

**Seawall Stakeholder Subgroup
Meeting #2 Summary
August 24, 2010**

Meeting Information

Seawall Stakeholder Subgroup
Meeting #2 – August 24, 2010
5:00-7:00 p.m.
Sound Transit Board Room
401 S. Jackson Street, Seattle, WA

Attendance

Seawall Stakeholder Subgroup Members

- Brett Allen, Triad Development
- Kevin Clark, Argosy Cruises
- Lee Copeland, Mithun, Inc.
- Bob Davidson, Seattle Aquarium Society
- Gary Glant, Seattle Parks Foundation
- Duane Hartmann, Waterfront Landings Condominium Association
- Ted Panton, GGLO
- Lisa Parriott, Washington State Ferries (WSF)
- Geri Poor, Port of Seattle
- Brian Steinburg, Allied Arts
- Heather Trim, People for Puget Sound
- Bob Powers, SDOT
- Stephanie Brown, SDOT
- Brian Holloway, SDOT
- Paul Elliott, SDOT
- Sandra Gurkewitz, SDOT
- Jennifer Wieland, SDOT
- Steve Pearce, SDOT
- David Graves, Seattle Parks
- David Goldberg, Seattle DPD
- Mark Williams, TetraTech
- Ridge Robinson, TetraTech
- Emily Slotnik, TetraTech
- Chuck Purnell, TetraTech
- Erin Taylor, EnviroIssues
- Jim Brennan, JA Brennan
- Tanja Wilcox, JA Brennan
- Greg Baldwin, ZGF
- Bob Fernandes, Berger/ABAM

City and Project Staff

Welcome and Housekeeping

Bob Powers welcomed participants and staff to the second Elliott Bay Seawall Stakeholder Subgroup meeting. He thanked Sound Transit for use of their Board Room and thanked the participating members for their commitment to this process. He began a round of introductions.

The agenda was reviewed, and Erin Taylor provided an update on the Operating Guidelines document (distributed at the July meeting). To address stakeholder questions regarding recusal of members, the following text was offered: “Should any member of the Seawall Stakeholder Subgroup find himself or herself part of a team selected by the City of Seattle for design or engineering work on the Central Waterfront Project, that person will be expected to recuse himself or herself from any group discussion

or votes that could create either the reality or appearance of a conflict of interest.” She clarified that this is not unlike language used for the Seattle Design Commission or Planning Commission.

Comment: If a subgroup member is selected as a member of the Central Waterfront design team, they should withdraw from the stakeholder subgroup.

Response: It is true that there could be conflicts, so any person on the Central Waterfront design team should withdraw from the Seawall Stakeholder Subgroup.

- ✓ **Action:** Finalize operating guidelines.

Bob asked if any last revisions to the summary of Meeting #1 were needed before the document was considered final.

Comment: Brian Steinburg asked that his name be followed by his affiliation, “Allied Arts,” in the summary’s attendance section.

- ✓ **Action:** Correct references of Brian Steinburg to include his affiliation with Allied Arts.

Erin introduced the Seawall Glossary, a document created to respond to a request from Meeting #1, which is a reference guide to seawall terminology. She noted that this is a living document to which more definitions can be added.

Comment: The glossary should be available in a web format and accessible through the existing Seawall Project website.

Response: The website is a work in progress, and the glossary can be developed for inclusion on the site.

Bob introduced Steve Pearce, Project Manager for the Central Waterfront Project. Steve gave an overview of the Central Waterfront Project schedule and noted that the work of the Central Waterfront Partnerships Committee has nearly concluded. The Central Waterfront Project team released a Request for Qualifications at the end of June. Proposals were requested for two tracks: Track A – Design Disciplines and Track B – Project Management/Engineering/Technical Disciplines. Track A received 30 proposals, and Track B received 6 proposals. Those proposals are being evaluated, and a shortlist for Track A will be released at the end of this week. Next steps include team interviews and presentations to the public.

Project Goals and Objectives

Stephanie Brown reviewed the project goals that were introduced during the first meeting. The following changes were made to the goals:

- Addition of “Respect cultural, archeological, and historic resources.”
- Separation of “Provide enhanced habitat,” and “Provide enhanced recreational opportunities.”
- Simplification of language in “Minimize construction impacts.”
- Addition of “Consider long-term context for design of Central Waterfront.”
- Addition of “Support fiscal responsibility.”

Stephanie introduced sample project objectives and asked that comments on the goals and draft objectives be emailed to seawall@seattle.gov by September 10.

- ✓ **Action:** Subgroup members are asked to review the *Project Goals, Objectives, and Evaluation Metrics* and provide feedback by September 10.

Comment: The last goal should incorporate seeking opportunities for financial partners.

Comment: We should incorporate the idea of ensuring the optimal long-term life of the seawall environment.

Response: The team attempted to incorporate that general idea into the goals and objectives but will make sure it is clearly articulated.

- ✓ **Action:** Clearly articulate a goal to ensure optimal long-term life of the seawall.
- ✓ **Action:** Consider reframing fiscal goal to include financial partnerships and seeking grant opportunities.

Project Status Update

Stephanie reminded the subgroup of the waterfront zones introduced during Meeting #1; the task for this meeting is to identify opportunities in each zone. In September, preliminary zone designs based on feedback from today's meeting will be presented, and conceptual plans for the entire shoreline will be developed by October and refined into alternatives by November. Those alternatives will be evaluated with the Central Waterfront Design team after the November meeting, and by April 2011 we expect to identify a preferred alternative.

Question: What is the status of an environmental impact statement (EIS) for this project? Will the EIS for this project and the Central Waterfront Project be combined? If not, how can we create a holistic approach to design?

Response: We cannot begin an EIS until we have started a detailed analysis of alternatives. The U.S. Army Corps of Engineers (USACE) requires that we consider a "least cost" alternative, which will be carried through the environmental review process. Because the Elliott Bay Seawall Project and the Central Waterfront Project are separate, there will be different environmental processes and, eventually, permits for each project.

Mark Williams reviewed the technical team's current work and provided an overview of the Sustainability Workshop that was held on August 5, 2010. Mark explained that the technical team has been collecting information, including new seismic design requirements and habitat conditions, and partnering with colleagues from the University of Washington to understand existing conditions of Puget Sound, near-shore conditions, wave refraction issues, and sea-level rise.

Mark noted that the Sustainability Workshop was an opportunity to receive input from the community and the City's technical team, and the energy at the event was very positive. Participants divided into three groups to discuss: 1) Natural Environment, 2) Business and Resource Management, and 3) Community Values. Brainstorming during the event led the group to think of the seawall in creative ways including as part of a system, as a filter, incorporated into the steam plant, as a mechanism to move water, and others. The information gathered at the workshop is being incorporated into the technical team's work currently and will help inform the project throughout design and construction. Additionally, the ideas from the workshop will be divided into those that the seawall team can address, those the Central Waterfront project can address, and those that some other entity in the future can address.

Opportunities and Issues Workshop

Greg Baldwin introduced the potential of the seawall and the opportunities that are available in replacing the seawall. He noted that the seawall design is flexible, and that subgroup members' ideas should not be constrained. Bob Fernandez then reviewed seawall construction methods, including shoreline stabilization options such as drilled shafts and ground improvements. He reminded subgroup members that these structures will not be visible, and that they can be placed virtually anywhere to stabilize the waterfront.

Question: How far underground must a drilled shaft go? How far underground will the ground improvement method go?

Response: Drilled shafts will be approximately 80 feet deep, and ground improvement will be approximately 40-60 feet deep.

Question: Where does USACE's "least cost" alternative fit in here?

Response: The Corps' default typically would be to replace the seawall exactly where it stands. USACE supports the consideration of other alternatives but will not pay for costs above and beyond the least cost option. The City will pay for the Phase I portion of the project (Washington to Pine) and will continue to work with the Corps to secure federal funding for the seawall project north of Pine to Broad.

Question: Which soil stabilization method is more expensive? Does price increase as you move the seawall further from its existing location?

Response: Both methods have relatively similar costs. Alignment of the seawall will affect price.

Question: Are there many contractors that can execute both soil stabilization methods?

Response: Yes, in fact, the team is considering using both methods in this project. One might be appropriate somewhere, and the other somewhere else. This means that there could be good competition for contractors.

Bob noted that the face of the seawall can be separated from its infrastructure, but the size of the gap between the two must not be so large as to require an additional expensive structure for stabilization.

Question: What is the reason to separate the face of the seawall from its infrastructure?

Response: Separation could allow for pedestrian space and other opportunities.

Question: What is the installation process for the new seawall in relation to the existing wall? How will the old structure be removed? What are the cost differences for an alignment near the existing seawall as opposed to far from it?

Response: If the new structure is far from the existing one, the existing wall will remain functional until it is no longer needed. If the new and existing structures are in close proximity, the existing structure must be stabilized while the new seawall is being built. Physically there are no limitations for alignment, but costs might differ. The structures will be approximately 60 to 75 percent of project costs. We would like to dream big, and then verify that we can make our plans work.

Question: Is there cost information on potential design elements such as pocket beaches?

Response: That information is not certain yet, but in general terms, beaches are inexpensive compared to the structure that supports them.

Question: Will the piers be redeveloped as they deteriorate over time? Will piling updates, needed as soon as five years from now, be in this scope of work?

Response: Specific redevelopment plans for each pier are unknown, but a flexible solution must be created to accommodate future plans. The most likely future condition of a pier will be incorporated.

Comment: It would be frustrating to have elements of the project presented which are then negated because of cost. We need an order of cost magnitude for the different opportunities.

Response: Cost will be presented as an explicit criteria in future meetings.

Question: How are the differences between our plans and other project plans going to be reconciled?

Response: The Central Waterfront Project team will look at the “big picture” starting in October, and coordination with the Seawall Project will begin at that time.

Opportunities and Issues Workshop

Please see images of workshop roll plots at the end of this document.

Jim Brennan referenced a memorandum provided to subgroup members—the “Draft Preliminary Identification of Seawall System Replacement Opportunities and Issues Memorandum.” Jim explained that certain elements are common to all of the waterfront zones: aquatic habitat enhancement; shoreline public access and/or touchpoints; cultural, educational, and/or interpretive opportunities; and sustainable design. Some specific features related to these common opportunities include shallow water benches and light penetrating deck areas, touchpoints and viewpoints, and stair access and beach areas. Issues to consider throughout design include, but are not limited to, sediment movement, private land, navigational movement, historic piers, emergency vehicle access, terminal and ferry traffic, oversized vehicle traffic, city shoreline code, and other regulatory and tribal treaties.

Jim reviewed each zone and asked subgroup members to share their ideas and questions, which were recorded on the large graphics of the zones posted around the room.

Zone 1

Existing Conditions

- Increased views of Puget Sound after Pier 48 building demolition
- Ferry terminal flanks zone edges
- Shallow water opportunity
- Some existing seawall
- WSDOT ownership of Pier 48
- Security issues with ferry terminal and Port of Seattle
- Navigational issues

Comments

- Move the existing pavilion by the Washington Street Boat Landing
- Mix of beach and plaza/open space
- A wrapped beach
- Fishing in shallow water
- Eliminate existing creosote pilings

Question: What is known about WSDOT’s plans for Pier 48?

Response (from Lisa Parriott, WSF): Currently the pier is a temporary staging area for the Alaskan Way Viaduct construction. Washington State Ferries (WSF) had hoped to expand its terminal; however, changes in the economy have halted those plans. WSDOT will continue its partnership with the City in order to achieve success for both parties. The pier cannot be acquired until after the Alaskan Way Viaduct construction is completed, however, so an interim plan might be beneficial.

Zone 2

Existing Conditions

- Large extents of overwater coverage
- Ferry terminal
- Fire station
- Retail
- Ferry maneuvering and access

Comments

- Elevate the walkway and create a pedestrian bridge to allow unimpeded vehicle access
- Benched intertidal area
- Grating/glass block deck along sidewalk edge in the right of way
- Coordinate for access/open space with ferry terminal
- Interface with cars in queue for ferry

Zone 3

Existing Conditions

- Historical character area
- Active, lively part of waterfront for retail
- Deliveries and school bus access
- Maritime environment of Argosy/Tillicum Village
- Railing has historical designation
- Lease issues
- Combined sewer overflow (CSO) at University Street

Comments

- Light penetrating bench or decking or cantilevered sidewalk
- Seawall that “eats” garbage
- Boat and other water activity

Question: Does Argosy have a new experience it might find desirable?

Response: With the majority of the Seattle Waterfront being owned by one or two agencies, we offer the customer an experience to get to the “other side” and relax. Argosy also provides another service which is to haul tons of garbage daily.

Zone 4

Existing Conditions

- Historic Pier 59
- Waterfront Park and Piers 62/63 (DNR land)
- Future Aquarium plans
- Regulatory limits on new overwater coverage

- Shallow water and underwater land elements

Comments

- UW student charrette ideas for Waterfront Park and man-made tide pooling
- Terraced landscape (e.g., Monterey Bay Aquarium)
- Post-Viaduct, roadway will climb the hill and present the opportunity for a large gathering space
- Strategic location for connector street drop-down

Zone 5

Existing Conditions

- Breakwater (sheltered area)
- Older seawall with rock fill buttress
- Upland area includes cruise ship terminal and conference center
- Marina and migration routes

Comments

- Opportunities and Issues memo mentions the ability to reduce the cross-section of Alaskan Way to two lanes to allow for a wider pedestrian zone; however, Issues section negates that by requiring maintenance of cruise terminal, service, and emergency vehicle access

Zone 6

Existing Conditions

- Several historic piers
- Victoria Clipper and Port of Seattle offices
- CSO at Vine Street
- Flanked by Olympic Sculpture Park and its shoreline habitat features

Comments

- Consider the nature of landings on the east/west streets as “pearls on a necklace” and take advantage of those places
- Opportunity for “node” or focal point at those landings
- Skid row/historic recognition
- Bell Street’s critical connection to waterfront (i.e., Green Street)
- Benching/daylighting

Comment: The maximum utility of the water should be integrated throughout all zones. There is a large “tube” of water here, and we have the opportunity to make the water do as much as it possibly can by celebrating it, utilizing it, and filtering it.

Comment: Water quality should be considered throughout as well. We need to consider constructed wetlands and marshy features in our designs.

Comment: We should consider killing four to five birds with one stone with this project. We might be able to attract more funding sources by incorporating different opportunities.

Comment: We should consider a series of pedestrian options at the water level.

Next Steps and Closing

The revised Goals and Objectives document was distributed to subgroup members for their review. The project team requested input on this document by September 10, as the conversation about goals, objectives, and metrics will continue during Seawall Stakeholder Subgroup Meeting #3.

The technical team is also seeking comments and additional input on the Opportunities and Issues memo and requests suggestions and revisions by September 10 as well.

- ✓ **Action:** Subgroup members should review the Opportunities and Issues memo and send their input to seawall@seattle.gov by September 10.

Erin announced other public outreach efforts underway including the following:

- Elliott Bay Seawall Walking Tour (September 11, 2010)
- Reshaping Seattle's Central Waterfront (September 15, 2010)
- Waterfront Business Surveys (Late August through September 2010)

Action Items and Next Meeting

- ✓ **Action:** Correct references of Brian Steinburg to include his affiliation with Allied Arts.
- ✓ **Action:** Subgroup members should review the project goals, objectives, and evaluation metrics and provide feedback by September 10.
- ✓ **Action:** Clearly articulate a goal to ensure optimal long-term life of the seawall environment.
- ✓ **Action:** Subgroup members should review the Opportunities and Issues memo and send their input to seawall@seattle.gov by September 10.

Next Meeting:

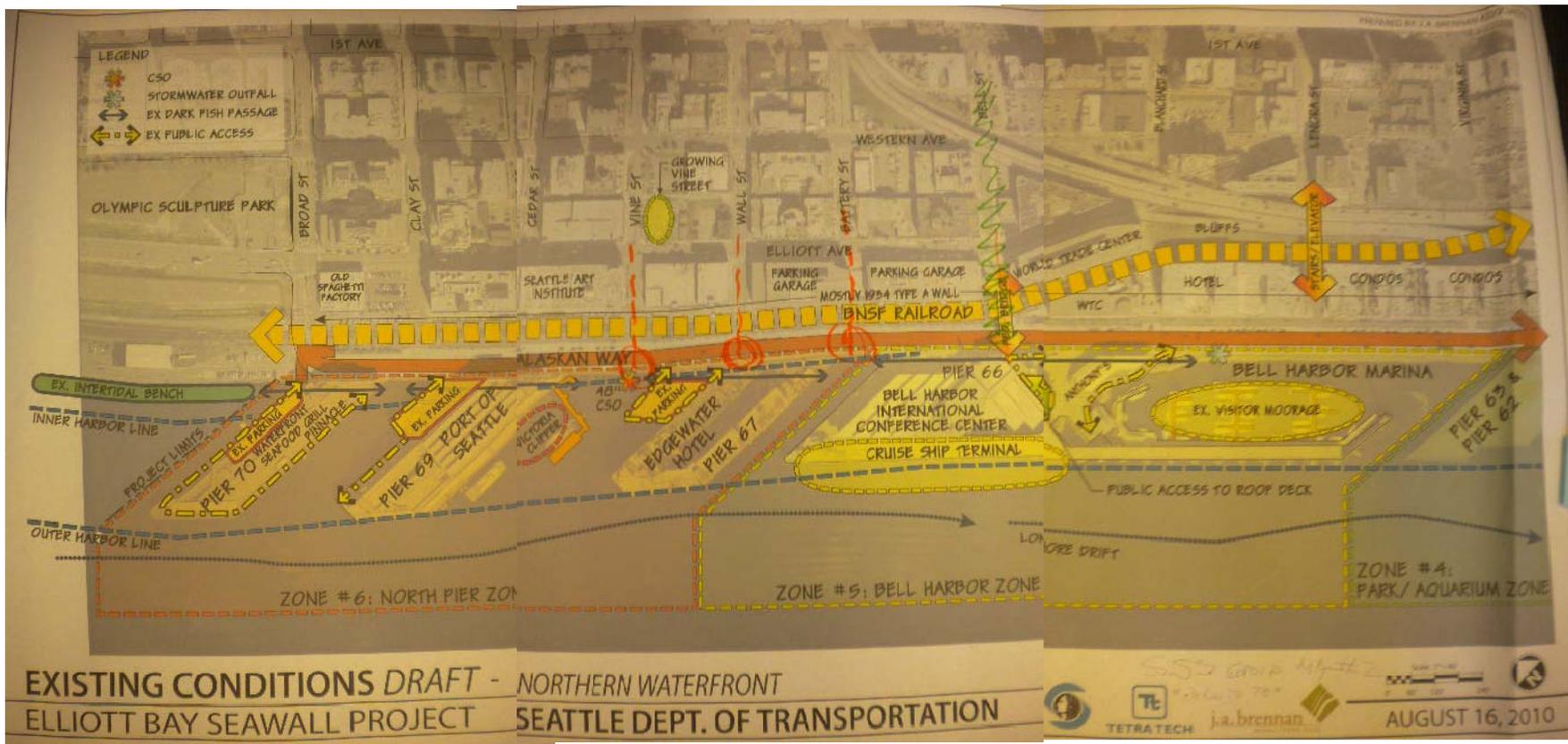
Date: September 28, 2010

Time: 5:00-7:30 p.m.

Location: Seattle Municipal Tower, 700 Fifth Avenue, 40th Floor, Room 4050/4060

Opportunities and Issues Workshop Roll Plot Images

Existing Conditions Draft – Northern Waterfront



Existing Conditions Draft – Central Waterfront

