

The Office of the Waterfront and Civic Projects

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The Office of the Waterfront and Civic Projects (OWCP) is responsible for coordinating the City's waterfront improvement efforts, including project management, design, construction, and financial management. The Office of the Waterfront and Civic Projects is charged with administering the overall program and ensuring that it is managed efficiently and delivers on the adopted Capital Improvement Program for the Central Waterfront.

The projects that make up the Central Waterfront program are included in the budgets of three City departments (SDOT, Seattle Parks and Recreation, and Finance and Administrative Services). Although there are multiple funding sources and multiple projects within the waterfront improvement program, the program itself includes the projects listed below:

Seattle Department of Transportation

- Alaskan Way Main Corridor project (MC-TR-C072)
- Overlook Walk and East/West Connections (MC-TR-C073)
- Waterfront Transportation Infrastructure Maintenance (MC-TR-C109)

Seattle Parks and Recreation

- Parks Central Waterfront Piers Rehabilitation (MC-PR-21007)
- Aquarium Expansion (MC-PR-21006)

Department of Finance and Administrative Services

- Pike Place Market PC-1 North Waterfront Entrance project (complete)
- Waterfront Operations and Tribal Interpretive Center (MC-FA-OWMAINT) – (managed by FAS)
- Local Improvement District Administration – (managed by FAS)

In addition, there are funds budgeted in CIP projects for Seattle Public Utilities (SPU) and Seattle City Light (SCL) for utility relocations related to the Central Waterfront program. The Office of the Waterfront and Civic Projects is leading construction activities for these relocations, which in SDOT's budget are combined in a reimbursable project (MO-TR-R043). The Office of Arts and Culture also has funding from the Waterfront program's 1% for Arts contribution.

The Office of the Waterfront and Civic Projects manages two funds that support the administration of the funding related to the projects listed above: the Central Waterfront Improvement Fund, and the Waterfront LID #6751 fund. The Central Waterfront Improvement Fund is a single fund from which multiple departments draw funding resources. The fund tracks the interfund loan and philanthropic funds as well as other revenues. The fund supports certain costs associated with the design and construction of the waterfront improvement program and related costs for City administration, including the Office of the Waterfront and Civic Projects. Appropriations made by the Central Waterfront Improvement Fund are for these purposes. In 2019, the City Council legislated the Waterfront Local Improvement District (LID) Fund which holds LID assessment payments and LID bonds and pays for expenditures related to the Waterfront Local Improvement District (#6751). The pre-payment, and LID bond issuance occurred in 2021. For more information on LID and project status, visit the Waterfront Seattle website.

Budget Overview

In 2025, the City will open to the public all the projects included in the redevelopment Seattle's central waterfront. The projects include the opening of the Overlook Walk connecting Pike Place Market to the waterfront promenade, completing the Alaskan Way Main Corridor project which is a multimodal transportation project that includes pedestrian walkways, bicycle lanes, and roadway, and completion of Waterfront Park at Pier 58.

Changes in the 2025-2026 Proposed Biennial Budget and 2025-2030 Proposed Capital Improvement Program

The 2025-2026 Proposed Budget includes a transfer of \$10,713,000 in bond appropriation authority from 2024 to 2025 in two capital projects to better align with updated expenditure timelines: Alaskan Way Main Corridor (MC-TR-C072) and Overlook Walk/East West Connections (MC-TR-C073).

The 2025-2030 Proposed Capital Improvement Program includes the final bonding authority for the Alaskan Way Main Corridor Project (MC-TR-C072) and Overlook Walk and East-West Connection Project (MC-TR-C073). This amount is sized to ensure the completion of the project, and actual final bond issuances may be smaller as the project progresses based on need and potential addition of more State funding.