

PORT OF SEATTLE
MEMORANDUM

COMMISSION AGENDA

Item No. 7c

Date of Meeting September 10, 2013

DATE: August 23, 2013
TO: Tay Yoshitani, Chief Executive Officer
FROM: Joe McWilliams, Managing Director, Real Estate Division
SUBJECT: Central Waterfront Briefing

BACKGROUND

The Port of Seattle Commission is holding a briefing on the redevelopment of Seattle's Central Waterfront and replacement of the Elliott Bay Seawall. The briefing and discussion will focus on plans and funding proposals for new public spaces and other improvements between the Colman Dock area and the Olympic Sculpture Park; the reconstruction of Alaskan Way surface street and Elliott-Western connector; and the first phase of seawall reconstruction.

The Seattle City Council chartered the Central Waterfront Committee to develop a concept design and framework plan for the 26-block waterfront. The concept design was developed by the noted New York design firm of James Corner Field Operations. The Committee has presented a strategic plan for development of the waterfront to the community following two years of public outreach.

The Port of Seattle has a vital interest in the Central Waterfront as part of our larger commitment to robust maritime and industrial sectors, and our support for increasing public enjoyment and access to the waterfront. The Port is a major waterfront property owner with the Pier 66 complex including the Bell Harbor cruise terminal, conference center, restaurant, short-stay moorage, event center, public access and the World Trade Center office building and parking garage. The Port's Pier 69 houses headquarter operations as well as Clipper Navigation's Victoria and Puget Sound cruise operations and other marine-related tenants.

The Port has advocated strongly for Alaskan Way street designs that support the corridor's important transportation function. The Alaskan Way surface street and Elliott-Western connector provide a critical connection for the north Seattle industrial and fishing centers with the cargo terminals, warehouse and logistics operations in the Duwamish manufacturing and industrial center as well as access to the Pier 66 conference center and cruise facility. It is also the route for oversize freight and, once the Viaduct is demolished, the only surface route for fuel trucks. The street is an important through-route for neighborhoods north of downtown and for access to downtown. The

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Port's funding agreement for the Viaduct with Washington State specifies minimum lane configurations for the surface street.

The Commission will hear a presentation by the Central Waterfront Committee and key city officials directing the program.

ATTACHMENTS TO THIS BRIEFING

- Computer slide presentation
- Strategic Plan for Realizing the Waterfront Seattle Vision