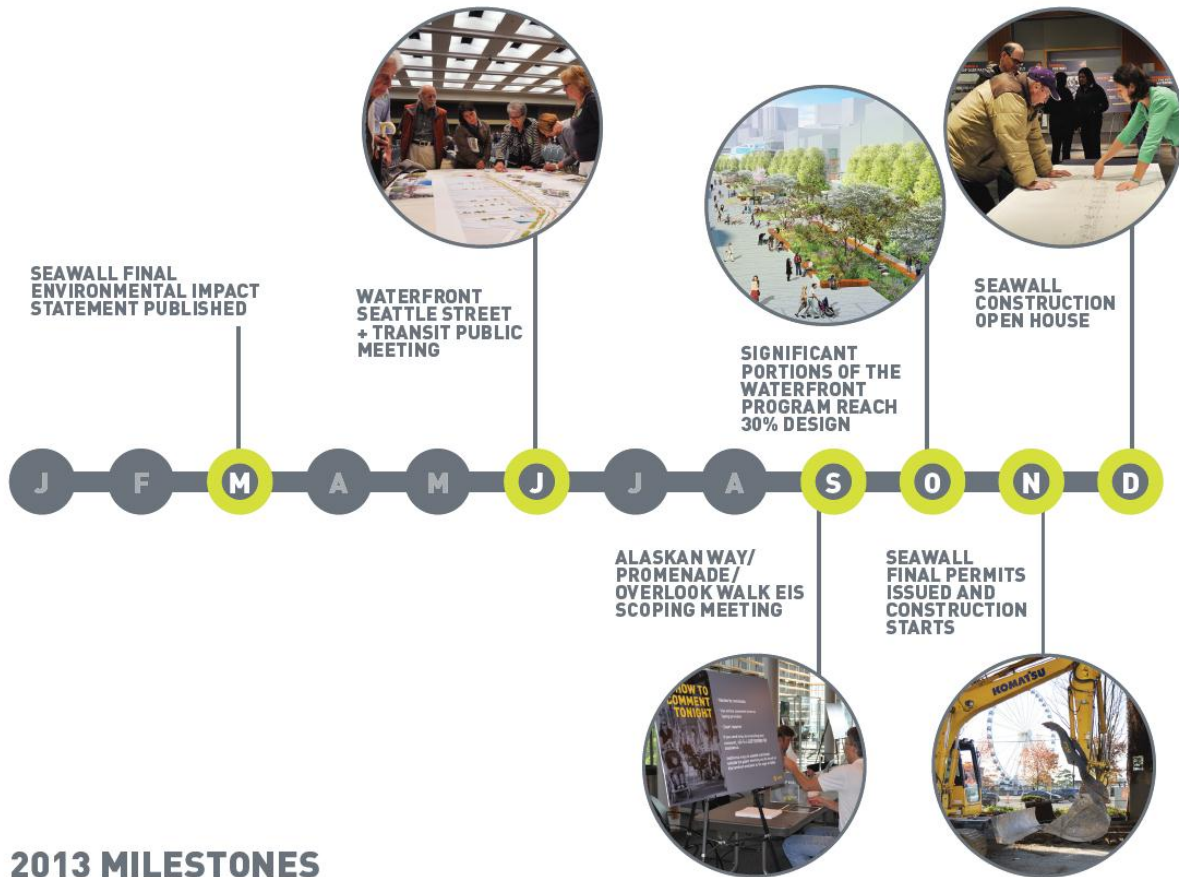
A task force of Downtown Seattle Association members is leading an effort to make-over the Pike-Pine area and has hired a design team to provide initial concepts to make the Pike-Pine area the nation’s premier urban corridor. While not identified in the 2012 Waterfront Framework Plan, improvements in the corridor could provide a natural connection to the new waterfront.

- ***East-West connections***

Planned pedestrian improvements from the waterfront to First Avenue on Union, Seneca, and Columbia streets could be extended further into downtown, connecting the heart of the business and retail district to the new waterfront.

2013 Milestones

The Program begins 2014 with strong momentum from a series of critical milestones in 2013.



2013 MILESTONES

2013 Milestones and Accomplishments

In 2013 the Waterfront Program transitioned from the vision and concept phase to full implementation. Milestones include:

- The Elliott Bay Seawall Project completed final design; awarded a General Contractor-Construction Manager contract to Mortensen Manson; obtained all final permits and approvals for construction; advertised five (5) and awarded three (3) major bid packages; and, most importantly, began construction in November.
- Significant portions of the Program reached the 30% design milestone, including the Alaskan Way and Elliott Way roadways and the Tideline Promenade.
- The Union Street Pedestrian Connection, an important early win project for the program connecting First Avenue to the waterfront, reached the concept design milestone.
- Environmental review was started for the Alaskan Way/Elliott Way, Promenade and Overlook Walk portions of the Program in September.
- The waterfront public art program continued gaining momentum, by granting two commissions for permanent artworks focused on the seawall's habitat functions and the sounds of the

waterfront, to local artist Norie Sato (Seattle, WA) for Union Street Pier and to Stephen Vitiello (Richmond,VA) for a sound art installation that will connect the waterfront. Both projects will reach conceptual design by mid-2014. Two more commissions will be selected in early 2014, including a major project for the public piers. A fall 2013 lecture by Coll Thrush on the uses of native imagery and stories in city identity kicked off a series of temporary projects, including a March 2014 conference on Art, Design and Play and a series of short-term artist residencies.

- The Program held three community roundtables, briefed 227 stakeholder and community groups and participated in 177 fairs and festivals across the City. In addition, a large civic event to collect input on the transportation portions of the project was held in June and a large open house marking Elliott Bay Seawall construction starting was held in December.

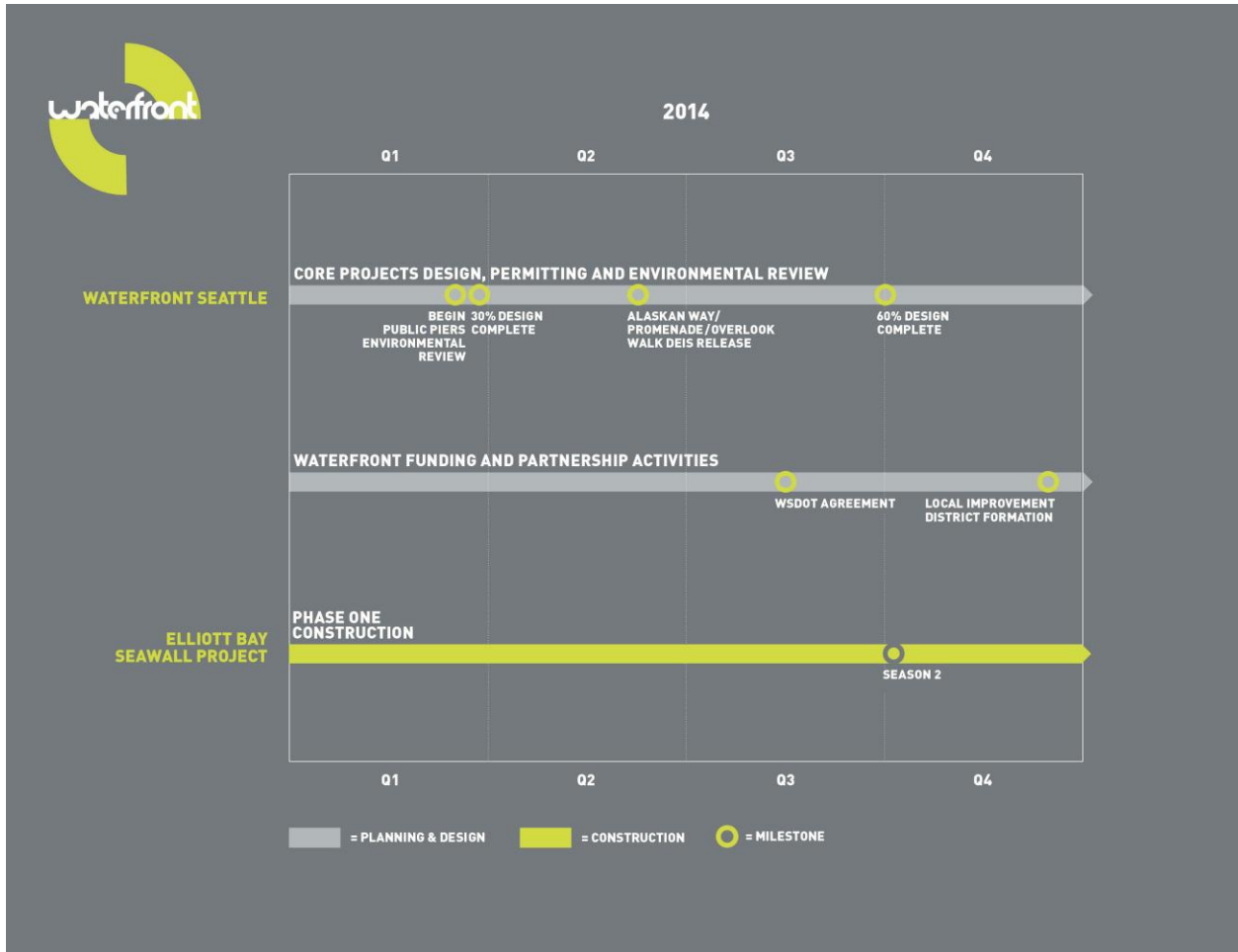
2014 Work Plan: Summary

Goals

In order to keep the projects that make up the Waterfront Improvement Program funded, supported by the general public, on schedule, within budget and fully coordinated with each other in 2014, the following must be achieved:

1. Successfully complete first season of Elliott Bay Seawall construction
2. Maintain the schedule for Core Project implementation by:
 - Completing 60% design for most of the Core Projects.
 - Advancing environmental review of the Core Projects.
 - Demonstrating significant progress on “early win” projects such as the pool barge and Union Street.
 - Activating the waterfront as a destination during construction.
3. Secure Waterfront Core Project funding by:
 - Forming a downtown waterfront Local Improvement District.
 - Completing an agreement with the Washington State Department of Transportation on the demolition of the viaduct, decommissioning of the Battery Street Tunnel and funding of the new Alaskan Way and Elliott Way surface streets.
 - Refreshing the overall funding strategy once 30% cost estimates are complete.
 - Building new and leveraging existing partnerships, both public and private.
4. Instill confidence that the new waterfront will be a well-kept, lively, inviting and safe place by:
 - Advancing a comprehensive plan for maintenance and operations of the new waterfront, including developing a realistic and achievable funding strategy.
 - Making demonstrable progress towards a new model for public space operation and programming.
5. Coordinate with community stakeholders and partner agencies and governments, particularly local tribal governments.

2014 Milestone Timeline



Anticipated Council Review

As called for in Council Resolution 31399, the following deliverables have been identified for Council consideration in 2014.

Formal Review/Action Required

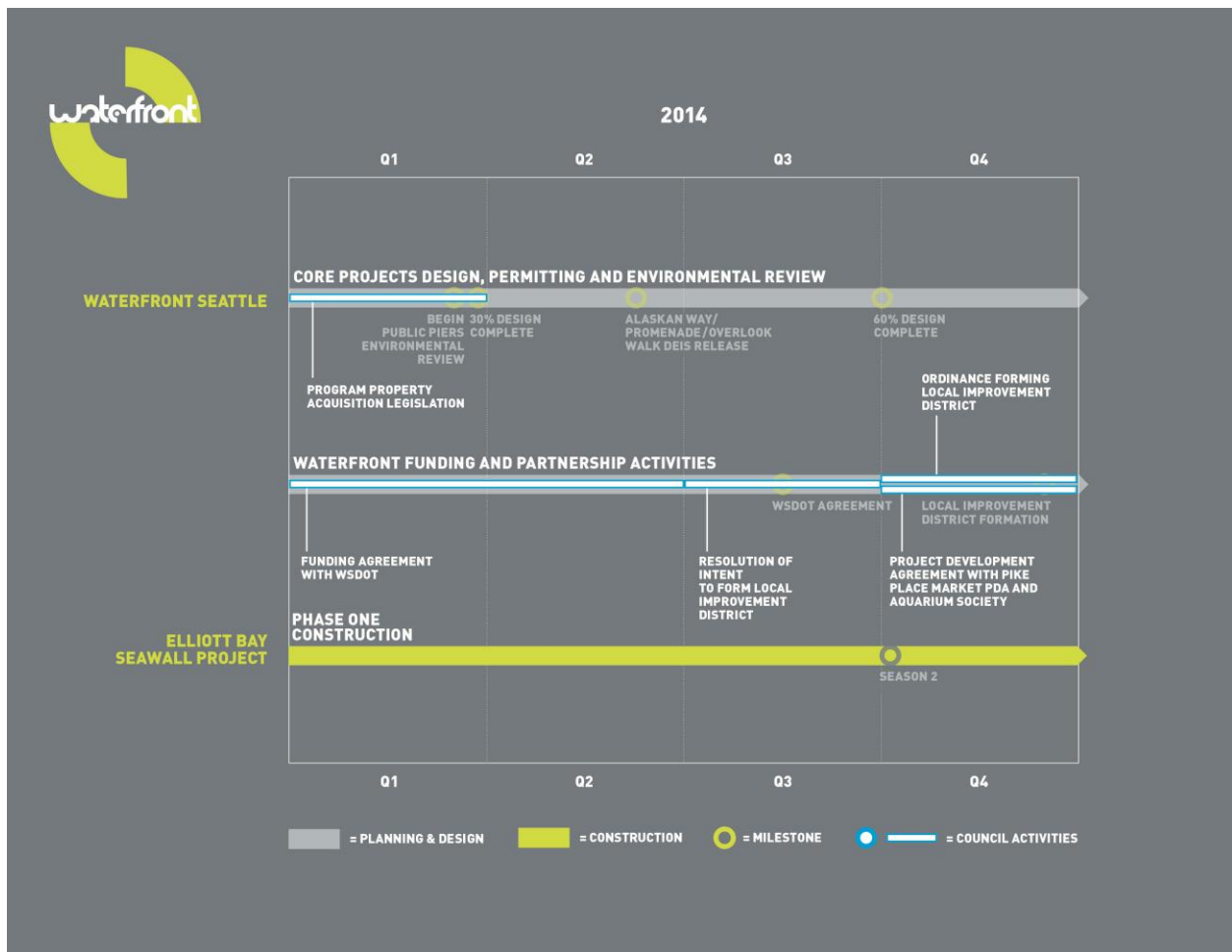
- Program property acquisition legislation (Q1)
- Funding agreement with Washington State Department of Transportation (Q1-Q2)
- Resolution of Intent to Form Local Improvement District (Q3)
- Project development agreement with the Pike Place Market PDA and Seattle Aquarium Society (Q4)
- Ordinance forming Location Improvement District (Q4)

Status Briefings

- Seawall Design, Permitting and Environmental Review –
 - Q1: Construction progress update
 - Q2 – Planning for season 2 construction

- Q3/4 – Construction status
- Core Projects Design, Permitting and Environmental Review
 - Q1 – 30% design update, status of environmental review
 - Q3/Q4 – 60% design update, status of environmental review
- Waterfront Funding & Partnership Activities
 - Q1 – LID 101 and LID schedule
 - Q2 – progress on partner MOUs and LID formation activities

2014 Council Review Timeline



2014 Work Plan Section 1: Program-wide Activities

Public Engagement

Overarching to all outreach efforts, the City aims to raise strong, city-wide awareness and support for the Waterfront Program at all stages of design and construction, and keep to Waterfront Seattle's high standards for broad, innovative engagement.

Outreach strategies for 2014 reflect the full shift from vision and concept work to Waterfront Core Project preliminary engineering and environmental review, continued Seawall construction, and community discussions leading up to the formation of a Local Improvement District to help fund the Waterfront Program.

Summary of Planned Outreach Activities

- Continue to provide a **“no surprises” environment during Seawall construction** for those traveling along the waterfront and waterfront residents and businesses impacted by construction. The team will supplement traditional construction outreach techniques with tools and events that reach the diverse population in the project area and larger community.
- Continue to **foster strong working relationships with waterfront stakeholders and partner projects**, such as the historic piers, Seattle Aquarium, Pike Place Market and Colman Dock, with regular working sessions on design development and briefings as needed to partners' decision makers and or membership.
- Engage **focused-interest communities** in elements of the project that are most meaningful to them, such as east-west connections, transportation, universal design or art, with community roundtables, forums and walking tours.
- Engage **underrepresented communities** in design development, with outreach that is intentional and inviting to new or previously under-engaged audiences such as youth, tribal communities, communities of color, and blind and/or hearing impaired communities.
- Ensure **accessibility of information and broad community awareness** of and participation in the Program, through a series of civic activities, such as:
 - A week of civic events in the Spring focused on idea sharing, celebrating the beginning of construction and maintaining the positive support for the Program.
 - Robust website, social media and email updates
 - A design development video and pop-up photo and information booths
- Coordinate with Friends of Waterfront Seattle and other partners to implement a successful **waterfront activation program** for 2013 and 2014 by establishing a series of events that keep people coming to the waterfront and supporting local waterfront businesses.

Coordination with Friends of Waterfront Seattle

An independent 501(c)3 nonprofit entity was established in July of 2012 to support the Waterfront Program through education, advocacy and fundraising. The Friends and City staff will develop a clear and specific work plan in 2014 to ensure collaboration between the City team, the Central Waterfront Committee and Friends of Seattle Waterfront. Key areas of collaboration include long-term stewardship

planning for the new waterfront public spaces, Local Improvement District outreach, Waterfront event programming, and awareness and education and the opening of a new project visitor center and Friends office.

Cost Estimate and Funding Plan Update

At the end of Q1 2014, the Program team will be able to provide an update to the 2012 program cost estimates. These estimates will be informed by the completion of 30% design for most major program elements and the results of a construction sequencing and cost-risk assessment workshop to be held in early 2014. At this point, an overall update of the program funding strategy is also anticipated.

Local Improvement District Formation

The City is developing a Local Improvement District (LID) to fund a portion of the overall cost of Waterfront Seattle. If formed, the LID will establish assessment fees to property owners based on a portion of the increase in the value of their real estate as a result of the project.

Special Benefit Analysis

A Special Benefit Study on over 8,000 properties will be completed in early 2014 to fairly and correctly determine the extent and magnitude of special benefits in accordance with accepted appraisal property valuation methodologies in the real estate appraisal profession. The City has retained the services of real estate appraisers and consultants with substantive expertise in this area.

Outreach to impacted property owners

The LID outreach program is designed to provide information to and feedback from the diverse range of stakeholders, including commercial property owners, residential condo owners, property managers, not-for-profit institutions, and public agencies. The outreach program includes multiple communication tools, such as:

- Print and web materials
- Stakeholder briefings and small group presentations
- Required legal notifications and public notices
- Open houses and events (to be determined).

Council action

To begin formal LID proceedings, City Council would need to declare the intent to create the local improvement district through a resolution in mid 2014. The creation of the local improvement district and the confirmation of the assessment roll, both by council ordinance, would occur in late 2014.

Partnership Activities

Agreements

The Program team expects to negotiate and execute at least two agreements in 2014:

- ***Market Public Development Authority PC-1 Project Development Agreement***
This agreement will include the approved final project design, an overall budget and funding plan, a detailed schedule for construction, provision for transfer of ownership of the site to the PDA, City requirements for PDA management of construction, and a memorandum of agreement regarding operations and maintenance of the site.
- ***WSDOT Agreement on AWV Demolition, BST Decommissioning and new Alaskan Way/Elliott Way Funding***
This agreement will delineate roles and responsibilities between WSDOT and SDOT for the design and construction of the Battery Street Tunnel closure and the viaduct demolition. It will also lay out the terms of the WSDOT funding responsibility for a new Alaskan Way and Elliott Way, anticipated in previous agreements GCA 6366 and GCB 1308.

Coordination with partner projects

The Program team will continue intensive technical and stakeholder communication coordination in 2014 with the following partner projects:

- ***SR-99 Bored Tunnel Construction***
Key 2014 milestones for the SR-99 Bored Tunnel include:
 - Completion of Holgate to King St. Phase 3 (Atlantic St. Bypass) in January.
 - North Access (interchange at north end of tunnel) begins construction in the first quarter of 2014.
 - South Access begins construction in June.
 - Tunnel bore complete at the end of 2014.

SDOT and WSDOT management and project staff continue to meet at least weekly to coordinate all construction activities. This communication results in regular e-mail updates to impacted stakeholders in the Pioneer Square and waterfront neighborhoods. Construction updates are also provided to neighborhood stakeholders in person at a quarterly meeting. These activities supplement the agencies' existing public outreach.

As design progresses in 2014 for Waterfront Core Projects and construction continues on the Seawall, SDOT and WSDOT engineering staff will work closely to ensure efficient sequencing and coordination among all Waterfront Program projects.

- ***Advisory Committee on Tolling and Traffic Management***
WSDOT and the City of Seattle established the Advisory Committee on Tolling and Traffic Management (ACTT) in Fall 2011. The committee is exploring ways to refine tolling the SR 99 tunnel to minimize traffic diversion, meet project funding goals including \$200 million for SR 99

project construction, and investigate strategies to reduce or mitigate the impacts of traffic diversion. The ACTT is expected to issue SR 99 tolling recommendations in early 2014, based on the extensive modeling and analysis, and consideration of strategies to mitigate the effects of traffic diversion. These final recommendations will go to the Governor, Legislature, State Transportation Commission, Federal Highway Administration, Seattle Mayor and the Seattle City Council. It is anticipated that the State Transportation Commission will initiate its toll rate setting work in mid-2014

- ***Multimodal Terminal at Colman Dock***

The City will continue to actively coordinate design of the new promenade and Alaskan Way surface street with the state's Colman Dock project, and ensure that the City's shoreline public access and transportation objectives are met as the Colman Dock design evolves.

- ***Seattle Aquarium Expansion and PC-1 Site Redevelopment***

The City will continue to collaborate with the Seattle Aquarium Society (SEAS) on the design work for their proposed expansion project. In early 2014 the City will participate with SEAS in the selection of an architect to prepare at least three conceptual designs for expansion. It is anticipated that a project development agreement will be negotiated in 2015. The City will negotiate a specific project development agreement with the Pike Place Market PDA in 2014 and will begin review of design development documents for the PC-1N site. The Market PDA plans to begin construction on the project in 2014.

New public/private partnership development

A range of spaces included as part of the Waterfront Concept Design have potential for fruitful public/private development partnerships including potential parcels adjacent to the new Alaskan Way in Belltown, two building spaces created as part of the Overlook Walk Project, along with a space located within the Railroad Way project area. In 2014, the project team will continue to refine the design of those spaces, work through potential policy-related issues, and work with adjacent and other interests to explore the possibility of joint development.

Ongoing Tribal Government Coordination

The Seattle waterfront is culturally and environmentally significant for local Northwest tribes. In 2014, the Program team will continue coordination with local tribal governments related to Seawall permits and approvals and execute on commitments made as part of Seawall construction approvals. More broadly, the team will build on Seawall coordination to begin a collaborative dialogue about Waterfront Core Project design.

Utility Master Planning and Design

Working closely with Seattle Public Utilities, Seattle City Light, DoIT and private utility owners, the Program team will implement the Utility Master Plan Report developed in 2013. Activities will include advancing design of future relocations and continuing construction of utility relocations related directly to Seawall construction.

Construction Sequencing Planning

In early 2014 the Program team will refine the programmatic construction phasing and staging plan to inform cost estimates, schedules, risk management and procurement planning for waterfront construction. The construction phasing and staging plan will consider the timing and potential effect of adjacent projects such as the SR 99 Deep Bored Tunnel and Colman Dock Terminal projects, expected construction duration, staging area requirements, major detours and maintenance of traffic, parking impacts and maintenance of access to local businesses.

Cost-Risk Assessment Workshop

In early 2014 the Program team will hold a cost-risk assessment workshop with independent experts to ensure that program risks and potential mitigation strategies are understood and accounted for. The results of the workshop will be summarized in a report and in the 30% program cost estimates.

Planning for the Waterfront Experience During Construction

The Waterfront Program aims to achieve a waterfront that is inviting and accessible, easy to navigate and viewed positively throughout all phases of construction, starting now with SR 99 bored tunnel and Seawall construction. 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 meet these goals, the Program team will continue its work on parking, wayfinding and other construction activation strategies in 2014. Specific strategies for implementation in 2014 include:

- Cleaning, signage and art installations in the plaza at the base of the Pike Street Hillclimb.
- Attractive graphic wraps for the construction fencing.
- Informational “pier posts” showing business locations and providing wayfinding and historical information about the waterfront.
- In collaboration with Friends of Waterfront Seattle, a project visitor center open to the public with information about the neighborhood, waterfront history, project construction and the long-term vision for the waterfront.
- Other events and small scale interventions throughout the year.

Long-Term Maintenance and Operations Planning

In concert with continued design refinement of the capital elements of the Program, in 2013 the Program team identified the annual maintenance, operations and programming cost for the new waterfront at approximately \$6.3 million accompanied by a preliminary funding strategy. These M&O cost estimates will be refreshed at the 60% design milestone. In addition, the Central Waterfront

Committee anticipates making a formal recommendation to elected leaders in early 2014 on the funding strategy for M&O and the recommended governance model for the new waterfront public space.

The Parks Legacy Citizens Advisory Committee is currently considering a \$3.5 million annual baseline M&O investment for the Waterfront as part of a potential Parks funding ballot measure in August 2014. The Committee will make its final recommendation to the Mayor and City Council in March 2014.

Waterfront Art Programming

In partnership with the Office of Arts and Cultural Affairs, and building on the approved 2012 “A Working Plan for Art on Seattle’s Central Waterfront,” the Program team will continue to identify and implement opportunities for permanent and temporary art commissions on the waterfront. While core waterfront art opportunities will be funded through the 1% for Art Program, the team will also strive to leverage private funding to build the waterfront art program. Talks, conferences, and short-term residencies will build our understanding of the waterfront's history, identity, and future as we continue to implement art projects, design, and early construction.

Central Waterfront Committee Continued Oversight

Building on a record of well thought-out recommendations and tireless support for the Concept Design, Framework Plan and Strategic Plan development in 2010-13, the Central Waterfront Committee (CWC) will continue to provide Program oversight in 2014. Keeping pace with the move to the 60% design phase for the Core Projects as well as continued Seawall construction, the CWC has refined its approach in responding to it’s charge from the Mayor and City Council in consideration of the progress made and current status of various Program elements and will be presenting this to City Council in early 2014.

The Program team will continue to support the work of the CWC in 2014 by staffing the committee and providing regular and timely updates on Program progress.

2014 Work Plan Section 2: Project-by-Project Activities

Elliott Bay Seawall

Construction

In 2014, construction on the Seawall will continue, focusing on activities on the waterfront at the southern end of the project area. Activities will include:

- Removal of the Washington Street Boat Landing pergola for restoration.
- Installing sheet pile for shoring and containment.
- Building a new seawall south of Colman Dock.
- Testing soil improvement techniques.
- Ongoing utility and telecommunications relocation.

More details on the nature and timing of these construction activities will be provided once known. This phase of construction is expected to last through September 2014.

Main Corridor

The design and environmental review schedule for a number of major program elements run in parallel in 2014: *The Overlook Walk*, *Alaskan Way/Elliott Way*, the restoration of *Columbia* and *Seneca Streets* and replacement of the *Marion Street Bridge* and *Lenora Pedestrian Bridge* and the *Tideline Promenade*. Their shared activities and milestones are described together unless otherwise noted.

Design and Engineering

A primary activity in 2014 for all the above elements will be progressing through 60% design for the roadway and promenade elements and 30% design for the Overlook Walk and east-west connections, anticipated to be complete in mid-2014. In addition, an international design competition is planned for the Marion Street Pedestrian Bridge in mid-2014.

Environmental review

Development of these Program elements constitutes an action requiring review under the State Environmental Policy Act (SEPA) to ensure that the City is monitoring project impacts to the environment. Review under SEPA will continue in 2014 with a draft Environmental Impact Statement expected in Q2 and a final Environmental Impact Statement complete by the end of the year.

Public Piers (Pier 62/63 and Union Street Pier and Pool Barge)

The design and environmental review schedule for the two public pier projects, *Pier 62/63* and *Union Street Pier* (today's Waterfront Park) and the *Pool Barge* run in parallel in early 2014, hitting the 30% design milestone in Q1. 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.

Design and Engineering

A primary activity in 2014 for the public piers will be progressing through 30% design, anticipated to be complete in early 2014. Depending on Seawall construction sequencing and other factors, at that point the choice will be made whether to advance one or both piers to final design. The 60% design milestone for one or both piers is scheduled for mid-2014.

Environmental review

Development of the public piers constitutes an action requiring review under the State Environmental Policy Act (SEPA) to ensure that the City is monitoring project impacts to the environment.

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 early 2014 and will include a programmatic-level review of the proposed expansion of the Parks Department-owned Aquarium facilities.

East-West Connections (Main/Washington Streets, Bell Street Green Street, Railroad Way, Union Street)

In close coordination with WSDOT's SR-99 Deep Bored Tunnel South Access improvements, the Program design team will complete construction documents for *Railroad Way* in the vicinity of the stadiums to include in the full South Access design in Q1 2014.

Main and *Washington Streets* in the south project area and the *Bell Street Green Street* improvements between Elliott and First Avenues in the north project area will both progress through 30% design in mid-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 addition, both projects constitute an action requiring review under the State Environmental Policy Act (SEPA) to ensure that the City is monitoring project impacts to the environment. The SEPA review schedule for both will be determined in 2014.

One of the few Program elements that does not require the viaduct to be demolished to begin construction, the pedestrian improvements at *Union Street* provide an exciting opportunity to make the Program visible and real to Seattle waterfront users before 2016. To that end, the Program team will focus on completing design and environmental review of Union Street in 2014 in order to be prepared for final permits and approvals and the start of construction in 2015.

Exhibit A: Waterfront Projects

WATERFRONT PROJECTS

- Waterfront Seattle Core Projects**
- Elliott Bay Seawall Project Phase 1**
- Elliott Bay Seawall Project Phase 2**
- Partner Projects**
 - Multimodal Terminal at Colman Dock Project
 - Seattle Aquarium Expansion
 - Pike Place Market PC-1 Site Redevelopment
 - SR 99 Bored Tunnel

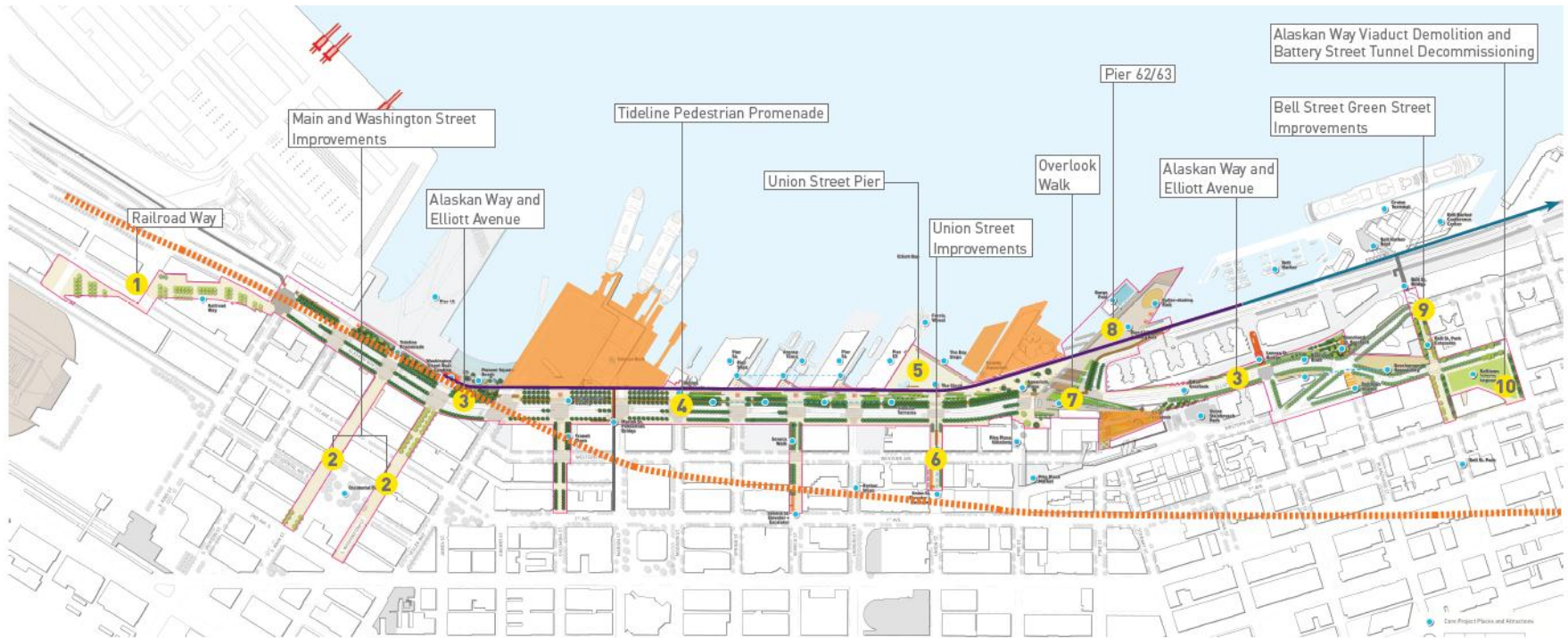
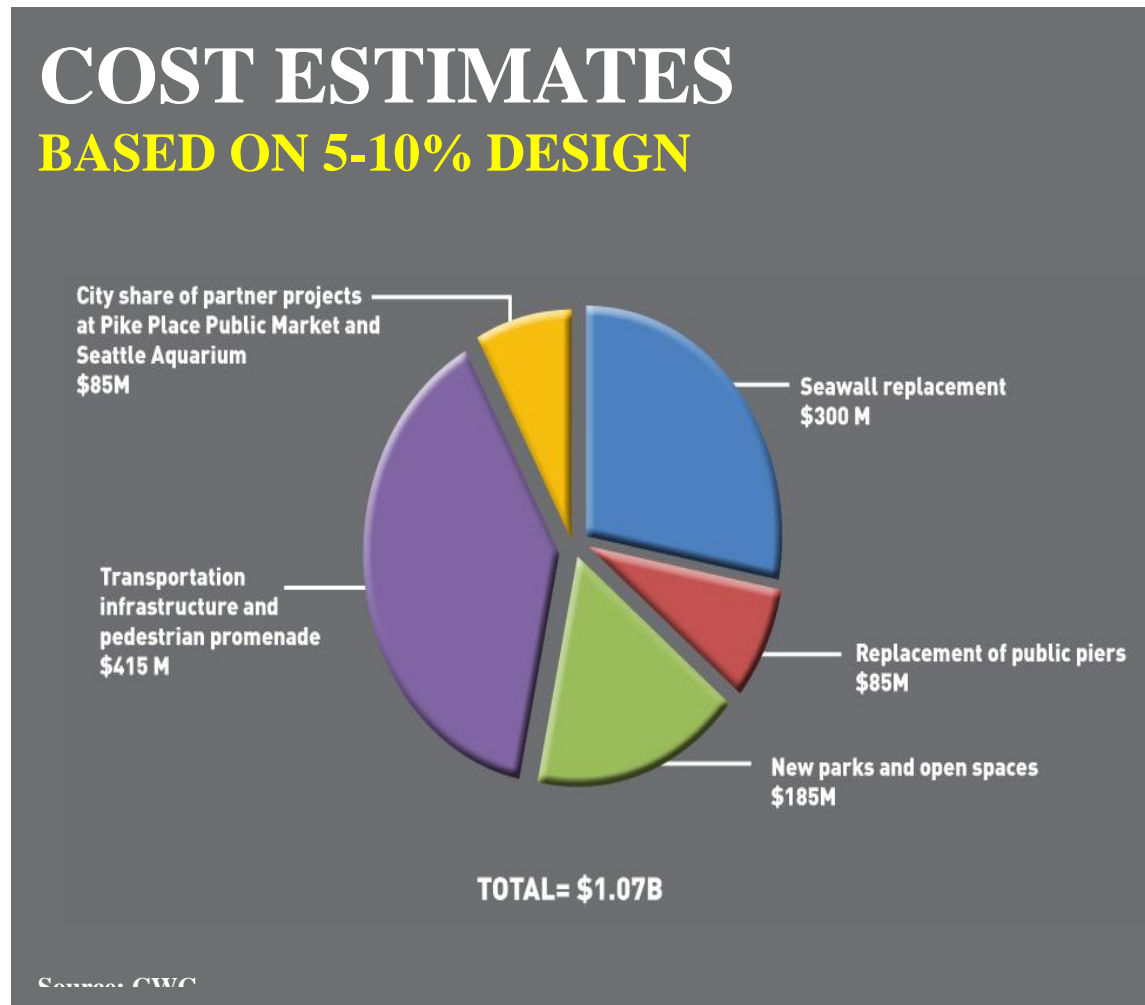


Exhibit B: Concept-level Program Costs and Funding A

See Section Cost Estimate and Funding Plan Update for more detail.

[Source: Strategic Plan for Realizing the Waterfront Seattle Vision, Exhibit to City Council Resolution 31399, August t 2012]



FUNDING SOURCES

PUBLIC + PRIVATE

