

CENTRAL WATERFRONT STAKEHOLDERS GROUP

MEETING SUMMARY

Meeting #6

November 17, 2011

MEETING INFORMATION

Meeting #6, November 17, 2011

5:15 – 7:15 p.m.

Seattle City Hall, Bertha Knight Landes Room

ATTENDANCE

Stakeholders

- Geoff Anderson
- Chuck Ayers
- Don Benson
- Dave Blandford
- Richard Breslin
- Kevin Clark
- Bob Donegan
- Dave Easton
- Craig Hanway
- Susan Jones
- Charles Knutson
- John Odland
- Vince O'Halloran
- Vlad Oustimovitch
- Ted Pantan
- Nicole McIntosh
- Geri Poor
- David Ramsay
- Theresa Schneider
- Mickey Smith
- Dale Sperling
- Tom Tanner
- Heather Trim

Staff

- Bob Chandler, Seattle Department of Transportation (SDOT)
- Steve Pearce, SDOT
- Jennifer Wieland, SDOT
- Brian Henry, SDOT
- Brian Holloway, SDOT
- Linea Laird, WSDOT
- Chris Dixon, Seattle Tunnel Partners
- Victor Obeso, KC Metro
- Erin Taylor, EnviroIssues

Approximately three members of the public were in attendance.

WELCOME

Bob Chandler, Seattle Department of Transportation Alaskan Way Viaduct and Seawall Replacement Program Director, welcomed the group to the sixth Central Waterfront Stakeholders Group meeting and asked for introductions. Bob reviewed the meeting objectives:

- Update on Waterfront Seattle design
- Update on Elliott Bay Seawall Project ongoing work
- Focus on waterfront project schedules and parking
- Introduce King County Metro south end pathway planning

Advising on Waterfront Seattle and the Elliott Bay Seawall Project

HOUSEKEEPING

Erin Taylor noted that a summary of the fifth Central Waterfront Stakeholders Group meeting was included in the meeting materials and asked if anyone had questions or clarifications to the document. There were none.

WATERFRONT SEATTLE PROJECT UPDATE

Steve Pearce, Project Manager for Waterfront Seattle, provided a project update. He noted that the Record of Decision on the Viaduct Project and August vote were important milestones that have allowed the Waterfront Seattle team to move forward with aspects of the project including initiating street design and traffic analysis. The project team will present those topics at the January stakeholder meeting.

The Waterfront Seattle project schedule includes goals for framework planning, cost estimates, integrated seawall design, a phasing plan and funding strategy, and a strategic plan by June 2012. To date, the project work has been well received by City Council. Steve recapped some of the recent Waterfront Seattle events such as the placement of yellow chairs on Pier 62/63, a partnership with the Seattle Aquarium over Halloween for a themed photo booth, and the October 27 design update public event.

Steve provided a brief summary of the October 27 design update. (The full presentation is available online at www.waterfrontseattle.org.) An integrated habitat approach was introduced, which included elements of aquatic habitat from the Elliott Bay Seawall Project team as well as new elements like riparian and upland habitats. Public art was another focus of the presentation and is an important component of the design work on the waterfront.

Waterfront programming was also highlighted in the public presentation, including continuous and place-specific activities in the public space. As currently envisioned, examples of continuous activities are running, biking, and dog walking. Examples of place-specific activities are concerts at Pier 48, small boat moorage, a new Union Street Plaza, new hill-climb assists, an outdoor swimming pool, and many others. Steve noted that three distinct zones have emerged in the concept designs: the Market Zone, which would be retail-oriented; the Overlook Zone, which would have opportunity for a variety of activities, including children's play; and the Step Zone, which would serve as a pedestrian connection to the waterfront.

Question: When will we discuss the street design?

Response: The Waterfront Seattle team will present preliminary street design and traffic analysis information to the stakeholders in January 2012.

Question: Has the project team considered pedestrian overpasses other than in the Pike Place Market area?

Response: Yes, the team has considered another pedestrian overpass at Yesler Way.

Question: Why was Pier 48 chosen as a public events pier? What kind of small boat activity would occur near Pier 48?

Response: Pier 48 would be a convenient venue for large crowds and is centrally located for parking and transit/ferry connections. Small boat activity is likely to include short-term moorage as opposed to handcraft like kayak rental.

Question: Are there any opportunities for softer shores with less regularized edges?

Response: The main example of a soft edge is shown at Pier 48.

Question: Is there coordination between the projects that will remove waterfront parking and the projects that intend to attract thousands of people to the waterfront?

Response: Yes, this is an important element, and we continue to coordinate.

Question: I am concerned about the limited amount of habitat opportunities presented. Will more opportunities be presented?

Response: Yes, the Waterfront team continues to work with the Seawall Project team to expand our work on habitat. It is difficult to illustrate that level of detail in these renderings, but continuous habitat improvements along the waterfront—both in-water and on the uplands—are included in our concept designs.

ELLIOTT BAY SEAWALL PROJECT UPDATE

Bob Chandler noted that since the last meeting, Stephanie Brown has left SDOT, and Jennifer Wieland was selected as the Project Manager for the Elliott Bay Seawall Project. He invited Jennifer to give an update on the seawall.

Jennifer reviewed the project schedule. She noted a difference with regard to the anticipated schedule for the Army Corps of Engineers feasibility study. Due to a lack of federal funding, that schedule has been extended. To maintain this coordination effort and simultaneously move the project toward construction, the Seawall Project team is investigating ways to work with both the Planning and Regulatory branches of the Corps. Jennifer also noted the ongoing coordination between the Elliott Bay Seawall Project team, Waterfront Seattle, and Seattle Tunnel Partners. The teams have recently been focusing on parking impacts associated with the waterfront projects, as well as long-term design elements and public outreach.

Jennifer then introduced Alternative C, which is a result of coordination with the Waterfront Seattle team and is likely to become the project's "staff recommended alternative." The project team is currently developing 35 percent design of Alternative C, which will be available for City review in January.

She reminded the group of the elements of an alternative: a structural solution, the wall location, habitat enhancement measures, a restored roadway and pedestrian/bicycle facilities, flexibility for Waterfront Seattle, and potential early wins (both in-water and upland). An updated version of the matrix comparing all three alternatives was included in the meeting materials. In general, Alternative C balances Alternatives A and B. In terms of wall location, there is less variation, or "back-and-forth," in Alternative C. Jennifer explained the details of each waterfront zone in Alternative C:

Zone 1: The seawall moves inland 15 feet. The graphic illustrates the bored tunnel location, but it is not to scale. Short-stay boat moorage is shown in this zone, since it will continue through environmental review a potential early win. An intertidal habitat bench is illustrated north of the Washington Street Boat Landing; this is the first portion of the long-term vision shown in Waterfront Seattle concepts.

Zone 2: The seawall moves inland 15 feet. Although the wall face moves east, surface connections remain the same to maintain transportation and pedestrian/bicycle functions. A habitat corridor, which includes light penetrating surfaces in the pedestrian walkway and habitat benches, is illustrated in the graphic. That corridor is not yet fully sized or designed, but it would be continuous throughout the entire project area.

Zone 3: The seawall moves inland 10 to 15 feet. The exact location is still being coordinated with the design team; at this time the drawings show 10 feet. All surface connections remain the same to maintain foot traffic, and the light penetrating surface corridor continues.

Zone 4: The seawall moves inland 10 feet. Here, near the Seattle Aquarium, the cantilevered sidewalk could be peeled back to expose the seawall face, which would implement one element of the Waterfront Seattle vision. Here the pedestrian zone and roadway are more similar to Alternative B to accommodate this shift.

Zone 5: The seawall moves inland 10 feet. The habitat corridor would continue, building on the enhancements already implemented by the Port of Seattle.

Zone 6: The seawall moves inland 10 feet and is similar in concept to Zone 5.

Jennifer explained that Alternative C provides flexibility for the current vision of Waterfront Seattle. The team will continue to study habitat elements and begin engaging with the regulatory agencies for project permitting.

Question: Is Zone 4 the area that does not include a habitat bench because of the placement of a new Union Street Plaza?

Response: Light penetrating surfaces and intertidal benches would be maintained throughout the project area, including in Zone 4. However, detailed plans for in-water habitat enhancements west of the wall will not be fully defined until a more detailed design from Waterfront Seattle is available. The Seawall Project team would not want to add habitat that might require removal and mitigation by the Waterfront Seattle team in the future.

Question: What is the financial impact of moving the seawall back from commercial structures?

Response: The team is starting to think about construction impacts, staging, and phasing. The total project cost in the City budget is currently shown as \$330 million, which is within the range of \$310 to \$390 million that was previously discussed with this

group. And as design progresses, the team will continue to look for opportunities to reduce the project cost. In the next few months, the team will be looking at ways to ensure business access during construction, including strategies to continue drawing people to the waterfront. There is no answer for mitigation costs yet, but more information will be available in the next six to eight months.

Question: Isn't Waterfront Park being removed?

Response: The redesign of Waterfront Park and Piers 62/63 is not included as part of the Elliott Bay Seawall Project. Those spaces will follow as a part of Waterfront Seattle and will have separate environmental processes.

Question: Will construction of the seawall still start in Zone 4, while tunnel construction begins in Pioneer Square?

Response: Yes, that is the current thinking.

Comment: I would like to see a pedestrian/bicycle overpass at Pier 48. This is a freight and traffic throughway. If pedestrian density is increased in this area, it should include a pedestrian overpass.

Response: A pedestrian overpass may be considered as part of the Waterfront Seattle framework plan.

Question: What does it mean that the City's budget is \$330 million? If current funding lasts through 2012, what is the timeline to secure additional funding? Has there been any update about potential federal contributions?

Response: The City has a placeholder of \$330 million in the budget because we are forced to select a number (rather than a range) as part of the budgeting process. The timeline for securing construction funding is still to be determined, and the Mayor and City Council will be working together on this issue in 2012. It's important to remember that the City is not seeking federal funding for Phase 1 of the project; our hope is that the partnership with the Army Corps will lead to cost-sharing on Phase 2 (the north seawall).

Comment: I have concerns with the feasibility of the schedule. This group needs to understand the consequences of not meeting the schedule. Does it imply that a restored roadway would not be built, or that the waterfront would be in a state of construction for years?

Response: In addition to the critical safety issue, beginning construction on the Seawall Project in 2013 facilitates logical sequencing with other waterfront projects. Starting construction in 2013 would ensure that the seawall is completed by early 2016, before the viaduct is demolished. This would allow the Seawall Project's restored roadway to be used as the thoroughfare during viaduct demolition and construction of the final Alaskan Way; additionally, landside Waterfront Seattle projects could begin immediately following seawall construction and viaduct demolition. The project team is doing everything we can to ensure our deadlines are met, including setting early meetings with regulators and preparing to work with both the Planning and Regulatory branches of the Corps.

WATERFRONT PROJECT SCHEDULES AND SHORT-TERM PARKING STRATEGIES

Bob Chandler provided an overview of the schedules for all current and upcoming projects along the waterfront. He noted that work by Seattle City Light, Seattle Tunnel Partners, the Elliott Bay Seawall Project, Waterfront Seattle, and viaduct demolition must be well coordinated, as there will be many impacts on the waterfront, especially impacts to short-term parking. Bob explained that the updates would focus on near-term work through the end of 2011 and into early 2012, working from south to north.

Alaskan Way Viaduct Replacement Program

Linea Laird, Alaskan Way Viaduct Replacement Program Administrator, reviewed the south end construction schedule and next steps. The viaduct's south end replacement, from South Holgate Street to South King Street, has been under construction since summer 2010. The focus of that work has been the new side-by-side roadway. The crews have made great progress. Work already completed includes the opening of the SR 99 construction bypass and the demolition of 4,000 feet of the viaduct. Debris from demolition (concrete and rebar) will be recycled and reused on the project. Construction to date has resulted in permanent speed changes along SR 99. Linea noted that most people adjusted to the new traffic flow within several days.

The viaduct's central waterfront section, between South King Street and Battery Street, will be replaced with a bored tunnel beneath downtown Seattle. Linea introduced Chris Dixon, Seattle Tunnel Partners Project Manager. Starting in February 2011, WSDOT directed Seattle Tunnel Partners (STP) to continue preliminary design for the SR 99 tunnel. Receipt of a Record of Decision in August 2011 allowed STP to move into final design and construction. WSDOT anticipates that the SR 99 tunnel will be open to traffic in December 2015.

Tunnel construction activities through mid-2012 include demolition of the remaining portion of the viaduct south of Railroad Way South, relocation of utilities in the south and north portal areas, settlement mitigation work for buildings and structures in the south end, and construction of a launch pit for the tunnel boring machine. The tunnel boring machine is expected to arrive in early 2013, with boring beginning in mid-2013. This work will impact 156 parking spaces between South King Street and Yesler Way.

Central Waterfront Transmission Line Relocation Project

Brian Holloway, SDOT, provided an update on the Central Waterfront Transmission Line Relocation Project. SDOT is working closely with Seattle City Light on this project. Brian introduced Dan McKillop who is working with the contractor to ensure that commitments to businesses and stakeholders are met.

The Central Waterfront Transmission Line Relocation Project area extends mostly underneath the viaduct between the Union Street substation and Yesler Way, with some work planned for University Street and Western Avenue. The work includes vault installations, duct bank construction, and pulling of new transmission cables from Yesler Way to University Street once trench work is complete. The relocation work must be complete by mid-May 2012 in order to have the gear operational for power during the peak energy season; meeting this schedule also keeps other waterfront projects moving forward.

Project work will begin in mid-November, including potholing (intermittent truck work to cross-check utility sites underground), exploratory trench work, dewatering, and cofferdam installation (which prevents groundwater from getting into the trenches). The contractor will be working limited hours during the holidays, from 7:30 a.m. – 4:30 p.m. on weekdays only, with most efforts geared toward the completion of potholing activities. Potholing will allow the contractor to locate unknown utilities, complete any necessary design changes, and ultimately to complete substantive work much faster and more efficiently.

For the duration of this project, the contractor is required to develop a noise management plan, as 13 noise variances have been permitted as part of the project. The contractor will maintain at least one lane of traffic under the viaduct at all times, will maintain two-way traffic on Western Avenue with flaggers, will not park construction vehicles in Pioneer Square or SODO, and will provide ongoing monitoring for vibration and settlement. The contractor has made efforts to limit the project footprint to minimize the extent of parking impacts, such as moving the construction management office to a vacant WSDOT building near the waterfront.

After January 1, 2012, crews will complete the trenching, vault installation, and duct banks. Vault installation must be complete by April 20, 2012, and a substantial amount of the project must be complete by May 2012.

Question: Could you clarify potholing?

Response: Potholing is exploratory work that involves drilling and examining small holes in different areas to determine the exact location of utilities and to find any unknown utilities. This activity helps the contractor complete design changes in advance of trenching, minimize impacts, and ultimately work much faster.

Short-Term Parking Mitigation

Bob Chandler explained the joint City and WSDOT approach to short-term parking mitigation during the holidays. A parking work group composed of directly affected stakeholders has been created. The group has been meeting since September to review construction impacts, provide feedback, and discuss short-term and long-term parking mitigation strategies. Bob clarified that WSDOT has committed \$30 million to mitigate waterfront construction effects on parking as part of the Alaskan Way Viaduct Replacement Program.

Linea Laird gave an overview of the short-term parking mitigation strategies. To date, these have included the launch of a marketing campaign, opening Pier 48 to short-term public parking, and minimizing construction staging areas.

The marketing campaign was launched on November 14, 2011, and is called “Your Spot is Here.” It includes a website; materials; signs; print, radio, and online ads; and partnerships with businesses. This campaign is designed to let the public know the waterfront is open during construction, with plenty of parking available, including parking at reduced rates. The website, www.yourspotishere.com, will be updated regularly to include detailed construction schedules so the public knows what to expect.

In addition, Pier 48 has been approved for temporary use as short-term parking. Starting on November 16, 2011, WSDOT made the space available during the holidays for \$3.00 per hour plus tax for up to four hours of parking. After the holidays, Pier 48 will be used by Seattle Tunnel Partners for construction staging.

Furthermore, the project teams are coordinating to minimize the footprint of construction staging space. For example, the Central Waterfront Transmission Line Relocation Project is using the Integrus Building instead of job trailers in the right-of-way, freeing up more on-street parking.

Brian Henry, SDOT, introduced wayfinding and partnerships underway as part of the short-term efforts. He showed signs being installed along the waterfront to direct drivers to nearby parking facilities and shopping destinations. Also, the City is partnering with private parking facilities to provide existing short-term parking at reduced rates. At select locations, private parking lots and garages will be available for rates less than on-street parking for up to four hours. All of these strategies tie into the "Your Spot is Here" marketing campaign, and more information about them is available on the website.

Comment: Please include pedestrian and bike mitigation in this plan, such as signage and detours.

Response: The team is sensitive to the fact that the waterfront is a major commuting route and will be noting pedestrian and bike routes.

Question: Are the vaults located close to the seawall? There is one in the middle of Alaskan Way right now.

Response: The vault work underway in Alaskan Way this week will provide service to the ferry terminal for service upgrades, and should be complete on Saturday, November 19. The vaults we are installing for the transmission line relocation are being sited on the east side of Alaskan Way. Many factors were weighed in finding locations for the vaults, including seawall location, Waterfront Seattle's future designs, and the tunnel alignment. The vaults will be sited so that they will not have to be relocated with each new construction activity throughout the coming years.

Question: When will the remainder of the south end viaduct demolition be complete? Did WSDOT learn any more about the vulnerability of the viaduct during that demolition?

Response: The south end demolition will be complete in several more weeks. While the viaduct was closed, WSDOT completed an annual inspection. The damage reported was within the same magnitude as in past inspections and included more cracking and settlement in the same areas we typically expect. The viaduct itself is made of very strong concrete and has served us very well.

Question: How will the rebar and concrete from the viaduct be recycled? Is it 100 percent recyclable? When will the central waterfront part of the viaduct be recycled?

Response: The Seattle Tunnel Partners have space at Terminal 25 to haul demolished concrete. There, the concrete will be crushed into pieces smaller than six inches. When the tunnel boring machine launch pit is excavated, a layer of that small crushed concrete will be used as a stable draining surface. The material can also be used for

temporary roads onsite. The demolition of the central waterfront portion of the viaduct will not occur until 2016, and the exact use of that concrete is not determined.

Comment: Matt Preedy did a great job taking comments and suggestions from the community during the October 10-day viaduct closure and demolition.

Response: Internally, we were also very impressed by the partnerships of all of the agencies in this room; staff from SDOT and WSDOT pulled together to solve problems, engaged in critical, upfront planning, and coordinated on a daily—sometimes multiple times per day—basis. Also, we need to thank King County Metro, who maintained excellent service and flexibility as routes were impacted; Metro's cooperation was also essential.

KING COUNTY METRO SOUTH END TRANSIT PLANNING

Victor Obeso, King County Metro, provided an update on planning for King County's south end transit routes. He explained that 500 buses carrying 15,000 people per day over the viaduct bring riders in and out of the city center.

King County Metro is currently looking at how to get buses to all the necessary transit activity centers following viaduct removal. Metro's considerations for potential pathways include criteria such as speed and reliability, constructability, transit facilities and accessibility, neighborhood impact, consistency with the City's Transit Master Plan, right-of-way acquisition, environmental justice, multimodal connections, transit classification, and accommodation of the interim conditions.

Victor clarified that buses tend to travel at a slower speed than average traffic given multiple stops. Dedicated lanes and priority signals are ways to improve transit speeds.

King County Metro is aware that interim roadway conditions will be implemented, and here is a need to find interim pathways for buses. Metro is starting these conversations early and wanted to provide an overview to this group to encourage additional coordination between the City, State, and stakeholders.

NEXT STEPS AND ACTION ITEMS

Bob explained that the January 2012 stakeholder meeting would focus on Waterfront Seattle's preliminary roadway design and traffic analysis. He summarized the action items captured during the meeting:

- ✓ Illustrate habitat features in graphics
- ✓ Respond to question about date of south end viaduct demolition completion
- ✓ Respond to question about in-water use of recycled viaduct concrete (currently on action item tracking)
- ✓ Provide additional information related to long-term parking solutions

The seventh Central Waterfront Stakeholders Group meeting is scheduled for Thursday, January 19, 2012 at City Hall's Bertha Knight Landes Room.