Fishermen’s Terminal Redevelopment
Request for Construction Authorization

Item No: 10f Supp
Meeting date: August 08, 2023
Authorization for the Executive Director to advertise, award, and execute a major works construction contract utilizing a Project Labor Agreement to enable construction of a package of improvements for to the Fishermen’s Terminal including for an amount of $27,415,000 for a total project cost of $32,600,000 for:

1) the renovation of the Ship Supply Building into the Maritime Innovation Center (MInC)

2) a set of public space improvements to Fishermen’s Terminal which include landscape enhancements, wayfinding signage and interpretative signage.
Maritime Innovation Center
Maritime Innovation Center Drives Port Vision

- Supports maritime industry competitiveness and sustainability
- Drives innovation, addresses maritime industry challenges and develops new generation of businesses that can support maritime and fishing industries
- Demonstrates Port commitment to sustainability and equity
- Demonstrates Port commitment to industrial lands
- Supports modernization and renovation of Fishermen's Terminal (implements goals of 2016 FT Strategic Plan)
Innovation Center
Strategic Objectives

- Be a focal point for maritime innovation
- Support investment in *Blue Economy* start-ups and new technologies
- Offer incubator and accelerator environment
- Drive equitable economic development
- Support workforce development and maritime career exploration
Design Elements

- Will use the existing building footprint from 1918
- Building will be completely renovated utilizing existing beams and replacing building skin with clad materials
- All-new exterior envelope including new glass exterior windows and doors to enhance transparency and fresh air and light
- Seismic upgrades including new steel supports along wood beams
- New building systems
- Living Building Challenge
Proposed Building Improvements

- Abatement of regulated materials in existing structure
- Partial existing building demolition (timber structural framework to be preserved)
- Enhancement of structural piles and framework
- Rehab Ship Supply building core and shell
- Utility services removal and replacement
- New building perimeter and parking lot paving
Living Building Challenge Sustainability Commitment

- **HIGH-PERFORMANCE ENVELOPE**
  Triple-glazed, low-e windows and high-performance building envelopes minimize heat loss and gain through the envelope, reducing demands on heating and cooling systems.

- **SALVAGED MATERIALS**
  Reusing timber structure is reused in place, reducing the embedded carbon footprint of the structure and saving valuable resources.

- **NET POSITIVE ENERGY**
  Photovoltaic panels on roof generate more than enough electricity to offset entire building energy use and provide resilience.

- **DAYLIGHT AND VIEWS**
  Windows and skylights provide high-quality views to Salmon Bay and allow workspaces to be naturally lit for most of the year, reducing use of electric lighting.

- **REDUCED CARBON EMISSIONS**
  Efficient all-electric HVAC systems eliminate demand on fossil fuels and reduce energy use while electric vehicle charging stations and accommodations for bicycles promote alternative means of transportation.

- **NATURAL VENTILATION**
  Operable windows, skylights, and large ceiling fans provide fresh, ventilated and natural means to improve occupant comfort in addition to efficient mechanical ventilation with 100% outside air (re-circulated air).

- **RAINWATER CAPTURE**
  Rainwater falling on roof is captured in systems before being treated to potable standards for use inside the building.

- **RED LIST FREE MATERIALS**
  All new building materials used in construction are free of harmful Red List chemicals.

- **GROUND SOURCE HEAT EXCHANGE**
  Deep geothermal wells utilize constant ground temperature as a heat sink and heat source to provide highly-efficient heating and cooling.

- **WASTE WATER MANAGEMENT**
  All greywater from sinks is treated and recycled for irrigation use on-site, while backwater from toilets is treated on-site, reducing demand on municipal systems.

- **STORMWATER TREATMENT**
  All stormwater runoff from impervious surfaces is directed to bioswale where it is treated before being released into Salmon Bay, helping to protect the marine habitat.
Maritime Innovation Center

1% for Art

Ty Juvinel – conceptual sketches for exterior panel @ MInC

Shogo Ota – conceptual sketches for exterior mural of net shed 3
Public Space Improvements

As a primary goal of the Fishermen’s Terminal Strategic Plan there are clear benefits for improving the public experience at FT including:

• **Stewardship** by future generations
• **Educating the public** about the role of fisheries in Puget Sound
• **Increased revenues for** existing and future public facing **businesses**
• **Improving partnerships** between the Port of Seattle and interested organizations
• **Increased literacy** for the contributions of the maritime industry.
Fishermen’s Terminal
Site Improvements

LANDSCAPE
• Landscape Planting
• Parking Striping
• Crosswalk Improvements
• Site Furniture

SIGNAGE
• Interpretative Signage
• Wayfinding Signage
• New Monument Sign

ELECTRICAL
• Site Lighting
A Living Landmark: Updating Interpretive Signage

- Working with Consulting Public Historian Sharon Boswell-SRI ethnohistorian with specialization in Native histories in the Puget Sound
- Collecting more diverse stories and histories
- Integrating the Native experience, Immigration
- Improving accessibility for disabled visitors (ADA)
- Reducing visual clutter, creating a unified design approach
- Integrates narrative, artifacts, original documents

Enhancing public exposure to the Terminal must be carefully balanced” with safely operating the seaport
Example: FISHING WAY OF LIFE -

1. Human Faces of the Terminal:
   Past and Present Fishers, Boat Owners/Builders,
   Business Owners, Maritime Innovators;
   Tourists
   a. Native heritage
   b. Ethnic Heritage
   b. Women in fishing
   c. Fishing families
   d. Industry supporters

2. Fish and Marine Mammals
   a. Types of fish
   b. Evolution of past to current catch
   c. Other types of marine wildlife and Impacts

3. Where are We Fishing and Why?
Fishermen’s Terminal Redevelopment
Project Cost Summary MInC (updated 100% Design Estimate plus risk mitigation)

<table>
<thead>
<tr>
<th>Description</th>
<th>Estimated Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineer’s Estimate of Direct Constr. Costs</td>
<td>$15.8 M</td>
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<tr>
<td>Construction Risk Mitigation Costs</td>
<td>$4.9 M</td>
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<tr>
<td>Soft Costs</td>
<td>$6.4 M</td>
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<tr>
<td>Taxes</td>
<td>$2.1 M</td>
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<tr>
<td>Art Program</td>
<td>$270 K</td>
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<tr>
<td><strong>TOTAL ESTIMATED PROJECT COSTS</strong></td>
<td><strong>$29.4 M</strong></td>
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</tbody>
</table>

The project is included in the Port of Seattle’s approved 2022-2026 CIP with a total project cost of $19,869,000.
### Extraordinary Risk Mitigation Cost Summary

<table>
<thead>
<tr>
<th>Description</th>
<th>Estimated Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contingencies, enhanced</td>
<td>$ 4.1M</td>
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<tr>
<td>Advanced abatement of regulated materials</td>
<td>$0.15M</td>
</tr>
<tr>
<td>Site Verification Allowances</td>
<td>$ 0.4M</td>
</tr>
<tr>
<td>Construction site security</td>
<td>$0.25M</td>
</tr>
<tr>
<td><strong>TOTAL RISK MITIGATION COSTS</strong></td>
<td><strong>$ 4.9M</strong></td>
</tr>
</tbody>
</table>
Fishermen’s Terminal Redevelopment

Project Cost Summary Public Site Improvements
(updated 100% Design Estimate plus risk mitigation)

<table>
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<tr>
<th>Description</th>
<th>Estimated Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineer’s Estimate of Direct Constr. Costs</td>
<td>$1.2 M</td>
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<tr>
<td>Construction Risk Mitigation Costs</td>
<td>$180 K</td>
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<tr>
<td>Soft Costs</td>
<td>$1.6 M</td>
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<tr>
<td>Taxes</td>
<td>$140 K</td>
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<tr>
<td>Art Program</td>
<td>$50 K</td>
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<tr>
<td><strong>TOTAL ESTIMATED PROJECT COSTS</strong></td>
<td><strong>$3.2 M</strong></td>
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# Fishermen’s Terminal Development Schedule

### 2023
- **Q1**: Jan, Feb, Mar
- **Q2**: Apr, May, Jun
- **Q3**: Jul, Aug, Sep
- **Q4**: Oct, Nov, Dec

### 2024
- **Q1**: Jan, Feb, Mar
- **Q2**: Apr, May, Jun
- **Q3**: Jul, Aug, Sep
- **Q4**: Oct, Nov, Dec

### 2025
- **Q1**: Jan, Feb, Mar
- **Q2**: Apr, May, Jun
- **Q3**: Jul, Aug, Sep
- **Q4**: Oct, Nov, Dec

### 2026
- **Q1**: Jan, Feb, Mar
- **Q2**: Apr, May, Jun
- **Q3**: Jul, Aug, Sep
- **Q4**: Oct, Nov, Dec

**Authorizations**
- **Design**: Jun, Jul, Aug
- **Bid & Award**: Sep, Oct, Nov
- **Extended Submittals**: Dec
- **Construction**: Jan, Feb
- **LBC Performance Period**: Mar, Apr, May
- **Closeout**: Jun

**Permits**
- **Constr. Permit**: Jul, Aug, Sep

**Events**
- **NTP**
- **Substantial Completion**
- **LBC Award**
- **Maritime Blue Tenant Improvements**
Questions
Fishermen’s Terminal Strategic Plan (2016)

• Continue to grow the economic value of the fishing and maritime cluster including the number of local jobs and business revenue

• Improve overall financial returns to allow us to fulfill the Port’s commitment to the industry and taxpayers

• Prioritize uses that support the commercial fishing industry, with a focus on anchoring the North Pacific Fishing fleet

• Prioritize development that maximizes utilization of facility assets

• Recognize and enhance Fishermen’s Terminal as a living community landmark
## Top 10 Project Risks

<table>
<thead>
<tr>
<th>RISKS</th>
<th>DESCRIPTION</th>
<th>PROBABILITY</th>
<th>IMPACT</th>
<th>MITIGATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>GC’s LBC experience</td>
<td>Significant additional effort/costs associated with compliance of LBC</td>
<td>Med</td>
<td>High</td>
<td>LBC design expert supporting contractor, build strong relationship with GC early</td>
</tr>
<tr>
<td>Safety and Security</td>
<td>FT is open to public. Theft and break-ins at construction site likely</td>
<td>High</td>
<td>Med</td>
<td>Port provided dedicated security guard for all non-construction hours</td>
</tr>
<tr>
<td>LBC requirements for materials</td>
<td>Material vetting for LBC compliance is requires high level of monitoring</td>
<td>Med</td>
<td>High</td>
<td>LBC focused specifications. LBC design expert supporting contractor, added funds</td>
</tr>
<tr>
<td>Permit timing</td>
<td>Construction permit timing for bid and constraint of expiration for MUP</td>
<td>Med</td>
<td>High</td>
<td>Limited NTP for minor construction for MUP, plan additional permit review cycles</td>
</tr>
<tr>
<td>Jacking and cribbing the building</td>
<td>Existing MInC building fails during jacking</td>
<td>Med</td>
<td>High</td>
<td>Enhanced submittals, advanced constructability analysis</td>
</tr>
<tr>
<td>Photovoltaic system adequacy</td>
<td>LBC requires net positive energy. Tenant operations will affect this. May need more PVs</td>
<td>Med</td>
<td>High</td>
<td>Add panels, add batteries, increase capacity</td>
</tr>
<tr>
<td>Tie-in to existing equipment/systems</td>
<td>Infrastructure tie-ins to existing systems that are not functional or need replacement</td>
<td>Med</td>
<td>Med</td>
<td>Perform survey of systems. Require contractor to verify as-builts</td>
</tr>
<tr>
<td>Unforeseen hazardous materials in building</td>
<td>Abatement of regulated materials may be more than anticipated</td>
<td>Med</td>
<td>Med</td>
<td>Advanced abatement by PCS, Spec for unplanned hazardous materials discovery</td>
</tr>
<tr>
<td>Lift station controls mod schedule conflict</td>
<td>Sewer lift station controls on building but must operate during construction. Mods needed.</td>
<td>Med</td>
<td>Med</td>
<td>Coordinate with Marine Maintenance to relocate controls in advance</td>
</tr>
<tr>
<td>Bids significantly over estimate</td>
<td>Low bid project delivery, many known-unknown risks that may inflate bids</td>
<td>Low</td>
<td>High</td>
<td>Carry additional contingency, provide allowances to manage bid inflation</td>
</tr>
</tbody>
</table>