

**Seawall Stakeholder Subgroup
Meeting #1 Summary
July 20, 2010**

Meeting Information

Seawall Stakeholder Subgroup
Meeting #1 – July 20, 2010
5:00-7:00 p.m.
Puget Sound Regional Council, Board Room
1101 Western Avenue, Seattle, WA

Attendance

Seawall Stakeholder Subgroup Members

- Bob Davidson, Seattle Aquarium Society
- Bob Donegan, Ivar's
- Brett Allen, Triad Development
- Brian Steinburg, Weber Thompson
- Duane Hartmann, Waterfront Landings Condominium Association
- Geri Poor, Port of Seattle
- Heather Trim, People for Puget Sound
- John Scholes, Downtown Seattle Association
- Katherine F. Olson, Alliance for Pioneer Square
- Lisa Parriott, Washington State Ferries
- Mickey Smith, Martin Smith, Inc.
- Ted Panton, GGLO
- *Richard Breslin, Alternate, Waterfront Landings Condominium Association*

City and Project Staff

- Bob Powers, Deputy Director, Seattle Department of Transportation (SDOT)
- Bob Chandler, Alaskan Way Viaduct and Seawall Replacement Program Manager, SDOT
- Stephanie Brown, Seawall Project Manager, SDOT
- Brian Holloway, Seawall Deputy Project Manager, SDOT
- Paul Elliott, Seawall Community Relations Lead, SDOT
- Sandra Gurkewitz, Seawall Environmental Lead, SDOT
- Jennifer Wieland, Seawall Planning and Design Lead, SDOT
- Steve Pearce, Central Waterfront Project Manager, SDOT
- Erin Taylor, EnviroIssues
- Mark Williams, TetraTech
- Ridge Robinson, TetraTech
- Bob Fernandes, BergerABAM
- Tanja Wilcox, J.A. Brennan Associates

Welcome and Introductions

Bob Powers welcomed participants and staff to the first Elliott Bay Seawall Project Stakeholder Subgroup meeting. He thanked the Puget Sound Regional Council for use of their facility and thanked the subgroup members for their participation and commitment to this process. The stakeholders and project staff then introduced themselves, explaining their interest in the Seawall Stakeholder Subgroup or their relationship to the project.

Ground Rules

Erin Taylor reviewed the ground rules:

- Be prepared for all meetings.
 - Silence all electronic devices during meetings.
 - Start and end on time.
 - Listen and speak respectfully—everyone has the opportunity to provide their input and ask questions.
 - Speak from interests, not positions.
 - Avoid side conversations.
 - Avoid characterizing the views of other subgroup members outside meetings or activities.
- ✓ **Action:** In reference to the first ground rule, Bob Powers committed to distributing meeting materials to subgroup members well ahead of meetings.

Subgroup Organization

Bob Chandler explained the relationship between the Seawall Stakeholder Subgroup and the Central Waterfront Stakeholder Group, into which the subgroup will merge in October 2010. Seawall design will be integrated into the overall Central Waterfront design, and those who have been on the seawall subgroup will bring a certain expertise about the water's edge to the full stakeholder group. The Seawall Stakeholder Subgroup will include 15-18 members. Concurrently, a Central Waterfront Steering Committee is being created to guide the Central Waterfront process.

Bob explained that the goal is to develop five concepts, which will then be narrowed to three alternatives to move forward into the environmental process. The seawall project will identify a preferred alternative by April 2011, in collaboration with the Central Waterfront Project team.

Project Overview

Stephanie Brown gave an overview of the Elliott Bay Seawall Project. She explained that SDOT has been working with the U.S. Army Corps of Engineers since 2002 on project elements from South Washington Street to Broad Street. She reviewed the preliminary project schedule, which includes the goal of starting construction on the seawall in 2013.

Question – Is the schedule in line with Mayor McGinn's expectations?

Response – The mayor's goal was completion of construction by 2014, however 2015 is more realistic based upon environmental compliance and permit requirements. Project staff have communicated this to the mayor.

Stephanie illustrated the need for seawall replacement with images of the aging seawall infrastructure and the extent to which the seawall protrudes inland from the face of the wall underneath Alaskan Way. Aside from its vulnerability to a seismic event, the seawall is no longer structurally sound due to age, erosion, and other natural factors. Stephanie explained what the seawall protects and the risks involved with keeping the seawall in its current condition, including the possibility of jeopardizing public safety, a significant transportation corridor, critical utilities, residential and commercial structures, tourism, recreation, Seattle's "front porch," and iconic imagery.

Planning Process and Identification of Goals and Objectives

Stephanie reviewed the project's planning and conceptual design process and the scheduled topics for this meeting and other upcoming meetings. She reiterated that the purpose of the first Seawall Stakeholder Subgroup meeting is twofold: 1) set goals and objectives for the length of the waterfront, and 2) identify waterfront zones of opportunity.

Erin gave an overview of potential upcoming public involvement opportunities, including a waterfront walking tour and sustainability workshop; subgroup members will be invited to both events.

To begin the discussion about goals, Stephanie listed SDOT's preliminary goals for the Elliott Bay Seawall Project:

- Address critical public safety needs.
 - Provide seismic protection to the waterfront.
 - Protect waterfront from erosive tidal forces, storm events, and sea level rise.
 - Improve habitat and recreational opportunities.
 - Consider construction sequencing and minimize impacts.
 - Consider long-term context of design for waterfront, waterfront mobility, and recreation.
- ✓ **Action:** The subgroup members were asked to consider these goals, and e-mail their own suggestions to seawall@seattle.gov by August 15.

Question – Is it correct that we will be selecting multiple concepts and not just one?

Response – Yes, we would like to develop five concepts this fall.

Question – Are the plans and documents discussed at these meetings public information?

Response – Yes, everything discussed at Seawall Stakeholder Subgroup meetings is public information and will be posted on the project website within a day or two of each meeting.

Question – Is the subgroup looking at the entire length of the seawall, up to Broad Street?

Response – Yes, the subgroup will be looking at the entire length of the seawall up to Broad Street. There is a possibility that more detail will be attributed to the central waterfront, which will be the first phase of the project; however, the group certainly needs to keep the full extent of the project in mind.

Question – What is the project budget? What if our preferred design exceeds our budget?

Response – Cost will likely be one of our metrics to determine feasible alternatives. The budget for Phase 1 is \$274 million.

Question – Will Phase 2 have additional funding?

Response – Yes, the city will continue to work with the U.S. Army Corps of Engineers on funding for Phase 2.

Comment – We would like to participate in public events such as the walking tour and workshops.

Response – Staff will coordinate dates for upcoming public seawall events and distribute that information to the subgroup members.

- ✓ **Action:** Coordinate dates for upcoming public seawall events and distribute information to the subgroup members.

Comment – With regard to goals and objectives, plans for habitat improvements should be separate from recreation.

Response – We will make these separate goals.

- ✓ **Action:** Separate habitat improvements and recreation in the goals.

Comment – We need to consider the fact that this roadway (Alaskan Way) is a primary over-height trucking route.

Response – We will note this information.

Comment – We should incorporate plans for sustainable stormwater capture and treatment.

Response – The sustainability workshop will address these topics.

Comment – We need to expand our analysis of “minimizing impacts.”

Response – We will revise the construction goal.

- ✓ **Action:** Revise the construction goal to more clearly explain “minimizing impacts”.

Comment – Cultural and tribal interests need to be captured.

Response – We will add tribal interests to our goals.

- ✓ **Action:** Add Native American interests as part of a goal or metric.

Waterfront Zone Identification

Mark Williams described how TetraTech has started to organize planning for the project and seawall design according to zones. He introduced Ridge Robinson to review each zone. Ridge provided an overview for use in framing the project area; this information will facilitate more detailed discussions in subsequent subgroup meetings related to zones and zone opportunities. He encouraged subgroup members to engage the project team in initial conversation around zone attributes and how the zones were identified.

1. Zone 1: Pioneer Square/Washington Street Zone runs from King Street to Yesler Way. Opportunities at this zone may include the purchase of Pier 48 from WSDOT; touch points because of existing shallow water habitat; and/or a public park to “bookend” the southern end of the waterfront to the northern end’s Olympic Sculpture Park.
2. Zone 2: Ferry Terminal Zone runs from Yesler Way to Madison Street. Ridge described several critical public services that are located in this zone, including the Washington State Ferries (WSF) Terminal at Colman Dock and Fire Station #5, which is the only water-born fire station on Elliott Bay other than Fishermen’s Terminal. Seawall design elements will have to meet the needs of Homeland Security and public safety with regard to the fire station. This zone may present opportunities to enhance the migratory salmon corridor and to coordinate with WSF for joint projects.
3. Zone 3: Central Pier Zone runs from Madison Street to University Street. The unifying theme for this zone is the historic and cultural significance of Piers 54-57, combined with intensive

commercial fishing and maritime activities. Restoration of migratory salmon corridors may be an opportunity in this zone as well.

4. Zone 4: Park/Aquarium Zone consists of property owned by the Seattle Department of Parks and Recreation and runs from University Street to Pine Street, including Piers 62-63. The Seattle Aquarium has developed a master plan for future facilities in this area. Seawall design in this zone (and in all zones) must be flexible to accommodate these plans, but there may be an opportunity to jumpstart Parks' proposed plans as part of the seawall project.
5. Zone 5: Bell Harbor Zone extends from end of Piers 62-63 through Battery Street. This area includes Port of Seattle properties, Bell Harbor Marina, Bell Harbor Conference Center, and the cruise ship terminal. There may be an opportunity to restore migratory salmon corridors in this zone as well.
6. Zone 6: North Pier Zone runs from Battery Street to Broad Street. One potential opportunity for this zone is the creation of intertidal habitat near the Olympic Sculpture Park. Maritime navigation and other impacts must be considered here, as this zone houses the Victoria Clipper, Port of Seattle offices, the Edgewater Hotel, and other businesses on Pier 70.

Stephanie reminded the subgroup members that zone names and boundaries are flexible, and that comments and suggestions are welcome.

Comment – The graphic should identify occupants of the second and third stories in addition to first story occupants.

- ✓ **Action:** Identify the second and third story residents of buildings along the waterfront.

Comment – The “Central Pier Zone” is more commonly known as the “Northern Coal Piers.” We should maintain this name for consistency and to remind us throughout alternative development that the water under Piers 54-57 and the mud underneath that water are both heavily contaminated by coal.

Question – If there is contamination in a zone, how can the design of that zone blend with others?

Response – All zones will need to be blended together.

Question – Will beach zones be additive or subtractive in terms of shoreline?

Response – Both options are available. The project must consider the use of in-water fill, as well as the constraints of the transportation corridor along Alaskan Way, for designs.

Question – Can you clarify the “West Edge” on the drawing of the zones?

Response – Beneath the “West Edge” there is an explanation that a preliminary estimate of maximum feasible pull-back area for the wall would be 70 feet.

Comment – We should emphasize our recognition of the historic nature of the Pioneer Square zone.

Response – The Historic Boat Landing is an extension of Pioneer Square's historic district down to the waterfront, and this is an important opportunity for the project.

- ✓ **Action:** Emphasize attention to historic nature of the Pioneer Square zone.

Question – Is low impact design (LID) going to be attempted in multiple zones? Is it emphasized in one particular zone in the illustration because of specific outfalls in this area?

Response – Yes, LID elements will be considered in all applicable zones. These topics will be addressed further in the sustainability workshop. The drainage design in this area of the waterfront did not encourage the specific use of LID elements; it is merely a placeholder.

Question – Will the waterfront trolley return?

Response – The Central Waterfront Project will determine if the waterfront trolley will return.

Question – Would it be helpful to determine the ferry maneuverability and navigation zones?

Response – Yes, please locate any boundaries regarding WSF vessels.

✓ **Action:** Lisa Parriott will locate WSF vessel zones and provide this to staff for consideration.

Comment – We must consider the public boat dock that was damaged and subsequently removed. It was the only location for the public to park their boats for free, and an interest for its return should be anticipated.

Response – This is an opportunity that will be considered.

Question – Can you produce a visual guide for the terminology we will discuss in these meetings?

Response – We will create a document for the subgroup to reference regarding types of seawalls and other elements that could be included. We also invite subgroup members to visit the AIA “Seawalls” exhibit to see different options of seawalls around the world.

✓ **Action:** Clarify location of AIA “Seawalls” exhibit and distribute information to subgroup.

✓ **Action:** Create a visual guide, or “briefing book,” with images of terminology used during meetings.

Question – Is it in our jurisdiction to design as far out as the outer harbor lines, or is that reserved for the Central Waterfront Project?

Response – That design will be part of the framework process. At this time, we will not be considering the outer harbor lines in our alternatives.

Question – Who is responsible for the coal contamination? If they have been identified, can we begin clean-up efforts immediately?

Response – Most of the contamination is historic and has no responsible party.

Question – Is the dotted line representing the upland scoping boundary dependant on the outcome of the Central Waterfront Project?

Response – No, the only constraint is the transportation corridor that resulted from the Alaskan Way Viaduct discussion.

Comment – Imagery in the “briefing book” should focus on the Cascadia region.

Response – The project team will strive to find examples from this region whenever possible.

Question – Are the Central Waterfront Project team and the Seawall team coordinating?

Response – Yes. The purpose of the Seawall team is to provide expertise for the water's edge, with few limitations on ideas regarding what goes in and around the water. When the Central Waterfront team comes on board in several months, they will need the Seawall team and the subgroup's guidance about what can be done in and around the water.

Question – Who will be making the decisions, the Central Waterfront Stakeholder Group or the Seawall Stakeholder Subgroup?

Response – Decision making is the same for both projects. The Mayor and Council are the ultimate decision making bodies. This subgroup will eventually become part of the full Central Waterfront Stakeholder Group, which will provide input to the seawall team and the Central Waterfront Project team.

Comment – We should consider the Lenora Street pedestrian overpass and use of elevator there, as well as the Bell Street pedestrian overpass. There should also be a call-out to the cruise ship terminal located at Pier 66.

Response – Graphics will be updated to reflect these facilities.

Question – Are the zone opportunities site specific?

Response – Yes, there will be engineering going into each zone to accommodate their differences. The project team has many biologists and habitat specialists on board to consider all of these elements throughout the process.

Question – What type of conflicts might be encountered when considering zones and types of walls?

Response – It is the intent of the project team to develop multiple options for zones, present them to engineers to determine if they are feasible, and work to weave them together.

Question – Can you clarify the stages of construction?

Response – Generally, we will move construction in a straight line every 500 feet along the project area. Currently we think we will begin at the southern end and move north. This decision is driven by a mix of considerations including fish windows and potential business windows during high seasons.

Question – Have unit costs for each type of seawall been established?

Response – That information will come at a later time.

Comment – The Aquarium is located on piers 59 and 60.

✓ **Action:** Update graphics to illustrate the Aquarium on piers 59 and 60.

Comment – We should consider the Marion Street pedestrian overpass as well.

Comment – Can you create an EIS guide that we can follow throughout this process to ensure we are not missing any steps on the way to the environmental review process?

Response – We can send out past screening criteria, which consist of roughly 30-40 considerations. This is a good starting point for developing metrics.

✓ **Action:** Distribute past screening criteria to subgroup members.

Comment – We need to be educated in the extent of contamination along the waterfront.

Response – We will schedule a time to talk about that.

- ✓ **Action:** Schedule a time to present information regarding waterfront contamination.

Comment – Please distribute the roadway corridor design that came out of the Alaskan Way Viaduct discussion that will be our constraint during this process.

Response – The road will consist of six lanes up to the Ferry Terminal at Colman Dock and four lanes north of that. The configuration has not been determined yet.

- ✓ **Action:** Distribute information regarding the preexisting roadway corridor design to subgroup members.

Action Items and Next Meeting

- ✓ Distribute meeting materials to subgroup members well ahead of meetings and post materials on the web after meetings.
- ✓ The subgroup members were asked to consider the preliminary list of project goals, and e-mail their own suggestions to seawall@seattle.gov by August 15.
- ✓ Coordinate dates for upcoming public seawall events and distribute that information to the subgroup members.
- ✓ Clarify location of AIA “Seawalls” exhibit and distribute information to subgroup.
- ✓ Create a visual guide, or “briefing book,” with images of terminology used during meetings.
- ✓ Update graphics to illustrate the Aquarium on piers 59 and 60.
- ✓ Distribute past screening criteria to subgroup members as a guide.
- ✓ Schedule a time to present information regarding waterfront contamination.
- ✓ Distribute information regarding the preexisting roadway corridor design to subgroup members.
- ✓ The subgroup members were asked to review the Operating Guidelines document and send comments to seawall@seattle.gov by August 15.

Next Meeting:

Date: August 24, 2010

Time: 5:00-7:00 p.m.

Location: Sound Transit Board Room, 401 South Jackson Street