

THE NORTHWEST SEAPORT ALLIANCE
MEMORANDUM

MANAGING MEMBERS
ACTION ITEM

Item No.: 9B
Meeting Date: July 7, 2026

DATE: June 29, 2026
TO: Managing Members
FROM: John Wolfe, CEO

Sponsor: Jason Jordan, Sr. Director Environmental & Planning
Project Manager: Valerie Huffman, Capital Project Manager III

SUBJECT: Jack Block Park Pier Replacement Project Authorization

A. ACTION REQUESTED

- (1) Northwest Seaport Alliance (NWSA) Managing Members: Project authorization in the amount of \$1,680,000, for a total authorized amount of \$1,955,000, for work associated with the Jack Block Park Pier Replacement, Project Identification No. N10675.
- (2) Port of Seattle (POS) Commission: Project authorization in the amount of \$571,000, for a total authorized amount of \$571,000, to complete design of the POS sponsored work associated with the Jack Block Park Pier Replacement, CIP No. C801074.

B. SYNOPSIS

Jack Block Park restoration is needed to comply with existing Terminal 5 (T5) Master Use Permit public access requirements. The pier at Jack Block Park has been deemed to have no remaining service life and has been closed to the public for safety. Also, significant deterioration has been identified for the adjacent plaza. The project will demolish the existing pier, construct a new pier, and repair the adjacent plaza. Pre-design work has been completed to conceptual design. This request is for authorization to support design and permitting for this project.

C. BACKGROUND

Jack Block Park is a 15-acre park located in the West Seattle neighborhood. The land upon which it sits was designated as a Superfund site in 1994 by the U.S. Environmental Protection Agency (EPA).

That same year, the Port of Seattle purchased the land and began clean-up as part of the T5 Expansion Project, developing it into the park to fulfill City of Seattle requirements for Shoreline Public Access. With the formation of the NWSA, the NWSA Charter Section 3.2 (f) (ii) requires operational permits including public access be the responsibility of the NWSA for licensed properties.

Vessel strikes led to a temporary closure of the pier in 2019 to assess and address the damage. Further investigation, including a comprehensive above- and below-water assessment identified structural deficiencies to the pier and degradation of the plaza. This study concluded that there was no remaining service life to the pier, which led to indefinite closure of the pier in 2021.

The City of Seattle Master Use Permit (MUP) requires this facility be reestablished as public access. The NWSA conducted a thorough alternatives analysis and determined that replacement of the pier represented the best use of public funds to maintain compliance under the 1995 T5 Master Use Permit. The decision was made to move forward with a plan to demolish the existing pier, construct a new pier, and repair the adjacent plaza. Further exploration of alternatives led to a design concept that includes moving the pier location eastward, a more cost-effective design that will deliver environmental and public experience advantages.

POS has identified this as an opportunity to undertake additional park improvements informed by public engagement conducted in 2021, including the construction of a picnic pavilion and/or other small improvements such as interpretive signage. It has been agreed that the work will be managed as one project under NWSA sponsorship. There will be an estimated Homeport cost component that will be adjusted as actual costs of the project become known.

D. PROJECT DESCRIPTION AND DETAILS

This project will fulfill the 1995 T5 Master Use permit conditions requiring shoreline public access on behalf of NWSA and undertake small park improvements on behalf of POS.

Project Objectives

NWSA Project Objectives Include:

- Demolition of the existing pier.
- Construction of a new pier accessible to the public via Jack Block Park.
- Repair of the plaza adjacent to the current pier.

POS Project Objectives Include:

- Construction of a 100-person capacity pavilion over the plaza.
- Interpretive signage.
- Potential small upgrades to design.

Scope of Work

The scope of work will include:

- Design
- Geotechnical Support
- Permitting
- Procurement
- Demolition
- Construction

Schedule

Construction Authorization	Q2 2027
Design to 100%	May 25, 2027
Permit Approvals	October 28, 2027
Advertise for Bid	November 18, 2027
Open Bids	December 28, 2027
Notice of Award	February 9, 2028
Substantial Completion	February 15, 2029
Final Completion	April 18, 2029

E. FINANCIAL IMPLICATIONS

Project Cost Details - NWSA

	This Request	Total Project Cost	Cost to Date	Remaining Cost
Procurement	\$0	\$0	\$0	\$0
Pre-Design	\$96,000	\$261,000	\$165,000	\$96,000
Design	\$1,584,000	\$1,584,000	\$0	\$1,584,000
Construction	\$0	\$7,655,000	\$0	\$7,655,000
Total	\$1,680,000	\$9,500,000	\$165,000	\$9,335,000

Project Cost Details – Port of Seattle

	This Request	Total Project Cost	Cost to Date	Remaining Cost
Procurement	\$0	\$0	\$0	\$0
Pre-Design	\$126,000	\$126,000	\$0	\$126,000
Design	\$445,000	\$445,000	\$0	\$445,000
Construction	\$0	\$499,550	\$0	\$499,550
Total	\$571,000	\$1,070,550	\$0	\$1,070,550

The figures are based on an estimated cost allocation for the project. The work will be managed as a single project under NWSA sponsorship, but cost allocations will be updated as actual expenses become available.

Source of Funds

The funds for the NWSA's portion of the project will be provided by the Homeports through the standard Capital project funding process. The 2026-2030 Capital Investment Plan (CIP) Budget allocates \$9,850,000 for this project.

The draft 2027 to 2031 POS Capital Improvement Plan allocates \$1,070,550 for this project under CIP C801074. This project will be funded by the Tax Levy.

Financial Impact

For the NWSA, this project is classified as a capital asset with an estimated useful life of approximately 20 years. Upon completion, annual depreciation is projected to be around \$490,000. The T5 terminal is expected to generate approximately \$24 million in cash in 2026, with this amount projected to increase in subsequent years.

For the POS, this project will result in a capital asset with an estimated useful life of 30 years. Upon Completion, annual depreciation is projected to be approximately \$33,000.

F. ENVIRONMENTAL IMPACTS/REVIEW

Permitting: State Environmental Policy Act (SEPA) Environmental Review, Shoreline Substantial Development Permit, Seattle Department of Construction & Inspections (SDCI) Construction Permit; In-water permits and approvals may be required from the US Army Corps of Engineers, US Fish and Wildlife, and National Marine Fisheries Service; Washington State Departments of Fish & Wildlife, Ecology and Natural Resources, and Department of Archaeology and Historic Preservation; and Tribal concurrence will be required.

Concurrence will also need to be negotiated with the EPA for work in a Superfund site, and the US Coast Guard for private aids to navigation marking the pier-end.

Remediation: Potential for remediation related to soil disposal, and coordination with EPA to avoid, minimize, or mitigate impacts to an EPA environmental sediment cap. Any required remediation will be handled in accordance with NWSA Charter.

Stormwater: Construction Stormwater General Permit (NPDES)

Air Quality: No impacts

G. PREVIOUS ACTIONS OR BRIEFINGS

<u>Date</u>	<u>Action</u>	<u>Amount</u>
April 24, 2026	Executive Authorization for Pre-design	\$100,000
September 2, 2025	Executive Authorization for Pre-design	\$175,000
TOTAL		\$275,000

Item No.: 9B
Meeting Date: July 7, 2026

Jack Block Pier Replacement Project Authorization



**THE NORTHWEST
SEAPORT ALLIANCE**
SEATTLE + TACOMA

Valerie Huffman
Project Manager III, Waterfront Project Management

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**THE NORTHWEST
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Background

- Compliance
 - Jack Block Park restoration is needed to fulfil existing 1995 Terminal 5 (T5) Master Use Permit public access requirements.
- Jack Block Park located in West Seattle
 - Site designated as an EPA Superfund designation
 - Clean-up as part of the T5 Expansion Project in 1994
- Pier condition
 - Vessel strikes led to a comprehensive condition assessment;
 - Structural deficiencies in pier concluding no remaining service life
 - Degradation of the adjacent plaza
 - Pier closed indefinitely until repair or replacement could take place



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Background

- NWSA
 - NWSA alternatives assessment concluded the best alternative was to replace the pier and repair the plaza.
- POS
 - Identified an opportunity to undertake some additional park improvements.
- This combined effort will be managed under a single project led by NWSA.
 - An estimated Homeport cost component will be adjusted as actual project costs become known.



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Background - Location

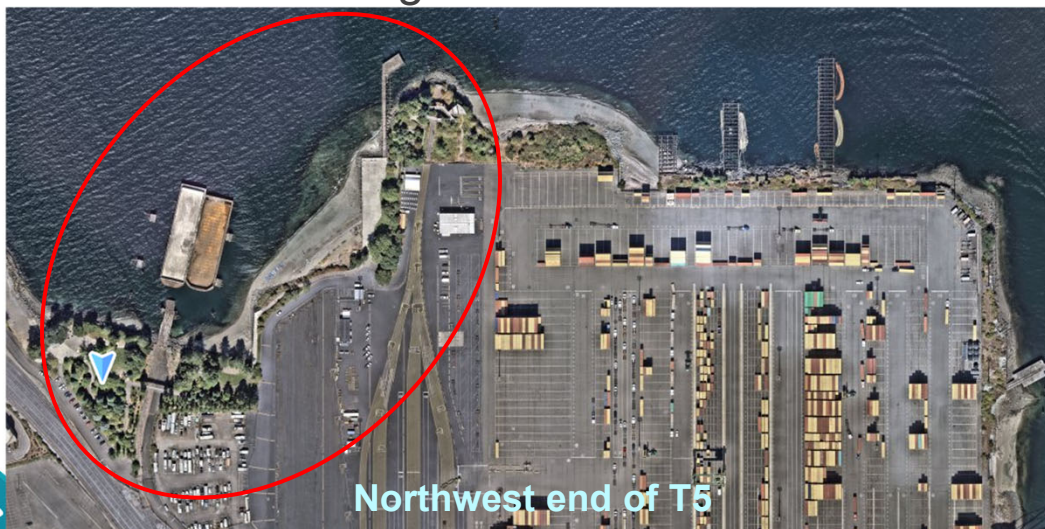


North Harbor – Jack Block Park

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Background - Location



Northwest end of T5

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Background - Site



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Background – Existing Pier



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Background – Plaza



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Project Description and Details

This project will fulfill 1995 T5 Master Use permit conditions requiring shoreline public access on behalf of NWSA.

- NWSA Objectives
 - Demolition of the existing pier.
 - Construction of a new pier accessible to the public via Jack Block Park.
 - Repair of the plaza adjacent to the current pier

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Project Description and Details

This project also provides an opportunity for POS to undertake some park improvements.

- POS Objectives
 - Construction of 100-person capacity pavilion over the plaza
 - Interpretive signage
 - Potential small upgrades to design

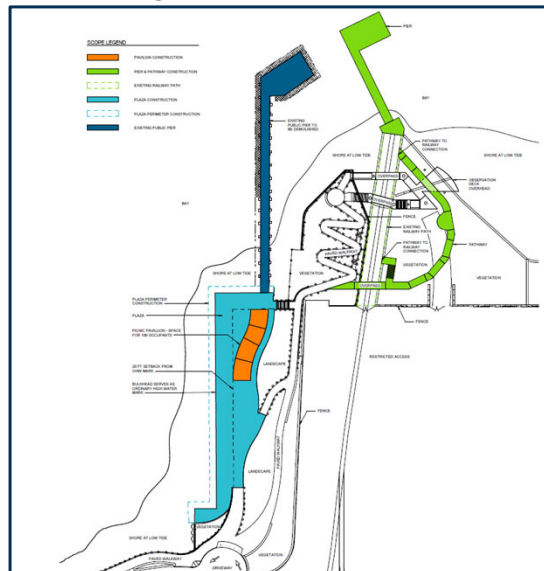


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Conceptual Project Description and Details

Pre-design work has been completed to a conceptual design.



NWSA

- Demolition of old pier
- Plaza Repair
- New pier

POS

- Pavilion



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Project Schedule

Activity	Timeframe
Construction Authorization	Q2 2027
Design to 100%	May 2027
Permit Approvals	October 2027
Advertise Bids	November 2027
Bid Opening	December 2027
Contract Award	February 2028
Substantial Completion	February 2029



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Source of Funds

- The funds for the NWSA's portion of the project will be provided by the Homeports through the standard Capital project funding process. The 2026-2030 Capital Investment Plan (CIP) Budget allocates \$9,850,000 for this project.
- The draft 2027 to 2031 POS Capital Improvement Plan (CIP) allocates \$1,070,550 for this project under CIP C801074. This project will be funded by the Tax Levy.



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Financial Summary - NWSA

Item	Previous Request	This Request	Total Project Estimate	Cost to Date	Remaining Cost
Procurement	\$0	\$0	\$0	\$0	\$0
Pre-Design	\$261,000	\$96,000	\$261,000	\$165,000	\$96,000
Design	\$14,000	\$1,584,000	\$1,584,000	\$0	\$1,584,000
Construction	\$0	\$0	\$7,655,000	\$0	\$7,655,000
Project Total:	\$275,000	\$1,680,000	\$9,500,000	\$165,000	9,335,000

For the NWSA, this project is a capital asset with an estimated useful life of 20 years. Upon completion, annual depreciation is projected to be approximately \$475,000. T5 terminal and the T5 IY yard are budgeted to provide approximately \$28.9 million in cash in 2026. This amount is expected to increase each year.



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Financial Summary - POS

Item	Previous Request	This Request	Total Project Estimate	Cost to Date	Remaining Cost
Procurement	\$0	\$0	\$0	\$0	\$0
Pre-Design	\$0	\$126,000	\$126,00	\$0	\$126,000
Design	\$0	\$445,000	\$445,000	\$0	\$445,000
Construction	\$0	\$0	\$499,550	\$0	\$499,550
Project Total:	\$0	\$571,000	\$1,070,550	\$0	\$1,070,550

For the Port of Seattle, this project will result in a capital asset with an estimated useful life of 30 years. Upon Completion, annual depreciation is projected to be approximately \$33,000.



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Environmental Impacts / Review

- Permitting:
 - State Environmental Policy Act (SEPA) Environmental Review
 - Seattle Department of Construction & Inspections (SDCI) Shoreline Substantial Development Permit
 - SDCI Construction Permit
 - In-water permits and approvals may be required from:
 - US Army Corps of Engineers (USACE)
 - WA Department of Fish and Wildlife (WDFW)



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Environmental Impacts / Review

- Permitting, cont.:
 - Concurrence may be required from various agencies and treaty tribes
- Remediation:
 - Coordination with EPA to avoid, minimize, or mitigate impacts to EPA environmental sediment cap
 - Potential remediation related to soil disposal
- Stormwater:
 - Construction Stormwater General Permit (NPDES)
- Air Quality: No impacts



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