WATERFRONT PROGRAM PROGRESS REPORT

Elliott Bay Seawall: April 2013
Waterfront Seattle: 1st Quarter 2013

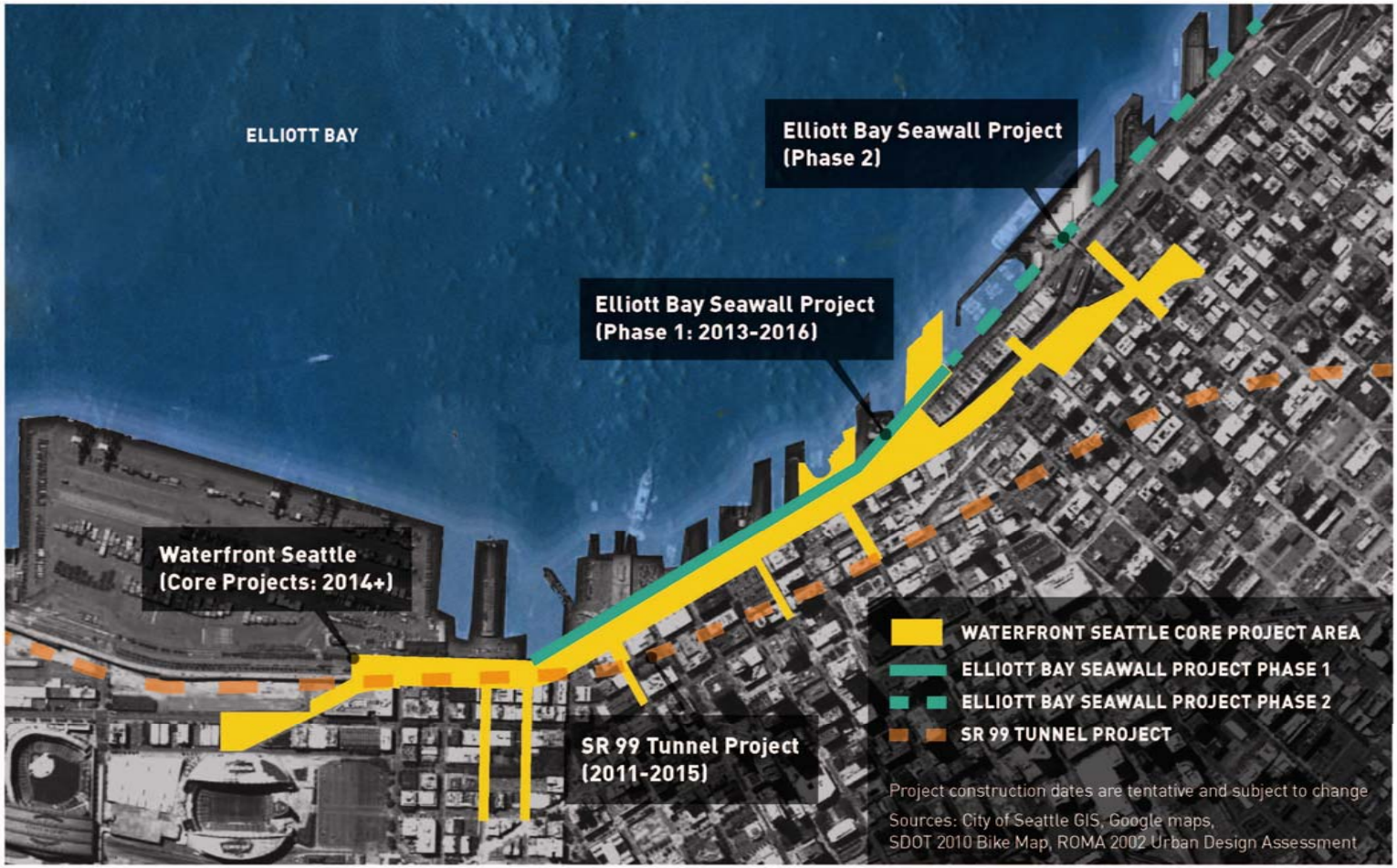
Published June 2013

Mission, Vision, and Purpose

SDOT's Waterfront Program is a series of capital projects undertaken by the City of Seattle in partnership with the whole community to transform the City's central waterfront. This document is designed to provide real time reporting on program delivery, project construction progress, cost and schedule updates, and performance measures that show how well we're performing against our stated program and project goals.

The Waterfront Program is led through a collaborative effort between the departments of Planning & Development, Parks and Recreation, and Transportation (SDOT). SDOT is the contracting department for the Program design and capital construction. SDOT's mission is to deliver a safe, reliable, efficient, and socially equitable transportation system that enhances Seattle's environment and economic vitality. Our vision is to create a vibrant Seattle through transportation excellence. SDOT understands that accountability and transparency are foundational for public agency success, and that the benefits include increased public trust. SDOT wants elected officials, stakeholders, and the Seattle community to know we track our performance against our stated goals, and we spend wisely.

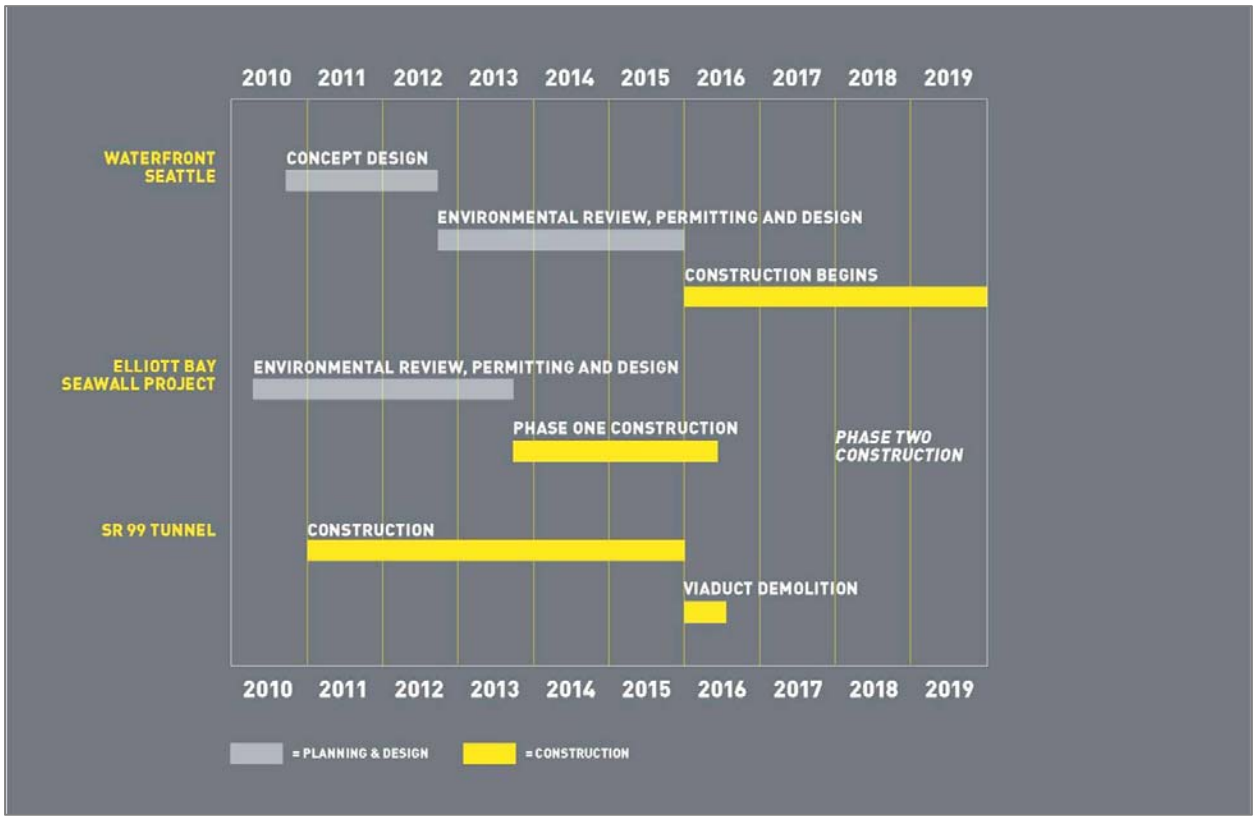
This document is organized into four sections: Program Overview, Main Corridor Program Elements, Public Piers, East West Connections, and Elliott Bay Seawall Project. For those elements in preliminary phases (Main Corridor, Public Piers, and East-West Connections), progress information will be updated on a quarterly basis. Projects in final design or construction will be reported using milestones, costs, and schedule information updated on both monthly and quarterly cycles. The information contained within this report is current for the month listed on the cover and in the footer of the document.


ELLIOTT BAY
Elliott Bay Seawall Project (Phase 2)
Elliott Bay Seawall Project (Phase 1: 2013-2016)
Waterfront Seattle (Core Projects: 2014+)
SR 99 Tunnel Project (2011-2015)
WATERFRONT SEATTLE CORE PROJECT AREA
ELLIOTT BAY SEAWALL PROJECT PHASE 1
ELLIOTT BAY SEAWALL PROJECT PHASE 2
SR 99 TUNNEL PROJECT
Project construction dates are tentative and subject to change
Sources: City of Seattle GIS, Google maps, SDOT 2010 Bike Map, ROMA 2002 Urban Design Assessment

Waterfront Program Overview

The Waterfront Program is a partnership between the City of Seattle and the entire community to create an inviting new public waterfront that is a place for everyone – a Waterfront for All that the entire region can enjoy for generations. Waterfront Seattle will set a new standard for public access and participation in the decision-making process, with the goal of making "Waterfront for All" a reality.

The Program is a series of capital projects undertaken by the City of Seattle, and administered by the Seattle Department of Transportation. The projects, listed on the following pages, range from large and technically complex to relatively small-scale street improvements. Activities and measures disclosed in this progress report, such as public engagement, environmental review and local improvement district formation, are in support of the successful design, construction and long-term community use and enjoyment of these projects. The exhibit presented on page 2 shows the location of the Waterfront Program projects including the new Elliott Bay Seawall, as well as partner projects occurring within the program area.



Waterfront Program Schedule

Waterfront Program projects are at varying levels of design, and the City has secured varying levels of funding for each. Program elements in early stages of design and environmental review are grouped by area and type, while projects in late stages of design or in construction are presented individually. The following Waterfront Program elements are discussed in this report.

Elliott Bay Seawall Project

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 beach at Washington Street, a restored 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 will continue the improvements from Virginia to Broad streets. The City is working to identify funding for the project's second phase and construction is anticipated sometime after the completion of the Waterfront Core Projects.

Construction Experience

Construction is underway on the SR 99 Bored Tunnel and demolition of the Alaskan Way Viaduct, including multiple phases of electric transmission line relocation. In fall 2013, the Elliott Bay Seawall will move into construction, with pre-construction activities starting as early as fall 2012. From there, other projects within the Waterfront Program will evolve into construction over the span of several years, creating a near-constant state of heavy construction along the Central Waterfront.

The Waterfront Program aims to achieve a waterfront that is inviting and accessible, easy to navigate and visually articulate throughout all phases of construction. In addition, the Waterfront Program needs to develop a clear and positive image of the waterfront in construction for the Seattle public. 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 that end, the Program aims to define and brand a set of wayfinding and activation elements that:

- Turn construction into an early win by generating a positive sense of change and momentum
- Maintain waterfront/business access and vitality
- Support wayfinding and safety for all waterfront visitors

- Provide use or benefit for many construction seasons
- Are mobile and easily moved as construction areas change
- Communicate the dynamic, temporary nature of construction

Four strategies will be deployed in phases between fall 2013 and 2018. They will be prioritized based on needs in a given timeframe, designed and constructed to intentionally adapt and complement changing construction phases – including early Seawall and utility relocations. Throughout implementation, the City will evaluate how effectively these strategies meet the program goals, and adapt as needed.

- **Strategy 1 – Activate public spaces to create mini destinations.** Create an active construction information center .Create small parklets to enhance the temporary nature parking areas during construction. Incorporate features that are mobile and can be assembled in a variety of ways as parking areas move – while still maximizing the number of spots available:

- **Strategy 2 – Create a unified, layered wayfinding program.** Use wayfinding to create interest and excitement; suggest that broad changes are emerging; provide education, context, and increase civic engagement in the project and the neighborhood; and effectively move people to desired destinations along the waterfront. Where possible, elements should be interactive and allow a community "voice."

- **Strategy 3 – Provide virtual access to construction.** Create an online, multimedia and interactive platform to document project evolution and momentum. This strategy draws on a "virtual archive" concept laid out in the Art Plan, and is a key opportunity to bring art into the Construction Experience.

- **Strategy 4 – Hold unique events that embrace and generate a positive interaction with construction.** Promote public and private waterfront spaces to facilitate activity on the waterfront, and promote it to potential users, as well as (co-) sponsor events.

Central Waterfront Program Budget[1] Dollars in millions							
Program Elements	**Current Funding**	**WSDOT Funding**	**30 Year Voted Bond**	**Local Improvement District**	**Philanthropy**	**General Fund/ Debt**	**9-Year Lid Lift/Other**
Elliott Bay Seawall Project (Phase 1)	$60		$240				
Main Corridor	$5	$290		$120	$70		$10
East West Connections				$45	$10		
Public Piers	$5		$50	$45	$20		
Partner Projects				$40			$45
Right of Way Acquisition						$15	
Total	**$70**	**$290**	**$290**	**$250**	**$100**	**$15**	**$55**
Total Program Budget	**$1,070**						
Note: [1]The Program is funded through 30% Design. The City continues to work on implementing a future Local Improvement District (LID) and securing funding from philanthropic partners.							

Main Corridor

- **Alaskan Way Viaduct Demolition and Battery Street Tunnel Decommissioning:** When the WSDOT-constructed SR-99 deep bored tunnel is complete in 2016, the Alaskan Way Viaduct will be demolished and the Battery Street Tunnel will be permanently closed.

- **Alaskan Way and Elliott Way:** Alaskan Way will be built in the footprint of the existing viaduct and will continue 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. In addition, the Marion Street and Lenora Street Pedestrian Bridges will be replaced and improvements will be made in the footprint of the existing viaduct ramps at Seneca and Columbia streets.

- **Tideline Pedestrian Promenade:** A new pedestrian promenade will be built to the west of the existing viaduct. The promenade will include ample space for strolling, viewing, seating, cycling and other recreation.

  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.

Public Piers

- **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.

East-West Connections

- **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 improvements, connecting First and Western avenues and Alaskan Way, will be made at Union Street.
- **Bell Street Green Street Improvements:** The existing Bell Street Green Street improvements, which end at First Avenue, will be extended west from First 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.

Elliott Bay Seawall Project – Central Seawall/Phase 1

Project Summary

The purpose of the Elliott Bay Seawall Project is to:

- Protect life safety, infrastructure, and economic vitality by reducing the risks of damage from coastal storms and and tidal forces, seismic events; and
- Improve the degraded ecosystem functions and processes of the Elliott Bay nearshore habitat in the vicinity of the existing seawall; and
- Form the foundation for future waterfront.

Budget: $300 million for Phase 1

Schedule: Phase 1 construction Notice to Proceed anticipated September 3, 2013. Project completion June 2016.

Project Limits and Scope of Work

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

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

Project environmental review and permitting addresses both phases of the project.

Central Seawall Project Key Issues, Milestones and Activities

Issues

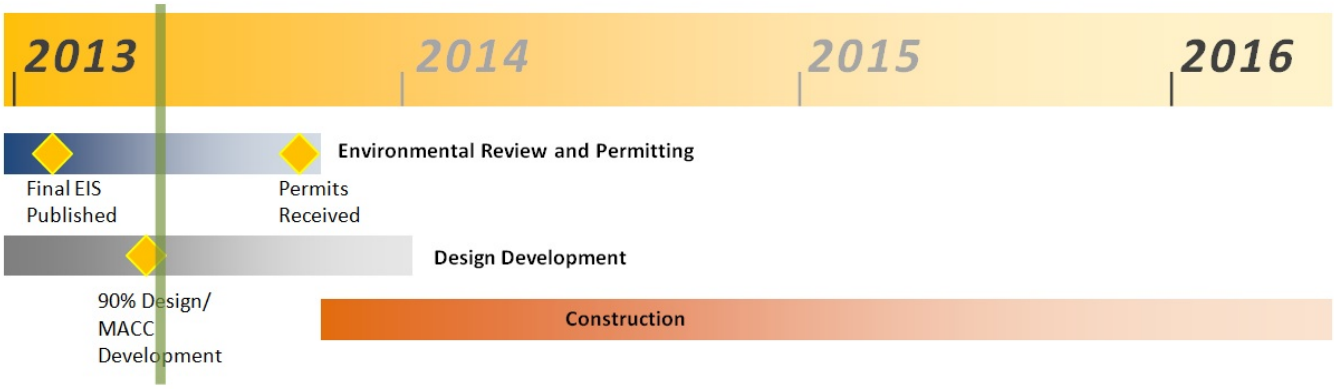
- None to report for April 2013.

Milestones and Accomplishments

- As of March 14, 2013, the Final EIS has been issued, which completed the State Environmental Policy Act (SEPA) process. The evaluation of alternatives within the Final EIS enabled SDOT decision-makers, with input from the public, regulatory agencies, and Native American tribes, to consider the environmental impacts of project alternatives in conjunction with factors such as cost, schedule, and feasibility.

- Advance "Early Work" elements were identified as key work that, if completed this spring, would allow construction to progress more efficiently this fall, and facilitate parking under the viaduct until October 2013. Early Work started on Friday, April 5, 2013 on Alaskan Way between Virginia and Pike Streets. Early work will be complete in May 2013 (see construction update on the following pages).

Elliott Bay Seawall Project Milestone Schedule



Upcoming Milestones

- Seawall 90% design to be complete in May.

- MACC agreements for full project construction are expected July 2013.

Notice to Proceed for construction will be issued this coming September 2013.

Central Seawall Project Community Outreach and Stakeholder Involvement

In April 2013, outreach activities generally focused on relaying the project's upcoming construction schedule, with particular focus on real-time information sharing related to launching Early Work. The following activities occurred:

- Launch of "Street Team" associated with early work. The Street Team sent 14 email updates or series of telephone calls to notify of upcoming work, and visited businesses on the waterfront weekly with field visits. Among the 41 calls and emails received during this reporting period, all were "closed" with follow up visits, calls or emails. Calls and emails received, and ongoing conversations, focused on Early Work activities. Namely:
    - Schedule of work clarifications, including a focus on closure of Alaskan Way over the weekend of April 27-28, 2013 and clarification of access routes
    - Noise impacts of work, particularly near the Waterfront Landings Condominiums
    - Bike traffic and speed near Early Work construction zone
- Among clarification questions, concerns, and complaints received, there were several compliments about the process and outreach effort undertaken to keep people informed, particularly during the weekend closure. One example: *"I think closing Alaskan Way completely was difficult and I wouldn't want to see that happen again unless absolutely necessary. I give a shout of thanks to Jessica Murphy (SDOT) and to John Chaney (EnviroIssues) for keeping us informed about the work on a weekly basis and for sending flyers for us to post in buildings and on our website."* Provided information stakeholder meetings with the Seattle Aquarium, U.S. Army Corps of Engineers related to Section 106, and the waterfront pier owners/tenants.
- One Fair/Festival event: Mayor McGinn's City Hall Open House.
- Participated in Central Waterfront Stakeholders Group meeting (4/30) to provide a broad update of project activities and progress.

Central Seawall Project Cost Summary

- All funding for the Elliott Bay Seawall Replacement project-Central Seawall/Phase 1 is secured.
- Life-to-date costs through April 2013 total $34 million, and the project is on-budget for the Environmental/Design phase.
- Second quarter 2013 includes $2M for pre-construction work such as advance field construction work, temporary roadway, etc.

Seawall Project Annual Costs and Projected Funding
Dollars in millions

Funding Sources	Pre-2013	2013	2014	2015	2016	Totals
Previous City Funding	$18	$4				$22
County Flood District	$11		$15	$6		$32
30-year Voted Bond		$45	$69	$84	$42	$240
Additional City Funding			$6			$6
Annual Totals	$29	$49	$90	$90	$42	$300

Seawall Project Costs by Phase
Dollars in millions

	Phase 1 – Central Seawall			
	Budget	**Expended to date**	**Status**	**Complete**
Environmental/Design	$40	$34	Advancing to 90% design, published SEPA Final EIS March 2013	November 2013
Construction	S260	S0	Early work began April 2013; NTP for entire project September 3, 2013	June 2016
Total Funds	**$300**	**$34**		

Central Seawall Project Construction Progress Summary

Project Permits and Approvals Update

- SDOT continues to work with agency partners to secure the necessary project permits required for seawall construction to begin this fall. A list of major permits and approvals needed for the seawall project can be found in the text box on the right.

Early Work Construction In Progress

- Construction sequencing plans developed during the first quarter 2013 indentified several key project elements that needed to be complete before construction begins this fall. Completing these work elements this spring will allow work to begin in September, but prevent work from needing to occur in the project area south of Pike Street until October. This modification will minimize disruption to waterfront businesses while satisfying project construction sequencing needs.

- Early work for seawall construction on and adjacent to Alaskan Way began on April 5, 2013, and will end prior to Memorial Day

Major Project Permits and Authorizations

Received

Section 401 CWA Permit

City of Seattle Street Use Permit

Noise Variances

NPDES Construction Stormwater General Permit

Pending

Coastal Zone Management Act Certification

Hydraulic Project Approval

DNR Easement (Habitat)

DNR Right of Entry

USACE Section 404/10 CWA Permit

Endangered Species Act Biological Opinion

Section 106 Memorandum of Agreement

Tribal U&A Fishing Agreements

Marine Mammal Protection Act Authorization

DPD Shoreline Substantial Development Permit

DPD Building Permits

Pioneer Square Certificates of Approval

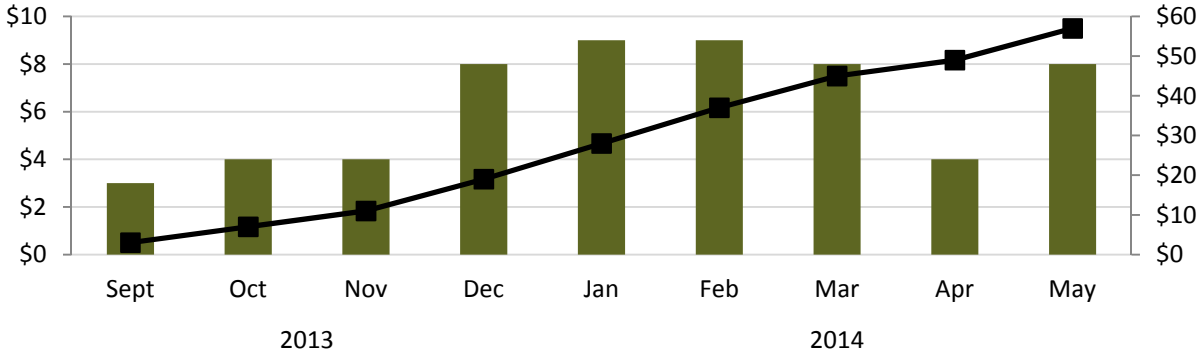
King County Waste Discharge Permit

Weekend. Early work activities include geotechnical investigations, temporary roadway paving between Virginia and Pike streets, utility pole installations, trenching for utility relocations, electric cable installation and wiring, and other utility placement work.

- Early work utility relocations completed this spring will benefit waterfront stakeholders later this year by reducing the duration of the most impactful construction activities.
- The total costs incurred for this early work are projected to be $2 million dollars; this figure does not include utility work.

Central Seawall Project Construction Cost Summary

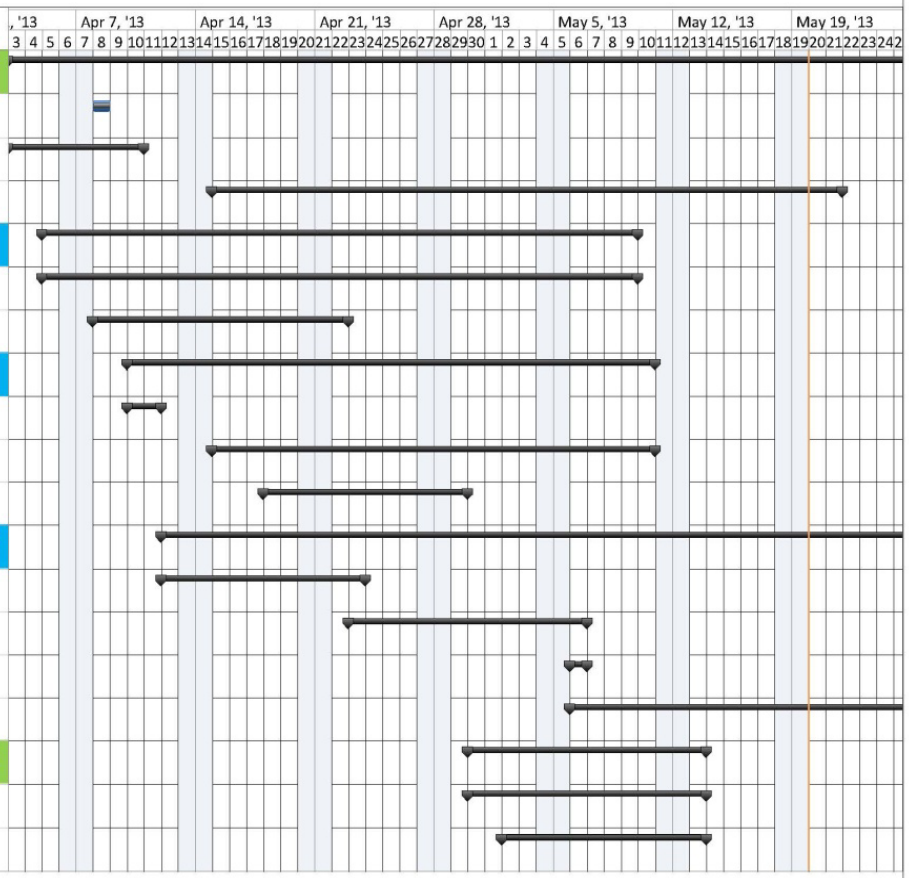
EXAMPLE GRAPHIC: Construction Expenditures by Month, and Cumulative Total
Dollars in millions



Once full Seawall construction begins in fall 2013, this section will include explanatory narrative and graphs showing cost and schedule trends by month. The graphic shown above illustrates how construction expenditures may be shown to capture cost trends over time.

Central Seawall Project Early Work Construction Schedule

ID	Task Name	Start	Finish
1	**Temporary Road Realignment Construction**	**Wed 4/3/13**	**Wed 6/12/13**
2	*Notice to Proceed from SDOT*	*Mon 4/8/13*	*Mon 4/8/13*
3	Project set-up	Wed 4/3/13	Wed 4/10/13
13	Project close-out	Mon 4/15/13	Tue 5/21/13
21	**Demolition Phase**	**Fri 4/5/13**	**Thu 5/9/13**
22	Salvage activities	Fri 4/5/13	Thu 5/9/13
29	Demolition activities	Mon 4/8/13	Mon 4/22/13
39	**Utility Phase**	**Wed 4/10/13**	**Fri 5/10/13**
40	Vacated Virginia Street crosswalk utility work	Wed 4/10/13	Thu 4/11/13
43	Utility poles between Virginia Street and Pike Street	Mon 4/15/13	Fri 5/10/13
62	Water and storm utility work	Thu 4/18/13	Mon 4/29/13
74	**Restoration Phase**	**Fri 4/12/13**	**Wed 6/12/13**
75	FRP concrete sidewalks and road crossing	Fri 4/12/13	Tue 4/23/13
78	Sub grade prep for paving	Tue 4/23/13	Mon 5/6/13
86	Lay Asphalt	Mon 5/6/13	Mon 5/6/13
88	Install site finishes (markings, stops, signage ect.)	Mon 5/6/13	Wed 6/12/13
99	**Utility Poles south of Pike Street**	**Tue 4/30/13**	**Mon 5/13/13**
100	Vac out timber poles UP-1A to UP-13A - STA 83+70 to 98+30	Tue 4/30/13	Mon 5/13/13
106	Set timber poles UP-1A to UP-13A - STA 83+70 to 98+30	Thu 5/2/13	Mon 5/13/13



Project: Early Road Work 5.20.13
Date: Mon 5/20/13

Task | Split | Milestone | Summary | Project Summary | External Tasks | External Milestone | Inactive Task | Inactive Milestone | Inactive Summary | Manual Task | Duration-only | Manual Summary Rollup | Manual Summary | Start-only | Finish-only | Deadline | Progress

Page 1

Central Seawall Project Performance

Safety

Safety performance data presented in the future will be based on certified payroll statistics calculated at the end of each month. For early construction activities performed during the month of April, SDOT estimates that 9,765 hours were worked by craft and supervisory labor personnel. During that time, there were no recordable injuries, and no work days were lost due to incidents.

Safety Performance Measures			
	Month to Date	**Year to Date**	**Project to Date**
Total recordable injuries	0	0	0
Number of days without an incident	41 calendar days 29 work days		

Work Force

The Community Work Force Agreement establishes a spirit of harmony, labor-management peace, and stability, to support timely construction of the Elliott Bay Seawall Project, which requires substantial numbers of construction and supporting craft workers. The CWA also provides unprecedented agreement towards social equity, shared prosperity and diversity for all of Seattle communities. SDOT will begin reporting on these measures quarterly after Seawall construction begins in fall 2013.

Social Equity Performance Measures				
	Goal	**Quarter to Date**	**Year to Date**	**Project to Date**
Percent of work force from economically distressed zip codes	15			
Percent total project hours performed by Apprentices	15			
Percent total project hours performed by women	12			
Percent total project hours performed by people of color	21			

Central Seawall Project Performance

Environmental Compliance

As previously described, SDOT has acquired some of the permits and approvals needed to begin construction on the Elliott Bay Seawall Project. The early work construction that took place during April 2013 was either covered under environmental reviews already completed and permits already received (the project SEPA EIS and NPDES permit), or SDOT got separate approvals, where required, such as for a shoreline substantial development permit exemption and temporary noise variances for early work activities that took place during nighttime hours. No in- or over-water work was performed, which limited the number of approvals needed.

Environmental Compliance Performance Measures			
	Month to Date	**Year to Date**	**Project to Date**
Number of water quality violations	0	0	0
Number of work days lost resulting from violations	0	0	0
Number of other permit violations (noise, air, etc)	0	0	0

Early work construction activities included setting utility poles and removing the old King County Metro trolley track lines, seen in the photo to the left.

Elliott Bay Seawall Project – North Seawall/Phase 2

Key Elements Summary

The City is implementing the Elliott Bay Seawall Project (EBSP) in two phases: Phase 1 from Washington Street to Virginia Street (construction starts in fall 2013), and Phase 2 from Virginia Street to Broad Street –however construction start date depends on funding. To that end, City is continues completing a Feasibility Study with the U.S. Army Corps of Engineers (USACE) for the Elliott Bay Seawall Project (EBSP). The Federal Feasibility Study process is led by USACE. Successful completion of the Feasibility Study would make the EBSP eligible for congressional authorization in a future Water Resources Development Act (WRDA) bill, a requirement for the project to be eligible for Federal construction funding. Phase 1 is fully funded after the November 2012 vote; the City is seeking federal assistance for a portion of Phase 2 costs.

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

Budget: To be determined.

Schedule: To be determined based on availability of funding.

North Seawall Key Issues, Milestones and Activities

Issues

- In the absence of USACE funding to work on the Feasibility Study, the City completed the initial Draft Feasibility Report, submitted it to local USACE (District) officials in early January, and provided funding ($100,000) for USACE to review the document.
- The City needs assurance that investments it makes to replace the vulnerable central seawall (Phase 1) will be recognized by the Corps and will not penalize the City, as would be the case if they Corps were to split the project into two distinct pieces. In order to complete the Feasibility Study and demonstrate a federal interest in the project, both phases of the Seawall Project must continue to be considered one project.
- The City is pursing both legislative and administrative paths to ensure that the project remains eligible for future federal construction funding:
    - Legislatively, we are seeking language in the next Water Resources Development Act (WRDA) legislation recognizing the Seawall Project as "one project."
    - Administratively, the City is preparing to request a waiver of the Corps' guidelines—public release of a Draft Feasibility Study—for signing a memorandum of understanding (MOU) with a local project sponsor. A waiver would allow the Corps to sign an MOU with the City before the City signs a construction contract for Phase 1, preserving the City's ability to receive credit for the Phase 1 construction work. Although unprecedented, The City believes a strong case can be made for such a waiver given the long history of work by the City to complete the feasibility study and the critical, life-safety need to start construction of Phase 1.

Milestones and Accomplishments

- None to report this period following a March Washington, D.C. trip by SDOT director/management.

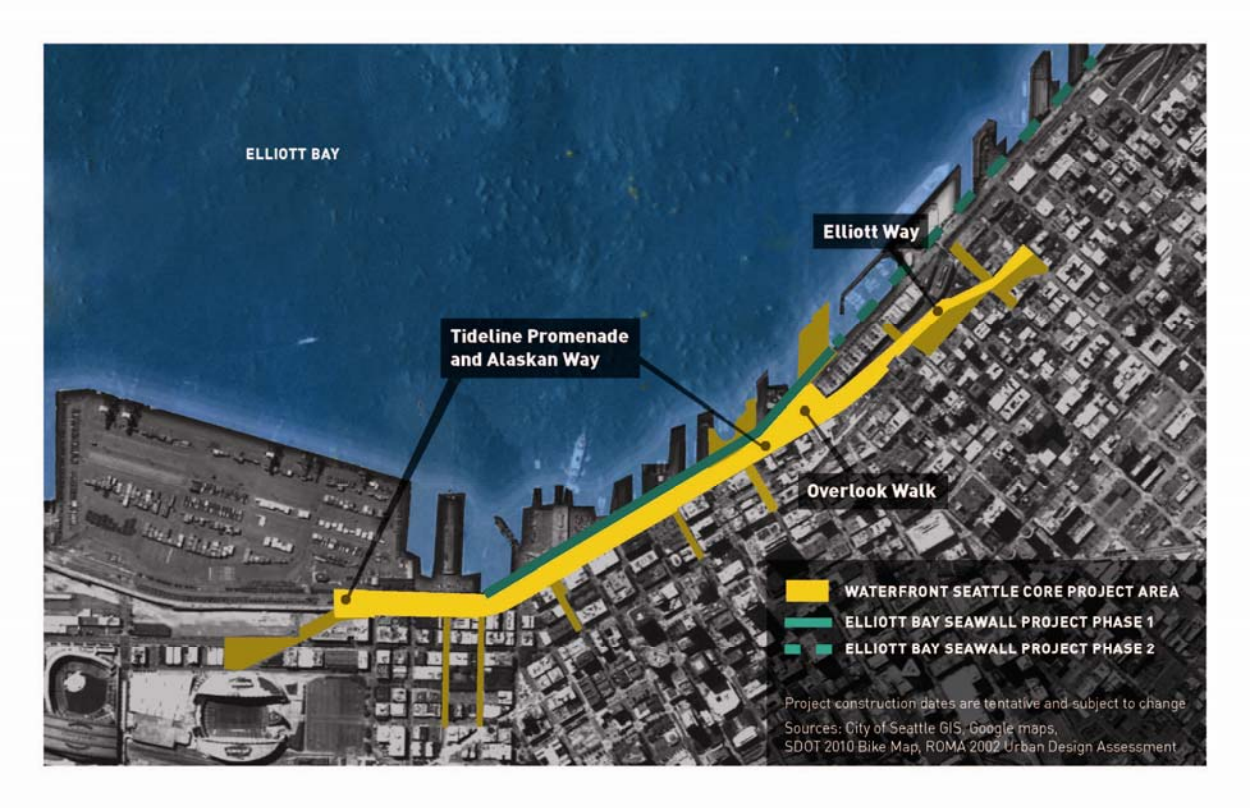
Upcoming Milestones

- An early 2013 USACE schedule showed the release happening in October 2013; this will likely be delayed even further due to the rescheduled vertical team meeting.

Community Outreach and Stakeholder Involvement

- Outreach associated with Phase 2 of the Elliott Bay Seawall Project continues to be conducted concurrently with Phase 1/Central Seawall outreach. See above.

Main Corridor



Key Elements Summary

Main Corridor program elements have parallel design and environmental review schedules throughout 2013 and include demolition of the Alaskan Way Viaduct, and decommissioning of the Battery Street Tunnel, a new Alaskan Way surface street built in the footprint of the Alaskan Way Viaduct and continuing toward as Elliott Way, a new pedestrian promenade, and an elevated pedestrian connection between the Aquarium and Pike Place Market, called the Overlook Walk.

Their shared activities and milestones are described together, and will be updated quarterly.

Budget: $495 million

Schedule: Anticipated for completion in 2018.

Main Corridor Key Issues, Milestones and Activities

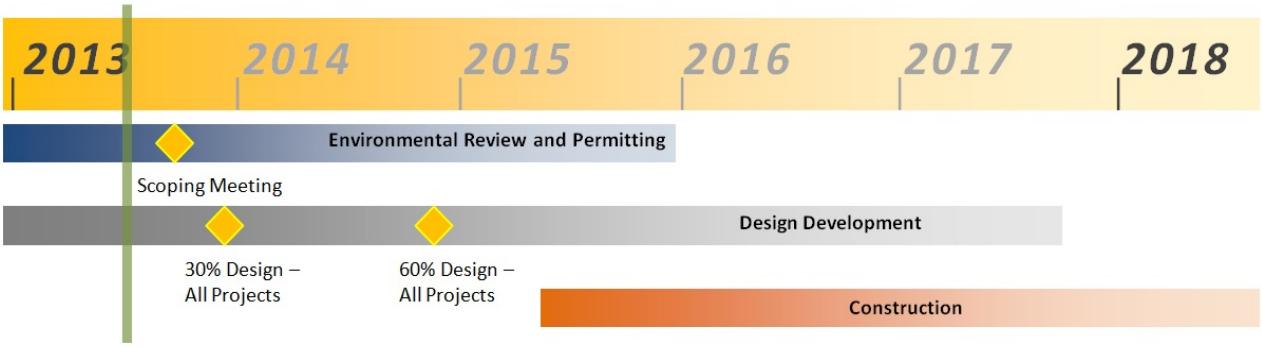
Issues

- Began Schematic Design for Alaskan Way, Elliott Way, Promenade and Overlook Walk
- Began space program development. Design team examined areas of focus along the Main Corridor, including Pioneer Square Neighborhood Zone, Transit Zone near Colman Dock, Retail Zone along historic piers, Central Public Space Zone including Overlook Walk and Belltown Neighborhood Zone. Analysis included projects in each zone, public realm themes, opportunities and challenges in each zone, as well as continuous program elements such as active recreation or wayfinding.
- Continued coordination with Pike Place Market PDA and consultant on design of Overlook Walk and PC-1 site.
- Continued analysis of pier access needs related to Alaskan Way and promenade design, including unique needs of each pier, intersection and mid-block designs, safety considerations and other elements.
- Continued analysis of bicycle facility options, including off-street path, in-street bike lanes with reduced off-street path, two-way cycle track and one-way cycle tracks northbound and southbound. Coordinated with key stakeholders, Design Oversight Subcommittee and achieved consensus on two-way cycle track option.
- Continued coordination with key stakeholders on King County Metro's Southwest Transit Pathway; developed and analyzed options for improved transit priority on Alaskan Way.
- Began study of options for local waterfront transit.
- Began comprehensive survey of project area to provide basemap and 3D scans.
- Continued Utility Master Plan design development.
- Began planning for Environmental Impact Statement (EIS) process for Alaskan Way & Overlook Walk.

Main Corridor Milestones and Accomplishments

- Completed successful analysis process and achieved consensus among key stakeholders and design team on two-way cycle track as preferred bicycle facility.

Main Corridor Milestone Schedule



Upcoming Milestones

- Anticipate Alaskan Way, Elliott Way, Promenade & Overlook Walk EIS process beginning Summer 2013.
- Anticipate results of Local Waterfront Transit study in second quarter 2013.

Community Outreach and Stakeholder Involvement

- Conducted March 2013 joint meeting of Pedestrian Advisory Board, Bicycle Advisory Board, Freight Advisory Board and King County's Transit Advisory Commission to discuss street design and receive input on progress to date.
- Belltown community workshop including Elliott Way design discussion planned for early April, including invitations to key community leaders and adjacent property owners for early discussion of design progress, key community issues or concerns, and priorities moving forward.
- Upcoming Alaskan Way street design and local waterfront transit options public meeting in June 2013.
- Anticipate larger-scale Belltown community meeting in third quarter 2013 including Elliott Way design discussion.

Main Corridor Cost and Schedule Summary

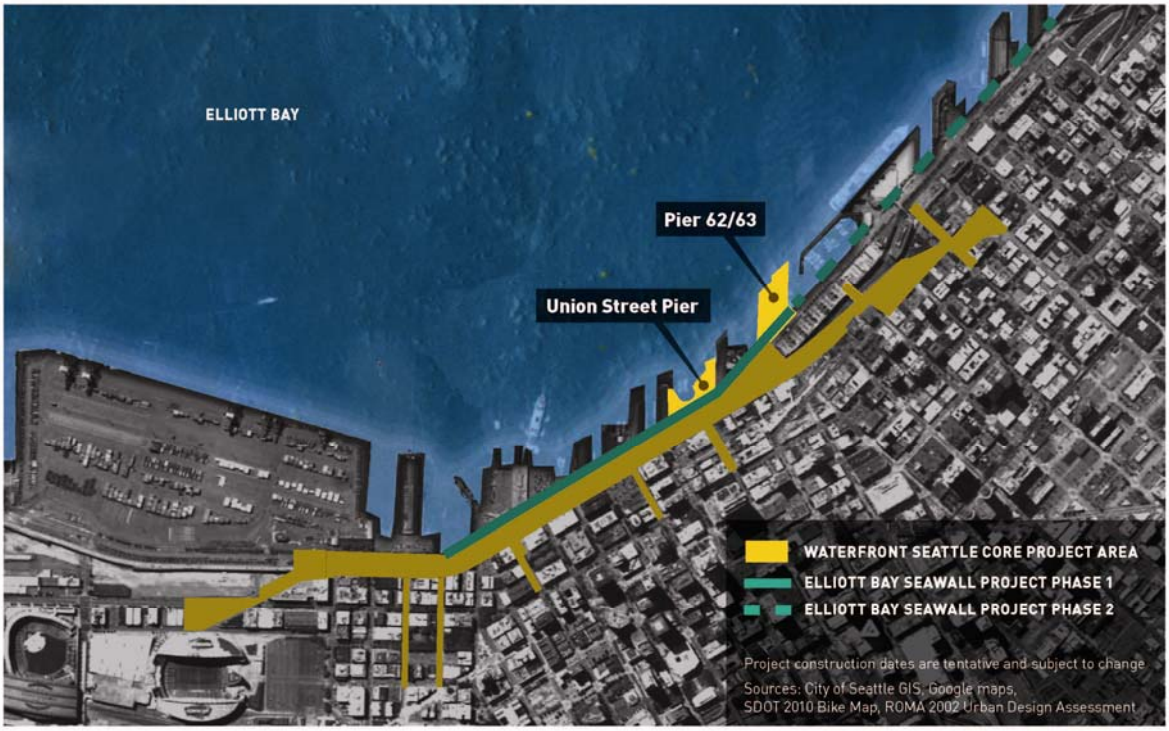
Main Corridor program elements are currently funded through 30% design. Secured funding sources include cost sharing with WSDOT and existing City/County funds. Future funding includes Local Improvement District funding, future City sources and philanthropic sources.

Main Corridor Cost Summary Dollars in thousands		
	Main Corridor Budget	**Expended to date**
Environmental/Design	$60,000	$723
Construction	S435,000	$0
Total Funds	$495,000	$723

In 2013, all Main Corridor elements will be progressing through 30% design, anticipated to be complete in early 2014. At the 30% design milestone, the design concept will be fixed and major design features defined, the type, size and location of structures will be defined, the footprint of the projects will be set and the geometric design approved. In concrete terms, this means that things like the final Alaskan Way roadway cross-section will be determined and the exact location and size of the Elliott Way bridge up to Western Avenue will be decided. Review under SEPA is anticipated to begin in the second quarter of 2013 and will involve transportation analysis, review of impacts to historic resources and water quality, and archeological, noise, land use, visual, hazardous materials, and vegetation and wildlife impacts. Environmental review is expected to be complete in 2014.

Main Corridor Schedule Summary		
Milestones	**Baseline Schedule**	**Actual/Forecast Schedule**
Pathway for transit from southwest Seattle identified	Q3 2013	Q3 2013
Local Waterfront Transit study complete	Q3 2013	Q3 2013
Environmental scoping meeting	Q3 2013	Q3 2013
30% design complete	Q4 2013	Q4 2013
60% design complete	Q3 2014	Q3 2014

Public Piers



Key Elements Summary

Public Piers program elements have parallel design and environmental review schedules throughout 2013 and include rebuilding and reshaping our two public piers – Waterfront Park and Pier 62/63. Both are seismically vulnerable. Waterfront Park, called Union Street Pier in the Waterfront Seattle Concept Design, is envisioned as a flexible public recreation and open space. Pier 62/63 will also be flexible, but will be more heavily programmed with a flexible activity rink, events and performances, and an attached floating pool barge.

Their shared activities and milestones are described together, and will be updated quarterly.

Budget: $120 million

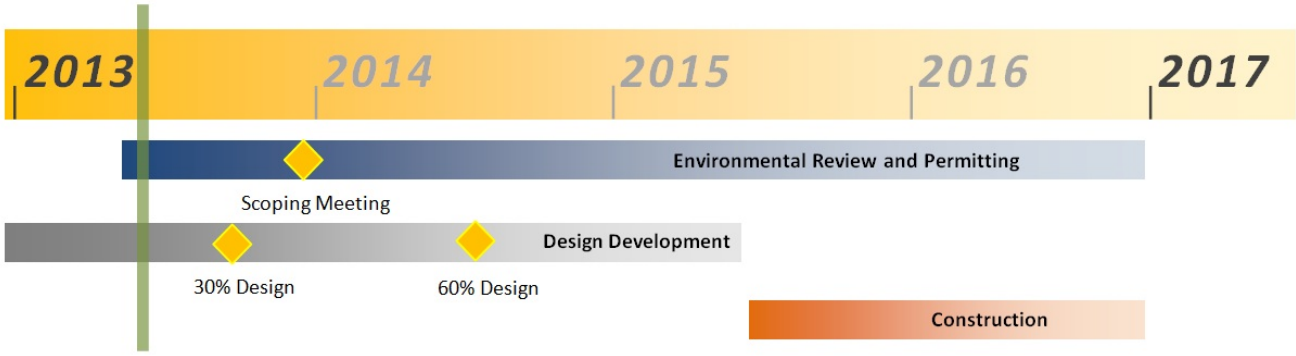
Schedule: Project anticipated for completion in 2017

Public Piers Key Issues, Milestones and Activities

Issues

- Began planning for Environmental Impact Statement (EIS) process for public piers.
- Began space program development including Union Street Pier, Pier 62/63, Pool Barge and connecting program elements. Examined opportunities and challenges, including existing program at Seattle Aquarium, Pike Place Market, Pier 56, Seattle Great Wheel, coordination with partner projects adjacent to piers, and proposed Waterfront Program including recreation and public events.

Public Piers Milestone Schedule



Milestones and Accomplishments

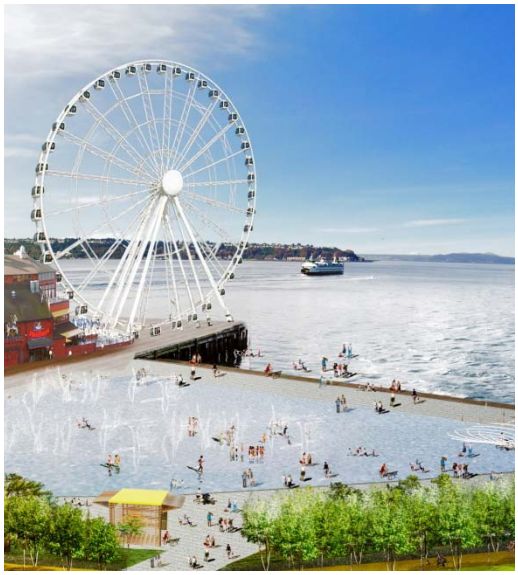
- No major milestones in first quarter 2013; design work to begin in second quarter 2013.

Upcoming Milestones

- Anticipate Public Piers EIS process beginning Fall 2013.

Community Outreach and Stakeholder Involvement

- Conducted early space program discussions including public piers spaces with Seattle Center and others; program discussions with Seattle Aquarium, pier owners and others and second quarter 2013.



Public Piers Cost and Schedule Summary

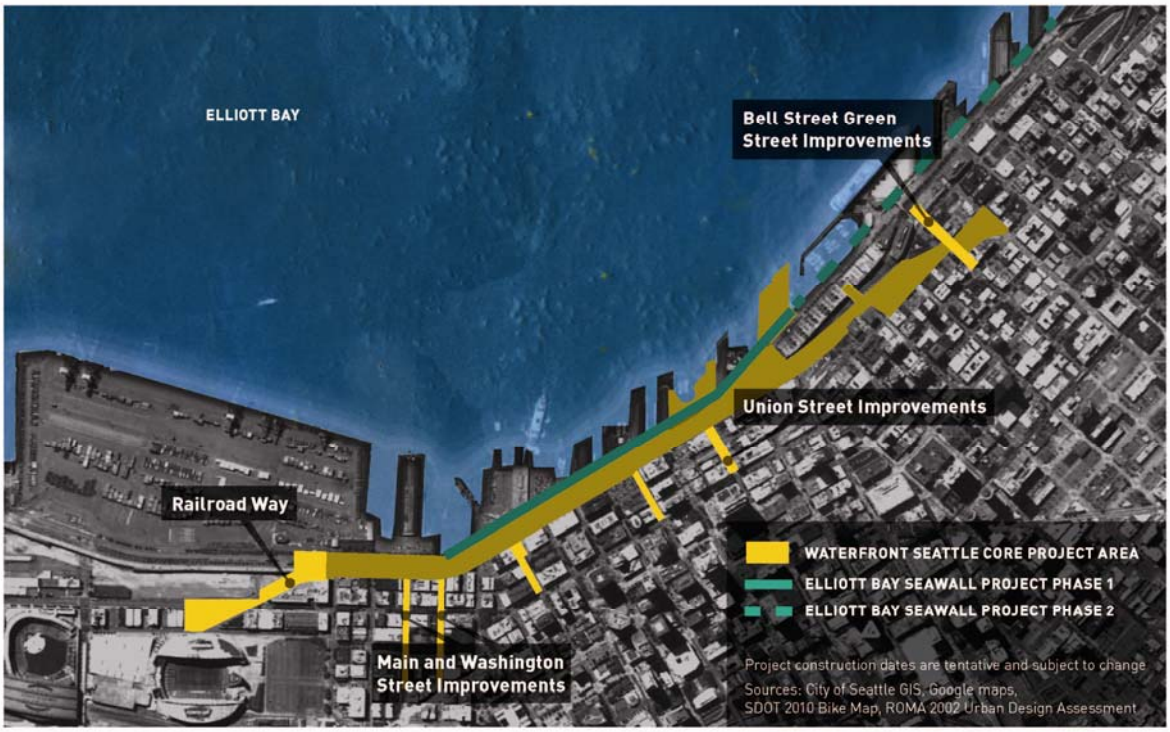
Public Piers program elements are currently funded through 30% design. Secured funding sources include cost sharing with WSDOT and existing City/County funds. Future funding includes Local Improvement District funding, future City sources and philanthropic sources.

Public Piers Cost Summary Dollars in thousands		
	Public Piers Budget	**Expended to date**
Environmental/Design	$18,000	$115
Construction	S102,000	S0
Total Funds	$120,000	$115

The design and environmental review schedule for the two public pier projects, ***Pier 62/63*** and ***Union Street Pier*** (today's Waterfront Park) are currently underway. 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. Ongoing work on these program elements include advancing design to 30%, and SEPA environmental review. 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 2013.

Public Piers Schedule Summary		
Milestones	**Baseline Schedule**	**Actual/Forecast Schedule**
30% design complete	Q4 2013	Q4 2013
Environmental scoping meeting	Q4 2013	Q4 2013
60% design complete	Q2 2014	Q2 2014

East-West Connections



Key Elements

East-West Connections program elements have parallel design and environmental review schedules throughout 2013 and include pedestrian scale improvements to Main and Washington streets from Alaskan Way to Second Avenue, Improvements up the hill on Union Street between First Avenue and Alaskan Way focused on pedestrian mobility, extension of the existing Bell Street Green Street improvements west to Alaskan Way, and improvements to Railroad Way to allow enhanced and safe access between the Stadium District and the waterfront.

Their shared activities and milestones are described together, and will be updated quarterly.

Budget: $55 million

Schedule: Construction anticipated to be complete 2019.

East-West Connections Key Issues, Milestones and Activities

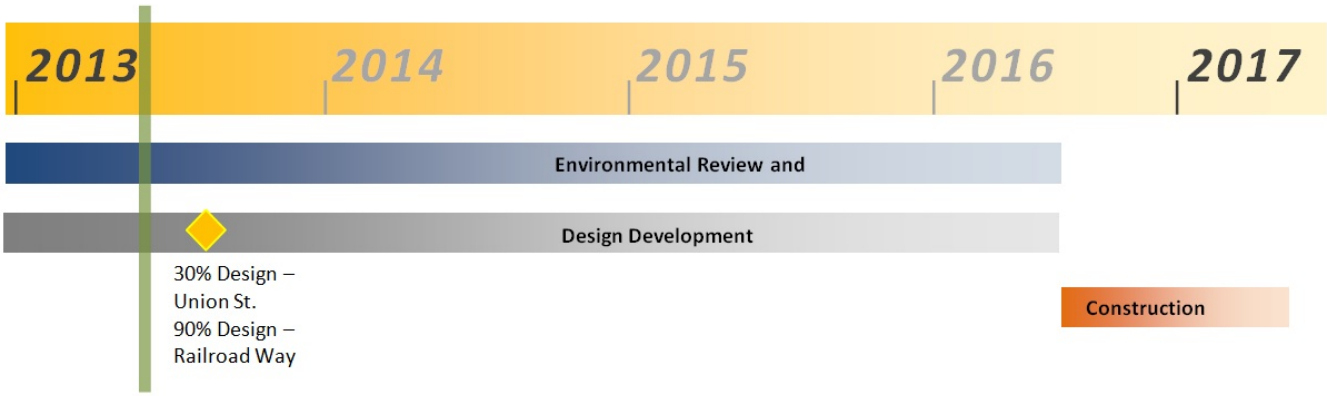
Issues

- Continued Schematic Design for Railroad Way including advancing design of landscaping elements, materials, lighting, and continued coordination with WSDOT South Access project.
- Advanced Concept Design for Union Street, including design coordination with existing utilities located in the project area and coordination with adjacent property owners.
- Began Concept Design for Main & Washington streets with a focus on creating pedestrian-friendly streets consistent with the historic character of Pioneer Square.

Milestones and Accomplishments

- Successful Railroad Way urban design review meetings with Pioneer Square Preservation Board, supporting overall vision and progress toward future Certificate of Approval in coordination with WSDOT South Access.

Main Corridor Milestone Schedule



Upcoming Milestones

- Complete Railroad Way urban design review meeting with Pioneer Square Preservation Board in June, incorporating all feedback to date.
- Design Commission update on Railroad Way in April 2013.
- Design deliverable for Railroad Way anticipated in second quarter of 2013, begin design development phase.

East-West Connections Community Outreach and Stakeholder Involvement

- Pioneer Square community workshop including Main & Washington streets design discussion scheduled in early April.
- Outreach to Union Street properties owners to advance design work.
- Anticipate Pioneer Square community meeting in third quarter 2013.

East-West Connections Cost and Schedule Summary

East-West Connections program elements are currently funded through 30% design. Secured funding sources include cost sharing with WSDOT and existing City/County funds. Future funding includes Center city property owners/Local Improvement District funding, and philanthropic sources.

East-West Connections Cost Summary Dollars in thousands		
	East-West Connections Budget	**Expended to date**
Environmental/Design	$9,000	$222
Construction	$46,000	$0
Total Funds	$55,000	$222

In close coordination with WSDOT's SR-99 Deep Bored Tunnel South Access improvements, the Program design team will complete a final design for ***Railroad Way*** in the vicinity of the stadiums to include in the full South Access design in 2013. Environmental review and permitting of the Railroad Way improvements is the responsibility of WSDOT in 2013 and will be led by them with the support of the City Program team. ***Main*** and ***Washington Streets*** in the south project area will progress through Concept Design and begin 30% design in 2013. The ***Bell Street Green Street*** improvements between Elliott and First Avenues in the north project area will begin 30% design 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 2013, the Union Street connection will progress through 60% design as an early implementation project for the Waterfront Program

East-West Connections Schedule Summary		
Milestones	**Baseline Schedule**	**Actual/Forecast Schedule**
Union Street 30% design complete	Q3 2013	Q3 2013
Union Street 60% design complete	Q4 2013	Q4 2013
Railroad Way 60% design complete	Q2 2013	Q2 2013
Railroad Way 90% design complete	Q3 2013	Q3 2013
Main/Washington Concept Design complete	Q3 2013	Q 3 2013