

**SEATTLE DEPARTMENT OF TRANSPORTATION**

Petition of WSA Properties et al. to vacate Occidental Avenue South between the north margin of South Holgate Street and a line parallel and 30 feet south of the centerline of South Massachusetts Street; Clerk File 312905

ATTACHMENT: Petition Comments

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## Gray, Moira

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**Subject:** FW: Occidental Avenue South Street Vacation - request for updated comments after FEIS

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**From:** Harris, Donald  
**Sent:** Wednesday, May 20, 2015 1:16 PM  
**To:** Gray, Moira  
**Subject:** RE: Occidental Avenue South Street Vacation - request for updated comments after FEIS

The Department of Parks and Recreation has no comments or concerns about the proposed vacation of Occidental Avenue South between South Holgate Street and South Massachusetts Street.

Donald M. Harris  
Manager, Property and Acquisition Services  
Seattle Parks and Recreation  
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City of Seattle

Department of Planning and Development

D. M. Sugimura, Director

### MEMORANDUM

TO: Moira Gray, Seattle Department of Transportation, Street Vacations  
FROM: Garry Papers, Senior Land Use Planner  
Seattle Department of Planning & Development (DPD)  
DATE: June 5, 2013  
RE: **Proposed Vacation of Occidental Avenue South; Clerk File 312905**

Please accept these DPD comments on the proposal of WSA Properties et al to vacate one block (Hogate to Massachusetts) of the above identified street. They are based upon the Land Use Policies section II of the Seattle Street Vacation Policies.

#### **Background:**

The development proposal includes 2 full, rectangular blocks of land, each about 150 x 680 ft, totaling 233,500 sf of site area, PLUS the 60 ft wide Occidental street ROW they flank, which totals 40,811 sf (+ 17.5% site area), totaling 274,311 sf for the combined parcel. Both blocks are located in the IC-85 Industrial Commercial zone (SMC 23.50), and are also fully within the Stadium Transition Area Overlay District (STAOD) (SMC 23.74).

The vacation proposal would allow construction of an arena with a floorplate dimension of approximately 390 x 500 ft, while the existing blocks at 150 and 187 ft wide cannot accommodate the floorplate. "Spectator Sports Facilities" are permitted outright in the IC zone. An EIS is being prepared for the project and will address traffic, land use and other effects of the vacation (Guideline 4.2.C); a Draft EIS is expected in mid August of 2013.

#### **Guideline 4.1 - Land Use Considerations:**

- A) The development potential of the combined two blocks plus the vacated street is theoretically increased, however the arena proposal is specifically less. Assuming 5 stories of development (within the 85 ft IC-85 height limit) the 2 blocks would generate 1.16 milsf. The street ROW fully developed in a like fashion generates 204,000 sf. The 2 blocks plus vacation equals a total potential of 1.37 milsf. The proposed arena is predominantly a rectangular volume, 75 ft tall, and contains 750,000 sf of net usable floor area, which is 54% of the total including ROW, and 64% of the total possible without the ROW vacation.

“Circulation, access, utility... and view functions of nearby public streets” will be evaluated in the EIS. In terms of “light, air and open space” the essential building volume is slightly less tall than the 85 ft maximum allowed, thus not blocking light, and the air and open space of the ROW are not critically linked to any larger urban design patterns. In terms of development scale, the long and short term impacts of the combined parcel are not considerable.

- B) Consistency with the Seattle Comprehensive Plan and other policies including the Greater Duwamish Manufacturing/Industrial Center (MIC), will be evaluated in the DEIS, as will transportation aspects. No zoning change is proposed, and the combined site with vacation is fully within the STAOD, which “centers on large sports facilities and allows uses complementary to them”; the arena is complementary as a “similar major, regional attraction” . The site is not within an Urban Center or Urban Village, and the vacation does not entail a boundary change of the STAOD.
- C) In this existing Industrial Commercial zone, there is a wide range of development size, scale and character, and the arena on the proposed combined parcel would be compatible with existing development, and with development expected from the base IC zoning on similarly large parcels.
- D) The existing “local pattern of land division” ranges from single lot buildings along First Avenue to full block warehouses along the nearby railroad tracks. The proposed arena on the combined site – even 390x 500 x 75 ft tall - represents a transition from long warehouses to the south, to the even larger stadiums to the north. The post-vacation lot size and configuration would not be disruptive to the local pattern. The Occidental ROW does not provide a boundary to a different zone; it is surrounded by IC zoning for at least 2 blocks on all sides, so the ROW does not need to be preserved as a transition or buffer.

#### **Guideline 4.6 – Zone Specific Review**

- E) In Industrial Areas, the guiding policies come from the Comprehensive Plan. Consistency with the Seattle Comprehensive Plan and other policies including the Greater Duwamish Manufacturing/Industrial Center (MIC), will be evaluated in the DEIS.

#### **Conclusion and Summary**

DPD is not opposed to the proposed vacation on land use grounds. The development potential attributable to the vacation is consistent with adopted land use policies; in fact, as proposed, the floor area is 64% of what could be developed without a vacation. The potential development with vacation is consistent with the existing context and creates no significant land use incongruities. In both the short and long term there would appear to be no appreciable negative land use effects on the area from the proposed vacation.



## Gray, Moira

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**From:** Bresnahan, John  
**Sent:** Tuesday, June 09, 2015 12:18 PM  
**To:** Gray, Moira  
**Cc:** Lee, Ted; Ta, MinhQ  
**Subject:** Occidental Avenue South Street Vacation - request for updated comments after FEIS

Moira,

City Light received your request to review the petition to vacate a portion of Occidental Avenue South between South Holgate Street and South Massachusetts Street for Arenaco's new sports arena.

City Light owns and operates three-phase overhead electric power lines, including poles, transformers and wires within the proposed vacation area, and owns and operates a transmission pole and overhead transmission wires that may be within the proposed vacation area.

We have no objection to the proposed vacation of that portion of the alley in Block 3, Norris Addition, provided that the following paragraphs containing certain requirements are made part of the petition:

1. Prior to the approval of the street vacation of that portion of Occidental Avenue between Holgate and Massachusetts, Petitioner shall provide for the removal and/or relocation of Seattle City Light's electric utility facilities, including electrical services to any other properties affected by such conversion or removal. This work may also include the acquisition of additional easements over the property of others, the creation of restrictive covenants, deed reservations, or the execution of Seattle City Light (SCL) relocation or work order agreements, all of which shall be in forms and with terms and conditions satisfactory to SCL. Petitioner shall be solely responsible for acquiring any such additional easements and the creation of any such restrictive covenants or deed reservations, all at Petitioner's sole expense. Petitioner shall be solely responsible for all costs associated with the removal, underground conversion, and/or relocation of SCL's electric facilities, including all costs related to the restoration of electric service to other properties affected by the vacation. Seattle City Light issues shall be resolved to the full satisfaction of SCL either prior to the approval of the final vacation ordinance by the City Council, or prior to the vacation ordinance becoming effective. Evidence of SCL's satisfaction may be delivered by any method agreeable to SCL and SDOT. The Petitioner is already working with SCL engineering staff to create plans to relocate the affected overhead electric power lines.
2. We have identified a steel transmission line pole located at the southeast corner of the intersection of Occidental and Massachusetts that may be within the proposed vacation area, indicated on the map below. In the previous comment period, we had asked that the Petitioner survey the north line of the proposed vacation area and survey the location of the SCL steel pole relative to it. To date, we have not seen such a survey. Until we know for certain whether that transmission pole is in the proposed vacation area, we would be unable to give our assent to the vacation petition. See map below for a visual representation. If any part of the transmission pole, arms, or wires are within the proposed vacation area, we will need an easement from the Petitioner.





Any questions may be directed me or Ted Lee, SCL Engineering, at 615-1111.

Seattle City Light thanks you for the opportunity to review and comment on the proposed vacation.

JOHN J. BRESNAHAN | SENIOR REAL PROPERTY AGENT  
 SEATTLE CITY LIGHT  
 ENVIRONMENTAL AFFAIRS AND REAL ESTATE DIVISION  
 700 Fifth Avenue SMT 3338  
 P.O. Box 34023

**From:** [Bresnahan, John](#)  
**To:** [Gray, Moira](#)  
**Cc:** [Lin, Jimmy](#)  
**Subject:** Occidental Street Vacate  
**Date:** Monday, April 22, 2013 1:10:30 PM

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Moira,

Based on the description provided by the petitioner, it looks like one of our transmission poles, located at the southwest corner of Occidental and Massachusetts, may be within the proposed vacate area. We would like to request that the petitioner mark the north boundary of the proposed vacate area on the ground with paint (we assume there has been some kind of survey) and then let us know when that is done. We will need to verify that the pole is in or out based on the identification of the north boundary. The map below shows the south line of Mass produced east, and it appears that the base of the wood glue laminate pole is south of that line, but it's close.

Thank you.



**John J. Bresnahan**  
Senior Real Property Agent  
Seattle City Light  
700 5th Avenue SMT 3338  
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(206) 684-3324  
[john.bresnahan@seattle.gov](mailto:john.bresnahan@seattle.gov)





Date: April 25, 2013

To: Moira Gray, SDOT Street Vacation Office

From: Darin Stephens PE, SDOT CPRS Construction Inspection Mgr

Subject: Vacation Petition for Occidental Ave S, Clerk File 312905:

Comments on the vacation:

**No Comments**





To: Moira Gray, Street Use and Urban Forestry  
From: Kristen Simpson, Traffic Management  
Susan McLaughlin, Policy and Planning  
Re: Proposed Vacation of Occidental Ave South; Clerk file 312905  
Date: May 31st, 2013

The Traffic Management and Policy and Planning divisions have reviewed the petition for vacation of a portion of Occidental Avenue South. Given the delayed timing of the release of the EIS, we would prefer to offer comments relative to the public benefit package once we are able to review the project impacts and proposed mitigation that will be identified in the EIS. In the meantime, we can offer the following comments:

- In general, we expect to see public realm improvements that will provide ongoing benefits to multiple audiences, not just attendees at arena events.
- Public realm improvements should be designed with aesthetics, maintenance and public safety in mind.
- The proponent should provide information that clearly identifies what elements of the project are design features, what elements are mitigation for impacts under SEPA, and what elements are proposed as public benefit related to the proposed street vacation. In reviewing other projects, we have found that a table describing all of the public realm improvements and indicating under what requirement or guideline they are being provided can be very helpful.

Thank you for the opportunity to comment, and please let us know if you have any questions or need additional information.



**APPROVED**  
**MINUTES OF THE MEETING**

**Mike McGinn**  
Mayor

**Diane Sugimura**  
Director, DPD

**Marshall Foster**  
Planning Director, DPD

**Julie Bassuk**  
Chair

**Seth Geiser**

**Debbie Harris**

**Laurel Kunkler**

**Shannon Loew**

**Tom Nelson**

**Julie Parrett**

**Osama Quotah**

**Ellen Sollod**

**Valerie Kinast**  
Coordinator

**Tom Iurino**  
Senior Staff

**December 6, 2012**

Convened 12:30pm  
Adjourned 3:30pm

**Projects Reviewed**

Arena

**Commissioners Present**

Julie Bassuk, Chair  
Seth Geiser  
Debbie Harris  
Laurel Kunkler (excused 12:30-1:45pm)  
Shannon Loew  
Tom Nelson  
Osama Quotah (excused from 12:30-1:30pm)  
Ellen Sollod

**Commissioners Excused**

Julie Parrett

**Staff Present**

Valerie Kinast  
Tom Iurino



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and Development**  
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Seattle, WA 98124-4019

**TEL 206-615-1349**  
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December 6, 2012

**Project:** Arena  
**Phase:** Briefing  
**Last Reviewed:** NA  
**Presenters:** Jack McCullough, McCullough Hill, PS  
 Barb Swift, Swift Company  
 Anton Foss, 360 Architecture

**Attendees:** Bob Chandler, SDOT  
 John Shaw, DPD  
 Angela Steel, SDOT  
 Beverly Barnett, SDOT  
 Brook Jackson, Magnusson Klemencic  
 Garry Papers, DPD  
 Jack McCullough, McCullough Hill, PS  
 Kristin Dean, WSDOT  
 Michele Scoleri, Mayor Office  
 Nathan Torgelson, Finance and Administrative Services  
 Rollin Fatland, Mayor press contact  
 Tom Backer, Ballpark PFD

**Time:** 2:00pm-3:30pm

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### Summary of Project Presentation

The applicant is requesting the vacation of 23,531 sq ft of Occidental Ave. S. between S. Holgate and S. Massachusetts Streets in order to permit the future construction of an approximately 725,000 sf, 18,000 – 20,000 seat private spectator sports facility, the Seattle Arena, on land bounded by S. Holgate St., S. Massachusetts St., 1<sup>st</sup> Ave. S., and the Burlington Northern Railroad tracks.

The applicant has not yet filed a petition to vacate Occidental Way S. The team will return in January with another briefing, and then in February they will submit the petition to vacate. Then the proponents will formally present to the commission the urban design merit of the proposed street vacation and offer a proposed public benefit package.

The design team presented the context, urban analysis, standard arena programming, and three design options for the Seattle Arena. The team is looking at the project from all scales. At the city-wide scale, the team analyzed the north-south form of the city, the weaker E-W connections, the other stadiums and landmarks, and the 5-15 minute walk-sheds. At the neighborhood scale, the team studied the nearby surface and structured parking, the smaller building types along 1<sup>st</sup> Ave. S., the numerous utilities, the gateways to downtown, and the heavily travelled streets that border the site, 1<sup>st</sup> Ave S and S. Holgate St. The team identified two major design ideas they culled from the urban analysis that they integrated into

the site planning and design concepts: the nodes of activity at the southern edge and the northwest corner of the site; and the strong presence the site has on 1<sup>st</sup> Avenue.

The team discussed the arena's programming and the three early design concepts. Arena programming requires that patrons enter at the concourse level of the arena. This enables patrons to walk either down to lower level seats or up to higher level seats, and frees up space at the lower levels for necessary stadium operating functions. Because of the high water table, the arena can't be sunk into the ground to allow the arena entries and the street level to align with the arena's concourse level. As a result, the arena must be designed to allow for patrons to walk or ride up on escalators or elevators to the concourse level from the street. Also, another constraint is that the arena's site is a little tight in width (E-W), so that will affect the design.

The team presented the three early design concepts: 1. a program driven design; 2. a design that spreads the program to Holgate and 1<sup>st</sup> Ave.; and 3. a preferred design, which contains a contextual, perforated wrapper that hides and also allows views of the interior. The design may include Occidental S. to the north of the arena as a festival street. The northern entry of the arena and the associated plaza may be covered with a glazed canopy. At the street level, the aim is to activate the street as much as possible, featuring retail and club restaurants whose location and number will be determined by the arena's dimensions. The design also includes a practice facility in the site's northeastern corner. The team hopes to build as little structured parking as possible, drawing upon already existing parking structures and lots.

#### Public Comments

John Shaw, EIS reviewer, is studying both the SODO site and the Key Arena site at the Seattle Center for the EIS. He will finish the scope of the key elements for the EIS next week. The draft EIS is due in April, the final EIS in the late summer or fall.

Gary Papers, DPD design review planner, notes the Downtown Design Review Board will review the project again at a second EDG meeting on Tuesday, December 11. He anticipates a third EDG meeting in January, and at least one Recommendation meeting in mid to late late spring. He highlights several of the recommendations the board made at the last meeting at the end of November: the building should contribute to the city's life 365 days a year; the building should be uniquely Seattle; the plazas should be strong, active places; the public spaces above the street should be designed for views; the ground level treatment along 1<sup>st</sup> Ave. S. should be scaled to the pedestrian and designed for the gathering and flow of crowds; the movement of large crowds should be choreographed, designed for the pedestrian experience, and not overwhelm the city's infrastructure.

Beverly Barnett, SDOT, confirms there is no vacation application yet. SDOT anticipates it will be submitted in February, after the Downtown Design Review Board has reviewed the project through the EDG phase.

Sandra Mallory, OSE, advises that because the City may have the potential to purchase the arena under the MOU, it should follow the City's lead and design to the standards the City uses for its own capital projects.

#### **SUMMARY (by Quotah)**

**The Seattle Design Commission thanks the Arena design team for its briefing on the Arena in advance of its petition for a street vacation of Occidental Ave. S. between S. Holgate and S. Massachusetts Streets. The commission will consider the project's Urban Design Merit and Public Benefit at future reviews before it can make a recommendation to the SDOT Director about the proposed street vacation. The commission appreciates the presentation and has the following recommendations:**

- **As you prepare to submit for the vacation, prepare to show how the arena meets the criteria for urban design merit in this specific location with this proposed design. Show both vacation and no vacation options. Consider the qualities of the street that is proposed to be vacated; show what the street provides the city (air, light, connections, a place for utilities, transportation, services, etc.) and evaluate what the city is losing and gaining by vacating the street.**
- **Study the pedestrian level experience, public realm, and access (pedestrian and service) to the building and include this study as part of the analysis and development of the design. Develop a**



design which activates the streets on all sides of the building, and include overhead weather protection as one element. Develop a design which activates the streets on all sides of the building. Don't neglect to consider the design of the back (or east) side of the building and also at the southern edge, which is proposed as a new southern gateway to downtown. Specifically, study the pedestrian experience on 1st Ave; it is, at present, not a welcoming street for pedestrians. Also, study and show ground level views of the proposed pedestrian procession south on Occidental toward the north entry of the arena and also from Railroad Ave. and 1<sup>st</sup> Ave. S. Evaluate the impacts to the public realm caused by raising the ground plane to accommodate the building's primary entry at the northern end of the building; show ground level views of the arena's public plazas and open spaces. Study the impact on the public realm when the arena is closed.

- Consider how the arena can contribute to the neighborhood context. Be aware of the vision for the neighborhood might be. Study the Stadium District Concept Plan, consult with the DPD Planning Division, and show how the area design responds to the plan for the area.
- Further study transit and pedestrian connections to the arena; identify the expected mode splits for arena patrons and the locations for parking. Study access from the light rail stations and along S. Holgate St., which is an east-west connector that crosses the frequently used railroad track; the design shows it as a southern gateway to the city and a building entry. Evaluate the impact of the arena on the transit, transportation and pedestrian networks and on the public realm during concurrent and staggered events hosted by the nearby stadiums.
- Show the design precedents of other arenas in urban contexts that illustrate the team's intent for the design of this arena.
- Develop a public benefit package for the larger public not just those who will attend events at the arena. Consider a benefit package that is proportional to the large scale of the project and vacation and includes elements located in proximity to the arena, such as the festival street on Occidental to the north.
- Incorporate in the design the city's standards for sustainability and green building for capital projects, as outlined in the Sustainable Buildings and Sites Policy, for both the building itself and also in the public realm.
- Develop and show light and solar access studies.



# APPROVED MINUTES OF THE MEETING

**Mike McGinn**  
Mayor

**Diane Sugimura**  
Director, DPD

**Marshall Foster**  
Planning Director, DPD

**Julie Bassuk**  
Chair

**Seth Geiser**

**Laurel Kunkler**

**Shannon Loew**

**Tom Nelson**

**Julie Parrett**

**Osama Quotah**

**Ellen Sollod**

**Debbie Harris**

**Valerie Kinast**  
Coordinator

**Tom Iurino**  
Senior Staff

**January 17, 2013**

Convened 8:30am

Adjourned 4:30pm

## Projects Reviewed

Mapes Creek Restoration and 52<sup>nd</sup> Ave CSO

Arena Street Vacation

Elliott Bay Seawall

## Commissioners Present

Julie Parrett, Chair

Seth Geiser

Lolly Kunkler (excused from 9:00am-11:00am)

Shannon Loew

Tom Nelson

Osama Quotah

Ellen Sollod

## Commissioners Awaiting Confirmation Present

Martin Regge

## Commissioners Excused

Debbie Harris

Julie Bassuk



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and Development**  
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## Staff Present

Valerie Kinast

Tom Iurino



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January 17, 2013

**Project:** Arena  
**Phase:** Briefing  
**Last Reviewed:** Dec 6, 2012  
**Presenters:** Jack McCullough, McCullough Hill, PS  
Anton Foss, 360 Architecture  
Barbara Swift, Swift Company

**Attendees:** Beverly Barnett, SDOT  
Tom Bathalamew  
Amy Lindemuth, Swift Company  
Barb Wilson, Seattle Planning Commission  
Beverly Barnett, SDOT  
Brett Earnest, Clark Construction  
Brook Jackson, Magnusson Klemencic  
Bryan Stevens, DPD  
Garry Papers, DPD  
Geoff Wentlandt, DPD  
John Shaw, DPD  
Melody McCutcheon, Hillis, Clark, Martin and Peterson, P.S.  
MyTam Nguyen, DPD  
Rebecca Herzfeld, Council staff  
Susan McLaughlin, SDOT  
Tom Backer, Ballpark PFD  
Tom Bartholomew, Bartholomew Planning

**Time:** 11:00am-1:00pm

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### Summary of Project Presentation

The applicant is requesting the vacation of 23,531 sq ft of Occidental Ave. S. between S. Holgate and S. Massachusetts Streets in order to permit the future construction of an approximately 725,000 sq ft, 18,000 – 20,000 seat private spectator sports facility, the Seattle Arena, on land bounded by S. Holgate St., S. Massachusetts St., 1<sup>st</sup> Ave. S., and the Burlington Northern Railroad tracks.

The applicant has not yet filed a petition to vacate Occidental Way S. but expects to in February upon completion of early design guidance review by the Design Review Board. At that time, the applicant will formally present to the commission the urban design merit of the proposed street vacation and offer a proposed public benefit package.

Arena design requires entrances at the concourse level which enables patrons to walk either down to lower level seats or up to higher level seats and necessary stadium functions to be located at the lower level underneath the seating bowl. Because of the high water table in SODO, the Seattle arena isn't sunk into the ground. As a result, the Seattle arena is designed to allow for patrons to walk or ride up on escalators or elevators to the concourse level from the street.



The Seattle arena's design is based upon a contextual, perforated wrapper. The design may include Occidental S. to the north of the arena as a festival street. The northern entry of the arena and the associated plaza may be covered with a glazed canopy. The street along 1<sup>st</sup> Ave features retail and club restaurants whose location and number will be determined by the arena's dimensions. The design also includes a practice facility in the site's northeastern corner. There are no plans at present to build structured parking; the existing parking structures and lots nearby will absorb most of the need for parking. The full extent of the need and location for parking will be evaluated in the EIS. On game days, 13,000 patrons expect to arrive from the north, 2,400 from the south, and 2,400 from the east across the railroad tracks. These estimates are based upon existing use of light rail, not projections based upon light rail's expansion.

The design of the Seattle arena's public realm includes: 16-30' sidewalks along Holgate Ave S.; 16-24' sidewalks along 1<sup>st</sup> Ave; a 120' x 170' at-grade plaza with an entry to the arena in the northwest part of the site; a 140' x 180' area for stairs which lead from S. Massachusetts Street and Occidental Ave S. to the arena's main entry; and a 140' x 190' elevated terrace located to the east of the entrance stairs. The landscaping and furnishings include: large 40' street trees, rain gardens, streetscape planting, seating stoops, lean rails, and bicycle racks as well as entrances to retail along 1<sup>st</sup> Ave; small 20' tree plantings, porous paving, and water features in the at-grade and elevated plazas; and columnar 40' street trees and a green wall with upper level terraces on S. Holgate St.

The commissioners' discussion centered on: the uses, design and programming of the plaza spaces, including the elevated terrace, especially given Seattle's dark, winter weather when the arena would most often be open; the needs of the local community and how the arena affects and shapes planning for the neighborhood; the character and uses along 1<sup>st</sup> Ave; the shelf life of the building, the sustainability of its materials and design, and the opportunity to create the largest sustainable impact as possible; and access to and from the arena for all modes—car, transit and pedestrian—and how that affects the public realm not only on the arena site but also in the neighborhood.

#### PUBLIC COMMENT

Gary Papers, DPD noted the upcoming 3<sup>rd</sup> EDG meeting and the Design Review Boards recommendations about the quality of the public realm, the importance of the building's public character, the need to create a space for the whole year, the character and uses along 1<sup>st</sup> Ave on the building's west faced, the design and amount of pedestrian realm, and that the entrances allow for proper queuing.

Beverly Barnett, SDOT, anticipated the vacation petition in early or mid February after the EDG process. The vacation for the applicant's other site may be simultaneous, if they know how the site is going to be used.

Barb Wilson, Planning Commission, asked about the plan's for access to the Safeco Field garage.

Melody McCutcheon, representing the Seattle Mariners, noted Occidental Ave. and Massachusetts St. are vital for Safeco Field's operations, including its garage and emergency access and large vehicle staging. Safeco Field needs to insure its access and operational needs will be met.

Geoff Wentlendt, DPD, noted the city is studying developing a stadium district and strengthening land use protection of industry in SODO.

#### SUMMARY (by Quotah)

**The Seattle Design Commission thanked the design team for its briefing on the Arena in advance of its application for a street vacation of Occidental Ave. S. between S. Holgate and S. Massachusetts Streets. The commission will consider the project's Urban Design Merit and Public Benefit at future reviews before it can make a recommendation to the SDOT Director about the proposed street vacation. The commission appreciated the presentation and the redesign of the stairs at the main entry to create more of an opening and buffer along 1<sup>st</sup> Ave. The commission had the following recommendations:**

##### Context

- For the urban design merit, study the function of the street to be vacated and show how it affects Safeco Field and surrounding properties. Also, show the effect on the project if there was no vacation, and what type of a building would be there.
- Show an understanding of neighborhood dynamics and character, how they will change, and how this project facilitates that change.
- Show the program on the site, and options to use offsite properties for the program and how these options affect the neighborhood's urban design.
- Study the feasibility of a service entry on Holgate. Develop drawings that show and analyze the access road, loading zones, short-term parking, service entry, and public entries.
- Show due diligence for freight, rail, and other users of the right-of-way.

#### Plaza

- Show how the plaza's design is an "essence of place" and is compatible with Seattle's climate of rain and darkness and the SODO neighborhood.
- Better define the plaza programming and who is responsible for it. Show how the programming influences the design of the plaza, entry stairs, and elevated terrace.
- Show concepts for public art in plaza, public realm and throughout the project and how they fit into the neighborhood context, especially if they are seen as part of the public benefit.
- Show more details of the plaza, including the water features, signage, pageantry graphics, paving, runnels, seating and other furnishings especially if they are part of the public benefit.
- Continue to explore removing the wall of stairs on 1<sup>st</sup> Ave. and create an opening and buffer to the street.
- Develop a design concept for Occidental Ave. S. and S. Massachusetts St. and ensure the design and use of the elevated terrace and plaza relate to these streets.

#### Streetscape

- Study and consider relocating the loading and service entry on S. Holgate St. to provide a better pedestrian experience.
- Study the proportion of the bottom of the building façade and consider raising its height so it is more than 15 feet.
- Better define the retail experience strategy and the expected tenants, and how both relate to neighborhood. Study the experience on game and non-game days.

#### Building form

- Provide details about the building wrapper, how the screen meets the ground and the pieces meet the exterior. Show precedents of building wrappers.
- Better integrate the building design and the site and landscape design.

#### Sustainability

- Further develop sustainability goals. Develop a design that considers the life of building and the life of the building form. Consider the role and image of the project's sustainability could have on the city. Take advantage of the unique opportunity for sustainability afforded by the project's large scale. Integrate sustainability in other ways besides stormwater; for example, consider options for daylighting, cooling, solar, etc. Study harnessing the scale of systems.
  - Develop a plan to show the educational benefits of sustainability to arena patrons and the public.
-



**APPROVED**  
**MINUTES OF THE MEETING**

**April 4, 2013**

Convened 8:30 am  
Adjourned 4:30 pm

**Mike McGinn**  
Mayor

**Diane Sugimura**  
Director, DPD

**Marshall Foster**  
Planning Director, DPD

**Julie Bassuk**  
Chair

**Seth Geiser**

**Laurel Kunkler**

**Shannon Loew**

**Tom Nelson**

**Julie Parre**

**Mar n Regge**

**Osama Quotah**

**Ellen Sollod**

**Debbie Harris**

**Valerie Kinast**  
Coordinator

**Tom Iurino**  
Senior Sta

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**Projects Reviewed**

10<sup>th</sup> Avenue Hillclimb  
Railroad Avenue  
Arena

**Commissioners Present**

Osama Quotah  
Debbie Harris  
Laurel Kunkler (joined at 11:00am)  
Shannon Loew  
Tom Nelson  
Mar n Regge  
Ellen Sollod

**Commissioners Excused**

Julie Bassuk  
Julie Parre  
Seth Geiser

**Sta Present**

Valerie Kinast  
Tom Iurino



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**April 4, 2013**  
2:30pm – 4:30pm

**Project:** Arena  
**Review Type:** Street Vacat on and ROW Design Review  
**Phase:** Urban Design Merit – Part 1  
**Previous Reviews:** January 17, 2013

**Presenters:** Anton Foss, 360 Architecture  
Jack McCullough, McCullough Hill Leary, PS  
Barbara Swi , Swi Company  
Brook Jacksha, Magnusson Klemencic

**Attendees:**

Tom Backer, Ballpark PFD  
Beverly Barne , SDOT  
Calvin Chow, SDOT  
Jessie Clawson, McCullough Hill Leary, PS  
Cale Dpornbos, 360 Architects  
Ma hew Halle , 360 Architects  
Amy Lindemuth, Swi Company  
Sandra Mallory, OSE  
Garry Papers, DPD  
Susan Ranf, Mariners  
Bryan Stevens, DPD  
Nathan Torgelson, FAS

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**Recusals and Disclosures**

There were no recusals or disclosures.

**Purpose of Review**

At this mee ng the project proponents presented Part I of II of the Urban Design Merit aspect of the proposal to vacate the por on of Occidental Ave S between S Massachuse s St and S Holgate St. They familiarized the Commission with the development proposal at a mee ngs on December 6, 2012 and January 17, 2013. A presenta on of Part II of the Urban Design Merit is an cipated for May 2013.

Besides the Urban Design Merit, the commission will review the Public Bene t aspect of the street vacat on at future mee ngs. Approval by the Design Commission of both the Urban Design Merit and Public Bene t cons tute a recommenda on to the SDOT Director to recommend approval of the vacat on to the City Council, which makes the ul mate decision on the vacat on. Besides the vacat on, the Design Commission will also review the design of the public realm at the project site, and provide recommenda ons to the SDOT director on this.

The Design Commission review is one component of the vacat on review, which is led by SDOT. The project is receiving a number of other reviews also, including Design Review by the Downtown Design Review Board, Environmental Review by DPD, and Street Improvement Permit review by SDOT.

**Summary of Proposal**

The applicants are proposing to vacate the por on of Occidental Ave S that lies between S Massachuse s St and S Holgate St. in order to consolidate lots and build an approximately 700,000 sq , 20,000 spectator arena. The area of vacat on would be approximately 40,800 sq (680 by 60 ). It is currently improved paving and gravel on either side, curbs, gu ers, no sidewalks. According to early informa on, this part of Occidental is currently being used as a staging area for trucks for events at the exis ng stadiums to the north.

The public bene t they are proposing consists of:

1. A publically accessible private plaza on the site north of the stadium building.
2. A publically accessible private plaza o -site, north of S Massachuse s St.
3. Elevated View Decks
4. Two publically accessible basketball half-courts.
5. Increased building setbacks and sidewalk widths.

6. Public art.
7. Sustainable building features.

The development proposal is for a sports stadium of approximately 700,000 sq ft with seating for approximately 18,000 to 20,000 spectators on a 276,000 sq ft site (approximately 397 ft by 680 ft). The structure is about 400 ft wide by 700 ft long and 165 ft high. The program includes a field and seating, two practice courts, associated administrative, services, and support functions, as well as retail. Primary open space is a plaza at the north. Vehicle access points would be off of Holgate, Massachusetts, and a private drive along the east edge of the site, next to the BNSF right of way. The primary pedestrian entrance would be at the north, with a secondary one at the corner of Massachusetts and Holgate.

### Summary of Presentation

The proponents presented background and context information. The project is in an industrial area south of downtown, just south of the two existing stadiums, between port uses to the west and railroad tracks to the east. To the south are industrial uses, and increasingly offices and a retail presence along 1<sup>st</sup> Ave. S. The site is at the south edge of the stadium district overlay, and DPD is in the process of working with stakeholders to update this planning.

The area where the arena is proposed is low, nearly at the level of Elliot Bay, which is to the west beyond the port facilities. Heights to the north gradually decrease from the skyscrapers of downtown, to the midrises of Pioneer Square. The two existing stadiums as well as the cranes to the west, SR-99 and the railways, are large forms in the industrial landscape. To the east beyond is Beacon Hill, and to the west the expanse of Elliot Bay. Current development at the site and areas to the south, east, and west is lowrise and industrial or commercial in character. Viewed from the south, the site is in the north of a low-lying industrial area punctuated by the historic landmark building which now houses Starbucks, and beyond it are the two existing stadiums and the downtown skyline.

The street grid in this part of the city varies between the fine grain of Pioneer Square, the larger industrial blocks east and south of the site, very large swaths where the stadiums, railyards, and Port are located. To either side of 1<sup>st</sup> Ave S, from downtown through the industrial area, there the smaller scale grid is retained in part.

Circulation in the area is complex. Rail lines run along the east side of the site, freight moves on trucks along Holgate and 1<sup>st</sup> Ave, light rail is a block away to the east, and people come to the area by car for work and events at the stadiums. To the north beyond the other stadiums is King St Station and west of that Colman Dock. SR-99 to the west is currently being reconstructed in preparation for boring the tunnel, and in the future the last opportunity to exit before entering the tunnel will be a few blocks north of the site.

The team went through their *powerpoint* presentation which is posted on the Design Commission website: [http://www.sea-le.gov/dpd/Planning/Design\\_Commission/Project\\_Review\\_Meetings/Minutes/default.asp](http://www.sea-le.gov/dpd/Planning/Design_Commission/Project_Review_Meetings/Minutes/default.asp). They covered: Site conditions, city planning goals, history, existing uses, urban form, and connections, neighborhood character, corridor views, district street grid analysis, parking, and access, and utilities inventory and planning. They also presented analysis of two scenarios for development: Without street vacation, proposed arena.

As a general update on the overall design, they showed the most recent design, that was recently reviewed by the DRB and given approval by them to proceed into the MUP process.

### Summary of Discussion

The conversation circled around the lack of analysis and conclusions of the information that was presented. The commissioners talked about what areas they would like to see addressed in more depth. Those are reflected in the Action below.

### Agency Comments

Beverly Barne, received phone call last week.

Garry Papers, DPD, DRB had fourth EDG and passed on to MUP. Applaud more pedestrian space on 1<sup>st</sup>, improvements to loading on Holgate, plaza orientation, needs work on visibility of turbine, including that it's obstructed by 20 ft wall along top of building. Recommended removing or reducing front wall of wrapper.



### Public Comments

Susan Ranf – Mariners. Will submit written comments. Occidental serves important function must be thoroughly addressed. Private access is planned, but part listed as open space shouldn't be, because it's mitigation for loss of Occidental function.

### ACTION

No action was taken. The second half of the Urban Design Merit presentation will be given at the May 2, 2013 Design Commission. A vote is anticipated at a later date.

The following summary was provided:

While information about the context was provided, it needs to be augmented and synthesized in order to fully explain how the new facility will become a valuable part of the urban fabric in this location. By giving up a part of Occidental, the public is losing a piece of functionality of the grid and the City is allowing for a much larger structure that brings with it visual, traffic, and other environmental impacts. There must be an explanation of how the design responds to and functions within the urban systems it is placed into. The commission needs to understand what design choices were made and how they add value to the city. It must be illustrated how the functionality of the right of way system is changed by removing a segment of Occidental and adding a large number of users to it, and that the various users of this important public service, right-of-way, will be served to a level expected by the City.

The area is changing rapidly and the tunnel project and ancillary improvements will bring changes too. It must be clear how this project works within those trends and affects the area in relation to this.

For next presentation of Urban Design Merit the Commission recommends addressing the following items:

1. What is the Urban Design Merit?
  - What is the overall value of adding this building, its uses, and functionality to our urban systems in this place.
  - How does the scale of the impacts of allowing for a larger facility, by allowing vacation of Occidental, stand in relation to the value of what is being added here?
  - Given the observations the team had of the neighborhood, how is that analysis impacting the urban design of the building or the project enhancing/ changing those characteristics.
2. Pedestrian, transit, and bike movements along the edges of the site, and in the network as far out as it is affected.
  - Both the arena patrons and other users of the ROW must be considered. Also, it must be clear how the modal systems work in various seasons, times of days, event timing, etc..
  - Information such as pedestrian and vehicular counts, as well as trend information must be used to explain changes to the area.
  - Some specific areas: Holgate, 1<sup>st</sup> Ave S, loading at the north, RR crossing to east, Massachusetts.
3. Replacement of functions of this segment of Occidental as well as in the portions of Occidental that are losing connectivity after the vacation.
4. Utility redundancy and safety.
5. The ways sustainability has driven the placement and integration of the building on its site, in this location.
6. The pedestrian experience of the arena in its context at the site, a short distance from the site, and from afar on game day, on non-game days.
7. What the site offers the non-paying, general public, and specifically how they are anticipated to use it on game days and non-game days.
8. The value of the main wall and building edges in relation to the larger and immediate urban context.
9. The role of the plaza in the urban design context, at event and non-event times.
10. In the context of connections to major employers in the area, what does this project offer.

11. Systems were presented, but it remains to be shown how the proposal will affect or enhance them. For example it must be shown that the new arena won't hinder such functions as freight mobility, and commissioners will want to know how the design will enhance pedestrian and bike circulation. Trends in the area, parking, and fluctuations in schedules, are some of the considerations that must be explained.

Seattle  
**design**  
Commission

**Mike McGinn**  
Mayor

**Diane Sugimura**  
Director, DPD

**Marshall Foster**  
Planning Director, DPD

**Tom Nelson**, Acting Chair

**Osama Quotah**, Vice Chair

**Julie Parre**

**Julie Bassuk**

**Seth Geiser**

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**Shannon Loew**

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**APPROVED**  
**MINUTES OF THE MEETING**

**May 2, 2013**

Convened 8:30 am  
Adjourned 4:00 pm

**Projects Reviewed**

Center for Wooden Boats

Arena – Vacant on Occidental Ave. S

**Commissioners Present**

Tom Nelson, Acting Chair

Osama Quotah, Vice Chair

Seth Geiser

Shannon Loew (excused from 8:30-10:45am)

Julie Parre (excused from 12:30- 4:00pm)

Mar n Regge

Ellen Sollod

Debbie Wick-Harris

**Unconvened Commissioners Present**

Bernie Alonzo

**Commissioners Excused**

Julie Bassuk

Laurel Kunkler

**Staff Present**

Valerie Kinast

Joan Nieman



1:30pm – 4:00pm

**Project:** Arena**Phase:** Urban Design Merit**Last Reviewed:** April 4, 2013 (UDM no action taken)**Presenters:** Anton Foss, 360 Architecture  
Barbara Swi , Swi Company.**Attendees:**

Amy Lindemuth	Swift Company
Anton Foss	360 Architecture
Barbara Swift	Swift Company
Beverly Barnett	SDOT
Brett Earnest	Clark Construction
Brook Jacksha	Magnusson Klemencic
Bryan Stevens	DPD
Cale Doornbos	360 Architects
Calvin Chow	SDOT
Jack McCullough	McCullough Hill, PS
Melody McCutcheon	Hillis, Clark, Martin and Peterson, P.S.
Nathan Torgelson	FAS
Rollin Fatland	Chris Hansen Representative
Susan Ranf	Seattle Mariners
Tom Backer	Ballpark PFD
Tom Marseille	WSP Flack + Kurtz

**Project Description**

The petitioner is requesting the vacation of 23,531 sq ft of Occidental Ave. S. between S. Holgate and S. Massachusetts Streets in order to permit the future construction of an approximately 725,000 sq ft, 18,000 – 20,000 seat private spectator sports facility called the Sea Gate Arena.

S. Holgate St., S. Massachusetts St., 1st Ave. S., and the Burlington Northern Railroad tracks bound the land.

**Summary of Discussion**

The purpose of this meeting is to review the Urban Design Merit for the second time. At the last review on April 4th no action was taken. The consensus opinion from the Commissioners was the petitioner needed to provide "responses to all the analysis".

Commissioners needed more information on the following:

- Pedestrian connections and modal along edge of site
- Utility redundancy and safety
- Finwall
- Sustainability, building placement and integration
- Pedestrian level views
- What happens on edges and plaza on game and non-game days?

**Presentations:**

[http://www.seattle.gov/dpd/Planning/Design Commission/Project Review Meetings/Minutes/default.asp](http://www.seattle.gov/dpd/Planning/Design%20Commission/Project%20Review%20Meetings/Minutes/default.asp)

Anton Foss, 360 Architects, reviewed *PowerPoint* presentation.

Summary of updates are elimination of the wall and parapet, plaza pivoted more, larger overall, stairs shorter.

**Agency comments:**

**Beverly Barne**, SDOT: Presentation is in and being reviewed. Realignment of Massachusetts St under review.

**Public comments:**

**Melody McCutchen, attorney for the Mariners:** Traffic, in general, not addressed enough. Occidental Ave is essential for staging for Century Link and Mariners. Project must address access road and be conditional of approval. Strongly support realignment of Massachusetts. Vacation St shows closure of Occidental north of Mass. This will significantly affect Safeco Field operations. Will submit comments to SDOT.

**Written comments:** none

**ACTION:**

We will postpone the action until a greater level of information is achieved.

The Design Commission recommends the following:

- Assure reliability and redundancies with all transportation modes and utilities, especially along Holgate
- Create a dynamic urban canopy. Target more canopied areas that are deliberate and assure public use and assembly in private areas.
- Celebrate the character of the SW corner. Do not have Holgate look like back-of-house. Align design with Stadium District standards. Investigate future retail viability on non-game days.
- Investigate exemplary sustainability design and encourage sewer mining and out-of-the box thinking.
- A matrix approach to public benefits.

**Mike McGinn**  
Mayor

**Diane Sugimura**  
Director, DPD

**Marshall Foster**  
Planning Director, DPD

**Tom Nelson, Chair**

**Osama Quotah, Vice Chair**

**Bernie Alonzo**

**Brodie Bain**

**Megan Groth**

**Laurel Kunkler**

**Shannon Loew**

**Martin Regge**

**Ellen Sollod**

**Michael Jenkins**  
Director

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## APPROVED

## MINUTES OF THE MEETING

**November 7, 2013**

Convened 8:30 am

Adjourned 4:30 pm

### Projects Reviewed

Arena vacation

Denny Substation

LRRP Northgate art

### Commissioners Present

Tom Nelson, Chair

Osama Quotah, Vice Chair

Brodie Bain (arrived at 9:30 am)

Megan Groth

Shannon Loew (arrived at 9:45 am)

Ellen Sollod

### Commissioners Excused

Bernie Alonzo

Martin Regge

Laurel Kunkler

### Unconfirmed Commissioner Present

Ross Tilghman

### Staff Present

Michael Jenkins

Valerie Kinast

Joan Nieman



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**November 7, 2013**  
**9:30 am – 12:00 pm**

**Project:** Arena  
**Review Type:** Vacation  
**Phase:** Urban Design Merit  
**Previous Reviews:** 1/17/13; 4/4/13; 5/2/2013

**Presenters:**

Anton Foss	360 Architecture
Barbara Swift	Swift Company
Brook Jacksha	Magnusson Klemencic
Jack McCullough	McCullough Hill, PS

**Attendees:**

Beverly Barnett	SDOT
Brad Tong	SOJ
Bryan Stevens	DPD
Cale Doornbos	360 Architects
Jessica Clawson	McCullough Hill, PS
John Shaw	DPD
Josh Brower	Seattle Planning Commissioner
Katy Chaney	URS Corporation
Kurt Gahnberg	Transpo Group
Melody McCutcheon	HCMP
Moira Gray	SDOT
Nathan Torgelson	FAS
Susan Ranf	Seattle Mariners
Tom Backer	Ballpark PFD
Zach Mendelsohn	Magnusson Klemencic

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#### **Recusals and Disclosures**

There were no recusals or disclosures.

#### **Purpose of Review**

The purpose of this meeting was to review for the third time the urban design merit of the Arena and to preview the public benefit. At the previous review on May 2, 2013, the approval for urban design merit was postponed until a greater level of information was available for the Commissioners. It was anticipated that the public benefit would be reviewed at a future meeting. Approval of urban design merit and the public benefit package of the vacation result in the Design Commission recommending approval of the vacation to the SDOT director. The ultimate decision to approve the vacation lies with the City Council.

#### **Summary of Proposal**

The applicant is requesting the vacation of 23,531 square feet of Occidental Ave S between S Holgate and S Massachusetts Streets in order to permit the future construction of an approximately 725,000-square-foot, 18,000-20,000-seat private spectator sports facility called the Seattle Arena. The land is bounded by S Holgate St, S Massachusetts St, 1st Ave S, and the BNSF railroad tracks.

Since the last review on May 2, 2013, the team is proposing to change the facility to be fully above ground due to the high water table in SODO. Service and loading facilities will be located at grade with entry from the access road. The event level and plaza will be at grade, and there will be approximately 100 staff parking spaces onsite.

The design is based upon a contextual, perforated wrapper. It may include Occidental S. to the north of the arena as a festival street. The northern entry of the arena and the associated plaza may be covered with a glazed canopy. The street along 1st Ave features retail and club restaurants whose location and number will be determined by the Arena's dimensions. The design also includes a practice facility at the northeast corner of the site. At present, there are no plans for structured parking; existing structures and nearby lots will absorb most of the need for parking. The full extent of the need and location for parking will be evaluated in the Environmental Impact Statement (EIS). On game days, 13,000 patrons are expected to arrive from the north, 2,400 from the south, and 2,400 from the east across the railroad tracks. These estimates are based upon existing use of light rail, not projections based upon light rail's expansion.

The design of the Seattle arena's public realm includes:

1. 16-30' sidewalks along Holgate Ave S
2. 16-24' sidewalks along 1st Ave
3. 120' x 170' at-grade plaza with an entry to the arena in the northwest part of the site
4. 140' x 180' area for stairs which lead from S Massachusetts St and Occidental Ave S to the arena's main entry
5. 140' x 190' elevated terrace located to the east of the entrance stairs.

Landscaping and furnishings include:

1. Large 40' street trees, rain gardens, streetscape planting, seating stools, lean rails, and bicycle racks as well as entrances to retail along 1st Ave
2. Small 20' tree plantings, porous paving, and water features in the at-grade and elevated plazas
3. Columnar 40' street trees and a green wall with upper level terraces on S Holgate St.

The proposed public benefit package consists of:

1. A publically accessible private plaza on the site north of the stadium building
2. A publically accessible off-site private plaza, north of S Massachusetts St
3. Elevated view decks
4. Two publically accessible basketball half-courts
5. Increased building setbacks and sidewalk widths

### Summary of Presentation

Jack McCullough, McCullough Hill PS, introduced the project and noted that, per Commission recommendation, the wing wall had been removed and the Draft Environmental Impact Statement (DEIS) completed. Anton Foss of 360 Architecture gave the presentation dated November 7, 2013, available on the [Design Commission website](#), and explained how the design had evolved since the last



Commission meeting. Mr. Jacksha noted that the building had been raised due the level of the water table, and as a result the previously below-grade elements are now located at grade.

### **Summary of Discussion**

The Commission acknowledged the challenges of working within an industrial area and was hopeful the Stadium District planning process can provide guidance and direction towards creating a smart pedestrian network. They were appreciative of the deletion of the wing wall, the location of the plaza on one level, improved transparency on 1st Ave S, and the removal of loading from S Holgate St. The Commissioners also focused on the impact of the project on the transportation network. There was interest in bus queuing and loading at the site and concern that pedestrian conflicts had not been fully resolved. The increased sidewalk width was a positive new element.

### **Agency Comments**

There were no agency comments.

### **Public Comments**

Melody McCutcheon stated that she believed the action on the vacation was premature for the following reasons:

1. Since the DEIS lacks critical info, action on the vacation is premature. Ours is 18 pages long. There is a lack of appreciation of the role Occidental in this setting. It is unique and very complicated. There is not enough information on mitigation.
2. The Arena needs a pedestrian overpass over railroad tracks at Holgate. The Mariners have had to provide overpasses. This needs to be part of the project as is central to UDM.
3. Loss of 50 parking spaces.
4. Access road on eastern side is critical to functioning of Mariners. Only southern access to Mariners garage and access functions. 24-7 access critical

Joseph G, Port of Seattle:

1. Caution against underestimating the role of Occidental. Traffic scenarios. Railroad tracks and freeway access create a bottleneck. Occidental helps relieve that pressure. The Safeco Field garage exits onto Occidental. It is critical and necessary.
2. We hate to see a loss of industrial land that cannot relocate elsewhere.

Josh Brower, Seattle Planning Commission, explained who the Commission is, its purpose, and its process. He is on the advisory committee for the Stadium District/Industrial zone. The Commission is a steward of the comprehensive plan. Currently there is an overlay. The Stadium District would create new district, the 39th. One voice. Discussion so far is that the project is moving too quickly. There is no need for urgency and not enough information to make a major zoning change. The freight access study will not be done until 2014; without it there is no holistic view of how freight moves around.

OQ: Can you talk about the process?

*Amendments to the Comprehensive Plan are considered once a year. Major update occurs every 5 years. Then the amendment goes before PLUS committee for review and input (December).*

OQ: Arena in overlay district is compliant, technically, with current zoning. Any input on that?

*That district was not intended to accommodate a third stadium. Refer to letter on website.*

### **Action**

The Design Commission thanked the team for the presentation of the urban design merit of the Arena proposal to vacate Occidental Ave S between S Massachusetts and S Holgate St. Overall, the Commission applauded the direction of the new design. The removal of the wing wall, the team's decision to raise the stadium out of the ground and locate the plaza on one level, and the area where the stairs empty onto 1st Ave all received praise from the Commission. They also encouraged the team to take the sustainability program even further, particularly around opportunities to use natural lighting and to allow the public to see how the building systems function.

Nevertheless, the Commissioners felt that, due to concerns and insufficient information, they were not prepared to vote on the urban design merit of the Arena at this meeting. Most importantly, it was stated that, until the mitigation measures that come out of the EIS process are known, it would not be clear to what degree the functionality of the grid could be maintained without this segment of Occidental Ave S. This would also stymie assessment of public benefits, because it would not be clear what is "above and beyond" mitigation requirements. The specific concerns were as follows:

1. It is still unknown how the loss of function for vehicles in the area, especially freight, will be mitigated and how much the functionality of the grid will be affected.
2. Information is lacking on a) the number and sizes of buses and other vehicles expected to drop off and pick up patrons from events and b) the location and timing of queuing.
3. Planning for pedestrian queuing and circulation within the overall scheme is insufficient.
4. There is a need to address pedestrian circulation beyond the site, to and from transit and garages, etc.
5. We have not seen a solution for managing conflicts between pedestrians and rail on S Holgate St.
6. There is inadequate information about the vehicular and pedestrian functions of both the north *and* south sides of S Holgate St.
7. It has not been thoroughly explained what the plans are for corporate naming, signage, the video installation, and the integration of these elements into the concept of landscape.
8. The value of the plaza to the public has not been shown. It is shaded and appears to be needed for the functioning of the facility.
9. The interconnectedness of the plaza to the areas beyond the site at the north have not been defined.
10. The retail strategy has not been fully developed.
11. The focus is still on game days and facility users, not the neighborhood and general public in this changing part of town. It is not clear that conditions during all seasons have played out in the design.

The Commission provided the following recommendations as the team moves forward:

1. Allow good design to manage the issues of the mobility networks, not technology. Design good spaces for pedestrians in the right places.



2. The simplified building forms are appreciated, but continue to balance them with interesting elements.
3. Maintain vibrancy along the street and consider ways to increase the level of activity throughout the year.
4. Increase building transparency and activation of the S Holgate St frontage. Allow insight into what's going on in the building. If possible, move back-of-house uses below grade. Consider how the landscape here relates to the landscape concept of the plaza.
5. Begin planning for the art now, when it can still be integrated. Provide information on the art planning to the Commission, preferably in a written document.
6. Consider integrating vertical elements with the ground plane, such as moving the video wall. Consider moving the signage to S Holgate St. Think about disintegrating the massing at the north edge corner to allow light to go through edge of building.
7. Consider exploring solutions to the issue of shading of the plaza. Given the shading and expansive functional needs of the facility here, explore shrinking the plaza and expanding public open space where it would be more valuable, such as along S Holgate St or 1st Ave S, where there is more light.
8. Balance the approach of "building as signage" with the other signage that is planned. Consider the content of the video signage with a mind to times of day and what's going on at the venue and providing public messaging.
9. Consider how the building can carry messaging to the public about the systems and sustainability.
10. The quality and durability of the materials should be considered, in addition to maintenance.

**Ed Murray**  
Mayor

**Diane Sugimura**  
Director, DPD

**Shannon Loew**, Chair

**Ellen Sollod**, Vice Chair

**Brodie Bain**

**Lee Copeland**

**Thaddeus Egging**

**Grant Hromas**

**Martin Regge**

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#### Commissioners Present

Shannon Loew, Chair  
Brodie Bain  
Lee Copeland  
Thaddeus Egging  
Grant Hromas  
John Savo  
Ross Tilghman

#### Commissioners Excused

Ellen Sollod, Vice Chair  
Martin Regge

#### Project Description

The petitioner proposes to vacate Occidental Ave S between S Massachusetts St and S Holgate St in the SoDo neighborhood to facilitate development of a 750,000-square-foot, 18,000-20,000-seat multi-purpose arena for NBA basketball, NHL hockey, other sporting events, concerts, and shows.

The project site is bounded by S Massachusetts St to the north, 1st Ave S to the west, S Holgate St to the south, and the BNSF Railway right-of-way to the east. The vacation of Occidental Ave S would increase the developable area of the project site by roughly 17.5%. The proposed development includes a plaza space at the northwest corner of the site and widened sidewalks along 1st Ave S and S Holgate St.

#### Meeting Summary

The Commission did not vote on urban design merit at this meeting because the Final Environmental Impact Statement (FEIS) for the project had not yet been published. The petitioner's presentation focused on specific project features that the Commission had identified at previous review as outstanding issues.

Recognizing the FEIS is outstanding, the Commission expressed general support for the urban design merit of the proposed vacation of Occidental Ave S. However, the Commission requested additional information from the petitioner at the next review, primarily concerning pedestrian, vehicle, and freight circulation; the location of required parking; and details on the proposed design of pedestrian facilities at and around the site, including a proposed pedestrian bridge at S Holgate St over the BNSF Railway right-of-way.

#### Recusals and Disclosures

There were no recusals or disclosures.



**April 16, 2015****9:00 am – 12:00 pm****Type**

Street Vacation

**Phase**

Urban Design Merit

**Location**

Full block bounded by S  
Massachusetts St, 1st Ave S, S  
Holgate St, and the BNSF Railway  
right-of-way

**Previous Reviews**

[12/6/12](#), [1/17/13](#), [4/4/13](#), [5/2/13](#),  
[11/7/13](#)

**Project Team Present****Mark Brands**

Site Workshop

**Jessica Clawson**

McCullough Hill, PS

**Cale Doornbos**

HOK

**Rollin Fatland**

Rollin Fatland &amp; Associates

**Anton Foss**

HOK

**Brook Jacksha**

Magnusson Klemencic Associates

**Jack McCullough**

McCullough Hill Leary, PS

**Zach Mednelsohn**

Magnusson Klemencic Associates

**Dave Perez**

ArenaCo

**Fong Wu**

Site Workshop

**Attendees****Katy Chaney** URS Corporation**Chris Daniels** KING5**Chris Eaves** SDOT**Kurt Gahnberg** Transpo Group**Joseph Gellings** Port of Seattle**Melody McCutcheon** Hillis, Clark,  
Martin, and Peterson, PS**Mike Merritt** Port of Seattle**Garry Papers** DPD**Susan Ranf** Seattle Mariners**John Shaw** DPD**Mike Swenson** Transpo Group**Cristina VanValkenburgh** SDOT**Lish Whitson** Council Central Staff

April 16, 2015

**Summary of Presentation**

Jack McCullough introduced the presentation and stated that the presentation would address five outstanding issues that the Commission identified at previous reviews:

1. The impacts resulting from the loss of Occidental Ave S
2. The location of Arena access and parking for all modes
3. An overview of pedestrian flows to and from the facility
4. S Holgate St improvements
5. The transportation management program (TMP) for the facility

Anton Foss showed several perspectives of the proposed Arena. The presentation is available on the [Design Commission website](#).

As shown in Figure 1, Mark Brands identified the proposed changes to the curb line around the perimeter of the site. Mr. Brands noted that the proposal to widen the sidewalk approximately nine feet by removing existing on-street parking along the east side of 1st Ave S is consistent with the recently released draft of the Street Concept Plan for 1st Ave S. A series of slides showed current and proposed sidewalk widths along 1st Ave S both adjacent to the project site and for blocks north and south of the facility.



*Figure 1. Illustrative site plan*

Mr. Brands then identified the potential locations the team is considering to meet the parking requirements for the facility. Mr. McCullough reaffirmed that team's goal is to use existing parking supply in the vicinity but indicated that one option includes construction of a 1750-space parking facility south of the project site across S Holgate St. Mr. Brands described how the FEIS analyzes pedestrian traffic from various zones around the project site.

The presentation also included an analysis that compared a no vacation alternative with the proposed street vacation. The no vacation alternative would include a commercial development with street-level retail and below-grade parking; an arena facility is not feasible under the no vacation alternative. Aside from the preservation of Occidental Ave S, there would be no publicly accessible open space in the no vacation alternative. By comparison, the full street vacation alternative would include roughly 36,000 square feet of open space primarily in the form of the plaza at the corner of 1st Ave S and S Massachusetts St. Mr. Brands showed four scenarios illustrating how people could use the plaza for various events and throughout the day.



Several diagrams showed access and circulation for automobiles, service vehicles, pedestrians, and bicycles. Brook Jacksha explained various options for relocating utilities under the full street vacation alternative. Mr. Jacksha indicated the team's preference to underground utilities wherever possible.

Finally, the presentation showed the following three options for a pedestrian bridge over the BNSF Railway right-of-way at S Holgate St. According to the petitioner, if the arena opens prior to completion of the pedestrian bridge, the petitioner would provide a shuttle service to take event attendees to transit locations like King Street Station. The shuttle service would be an interim measure; the petitioner did not specify a date when it would be terminated. Mr. McCullough stated that the petitioner has committed to paying for the construction of the pedestrian bridge and coordinating with SDOT on its alignment and design.

Mr. Brands concluded with a brief preview of the potential public benefit package, listed below, which the team will present in more detail at a later meeting:

- Publicly accessible open space
- Enhanced right-of-way improvements
- Pedestrian access and safety improvements
- Public art program
- Utility improvements
- Sustainability measures
- Contribution to SoDo Transportation Infrastructure Fund

### Agency Comments

Garry Papers stated that this project has had four Early Design Guidance (EDG) meetings and two Recommendation meetings with the Design Review Board (DRB) and that at least one more Recommendation meeting is forthcoming. According to Mr. Papers, most of the outstanding issues are refinements to the building materials and ground-floor details. Mr. Papers noted that the DRB will comment on the building interface of the newly added and committed pedestrian bridge and how the bridge transitions to the S Holgate St setback. The DRB will also make recommendations on the large private plaza, which partly overlaps with the Design Commission's review of the project.

### Public Comments

Melody McCutcheon spoke as a representative of the Mariners. Ms. McCutcheon believed that the issues of circulation and access had not advanced much in presentation materials since the last review 18 months ago when the Commission said critical information was lacking. Ms. McCutcheon made the following four primary comments on the proposed vacation:

1. Ms. McCutcheon stated Occidental Ave S is a working street with critical transportation function that provides access to Safeco Field for cars, trucks, buses, emergency vehicles. If vacated, its function must be mitigated. According to Ms. McCutcheon, while the petitioner is attempting to partially mitigate the vacation with an access road on the east side of the project site, the Mariners' comments on the EIS indicate that this requires the access road be available at all times to maintain access to the Mariners' garage and service road. Ms. McCutcheon said there has been no commitment from the petitioner.
2. Ms. McCutcheon said she was unclear whether the petitioner was assuming use of the Mariners property. She stated that the presentation materials indicate that truck access (the primary truck route) for the Arena is across the Mariners' property, which would require an agreement.
3. Ms. McCutcheon expressed surprise that the vacation proposal includes changes to the Mariners' property without discussion with her client; these changes include eliminating a row of trees, adding a sidewalk, and undergrounding power.
4. Ms. McCutcheon noted that, after two years, the petitioner has finally indicated that code-required parking would be provided in a garage south of S Holgate St. Ms. McCutcheon stated that, by code, the Arena cannot be constructed without 1,700 parking spaces. She stated that a decision on the parking location is critical to evaluating pedestrian flows, proposed street improvements, and the design and size of the plaza.

Mike Merritt spoke on behalf of the Port of Seattle. Mr. Merritt said the Port wants to welcome NHL and NBA to Seattle but continues to believe this is wrong site. Mr. Merritt asserted the Commission cannot recommend approval of the vacation petition without determining that the impacts of vacation are balanced by the proposed public benefits. Mr. Merritt expressed a desire for a site that does not have impacts on Seattle's industrial sector, which employs



many people in the city. He emphasized the Port's concerns about the loss of Occidental Ave S and cautioned that current levels of congestion in SoDo would only worsen with the Arena. Finally, Mr. Merritt stated that the City made promises to the Port as part of this project proposal, including protections, but the Port has not seen anything for over a year. While he commended the contribution to the transportation benefit fund, Mr. Merritt stated that this contribution has no structure or definition.

### Summary of Discussion

The Commissioners were pleased to see a greater level of clarity from the project team on several key elements of the urban design merit component of the street vacation petition. Since any action on the urban design merit phase of review will occur at a subsequent meeting, the Commissioners primarily identified project elements needing further detail.

The Commission continued to highlight access and circulation as a critical part of the urban design merit review. The Commissioners appreciated the petitioner's commitment to pay for construction of a pedestrian bridge over the BNSF Railway right-of-way at S Holgate St, which they believed was critical infrastructure for safely accommodating the pedestrian volumes the Arena will generate. They asked that the team explain the performance criteria for the bridge, including its capacity, alignment, and intended modes, at the next meeting.

The Commissioners also identified the design of 1st Ave S streetscape as an area for further detail, particularly given the recently released final draft of the Stadium District Study Street Concept Plan, shown in Figure 2. The Commission was excited to see that the project would include a restaurant open year round in a prominent location along 1st Ave S. The Commissioners encouraged the petitioner find other opportunities for activating the project site, particularly 1st Ave S and the plaza at the corner of 1st Ave S and S Massachusetts St, on non-event days and in the off season. There was also a desire to understand the realignment of S Holgate St and S Massachusetts St not just at the project site but beyond the property line as well.

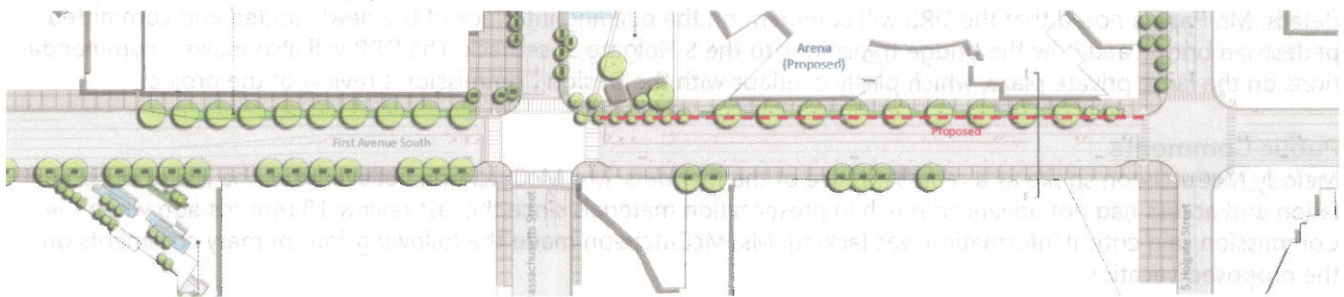


Figure 2. Excerpt from Stadium District Study Street Concept Plan for 1st Ave S between S Massachusetts St and S Holgate St

Lastly, the Commissioners provided some initial recommendations based on the preview of the public benefit package associated with the street vacation. Recognizing that any improvements proposed as public benefit must exceed code and mitigation requirements, the Commissioners encouraged the team to explore enhancements of the public realm along 1st Ave S and in the plaza at the northwest corner of the site. They also expressed support for off-site improvements and the contribution to the SoDo Transportation Benefit Fund given the pedestrian and vehicle volumes the Arena will generate in the neighborhood.

### Action

The Design Commission thanked the team for the presentation concerning the urban design merit review phase of the proposed vacation of Occidental Ave S between S Holgate St and S Massachusetts St. The Commission recognized substantial improvement in the clarity and thoroughness of the presentation compared to previous reviews. The additional diagrams and clearer analysis helped the Commission understand the proposal in greater depth.

In particular, the Commission appreciated the team's effort to integrate the facility and streetscape design with the final draft of the Street Concept Plan for the Stadium District and encouraged the team to continue exploring opportunities to implement this plan.

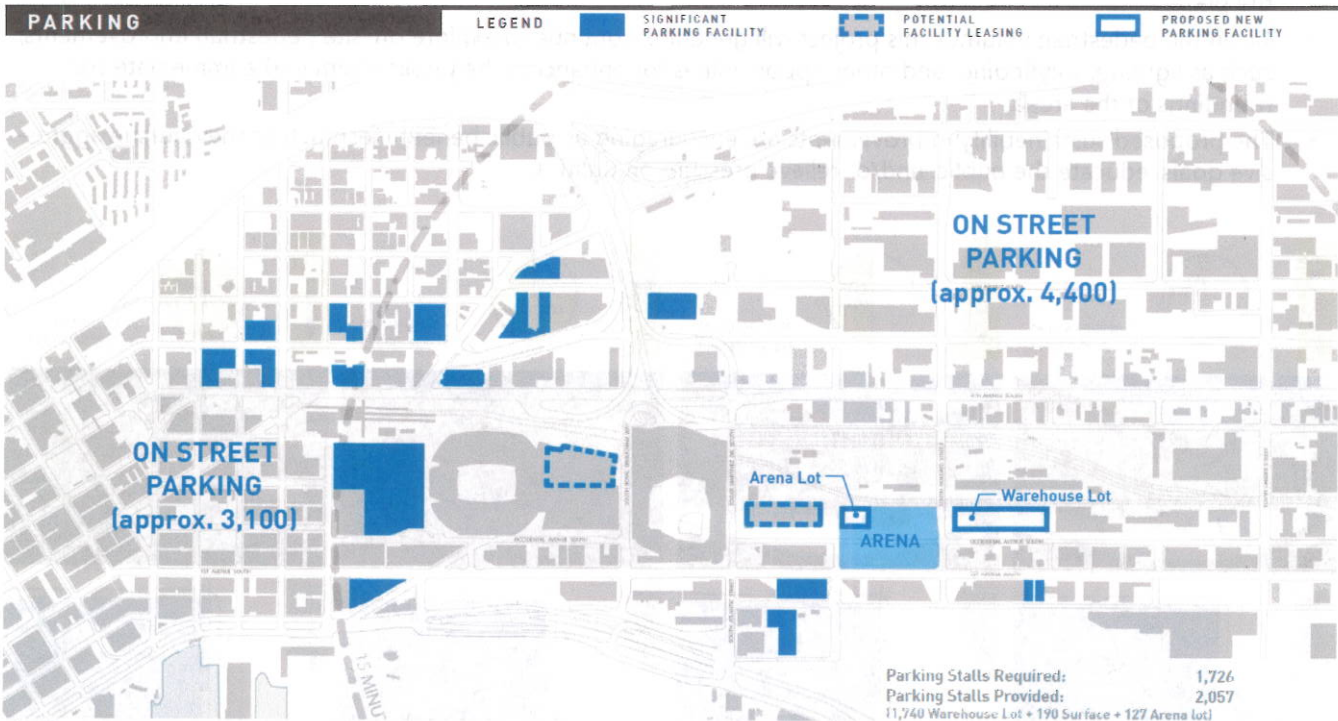
The Commission did not vote on urban design merit because the Final Environmental Impact Statement has not been published. Instead, the Commission offered comments and recommendations to identify outstanding issues and to guide the next urban design merit presentation.



The Commission expressed general support for the urban design merit of the proposed vacation. However, the Commission emphasized that any approval of urban design merit hinges on a greater understanding of the impacts of the vacation on circulation in the immediate area, the location and extent of parking for the Arena, and how the project siting affects the public realm. The Commission’s decision-making would benefit from clarity on the following specific items, each of which the team should address at the next review:

**Circulation**

1. The circulation needs of the Mariners and the Port of Seattle.
2. The current function of Occidental Ave S for pedestrians and vehicles at the end of events at CenturyLink and Safeco Fields.
3. Coordination between the petitioner and SDOT regarding freight circulation in this area.
4. A commitment to where the petitioner will provide parking for the facility (see Figure 3). The Commission believes an agreement to allow use of the Mariners’ garage, if feasible given the project’s parking requirement, is a better urban design solution because it uses existing facilities more efficiently and allows for additional development in the area.



**Figure 3.** The Commission emphasized that any approval of urban design merit would require a greater understanding of project elements, including the location and extent of Arena parking.

5. Diagrams showing the project’s relationship to the 1st Ave S Street Concept Plan beyond the site itself.
6. Diagrams illustrating how pedestrians use Occidental Ave S from Pioneer Square to the project site, currently and as anticipated in the future.
7. A diagram showing the existing and proposed S Holgate St cross section between 1st Ave S and the BNSF right-of-way so the Commission understands how the proposed realignment of S Holgate St would transition to the east and west of the project site.
8. Performance criteria for the proposed pedestrian bridge, including its width, capacity, and intended modes (i.e., would cyclists use the bridge).
9. Performance criteria for the proposed interim shuttle, including its capacity, frequency, routing, and stops.

**Site and ground plane**

10. Explanation of what happens at the project site in general, and the proposed plaza in particular, on non-event days.
11. Further study of how the plaza design can take advantage of the sun in all seasons.
12. Additional detail on pedestrian features at surrounding intersections, particularly where 1st Ave S intersects S Massachusetts St and S Holgate St.
13. Additional discussion of how the sidewalk on the east side of 1st Ave S between S Holgate St and S Massachusetts St would be managed given its 24-foot width, particularly on non-event days.
14. Information about how Property Use and Development Agreement would ensure that the restaurant on 1st Ave S is open to the public on non-event days and throughout the year.
15. Confirmation of the building setback on 1st Ave S.

The Commission also offered initial thoughts on the preview of the public benefit package for the proposed vacation:

- Explore opportunities to program the plaza for various gathering sizes, times of year, and times of day, as shown in Figure 4. The Commission sees the large screen is one of several potential strategies for activating the plaza.
- Given the pedestrian volumes this project will generate, continue to explore off-site pedestrian improvements, such as lighting, wayfinding, and other opportunities for enhancing the public realm in the immediate surroundings of the arena.
- The proposed sustainability improvements are encouraging as public benefit inasmuch as they pursue aggressive goals, educate the public, and/or relieve pressure on utilities.

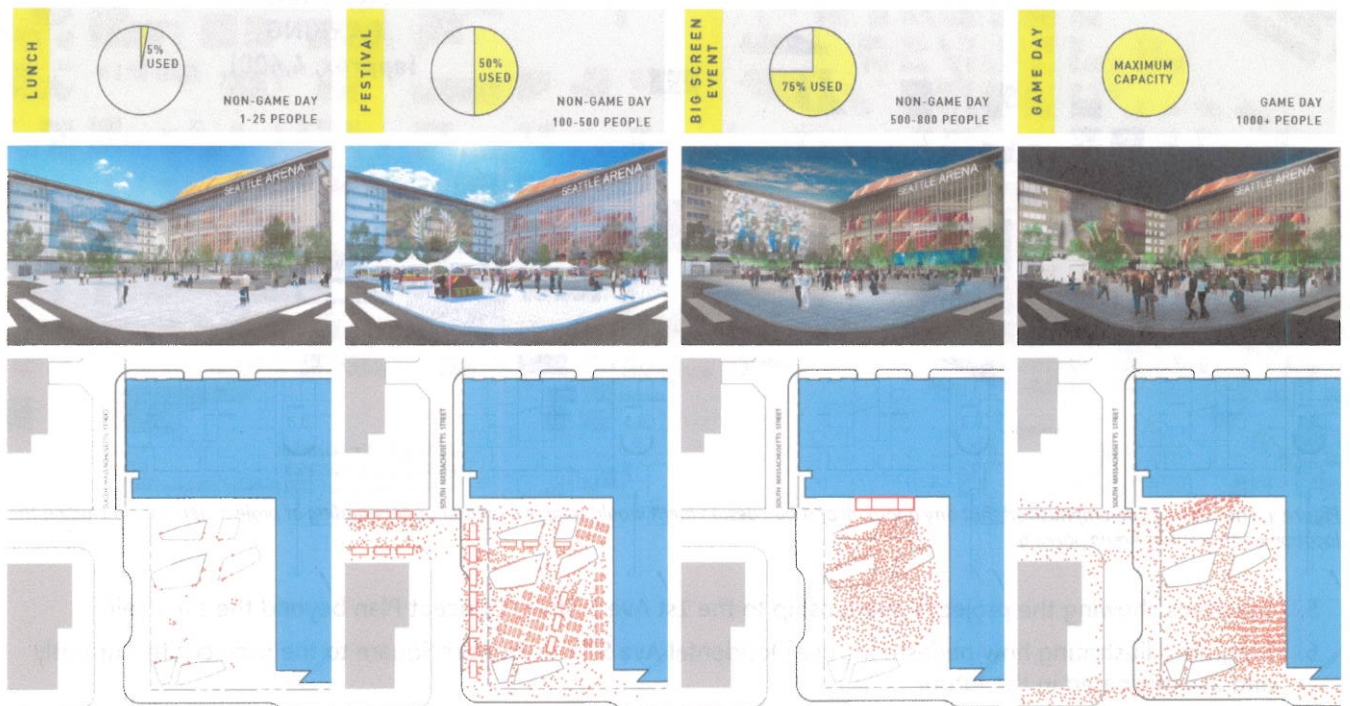


Figure 4. The Commission recommended the petitioner continue to explore opportunities both on- and off-site public benefits, including strategies for activating the proposed plaza at the northwest corner of the site.



**Ed Murray**  
Mayor

**Diane Sugimura**  
Director, DPD

**Shannon Loew**, Chair

**Ellen Sollod**, Vice Chair

**Brodie Bain**

**Lee Copeland**

**Thaddeus Egging**

**Rachel Gleeson**

**Grant Hromas**

**Martin Regge**

**John Savo**

**Ross Tilghman**

**Michael Jenkins**  
Director

**Valerie Kinast**  
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**Commissioners  
Present**

Shannon Loew, Chair  
Ellen Sollod, Vice Chair  
Brodie Bain  
Lee Copeland  
Grant Hromas  
Martin Regge  
Ross Tilghman  
John Savo

**Incoming Non-Voting  
Commissioners**

Rachel Gleeson

**Commissioners  
Excused**

Thaddeus Egging

**Project Description**

The petitioner proposes to vacate Occidental Ave S between S Massachusetts St and S Holgate St in the SoDo neighborhood to facilitate development of a 750,000-square-foot, 18,000-20,000-seat multi-purpose arena for NBA basketball, NHL hockey, other sporting events, concerts, and shows.

The project site is bounded by S Massachusetts St to the north, 1st Ave S to the west, S Holgate St to the south, and the BNSF Railway right-of-way to the east. The vacation of Occidental Ave S would increase the developable area of the project site by roughly 17.5%. The proposed development includes a plaza space at the northwest corner of the site and widened sidewalks along 1st Ave S and S Holgate St.

**Meeting Summary**

The Design Commission unanimously approved the urban design merit of the proposal to vacate Occidental Ave S with several conditions. The Commission's approval is contingent on the petitioner constructing a pedestrian and bicycle bridge in the S Holgate St right-of-way and finalizing an agreement with the Seattle Mariners for use of the proposed access road. The Commission will review a pedestrian bridge or new Arena parking garage in a separate review; this urban design merit approval does endorse any design details for either facility. Refer to the action on page 6 for the full list of conditions and recommendations.

**Recusals and Disclosures**

There were no recusals or disclosures.



**May 21, 2015****9:00 am – 12:00 pm****Type** Street Vacation**Phase** Urban Design Merit**Location** Full block bounded by S Massachusetts St, 1st Ave S, S Holgate St, and the BNSF Railway right-of-way**Previous Reviews**[12/6/12](#), [1/17/13](#), [4/4/13](#), [5/2/13](#),  
[11/7/13](#), [4/16/15](#)**Project Team Present****Brian Bishop** Site Workshop**Mark Brands** Site Workshop**Cale Doornbos** HOK**Rollin Fatland** Rollin Fatland & Associates**Anton Foss** HOK**Brook Jacksha** Magnusson Klemencic Associates**Jack McCullough** McCullough Hill Leary, PS**Zach Mednelsohn** Magnusson Klemencic Associates**Dave Perez** ArenaCo**Fong Wu** Site Workshop**Attendees****Tom Backer** Washington State Major League Baseball Stadium Public Facilities District**Brad Baker** KOMO News**Beverly Barnett** SDOT**Kris Brannon** resident**Chris Daniels** KING-TV**Chris Eaves** SDOT**Kurt Gahnberg** Transpo Group**Joseph Gellings** Port of Seattle**Peter Goldman** International Longshore and Warehouse Union**Gary James** resident**Melody McCutcheon** Hillis Clark Martin & Peterson, P.S.**John Odland** MacMillan-Piper**Susan Ranf** Seattle Mariners**Jordan Royer** Pacific Merchant Shipping Association**John Shaw** DPD**Bryan Stevens** DPD**Mike Swenson** Transpo Group**Cristina Vanvalkenburgh** SDOT**Lish Whitson** Council Central Staff**Summary of Presentation**

Jack McCullough introduced the project team. Mark Brands reviewed the outline for the presentation, which is available on the Design Commission website, and described the proposed vacation and Arena. Mr. McCullough stated that since the previous review no agreements have been made with the Seattle Mariners concerning shared use of the Safeco Field garage.

Mr. McCullough also summarized various findings from the Final Environmental Impact Statement (FEIS) as it pertains to the vacation petition and distributed copies of a letter from First & Goal Inc. and the Washington State Public Stadium Authority, the owner and tenant of CenturyLink Field, stating their interest in developing a shared parking agreement. Mr. Brands showed multiple scenarios for how the petitioner could fulfill code-required parking through a combination of 1) constructing of a new 1,754-space parking garage south of S Holgate St and 2) utilizing existing parking facilities in the area via parking lease agreements; the presentation identified the latter as the petitioner's preferred scenario.

Several slides showed the proposed realignment of S Holgate St at the project site and on adjacent blocks and introduced performance criteria for the proposed 820-foot-long concrete girder pedestrian and bicycle bridge in the S Holgate St right-of-way over the BNSF Railway railroad tracks. As shown in Figure 1, the petitioner's preferred alignment would include an east landing on the south side of S Holgate St at 3rd Ave S and a west landing on the north side of S Holgate St at Occidental Ave S. The presentation included three scenarios for the west landing of the bridge and options for direct pedestrian connections to the Arena facility. Mr. McCullough referred to meetings with Amtrak and BNSF Railway, whose long-term goal is the closure of S Holgate St; BNSF Railway supports the bridge for that reason.

A site plan showed the proposed route for a potential interim shuttle that would connect event attendees with transit facilities in the event the pedestrian bridge is not constructed. Mr. Brands stated that it is not intended to be a long-term solution.

Mr. Brands then presented the proposed plaza at the northwest corner of the site and two options for the design and realignment of S Massachusetts St; one option would raise the street level to sidewalk grade and create curbsless, pedestrian-oriented environment with special paving and finishes.

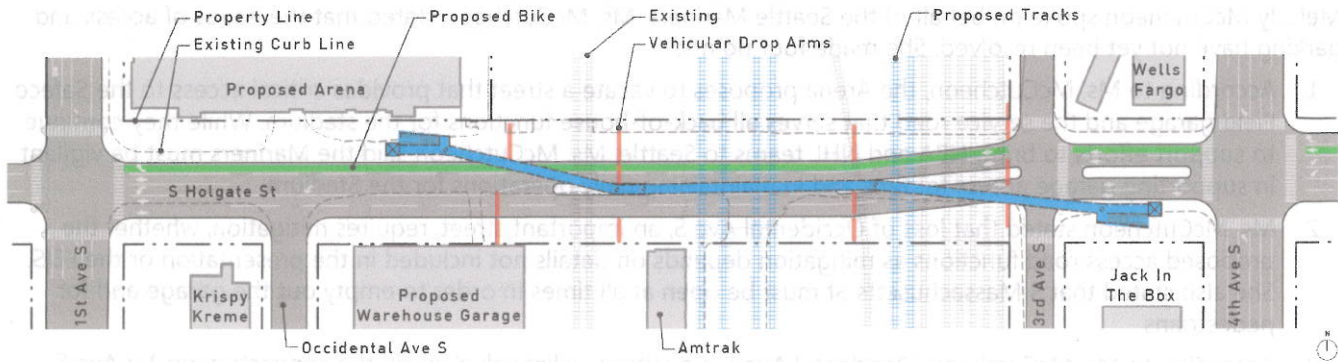
Mr. Brands showed another excerpt from the aforementioned Street Concept Plan calling for a 16-foot-wide pedestrian zone along 1st Ave S between S Massachusetts St and S Holgate St. An image of the proposed Arena design showed a proposed setback between four and eight feet in width. Mr. Brands stated that the proposed retail space along 1st Ave S would be open to the public year round.

Finally, Mr. Brands described the design and anticipated function of the proposed 35,000-square-foot plaza at the northwest corner of the project site. According to Mr. Brands, potential activities in this space included hosting an existing food truck program that operates in the SoDo area, farmer's markets, and 3-on-3 basketball.

**Agency Comments**

**John Shaw** stated that the FEIS identified a range of impacts and mitigation measures that can ameliorate those impacts. He emphasized that the purpose of the FEIS is to disclose impacts to inform decision makers as they consid-





**Figure 1.** The petitioner's preferred alignment for a pedestrian and bicycle bridge in the S Holgate St right-of-way

er permits. Mr. Shaw stated that the FEIS does not require anything in and of itself. He also said the presentation appropriately draws on and reports information from the FEIS. Mr. Shaw stated that he did not hear anything in the presentation that misinterpreted information from the FEIS

**Beverly Barnett** stated that SDOT is actively engaged in reviewing the FEIS and working closely with DPD. Ms. Barnett noted that SDOT is reviewing not only the proposed street vacation but broader project impacts as well. Ms. Barnett said that SDOT does not yet have specific conclusions because the review is ongoing and that she is eager to hear from everyone affect in order to inform how SDOT might condition project going forward.

### Public Comments

**John Odland** read the following statement:

*Occidental Ave S fulfills four important transportation system functions on the segment that is proposed to be vacated:*

1. *Occidental Ave S is the "relief valve" for congestion on 1st Ave S at S Atlantic St. Loss of Occidental Ave S will exacerbate congestion on 1st Ave S and at the intersection of 1st Ave S and S Atlantic St. That impact will be irrevocable and will affect conditions seven days a week, 24 hours a day. That intersection already operates at Level of Service F.*
2. *Vacating Occidental Ave S has regional implications. The 1st Ave S and S Atlantic St corridor is the most critical connection for traffic entering or exiting downtown at its southern edge, affecting access to the freeway system from the Duwamish MIC and downtown. This includes trucks moving between the region's freeways and the Port or the BNSF Railway intermodal yard.*
3. *Occidental Ave S provides an escape route for vehicles block by long trains on S Holgate St. It provides the route that vehicles can use to access Edgar Martinez Dr S to pass over the railroad tracks between 1st Ave S and 4th Ave S.*
4. *Occidental Ave S is an important southbound egress route for pedestrians after sporting events. If it is vacated, those pedestrians would be forced to 1st Ave S, where sidewalks cannot feasibly be widened to accommodate the load without eliminating vehicular capacity.*

*It is unfathomable that the Design Commission can conclude the proposal reaches a standard for approval of urban design merit when the project seeks to eliminate a critical part of the street network in a neighborhood that already has too many obstacles to a functional street grid. The mainline rail lines an BNSF Railway railyard disrupt the east-west grid, and now this project wants to disconnect the north-south grid. Both the land use incursion and the street grid impacts will further threaten the industrial base of this city.*

**Jordan Royer** echoed Mr. Odland's comments about the technical aspects of the vacation. Mr. Royer said his comments were about industry and the Seaport Alliance, in which he said the Port of Seattle plays a big role. Mr. Royer said the first and last mile in and out of the Port is already bad. He suggested the Commission look at the Container Port Element of Seattle's Comprehensive Plan, which includes policies about supporting Port operations. Mr. Royer said the Port of Portland has struggled with retaining container port operators. He said every import is an export opportunity and cautioned that without infrastructure Seattle could lose all Port operations. He described how this could affect not only Seattle but eastern Washington farmers, who know the Mariner's schedule because of the impacts games have on getting their products to market.



Melody McCutcheon spoke on behalf of the Seattle Mariners. Ms. McCutcheon stated that the issues of access and parking have not yet been resolved. She made four points:

1. According to Ms. McCutcheon, the Arena proposes to vacate a street that provides critical access to the Safeco Field garage and the service road that serves all back-of-house functions for the stadium. While they continue to support efforts to bring NBA and NHL teams to Seattle, Ms. McCutcheon said the Mariners must be vigilant in supporting garage access for fans and in maintaining daily operations for the Stadium.
2. Ms. McCutcheon stated that loss of Occidental Ave S, an important street, requires mitigation; whether the proposed access road functions as mitigation depends on details not included in the presentation or the FEIS. She also stated that S Massachusetts St must be open at all times in order to empty out the garage and for pedestrians.
3. According to Ms. McCutcheon, Occidental Ave S is a critical "relief valve" given the congestion on 1st Ave S. Without this street, the Mariners urge the City to look carefully at changes to signal timing and other improvements where S Atlantic St and Edgar Martinez Dr S intersect 1st Ave S.
4. Finally, Ms. McCutcheon stated that the FEIS overestimates the availability of parking. She explained that the Safeco Field garage and the CenturyLink Field garage and parking lot are already committed to events and permit conditions require these locations be available for a certain portion of the year for events there. For that reason she argued it is essential that the petitioner build a garage.

**Peter Goldman** stated that International Longshore and Warehouse Union (ILWU) Local 19 continues to oppose the proposed vacation for construction of the Arena for three reasons:

1. The probable impact on vehicle and Port operations and viability.
2. Upward pressure on property values and rents and negative impact on businesses that support Port operations in the SoDo area.
3. Public safety concerns resulting from another sports facility. Mr. Goldman warned of traffic not only from events at the Arena but from the SR 99 tunnel, which will not have exits or entrances in downtown.

Mr. Goldman stated that the Arena is not in the public interest and will increase traffic. He warned that a shipper's mere perception that traffic is increasing can cause them to leave the Port. He asked the Commission what it envisions for the future of SoDo: another South Lake Union with office buildings an upper-middle-class people or a neighborhood that preserves Seattle's industrial and maritime heritage.

**Joseph Gellings** described the Arena site as the front door to the Port terminals. On behalf of the Port, Mr. Gellings echoed the previous statements about the critical function of the intersection of 1st Ave S and S Atlantic St to the city, the region, and the Port. He said the City should do everything to maximize grid connectivity surrounding that critical intersection. Mr. Gellings referred to the no vacation alternative evaluated in the FEIS, which would include 800,000 square feet of development and preserve Occidental Ave S. He stated that in that scenario, the street grid performs better. He also said the FEIS did not establish the scale of mitigation necessary.

**Kris Brannon** spoke on behalf of himself and millions of sports fans that like the Sonics and hockey. Mr. Brannon said the FEIS has been approved and praise the presentation. He said he has attended over 2,500 events, and this project needs to move forward. According to Mr. Brannon, 90% of people want to bring basketball back — and the other 10% want hockey. He said that sports are a true unifier and that everyone — whether white, black, gay, straight, liberal, or conservative — likes sports. He reminded the Seattle Mariners that Mariners fans are also basketball fans. Because Tukwila has been in the news as a potential location for an arena, Mr. Brannon said if Seattle wants the team it needs to act. He said he has confidence the project will go through the proper review process, will provide good family-wage jobs, and will bring a sense of community back to the region.

### Summary of Discussion

The Commission organized its discussion around the following issues:

#### Circulation and access

- The loss of Occidental Ave S and its impacts on circulation
- Improvements to 1st Ave, including widened sidewalks and activating street level uses, and the extent to which they implement the Stadium District Study Street Concept Plan
- Improvements to S Holgate St



- The location and performance criteria of the proposed pedestrian bridge
- The role, route, and stops of the proposed interim shuttle
- The realignment of S Massachusetts St
- The Access road between S Holgate St and S Massachusetts St/Safeco Field garage

**Parking**

- The location of the proposed parking garage
- The advisability of market or third-party solutions to parking, including surface parking lots and use of nearby parking facilities

**Utilities**

- Conceptual plans for the S Massachusetts St substation

**Open space**

- The role of the northwest plaza for crowd control and potential for nonevent day use

**Circulation and access**

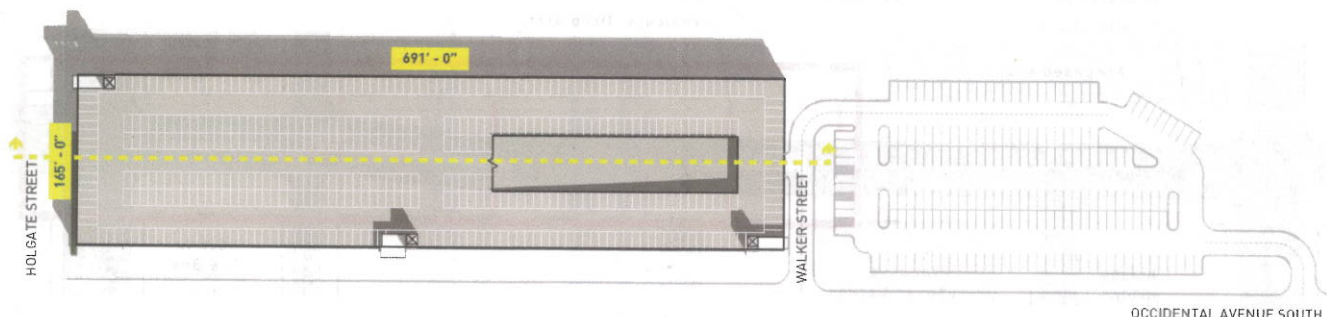
The Commissioners began their discussion of urban design merit with circulation and access. They agreed that an essential component of the proposed circulation scheme was an agreement among stakeholders outlining shared use of the proposed access road east of the Arena. The Commissioners appreciated the widened sidewalks, voluntary setbacks, other efforts to implement the vision of the Stadium District Study Street Concept Plan. They also supported the proposal to table S Massachusetts St between 1st Ave S and Occidental Ave S to create a curbsless, pedestrian-oriented environment. Due to lingering concern about pedestrian safety along S Holgate St and at the railroad tracks, the Commissioners adopted a condition requiring construction of the proposed pedestrian bridge and recommended other pedestrian improvements in the vicinity.

**Parking and utilities**

The Commissioners also discussed the proposed parking scheme as shown in the presentation. They continued to support a parking solution that uses existing parking facilities instead of construction a new parking garage. However, should a parking facility be constructed, the Commissioners agreed that incorporating an appropriate mix of uses, including potential industrial uses that complement the surrounding businesses, should be an essential part of the garage. The Commission also discussed utilities and expressed their preference for undergrounding utilities wherever possible in order to improve the pedestrian experience at and around the project site. The Commission continued to applaud the proposed approach to managing stormwater on-site and encouraged the petitioner to develop this strategy as much as possible.

**Open space**

Finally, the Commission considered the open space proposed at the northwest corner of the project site. They agreed that, from an urban design merit perspective, this open space serves to accommodate the pedestrian volumes that the Arena will generate. Should this plaza be included as part of a public benefit package, the Commissioners emphasized that it should benefit all people equitably and encouraged a variety of programming and activities to achieve that. They also identified lighting on non-event days as a key determinant of whether the plaza is a successful public space outside of its role accommodating pedestrian volumes on event days.



**Figure 2.** The proposed parking structure would be located at S Holgate St and Occidental Ave S south of the Arena facility.



**Action**

The Design Commission thanked the project team for the urban design merit presentation. The Commission particularly recognized the attention given to the pedestrian realm, notably the sidewalk widening and landscaping proposed on 1st Ave S, and appreciated that the plaza and restaurant would be accessible to the public year-round.

With a **vote of 8 to 0**, the Commission approved the urban design merit of the petition to vacate Occidental Ave S between S Massachusetts St and S Holgate St. The Commission’s approval of urban design merit is subject to the following conditions:

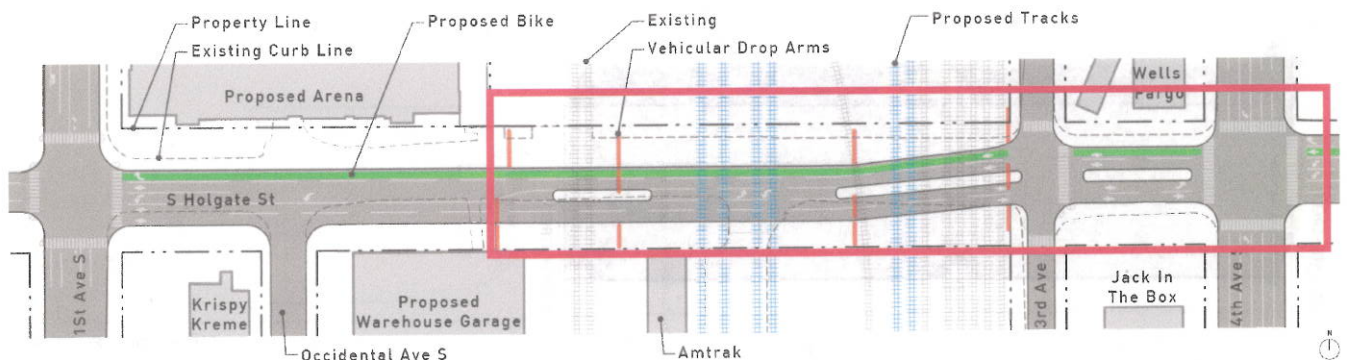
1. Prior to the issuance of a Certificate of Occupancy for the Seattle Arena, the proposed pedestrian and bicycle bridge in the S Holgate St right-of-way shall be constructed and available for use by Arena attendees.
2. The petitioner shall finalize a shared-use agreement with the Public Facilities District that allows Safeco Field event attendees to use the proposed access road east of the Arena, in order to support the urban design vision of a) Occidental Ave S as a shared use street and b) the proposed design for S Massachusetts St between 1st Ave S and Occidental Ave S.
3. While the Commission continues to support a parking solution that uses existing parking facilities instead of construction of a new parking garage, if the petitioner proceeds with development of a parking structure at S Holgate St and Occidental Ave S as shown in Figure 2, the Design Commission shall review and approve its exterior design prior to the issuance of a Master Use Permit.
4. If the petitioner proceeds with development of a parking structure at S Holgate St and Occidental Ave S as shown in Figure 2, the ground floor of the parking structure shall include ground-level uses that are a) independent of any uses needed to support Arena functions and b) designed to accommodate the range of uses permitted in its zone.

The Commission also recommended that the City Council adopt the following conditions if it grants concept approval for the vacation petition:

5. If a shuttle system implemented for Arena attendees, the shuttle shall not be an interim measure but a permanent project element in order to provide greater access to King Street Station and other transit facilities, particularly for mobility-impaired attendees.
6. If a shuttle system is implemented for Arena attendees and becomes a permanent project element, an evaluation of shuttle performance shall be required within three years of commencing operations and the results provided to the City Council. The evaluation shall indicate the extent to which the service should be adjust or modified to reflect or meet rider demand.

Should the petitioner determine that any of conditions 1-4 is infeasible, or if any changes occur to the site plan or components of the urban design merit review as presented today, the Commission requests that SDOT re-refer the petition to the Commission for additional review of urban design merit. Because the Commission will review any proposal for construction of a new skybridge in the S Holgate St right-of-way, this urban design merit approval does not constitute approval of any particular bridge design elements shown in the presentation.

The Commission also provided the following recommendations to the petitioner:



**Figure 3.** The Commission recommended the petitioner improve sidewalks east of the Arena given the anticipated pedestrian volumes there.



1. Explore opportunities to improve the sidewalks and pedestrian environment on S Holgate St east of the Arena facility towards 4th Ave S, as outlined in Figure 3, given the anticipated increase in pedestrian volumes throughout this area.
2. Remain flexible about the optimal widths for the sidewalk, travel lanes, and planting strip on the proposed access road east of the Arena in order to increase the likelihood of use agreement with the Seattle Mariners.
3. Should a new parking facility be constructed south of the Arena across S Holgate St, consider and study a skybridge connection to provide direct pedestrian access to the Arena.

Urban design merit is the first of two phases in the Design Commission’s review of a vacation petition. Given today’s approval, the petition will advance to the second phase of review, public benefit. Approval of both urban design merit and public benefit constitutes the Design Commission’s recommendation to SDOT that the vacation be approved. The final decision whether to vacate the right-of-way lies with the City Council.

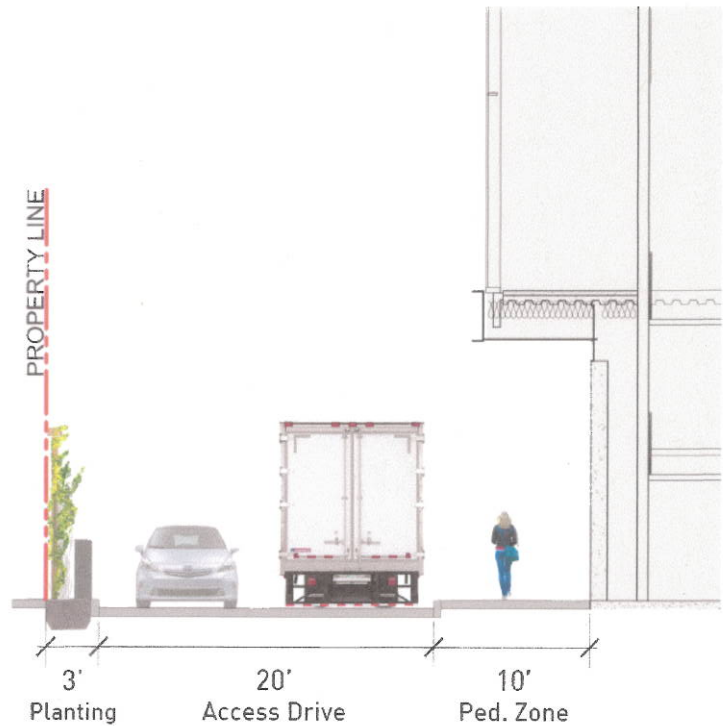


Figure 4. The Commission suggested flexibility about the design of the access road to facilitate an agreement with the Mariners for shared use of the road.

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Mayor

**Diane Sugimura**  
Director, DPD

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**Ellen Sollod**, Vice Chair

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**Commissioners Present**

Shannon Loew, Chair  
Brodie Bain  
Lee Copeland  
Rachel Gleeson  
Grant Hromas  
Martin Regge

**Commissioners Excused**

Ellen Sollod, Vice Chair  
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**Project Description**

The petitioner proposes to vacate Occidental Ave S between S Massachusetts St and S Holgate St in the SoDo neighborhood to facilitate development of a 750,000-square-foot, 18,000-20,000-seat multi-purpose arena for NBA basketball, NHL hockey, other sporting events, concerts, and shows.

The project site is bounded by S Massachusetts St to the north, 1st Ave S to the west, S Holgate St to the south, and the BNSF Railway right-of-way to the east. The vacation of Occidental Ave S would increase the developable area of the project site by roughly 17.5%. The proposed development includes a plaza space at the northwest corner of the site and widened sidewalks along 1st Ave S and S Holgate.

**Meeting Summary**

This was the first time the Design Commission saw a preview of the petitioner's proposed public benefit package. Previous presentations included summary information on the proposed public benefits. Because of the scope and complexity of the project and proposed street vacation, coupled with the City's ongoing review of mitigation required for permitting of the Arena, the petitioner did not request an action on the proposed public benefit package. Until the City determines the mitigation required, the Commission could not make a final determination about public benefit. The Commission only provided direction to the petitioner to guide the continued development of the public benefit package.

**Recusals and Disclosures**

There were no recusals or disclosures.



**June 18, 2015**

**9:00 – 11:00 am**

**Type** Street Vacation

**Phase** Public Benefit

**Location** Full block bounded by S Massachusetts St, 1st Ave S, S Holgate St, and the BNSF Railway right-of-way

**Previous Reviews**  
[12/6/12](#), [1/17/13](#), [4/4/13](#), [5/2/13](#),  
[11/7/13](#), [4/16/15](#), [5/21/15](#)

**Project Team Present**

- Mark Brands**  
Site Workshop
- Cale Doornbos**  
HOK
- Anton Foss**  
HOK
- Brook Jacksha**  
Magnusson Klemencic Associates
- Jack McCullough**  
McCullough Hill Leary, PS
- Zach Mednelsohn**  
Magnusson Klemencic Associates

**Attendees**

- Tom Backer**  
Washington State Major League Baseball Stadium Public Facilities District
- Beverly Barnett**  
SDOT
- Lynn Claudon**  
Lynn Claudon Consulting
- Chris Eaves**  
SDOT
- Dan Eder**  
Council Central Staff
- Mike Fleming**  
resident
- Melody McCutcheon**  
Hillis Clark Martin & Peterson, PS.
- Garry Papers**  
DPD
- Norie Sato**  
Sato Services
- John Shaw**  
DPD
- Bryan Stevens**  
DPD
- Mike Swenson**  
Transpo Group
- Lish Whitson**  
Council Central Staff
- Ruri Yampolsky**  
Office of Arts & Culture

**Summary of Presentation**

Jack McCullough introduced the presentation, which is available on the [Design Commission website](#). Mr. McCullough said that the project team is working with DPD and SDOT regarding mitigation requirements for the project. According to Mr. McCullough, the petitioner cannot define its public benefit proposal until those discussions are completed. Mr. McCullough stated that, for the same reason, it is not possible for the Design Commission to reach conclusions regarding public benefit at this briefing.

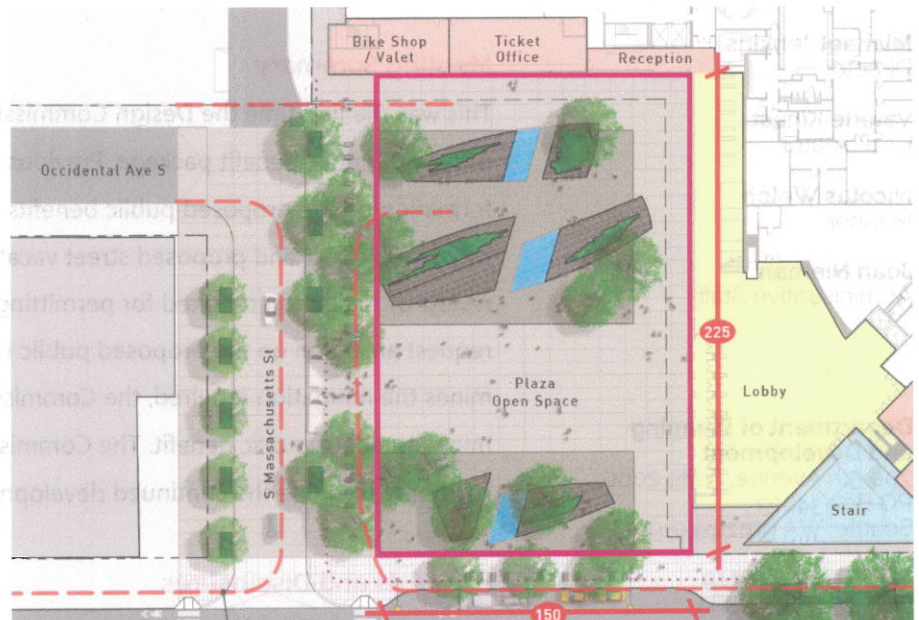
As shown in Figure 1, Mark Brands summarized the proposed public benefit items in two categories: 1) on-site and frontage improvements and 2) off-site improvements:



**Figure 1.** Proposed public benefit package

Mr. Brands explained that the petitioner is in the process of working with the City to identify the scope of required mitigation and the extent to which the proposed public benefit items are not needed for project mitigation. He then described each public benefit item in detail.

According to Mr. Brands, active uses would surround the proposed plaza at the corner of 1st Ave S and S Massachusetts St, shown in Figure 2. The presenta-



**Figure 2.** Plaza at the northwest corner of the site



tion included several images of potential activities that could be programmed in the plaza, including food trucks or basketball games.

Mr. Brands described the S Massachusetts St right-of-way dedicated and shared-use street proposal as an extension of the plaza. He noted that the proposal aligns with the Stadium District Study Street Concept Plan.

Finally, Mr. Brands briefly described the remaining public benefit items. He said the petitioner is still developing these items and intends to bring more information on each to the next review.

### Agency Comments

**Beverly Barnett** stated that SDOT is actively engaged in determining the appropriate mitigation program for the proposed Arena. She said that mitigation is critical for the City Council to be assured that the project will function well. Ms. Barnett also reiterated that the petitioner cannot “double count” proposed public benefit items and mitigation. According to Ms. Barnett, several of the items shown are likely to be mitigation. She is eager to see more information about the proposed lighting and wayfinding in order to determine if it goes beyond the requirements for ensuring event attendees can safely go to and from the Arena.

**Garry Papers** reminded the Commission that the project has gone through five meetings with the Downtown Design Review Board (DRB) and will have at least one more Recommendation meeting. According to Mr. Papers, the proposed plaza design as shown in the presentation materials is consistent with what the DRB saw at their last review. Mr. Papers said additional enhancements, such as seating and water features, would be logical to integrate into the next review. He recounted feedback from the DRB that the generous sidewalk and year-round club on 1st Ave S were desirable and important project elements in order to energize the sidewalk on non-event days. Lastly, Mr. Papers noted that the DRB has approximately five or six items for refinement on the plaza design.

**Chris Eaves** stated that SDOT has been working to understand operations on S Holgate St given its role in both Arena operations and SoDo freight movements. Mr. Eaves reported that initial meetings with the petitioner have gone well. According to Mr. Eaves, SDOT will likely require that the proposed pedestrian and bicycle bridge in the S Holgate St right-of-way be open 24 hours a day and seven days a week as mitigation.

**Ruri Yampolsky** thanked the petitioner for including public art as a public benefit. She stated that a building of this significance should include art, regardless of whether it is a public benefit item. Ms. Yampolsky requested to be engaged in the process of reviewing the proposal as it develops.

### Public Comments

**Melody McCutcheon** stated that the petitioner proposes to convert S Massachusetts St as extension of its plaza on game days. She referred to slide 20 of the presentation, which shows S Massachusetts St closed for a farmers market. According to Ms. McCutcheon, S Massachusetts St needs to remain open for vehicle traffic at all times. She said that the Arena cannot vacate Occidental Ave S and close S Massachusetts St, as these two roads provide the only access to the Safeco garage. Ms. McCutcheon said that, while event scheduling coordination works well for parking, she could not see how coordination could allow for closure of S Massachusetts St. Ms. McCutcheon asked the Commission to support that S Massachusetts St must remain open for vehicle traffic.

**Mike Fleming** said that, since there are only roughly 80 Mariners home games each year, he believes farmers markets could occur on weekend days when no event is scheduled. He stated that currently there is a lot of inactivity in the area. Mr. Fleming said he hoped the Mariners would become a partner in, rather than opposing, the Arena project.

### Summary of Discussion

Because the petitioner did not seek a vote on the public benefit package at this review, the Commission provided direction on the proposed public benefit items and steps the petitioner should pursue to enhance those items. Using the Council's policies on street and alley vacations, the Commission evaluated each of the proposed public benefit items. The discussion focused on:

1. The merits of the proposed public benefit item
2. Whether the proposed public benefit item should be modified or enhanced to increase the likelihood that the Commission would recognize it as public benefit
3. The public items that lacked merit and should be removed



**Action**

The Design Commission thanked the project team for providing a briefing on the proposed public benefit package for the petition to vacate Occidental Ave S between S Holgate St and S Massachusetts St. The Commission provided guidance on the public benefit items described in Figure 3:

**1. Plaza**

- Develop a programming plan that emphasizes events not related to Arena function or program on non-Arena event days
- Engage a third-party entity to operate programming events.
- Endeavor to make the plaza a regional destination.
- Provide a better understanding of how the plaza design supports non-Arena events.

**2. S Massachusetts St right-of-way dedication and shared street**

- Coordinate all proposed circulation and programming with all parties that use or require access to S Massachusetts St.
- The Commission was generally supportive of the dedication and shared street concept.

**3. Public art plan**

- If the petitioner seeks approval of a public art plan now, as opposed to specific art pieces, develop a plan that establishes
  - a. the vision for the role of art,
  - b. how the vision will be implemented, and
  - c. what type of art would implement the vision.
- Work with the Office of Arts and Culture and King County's 4Culture to develop the public art plan.
- Explore opportunities to use artwork as a network throughout the site and vicinity.
- Select an artist early in order to ensure meaningful integration into the project and site design.
- Consider integration of artwork into the proposed S Holgate St pedestrian and bicycle bridge.

**4. Bicycle connections**

- Provide additional information about the specific infrastructure and treatments proposed to support bicycle connections between the Arena and other locations along the Central Waterfront, SoDo, and locations identified in the Bicycle Master Plan.
- Clarify how the proposal relates to the adopted Bicycle Master Plan.
- Explain how the proposed on- and off-site improvements go beyond what would otherwise be required.

**5. Off-site lighting and wayfinding**

- Explain in more detail where wayfinding would occur, what destination it would identify, and whom it would serve, independent of any requirements to enhance transit connections or required mitigation.
- Consider opportunities to integrate artwork into any proposed lighting and wayfinding.
- Explore other opportunities beyond required mitigation for improving the pedestrian realm in the vicinity of the Arena.

**6. Living machine**

- The living machine could be recognized as public benefit if it exceeds the requirements for sustainability established in the Memorandum of Understanding (MOU) (Ordinance 123979).
- Explore how the living machine can operate not just for the Arena but also at a district scale.
- Make the function of the living function visible and ensure it has a full-cycle educational component. This should occur not only at its particular location but also throughout the building. Include education at both the point of use (e.g., toilet) and end of cycle (i.e., where clean water is available thanks to the living machine).

- The living machine notwithstanding, address the fundamental problem that we use potable water to convey waste. Carefully consider fixtures and other opportunities for water conservation. The petitioner should not use the living machine only to improve standard poor practice for water usage.

**7. 1st Ave S and S Holgate St enhanced right-of-way improvements**

- For these items to be considered public benefits, the Commission must understand what mitigation is required and the extent to which these improvements go beyond those requirements to serve the public.
- Continue to study the appropriate width for the 1st Ave S sidewalk. Ensure the sidewalk is not so wide that it feels barren and detracts from the pedestrian experience during non-event times.
- The Commission is concerned that 24 feet is too wide for the sidewalk on the north side of S Holgate St, unless required for mitigation.
- The landscaping, though elegant, appears modest in terms of what would qualify as a public benefit feature. Quantify the extent to which the landscaping exceeds code and mitigation requirements.
- 1st Ave S right-of-way improvements in the block north of the project site could qualify as public benefits if they exceed mitigation requirements.

**8. S Holgate St improvements and pedestrian bridge**

- If the bridge is not required to be open 24 hours a day and 7 days a week for mitigation, it is eligible for public benefit.

**9. SoDo Transportation Infrastructure Fund contributions**

- The Commission is skeptical that this fund contribution could be considered public benefit given it is a clear requirement of the aforementioned MOU.

PUBLIC BENEFIT	DESCRIPTION	CODE REQUIRED	MITIGATION	PROPOSED BENEFIT
1 Publicly Accessible Open Space	Flexible publicly accessible plaza open space			33,750 sf
	Tree canopy			10 trees
	Outdoor public seating			700 lf (450+ seats)
	Connections to restrooms			1
	Water / gas connections for food trucks and public events			Multiple
	Demontable basketball hoops			2
	Drinking fountains			2
2 S Massachusetts St ROW Dedication	Dedication of private property to public ROW			3,000 sf
3 S Massachusetts St Shared Use Street	Curbless street w/ concrete paving			16,800 sf
	Curb alignment and curb bulb-outs at intersection			2
	Tree canopy			14 trees
4 1st Ave S Enhanced ROW Improvements	Outdoor public seating			220 lf (145+ seats)
	Additional sidewalk & planting			9,000 sf
	Outdoor public seating			350 lf (230+ seats)
5 S Holgate St Enhanced ROW Improvements	Bike racks			14
	Additional sidewalk & planting			4,700 sf
	Outdoor public seating			300 lf (200+ seats)
	Bike racks			6
6 Public Art Plan	Public Art Plan developed by an artist. Opportunities include but are not limited to the plaza open space, 1st Ave S, S Holgate Street, and the proposed pedestrian bridge.			1
7 Living Machine & Water Re-use	On-site water treatment (Living Machine)			1
	Interpretive / educational signage			1
	Water capture and re-use water			1
8 S Holgate St Improvements & Pedestrian Bridge	Publicly accessible pedestrian bridge from west of 3rd Ave to East of Occidental		Events	10,320 sf 660 lf
	S Holgate Street Row Improvements			1,200 lf
9 Bike Connections	Bike connection from Waterfront Trail to Arena site			1,700 lf
	Bike connection from Arena site to S Holgate Ramp at 8th Ave S			2,600 lf
10 Off-site Lighting and Wayfinding	Lighting (as required) & wayfinding: (1st Ave S, south of site, to Lander Street); (1st Ave S, north of site, to Edgar Martinez Dr.); (STL Stadium Station to new stair at Edgar Martinez Dr.); (STL SODO Station to 1st Ave S); (1st Ave S to Lander St)			TBD
	Wayfinding: 1st Ave S, north of site, to Pioneer Square			TBD
	Streetscape Improvements: West side of Occidental Ave S, north to Edgar Martinez Dr.			TBD
11 SODO Transportation Infrastructure Fund Contribution	Contribution toward transportation infrastructure not required for mitigation			\$40 million

Figure 3. Proposed public benefit schedule



**Edward B. Murray**  
Mayor

**Diane Sugimura**  
Director, DPD

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#### Commissioners Present

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Brodie Bain  
Lee Copeland  
Thaddeus Egging  
Rachel Gleeson  
Grant Hromas  
Martin Regge  
John Savo

#### Commissioners Excused

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#### Meeting Summary

This was the Seattle Design Commission's (SDC) second review of the proposed public benefit package. On June 18, 2015 the SDC provided initial feedback on the Public Benefit package. Because of the scope and complexity of the project and proposed street vacation, coupled with the City's ongoing review of mitigation required for permitting of the Arena, an action on the proposed public benefit package was not taken at this meeting.

#### Recusals and Disclosures

There were no recusals or disclosures.

**August 6, 2015**

**9:00 – 11:30 am**

**Type** Street Vacation

**Phase** Public Benefit

**Location** Full block bounded by S Massachusetts St, 1st Ave S, S Holgate St, and the BNSF Railway right-of-way

**Previous Reviews**

12/6/12, 1/17/13, 4/4/13, 5/2/13, 11/7/13, 4/16/15, 5/21/15, 6/18/15

**Project Team Present**

**Mark Brands**

Site Workshop

**Cale Doornbos**

HOK

**Anton Foss**

HOK

**Brook Jacksha**

Magnusson Klemencic Associates

**Jack McCullough**

McCullough Hill Leary, PS

**Attendees**

**Tom Backer**

Washington State Major League Baseball Stadium Public Facilities District

**Beverly Barnett**

SDOT

**Lynn Claudon**

Lynn Claudon Consulting

**Chris Eaves**

SDOT

**Dan Eder**

Council Central Staff

**Mike Fleming**

Resident

**Melody McCutcheon**

Hillis Clark Martin & Peterson, P.S.

**Zach Mendelsohn**

Magnusson Klemencic Associates

**Garry Papers**

DPD

**Norie Sato**

Sato Services

**John Shaw**

DPD

**Bryan Stevens**

DPD

**Mike Swenson**

Transpo Group

**Lish Whitson**

Council Central Staff

**Ruri Yampolsky**

Office of Arts & Culture

August 6, 2015



Figure 1. Proposed public benefit package

**Summary of Presentation**

Jack McCullough introduced the presentation, which is available on the [Design Commission website](#). Mark Brands presented the proposed public benefits broken down into seven categories, as follows. Figure 1 represents the proposed public benefit package.

**Open Space and Living Machine**

Mr. Brands explained aspects of the open space plaza at the northwest portion of the site. The open space plaza itself is not considered public benefit; the programming of the plaza and the proposed living machine are proposed as public benefit. He provided an overview of how the design of the plaza had been modified since the last meeting in order to support its role as a public benefit feature, as seen in figure 2. One such addition included designation of public restrooms in the building adjacent to the ticketing office. He also described the Living Machine and its role in providing ecological function through the recycling of gray and black water generated by the Arena. Mr. Brands described how additional water features in the plaza, which would be expressed as play elements, and a large art piece would be a further amenity in the Plaza. In response to the SDC request to provide more information on programming of the open space, Mr. Brands also responded to previous direction by the SDC

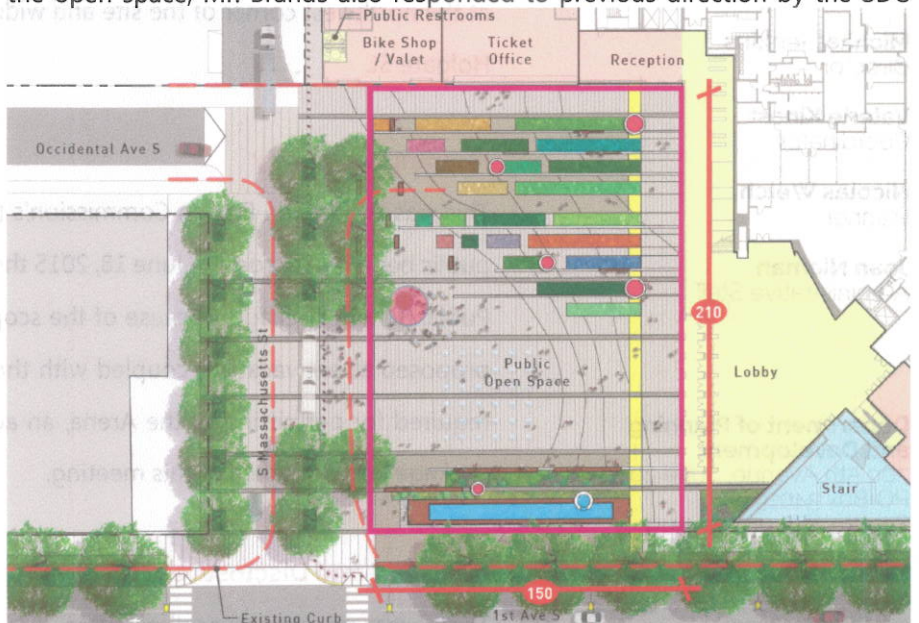


Figure 2. Plaza at the northwest corner of the site



concerning plaza programming; he reported that the project team had done research and would anticipate pursuing a partner to do programming once the project had advanced further.

**S Massachusetts St Right of way Way (ROW) Dedication & Festival Street**

A conceptual design of S Massachusetts St between 1st Ave S and Occidental Ave S was presented. Mr. Brands explained this would be designed as a curbless street in order to accommodate for customary industrial use as well as an extension of the plaza at times.

**1st Ave S Enhanced ROW Improvements**

In response to early SDC input, and after consulting with SDOT, the designers moved the curb of 1st Ave S abutting their site, and the portion to the north of the project site, approximately 9 feet outward to widen the sidewalk zone. Mr. Brands described the system of swales included in the streetscape as both landscape and stormwater management. The swales would treat surface water from the street in a manner that would exceed code requirements. He also provided information on the seat wall proposed both as a public amenity and in its role as enhanced security for the facility from automobiles that could strike the facility from 1st Avenue S. See figure 3 for more detail.

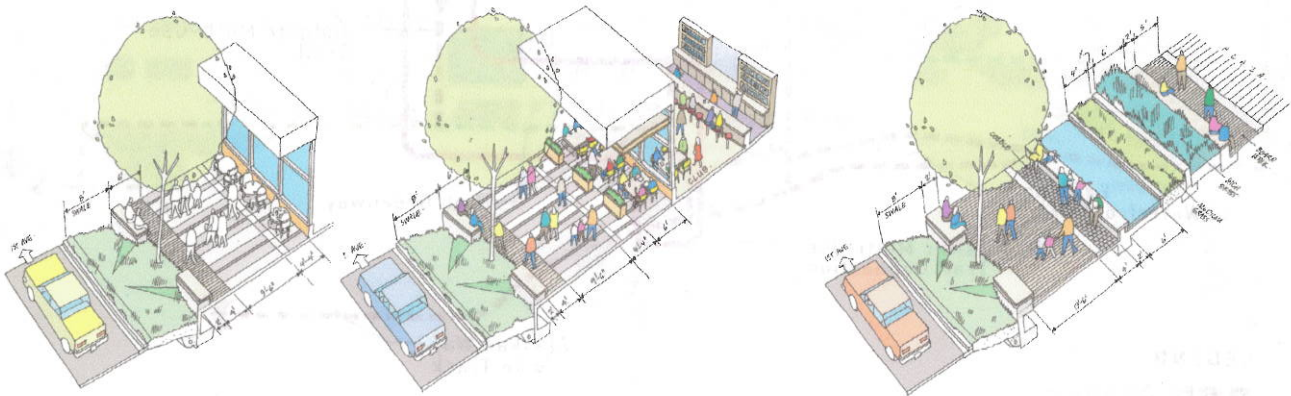


Figure 3. Proposed sidewalk zones and vegetated swales along 1st Ave. S.

**S Holgate St Enhanced ROW Improvements and Pedestrian Bridge**

Mr. Brands presented improvements to the Holgate and pedestrian bridge design, as seen in figure 4. He reported that coordination with SDOT was ongoing related to the details for this ROW. Enhanced ROW improvements are planned on the north and south sides of the road in the block between 1st Ave S and the railroad ROW. The pedestrian bridge is proposed to extend above S Holgate between 1st Ave S to 3rd Ave S. Ramps and stairs would be provided at each end; no elevators are proposed. A direct connection into the first floor level of the arena is planned. The bridge design assumes the use of a truss bridge system, with specific design details to be developed with SDOT. The intention is to do an artistic bridge such as the Amgen bridge or the one at the Museum of Flight.

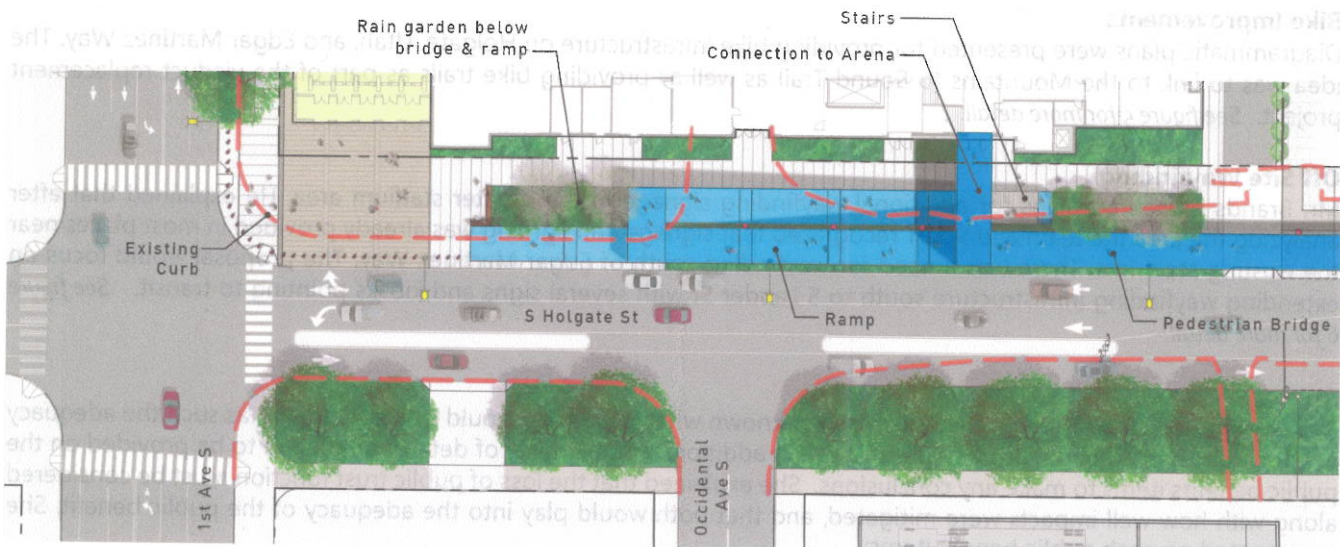


Figure 4. S. Holgate St. ROW improvements and pedestrian bridge location August 6 2015



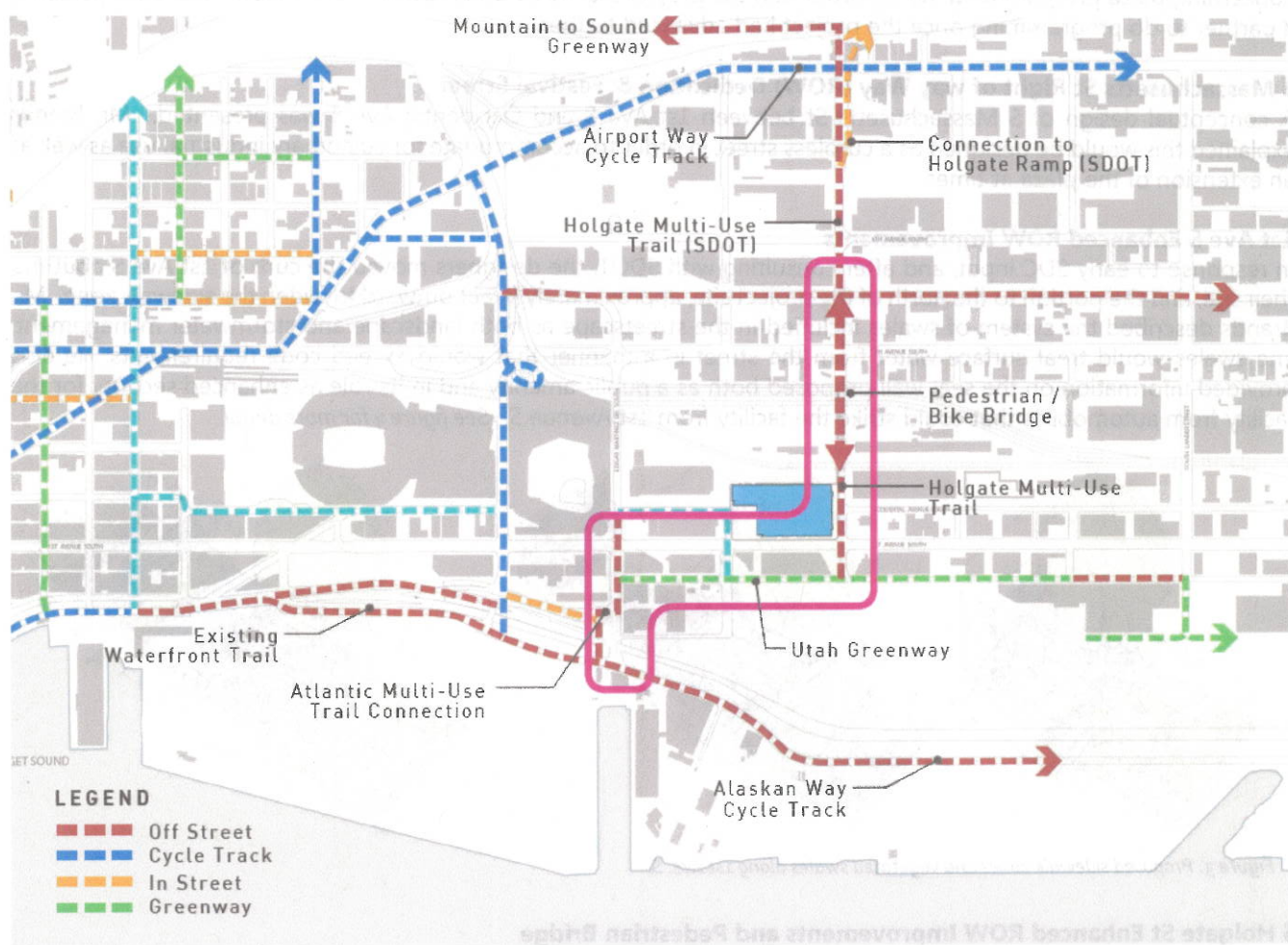


Figure 5. Proposed bicycle improvements

**Art Program**

A draft art program was presented. It listed the budget for the program as 1% of the project budget. Mr. Brands explained that the Art plan would be developed with enough detail to be part of the vacation decision by the Council. The intent for the art was to integrate it into the project, making it part of the living machine, facades, temporary events, etc. The focus would not be on sports.

**Bike Improvements**

Diagrammatic plans were presented for providing bike infrastructure on Holgate, Utah, and Edgar Martinez Way. The idea was to link to the Mountains to Sound Trail as well as providing bike trails as part of the viaduct replacement project. See figure 5 for more detail.

**Off Site Wayfinding**

Mr. Brands presented plans for additional wayfinding signage in the greater stadium area. He explained that after analyzing the area the team and SDOT recognized that signage and lighting was already provided in most places near the existing stadiums. There was a need for wayfinding south of Edgar Martinez Way. The proposal would focus on extending wayfinding infrastructure south to S Lander St with several signs and kiosks pointing to transit. See figure 6 for more detail.

**Agency Comments**

**Beverly Barnett**, SDOT, stated that it was still unknown what mitigation would be required and as such the adequacy of the public benefit could not be determined. In addition, a higher level of detail would need to be provided on the public benefits items to make any conclusions. She explained that the loss of public trust function must be considered along with how well impacts were mitigated, and that both would play into the adequacy of the public benefit. She commented on each public benefit items:



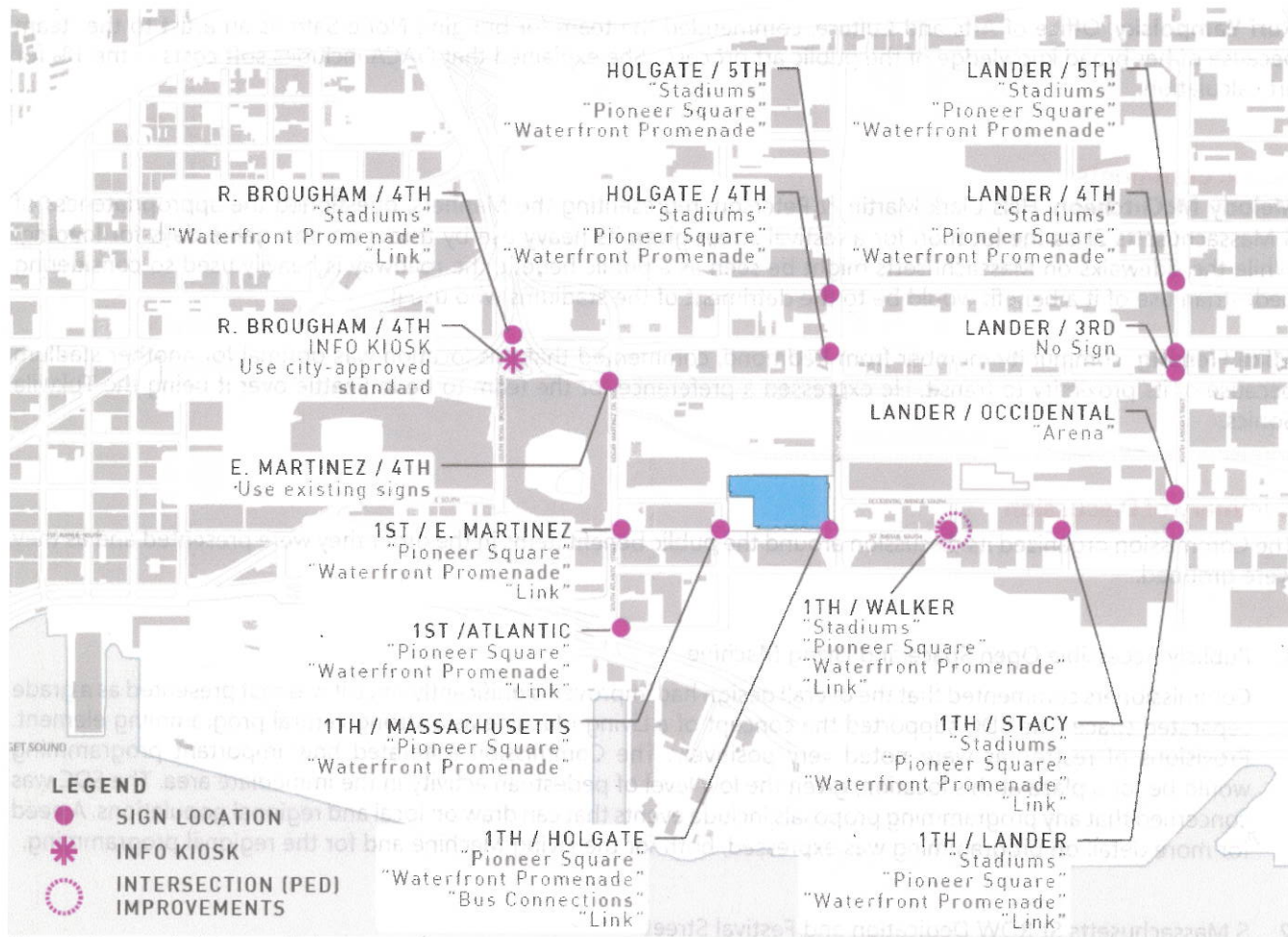


Figure 6. Proposed off-site wayfinding

1. Publicly accessible open space – It is unclear if the plaza can be considered public benefit at all because the DRB considers it a component of the design they are reviewing. Areas for crowd control, entry areas, sidewalk cafes etc. would need to be taken out of the equation. Concerning the Living Machine it appears this is beyond the state of the art sustainable features that would otherwise be expected.
2. Massachusetts St - Dedications are transportation infrastructure basics. Festival streets are an acceptable public benefit, but the applicant must consider other users of street in the neighborhood and avoid conflicts.
3. 1st Ave – Providing improvements based on City plans is laudable, especially if they extend beyond site.
4. Holgate – Remember that the nature of Holgate is different between 1st and 4th than it is east of there. Think about what the public needs. The pedestrian bridge is mitigation given rail lines. It must meet standards. If art is provided beyond that base design that may be considered public benefit.
5. Art Program – The program must provide enough information that the scale of contribution to the public benefit package can be determined and it can be enforced.
6. Bike Facilities – Specific information must be provided as to what is being proposed.
7. Wayfinding – Specifics must be worked out before it can be accepted as public benefit.

**Chris Eaves**, SDOT Traffic Operations reported that he was glad to be working closely early on with the project designers on solutions for the pedestrian bridge and bike infrastructure. Details still needed to be worked out for connecting to the portside trail, among other things. Also, SDOT was considering possible impacts of a festival street on the operations of S Massachusetts.

**John Shaw**, DPD, commented that the project would be returning to the DRB for recommendations on September 1, 2015. He explained that the plaza was a central component in meeting the design guidelines. He noted that the board hadn't seen the design since the Living Machine was added and would be taking it under consideration.



**Ruri Yampolsky**, Office of Arts and Culture, commended the team for bringing Norie Sato as an artist to the team because of her broad knowledge of the public art process. She explained that OACA includes soft costs in the 1% for art calculation.

### Public Comments

**Melody McCutcheon**, Hills Clark Martin & Peterson, representing the Mariners, questioned the appropriateness of S Massachusetts St as the location for a festival street given its heavy use by trucks on non-game days for loading. While the sidewalks on Massachusetts might be seen as a public benefit, the roadway is heavily used so considering pedestrian use of it a benefit would be to the detriment of the stadiums who use it.

**Mike Fleming**, community member from Redmond, commented that this location was optimal for another stadium because of its proximity to transit. He expressed a preference for the team to be in Seattle over it being the Tukwila Sonics.

### Summary of Discussion

The Commission organized its discussion around the public benefit items in the order they were presented and as they were grouped:

#### 1. Publicly Accessible Open Space and Living Machine

Commissioners commented that the overall design had improved significantly since it was first presented as a grade separated space. The SDC supported the concept of a Living Machine as a strong central programming element. Provisions of restrooms were noted very positively. The Commission reiterated how important programming would be for a plaza at this location, given the low level of pedestrian activity in the immediate area. The SDC was concerned that any programming proposals include events that can draw on local and regional populations. A need for more detail on programming was expressed, both for the Living Machine and for the regional programming.

#### 2. S Massachusetts St ROW Dedication and Festival Street

While the Commissioners appreciated the ROW realignment of S Massachusetts, they noted that vacation policies do not allow for street realignments and dedications as public benefit when they are mitigation items. They believed the festival street was a question of semantics and made clear that they expect the function of the road for trucks to be maintained. The SDC supported the use of special paving to extend the plaza visually, but that it not preclude traffic operations as needed in the area.

#### 3. 1st Ave S ROW Improvements

The Commissioners discussed extending the special paving and swales north to the 1st Ave frontage of the block north of Massachusetts. While some of the commissioners questioned the need to extend the paving and swale beyond the Arena site, others felt it would contribute to a special stadium district streetscape. Ultimately, the Commission agreed it was a public benefit to provide street improvements along that block. All appreciated the value of treating stormwater from the street, something not required by code. It was also mentioned that extending the seating wall/safety barrier on the block to the north would be a positive for the overall design.

#### 4. S Holgate St ROW Improvements and Pedestrian Bridge

The Commissioners described the pedestrian bridge as an important structure because of its gateway and connecting functions and its role in enhancing the overall design of the south side of the Arena because the pedestrian bridge is required mitigation, the Commissioners spoke about the need for special architecture and art to make a public benefit contribution. The commissioners struggled with the question of how distinction between public benefit could be provided for the vacation and the skybridge permit; the skybridge will need a separate SDC approval.



## 5. Public Art Plan

The Commissioners expressed enthusiasm for the idea of providing art as public benefit. They appreciated that ArenaCo engaged an experienced public artist with broad experience. Commissioners had questions about how the proposed art plan would be managed, how art would be selected, and who would influence choices that would affect how the value to the public of the art. Areas of concern about the proposal included:

- How digital art might move into the realm of advertising,
- that art on the turbine would be redundant,
- that art inside the building would not be perceived by the public outside the building, and
- that functional items designed by artists might not be optimal functionally

Commissioners asked that the calculation of what is being offered as public benefit be clear, and that the plan spell out clear implementation. They questioned whether the amount was sufficient within the overall public benefit package.

## 6. Bike Facilities

The Commissioners saw this as a valuable public benefit. They expressed a need to see specifics on what could be built.

## 7. Off-Site Wayfinding

This public benefit item was seen as positive. Again, Commissioners wanted to see more specifics on what could actually count as public benefit and what would be required as mitigation.

## Action

The SDC thanked the project team for the presentation of the public benefit items of the Arena street vacation.

The SDC did not vote on the Public Benefit proposal. A decision was postponed so that additional information can be developed on the public benefit items, and so that there is more clarity on the mitigation items of the Environmental Review. The following recommendations were provided:

1. Provide a more developed programming strategy for the plaza. Also, present more information on the public restrooms and water features that are proposed.
2. Emphasize the demonstration and educational value of the Living Machine public benefit item.
3. Provide clarity with the terminology used for the special treatment of Massachusetts St. Provide additional information on vehicular and non-vehicular uses of the street and timing of these.
4. Extend the enhanced ROW improvements proposed in 1st Ave along the Arena site to the block north of Massachusetts.
5. Clarify the extent of ROW improvements to Holgate.
6. The pedestrian bridge as such is a mitigation item and is not a vacation public benefit item. If the applicant would like enhancements to the bridge considered as public benefit, the Commission recommends that an artist be a member of the bridge design team. The expectation would be to develop an iconic element in the neighborhood. Provide more information on the character of the bridge and its role as gateway. Give an indication of the bridge type and level of finishes. Lighting and options for art integration should be provided. Provide clarity on the funding and design relationship of this art to the art in the art program, if the two are separate.
7. Increase the level of financial commitment to the art plan and provide a more detailed plan. Provide information on how the funding amount will be calculated, if it is a percentage.
8. Provide more detailed information on the bike facilities that are proposed, including their monetary value. Consider the industrial uses in the area and potential bike-truck conflicts. Consider how this piece connects to the waterfront trails.
9. Illustrate the extent of the area where wayfinding improvements will be provided that are being proposed as public benefit.

**Edward B. Murray**  
Mayor

**Diane Sugimura**  
Director, DPD

**Shannon Loew**, Chair

**Ellen Sollod**, Vice Chair

**Brodie Bain**

**Lee Copeland**

**Thaddeus Egging**

**Rachel Gleeson**

**Grant Hromas**

**Martin Regge**

**John Savo**

**Ross Tilghman**

**Michael Jenkins**  
Director

**Valerie Kinast**  
Coordinator

**Aaron Hursey**  
Planner

**Joan Nieman**  
Administrative Staff

**Department of Planning  
and Development**  
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PO Box 34019  
Seattle, WA 98124-4019

**TEL** 206-615-1349  
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seattle.gov/dpd

#### Commissioners Present

Ellen Sollod, Vice Chair  
Lee Copeland  
Thaddeus Egging  
Rachel Gleeson  
Grant Hromas  
Martin Regge  
John Savo (excused until 12:30)

#### Non-Voting Commissioners

Theo Lim (excused until 12:00)

#### Commissioners Excused

Shannon Loew, Chair  
Brodie Bain  
Ross Tilghman

#### Project Description

The petitioner proposes to vacate Occidental Ave S between S Massachusetts St and S Holgate St in the SoDo neighborhood to facilitate development of a 750,000-square-foot, 18,000-20,000-seat multi-purpose arena for NBA basketball, NHL hockey, other sporting events, concerts, and shows.

The project site is bounded by S Massachusetts St to the north, 1st Ave S to the west, S Holgate St to the south, and the BNSF Railway right-of-way to the east. The vacation of Occidental Ave S would increase the developable area of the project site by roughly 17.5%. The proposed development includes a plaza space at the northwest corner of the site and widened sidewalks along 1st Ave S and S Holgate St.

#### Meeting Summary

This was the Seattle Design Commission's (SDC) third review of the proposed public benefit package. At the commission's August 6, 2015 meeting, the SDC provided further feedback on the proposal. Following ArenaCo's presentation, public comment and SDC review and deliberation, the SDC voted 6-0 in favor of the public benefit package, with conditions and recommendations.

#### Recusals and Disclosures

There were no recusals or disclosures.



August 6, 2015

9:00 am – 12:00 pm

Type Street Vacation

Phase Public Benefit

**Location** Full block bounded by S Massachusetts St, 1st Ave S, S Holgate St, and the BNSF Railway right-of-way

### Previous Reviews

[12/6/12](#), [1/17/13](#), [4/4/13](#), [5/2/13](#),  
[11/7/13](#), [4/16/15](#), [5/21/15](#), [6/18/15](#),  
[8/6/15](#)

### Project Team Present

**Mark Brands**

Site Workshop

**Jack McCullough**

McCullough Hill Leary, PS

### Attendees

**George Allen**

George Allen Consulting

**Tom Backer**

Washington State Major League  
Baseball Stadium Public Facilities  
District

**Beverly Barnett** | SDOT

**Michael Cannon** | Civitas

**Lynn Claudon**

Lynn Claudon Consulting

**Jessica Clawson**

McCullough Hill Leary, PS

**Chris Daniels** | King 5 TV

**Cale Doornbos** | HOK

**Rollin Fatland**

Chris Hansen Representative

**Mike Fleming** | Resident

**Anton Foss** | HOK

**Dave Gering**

Manufacturing Industrial Council

**Mathew Hallett** | HOK

**Don Hardman** | Citizen

**Brook Jacksha**

Magnusson Klemencic Associates

**Emma Mayberry** | Van Ness Feldman

**Garry Papers** | DPD

**Dave Perez** | ArenaCo

**Geraldine Poor** | Port of Seattle

**Susan Ranf** | Seattle Mariners

**John Shaw** | DPD

**Bryan Stevens** | DPD

**Jerome Unterreiner** | HOK

September 3, 2015

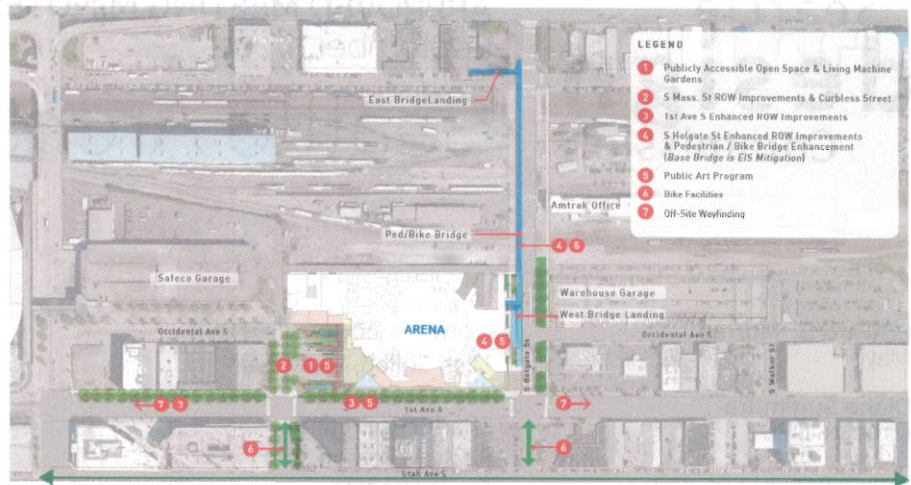


Figure 1. Proposed public benefit package

### Summary of Presentation

Jack McCullough introduced the presentation by stating the projected received unanimous support from the Design Review Board (DRB) after the board's September 1st, 2015 meeting. Mr. McCullough stated that the DRB suggested refinements to the public plaza. The DRB indicated their overall support for the project, including designs of public realm elements that fall under the SDC's authority in the vacation process.

Similar to ArenaCo's previous presentations, Mark Brands provided a brief overview of the project as well as an overview of the seven proposed public benefit elements. Mr. Brands also highlighted how the public benefit elements have been refined since the previous meeting.

As seen in figure 1, the proposed public benefit features are:

1. Plaza Programming and Living Machine
2. Improvements to S. Massachusetts
3. Improvements to 1st Avenue S
4. Improvements to S Holgate Street
5. Public Art plan
6. Bicycle facilities
7. Wayfinding signage

### Plaza Programming and Living Machine

Mr. Brands highlighted public plaza elements that are considered mitigation measures and those that are requested to be accepted as public benefit features. He included an overview of the public benefit items within the plaza including the Living Machine, publically accessible bathrooms, water features, public art, and pedestrian lighting. As seen in figure 2, Mr. Brands provided an overview of some of the plaza programming strategies that include:

- Educational Tour & Outdoor Classroom: Providing space near the living machine for schools within the surrounding region
- Food Trucks: Providing space for three food trucks along S. Massachusetts St.
- Outdoor Market: Providing space for 10 x 10' tents located west of the living machine near 1st Avenue



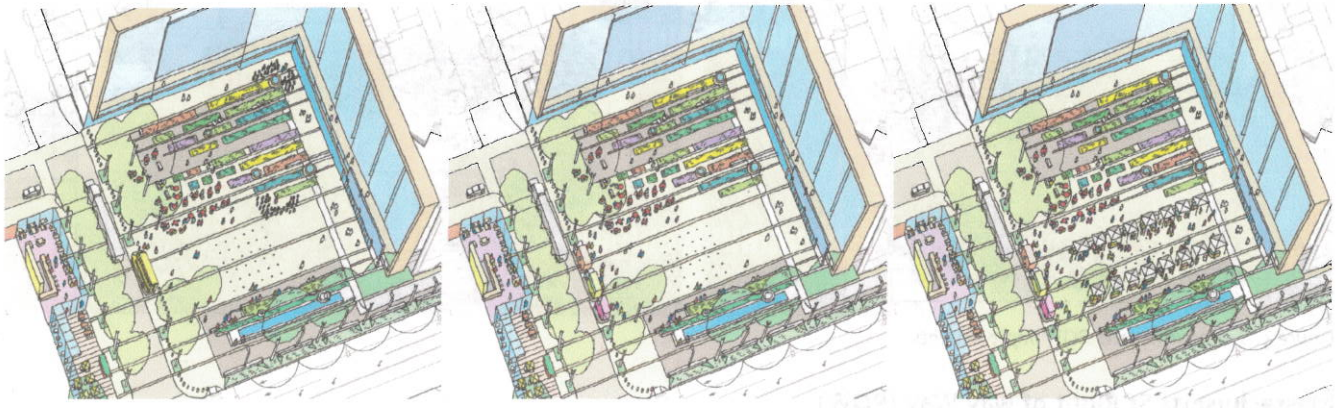


Figure 2. Proposed plaza programming

Plaza programming will occur year around, with emphasis on events from May to October. During events days, the plaza will function for entering and exiting the facility; eligible plaza programming events could only occur on non-Arena event dates.

Mr. Brands highlighted concerns about a proposed water feature in the plaza that divides the plaza from the sidewalk area. Currently, the pathway into the plaza from the sidewalk near the northwest lobby entrance is only 30 feet wide. The DRB was concerned the narrow width along with the obstructed site lines would be a problem on days where a high number pedestrian traffic is flowing through the plaza.

The living machine will cover approximately one-half of the plaza and will include settling, equalization, recirculation, and reuse tanks as well as two stage treatment cells, see figure 3. The system will operate mostly underground and will have the ability to treat/reuse 4 million gallons of wastewater on an annual basis, or approximately 99% of the onsite grey and black water. Above ground, the living machine will include a series of low-lying plant beds as well as an interactive feature to provide information about how the living machine functions. Mr. Brands said there is a possibility for the interactive feature to serve as a permanent art piece for the plaza. The design allows for a district style approach, where new users can connect into the system; no requests or plans have been submitted for additional users.

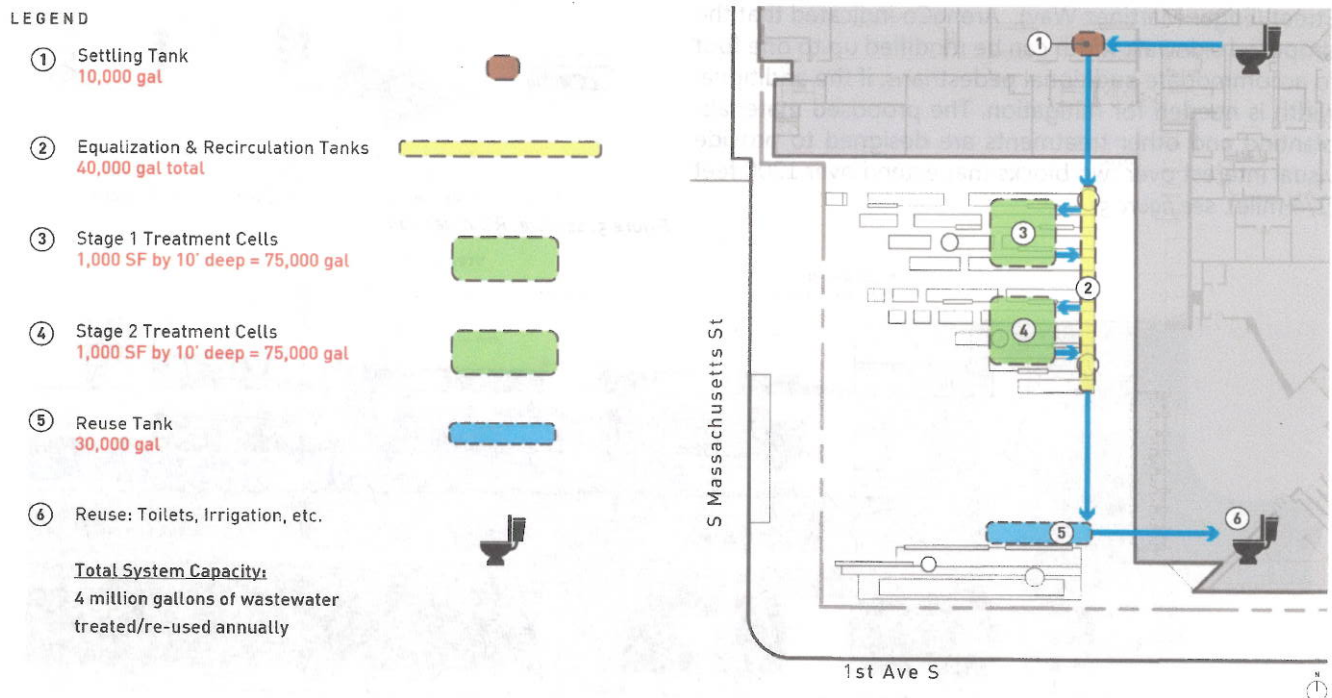


Figure 3. Proposed living machine layout.



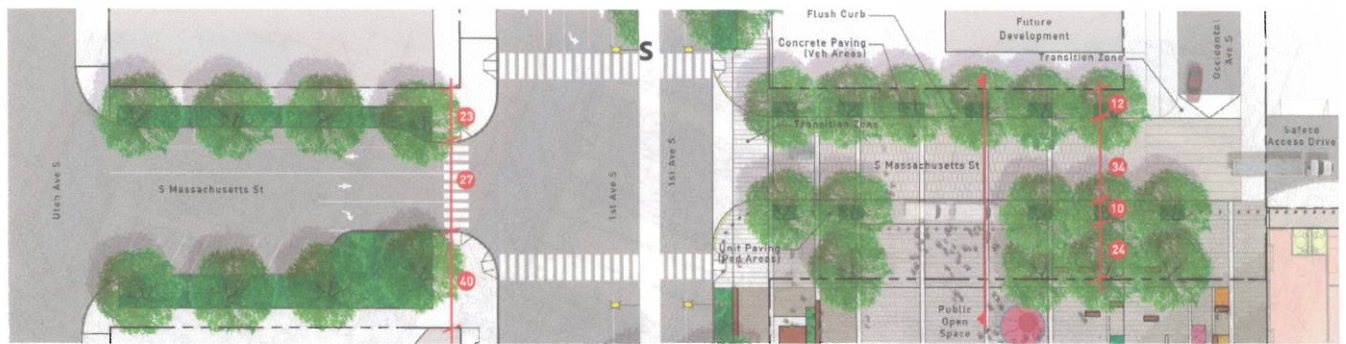


Figure 4. S. Massachusetts ROW Improvements

**Massachusetts St Right of way Way (ROW)**

S. Massachusetts, between 1st Ave S and Occidental Ave S will include a curb-less street with several paving materials and patterns to distinguish the pedestrian and vehicular areas. The pedestrian zone will serve as an extension of the public plaza by using the same or similar materials such as granite, cobblestone, and cast in place concrete. While the realignment of S Massachusetts is part of the mitigation package, these proposed improvements are considered public benefit elements.

The S Massachusetts ROW improvements between S Utah st and 1st Ave S will include a new curb gutters and sidewalks as well as planting areas. A series of rain gardens will also line the both sides of Massachusetts St. between Utah and 1st. Avenue, see figure 5. A multi-use path will run parallel to Massachusetts St, which will serve as part of the overall bicycle facilities for the surrounding area.

**1st Ave S ROW**

The 1st Avenue S ROW includes 14-foot wide sidewalks and rain gardens, seating and other enhancements, all of which will extend from S. Holgate St. to S Atlantic Street (Edgar Martinez Way). ArenaCo indicated that the proposed sidewalk width can be modified up to one foot to accommodate additional pedestrians, if the additional width is needed for mitigation. The proposed materials, planting and other treatments are designed to provide visual interest over two blocks that extend over 1200 feet (1/4 mile), see figure 5.

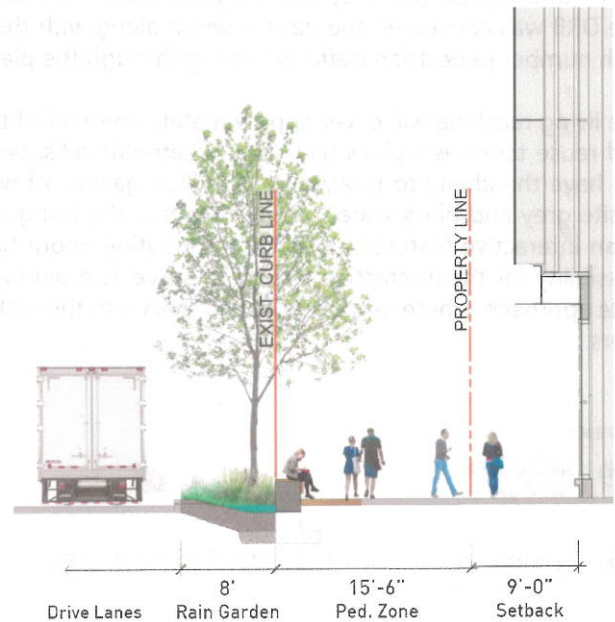


Figure 5. 1st Ave. ROW section

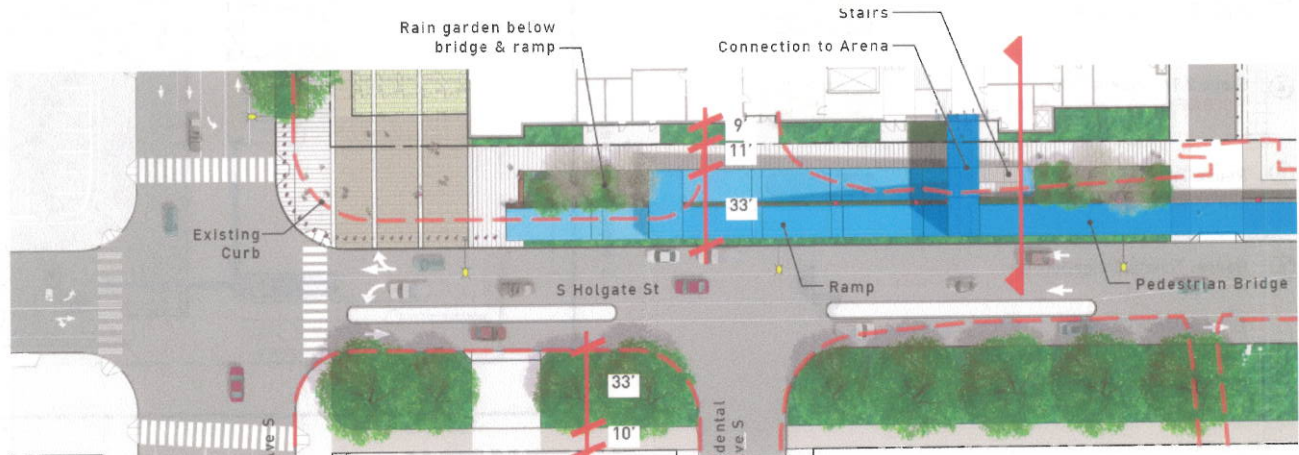


Figure 6. S. Holgate St. ROW Improvements



**S Holgate St ROW and Pedestrian Bridge**

As seen in figure 6, the proposed S Holgate Street designs reflect Seattle Department of Transportation’s (SDOT) requirements. Through meetings with ArenaCo’s design team SDOT recommended how many vehicular lanes will be required within S Holgate from 1st to 4th Ave S. ArenaCo’s current proposal abutting the site includes street restriping, drainage improvements, rain gardens, and street trees. Details regarding public benefit east of the Arena will be refined as the street improvement process moves forward.

While the proposed pedestrian bridge is required for mitigation, the concept designs include a ramp and stair access via S. Holgate St; no elevator will be required. Although the bridge design is still in a conceptual stage and does not include specific details, the overall design has changed from including a concrete structure to a steel truss structure.

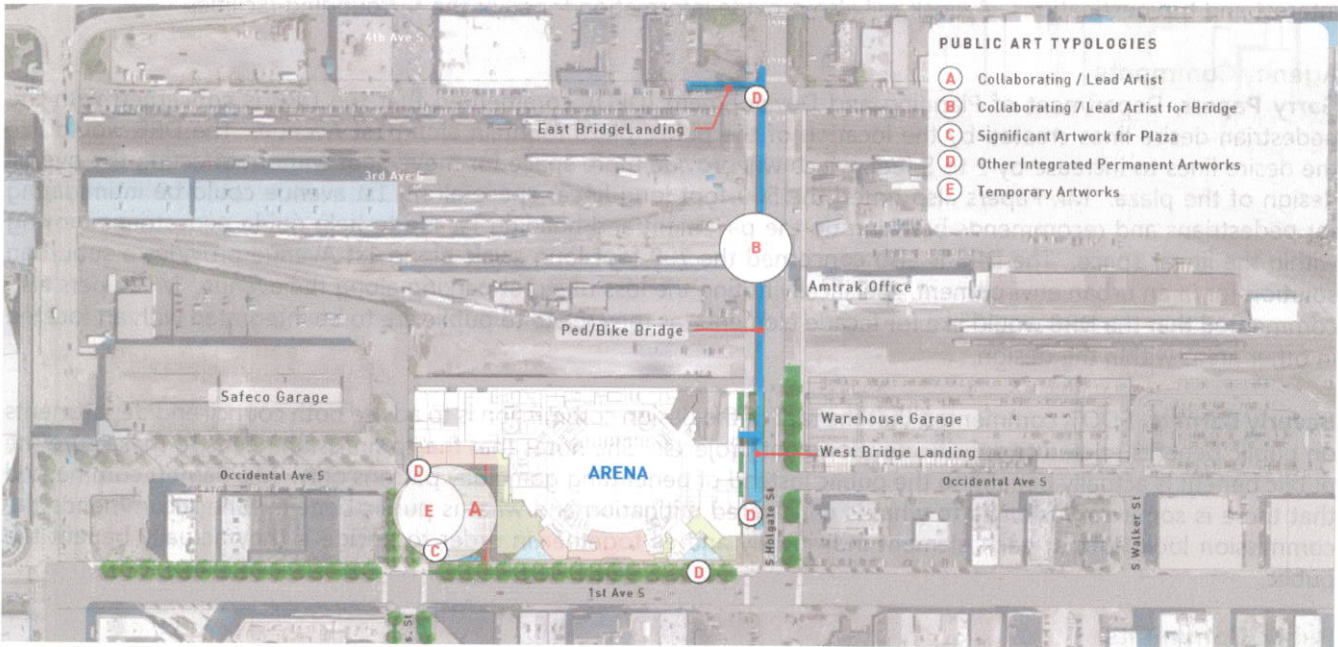


Figure 7. Proposed public art programming

**Art Program**

The public art program includes plans for permanent and temporary artwork, see figure 7. The program also includes plans for funding an Artist to provide early input into the proposed S Holgate pedestrian bridge designs. Since their last review, the applicant increased the public art program budget from 1% of construction costs to 1.5% of total project costs; the proposed Art budget is now approximately \$8.25 Million. The plan also included a series of proposals that included public involvement and program oversight through a Standing Advisory Committee, to advise on artist and art selection and implementation. ArenaCo will maintain all permanent art installations, while temporary art will be managed until funding ends.

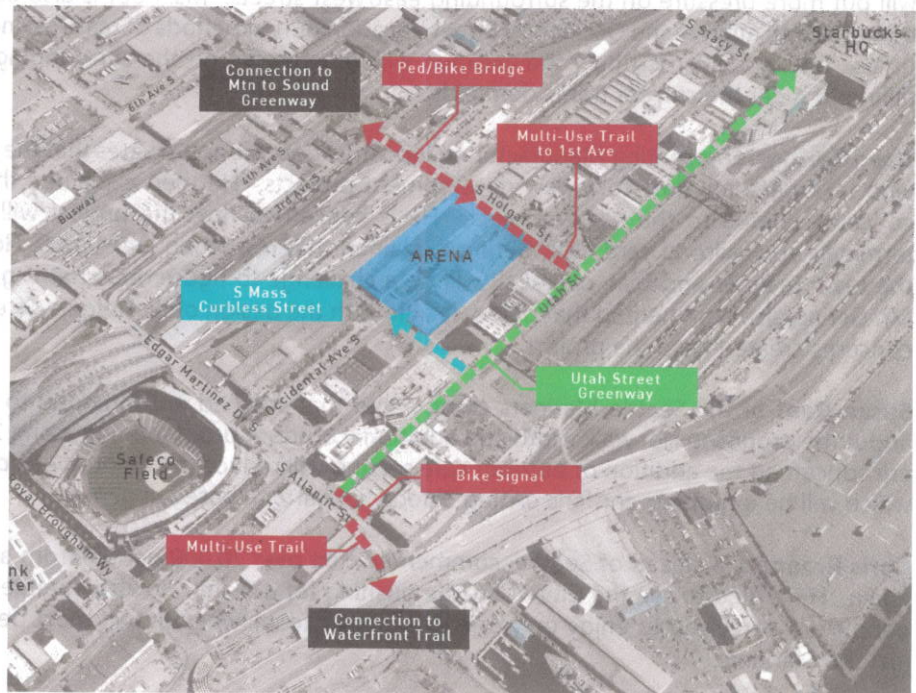


Figure 8. Proposed Bicycle Improvements



### **Bike Improvements**

As seen in figure 8, the proposed public benefit for bicycle facilities were further refined to include the neighborhood greenway route along Utah St. from Edgar Martinez Way to the Starbucks Headquarters at S Lander Street. An off street, multi-use trail will extend from 1st Avenue to 3rd Avenue, a link in the connection of the Waterfront trail with the Mountains to Sound Greenway. S. Atlantic St. will include a bicycle signal and multi-use path, while the curb-less section of S. Massachusetts St. west of 1st Avenue will include a bicycle trail.

### **Off Site Wayfinding**

Mitigation requires several way finding signs in order to provide direction for pedestrians and vehicles travelling within vicinity of the arena. As part of the public benefit, 15 additional wayfinding signs will be used to identify places of interest and trip destinations. A kiosk will also provide information for all of the surrounding facilities.

### **Agency Comments**

**Garry Papers**, Department of Planning and Development (DPD), commented that the DRB is concerned with the pedestrian desire lines created by the location of the public plaza fountain along 1st Avenue. The DRB would like the desire lines to increase by 2 to 8 feet, which will provide more space for movement without affecting the overall design of the plaza. Mr. Papers also noted the 500-foot long linear space along 1st avenue could be intimidating for pedestrians and recommends breaking up the pavement and building façade to help guide pedestrians moving within the linear space. The DRB is also concerned the 700 foot long swale along 1st Avenue provides a suburban solution for in an urban environment, specifically noting the loss of street parking along the avenue. Mr. Papers also commented that the DRB would like for façade elements, as they relate to public art, to be integrated with art located in other areas within the design.

**Beverly Barnett**, SDOT, commented that the task of the design commission is to advise both council and departments on public benefits related to specific development projects. She notes that the commission needs to make sure the public benefit is actually benefiting the public instead of benefitting game day patrons only. Ms. Barnett commented that there is some confusion as to what is considered mitigation and what is public benefit. She recommends the commission look both at each element individually and all together in order to decide if they actually benefit the public.

### **Public Comments**

**Geraldine Poor** with the Port of Seattle has significant concern with the lack of clarity regarding the proposed street network after vacating Occidental St. Ms. Poor explains that the design shows S. Holgate reducing by two lanes, which will put more pressure on the surrounding east/west streets. Ms. Poor is also concerned that no traffic studies were conducted to analyze the Occidental Street Vacation during periods of rail crossing, peak drive times, and during game times. She is concerned how the vacation will affect traffic on the surrounding streets, many of which are already failing to meet the current traffic demands.

**Dave Gering**, representing Manufacturing Industrial Council, appreciates that the commission is made up of volunteers who take personal time to review development projects. He then explained that it is his job to keep pointing out concerns related to the Arena project. He is concerned how the project will negatively affect the marine cargo terminals and railroad yard. Mr. Gering explained that restricting lanes on S. Holgate will have a larger impact than the team realized and that, overall, it will be a challenge to figure out what is going to work in this section of town. Mr. Gering also commented that being flexible with the design on S. Holgate Street will help tremendously with traffic concerns created from the project.

**Susan Ranf** of the Seattle Mariners commented that she had not intended to speak, but wanted to voice concern about the proposed sidewalk width and additional outdoor programming along 1st Ave. Ms. Ranf stated the Mariners are concerned the addition of outdoor café seating will reduce the amount of sidewalk available for pedestrian traffic, which will be a problem for fans exiting Safeco field after a baseball game.

**Chris Brannon**, a citizen of Seattle, commented that over 70,000 people from all over the region want a (NBA) team again. He is glad to see the City of Seattle pushing for a team. He also commented that he finds it frustrating when people are perceived to enjoy only one local sports team, when in fact most people like several local teams and not just the Mariners.



## Summary of Discussion

The Commission organized its discussion around the public benefit items in the order they were presented and as they were grouped:

### 1. Plaza Programming and Living Machine

The commissioners agree that the concept of the public plaza and living machine are understood, but more detail needs to be provided. More specifically, the design team should think about how the overall design of the plaza, including the size of the living machine, location of open space, and other design features, will facilitate the programmability of the plaza. The design team should research how to establish programming year round, not only during the summer months (May-Oct.), and should think about reaching out to other professional sports teams to leverage large events. In order to establish a diverse list of programs for the plaza, a broad and diverse group of stakeholders should be formed, including organizations such as the department of parks and recreations, the boys and girls club, Mariners and Seahawks organizations, as well as other regional groups.

### 2. S Massachusetts St ROW

With regard to the overall design and pavement material used, the commission supports a design that will terminate at the edge of the public plaza rather than extending across S. Massachusetts St., which will use a curb-less street design. This approach will show a clear transition from the public plaza to the streetscape. The presence of large mature trees in front of the plaza along S. Massachusetts will also help in signifying the transition from plaza to street.

### 3. 1st Ave S ROW

Although the commissioners have a few concerns about the design, which includes long linear rain gardens with few breaking points for access and eliminates on street parking, they agree the overall design of the rain garden, along with its ability to treat water along 1st Avenue is a huge asset for the city. The commission suggested breaking up the linear space, physically or perceptually, by incorporating small gathering spaces, different paving patterns, and a variety of plant species, which will also enhance the overall design of the rain garden.

### 4. S Holgate St ROW and Pedestrian Bridge

The commissioners support the realignment of S. Holgate Street, but are concerned with the number of designated vehicular lanes on Holgate. There is confusion regarding the number of lanes required for mitigation, as the environmental impact statement suggests five lanes while SDOT recommends three lanes. Although S. Holgate is not designated as a residential street, the commission recommends the pedestrian flow along Holgate be preserved. If significant changes are made to the design of Holgate Street that will affect the pedestrian flow then the design will come back to the commission for further review. In keeping with surrounding industrial uses, the commission recommends preserving the industrial feel of S. Holgate St.

### 5. Public Art Plan

The commissioners greatly appreciate the work Norie has done in creating the public art framework. As part of the framework, the temporary art program will serve as a way for young artists and agencies to display artwork and/or provide educational opportunities through temporary art exhibitions. Thought should be given to funding the temporary art program in a way that will provide a steady stream of income. Although the public plaza has been identified as a major area for displaying public art, this may conflict with other proposed programs. The design team should be flexible when it comes to designating space within the plaza for public art so it does not conflict with other programmable elements.

### 6. Bike Facilities

The commission commends the design team for providing a high level of detail within the design of the bicycle facility plan. The commission notes that the plan extends the furthest away from the project site and provides the clearest example of public benefit.



7. Off-Site Wayfinding

The commission appreciates the additional signage, but suggests the design team make clear that the 15 additional wayfinding signs and kiosk are in addition to the signs required for mitigation measures.

Action

The SDC thanked the project team for the detailed presentation of on and off-site public benefits related to the Arena street vacation.

The Commission voted to approve the public benefit package, 6 to 0, with the following conditions<sup>1</sup> :

1. Prior to the issuance of a construction permit, the SDC shall review and approve permanent and programmable elements, in its totality, for the public plaza and Living Machine program.
2. Prior to the issuance of a construction permit, the SDC shall review and approve the proposed programming plan for the plaza. The SDC review shall include consultation with the City's Parks Department and Office of Arts and Culture.
3. Prior to the issuance of a construction permit, the SDC shall review and approve the proposed Public art plan. The SDC review shall include consultation with the Seattle Office of Arts and Culture and King County's 4culture office.
4. Prior to the issuance of any Street Improvement Permit, the SDC shall review and provide comment on the proposed designs of the S Holgate right of way, in particular on the urban design issues related to the street and its related improvements.
5. Prior to the issuance of a certificate of occupancy, install permanent art prior to opening of building. We are asking you come back with a detailed public art program prior to the issuance of construction permits

In addition, the SDC also makes the following recommendations to enhance the design and function of the proposed public spaces:

1. The commission recommends the design team look at multi-seasonal programming within the public plaza
2. See efforts to differentiate treatment with plaza and street along S. Massachusetts St.
3. The commission recommends there be discussion related to how the temporary program can relate to the overall art program

<sup>1</sup>URBAN DESIGN MERIT CONDITIONS MUST ALSO BE FULFILLED. DESIGN MERIT CONDITIONS FOR SEATTLE ARENA WERE DEFINED DURING THE COMMISSIONS MAY 21ST, 2015 MEETING

**Gray, Moira**

---

**Subject:** FW: Street vacation informaton for Occidental Ave S proposed sports arena

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**From:** English, Gary  
**Sent:** Friday, April 19, 2013 7:47 AM  
**To:** Gray, Moira  
**Cc:** Barnett, Beverly; Nelsen, John; Grove, Karen; Bernocco, Stephen  
**Subject:** RE: Street vacation informaton for Occidental Ave S proposed sports arena

From: Gary English, Deputy Chief Seattle Fire Department

Thanks for the inquiry regarding the street vacation.

SFD does not object to the street vacation, but requests that emergency vehicle along Occidental be maintained to the front of all buildings until the buildings are removed per building and fire codes. More specifically, the existing distances to the farthest point from the street should not be diminished by construction or demolition processes. If this may be necessary due to demolition or construction please contact either myself or Captain Steve Bernocco. Given the size and complexity of this project, we would recommend the owner contact Seattle Fire Department directly to ensure life safety, water supply and emergency response is maintained as necessary.

Thanks,

G  
**From:** Gray, Moira  
**Sent:** Wednesday, April 17, 2013 13:18  
**To:** Gray, Moira  
**Cc:** Barnett, Beverly  
**Subject:** Street vacation informaton for Occidental Ave S proposed sports arena

Hello, SDOT has received a petition from WSA Properties et al for the vacation of Occidental Ave S between S Massachusetts St and S Holgate St in the SODO Industrial area for a proposed professional basketball arena. Attached is the initial project information regarding the vacation for your preliminary review and comments. We are asking for comments prior to our forwarding a recommendation to the City Council. We would like to receive your comments by May 31<sup>st</sup>, however comments are accepted throughout the review period.

Thank you, Moira



**MOIRA GRAY**  
*Street Vacation Specialist*  
**Seattle Department of Transportation**  
Street Use & Urban Forestry Division  
700 Fifth Avenue, Suite 2300  
PO Box 34996  
Seattle, WA 98124-4996

206-684-8272 (Tel)

<http://www.seattle.gov>



# SEATTLE POLICE DEPARTMENT MEMORANDUM

TO: Moira Gray  
SDOT

DATE: November 9, 2015

FROM: Assistant Chief Perry Tarrant  
Special Operations Bureau



SUBJECT: Permanent Closure of Occidental Ave S between Massachusetts and Holgate for Arena

I agree with my staff. We have no issue with the closure of the street. We are concerned about the possible overlap of events at the various venues and our ability to facilitate the movement of vehicles and pedestrians.



**City of Seattle**  
Seattle Public Utilities

**DATE:** May 30, 2013  
**To:** Moira Gray, Street Vacation Office  
**FROM:** Carolyn Johnson, Senior Real Property Agent;  
Seattle Public Utilities Street Vacation Reviewers  
**VACATION:**  
**REVIEWED** Proposed Vacation of Occidental Avenue South; Clerk File 312905

Seattle Public Utilities (SPU) has reviewed the proposed vacation, and has identified the following concerns and has the following conditions:

**SPU Sewer & Drainage:**

SPU currently has a 15" diameter main line sewer in Occidental Ave So., built in 1916 per Exhibit "A" vault plan number 66-92 (see attached).

Please see Exhibit "B" attached as side sewer cards 5157, 5158 and 5158-1 with the bubble number legend coinciding with conditions listed below.

1. Existing side sewers to be verified "live" and reconnect to the 15" PSS in Occidental Ave S south of S Holgate Street if it is sewage only.
2. Existing 15" PS pipe. SPU to relinquish ownership of pipe to the petitioner.
3. Existing catch basin/inlet. SPU to relinquish ownership of the drainage appurtenances to the petitioner.
4. Existing drain pipe. SPU to relinquish ownership of pipe to the petitioner.
5. Existing maintenance hole (MH). SPU to relinquish ownership of the structure to the petitioner.
6. Install a new MH a minimum of 5 feet north of the vacated property line. SPU to own and maintain the MH and the existing sewer line to the north of S Massachusetts Street. It'll be permissible for the Arena's new sewer connection to connect in this MH.
7. Plug existing pipe
8. Abandon and Fill existing pipe per City of Seattle Standard Specifications.
9. Abandon and Fill existing MH per City of Seattle Standard Specifications.
10. Verify existing sewer to be removed during Arena construction.

Ray Hoffman, Director  
Seattle Public Utilities  
700 5<sup>th</sup> Avenue, Suite 4900  
PO Box 34018  
Seattle, WA 98124-4018

Tel (206) 684-5851  
Fax (206) 684-4631  
TDD (206) 233-7241  
[ray.hoffman@seattle.gov](mailto:ray.hoffman@seattle.gov)

<http://www.seattle.gov/util>

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### **SPU Water:**

The existing 16" feeder main in Occidental Ave S is one of two alternate feeds to the Pioneer Square seismic backbone main from Beacon Hill Reservoir. If Occidental Ave S, between S Massachusetts St and S Holgate St were to be vacated, the current ability to feed the 24" Pioneer Square seismic backbone main from either the Holgate St feeder or the 1st Ave S feeder will be lost.

To accommodate the loss of the 16" Occidental feeder in the proposed vacation area, the remaining 16" feeder in 1st Ave S would need to be upsized and reconstructed to be seismically resistant. The existing 16" Occidental feeder, severed by the street vacation at S Massachusetts, would need to be extended west to connect with the upgraded 24" seismically resistant feeder in 1st Ave S. Valving at the supply junction of 1st Ave S & S Massachusetts St would need to be arranged so that either the 16" feeder in Occidental Ave S or the 16" feeder in 1st Ave S – north of Massachusetts – could be supplied from the upgraded 24" feeder approaching Massachusetts from the south. Similarly, at 1st Ave S & S Holgate St, valving would need to be provided such that the single, seismically upgraded 24" feeder north of Holgate could receive two alternate supplies from the reservoir: from either the east (via Holgate) or from the south (via 1st Ave S)

Significant water system reconfiguration required by the street vacation would include:

- Approximately 800 LF of 24" seismically resistant feeder main in the 1700 block of 1st Ave S, including hydrant and water service laterals
- Retirement of the existing 16" main in the 1700 block of 1st Ave S
- Retirement of the existing 16" main in the 1700 block of Occidental Ave S
- Approximately 230 LF of 16" seismically resistant feeder main in S Massachusetts St between the shortened Occidental feeder and the new 24" feeder in 1st Ave S
- Contiguous with the seismically resistant pipe in 1st Ave S, two line valves controlling the two alternate supply connections at Holgate
- Contiguous with the seismically resistant pipe in 1st Ave S, two line valves controlling the two alternate supply connections at Massachusetts.

After reconfiguration of the existing distribution system grid, water service to the facilities located in the street vacation area would need to be established via new metered water service connections, per standard charges.

### **Recommendations:**

SPU recommends the Vacation Petition of Occidental Avenue South; Clerk File 312905 be approved with the enclosed conditions considered and met.

Cj\SPU Reviewers

# Improvement of Occidental Avenue et al Paving etc.,

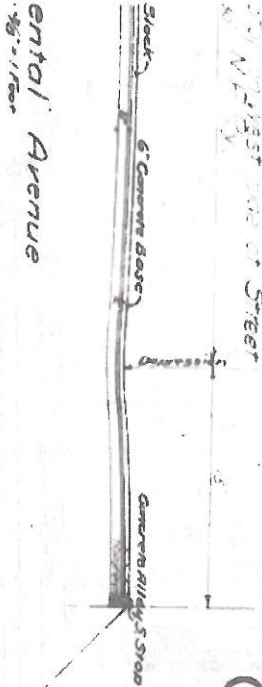
Resolution No. 5246  
Local Improvement District No. 5053

Ordinance No. 3733, Approved Apr 4, 1916

August, 1916

A. H. Dr...

Scale: 1 in. 50 ft.



Blank Order No.	Drawing No.	8-7-1916	Approved
Made by <i>W. H. ...</i>	Checked by <i>D. L. ...</i>	3 3	<i>A. H. Dr...</i>
Printed by <i>...</i>	Checked by <i>...</i>	...	...

Approved by the Board of Public Works.  
Seattle, Wash. 1916.

Total front feet in dist. \_\_\_\_\_ feet

Rate per front foot \_\_\_\_\_

45	74	3 87
42	70	2 94
40	67	2 68
38	64	2 42
36	61	2 16
34	58	1 90
32	55	1 64
30	52	1 38
28	49	1 12
26	46	86



Exhibit "A"

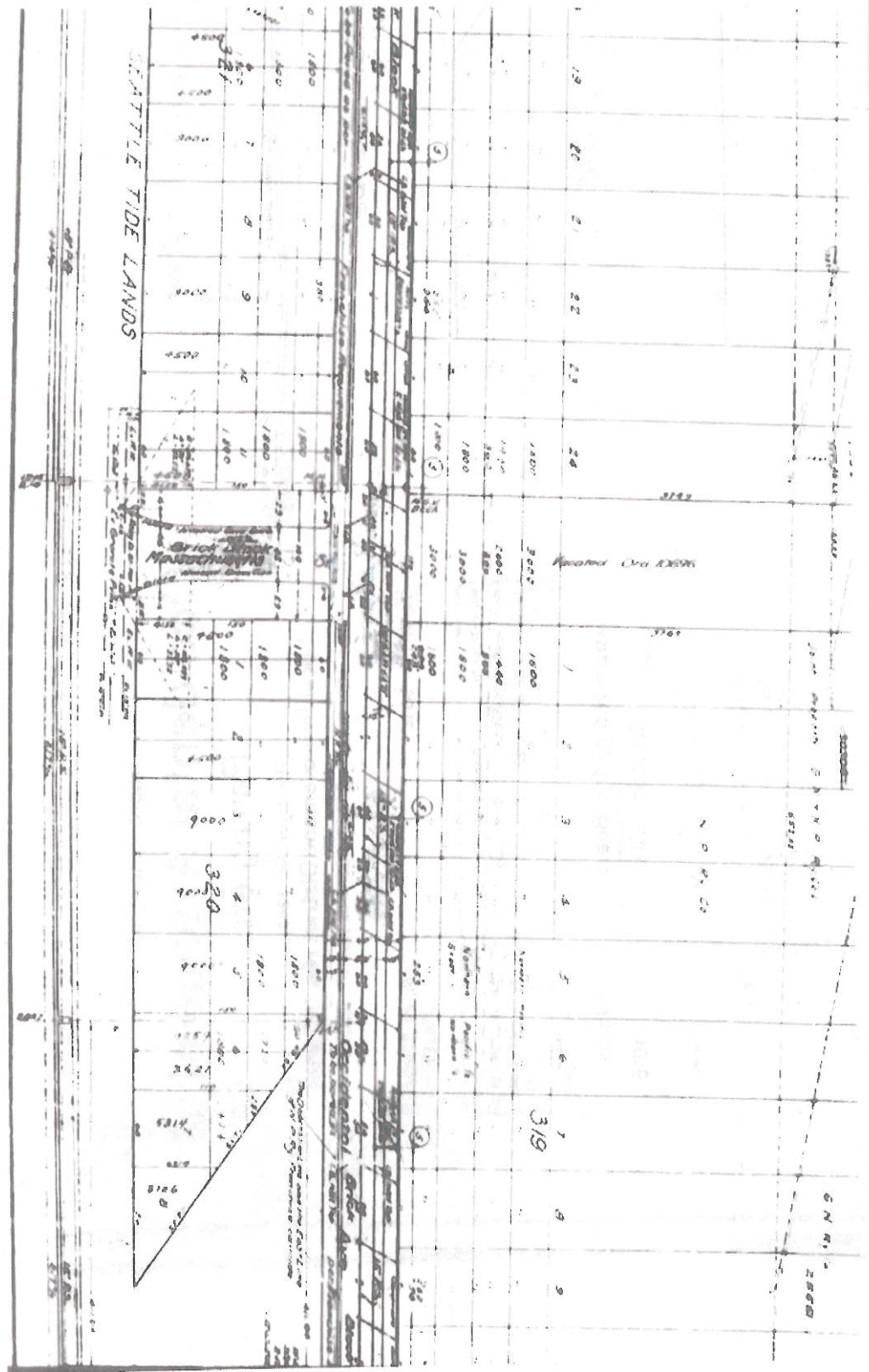


Exhibit "A"

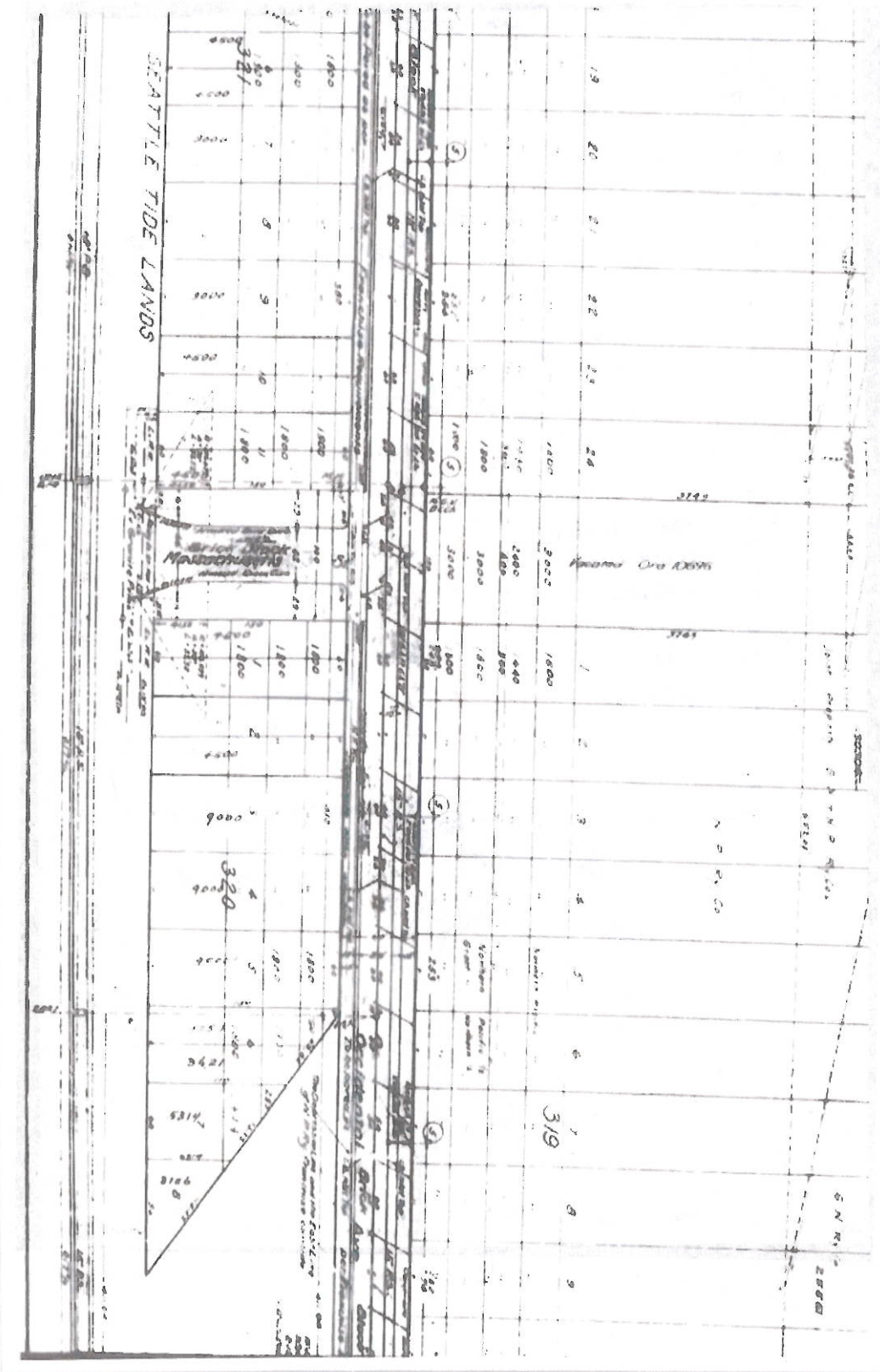
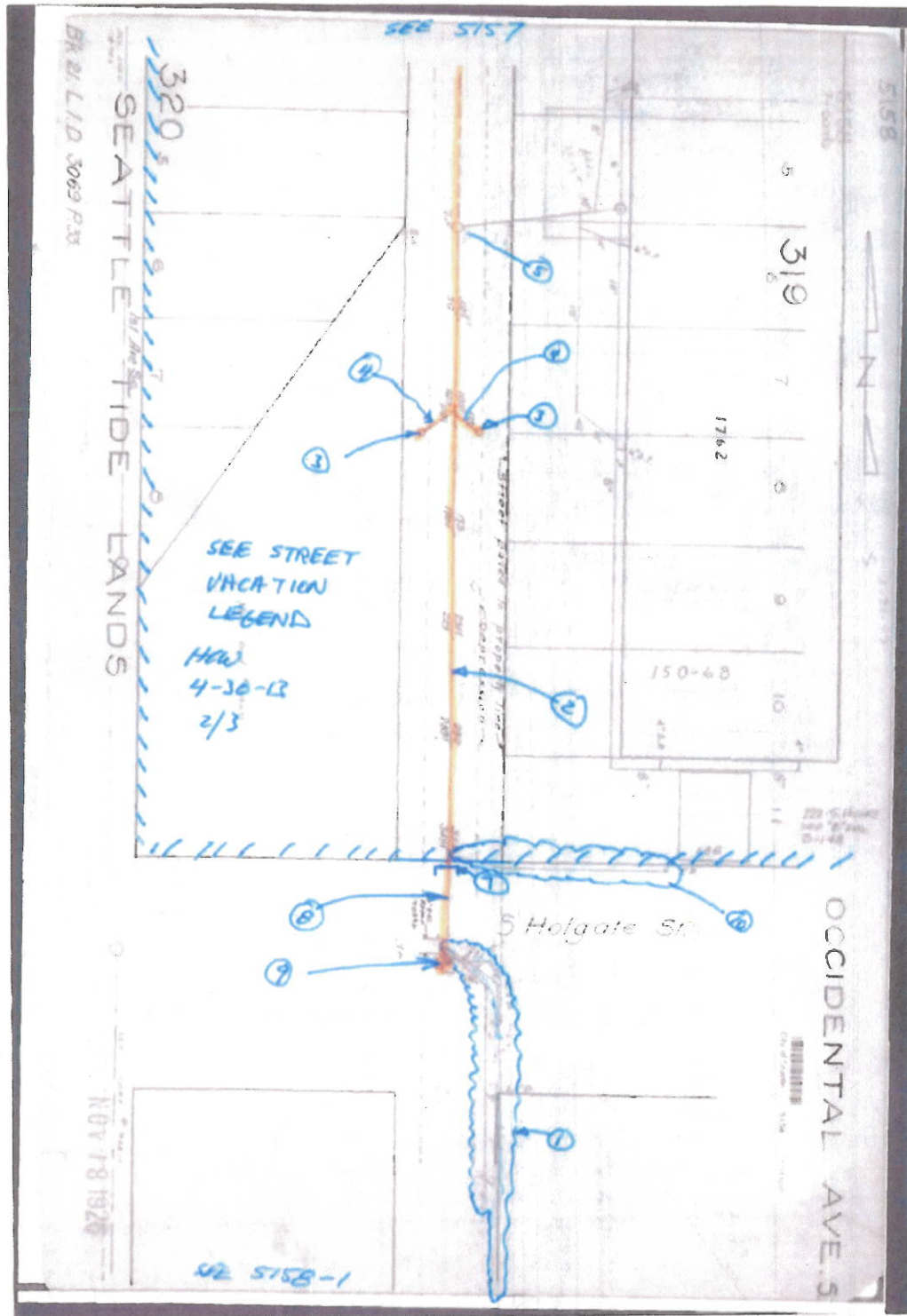




Exhibit "B"



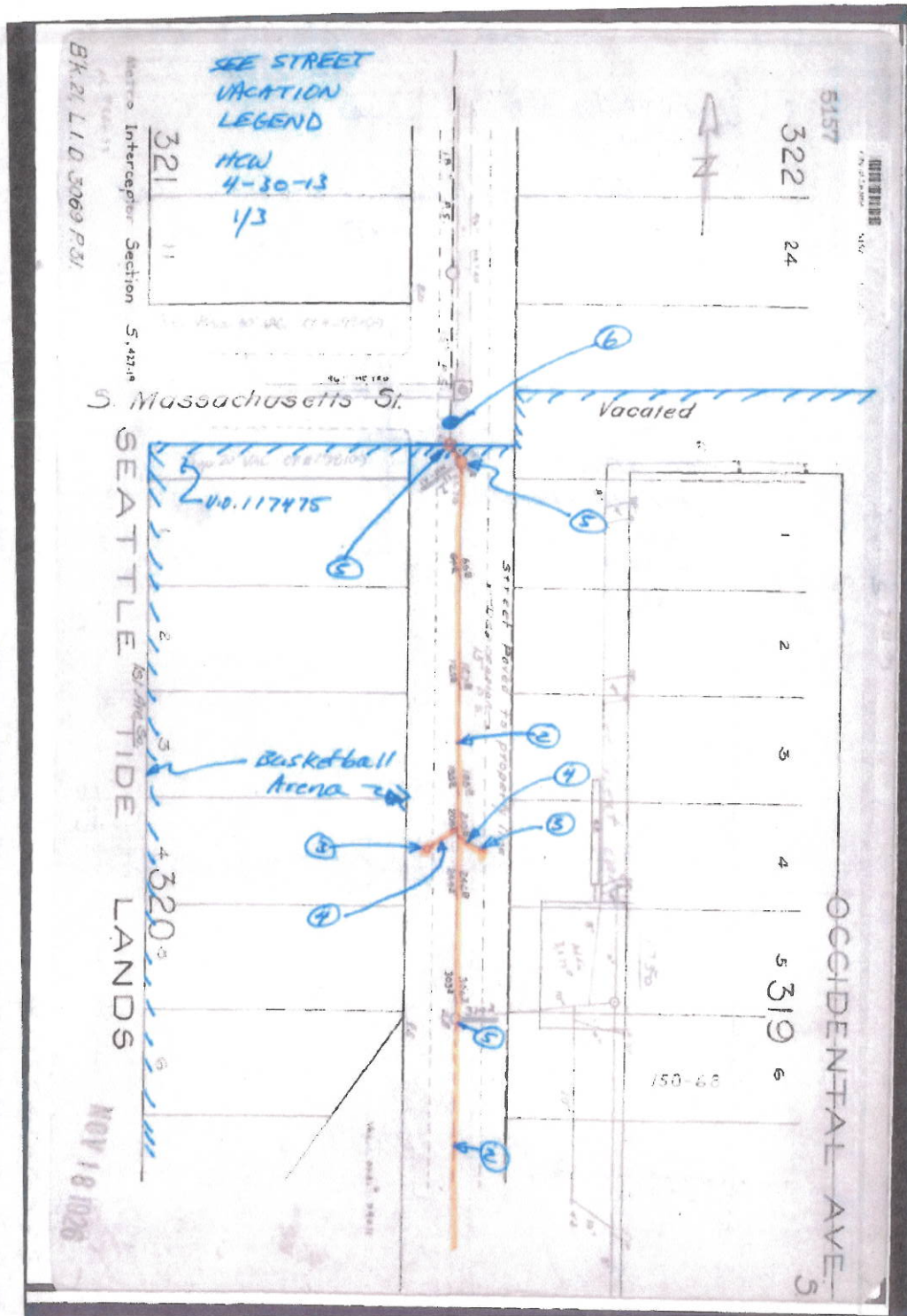
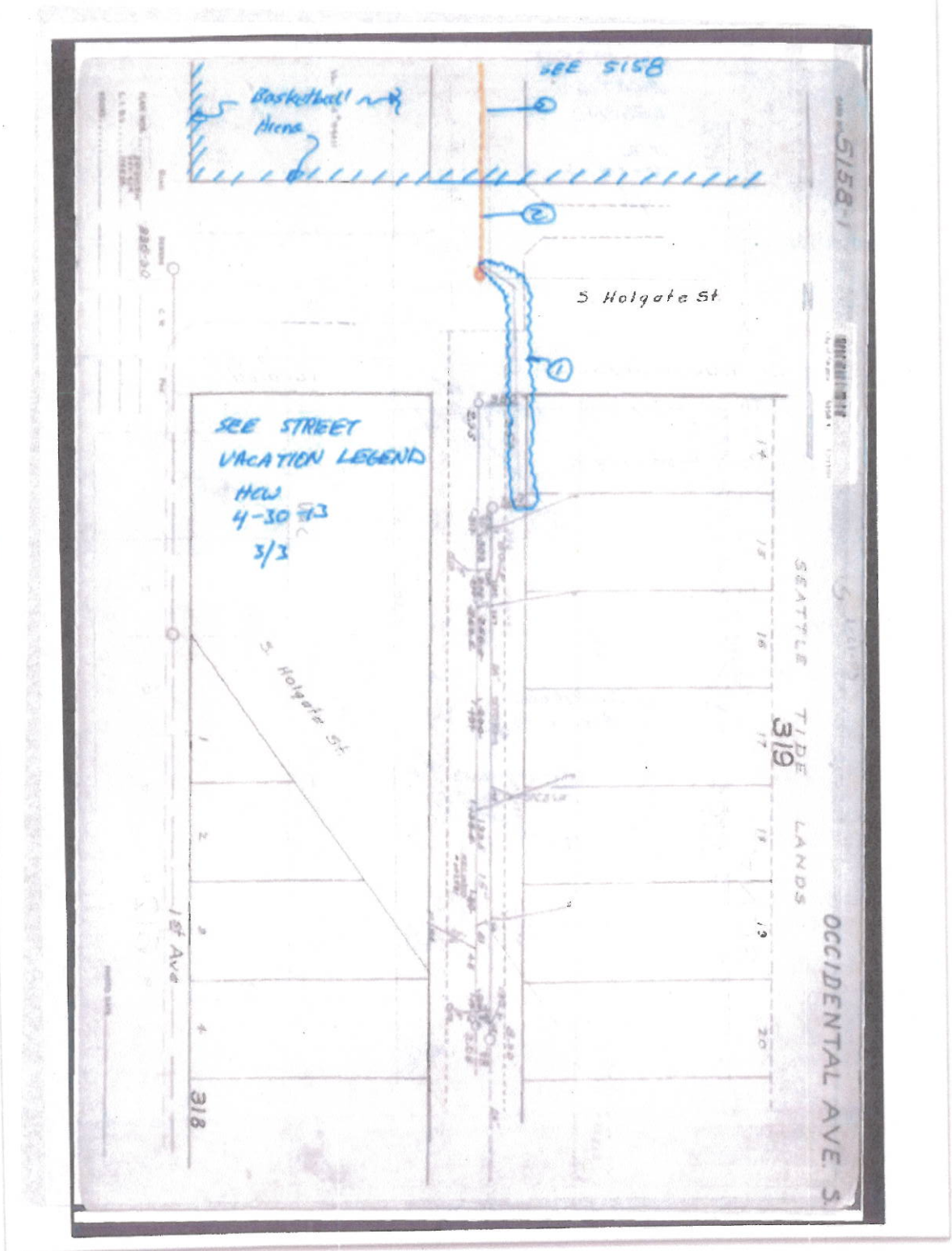




Exhibit "B"





**City of Seattle**  
Seattle Public Utilities

**DATE:** June 16, 2015  
**TO:** Moira Gray, Street Vacation Office  
**FROM:** Carolyn Johnson, Senior Real Property Agent;  
Seattle Public Utilities Street Vacation Reviewers

**VACATION:  
REVIEWED** Proposed Vacation of Occidental Avenue South; Clerk File 312905 –request  
for updated comments after FEIS

Seattle Public Utilities (SPU) has been asked to review the Final Environmental Impact Statement (FEIS) for the proposed Arenaco Sports Arena, which includes a proposal to vacate Occidental Avenue South between South Holgate Street and South Massachusetts – The FEIS is located on the DPD website: <http://web6.seattle.gov/dpd/edms/> to access the FEIS, enter the project number #3014195. The FEIS is listed under “Other”, capture date 5/7/15.

SPU has reviewed the FEIS in relation to the SPU infrastructure impacted by the street vacation and we find that SPU’s comments presented to SDOT on May 30, 2013, will remain the same.

**THERE ARE NO NEW COMMENTS OR RECOMMENDATIONS.**

Cj\SPU Reviewers

Ray Hoffman, Director  
Seattle Public Utilities  
700 5<sup>th</sup> Avenue, Suite 4900  
PO Box 34018  
Seattle, WA 98124-4018

Tel (206) 684-5851  
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April 25, 2013

Moira Gray  
Seattle Department of Transportation  
Street Use & Urban Forestry Division  
700 Fifth Avenue, Suite 2300  
PO Box 34996  
Seattle, WA 98124-4996

RE: Vacation of a Portion S between S Massachusetts St and S Holgate St in the SODO Industrial area for a proposed professional basketball arena.

Dear Ms. Gray,

This letter is in response to the notice for all of the above referenced proposals. Please be advised that **Qwest Corporation (d/b/a CenturyLink) currently has facilities in the area(s) addressed by these actions. These facilities and our needs have been identified by our Engineer with the Arena Development Team.**

At this time, Qwest (d/b/a CenturyLink) has no issues with the proposed vacations **so long as provisions are made to incorporate our requests by either PUE or private easement to cover our existing & future facilities.**

Please feel free to contact me as needed; I can be reached at 206-345-0333 or [R.Lawrey@CenturyLink.com](mailto:R.Lawrey@CenturyLink.com). Thank you for your time.

Sincerely,

Qwest Corporation d/b/a CenturyLink QC

A handwritten signature in blue ink, appearing to read "R. Jeff Lawrey", written over a horizontal line.

R. Jeff Lawrey  
Manager, Right-of-Way  
Western Washington  
1208 NE 64<sup>th</sup> St. Rm 401  
Seattle, WA 98115

1208 NE 64th Street, 4th Floor  
Seattle, WA 98115-6722  
[www.centurylink.com](http://www.centurylink.com)

## Gray, Moira

---

**From:** Ash, Jennifer <Jennifer.Ash@kingcounty.gov>  
**Sent:** Monday, October 26, 2015 8:17 AM  
**To:** Gray, Moira  
**Subject:** Proposed Vacation of Occidental Avenue South; Clerk File 312905

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Regarding the vacation of Occidental Ave S between S Massachusetts and S Holgate Streets in support of the arena project, King County Metro Transit has reviewed the petition for vacation and related information and has no concerns regarding this vacation. We appreciate the opportunity to review.

If you have any questions or any additional information becomes available for review, please feel free to contact Jennifer Ash, Real Property Agent in Transit Design & Construction/Real Estate and Environmental Planning, and I will coordinate review with the rest of the agency.

Thanks!

Jennifer

---

**Jennifer Ash**, Real Property Agent  
Transit Design & Construction  
**206-477-5975**



**Gray, Moira**

---

**Subject:** FW: SDOT- Occidental Ave S street vacation for arena

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**From:** Maristela, Kristine [<mailto:Kristine.Maristela@kingcounty.gov>]

**Sent:** Tuesday, October 27, 2015 9:43 AM

**To:** Gray, Moira

**Subject:** RE: SDOT- Occidental Ave S street vacation for arena

Moira,  
King County WTD does not anticipate any impact to our existing rights and facilities.  
Thank you,  
Kristine

**KRISTINE MARISTELA**

Real Property Agent III  
King County DNRP- Wastewater Treatment Division  
201 S. Jackson St., Suite 0505  
Seattle, WA 98104-3855  
(o) 206.477.6221

*Notice: This communication may contain privileged or other confidential information. If you have received this information in error, please advise the sender by reply email and immediately delete the message and any attachments without copying or disclosing the contents. Thank you.*

## Gray, Moira

---

**From:** Altschuler, Jennifer L. [Jennifer.Altchuler@pse.com]  
**Sent:** Tuesday, April 30, 2013 11:37 AM  
**To:** Gray, Moira  
**Subject:** CF No. 312905 (WSA Properties / Occidental Ave S)

Moira,

PSE has conducted a review of its existing gas facilities in the subject portion of Occidental Ave S. as described in Clerk File No. CF 312905. The subject vacate is being requested by WSA Properties. According to PSE's records, there is an existing 3" steel wrapped intermediate pressure natural gas main in 6" conduit located longitudinally along the full length of the proposed vacate area of Occidental Ave S. Our maps also indicate the main feeds several properites abutting Occidental.

PSE will require an easement in order to protect this natural gas main and allow for its safe and continuous operation in its current location.

Please let me know if you have any questions, and thank you for providing PSE the opportunity to comment.

Jennifer Altschuler  
Supervisor Real Estate, Central Region  
Mail: PO Box 97034 / EST-06W  
Bellevue, WA 98009-0868  
Direct: (425) 462-3054 / 81-3054

*"Vision without action is merely a dream. Action without vision just passes the time. Vision with action can change the world." ~ Joel A. Barker*



**Gray, Moira**

---

**Subject:** FW: Occidental Ave South Street Vacation request for updated Comments

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**From:** Malesis, Alex [<mailto:Alex.Malesis@pse.com>]  
**Sent:** Monday, June 01, 2015 9:53 AM  
**To:** Gray, Moira  
**Subject:** Occidental Ave South Street Vacation request for updated Comments

Moira,

Previous comments from Puget Sound Energy were located in the FEIS appendices A-D document published May 7, 2015. These comments appear accurate and consistent with the facilities located at the project site.

Please contact me in the future for any other changes or reviews associated with this project.

Regards,

Alex Malesis  
Real Estate Representative, Central Region  
Puget Sound Energy  
P. O. Box 97034 / EST-06W (AEM)  
Bellevue, WA 98009  
425-462-3436

NITZE-STAGEN & CO., INC.

STARBUCKS CENTER  
2401 Utah Avenue South, Suite 305  
Seattle, Washington 98134

May 21, 2013

Ms. Moira Gray, SDOT Street Vacation Office  
700 5th Avenue, Suite 2300  
PO Box 35996  
Seattle, WA 98124-4996

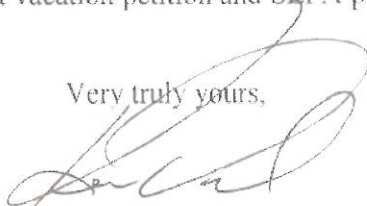
Re: New Arena Street Vacation Petition, City Clerk CF # 312905

Thank you for the information on the proposed street vacation submitted by WSA Properties, LLC, et al., for a portion of Occidental Avenue South for the proposed sports arena. We have been following the process with great interest.

While the proposal has the potential for many positive contributions, we hope the public benefit requirements of any street vacation approval will consider opportunities for pedestrian connections that enhance the SODO and Pioneer Square neighborhood. Also, the issues of traffic and parking will require special attention during the State Environmental Policy Act (SEPA) review, particularly the traffic at 1st and Edgar Martinez Way. Currently Occidental plays an important commute role in the AM commute (even if its unintended) and the increased additional flow south onto First Avenue South caused by this proposal will need to be improved over what exists today. We understand the Draft EIS is expected to be out in June and hope that the information will assist with the analysis of the impacts associated with this area. We will reserve further comments until then.

Please make us a party of record for the request, so that we may receive future notifications regarding the street vacation petition and SEPA process. Once again, thank you for the opportunity to comment.

Very truly yours,



Kevin Daniels  
Vice President





May 31, 2013

Ms. Moira Gray  
Seattle Department Transportation  
PO Box 34996  
Seattle, WA 98124  
Email: [moira.gray@seattle.gov](mailto:moira.gray@seattle.gov)

Re: Port of Seattle Early Comments on Proposed Vacation of Occidental Avenue South;  
Clerk File 312905

Dear Ms. Gray:

Thank you for the opportunity to review the proposed package for the vacation of Occidental Avenue South. In addition to drawing on a century of marine cargo operations in the Duwamish Manufacturing and Industrial Center (MIC), our comments are based on review of:

- "Seattle Arena, Seattle Design Commission, Occidental Ave Street Vacation, Urban Merit" 5/2/13
- Memorandum, "Proposed Vacation of Occidental Avenue South: Clerk File 312905," Gray, 4/17/13
- "Seattle Arena Street Vacation Petition," 3/12/13
- Port of Seattle Commission motion concerning siting of a sports facility in SoDo, adopted 8/7/12
- Seattle Planning Commission's "Review of the Proposed Sports Arena in the Duwamish Manufacturing and Industrial Center." 7/27/12
- City of Seattle Container Port comprehensive plan element, adopted 4/2/12

Our international gateway serves imports and exports by providing container port facilities for cargo transfers from ships to truck or train, using the very system where capacity would be reduced if the vacation of Occidental Avenue South were approved. The Duwamish/SoDo neighborhood is a symbiotic network of businesses and infrastructure that supports this economic driver.

The Port of Seattle is on record supporting the return of NBA basketball to our region. The Port, however, has raised concerns about the impacts of the proposed SoDo arena development on port operations and the economic vitality of the Duwamish industrial area.

The information provided by the applicant does not justify a street vacation and the loss of transportation capacity. The application does not demonstrate that the vacation is in the public interest, nor that its impacts can be addressed. The vacation would exacerbate the traffic operations in the Duwamish/SoDo neighborhood in ways that the proponents have not disclosed nor sufficiently analyzed. Further analysis of the concerns laid out below must be completed before a decision about the proposal can be made. Effective mitigation measures must be in place before any vacation could occur.

1. Occidental Avenue S between SR 519 (Edgar Martinez Drive) and S Holgate Street functions as a relief valve for the 1<sup>st</sup> Avenue S and S Atlantic Street intersection, serving through traffic in addition to adjacent properties. This intersection is the primary gateway for

traffic between this neighborhood and Interstates 5 and 90. Losing the traffic carrying capacity afforded by Occidental Avenue will divert this traffic to adjacent streets, exacerbate congestion in the area, and affect access to and from the interstates.

2. The proposed vacation of Occidental risks adverse land use effects which are inconsistent with city policies.
3. Other street proposals presented in these documents further weaken the capacity of the street network in the Duwamish Manufacturing & Industrial Center (e.g., lane reductions on 1<sup>st</sup> Avenue, festival street uses), yet there is no corresponding discussion of viable and effective mitigation measures.

The following paragraphs provide additional information and examples of these three concerns.

1. **Through traffic on Occidental:** Occidental Avenue S is one of only three north-south streets located between the BNSF Railway mainline railroad tracks and the SIG Railyard, and is an important part of the limited grid of streets in this neighborhood. It currently serves traffic destined beyond the adjacent properties, among SR519 (Atlantic/Edgar Martinez Drive), S Holgate Street, and 1<sup>st</sup> Avenue S, in addition to providing local access to adjacent properties. Some of the street vacation documentation refers to Occidental Avenue S as an alley, which it is not—it serves a much broader role for through trips as well, given the existing capacity deficiencies of the surrounding street system.
  - Occidental Avenue S carries through traffic between SR 519 and S Holgate Street throughout the day, but its capacity is even more important during peak periods when the intersection at 1<sup>st</sup> Avenue South and Atlantic Street operates under failing (LOS F) conditions. In the morning, vehicles on westbound SR 519 will turn onto southbound Occidental to bypass this congested intersection, and in the afternoon, northbound vehicles will use Occidental instead of 1<sup>st</sup> Avenue S to access the interstate ramps.
  - The Port understands that Occidental plays an important role for access to the Mariners garage as well. Impacts and delays compared to current operations due to the proposed vacation have not been analyzed (ref p. 9, Street Vacation Urban Merit, 5/2/13).
  - When trains crossing Holgate block eastbound vehicle traffic, Occidental provides a through route to the SR519 (Edgar Martinez Drive) overpass which provides grade-separated access over the tracks.

Further data and analysis are needed to determine the volume of traffic that would be diverted to other streets, and to evaluate the impacts of those diversions due to the proposed street vacation. We do not see how these impacts can be mitigated given the current street configuration, existing structures, limited land availability and lack of funding. Yet, effective mitigation measures must be in place before any vacation could occur. Mitigation measures will likely be necessary at locations such as 1<sup>st</sup> and Atlantic, 1<sup>st</sup> and Massachusetts, 1<sup>st</sup> and Holgate, as well as Occidental and Holgate, 4<sup>th</sup> and Holgate, Massachusetts and Atlantic, and at train crossing blockages. We note that Washington State Convention Center was built elevated over the freeway, to allow traffic to continue to flow.

2. **Inconsistency with City Policies:** The proposed vacation of Occidental is inconsistent with city policies as it risks adverse transportation impacts that the city's Container Port Element of the Comprehensive Plan is seeking to prevent, and to the City's Manufacturing



and Industrial Center, resulting in increasing gentrification pressure and a negative impact on the city's economy.

- Approval of this proposed street vacation is inconsistent with the Container Port element of the City's comprehensive plan because it would impair the vital cargo transportation corridors that serve the Port's marine cargo terminals and put redevelopment pressure on nearby industrial lands. Among the policies in that element, Policy CP3 speaks directly to this situation: CP3: Discourage non-industrial land uses, such as retail and residential, in industrially zoned areas to minimize conflicts between uses and to prevent conversion of industrial land in the vicinity of cargo container terminals or their support facilities."
- In 2007, the City held extensive study and stakeholder outreach regarding industrial lands as a city resource. It concluded that development of intense commercial uses near and within the industrial zones threatens the viability of industrial centers and their living wage jobs. At year end, the council passed Ordinance 122601 imposing significant limitations on developing commercial uses on industrially-zoned land. The proposed street vacation and the resulting development will put additional pressure on the remaining industrial lands base, which this ordinance was intended to prevent.
- The Seattle Planning Commission's "Review of the Proposed Sports Arena in the Duwamish Manufacturing and Industrial Center" (7/27/12), also notes that the proposed arena is likely to put further conversion pressure on nearby manufacturing and industrial businesses, as the additional non-industrial traffic makes industrial transportation to and from the area less efficient and more congested, weakening the long-term prospects for industrial growth.
- Further, from the same document, the potential loss of tax revenue and jobs from the Manufacturing and Industrial Sector puts at risk 36% of the City's total revenue from all sales tax receipts and 38% of the City's total business and occupation (B&O) tax revenue annually.

These impacts are not consistent with long-term public benefit.

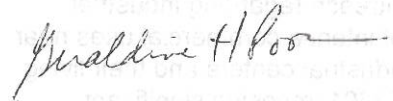
3. **Accounting for cumulative proposed street changes**: Other street proposals presented in these documents further weaken the capacity of the street network in the Duwamish MIC, yet there is no corresponding discussion of viable and effective mitigation measures.

- The petition's First Avenue Street Section ("Street Vacation Petition," 3/12/13, p. 84) shows 1<sup>st</sup> Avenue reduced from three lanes in each direction (including parking) to 2 lanes (including parking) with a center turn lane. Adding this to the proposal to vacate Occidental must be thoroughly analyzed and mitigated.
- Festival Street use on Occidental, between Edgar Martinez Drive and Massachusetts, and on Massachusetts, between 1<sup>st</sup> and Occidental, must be part of the transportation analysis and mitigation planning, as well.
- An additional scenario to consider in the cumulative changes to the street use is how the proposed tolling of the SR99 Bored Tunnel will increase the traffic at the south portal to the tunnel, in this same SoDo/Duwamish neighborhood.

Upon close review of the proponent's documents, we suggest some technical edits in the Technical Addendum below.

While we have expressed concerns about the proposal of a Seattle Arena in the Duwamish MIC, we support the concept of NBA basketball in the region and recommend alternate sites for the reasons which will become apparent when thorough transportation analysis is completed. We look forward to more information becoming available. Please do not hesitate to contact me at 206-787-3778 or Poor.G@PortSeattle.org with any questions or concerns regarding this letter.

Sincerely,



Gerri Poor, AICP  
Manager, Regional Transportation  
Port of Seattle

Cc: Styryk, Merritt, Gellings, Goodwin, Wolf

**TECHNICAL ADDENDUM** – recommended edits to proponent's graphics

- p. 22 (Street Vacation Petition): Graphics showing "interstate access" (beginning on p. 22 of Street Vacation Petition and continuing throughout) reflect only the access to I-90 at the throat of the highway above Airport Way. In fact, those ramps connect to the city street system at 4<sup>th</sup> Avenue South (north of Royal Brougham), and at 3<sup>rd</sup> and 4<sup>th</sup> Avenues with SR519 (Edgar Martinez Drive). These locations, which are much more proximate to the proposed street vacation, should be shown.
- p. 22 (Street Vacation Petition and ensuing): Base map graphics showing "BNSF Yard" (between Occidental and 3<sup>rd</sup> Avenue South on either side of Holgate), (beginning on p. 22, and as well p 34/35, of Street Vacation Petition, and p. 11 Urban Merit, 5/2/13) should reflect that this is a passenger train maintenance yard (Sounder, Amtrak) with heavy traffic crossings as well as the mainline rail through Seattle. There are frequent closures at the 14 Holgate rail crossings.
- p. 16 (Urban Merit): Service Connections provided for PM peak, but given the permanency of the street vacation, AM and mid-day analysis is needed as well.





P.O. Box 1209  
Seattle, WA 98111-1209  
Tel: (206) 787-3000

www.portseattle.org

May 20, 2015

Via e-mail and U.S. Mail

Mr. Shannon Loew  
Chair, Seattle Design Commission  
PO Box 34019  
Seattle, WA 98124-4019

Re: **Street vacation request submitted for the Seattle Arena (Clerk File 312905)**

The Port of Seattle appreciates the opportunity to provide comment on the proposed vacation of Occidental Avenue South in conjunction with the Seattle Arena proposal. We understand that the Design Commission cannot recommend approval of the street vacation without first concluding that the impacts to the transportation system are fully balanced by new public benefits created by the project.

The Port shares in the excitement of seeing NBA or NHL return to our region. However, after review of the FEIS our position is unchanged: The proposed location at Holgate and 1<sup>st</sup> Ave. is the wrong site because of its potential impact on the Duwamish MIC, the state's largest and most productive manufacturing industrial center. After more than three years, the developer still has no prospect of acquiring a basketball team. The Port and the maritime industrial community have said repeatedly we would like to work with the developer and the City to find a site that does not bring with it the significant impacts on an industry that supports so many middle-class job opportunities in our community. In simple terms, the siting of the arena is wide-open while the siting of the Port is not.

#### **Street Network**

Vacating Occidental Avenue S would cause irrevocable negative impacts to the transportation system in SoDo and the region. Occidental Avenue S. provides a variety of functions, around the clock 24/7, every day of the year, only some of which are addressed in the FEIS Section 3.8.2.10:

- a. Route to bypass 1<sup>st</sup> Ave S. and Atlantic during congestion. Occidental Ave S today serves as a bypass route throughout the day—there is no “potential” about it. In heavily congested conditions during the pm peak, even a small number of vehicles using this alternative make a big difference. It also serves an emergency access and egress route for both Safeco and Century Link Fields and provides pedestrian access to parking south of the two existing stadia
- b. Detour route for eastbound traffic blocked at railroad crossing
- c. Pedestrian route for stadia crowds
- d. Local access for adjacent businesses and events
- e. Staging for events at existing stadia



The Port takes exception to the reasoning that Occidental was vacated for Safeco Field, therefore there's no harm in vacating an additional block of Occidental for the arena.

- a. **1<sup>st</sup> and Atlantic:** Subsequent to Safeco construction and the reconceptualized State Route 519, with interstate freeway access only on Atlantic, the intersection of 1<sup>st</sup> Avenue S. and Atlantic took on a bigger role: the crossroads of North/South traffic to/from downtown and East/West access to the waterfront, the Port and the Duwamish MIC. As a result, 1<sup>st</sup> and Atlantic operates at LOS F for many hours of the day. Occidental Ave. S. serves as a "relief valve" for that intersection. The FEIS Section 3.8.2.10 presents the traffic information, but does not address additional traffic flowing to that intersection, nor improvements and design necessary on Massachusetts if the vacation were made.<sup>1</sup>
- b. **Railroad Crossings of Holgate:** The FEIS does not address the role of Occidental Ave S. from Holgate to Atlantic as a detour when eastbound vehicles are stopped by a train blocking Holgate. There's no description of increases in traffic detouring back to 1<sup>st</sup> Avenue S. to access the SR519 Atlantic Overpass.
- c. **Sidewalk spillover:** The FEIS simply states that since a sidewalk exists on 1<sup>st</sup> Avenue S, pedestrian safety would be unlikely to be noticeably impacted. This overlooks the DEIS comment of the Port regarding the platoons of event-goers leaving the stadia en masse, and the potential for their spilling into 1<sup>st</sup> Avenue S. from the sidewalk.

It is clear to the Port that the proposed vacation of Occidental Ave S has negative impacts on the public good. The FEIS has not defined or quantified these impacts sufficiently. It, and other supporting documents to date, have also not clearly defined the public benefit derived from the proposed street vacation. Yet, it will be essential to understand both these impacts to ensure that there is no double counting of the benefits of any future mitigation measures. Mitigation measures addressing the impact of the street vacation must be accounted for separately, and in addition to, any mitigation measures necessary for impacts due to the operation of the proposed arena.

#### **Permit Timing Issues**

There are two aspects of the timing of the street vacation process that we find very alarming. First, the Design Commission previously asked the applicant to identify transportation mitigation measures in conjunction with the EIS process. The FEIS was released May 7<sup>th</sup>, and does not demonstrate that proposed mitigation will remedy the impacts, does not commit to mitigation, and, further, says the proponent will not commit until "a future substantive action" such as approval of the Master Use Permit (page CR-1, Appendix G of FEIS). This is a dangerous proposition with the potential to cause irreparable harm. How can the City ensure that mitigation measures are adequate if there is no clear commitment on the part of the project proponent regarding these measures, and if we do not know enough to even attempt to determine whether they are indeed sufficient to mitigate the proposed development's negative impacts?

Second, promises made to the industrial community as part of the MOU signed by the City Council in September 2012 have not been fulfilled. Specifically, no new protections for industrial land have been adopted, there is no

---

<sup>1</sup> Regarding the role of Occidental for vehicles to bypass the LOS F intersection of 1<sup>st</sup> and Atlantic, the FEIS notes 500 vehicles per hour (vph) in the AM peak on Occidental just south of SR99, and traffic on Massachusetts between Occidental and 1<sup>st</sup> goes from 85 to 260 vph if vacated, resulting in the 1<sup>st</sup> and Massachusetts intersection degrading. There is no FEIS mitigation proposed for that intersection, and no commitment to ensuring Massachusetts can accommodate that demand.



**Mr. Shannon Loew**  
May 20, 2015

Page 3

heavy-haul corridor for the harbor, and no framework has been identified for the use of the \$40 million transportation mitigation fund. Each of these promises remains unfulfilled today.

The City of Seattle's Street Vacation public trust policies require that a "[v]acations may be approved only if they do not result in negative effects on both the current and future needs for the City's vehicular, bicycle, or pedestrian circulation systems or on access to private property, unless the negative impacts can be mitigated." See Street Vacation Policies, Public Trust Policy 1, CF 310078. For the reasons stated above, the proposed street vacation negatively affects the street network capacity in the vicinity of the proposal in a manner that is not adequately mitigated by the proposal. The street vacation is therefore in conflict with adopted street vacation public-trust policies which require mitigation of adverse impacts upon these public trust functions and must not be recommended for approval.

In closing, we would like to reiterate that it is imperative that the public have the transparency to distinguish the project proponent's proposals for "mitigation to remedy the arena impacts" from the proposals for "amenities provided to demonstrate public benefit" of the street vacation. For practical purposes, when the Design Commission forms a recommendation on street vacation public benefits package it will serve as the trigger point for setting the scale of mitigation as envisioned by the above-cited FEIS statement.

Thank you for this opportunity to voice our concerns regarding this application. If you have any questions please contact Joseph Gellings at (206) 787-3368, [gellings.j@portseattle.org](mailto:gellings.j@portseattle.org) or Geri Poor at (206) 787-3778, [poor.g@portseattle.org](mailto:poor.g@portseattle.org).

Sincerely,



Stephanie Jones Stebbins  
Director, Seaport Division Environmental and Planning



June 22, 2015

Via e-mail and U.S. Mail

Ms. Beverly Barnett  
Supervisor, Street Vacations  
Seattle Department of Transportation  
700 Fifth Avenue, Suite 3900  
Seattle, WA 98124-4996

Re: **Street vacation request submitted for the Seattle Arena (Clerk File 312905)**

Dear Ms. Barnett:

The Port of Seattle appreciates the opportunity to comment on the proposed vacation of Occidental Avenue South in conjunction with the Seattle Arena proposal.

The Port shares in the excitement of seeing NBA or NHL return to our region. However, after review of the FEIS our position is unchanged: The proposed location at South Holgate Street and 1<sup>st</sup> Avenue South is the wrong site for the arena because of the arena's potential impact on the Duwamish MIC, the state's largest and most productive manufacturing industrial center. The Port and the maritime industrial community have said repeatedly we would like to work with the developer and the City to find a site that does not bring with it the significant impacts on an industry that supports our state, regional and local economy as well as so many middle-class job opportunities in our community.

The street vacation proposal should not be advanced unless and until the impacts to the transportation system are fully balanced by public benefits created by the project. Further, the street vacation proposal should not be advanced until the application can show that it can properly mitigate the impacts. And, the street vacation should not be consummated unless the arena receives all other necessary regulatory approvals.

**Street Network**

Vacating Occidental Ave S would cause irrevocable negative impacts to the transportation system in SoDo and the region. Occidental Ave S provides a variety of functions, around the clock, every day of the year, only some of which are addressed in the FEIS Section 3.8.2.10. The issues that have not yet been addressed include:

- a. **1<sup>st</sup> and Atlantic, Intersection Level of Service:** Occidental Ave S is the relief-valve for congestion on 1st Ave S and on S Atlantic St. Loss of Occidental Ave S's capacity will exacerbate congestion on 1st Ave S, S



Atlantic St and the intersection of the two. That impact will be irrevocable, and will affect conditions seven days per week, 24 hours per day. Yet, the intersection of 1st Ave S and S Atlantic St has no known remedies and operates at LOS F. The FEIS Section 3.8.2.10 presents the traffic information, but does not address additional traffic flowing to that intersection, nor improvements and design necessary on S. Massachusetts St if the vacation were made.<sup>1</sup>

- b. **1<sup>st</sup> and Atlantic, Regional Implications:** Vacation of Occidental Ave S has regional implications, not just local. Subsequent to Safeco construction and a revised State Route 519 (SR519) configuration that consolidated both interstate freeway access and egress on S Atlantic St, the intersection of 1<sup>st</sup> Ave S and S Atlantic St took on a bigger role: the crossroads of North/South traffic to/from downtown and East/West access to the waterfront, the Port and the Duwamish MIC. The 1st Ave S and S Atlantic St corridor is the most critical connection for traffic entering or exiting the city at the southern edge of downtown, affecting freeway connections (SR519 traffic between I-5/I-90 and SR99 and the waterfront) and access to the freeway system from both the Duwamish MIC and downtown. This includes trucks moving between the region's freeways and the Port or the BNSF intermodal yard. As a connection between Seattle's core and the regional freeway system, it is only rivaled by the Mercer Corridor to the north of downtown.
- c. **S Holgate St Rail crossings:** Occidental Ave S provides an escape route for vehicles that are blocked by long trains on S Holgate St. It provides the route that vehicles can use to access Edgar Martinez Drive to pass over the railroad tracks between 1st and 4th Avenues S. The FEIS does not address the role of Occidental Ave S from Holgate to Atlantic as a detour when eastbound vehicles are stopped by a train blocking Holgate. There's no description of increases in traffic detouring back to 1<sup>st</sup> Ave S. to access the SR519/S Atlantic St grade separation.
- d. **Pedestrian Use of Occidental:** Occidental Ave S is an important south-bound egress route for pedestrians after Mariners and Seahawks games. If it is vacated, those pedestrians would be forced out to 1st Ave S, where sidewalks cannot feasibly be widened to accommodate the load without eliminating vehicular capacity on 1<sup>st</sup> Ave S. Further encroachment onto the vehicle carrying capacity of 1<sup>st</sup> Ave S would further exacerbate the already congested conditions along this corridor. The FEIS simply states that since a sidewalk exists on 1<sup>st</sup> Avenue S, pedestrian safety would be unlikely to be noticeably impacted. The FEIS overlooks the DEIS comment of the Port regarding the platoons of event-goers leaving either stadium en masse, and the potential for their spilling into 1<sup>st</sup> Ave S from the sidewalk.
- e. **Egress from the Mariners' garage after events:** The proposed vacation would force south-bound vehicles exiting that garage to use the emergency lane between the garage, future arena and the railroad tracks. That creates a potentially dangerous situation in case of an actual emergency and there has been no evidence of how the system would operate during a train crossing closing Holgate.

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<sup>1</sup> Regarding the role of Occidental for vehicles to bypass the LOS F intersection of 1<sup>st</sup> and Atlantic, the FEIS notes 500 vehicles per hour (vph) in the AM peak on Occidental just south of SR99, and traffic on Massachusetts between Occidental and 1<sup>st</sup> goes from 85 to 260 vph if vacated, resulting in the 1<sup>st</sup> and Massachusetts intersection degrading. There is no FEIS mitigation proposed for that intersection, and no commitment to ensuring Massachusetts can accommodate that demand. To the contrary, the proposed redesign and use of Massachusetts exacerbates that issue, it narrows the street at the intersection with 1<sup>st</sup> Ave S. This makes the turning movements of large vehicles (emergency vehicles and large trucks) more difficult than they are today while eliminating all other existing options for access.

- f. **Vehicle Staging Area:** Occidental Ave S is often used by trucks staging for events at the stadiums. No alternative for this function has been proposed.

The Port takes exception to the reasoning that Occidental was vacated for Safeco Field, therefore there's no harm in vacating an additional block of Occidental for the arena. The previously vacated section did not have the same function in the transportation system provided by this section.

It is clear to the Port that the proposed vacation of Occidental Ave S has negative impacts on the public health, welfare, and safety. The FEIS identifies the loss of Occidental as a significant unavoidable, adverse impact on page 2-268 of the FEIS, Appendix E. The FEIS has not defined or quantified these likely adverse impacts sufficiently, nor identified mitigation measures needed to address potential impacts. It, and other supporting documents to date, have also not clearly defined the public benefit for the proposed street vacation. Mitigation measures addressing the project impacts—including pedestrian, traffic, and parking improvements for the arena and the street vacation—must be accounted for separately, and in addition to, any mitigation measures necessary for impacts of operation of the proposed arena.

***Undefined mitigation***

The FEIS released May 7<sup>th</sup> does not demonstrate that proposed mitigation will remedy the impacts, does not commit to mitigation, and, further, says the proponent will not commit until “a future substantive action” such as approval of the Master Use Permit (page CR-1, Appendix G of FEIS). This is a dangerous proposition with the potential to cause irreparable harm. How can the City ensure that mitigation measures are adequate if there is no clear commitment on the part of the project proponent regarding these measures, and if we do not know enough to even attempt to determine whether they are indeed sufficient to mitigate the proposed development's negative impacts?

***MOU commitments unfulfilled***

Moreover, the promises made to the industrial community as part of the MOU signed by the City Council in September 2012 have not been fulfilled. Specifically, no new protections for industrial land have been adopted, there is no heavy-haul corridor for the harbor, and no framework has been identified for the use of the \$40 million transportation mitigation fund. The street vacations should not be approved by the Council unless the Council first fulfills these actions to protect industrial uses.

***Street vacation conflicts with public trust policies***

The City of Seattle's Street Vacation public trust policies require that a '[v]acations may be approved only if they do not result in negative effects on both the current and future needs for the City's vehicular, bicycle, or pedestrian circulation systems or on access to private property, unless the negative impacts can be mitigated." See Street Vacation Policies, Public Trust Policy 1, CF 310078. For the reasons stated above, the proposed street vacation negatively affects the street network capacity in the vicinity of the proposal in a manner that is not adequately mitigated by the proposal. The street vacation is therefore in conflict with adopted street vacation public-trust policies which require mitigation of adverse impacts upon these public trust functions, it must not be recommended for approval.

In closing, we reiterate that it is imperative that the public process distinguish the project proponent's proposals for “mitigation to remedy the arena impacts” from the proposals for “amenities provided to demonstrate public benefit” of the street vacation. SDOT's recommendation on the street vacation will set a tone for the scale of mitigation as envisioned by the above-cited FEIS statement. The City must not approve a street vacation without a

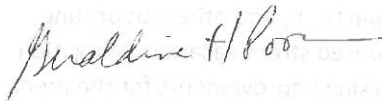


Ms. Beverly Barnett  
June 22, 2015

better understanding of the likely, significant, unavoidable adverse impacts. Transportation and other impacts should be mitigated. In addition, the applicant should demonstrate that sufficient public benefit will result from approval of the street vacation to warrant the loss of the public's use of its property.

Thank you for this opportunity to voice our concerns regarding this application. If you have any questions please contact Joseph Gellings at (206) 787-3368, [gellings.j@portseattle.org](mailto:gellings.j@portseattle.org) or myself at (206) 787-3778, [poor.g@portseattle.org](mailto:poor.g@portseattle.org).

Sincerely,



Geraldine Poor, AICP  
Manager, Regional Transportation

cc: City of Seattle: Sugimura, Kubly  
Port of Seattle: Collins, Styrk, Jones Stebbins, Merritt, Gellings

**From:** [Ron Jay](#)  
**To:** [Gray, Moira](#)  
**Subject:** Re: Street vacation informaton for Occidental Ave S proposed sports arena  
**Date:** Wednesday, April 17, 2013 2:43:05 PM

---

I am in favor of the new arenas location. I would ask that if Occidental is going to be vacated, there needs to be some concessions.

Third Ave north from Holgate to Royal Brougham needs to be brought up to city street standards. Holgate east from 1st. to Airport and Lander east from 1st. Airport is in need of desperate repair.

I feel the Port of Seattle needs to get involved since they are the major loads on these streets and the reason they are in the condition they are.

Its the same old problem, the people the beat-up the streets don't have to get involved in maintaining them. Lanes are being taken away and given to the bicycles who pay nothing to use them.

Thats my two-bits

Ron Jay  
Vice President  
Process Heating Company

A manufacturing buisness in the SODO area since 1947.

----- Original Message -----

**From:** [Rick Jay](#)  
**To:** [Ron Jay](#)  
**Sent:** Wednesday, April 17, 2013 1:37 PM  
**Subject:** Fw: Street vacation informaton for Occidental Ave S proposed sports arena

Not sure if you got this.....

----- Original Message -----

**From:** [Gray, Moira](#)  
**To:** [Gray, Moira](#)  
**Cc:** [Barnett, Beverly](#)  
**Sent:** Wednesday, April 17, 2013 1:18 PM  
**Subject:** Street vacation informaton for Occidental Ave S proposed sports arena

Hello, SDOT has received a petition from WSA Properties et al for the vacation of Occidental Ave S between S Massachusetts St and S Holgate St in the SODO Industrial area for a proposed professional basketball arena. Attached is the initial project information regarding the vacation for your preliminary review and comments. We are asking for comments prior to our forwarding a recommendation to the City Council. We would like to receive your comments by May 31<sup>st</sup>, however comments are accepted throughout the review period.

Thank you, Moira

MOIRA GRAY





# City of Seattle

Mike McGinn, Mayor

*Seattle  
Freight  
Advisory  
Board*

Warren Aakervik, Chair

Linda Anderson

Bar Bookout

Katharine Casseday

Terry Finn

Anne Goodchild

Timothy Hills

David Mendoza

Mike Sheehan

Robert Smith

Cameron Williams

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution  
31241

July 23, 2013

Ms. Moira Gray  
Seattle Department Transportation  
PO Box 34996  
Seattle, WA 98124  
Email: [moira.gray@seattle.gov](mailto:moira.gray@seattle.gov)

Re: Seattle Freight Advisory Board Comments on the Proposed Vacation of Occidental Avenue South; Clerk File 312905

Dear Ms. Gray:

Seattle's Freight Advisory Board would like to submit the following comments on the proposed vacation of Occidental Avenue South. We trust that our input will be considered in the next stages of the decision process.

After review of the information provided by the applicant to date, we must conclude that the public benefits outlined by the proponent do not justify a street vacation due to the resulting loss of transportation, and in particular, freight capacity. Our conclusion is based on the following:

Occidental Avenue S, between SR 519 (Edgar Martinez Drive) and S Holgate Street, serves as a critical alternative connection to the region's freeways. It essentially functions as a relief valve for the 1<sup>st</sup> Avenue S and S Atlantic Street intersection, which is often overloaded. The 1<sup>st</sup> Avenue S and S Atlantic Street intersection is the primary gateway for traffic between the Duwamish Manufacturing Industrial Center (MIC) and Interstates 5 and 90 freeways. Occidental Ave also allows east-bound traffic on Holgate St. blocked by a train to get to reroute to the Atlantic St. overpass and avoid a long wait. Occidental Ave supports through traffic as well as access to adjacent properties. Losing Occidental Avenue's relief-valve function will divert traffic to adjacent streets, worsen congestion in the area, and negatively affect access to and from the interstates.

The analysis of the traffic impacts of street vacation in the proposal is limited and does not address the impacts of the loss of through-capacity. In one instance, the proposal even calls Occidental Avenue an "alley", which is patently incorrect considering its double relief-valve function. The vacation of Occidental Ave would worsen traffic in the Duwamish MIC in ways that the proponents have not sufficiently described or analyzed. Further evaluation is needed to understand the amount of traffic that would be diverted to other streets, and the impacts of that diversion.

Seattle Municipal Tower, 700 5<sup>th</sup> Avenue, Suite 3800, PO Box 34996, Seattle, WA 98124-4996  
Tel: (206) 684-4103 Tel: (206) 684-5000 Fax: (206) 684-5180

Web: [www.seattle.gov/sfab/](http://www.seattle.gov/sfab/)

An equal opportunity employer. Accommodations for people with disabilities provided on request.

Further evaluation is also needed related to the proposal to reduce traffic lanes on 1<sup>st</sup> Avenue and operation of Occidental Avenue as a Festival Street. The proposal that 1<sup>st</sup> Avenue be reduced from three lanes in each direction (including parking) to 2 lanes (including parking) with a center turn lane is expected to reduce vehicle capacity. The proposed Festival Street operation on Occidental between Edgar Martinez Drive and Massachusetts, and on Massachusetts between 1<sup>st</sup> and Occidental would likewise constrain capacity in the area. Any decision on the street vacation must also consider the cumulative impacts of the entire proposal. We expect that the EIS analysis currently underway will address at least some of these questions and inform both your recommendation to Council and the Council's decision.

Our conclusion that the public benefits to be derived from the proposed street vacation do not outweigh the negative impacts is based on our knowledge of the area and its existing transportation infrastructure. We cannot see how its impacts can be mitigated given already existing congestion, the current street and rail network and other structures, the limited availability of land for additional transportation infrastructure, and a profound lack of funding. The value of this block of Occidental Avenue is difficult to assess, however it currently functions as an important relief-valve for freeway access and industrial area circulation. Effective mitigation measures must be identified, developed, funded, and built before any vacation of Occidental Avenue can occur, in order to maintain the critical balance of public mobility and function of the street network.

As representatives of the industrial community we are also concerned about the increasing land use pressures on the Duwamish MIC. Gentrification pressures are likely to follow the development of the proposed arena and its ancillary entertainment district. There is a limited amount of industrial land remaining within the City, and we should do everything we can to keep it viable for manufacturing, warehousing and other industrial uses. We fear that increasing congestion that makes deliveries more difficult, combined with increased pressure to up-zone close-by land, will pose a further threat to the remaining industrial base in the Duwamish MIC.

In closing we would like you to know that, while we have concerns about the proposal of a Seattle Arena in the Duwamish MIC, we support the concept of NBA basketball in the region and suggest selection of an alternate site. We look forward to more information becoming available in the future. Please do not hesitate to contact me at 206-783-0241 with any questions or concerns regarding this letter.

Sincerely,



Warren Aakervik  
Chair, Seattle Freight Advisory Board



May 23, 2013

*Via Email*

Ms. Moira Gray  
SDOT Street Vacation Office  
Seattle Department of Transportation  
700 Fifth Avenue, 39th Floor  
Seattle, Washington 98104-5043

Re: *Comments on Arena Street Vacation Petition, City Clerk CF # 312905*

Dear Ms. Gray:

On behalf of the Seattle Mariners, we offer the following comments on the Occidental Avenue South street vacation petition submitted in March, 2013, by WSA Properties, LLC, et al., for the proposed arena.

As outlined in this letter, the proposed vacation will have significant adverse impacts on traffic circulation that must be mitigated. Without very specific mitigation imposed as a condition of street vacation approval, the vacation would adversely affect: 1) access to and from the Safeco Field garage, surface parking lot, and service road; 2) emergency access to the ballpark and areas north; 3) use of the plaza west of the Safeco Field garage and Occidental Avenue north of the arena, for staging and other activities for the ballpark and Century Link.

In addition to requiring mitigation for loss of the street, we have two primary concerns regarding the review process for the street vacation:

- The information presented in the street vacation petition is based on an inadequate understanding of current traffic conditions in the area. Basic data is lacking on how the streets are actually used. Traffic associated with the interplay of Safeco Field, Century Link, and the Exhibition Hall creates a complicated and unique situation. There must be careful consideration of the existing conditions and that information will not be available until an Environmental Impact Statement is prepared and vetted through a public process. In the absence of such critical information, action on the street vacation (by either SDOT or the Design Commission) is premature. We urge SDOT to obtain the needed information prior to issuance of a recommendation on the vacation.
- A number of our concerns with the proposed vacation could be addressed if a scheduling agreement was worked out with the arena ahead of time. A scheduling agreement is essential that avoids or eliminates events in the arena that

are concurrent with major events at Safeco Field or Century Link. The street vacation approval for the ballpark, and the permit approval for Century Link, both required the venues to coordinate their scheduling. If the arena street vacation is to be approved, a scheduling agreement must be required. In fact, this is so intrinsic to review of the arena proposal and street vacation, such an agreement should be required prior to issuance of SDOT's recommendation on the vacation.

### **Occidental and Massachusetts are Critical to Safeco Field and Related Uses**

The Mariners have been active participants in the public process related to the new arena. The Mariners have appeared and made constructive comments and suggestions at every design review meeting. Many of those suggestions have been incorporated to improve the arena design elements. Even before the petition was filed, the Mariners met with the applicants and SDOT on February 4, 2012 to explain existing conditions in the area so that planning for the arena could properly account for those existing conditions. The Mariners presented a significant amount of information explaining the use of the portion of Occidental Avenue that is south of Massachusetts Street that would become part of the arena site ("Occidental South"), the use of Occidental Avenue north of Massachusetts Street adjacent to the Safeco Field plaza and parking garage ("Occidental North"), and the use of Massachusetts Streets and the functioning of the Safeco Field garage and the adjacent plaza during the various events at Safeco Field and Century Link. A multi-colored chart summarizing the information was provided to the applicants and SDOT at the meeting. *See* enclosed chart.

The chart summarizes the various street functions over the period of a year, and for each use assigns a color indicator of how necessary the streets are per month for a given use, with red being the most critical. As you can easily see, the streets are used *regularly* throughout the year for daily operation of Safeco Field for baseball games and other events. Occidental South and Occidental North, as well as Massachusetts Street, are critical for access to the Safeco Field garage. Based on permits and covenants, the garage serves as the required parking for Safeco Field and Century Link about 169 days per year. In addition, the immediate streets provide emergency vehicle access to the ballpark, and critical access to the surface parking area east of the garage, and to the service road and service compound on the southeast corner of the ballpark, that is essential for all the "back of house" functions (such as broadcast truck access, deliveries and loading docks, trash and recycling facilities, and security) for daily operation of Safeco Field.

The plaza area adjacent to the Safeco Field garage is committed as a staging area at least 100 days per year for events at Safeco Field and Century Link. Portions of the plaza provide essential charter bus parking (often for school children or seniors), and the curb side area of Occidental North is used for ADA and senior drop off. Massachusetts and Occidental North are the necessary access streets for substantial truck and other vehicle activity associated with those uses. In sum, use of the streets is critical year round.



Ms. Moira Gray  
May 23, 2013  
Page 3 of 5

After having provided this detailed information to the applicant, however, we are surprised to find that none of it was included in or factored into the Street Vacation Petition. Among other things, we found particularly curious the statement on Page 21 of the Street Vacation Petition that “the only parcels that utilize this portion of Occidental are parcels that will become part of the development. Therefore, vacation will not impact direct access for any other property not included as part of the development.” This statement is erroneous. It is similarly erroneous for the Street Vacation Petition on Page 39 to assert that Occidental and Massachusetts serve a “Minor” right of way vehicle circulation function.

As made clear in the information previously provided to the applicants, Occidental South, Occidental North, and Massachusetts are vitally important to Safeco Field and its related uses and functions year round. Information on existing conditions must be considered as part of the street vacation petition analysis; SDOT should insist on receiving accurate and complete information from the applicants. We also note from the City’s Street Vacation Policies that: “[v]acation requests may be approved only when they are clearly in the public interest. Rights-of-way will be retained unless it can be shown that they are not required for a current or foreseeable public use.” Street Vacation Policies, as contained in Clerk File No. 310078 (“Policies”), Framework Policy – Public Interest, Page 6.

In order to have adequate information for SDOT’s analysis, we urge you to consider information in the Draft and Final Environmental Impact Statement (“EIS”). In February 2013, in order to inform the EIS, we provided to DPD’s John Shaw and to the outside consultant, Transpo, information relating to the traffic and parking needs of Safeco Field. *See* enclosed February 11, 2013 letter to John Shaw. The information in the EIS will be critical to the City’s street vacation impact analysis and recommendations on mitigation. Therefore, we urge SDOT to consider the EIS information before making a recommendation on the vacation. We would also note that the City Council may not consider the petition until the Final EIS has been published. Policies, Section II, Policy 4, Guideline 4.2.C, Page 19.

#### **Access Road Mitigation**

Loss of Occidental South will cause significant impacts to Safeco Field and its related uses. Such impacts will require mitigation. In recognition of the adverse effects of the proposed vacation, the arena applicant has been amenable to providing a private access road along the east side of the arena property to make up for the loss of right of way function due to the vacation. We appreciate the applicant’s cooperation in that regard. Provision of an acceptably-designed access road, with appropriate operational safeguards, will go a long way toward mitigating the loss of Occidental South.

It is critical that this private access road be made a permanent requirement of the vacation for mitigation purposes, as the road is essential to the usability of the Safeco Field south garage entry/exit, surface parking area, service and operations compound, and service road. The private access road needs to be established as a perpetual easement granted to the ballpark property for access to and from Holgate. This access road will need to be

continuously available to the ballpark, on a 24/7, 365 day basis, with full clearance for highway trucks and appropriate security provisions.

This requirement is consistent with the Policies: "Vacations may be approved only if they do not result in negative effects on both the current and future needs for the City's vehicular, bicycle, or pedestrian circulation systems or on access to private property, unless the negative effects can be mitigated." Policies, Section I, Policy 1, Page 7. The private access road is critical mitigation for loss of Occidental South, and an agreement and easement for its use must be worked out prior to action on the proposed street vacation.

#### **Mitigation for Impacts to Massachusetts Street**

The function of Massachusetts Street will significantly change due to the arena. The arena's main entrance is off that street, and the proposal clearly intends for that area (including the street itself) to be a gathering space. Massachusetts Street is also critical for access to the Safeco Field garage.

The arena proposes to develop a small open space area on the arena-owned parcel on the north side of Massachusetts Street. However, more recently, it has been suggested (and supported by the arena applicant) that the Massachusetts Street right of way between Occidental and 1st Avenue South be moved north onto this arena-owned parcel, thereby squaring off the arena site on the north. Such a move would allow the arena's on-site plaza to accommodate a larger contiguous open space area in the critical location of the main entrance to the arena, thereby relieving pedestrian overflow that might otherwise have been forced into a busy street. It is an important safety improvement. This realignment would also improve the flow of traffic into and out of Massachusetts Street and the Safeco Field garage, and better align the right of way with Massachusetts street west of First Avenue. The Mariners support this proposal and suggest it be required as mitigation, should the street vacation be approved.

#### **Closure of Additional Streets as "Festival Streets"**

In addition to the proposed street vacation, the applicant proposes in connection with arena events to close Occidental North and Massachusetts to traffic in order to create a public plaza and pedestrian circulation for thousands of people, under a so-called "Festival Street" permit. Street Vacation Petition, Pages 57 - 58. Such a closure would be an additional loss of right of way function with a direct and severe effect on ballpark operations that cannot be mitigated.

We also note that this particular proposal is not compliant with the rules for Festival Street permits. Such permits are not allowed for activities with "anticipated attendance of over 300 people." SDOT DR 2-2012, Section 6.3.



Ms. Moira Gray  
May 23, 2013  
Page 5 of 5

**Conclusion**

Thank you for considering our comments, and we would be happy to work with SDOT and the arena team regarding these issues and concerns.

Very truly yours,



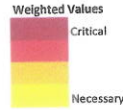
Melody B. McCutcheon

MBM:vh  
Enclosures

cc: Seattle Mariners

ND: 15284.013 4818-2762-5492v1

### Safeco Field, Occidental and Massachusetts Streets - Use and Access Overview



Key:  
 X--at all times/continuous  
 D=Daily use  
 I= Intermittent as needed for activity  
 R=required  
 P=permanent agreement for access

Garage	Use	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sep	Oct	Nov	Dec	
Daily parking for staff, vendors	150	X	X	X	X	X	X	X	X	X	X	X	X	24/7
Staff reserved parking - 1South	50													Other times as needed
Secured Parking - 1North	100	X	X	X	X	X	X	X	X	X	X	X	X	24/7
Baseball only per MUP	2000													Restricted to game use on game days
Non-baseball events at SF	varies													Varies by event type and size
CLINK event parking	2000	X	X	X	X	X	X	X	X	X	X	X	X	By covenant for all football, soccer, concerts, flat shows
Outside events	varies													Seafair, marathons, etc.
Lease - adjacent office buildings	50	X	X	X	X	X	X	X	X	X	X	X	X	Except during baseball games
SPD Training	level 6													Approximately 6 day per year/level 6

#### Plaza and Adjacent Right of Way

Baseball game charter buses	70%			X	X	X	X	X	X	X	X			varies by total lengths but usually about 30-35 buses
Overflow parking	10%			X	X	X	X	X	X	X	X			As needed
ADA assisted staging	10%			X	X	X	X	X	X	X	X			Every game, end of game
Traffic police marshalling and staging	5%	I	I	X	X	X	X	X	X	X	X			Every game or major event requiring a Traffic Control Plan
Non-baseball charters	varies													By event
Blink EV Chargers	5%	X	X	X	X	X	X	X	X	X	X	X	X	24/7, north end only
Safeco Field Events	varies													Fan Fest, private events
CLINK Events	varies													For all football, soccer, concerts, flat shows
Other events	varies													As contracted
SF Projects	varies													Construction parking, SF events staging
Marshalling area emergency evacuation	100%													Must meet attendance threshold to activate
Metro to the Mariners														

#### Service Road, Surface Lot and Compound

Truck deliveries of food and supplies		D	D	D	X	X	X	X	X	X	D	D	D	550-600 trucks per month; higher at beginning of season; about 200 per month during offseason
Armored car deliveries					D	D	D	D	D	D				
Mail deliveries	3-5/day	D	D	D	D	D	D	D	D	D	D	D	D	varies
Equipment deliveries														varies
Event rentals														cranes, lifts, etc.
Oversized items														At peak 4 Trucks per day
Trash, recycling and composting					D	D	D	D	D	D				2 Trucks per week
Gas tank and gas cylinders														Sod and other field bulk materials, events materials
Door 6 access to Field (west side access)	varies													when requested
Special security														as needed
Police response marshalling														
Player Parking Access					X	X	X	X	X	X				
Family Parking Access					X	X	X	X	X	X				
Aramark and Centerplate parking access	20				X	X	X	X	X	X	X	X	X	
Security Check-in														
Police parking	25				X	X	X	X	X	X	X	X	X	
Night Access to Security					X	X	X	X	X	X	X	X	X	
Team Buses/TSA Screening					X	X	X	X	X	X	X	X	X	
Secured Parking Access					X	X	X	X	X	X	X	X	X	
Television Trailer														
TV Trucks	2 to 4				D	D	D	D	D	D				
Media Parking	25				D	D	D	D	D	D				
South Entrance to Garage	500				D	D	D	D	D	D				
South Entrance to Plaza (routing plan)					D	D	D	D	D	D				
Marshalling area														

#### Fire Lane (service road)

Emergency access via Occidental and Massachusetts	R	R	R	R	R	R	R	R	R	R	R	R	R
Mis, CP and ARA employee ingress/egress	D	D	D	X	X	X	X	X	X	X	D	D	D
Emergency egress	R	R	R	R	R	R	R	R	R	R	R	R	R

#### Covenants and Easements

First and Goal Covenant	P	P	P	P	P	P	P	P	P	P	P	P	P	garage and plaza parking
State of Washington DOT Easements	P	P	P	P	P	P	P	P	P	P	P	P	P	entire service road to overpass in security compound
BNSF Easement	P	P	P	P	P	P	P	P	P	P	P	P	P	entire length from RB to Massachusetts east of fence 14'
Overhead Utility Easement	P	P	P	P	P	P	P	P	P	P	P	P	P	overhead utility line along south service road east-west orientation
EBI Cabinet Easement	P	P	P	P	P	P	P	P	P	P	P	P	P	King County equipment on plaza





February 11, 2013

John Shaw  
Department of Planning and Development  
City of Seattle

BY EMAIL TO: [john.shaw@seattle.gov](mailto:john.shaw@seattle.gov)

Dear John,

Your email of January 22 listed five information requests from Transpo, the firm preparing the transportation section of the arena EIS. This letter, with its attachments, provides our responses.

Subsequent to your email, SDOT set up a meeting with SDOT staff, the Mariners, and arena representatives. The purpose of the meeting (held February 4, 2013) was for us to provide information on the use of Occidental and Massachusetts Streets, and the Safeco Field Plaza for the various events at Safeco Field and Century Link. A summary of that information (in the form of a multi-colored chart) was presented at the February 4 meeting with SDOT. A copy of that chart is also attached for use by you and the EIS consultants.

Please note that the attachments presented in response to Transpo's requests focus almost exclusively on Major League Baseball games, rather than the full range of events at Safeco Field. To understand the full traffic, parking, loading, and access needs associated with Safeco Field and its garage, plaza, and internal access road, please refer to the attached multi-colored chart.

The request from Transpo was for the following information:

- 1) Historic schedule and attendance for the last three years;
- 2) Information, perhaps from ticket scanners, that show pedestrian arrival patterns by hour prior to events;
- 3) Effective garage capacity for events and any information on special parking requirements internal to the garage (e.g., club level parking);
- 4) Vehicle arrival patterns by hour for vehicles parking in the garage;
- 5) A distribution of season ticket holders by zip code

With regard to (1), we have included all years of attendance at Major League Baseball games from 1999-2012. As you will see, data for the 3 most recent years is not representative of historical attendance levels and should not be used unless all years are used. Any analysis or assumptions made regarding future attendance at Major League Baseball games at Safeco Field must be based upon all historic information as there is every reason to expect that future annual attendance levels will fall between the highest and lowest watermark years.

We have included photocopies of 9 years of "magnetic schedules". This information is presented this way as an easy means to see the variability of Major League Baseball scheduling from year to year. While we could provide lists of schedules, they do not readily show differences in scheduling which are so visible by lining up the various schedules next to each other. It should also be noted that a major change is occurring in 2013 with the Houston Astros joining the American League West which is impacting all of major league baseball scheduling.

In response to question (2) we have included data and a graph of our baseline year (2001) for pedestrian entries at our ballpark gates for Major League Baseball games. This data was collected by ticket scanners. The graph shows a fairly consistent arrival pattern for evening games while arrivals for day games, whether weekday or weekend day, tends to be less consistent with more ticket holders arriving late and even past game time. All subsequent years are compared to 2001. The significant amount of highway construction around the ballpark over several years plus the continuing loss of parking around the ballpark has skewed information every year. The next chart "Gate Usage by Year" is data also collected by ticket scanners showing the relative density of usage of the various gates. It has been noted on the chart that there is a fairly significant cross over of pedestrians – people who do not use the closest gate to the arrival point. This can be due to a variety of reasons including a personal preference for a certain gate, the location of the ticket holder's seat inside the ballpark, or other factors such as a desire to go directly to a specific activity or point of interest inside the ballpark. This cross over behavior has also been studied for postgame egress and also shows a significant amount of cross over foot traffic outside the ballpark after games.

The next sheet shows effective garage capacity for event and non-event conditions, specifically addressing baseball use. Again it should be noted that while special ticket groups may be provided parking as part of a ticketing package, ticket holders are not provided specific reserved spaces, they are only guaranteed that they will have a space to park on one or more levels of the garage. Usage for private events is individually contracted and may include highly specific agreements or requirements not included here.

With regard to question 4, we are not able to supply the requested data. We have not historically used scanners in our garage except for pre-purchased parking so we have no arrival data for vehicles. However, ballpark entry gate data is highly reflective of vehicle arrival patterns, except for early arrivals (more than 2 hours before a game). People arriving more than 2 hours prior to a game are not able to enter the ballpark since the gates are not open, but, this normally is a relatively small number of people and does not significantly impact the overall numbers. People arriving once the gates are open are not likely to go to a secondary destination between parking and entering the ballpark.

We have not provided data in response to question 5 as we do not believe data by zip code is necessarily representative of traffic and parking conditions. Many of our season ticket holders purchase ticket



packages that they share with family members, business associates, customers and others. Consequently the zip code of the purchaser is infrequently representative of who is using season tickets.

We have included an ingress distribution chart updated for 2013 showing where vehicles are coming from. This has changed very little since the original study was done before the ballpark opened except that construction on SR520 and SR99 has skewed this information recently. In the case of SR520, arrivals on weekends are more likely to use I-90 to get to the ballpark without paying a toll while on weeknights they are more likely to pay the toll and use SR520 to avoid heavy westbound traffic on I-90.

Thank you for providing this information to the EIS consultant team. If there are any questions, please let me know as we would be happy to meet and share further information so that the EIS reflects an accurate assessment of conditions in and around Safeco Field.

Sincerely,



Susan Ranf  
Senior Director of Transportation Planning  
and Neighborhood Relations

cc: Bart Waldman, Mariners  
Melody McCutcheon, HCMP

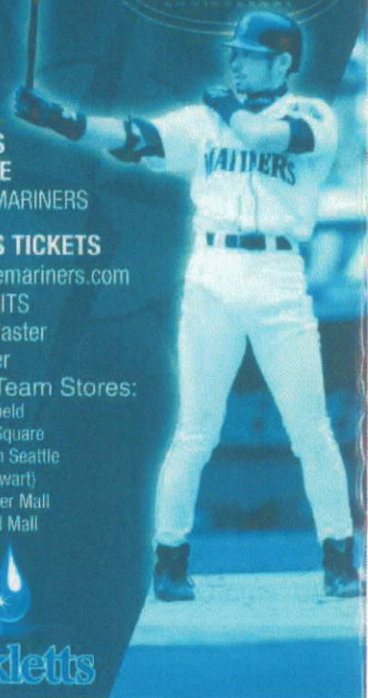
## Attendance by Year

The following data shows attendance for every year played at Safeco Field. Based upon industry history and experience future attendance in any year is likely to fluctuate between the highest and lowest of these years, not just the past three years.

1999	2946346 (this is for the entire season, only the second half was played at Safeco Field)
2000	3150034
2001	3507976
2002	3540182
2003	3269268
2004	2942054
2005	2725549
2006	2481375
2007	2672485
2008	2332530
2009	2196461
2010	2085630
2011	1896936
2012	1722001



# 2002 SEATTLE MARINERS



SUN	MON	TUE	WED	THU	FRI	SAT
<b>APRIL</b>						
<b>MAY</b>						
<b>JUNE</b>						
<b>JULY</b>						
<b>AUGUST</b>						
<b>SEPTEMBER</b>						

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Ticket Center  
Mariners Team Stores:

- SAFECO Field
- Bellevue Square
- Downtown Seattle (4th & Stewart)
- Southcenter Mall
- Alderwood Mall



Home  
  Road  
 FSN FOX Sports Net  
 7 KIRO-TV  
 F FOX  
 E ESPN  
 T=Tacoma Home  
 E=Everett Home  
 Subject to change

**SODO+MOJO**





# SEATTLE MARINERS

## 2003 SCHEDULE



SUN	MON	TUE	WED	THU	FRI	SAT
March 25 & 26 vs. Oakland at Tokyo, Japan		FSN 1 OAK 7:05	FSN 2 OAK 7:05	3	TEX 11:05	TEX 5:05
FSN 6 TEX 12:05	7	FSN 8 ANA 2:05	FSN 9 ANA 7:05	FSN 10 ANA 7:05	FSN 11 TEX 7:05	FSN 12 TEX 7:05
FSN 13 TEX 1:05	FSN 14 OAK 7:05	FSN 15 OAK 7:05	FSN 16 OAK 7:05	FSN 17 ANA 1:35	FSN 18 ANA 7:05	FSN 19 ANA 7:05
FSN 20 ANA 1:05	21	FSN 22 CLE 7:05	FSN 23 CLE 7:05	FSN 24 CLE 7:05	FSN 25 DET 7:05	FSN 26 DET 7:05
FSN 27 DET 1:05	28	FSN 29 NYY 4:05	FSN 30 NYY 4:05	<b>APRIL</b>		

SUN	MON	TUE	WED	THU	FRI	SAT
<b>MAY</b>						FSN 1 NYY 4:05
				FSN 2 CWS 5:05	FSN 3 CWS 4:05	FSN 4 CWS 5:05
E 4 CWS 5:05	5	FSN 6 NYY 7:05	FSN 7 NYY 7:05	FSN 8 NYY 7:05	FSN 9 CWS 7:05	FSN 10 CWS 7:05
FSN 11 CWS 1:05	12	FSN 13 CLE 4:05	FSN 14 CLE 4:05	FSN 15 CLE 4:05	FSN 16 DET 4:05	FSN 17 DET 10:05
FSN 18 DET 10:05	19	FSN 20 KC 7:05	FSN 21 KC 7:05	FSN 22 KC 1:35	FSN 23 MIN 7:05	FSN 24 MIN 7:05
E 25 MIN 5:05	26	FSN 27 KC 5:05	FSN 28 KC 11:05	FSN 29 MIN 5:05	FSN 30 MIN 5:05	FSN 31 MIN 1:05

SUN	MON	TUE	WED	THU	FRI	SAT
FSN 1 MIN 11:05	2	FSN 3 PHI 4:05	FSN 4 PHI 4:05	FSN 5 PHI 4:05	FSN 6 NYM 4:10	FSN 7 NYM 4:10
FSN 8 NYM 10:10	9	FSN 10 MON 7:05	FSN 11 MON 7:05	FSN 12 MON 7:05	FSN 13 ATL 7:05	FSN 14 ATL 12:15
E 15 ATL 5:05	FSN 16 ANA 7:05	FSN 17 ANA 7:05	FSN 18 ANA 7:05	FSN 19 ANA 7:05	FSN 20 SD 7:05	FSN 21 SD 7:05
FSN 22 SD 2:00	23	FSN 24 ANA 7:05	FSN 25 ANA 7:05	FSN 26 ANA 7:05	FSN 27 SD 7:05	FSN 28 SD 7:05
FSN 29 SD 1:05	30	<b>JUNE</b>				

SUN	MON	TUE	WED	THU	FRI	SAT
		FSN 1 OAK 7:05	FSN 2 OAK 7:05	OAK 12:35	TEX 5:05	TEX 5:05
FSN 6 TEX 5:05	7	FSN 8 BAL 7:05	FSN 9 BAL 7:05	FSN 10 BAL 7:05	FSN 11 TB 7:05	FSN 12 TB 7:05
FSN 13 TB 1:05	14	All-Star Game at Comiskey Park		FSN 17 KC 5:05	FSN 18 KC 5:05	FSN 19 KC 4:05
FSN 20 KC 11:05	FSN 21 MIN 5:05	FSN 22 MIN 5:05	FSN 23 OAK 7:05	FSN 24 OAK 7:05	FSN 25 TEX 7:05	FSN 26 TEX 1:05
FSN 27 TEX 1:05	FSN 28 TEX 7:05	FSN 29 DET 7:05	FSN 30 DET 7:05	FSN 31 DET 1:35	<b>JULY</b>	

SUN	MON	TUE	WED	THU	FRI	SAT
<b>AUGUST</b>						FSN 1 CWS 7:05
FSN 3 CWS 1:05	4	FSN 5 CLE 4:05	FSN 6 CLE 4:05	FSN 7 CLE 4:05	FSN 8 NYY 4:05	FSN 9 NYY 10:20
FSN 10 NYY 10:05	FSN 11 TOR 7:05	FSN 12 TOR 7:05	FSN 13 TOR 7:05	FSN 14 TOR 7:05	FSN 15 BOS 7:05	FSN 16 BOS 1:05
FSN 17 BOS 1:05	18	FSN 19 TOR 4:05	FSN 20 TOR 4:05	FSN 21 TOR 4:05	FSN 22 BOS 4:05	FSN 23 BOS 10:20
FSN 24 BOS 1:05	25	FSN 26 TB 7:05	FSN 27 TB 7:05	FSN 28 TB 1:35	FSN 29 BAL 7:05	FSN 30 BAL 1:05

SUN	MON	TUE	WED	THU	FRI	SAT
		1 TB 4:15	2 TB 4:15	3 TB 4:15	4 BAL 4:05	5 BAL 4:05
FSN 7 BAL 10:35	8	FSN 9 TEX 7:05	FSN 10 TEX 7:05	FSN 11 TEX 7:05	FSN 12 ANA 7:05	FSN 13 ANA 7:05
FSN 14 ANA 1:05	FSN 15 TEX 5:05	FSN 16 TEX 5:05	FSN 17 TEX 5:05	FSN 18 TEX 11:05	FSN 19 OAK 7:05	FSN 20 OAK 1:05
FSN 21 OAK 1:05	FSN 22 ANA 7:05	FSN 23 ANA 7:05	FSN 24 ANA 1:05	25	FSN 26 OAK 7:05	FSN 27 OAK TBA
FSN 28 OAK 1:05	29	30	<b>SEPTEMBER</b>			

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www.SeattleMariners.com  
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Any TicketMaster Ticket Center

Mariners Team Stores:

- SAFECO Field
- Bellevue Square
- Downtown Seattle (4th & Stewart)
- Southcenter Mall
- Alderwood Mall
- Capital Mall (Olympia)
- Bellis Fair Mall (Bellingham)
- Northtown Mall (Spokane)



Home  Road **FSN** FOX Sports Net **11** UPN11/KSTW-TV **F** FOX **E** ESPN Subject to change  
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by Magic Safeway





# SEATTLE MARINERS

## 2004 SCHEDULE

### Tickets

- \* 206-622-HITS
- \* Any TicketMaster Ticket Center
- \* SeattleMariners.com
- \* Mariners Team Stores
  - Safeco Field
  - Bellevue Square
  - Downtown Seattle (4th & Stewart)
  - Southcenter Mall
  - Alderwood Mall
  - Capital Mall (Olympia)
  - Bellis Fair Mall (Bellingham)
  - Northtown Mall (Spokane)



SUN	MON	TUE	WED	THU	FRI	SAT
<b>APRIL</b>						
				1	2	3
		ANA 2:05	ANA 7:05	ANA 1:35	OAK 7:05	OAK 1:05
OAK 1:05		ANA 7:05	ANA 7:05	ANA 7:05	TEX 7:05	TEX 7:05
TEX 1:05	OAK 7:05	OAK 7:05	OAK 7:05	OAK 1:35	TEX 5:05	TEX 5:05
TEX 11:05	BAL 4:05	BAL 4:05	BAL 4:05	BAL 12:05	DET 4:05	

SUN	MON	TUE	WED	THU	FRI	SAT
<b>MAY</b>						
						DET 10:05
DET 10:05		MIN 7:05	MIN 7:05	MIN 7:05	MIN 7:05	NYN 7:05
NYN 1:05		MIN 5:10	MIN 5:10	MIN 10:10	NYN 4:05	NYN 10:05
NYN 10:05		BAL 7:05	BAL 7:05	BAL 7:05	DET 7:05	DET 7:05
		CLE 4:05	CLE 4:05	CLE 4:05	BOS 4:05	BOS 10:20

SUN	MON	TUE	WED	THU	FRI	SAT
		TOR 7:05	TOR 7:05		CWS 7:05	CWS 1:05
CWS 5:05	HOU 7:05	HOU 7:05	HOU 7:05		MON 7:05	MON 7:05
MON 1:05		MIL 5:05	MIL 5:05	MIL 11:05	PIT 4:05	PIT 4:05
PIT 10:35		TEX 5:05	TEX 5:05	TEX 11:05	SD 7:05	SD 7:05
SD 1:05	TEX 7:05	TEX 7:05	TEX 7:05			

Home  
  Road  
 FSN FOX Sports Net  
 11 LPN11-KSTW  
 F FOX  
 E ESPN  
 TBA = Game time to be announced  
 Subject to change

SUN	MON	TUE	WED	THU	FRI	SAT
<b>JULY</b>						
				TEX 1:35	STL 5:10	STL 1:05
STL 11:15		TOR 4:05	TOR 4:05	TOR 4:05	CWS 5:05	CWS 4:05
CWS 12:05		CLE 7:05	CLE 7:05	CLE 7:05	CLE 7:05	CLE 7:05
CLE 1:05	BOS 7:05	BOS 1:35	OAK 7:05	OAK 7:05	ANA 7:05	ANA 7:05
ANA 1:05	OAK 7:05	OAK 7:05	OAK 12:35	ANA 7:05	ANA 7:05	ANA 1:05

SUN	MON	TUE	WED	THU	FRI	SAT
<b>AUGUST</b>						
ANA 1:05		BAL 4:05	BAL 4:05	TB 4:15	TB 4:15	TB 3:15
TB 10:15		MIN 7:05	MIN 7:05	MIN 1:35	NYN 7:05	NYN 1:05
NYN 1:05		KC 5:10	KC 5:10	KC 5:10	DET 4:05	DET 4:05
DET 10:05	TB 7:05	TB 7:05	TB 7:05	KC 7:05	KC 7:05	KC 1:05
KC 1:05		TOR 4:05				

SUN	MON	TUE	WED	THU	FRI	SAT
<b>SEPTEMBER</b>						
		TOR 4:05	TOR 4:05	CWS 5:05	CWS 4:05	
CWS 12:05	CLE 7:05	CLE 7:05	CLE 7:05	BOS 7:05	BOS 7:05	BOS 7:05
BOS 1:05	ANA 7:05	ANA 7:05	ANA 7:05	ANA 7:05	OAK 7:05	OAK 1:05
OAK 1:05	ANA 7:05	ANA 7:05	ANA 7:05		TEX 5:05	TEX 5:05
	OAK 7:05	OAK 7:05	OAK 7:05	OAK 12:35	TEX 7:05	TEX TBA

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# SEATTLE MARINERS

## 2005 Schedule



Ichiro



Jamie

SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
<b>APRIL</b>							<b>JULY</b>						
	MIN 2:05	MIN 7:05	MIN 3:35		TEX 7:05	TEX 1:05	TEX 1:05	KC 5:10	KC 5:10	KC 5:10	LAA 7:05	LAA 7:05	TEX 1:05
TEX 1:05	KC 1:10		KC 11:10	KC 11:10	CWS 5:05	CWS 11:05	LAA 1:05				BAL 7:05	BAL 7:05	BAL 7:05
CWS 12:05	LAA 7:05	LAA 1:05	OAK 7:05	OAK 7:05	CLE 7:05	CLE 6:05	BAL 1:05			TOR 4:07	TOR 4:07	TOR 9:37	CLE 12:05
CLE 1:05		TEX 5:05	TEX 5:05	TEX 5:05	OAK 7:05	OAK 1:05	DET 7:05	DET 7:05	DET 7:05	CLE 7:05	CLE 7:05	CLE 7:05	CLE 1:05
<b>MAY</b>							<b>AUGUST</b>						
OAK 1:05	LAA 7:05	LAA 7:05	LAA 3:35		BOS 4:05	BOS 4:05		DET 4:05	DET 4:05	DET 10:05	CWS 5:05	CWS 4:05	
BOS 11:05	NYN 4:05	NYN 4:05	NYN 10:05		BOS 7:05	BOS 7:05	CWS 12:05	MIN 7:05	MIN 7:05	MIN 7:05	LAA 7:05	LAA 1:05	
BOS 1:05	NYN 7:05	NYN 7:05	NYN 7:05		SD 7:05	SD 7:05	LAA 1:05	KC 7:05	KC 7:05	KC 1:35	MIN 5:10	MIN 4:10	
SD 1:05		BAL 4:05	BAL 4:05	BAL 4:05	TB 4:15	TB 3:15	MIN 11:10						
TB 11:15	TOR 7:05	TOR 7:05					CWS 1:05	NYN 7:05	NYN 7:05	NYN 7:05			
<b>JUNE</b>							<b>SEPTEMBER</b>						
							LAA 1:05	OAK 1:05	OAK 7:05	OAK 12:35		BAL 7:05	BAL 8:05
TB 1:05		FLA 4:05	FLA 4:05	FLA 4:05	WSH 4:05	WSH 4:05	BAL 1:05	LAA 7:05	LAA 7:05	LAA 1:35	TEX 5:05	TEX 5:05	
WSH 10:05		PHI 7:05	PHI 7:05	PHI 7:05	NYM 7:05	NYM 7:05	TEX 11:05	TOR 4:07	TOR 4:07	TOR 4:07	TOR 4:07	DET 4:05	
NYM 1:05	OAK 7:05	OAK 7:05	OAK 7:05	OAK 1:35	SD 7:05	SD 7:05							
SD 1:05		OAK 7:05	OAK 7:05	OAK 12:35			TEX 7:05	TEX 7:05	TEX 7:05	TEX 3:35	OAK 7:05	OAK TBA	

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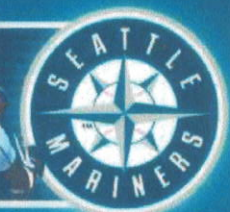
Safeco Field • Bellevue Square • Downtown Seattle (4th & Stewart) • Southcenter Mall  
 Alderwood Mall • Capital Mall (Olympia) • Northtown Mall (Spokane)







# 2006 Schedule



## Tickets

206-622-HITS

Any TicketMaster  
Ticket Center

SeattleMariners.com

### Mariners Team Stores

- Safeco Field
- Bellevue Square
- Downtown Seattle (4th & Stewart)
- Southcenter Mall
- Alderwood Mall
- Capital Mall (Olympia)
- Northtown Mall (Spokane)



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SUN	MON	TUE	WED	THU	FRI	SAT
<b>APRIL</b>						
						1 OAK
2 FSN	LAA 2:05	3 T	4 LAA 7:05	5 LAA 3:35	6 FSN	7 OAK 7:05
8 FSN		10 T	11 CLE 4:05	12 FSN	13 CLE 4:05	14 FSN
15 FSN	16 BOS 11:05	17 T	18 TEX 7:05	19 FSN	20 TEX 7:05	21 DET 7:05
22 FSN	23 DET 10:05	24 FSN	25 CWS 7:05	26 CWS 7:05	27 T	28 BAL 4:05
29 FSN	30 BAL 10:35	31 T				

SUN	MON	TUE	WED	THU	FRI	SAT
<b>JULY</b>						
1 FSN						2 COL 7:05
3 FSN	4 LAA 7:05	5 LAA 1:05	6 T	7 LAA 7:05	8 DET 7:05	9 DET 7:05
10 FSN	11 TOR 10:07	12 T	13 T	14 TOR 4:07	15 T	16 TOR 1:07
17 FSN	18 NYY 4:05	19 NYY 4:05	20 T	21 BOS 7:05	22 C	23 BOS 1:05
24 FSN	25 TOR 7:05	26 FSN	27 TOR 7:05	28 T	29 CLE 4:05	30 T
31 T						

SUN	MON	TUE	WED	THU	FRI	SAT
<b>AUGUST</b>						
	1 MIN 5:10	2 FSN	3 CWS 5:05	4 CWS 11:05	5 FSN	6 CLE 6:05
7 FSN	8 TB 1:05	9 T	10 TB 7:05	11 T	12 LAA 7:05	13 LAA 7:05
14 LAA 12:35	15 T	16 OAK 7:05	17 OAK 7:05	18 OAK 12:35	19 SD 7:05	20 SD 7:05
21 SD 1:05	22 FSN	23 BAL 7:05	24 BAL 7:05	25 BAL 1:35	26 MIN 5:10	27 MIN 4:10
28 MIN 11:10	29 TEX 5:05	30 TEX 5:05	31 TEX 11:05	<b>MAY</b>		

SUN	MON	TUE	WED	THU	FRI	SAT
<b>SEPTEMBER</b>						
						1 TB 4:15
2 FSN	3 TB 1:05	4 DET 10:05	5 DET 4:05	6 DET 10:05	7 T	8 TEX 7:05
9 FSN	10 TEX 1:05	11 TOR 7:05	12 TOR 7:05	13 TOR 1:35	14 KC 5:10	15 KC 5:10
16 FSN	17 KC 11:10	18 TEX 5:05	19 TEX 5:05	20 TEX 5:05	21 CWS 5:05	22 CWS 5:30
23 FSN	24 CWS 11:05	25 OAK 7:05	26 OAK 7:05	27 OAK 7:05	28 T	29 TEX 7:05
30 FSN	31 TEX 1:05					

SUN	MON	TUE	WED	THU	FRI	SAT
<b>JUNE</b>						
					1 FSN	2 KC 7:05
3 FSN	4 KC 1:05	5 FSN	6 MIN 7:05	7 MIN 7:05	8 MIN 1:35	9 LAA 7:05
10 FSN	11 LAA 12:35	12 T	13 OAK 7:05	14 OAK 7:05	15 OAK 12:35	16 SF 7:05
17 FSN	18 SF 1:05	19 T	20 LAD 7:10	21 LAD 7:10	22 LAD 7:10	23 SD 7:05
24 FSN	25 SD 1:05	26 FSN	27 ARI 6:40	28 ARI 6:40	29 ARI 6:40	30 COL 7:05
31 T						

■ Home   
 ■ Road   
 FSN FOX Sports Net   
 11 UPN11-KSTW   
 F FOX   
 TBA = Game time to be announced  
 T = Tacoma    @ = Home    E = Everett @ Home   
 Subject to change





# SEATTLE MARINERS 2007 SCHEDULE



SUN	MON	TUE	WED	THU	FRI	SAT
1	OAK 3:35	OAK 7:05	OAK 7:05		CLE 1:05	CLE 4:05
8	CLE 10:05	CLE 4:05	BOS 11:05	BOS 4:05	BOS 7:05	TEX 12:55
15	TEX 1:05		MIN 7:05	MIN 7:05	MIN 3:35	LAA 6:05
22	LAA 12:35	TEX 5:05	TEX 11:05	OAK 7:05	OAK 12:35	KC 6:05
29	KC 1:05					

**APRIL**

SUN	MON	TUE	WED	THU	FRI	SAT
TOR 1:05	KC 5:10	KC 5:10	KC 5:10	OAK 7:05	OAK 7:05	OAK 1:05
11	OAK 1:05		All-Star Game at San Francisco	DET 7:05	DET 7:05	DET 7:05
15	DET 1:05	BAL 7:05	BAL 7:05	BAL 7:05		TOR 10:07
22	TOR 10:07	TEX 5:35	TEX 5:35	TEX 5:35	OAK 7:05	OAK 1:05
29	OAK 1:05	LAA 7:05	LAA 7:05			

**JULY**

SUN	MON	TUE	WED	THU	FRI	SAT
<b>MAY</b>						
		CWS 7:05	CWS 7:05		NYN 4:05	NYN 12:55
6	NYN 10:05	NYN 4:05	DET 4:05	DET 10:05	NYN 7:05	NYN 7:05
13	NYN 1:05		LAA 7:05	LAA 7:05	LAA 7:05	SD 7:05
20	SD 1:05		TB 4:10	TB 4:10	TB 12:10	KC 4:10
27	KC 11:10	LAA 6:05	LAA 7:05	LAA 7:05	TEX 7:05	

SUN	MON	TUE	WED	THU	FRI	SAT
<b>AUGUST</b>						
			LAA 7:05		BOS 7:05	BOS 7:05
5	BOS 1:05		BAL 4:05	BAL 4:05	BAL 4:05	CWS 4:05
12	CWS 11:05	MIN 7:05	MIN 7:05	MIN 1:35		CWS 7:05
19	CWS 1:05	MIN 5:10	MIN 5:10	MIN 10:10	TEX 5:35	TEX 5:35
26	TEX 5:35	LAA 7:05	LAA 7:05	LAA 1:35		TOR 4:07

SUN	MON	TUE	WED	THU	FRI	SAT
<b>JUNE</b>						
					TEX 7:05	TEX 7:05
3	TEX 1:05	BAL 7:05	BAL 7:05	BAL 1:35	SD 7:05	SD 7:05
10	SD 1:05		CHC 5:05	CHC 5:05	CHC 11:20	HOU 4:05
17	HOU 11:05		PIT 7:05	PIT 7:05	PIT 7:05	CIN 7:05
24	CIN 1:05	BOS 7:05	BOS 7:05	BOS 1:35		TOR 7:05

SUN	MON	TUE	WED	THU	FRI	SAT
<b>SEPTEMBER</b>						
						TOR 10:07
2	TOR 10:07	NYN 10:05	NYN 4:05	NYN 4:05		DET 4:05
9	DET 10:05	OAK 7:05	OAK 7:05	OAK 7:05	TB 7:05	TB 6:05
16	TB 1:05	OAK 7:05	OAK 7:05	OAK 12:35	LAA 7:05	LAA 6:05
23	LAA 1:05		CLE 7:05	CLE 7:05	CLE 7:05	TEX TBA

Home   
  Road   
 FSN FOX Sports Net   
 11 CW11   
 F FOX   
 TBA = Game time to be announced  
 Subject to change

**Tickets**  
 206-622-HITS  
 Any TicketMaster  
 Ticket Center  
 Mariners.com  
 Mariners Team Stores

Safeco Field  
 Bellevue Square  
 Downtown Seattle  
 (4th & Stewart)  
 Southcenter Mall  
 Alderwood Mall  
 Capital Mall (Olympia)



Listen to the Mariners  
 all season long on  
 KOMO 1000 News

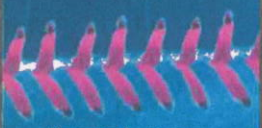




# 2008 SCHEDULE



**Tickets**  
 206-622-HITS  
 Any TicketMaster  
 Ticket Center  
 Mariners.com  
 Safeco Field Box Office  
 Mariners Team Stores  
 Bellevue Square  
 Downtown Seattle  
 (4th & Stewart)  
 Southcenter Mall  
 Alderwood Mall



Listen to the Mariners  
 all season long on  
 KOMO 1000 News Radio

SUN	MON	TUE	WED	THU	FRI	SAT
	Mar 12:35 TEX	Mar 13:40 TEX	Mar 14:10 TEX	Mar 15:40 TB	Mar 16:40 LAA	Mar 17:40 BAL
Mar 18:35 BAL	Mar 19:05 LAA	Mar 20:05 KC	Mar 21:05 KC	Mar 22:05 OAK	Mar 23:05 OAK	Mar 24:05 LAA
Mar 25:05 LAA	Mar 26:05 OAK	Mar 27:05 BAL	Mar 28:05 BAL	Mar 29:05 BAL	Mar 30:05 OAK	Mar 31:05 OAK
Apr 1:10 OAK	Apr 2:05 CLE	Apr 3:05 CLE	<b>APRIL</b>			

SUN	MON	TUE	WED	THU	FRI	SAT
<b>MAY</b>				May 1:40 CLE	May 2:40 NYY	May 3:40 NYY
May 4:05 NYY	May 5:05 TEX	May 6:05 TEX	May 7:05 TEX	May 8:05 TEX	May 9:05 CWS	May 10:05 CWS
May 11:05 CWS	May 12:05 TEX	May 13:05 TEX	May 14:05 TEX	May 15:05 SD	May 16:05 SD	May 17:05 SD
May 18:05 SD	May 19:05 DET	May 20:05 DET	May 21:05 DET	May 22:05 DET	May 23:05 NYY	May 24:05 NYY
May 25:05 NYY	May 26:05 BOS	May 27:05 BOS	May 28:05 BOS	May 29:05 DET	May 30:05 DET	May 31:05 FOX

SUN	MON	TUE	WED	THU	FRI	SAT	
Jun 1:10 DET	Jun 2:10 LAA	Jun 3:10 LAA	Jun 4:10 LAA	Jun 5:10 BOS	Jun 6:10 BOS	Jun 7:10 FOX	
Jun 8:10 BOS	Jun 9:10 TOR	Jun 10:10 TOR	Jun 11:10 TOR	Jun 12:10 WAS	Jun 13:10 WAS	Jun 14:10 WAS	
Jun 15:10 WAS	Jun 16:10 FLA	Jun 17:10 FLA	Jun 18:10 FLA	Jun 19:10 ATL	Jun 20:10 ATL	Jun 21:10 ATL	
Jun 22:10 ATL	Jun 23:10 NYM	Jun 24:10 NYM	Jun 25:10 NYM	Jun 26:10 SD	Jun 27:10 SD	Jun 28:10 SD	
Jun 29:10 SD	Jun 30:10 TOR	<b>JUNE</b>					

SUN	MON	TUE	WED	THU	FRI	SAT
<b>JULY</b>						
Jul 1:10 DET	Jul 2:10 OAK	Jul 3:10 OAK	Jul 4:10 OAK	Jul 5:10 OAK	Jul 6:10 KC	Jul 7:10 KC
Jul 8:10 KC	Jul 9:10 All-Star Game at Yankee Stadium	Jul 10:10 All-Star Game at Yankee Stadium	Jul 11:10 All-Star Game at Yankee Stadium	Jul 12:10 All-Star Game at Yankee Stadium	Jul 13:10 CLE	Jul 14:10 FOX
Jul 15:10 CLE	Jul 16:10 BOS	Jul 17:10 BOS	Jul 18:10 BOS	Jul 19:10 TOR	Jul 20:10 TOR	Jul 21:10 TOR
Jul 22:10 TOR	Jul 23:10 TEX	Jul 24:10 TEX	Jul 25:10 TEX	Jul 26:10 TEX	Jul 27:10 TEX	Jul 28:10 TEX

SUN	MON	TUE	WED	THU	FRI	SAT
<b>AUGUST</b>						
Aug 1:10 BAL	Aug 2:10 MIN	Aug 3:10 MIN	Aug 4:10 MIN	Aug 5:10 TB	Aug 6:10 TB	Aug 7:10 TB
Aug 8:10 TB	Aug 9:10 LAA	Aug 10:10 LAA	Aug 11:10 LAA	Aug 12:10 MIN	Aug 13:10 MIN	Aug 14:10 FOX
Aug 15:10 MIN	Aug 16:10 CWS	Aug 17:10 CWS	Aug 18:10 CWS	Aug 19:10 OAK	Aug 20:10 OAK	Aug 21:10 OAK
Aug 22:10 OAK	Aug 23:10 MIN	Aug 24:10 MIN	Aug 25:10 MIN	Aug 26:10 CLE	Aug 27:10 CLE	Aug 28:10 CLE

SUN	MON	TUE	WED	THU	FRI	SAT	
Sep 1:10 NYY	Sep 2:10 TEX	Sep 3:10 TEX	Sep 4:10 TEX	Sep 5:10 LAA	Sep 6:10 LAA	Sep 7:10 FOX	
Sep 8:10 LAA	Sep 9:10 KC	Sep 10:10 KC	Sep 11:10 KC	Sep 12:10 OAK	Sep 13:10 OAK	Sep 14:10 OAK	
Sep 15:10 OAK	Sep 16:10 LAA	Sep 17:10 LAA	Sep 18:10 LAA	Sep 19:10 LAA	Sep 20:10 LAA	Sep 21:10 OAK	
Sep 22:10 OAK	Sep 23:10 LAA	Sep 24:10 LAA	Sep 25:10 LAA	Sep 26:10 OAK	Sep 27:10 OAK	Sep 28:10 TBA	
Sep 29:10 OAK	Sep 30:10 OAK	<b>SEPTEMBER</b>					

■ Home    □ Road    TBA = Game time to be announced

Subject to change





# 2011 Schedule

Safeco Insurance™  
Member of Liberty Mutual Group

SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	
<b>APRIL</b>							<b>JULY</b>						1	2
					1	2						1	2	
					OAK 7:07	OAK 6:07						SD 7:10	SD 7:10	
3	4	5	6	7	8	9	3	4	5	6	7	8	9	
OAK 1:07	TEX 5:05	TEX 5:05	TEX 11:05		CLE 7:10	CLE 6:10	SD 1:10	OAK 1:07	OAK 7:07	OAK 12:37	LAA 7:05	LAA 7:05	LAA 6:05	
10	11	12	13	14	15	16	10	11	12	13	14	15	16	
CLE 1:10	TOR 7:10	TOR 7:10	TOR 12:40	KC 5:10	KC 5:10	KC 10:10	LAA 12:35		All-Star Game at Arizona		TEX 7:10	TEX 7:10	TEX 7:10	
17	18	19	20	21	22	23	17	18	19	20	21	22	23	
KC 11:10	DET 7:10	DET 7:10	DET 12:40	OAK 7:10	OAK 7:10	OAK 6:10	TEX 1:10		TOR 4:07	TOR 4:07	TOR 9:37	BOS 4:10	BOS 4:10	
24	25	26	27	28	29	30	24	25	26	27	28	29	30	
OAK 1:10		DET 4:05	DET 4:05	DET 10:05	BOS 4:10	BOS 4:10	8:05 10:35 TB 1:10	NYN 4:05	NYN 4:05	NYN 10:05		TB 7:10	TB 1:10	
<b>MAY</b>							<b>AUGUST</b>							
<b>JUNE</b>							<b>SEPTEMBER</b>							
1	2	3	4	5	6	7	1	2	3	4	5	6		
BOS 10:35		TEX 7:10	TEX 7:10	TEX 7:10	CWS 7:10	CWS 6:10		OAK 7:10	OAK 7:10	OAK 12:40		LAA 7:05	LAA 6:05	
8	9	10	11	12	13	14	8	9	10	11	12	13		
CWS 1:10		BAL 4:05	BAL 4:05	BAL 4:05	CLE 4:05	CLE 10:05	LAA 12:35	TEX 5:05	TEX 5:05	TEX 5:05		BOS 7:10	BOS 7:10	
15	16	17	18	19	20	21	15	16	17	18	19	20		
CLE 10:05	MIN 7:10	MIN 7:10	LAA 7:10	LAA 12:40	SD 7:05	SD 7:05	BOS 1:10	TOR 7:10	TOR 7:10	TOR 7:10		TB 4:10	TB 1:10	
22	23	24	25	26	27	28	22	23	24	25	26	27		
SD 1:05	MIN 5:10	MIN 5:10	MIN 10:10		NYN 7:10	NYN 7:10	TB 10:40	CLE 4:05	CLE 4:05	CLE 9:05		CWS 7:10	CWS 7:10	
29	30	31	<b>MAY</b>				29	30	31	<b>AUGUST</b>				
NYN 1:10	BAL 1:10	BAL 7:10					CWS 1:10	LAA 7:10	LAA 7:10	LAA 7:10				

□ HOME ■ ROAD ■ MARINERS WILL BE HOME TEAM AT SAFECO FIELD IN BOLD

TEA - GAME TO BE ANNOUNCED

SCHEDULE SUBJECT TO CHANGE

## TICKETS

Mariners.com | 1-888-SEA-HITS  
Safeco Field Box Office | TicketMaster Ticket Center  
Mariners Team Stores  
Bellevue Square, Downtown Seattle (4th & Stewart),  
Southcenter Mall, Alderwood Mall

## BROADCAST INFORMATION

**TV:** All regular-season games can be seen on **ROOT SPORTS™** in standard and high definition (except Saturday games carried by **FOX ★** and 6/4 and 9/3; check local listings).  
**RADIO:** All regular-season games can be heard on **710 ESPN Seattle** and the Mariners Radio Network.







# 2012 SCHEDULE



SUN	MON	TUE	WED	THU	FRI	SAT
The Mariners opened the 2012 season in Japan vs. Oakland on March 28 & 29						
					OAK 7:07	OAK 6:07
	TEX 5:05	TEX 5:05	TEX 5:05	TEX 11:05	OAK 7:10	OAK 6:10
OAK 1:10		CLE 7:10	CLE 7:10	CLE 7:10	CWS 7:10	CWS 1:05
CWS 1:10		DET 4:05	DET 4:05	DET 10:05	TOR 4:07	TOR 1:07
TOR 10:07	TB 4:10	<b>APRIL</b>				

SUN	MON	TUE	WED	THU	FRI	SAT
<b>MAY</b>						
		TB 4:10	TB 4:10	TB 10:10	MIN 7:10	MIN 6:10
MIN 1:10	DET 7:10	DET 7:10	DET 7:10		NYN 4:05	NYN 1:05
NYN 10:05	BOS 4:10	BOS 1:05	CLE 4:05	CLE 9:05	COL 5:40	COL 1:10
COL 12:10	TEX 7:10	TEX 7:10	TEX 12:40	LAA 7:10	LAA 7:10	LAA 4:15
LAA 1:10	TEX 5:05	TEX 5:05	TEX 5:05			

SUN	MON	TUE	WED	THU	FRI	SAT
<b>JUNE</b>						
					CWS 5:10	CWS 1:10
CWS 11:10	LAA 7:05	LAA 7:05	LAA 7:05		LAD 7:10	LAD 4:15
LAD 1:10		SD 7:10	SD 7:10	SD 7:10	SF 7:10	SF 7:10
SF 1:10	ARI 6:40	ARI 6:40	ARI 12:40		SD 7:05	SD 7:05
SD 1:05	OAK 7:10	OAK 7:10	OAK 12:40	BOS 7:10	BOS 7:10	BOS 7:10

SUN	MON	TUE	WED	THU	FRI	SAT
BOS 1:10	BAL 7:10	BAL 7:10	BAL 1:10		OAK 7:07	OAK 7:10
OAK 1:07		ALL-STAR GAME AT KC			TEX 7:10	TEX 6:10
TEX 1:10	KC 5:10	KC 5:10	KC 5:10	KC 11:10	TB 4:10	TB 4:10
TB 10:40	NYN 7:10	NYN 7:10	NYN 12:40	KC 7:10	KC 7:10	KC 1:10
KC 1:10	TOR 7:10	TOR 7:10	<b>JULY</b>			

SUN	MON	TUE	WED	THU	FRI	SAT
<b>AUGUST</b>						
			TOR 7:10		NYN 4:05	NYN 10:05
NYN 10:05	BAL 4:05	BAL 4:05	BAL 4:05		LAA 7:05	LAA 6:05
LAA 12:35	TB 7:10	TB 7:10	TB 12:40		MIN 7:10	MIN 6:10
MIN 1:10	CLE 7:10	CLE 7:10	CLE 12:40		CWS 5:10	CWS 4:10
CWS 11:10	MIN 5:10	MIN 5:10	MIN 5:10	MIN 10:10	LAA 7:10	

SUN	MON	TUE	WED	THU	FRI	SAT
<b>SEPTEMBER</b>						
						LAA 1:05
LAA 1:10	BOS 1:10	BOS 7:10	BOS 12:40		OAK 7:10	OAK 6:10
OAK 1:10		TOR 4:07	TOR 4:07	TOR 4:07	TEX 5:05	TEX 5:05
TEX 12:05	BAL 7:10	BAL 7:10	BAL 7:10		TEX 7:10	TEX 1:10 or 6:10
TEX 1:10		LAA 7:05	LAA 7:05	LAA 12:35	OAK 7:07	OAK 1:07

SCHEDULE SUBJECT TO CHANGE  HOME  ROAD

\*Subject to TV selections

Safeco Insurance  
A Liberty Mutual Company



## Tickets

- Mariners.com
- 1-888-SEA-HITS
- Any TicketMaster Ticket Center
- Safeco Field Box Office
- Mariners Team Stores
  - Bellevue Square
  - Downtown Seattle (4th & Stewart)
  - Southcenter Mall
  - Alderwood Mall

## Mariners On-The-Air

Mariners on TV: All regular-season games can be seen on **ROOT SPORTS** (except Saturday games carried by **FOX** and 7/28, 9/29; check local listings).

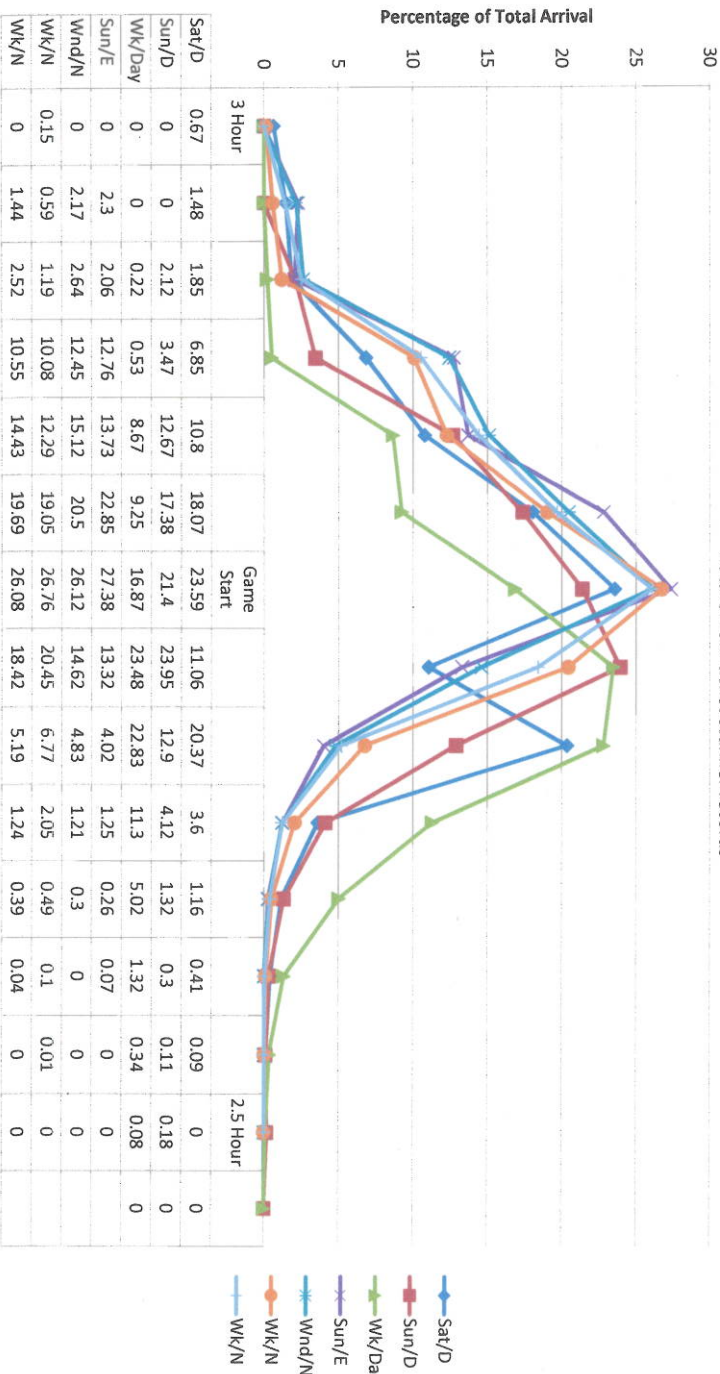
Mariners on radio: All regular-season games can be heard on 710 ESPN Seattle and the Mariners radio network.

Connect with the Mariners  
 Facebook.com/Mariners  
 @Mariners

	Game Start										2.5 Hour																	
Sat/D	0.67	1.48	1.85	6.85	10.8	18.07	23.59	11.06	20.37	3.6	1.16	0.41	0.09	0	0.67	1.48	1.85	6.85	10.8	18.07	23.59	11.06	20.37	3.6	1.16	0.41	0.09	0
Sun/D	0	0	2.12	3.47	12.67	17.38	21.4	23.95	12.9	4.12	1.32	0.3	0.11	0.18	0	0	0.22	0.53	8.67	9.25	16.87	23.48	22.83	11.3	5.02	1.32	0.34	0.08
Wk/Day	0	0	2.3	2.06	12.76	13.73	22.85	27.38	13.32	4.02	1.25	0.26	0	0	0	0	2.17	2.64	12.45	15.12	20.5	26.12	14.62	4.83	1.21	0.3	0	0
Sun/E	0	2.3	2.06	12.76	13.73	22.85	27.38	13.32	4.02	1.25	0.26	0.07	0	0	0	0	2.17	2.64	12.45	15.12	20.5	26.12	14.62	4.83	1.21	0.3	0	0
Wkd/N	0	2.17	2.64	12.45	15.12	20.5	26.12	14.62	4.83	1.21	0.3	0	0	0	0	0	2.17	2.64	12.45	15.12	20.5	26.12	14.62	4.83	1.21	0.3	0	0
Wk/N	0.15	0.59	1.19	10.08	12.29	19.05	26.76	20.45	6.77	2.05	0.49	0.1	0.01	0	0.15	0.59	1.19	10.08	12.29	19.05	26.76	20.45	6.77	2.05	0.49	0.1	0.01	0
Wk/N	0	1.44	2.52	10.55	14.43	19.69	26.08	18.42	5.19	1.24	0.39	0.04	0	0	0	1.44	2.52	10.55	14.43	19.69	26.08	18.42	5.19	1.24	0.39	0.04	0	0

### 2001 Arrival Pattern By Game Day and Time

Data is from ticket scanner records





## **Garage Capacity**

Baseball game days:     Approximately 1500

Non-event days/small event days:     Approximately 1900

The variability is due to changing daily needs for internal use and small event days where only a few spaces to a few hundred spaces may be needed

## **Special Parking Allocations on Game Days**

While certain levels of the public portions of the garage are allocated to certain parking pass groups or to disabled parking needs no ticket holder is provided a specific reserved space, only a guarantee of the right to park in a space. Individual parking pass holders are not required to use a specific entrance to access the garage even if they are assigned to a specific level.

## Seasonal Average Ingress Distribution

### Game Ingress Trip Distribution - Person Trips

	Percentage
From the East Via I-90	19 %
From the East Via SR-520	8 %
From the East Via Dearborn St, Yesler Way	3 %
From the Northeast Via Madison St.	1 %
From the North Via I-5	15 %
From the North Via SR-99	6 %
From the South Via I-5	13 %
From the South Via SR-99	1 %
From the South Via 1 <sup>st</sup> Ave., 4 <sup>th</sup> Ave., Airport Way	6 %
From the Southeast via Beacon, Rainier Avenues	3 %
From the West via West Seattle Freeway	5 %
From CBD, Mt. Baker, Other "Local", Ferries	20 %
TOTAL	100 %

Note: This is a seasonal average. There is considerable variability on a game-to-game basis for day of week and time of day.



## Gate Usage By Year

The following information is from data collected by ticket scanners and is only for baseball games. The gate selected for entry may be related to the direction traveled to reach the ballpark, the seat location in the ballpark or to other factors such as locations of points of interest within the ballpark.

### Before SR519 Completed

Gate/ Year	EIS	99	00	01	02	03	04	05	06	07	08	09
Left Field*	50	32	32	34	34	36	36	34.6	36	38	38	36.6
Home Plate*	40	25	28	30	29	30	31	32.2	34	33	32	32.0
Center Field*	5	20	24	25	25	21	17.7	16.3	16	13	16	15.8
Bull Pen Market	0	5	5	4.5	3	2.5	2.2	2.6	0*	0*	0*	0*
Right* Field	5	3	4	2.5	3	3.5	5	5.8	6	6	6	6.8
Miscellaneous	0	15	7	4	6	7	8.1	8.5	8	9	8	8.8

\*gates identified in original FEIS

### After SR519 Completed

Gate/ Year	EIS	10	11	12								
Left Field*	50	35	34.7	37.4								
Home Plate*	40	31	33.6	33.7								
Center Field*	5	14	15.1	16.6								
The 'Pen Market (2011 on)	0*	0*	2.4	2.8								
Right* Field	5	9	6.6	6.6								
Miscellaneous	0	11	7.6	2.9								

\*gates identified in original FEIS

June 22, 2015

*Via Email*

Beverly Barnett  
Supervisor, Street Vacations  
SDOT  
700 Fifth Avenue, Suite 3900  
Seattle, WA 98124-4996

*Re: Comments on the Arena's Proposed Vacation of Occidental Avenue*

Dear Beverly:

The Seattle Mariners strongly support the return of the NBA to the Seattle area and the possibility of adding an NHL team. We are excited that viable alternatives to a SODO arena are being discussed by highly-respected ownership groups and developers in Bellevue and Tukwila, alternatives that we anticipate will have fewer adverse impacts than a SODO arena. The Mariners support those efforts.

At the same time, the Mariners recognize that SDOT is charged with evaluating the proposal to vacate Occidental Avenue to build the arena in SODO. Because the arena proponent suggests building the arena only one block from Safeco Field and immediately adjacent to the Safeco Field parking garage, the Mariners must be vigilant about impacts on fan access to the ballpark and garage, and maintaining the daily operation of Safeco Field. The arena proposes to vacate a street that provides critical access to the ballpark garage and to the service road for all Safeco Field back of house functions. Key issues remain unresolved, such as added parking capacity, event scheduling limitations, pedestrian safety, and how the access road on the east side of the arena site will replace the loss of Occidental Avenue. Because of these factors, which we will explain more fully, the SODO location for an arena presents many difficult challenges. This letter will offer detailed suggestions on what minimum conditions are necessary to limit the adverse impacts, even as we recognize that the co-location of three major sports venues in SODO will bring inevitable scheduling, traffic and parking conflicts that will mean that all facilities will be operating at less than optimal levels.

We look to SDOT's recommendation to help resolve these issues.

**A. The SODO Site Needs Continued Scrutiny.**

An arena at the SODO site is only possible if the street vacation is approved. The City's Street Vacation Policies require the City to make a judgment call as to what is in the public interest. The fact that zoning allows a use does not mean that a vacation must or



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should be approved. As the Policies state, "There is no right under the land use code or elsewhere to vacate or to develop public right-of-way." Policies, p. 4.

The arena proponent has argued that establishment of the Stadium Transition Area Overlay District 15 years ago was a specific endorsement of adding more spectator sports facilities, such as a new arena, at the SODO site. The Mariners and I were deeply involved with creation of that District and followed it every step of the way. There was never any contemplation of a third sports venue as a desired or preferred use.

In fact, as evidenced by statements made by the Mayor, City Council, and DPD at that time, the purpose of the District was "to make the area around the two stadiums more pedestrian friendly and to encourage pedestrian connections to Pioneer Square." Councilmember Richard Conlin, Chair, Committee on Neighborhoods, Sustainability and Community Development, May 1, 2000 and June 28, 2000. The singular focus for the new District was on creating a complementary and appropriate buffer around the two existing venues, not accommodating a third venue.

It is also worth noting that the southern boundary of the District was initially proposed at Massachusetts Street. The reasons for extending it to Holgate Street had nothing to do with accommodating a third venue. The extension to Holgate was in recognition that 1st, Occidental and Holgate were important pedestrian routes for patrons of the football and baseball stadia, and thus the area between Massachusetts and Holgate should be subject to the new pedestrian-friendly standards of the District zoning.

Council documents and statements establish that reason and also show that Council assumed the current arena site would actually be developed with an office building (the use put forward by ArenaCo if the vacation is not granted), further providing a buffer between the two existing venues and industrial uses to the south. Neighborhoods, Sustainability and Community Development Committee, February 25, 2000.

This history is important to counter any impression that the City has already decided that the Stadium District is a suitable location for additional sports facilities. A third sports venue was never part of the conversation when the Stadium District was debated and established.

**B. Adverse Effects of the Vacation Cannot Be Fully Mitigated.**

After the Final EIS was issued, the message given the media was "No fatal flaws to SODO arena." We urge the City to look deeper. Even with its information gaps that underestimate environmental impacts, the Final EIS identifies that the vacation and arena will cause significant adverse traffic impacts.

For example, the Final EIS notes that the portion of Occidental Avenue proposed for vacation currently accommodates 3,700 vehicles per day and 460 vehicles during the morning

peak hour alone. Final EIS, Appendix E, p. 2-255<sup>1</sup>. That portion of Occidental is recognized as a very important parallel “relief valve” given traffic conditions on 1st Avenue S. The Final EIS identifies the loss of Occidental as a Significant Unavoidable Adverse Impact. *Id.* at p. 2-268.

The phrase “Significant Unavoidable Adverse Impact” is a specific term of art under the State Environmental Policy Act. It means that *even with mitigation measures*, the loss of Occidental is a significant adverse impact on the community.

The inability to mitigate significant impacts is especially important to note in light of the Street Vacation Policies that guide City decision-making. The Policies state:

Vacations may be approved only if they do not result in negative effects on both the current and future needs for the City’s vehicular, bicycle, or pedestrian circulation systems or on access to private property, unless the negative effects can be mitigated.

Street Vacation Policies, Section I, Policy 1, page 7. Loss of Occidental is a significant impact on the City’s traffic circulation system (affecting not only ballpark traffic, but normal City rush hour and Port operations) that cannot be mitigated.

Certain other impacts can perhaps be mitigated, and the minimum level of necessary mitigation is described below.

**C. If the Vacation Is Nonetheless Approved, Extensive Mitigation is Necessary.**

A discussion of arena impacts and mitigation needs to start from an understanding of existing conditions. Space is already very tight around Safeco Field and CenturyLink, and careful choreography takes place to allow that space to work for both of the existing venues.

The Safeco Field parking garage and surface parking area contain approximately 2,200 spaces. The garage is accessed from Edgar Martinez Drive on the north, and the garage and surface parking area are accessed from Massachusetts Street on the south. Access to Massachusetts Street relies substantially on the portion of Occidental to be vacated, and on 1st Avenue S. to a much lesser extent. Massachusetts Street has a short length and it terminates into a driveway on the ballpark property. Massachusetts Street and the ballpark driveway border the arena site. **SEE EXHIBIT 1.**

In addition to accessing the ballpark garage and surface parking area, Massachusetts Street and the ballpark driveway provide the principal access to the service road and service

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<sup>1</sup> As significant as these figures are, they are a gross under-estimate of vehicles on Occidental. The vehicle counts on Occidental, and analysis of the impacts of vacation, were based on traffic counts in December 2013. Final EIS, Appendix E, p. 2-264. December is the least busiest time of the year.



compound on the eastern portion of the ballpark property. That road and related area is essential for all the back of house functions for daily operation of Safeco Field, such as broadcast truck access, deliveries and loading docks, trash and recycling facilities, fuel deliveries and storage, security, staff entrances, and most importantly, emergency access and services.

We ask you to refer to the extensive information we provided in a letter to Moira Gray of SDOT, dated May 23, 2013. One of the attachments to that letter was a color-coded chart showing the extensive use of the streets and access points to the ballpark. For example, that document noted **there are 550 to 600 trucks per month during the baseball season that use the portion of Occidental to be vacated, Massachusetts Street, and the ballpark driveway.** Outside the baseball season itself, there are still about 200 trucks per month that depend on those streets and access points in order for Safeco Field to function. Vehicles needing access range up to 53 feet in length and may be overheight.

The Safeco Field plaza adjoins Occidental Avenue, north of Massachusetts Street. The plaza, curb lane on Occidental next to the plaza, and Occidental travel lanes are essential not only to events at Safeco Field, but also events at the CenturyLink football/soccer stadium and Event Center ("CenturyLink"). **These areas are used for event staging at the two existing venues at least 100 days every year.** The portion of Occidental to be vacated also provides critical access to these areas, given the sheer number of trucks involved and the need to enter these areas from the south, rather than from the north.

**EXHIBITS 2, 3 and 4** all show examples of how the plaza, curb lane, and Occidental north of Massachusetts Street are extensively used at least 100 days per year. The photos show staging for events at both Safeco Field and CenturyLink. Use of these areas by truck and auto traffic is extensive and occurs all year long. Although the arena proposes to use the curb lane along Occidental north of Massachusetts Street for buses and loading for its events, that could only be workable if those areas were not already needed and in use for events at Safeco Field and CenturyLink.

The above information and attached Exhibits clearly demonstrate that the portion of Occidental to be vacated provides critical access to the ballpark, Massachusetts Street provides critical access to the ballpark driveway and service road, and the portion of Occidental north of Massachusetts Street can only accommodate arena vehicles on limited occasions.

**1. Massachusetts Must Remain Open for Ballpark Traffic at All Times.**

If the vacation is approved, Massachusetts Street would be the only public street left open for direct access from the south to the ballpark garage/surface parking area and service road. Massachusetts Street is essential for ballpark deliveries and load in and load out truck traffic at all hours of the day and night, often days before or after events at Safeco Field or CenturyLink. It is also the essential street for emergency vehicle access to the ballpark, access to ballpark ADA parking north of Massachusetts Street, and access to ADA/senior drop off locations for Safeco events. **It is essential that Massachusetts Street remain open to**

**vehicles at all times, with no exceptions.** If the vacation is recommended for approval, we ask that this be included as a clear and absolute condition of approval.

In that regard, some of the arena materials describe Massachusetts Street as a “shared use” street (See **EXHIBIT 1**) and the meaning of that phrase has not been made clear. Under no circumstance can Massachusetts Street be closed off due to arena events.

## **2. An Alternative Access Road to the Ballpark Must Be Provided.**

Loss of Occidental due to the vacation is a significant impact on the ballpark and its operations. In recognition of that impact, ArenaCo has proposed that the access road on the eastern portion of its site, which the arena depends on for all of its own truck and auto access, can also be used by the ballpark. That proposal is much appreciated. However, there has been no binding commitment to make it available to the ballpark at all necessary times of day and night, and no details have been provided. Moreover, whether that access road is sufficient to handle the anticipated load of ballpark trucks and cars, along with arena trucks and cars, is not yet known because the analysis has not yet been conducted.

As the access road is an essential part of the arena mitigation, we ask that appropriate traffic analysis be conducted to address use of that access road with both arena and ballpark traffic, before SDOT issues its recommendation to Council. That analysis would help inform all of us as to whether that access road would actually function as mitigation, and the details of how the access road would work. If two single family neighbors are sharing a driveway easement, that is easily worked out. However, when two large sports venues share the same narrow road, that is a much more complicated matter. For example, the analysis must consider sell-out and possible dual event conditions, unless dual events are otherwise prohibited.

From the available information we have at present, ArenaCo needs to commit to meeting the following minimum criteria in order for the access road to have at least basic functionality for ballpark traffic, given the loss of Occidental:

- A permanent easement would need to be granted to the ballpark property by ArenaCo to guarantee use of this mitigation road, and the easement would need to include the particulars of that use.
- The access road must have two lanes, with a driving surface at least 20 feet wide.
- The access road must be clear of obstacles and vehicles and fully open from at least three hours before until at least two hours after any event at the ballpark or CenturyLink that is anticipated to generate 500 or more cars in the ballpark garage/surface parking area, and by pre-arrangement at any other times that access to Holgate Street is reasonably required.



- The vehicle access and loading for the arena must be designed to ensure the road is available to the ballpark property on the terms described above.

Please note that although these are minimum conditions to partially mitigate impacts to the ballpark, these measures do nothing to address the loss of Occidental for other vehicles, such as those vehicles which routinely use Occidental to access industrial and Port of Seattle facilities. This is true because the access road cannot be open for general public traffic and still maintain its functionality for the arena and ballpark.

### **3. Additional Traffic Mitigation Is Needed.**

The loss of Occidental for access will add substantial traffic to the intersection of 1st Avenue and Edgar Martinez Drive, as westbound vehicles on Edgar Martinez Drive will no longer have the option of using Occidental as the "relief valve" to 1st Avenue S. congestion. The Mariners are concerned that westbound traffic on Edgar Martinez Drive will back up from the light at 1st Avenue S. and obstruct the north entrance to the ballpark garage. We ask the City to study the timing of traffic lights or identify other measures that will make this intersection function without degradation of the Level of Service or impairment of access to the ballpark garage. If the vacation is to be approved, such measures should be imposed as conditions of approval.

In addition to ensuring that Massachusetts Street always remains open, if an arena is built in SODO it becomes essential that Holgate Street never be permanently closed to vehicle traffic. We are aware that such a closure has been debated from time to time. First Avenue is not sufficient for south-exiting traffic, and vehicles need to be able to turn east on Holgate in order to access the highway system and allow for the Safeco Field traffic control plan. This need is exacerbated by the addition of another facility.

The Final EIS hints that if traffic signals are timed appropriately, the arena may not have to provide traffic control for events. Given the Mariners extensive knowledge of pre-and post-event vehicle and pedestrian movements, that seems completely implausible. Traffic control plans with in-the-field implementation by officers was a requirement of both Safeco Field and CenturyLink, and the same should be required of the arena. It is a matter of public safety. And in case of conflict, the arena's traffic control plan will need to be subordinate to the already-approved traffic control plans for Safeco Field and CenturyLink.

The street vacation approval for Safeco Field detailed the elements required for the ballpark Transportation Management Plan ("TMP"). The Arena Final EIS only identifies possible elements that could be included in a TMP. Now is the time to identify the details. Again, given the Mariners practical knowledge of event conditions and how the immediate area operates, they believe in particular that the TMP must include specialized measures to reduce traffic for any arena event with an anticipated attendance over 5,000.

4. **The Arena Should Be Required to Build Necessary Parking.**

The arena has not yet committed to a specific location for its parking. ArenaCo says it prefers not to build a parking garage, but if it has to, it would be located south of Holgate Street. ArenaCo continues to suggest that its main sources of parking are the ballpark garage and CenturyLink garage, or other unidentified lots somewhere else.<sup>2</sup>

At this stage of review, more specifics must be required and defined as conditions of mitigation. The arena faces two separate hurdles: identifying the parking it must have to meet Land Use Code requirements, and mitigating the demand it creates for 6,000 to 7,000 spaces.

**In terms of relying on the ballpark or CenturyLink garages, it is critical to note that those garages are already committed by permits and covenants for events at those two venues.** Events at the ballpark require committed parking at the ballpark garage and also at the CenturyLink garage; events at CenturyLink require committed parking at the CenturyLink garage, North Lot and also in the ballpark garage. In recent years, the ballpark garage has been fully committed to Safeco Field and CenturyLink approximately 160 to 180 days per year (fully committed about 110 days and partially committed 50 to 70 days). That number of days is likely to increase with future years, with the exact dates each year determined with varying amounts of lead time.

The ballpark garage could be available for some events at the arena when those events do not conflict with ballpark or CenturyLink events. Unfortunately, however, neither garage has the degree of availability required by the City's Land Use Code for those garages to meet the arena's Code parking requirement. (The arena is required by Code to provide 1,700+ spaces that are guaranteed to be available to the arena three hours before the start time of any event in the arena, and one hour after the end of the event.). Therefore neither the ballpark garage nor the CenturyLink garage can fulfill the arena's Code-required parking, and one or more other sites would need to fulfill that requirement. This should be new parking, additive to the existing inventory, and not simply a pledge of parking that currently serves the other facilities.

Turning from Code requirements to actual demand, the arena's estimated parking demand is 6,000 to 7,000 spaces. The arena proposes to meet that demand with ballpark and CenturyLink parking and other existing spaces within walking distance. However, that parking is only available if there are not events at Safeco Field or CenturyLink filling those parking

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<sup>2</sup> Even a small project like a new house or neighborhood restaurant is required by the City at the front end of the permit process to identify and commit to the location of its Land Use Code-required parking. That's a basic component of project feasibility. Here, the arena is two years into the permit process and still fails to commit to a specific location for its Code-required parking. The Final EIS suggests that sites other than a new garage south of Holgate Street could be secured for the arena's Code-required parking, but ArenaCo has declined to identify those sites. It seems apparent that those sites are simply part of the existing parking inventory, which is already severely tested by events at Safeco Field and CenturyLink.



spaces. The available parking inventory in the area has declined over time and a capacity event at Safeco Field or CenturyLink fully exhausts that parking inventory.

It is not feasible for the arena to build 6,000 to 7,000 new spaces, nor would it be desirable for them to do so given the unacceptable levels of traffic that would result. Thus, the arena can only mitigate its parking demand if the arena's scheduling agreement commits to not holding major events at the arena when there are major events at Safeco Field or CenturyLink.

The City required each of the existing sports venues to identify its parking and to build it as part of its stadium proposal. There is no legitimate basis to treat the arena differently and continue to postpone a commitment to a specific off-site location that meets Code requirements and a commitment to measures that mitigate the arena parking demand. We urge SDOT to address those issues fully prior to issuing a recommendation to City Council.

**5. The Arena's Required Event Scheduling Agreement Must Respect the Rights of the Existing Sports Venues.**

There has been a long history of event coordination between the existing sport franchises. Of course, such coordination was essential when the Mariners and Seahawks both occupied the Kingdome. Then, when the Mariners moved across the street to the new ballpark south of Royal Brougham, the City required new event coordination agreements as part of the Safeco Field and CenturyLink permitting. The City established certain baseline limitations on event scheduling and time-specific dual events. Then the Mariners and First & Goal Inc. implemented those limitations by entering into their own two-party Agreement on Event Scheduling Principles in 1998. That Agreement was modified and Restated in 2004 and 2009, and continues in effect currently and into the future. The City is not a party to that Agreement.

The arena has acknowledged that a "new" event scheduling agreement is needed with the existing venues, and moreover, that an arena only works at the SODO site if such an agreement is reached with the existing venues. The Final EIS mentions such an agreement but provides no details.

The arena will indeed need to have a scheduling agreement with the Mariners and First & Goal in order to mitigate traffic and parking impacts. However, the arena's agreement needs to respect the stadium permits and scheduling rights already in place. The arena cannot change those permits or scheduling rights.

An additional component is that the permits and approvals for the ballpark establish certain use rights that cannot be modified or abrogated by the arena or the arena's permits and approvals. The current venues are the existing conditions to which the arena must respond; not vice versa.

In noting the need for the arena to have its own event scheduling agreement, we do not mean to suggest that dual events between the ballpark and arena are impossible. Overlapping small events in both venues would not create unacceptable traffic and parking impacts. However, if the arena street vacation is approved, then to avoid unacceptable levels of impact, a condition of approval must be that the arena not schedule major events in the arena (say, with projected attendance over 5,000) when a major event (such as a game or concert) has been scheduled in the ballpark or CenturyLink based on the existing priorities of ballpark and CenturyLink events as historically allowed under those facilities' permits.

SDOT's recommendation on the ballpark street vacation, and DPD's Master Use Permit decision on CenturyLink, identified specific event scheduling limitations to be incorporated into the event scheduling agreement between the Mariners and First & Goal. SDOT's recommendation on the arena vacation should specify the scheduling limitation on arena events that is described above.

#### **6. Pedestrian Safety Measures Should Be Required.**

Safeco Field was required by the City to build substantial off-site pedestrian infrastructure improvements and to contribute to new grade-separated pedestrian crossings at Royal Brougham Way and Edgar Martinez Drive. The SODO site presents unique challenges for pedestrian safety due to the proximity of the large number of railroad tracks at Holgate Street immediately adjacent to sidewalks that will be used by arena patrons. If a SODO site is authorized, it is imperative to ensure safe passage over the railroad tracks, and safe and comfortable pedestrian access on nearby streets.

An ArenaCo representative has verbally committed that ArenaCo will pay for the design and construction of a pedestrian bridge over the railroad tracks. That commitment should be formalized in a specific condition of vacation approval. In addition, we endorse the position of the Seattle Design Commission that this bridge must be constructed and available for use by arena attendees prior to issuance of a Final Certificate of Occupancy for the arena. The bridge is that important as an essential element of project mitigation.

In addition to the bridge, we urge SDOT to consider what sidewalk and lighting improvements are necessary in the vicinity as a matter of pedestrian safety and comfort. If the SODO site is authorized, patrons will be pushed further into areas of the industrial neighborhood where there are no sidewalks and only minimal pedestrian lighting. Safeco Field was required to make pedestrian improvements beyond the boundary of its site, and the same would logically apply to the arena.

The Final EIS does not provide the City with sufficient information on the full extent of likely pedestrian paths for those accessing the arena. First, of course, the arena's code-required parking must be identified with certainty. This should be an absolute requirement before the SDOT recommendation is issued. Only when a specific parking location is identified and committed to can the streets be identified that will serve as pedestrian access to the arena. The existing conditions of those specific streets should then be evaluated to



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determine what pedestrian improvements are needed to mitigate arena impacts or what improvements are desirable or necessary to obtain street vacation approval.

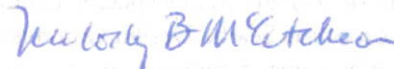
That analysis is already long overdue and we believe it cannot be put off further. The Final EIS needs to be augmented so that SDOT has sufficient information to identify what specific streets need to be improved, with the specific improvements identified, in order to determine the mitigation measures that should be required for vacation approval.

### C. Conclusion.

The SODO site is clearly very challenging. Even after extensive study, many questions remain unanswered. What is clear is that if Occidental Avenue is vacated in favor of an arena, there will be significant negative effects on local traffic and parking, on the operation of the Port of Seattle and the local maritime industry, and on the functioning of the existing sports venues, even with mitigation to address some of the impacts. We have made many suggestions in this letter in an effort to identify how best to try to make this work; i.e., what conditions should be placed on the street vacation to minimize the negative impacts and maximize the chances of success. At the same time, we don't underestimate the challenges that will exist if the street vacation is approved. Even if all of these mitigation measures are implemented, the result will be far from optimal for either the arena or its neighboring facilities.

We appreciate your consideration of our comments. As always, the Mariners and I are happy to meet with you to review issues and information, or to help evaluate other ideas or alternatives.

Very truly yours,



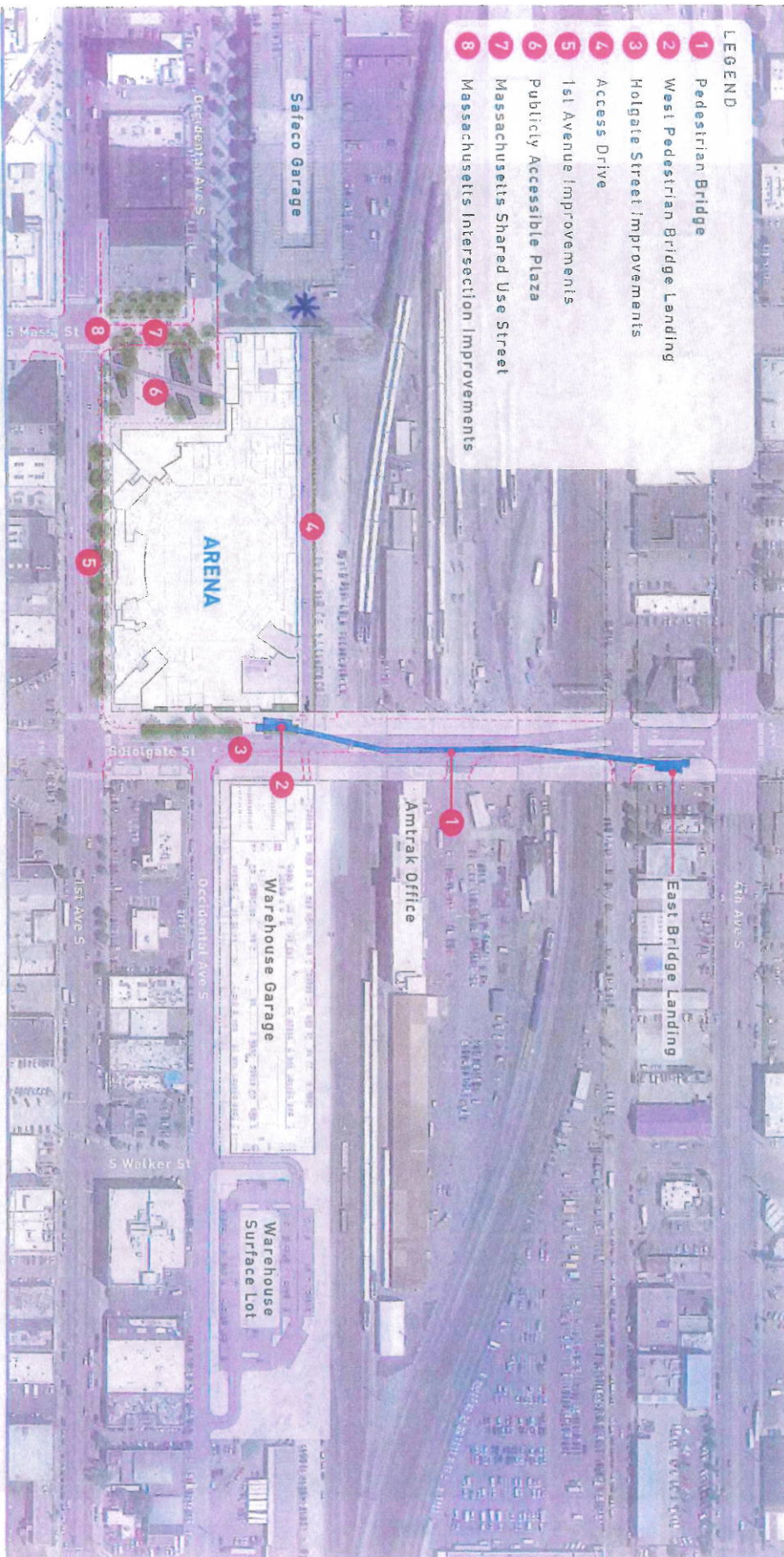
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#### Enclosures

cc: Seattle Mariners (w/enc.)  
Washington State Major League Baseball Stadium Public Facilities District (w/enc.)  
John Shaw, DPD (w/enc.)  
Cristina VanValkenburgh, SDOT (w/enc.)

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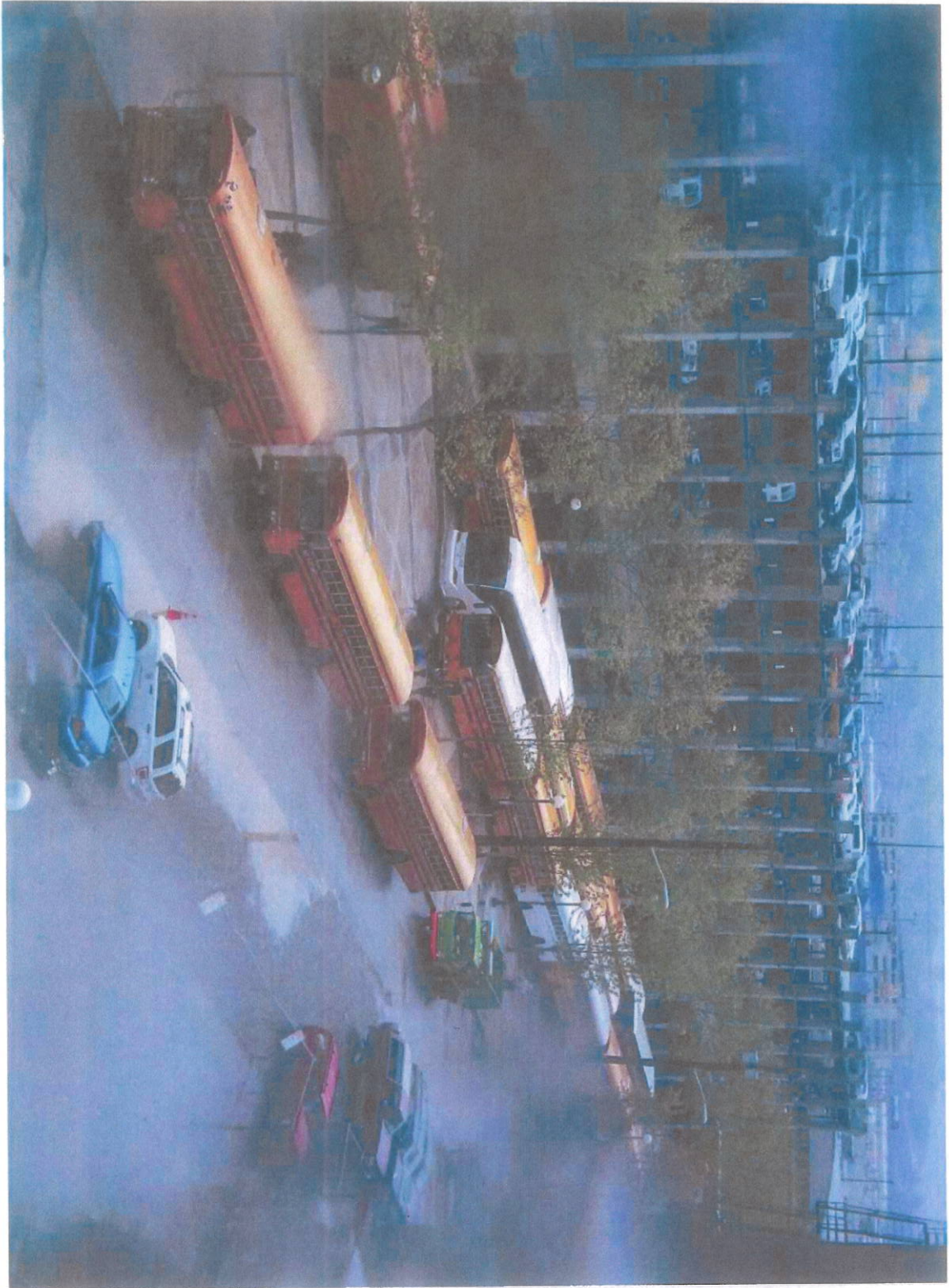


- LEGEND
- 1 Pedestrian Bridge
  - 2 West Pedestrian Bridge Landing
  - 3 Holgate Street Improvements
  - 4 Access Drive
  - 5 1st Avenue Improvements
  - 6 Publicly Accessible Plaza
  - 7 Massachusetts Shared Use Street
  - 8 Massachusetts Intersection Improvements

\*Ballpark Driveway



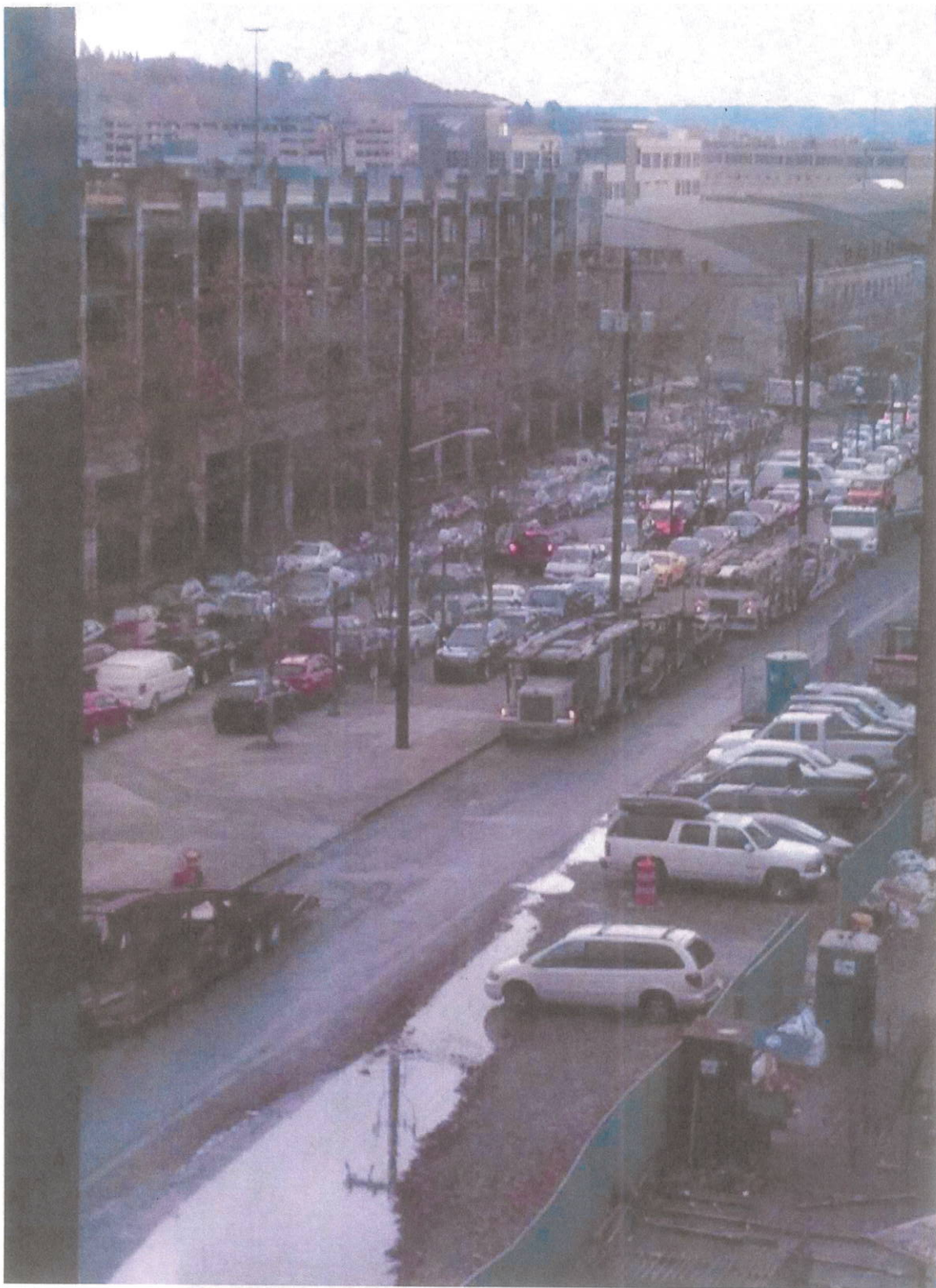
**EXHIBIT 2**



*School bus parking at Safeco for Safeco Field event*



**EXHIBIT 3**



*Auto show staging at Safeco for CenturyLink Exhibition Hall event*



**EXHIBIT 4**



*First day of RV show staging at Safeco for CenturyLink Exhibition Hall event*



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MAJOR LEAGUE BASEBALL STADIUM  
PUBLIC FACILITIES DISTRICT**

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May 31, 2013

Seattle Department of Transportation  
Attention: Moira Gray, Street Vacation Specialist  
700 Fifth Avenue, Suite 2300  
P.O. Box 34996  
Seattle, WA 98124-4996

Re: Preliminary Comments on WSA Properties' Petition for the Vacation of a Portion of  
Occidental Avenue South, Clerk File No. 312905

Dear Ms. Gray:

The Washington State Major League Baseball Stadium Public Facilities District (PFD) appreciates the opportunity to comment on the petition for the vacation of Occidental Avenue S. for the proposed arena project. The ballpark PFD is the public entity that developed and owns Safeco Field. The PFD is responsible for overseeing this public asset and for ensuring that the public's investment in Safeco Field is not compromised. Safeco Field and its parking garage are located immediately to the north of the proposed SODO site for the arena, which includes the portion of Occidental Avenue S. to be vacated.

The PFD leases Safeco Field to The Baseball Club of Seattle, LLP (Seattle Mariners), which is our sole tenant. The Seattle Mariners are fully responsible for the operation and maintenance of the ballpark, and they have submitted a separate comment letter expressing their issues and concerns with the proposed street vacation. As detailed in their letter, Occidental Avenue S. currently serves as a major access point for ballpark fans and patrons, and its vacation will have significant adverse impacts that must be mitigated. The PFD has reviewed the Mariners' comment letter and joins in all of the issues raised by the team.

In addition to the team's comments, the PFD is concerned with the completeness of the street vacation petition and the timing of the City's review. Until environmental review of the arena proposal is complete—including an opportunity for public and agency comment—the true impacts of the street vacation will remain unknown and alternatives to the vacation will remain unexplored. Any City recommendation on the street vacation petition will be premature until the environmental process is finished, as described in more detail below. Accordingly, we urge that any staff recommendation on the street vacation petition be deferred until the final environmental documents for the arena project are completed.

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If the City elects to proceed with the vacation after the environmental review is complete and the impacts of the vacation are fully disclosed, then we want to remind the City of important conditions imposed on the PFD and Safeco Field as part of the street vacation process that accompanied the development of Safeco Field. These conditions can provide a baseline for the conditions that should be evaluated as part of the arena street vacation. Establishing similar conditions for both venues will help ensure operational consistency among these adjacent venues and will minimize conflicts in managing dual (overlapping) events in these adjacent venues.

Finally, we are concerned that the existing street vacation petition is not complete, because it does not fully address all the elements required for a petition. We encourage the City to ask the petitioner to supplement its application so that it addresses all of the City policies and guidelines for street vacations, and then circulate that supplement for additional public and agency review. All of these concerns are addressed in more detail below.

**Any Recommendation on the Street Vacation Petition Should be Deferred Until the Arena Environmental Review is Complete.**

Under the City's Street Vacation Policies (C.F. 31.0078; "Policies"), proposed street vacations may be approved only after considering all of the following:

1. the impact of the vacation on the "public trust functions" of the right-of-way,
2. the "land use impacts" of the vacation, and
3. the "long-term benefits to the general public."

(See Policies, pp. 5-6). For major projects such as the arena proposal, a "significant public benefit must be provided." (Policy 5.D.)

In reviewing a street vacation petition, the City must ultimately determine whether the vacation is in the public interest. In making this determination, the City is directed to weigh the public trust and land use impacts of the vacation, potential mitigating measures, and the public benefit provided by the vacation. (Policies, p. 7). This weighing process cannot proceed without first understanding the impacts of the proposal and potential mitigating measures.

The public trust and land use elements of a street vacation decision expressly require the consideration of project impacts. In evaluating the effect of the street vacation on Public Trust Functions, the City's Policies direct it to consider impacts on all of the following: "circulation, access, utilities, light, air, open space, and views provided by the right of way." (Policies, p. 5). These impacts are given "primary importance" in evaluating a vacation proposal, and specific policies are devoted to each impact area. (Policies, pp. 7-17). The Policies expressly require "mitigation of adverse effects on [each of] these public trust functions." (Id.). Similarly, the Policies require the City to consider the "land use impacts" of the proposed vacation and its consistency with City land use policies. (Policies, p. 6).

Unfortunately, at this stage in the arena review process, very little information has been provided regarding the project's impacts or proposed mitigation measures. We understand that this analysis is underway, with a draft environmental impact statement (EIS) scheduled to be issued for public comment this summer and a final EIS to be issued this fall. But until the environmental analysis is complete and all the impacts of the proposal are known, it will be difficult for the City to conduct



further meaningful review of the street vacation petition, or to conduct the required weighing to determine whether the vacation is in the public interest.

Similarly, any evaluation or analysis of the “public benefits” of the proposal is premature before the environmental review is complete. Under the City’s Policies, public benefit review must begin with an understanding of project impacts, recognizing “the loss of benefits provided by the right-of-way” being vacated and the “gains achieved” by the vacation. (Policy 5.C.). The public benefit must “balance what the public loses through the vacation with what the public will gain through the project.” (Id.) While the petitioner has outlined the public benefits of the proposal, there is no analysis yet of project impacts and the public loss that will result from the vacation. As a result, the public benefit analysis cannot proceed, because only part of the benefits equation is known.

Without a final EIS it is also impossible for the City to fully evaluate the effects of a ‘no vacation’ alternative. Under the City’s street vacation policies, the petitioner is required to evaluate both a vacation and no-vacation alternatives. (Policies, p. 19). While some details of the no-vacation alternative have been provided by petitioner, there is no impact analysis of the no-vacation alternative, which may include analysis of off-site alternatives. We understand that this analysis is forthcoming in the EIS, and we look forward to being able to review and comment on it once published.

Finally, we note that the sequence that we propose for further City review (environmental review first, followed by street vacation and permit review) is consistent with the approach used for the street vacation that was required to develop Safeco Field, and it need not result in project delays. For Safeco Field, the PFD completed the EIS process in nine months, including extensive public and agency comments on the draft EIS. The final EIS was published *before* the street vacation petition was submitted to the City, and prompt City review immediately followed. We encourage the City to follow a similar course here and to defer any recommendation on the street vacation petition until the environmental review process is complete.

**If the Vacation is Granted, it Should be Subject to Conditions that Ensure the Safe and Smooth Operation of the Arena and its Neighbor Facilities, Safeco Field and CenturyLink Field and Exhibition Center**

Development of Safeco Field in the 1990s also required the vacation of a portion of Occidental Avenue South. As noted above, the PFD completed its EIS on the ballpark project before submitting its street vacation petition to the City. In the course of the City’s review of the petition, careful consideration was given to the impacts of constructing and operating a major sports and event venue in this neighborhood, and appropriate mitigation measures were developed and imposed as conditions of the street vacation. Many of these conditions were later carried forward and imposed as requirements for CenturyLink Field and Exhibition Center. The PFD believes that the public would be well-served if similar conditions are also included as part of the street vacation for the arena project.

We know that City staff has copies of all of the Safeco Field street vacation materials and can use that information in conducting its analysis, but we want to call out a number of conditions that have served the ballpark well and that are essential to smooth event operations. We believe that these conditions in particular would be essential to a well-operated arena functioning efficiently in the neighborhood:

- Provide a Community Liaison during the construction of the facility
- Prepare a Security and Emergency Access Plan and fund the additional public services required for events, including traffic and crowd control, security, and emergency response



- Prepare a Clean-up Plan for post-games and events and fund its implementation
- Provide route signing improvements, including variable and changeable message signs
- Work with project partners to ensure the construction of a pedestrian overcrossing of the BNSF tracks adjacent to the facility
- Provide traffic signals where warranted
- Study area-wide pedestrian improvements and help fund their implementation (\$1.2M in 1996 dollars)
- Develop a Parking Management Plan to minimize the impact of event parking
- Develop a “dual events” scheduling agreement to help effectively manage and coordinate event scheduling and transportation management among the stadium venues. (Note: This is also a requirement of the City/County MOU for the arena project)
- Impose specific hour restrictions for events of a certain size, and limitations on daytime events.
- Require a Transportation Management Plan (TMP), including specific targets designed to reduce and manage traffic and parking demand along with accountability mechanisms for ensuring compliance. Require annual review and approval (with an opportunity for revisions) by SDOT and DPD.
- Provide support to the neighborhoods during construction (\$90K/year for two years) and the three opening years of operation (\$60K/year) (1996 dollars).

Given the certainty of overlapping events at Safeco Field and a SODO arena, it is essential that both facilities share similar operating requirements so that the cost of implementation is borne by the appropriate facility. If one venue is required to undertake these tasks and the other is not, then the burdened venue is likely to carry a disproportionate load. Common conditions should also make it easier for the venues to discuss efficiencies in operations and shared workloads. Accordingly, we urge that street vacation conditions similar to the conditions identified above be evaluated for the proposed arena.

#### **The Vacation Petition is Not Yet Complete**

In addition to the absence of the environmental impact analysis, the street vacation petition appears to be missing a number of key elements. For example, under the City’s “Circulation and Access” policies, the petitioner is required to show that necessary on-street public parking will be replaced. (Policies, Guideline 1.4). The street vacation petition notes that the vacation will result in the loss of on-street parking along Occidental Avenue S., but no provisions for public replacement parking are described. Instead, the petition states that “No new parking facilities are proposed for the project.” (Petition, p. 2). This position on replacement parking also appears to be inconsistent with the City’s own traffic study conducted in May 2012, which assumed that the project would develop “approximately 1,500 spaces new to the arena.”

Another example of missing information or analysis relates to the issue of vehicular access. Guideline 1.6 of the City’s street vacation policies provides that vehicular traffic functions may *not* be provided by agreement across private property. The PFD supports the need to mitigate the loss of vehicle access to the Safeco Field parking garage caused by the vacation by creating a private access way across the arena property. But this alternative access may also need to be supported by the re-location of a portion of Massachusetts Avenue S. as described in the Mariners’ comment letter. In any event, petitioner needs to better explain how this mitigation is consistent with City Policies.

Finally, an example of misleading information comes from the March 12, 2013, Street Vacation Petition packet submitted to the Seattle Design Review Board. The public benefits matrix on p. 57 of

that packet, and the public benefit diagram on p. 58, both count as part of the project's public benefit the private replacement roadway that will likely be required in order to mitigate the circulation and access impacts that would result from the vacation of Occidental Ave. S. Under the City's Policies, mitigation of the adverse effects of a vacation do *not* constitute a public benefit. (Policies, p. 29). This is no small error, as the proposed access road represents a significant percentage of the proposed public open space on the project site. While later vacation documents do not appear to count this area as a public benefit, the record should be reviewed and revised to ensure that it is accurate. In addition, the petition should be corrected to delete the claimed public benefit for 'festival streets', which we understand have been deleted from the proposal.

While we have not completed a detailed review of petition as compared against all of the City's street vacation policies and guidelines, we suggest that it may be helpful if the City asks petitioner to supplement its petition to better respond to all of the elements of the City's policies and guidelines, including a demonstration of public interest and public benefit. If such a supplement is prepared, we would appreciate the opportunity for additional public and agency review and comment.

Again, we appreciate the opportunity to submit these preliminary comments. We look forward to submitting additional comments to the City as the environmental review for the arena proposal proceeds, and as additional detail regarding the proposed street vacation become available, including any agreements on event scheduling or parking. If you have any questions, please call our Executive Director, Kevin Callan, at (206) 664-3076 or (206) 767-7800.

Sincerely,



Charles Royer  
Board Chair

Cc: Via Email

Moira Gray: [Moira.Gray@seattle.gov](mailto:Moira.Gray@seattle.gov)  
Beverly Barnett, SDOT: [Beverly.Barnett@seattle.gov](mailto:Beverly.Barnett@seattle.gov)  
PFD Board Members  
Kevin Callan, Executive Director  
Tom Backer, Legal Counsel  
Bart Waldman, Seattle Mariners  
Susan Ranf, Seattle Mariners  
Melody McCutcheon, HCMP Law Offices





**WASHINGTON STATE  
MAJOR LEAGUE BASEBALL STADIUM  
PUBLIC FACILITIES DISTRICT**

110 Edgar Martinez Drive South  
P.O. Box 94445  
Seattle, WA 98124  
(206) 664-3076

[www.ballpark.org](http://www.ballpark.org)

June 22, 2015

Seattle Department of Transportation  
Attention: Moira Gray, Street Vacation Specialist  
P.O. Box 34996  
Seattle, WA 98124-4996

Re: Updated Comments on the Proposed Vacation of a Portion of Occidental Avenue South,  
Clerk File No. 312905

Dear Ms. Gray:

Thank you for the opportunity to update our comments on the proposed street vacation of a portion of Occidental Avenue S. for the potential new SODO arena. The Washington State Major League Baseball Stadium Public Facilities District (PFD) previously submitted comments regarding the vacation on May 31, 2013. (A copy of our prior letter is attached, for your convenience).

In our earlier comments, we urged you to defer acting on the street vacation proposal until after the final environmental impact statement (EIS) was complete and project impacts and mitigation measures were known. We also urged you to consider using the street vacation conditions required for the development of Safeco Field as a model for the proposed arena vacation. Finally, we urged you to obtain from petitioner ArenaCo more definite information on parking agreements and multiple-event scheduling agreements. In the absence of such agreements, we cautioned that the impacts of the arena could be significant and that appropriate mitigation would be necessary as part of the street vacation process.

We appreciate that the EIS process was completed in May 2015, and that it more fully describes many of the impacts of constructing and operating an arena in SODO. As documented in the EIS, some of those impacts are significant. While the EIS identifies potential mitigation measures, the EIS does not answer the question of what mitigation will be required of the arena to address project impacts. Instead, the EIS notes only potential mitigation measures, and in many places it suggests alternative mitigation measures that could be imposed. This leaves open the possibility that some impacts of the arena may go unmitigated.

The final EIS also does not resolve (or fully address) the impacts of the alternative parking arrangements that the arena proponent is suggesting, which include either use of covenanted parking

**BOARD OF DIRECTORS**

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Dale Sperling, Vice-Chair  
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Craig Kinzer  
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Updated PFD Street Vacation Comment Letter  
June 22, 2015  
Page 2 of 2

or construction of a stand-alone, 2,000+ stall parking garage South of Holgate Street. The impacts of these alternatives are very different, and they are not adequately addressed in the final EIS. Similarly, the EIS does not describe in detail the role that a multiple-event scheduling agreement could play in reducing project impacts. We believe that these items merit continued study, concurrent with your evaluation of the street vacation petition.

The PFD also notes that the Seattle Mariners have submitted a detailed comment letter on the proposed street vacation. As the operators of Safeco Field for more than 15 years, the Mariners have a complete understanding of both ballpark operations and of local conditions, including traffic, parking, and pedestrian access. The Mariners have submitted a separate comment letter expressing their concerns with the proposed street vacation and the need for further scrutiny. Their letter also suggests mitigation measures that should be imposed if the vacation proceeds. The PFD has reviewed the Mariners' comment letter and joins in the issues raised by the team.

Thank you for the opportunity to submit these additional comments. If you have any questions or would like to set up a meeting to discuss, please call our Executive Director, Kevin Callan, at (206) 767-7800 or our Legal Counsel, Tom Backer, at (206) 499-9987.

Sincerely,



Charles Royer  
Board Chair

Cc: Via Email

Moira Gray: [Moira.Gray@seattle.gov](mailto:Moira.Gray@seattle.gov)

Beverly Barnett, SDOT: [Beverly.Barnett@seattle.gov](mailto:Beverly.Barnett@seattle.gov)

PFD Board Members

Kevin Callan, Executive Director

Tom Backer, Legal Counsel

Bart Waldman, Seattle Mariners

Susan Ranf, Seattle Mariners

Melody McCutcheon, HCMP Law Offices

Attachment: PFD Preliminary Street Vacation Comment Letter, dated May 31, 2013





800 Occidental Avenue S. #700  
Seattle, WA 98134



800 Occidental Avenue S. #200  
Seattle, WA 98134

June 4, 2013

Ms. Moira Gray  
Seattle Department of Transportation  
700 Fifth Ave., Suite 2300  
P.O. Box 34996  
Seattle, WA 98124

Re: Initial Comments regarding Proposed Vacation of Occidental Avenue South;  
Clerk File 312905

Dear Ms. Gray:

The Washington State Public Stadium Authority ("PSA") and First & Goal Inc. ("FGI"), submit this joint initial comment letter regarding WSA Properties' ("WSA") petition to vacate Occidental Avenue South (Clerk File 312905). The PSA is the public owner of CenturyLink Field and Event Center (collectively "CenturyLink Field"), and FGI is the master tenant and facility operator for CenturyLink Field. As explained herein, the PSA and FGI believe that the City and all stakeholders should have better information regarding the impacts of the proposed street vacation and subsequent arena development *before* the City takes any action related to the vacation proposal. As those impacts are disclosed, the PSA's and FGI's goals are to ensure that the public's investment in CenturyLink Field is protected, and that the area surrounding the stadiums continues to function efficiently and develops to the benefit of all three major sports facilities.

1. City's Street Vacation Policies and Priorities.

The City's street vacation policies call for the City to consider three principal issues when reviewing a street vacation proposal. First, the City must consider the impact of the proposed street vacation on the right-of-way's public trust functions, including impacts to circulation and access. This includes ensuring that "circulation to properties on neighboring streets is retained," and replacing all lost public parking spaces. Street Vacation Policies, p. 8, 11. The City's Street Vacation Policies require applicants to mitigate all adverse effects on these "public trust functions," and further provide that "[w]hat constitutes adequate mitigation will be determined ultimately by the City Council." *Id.* at 6.

Second, the City considers the land use impacts of the proposed development enabled by the street vacation. The proposed development must be consistent with the City land use policies for the area in which the right-of-way is located.

Third, the City considers the public benefit of the proposed street vacation and subsequent development. The City's street vacation policies require applicants to provide long term benefits to the general public above and beyond offsets and mitigation. The City's policies call for "significant public benefit from major projects, that is those that are large in scale, . . . or those where the vacation contributes a significant increase in the scale of the project." (Street Vacation policies, p. 29) Due to size of the proposed arena project and the relative importance of the street vacation to arena development, the City should apply this policy to the arena.

The PSA and FGI ask that the City evaluate the WSA's street vacation petition against each of these policies and ensure that the WSA provides appropriate mitigation and public benefits commensurate with the scale of the arena proposal and its impacts on the surrounding area, including the operation of CenturyLink Field.

2. Too Little Is Known About the Impacts of the Proposed Street Vacation and Subsequent Development for the City to Proceed with a Recommendation or Decision at this Time.

The WSA's initial street vacation petition does not provide adequate information to make an informed recommendation or decision regarding its street vacation proposal. The City's street vacation application checklist requires the applicant to "describe the transportation impacts and address both the impacts from the loss of the right-of-way currently and in the future as well as the transportation impacts from the new development." It goes on to require the applicant to "describe any impacts on the transportation system, which includes impacts to pedestrians, bicycles, transit and vehicles," and to "describe impacts to the street grid." WSA has not yet provided information responsive to these application requirements. The PSA and FGI acknowledge that WSA has stated it intends to provide this information with the Environmental Impact Statement (EIS) for the arena project. That is an acceptable approach provided the City (Planning Commission, SDOT or City Council) defer any recommendation or decision regarding the street vacation proposal until the EIS is complete.

The WSA's intended reliance on the EIS to meet its application requirements for the street vacation petition highlights the need to ensure that the EIS analysis is complete and accurate. It is not possible to complete the necessary EIS analysis without complete information regarding: (i) the terms of a coordinated events scheduling agreement as required by the City/Arena MOU; (ii) how the WSA intends to meet the parking requirement for the arena. **To date, WSA has not initiated discussions with the PSA or FGI regarding events coordination. Similarly, the street vacation petition does not include any information regarding how the WSA intends to coordinate events with CenturyLink Field and Safeco Field. The addition of the WSA is not contemplated by the current Scheduling Agreement between Safeco Field and CenturyLink Field. Adding an arena and additional events will require a new approach to scheduling and traffic mitigation that needs to be resolved before the City makes any recommendation or decision regarding WSA's street vacation petition. The City should facilitate the parties initiating negotiations on this agreement.**



Further, the WSA appears to have represented that it will use the Safeco Field Garage to meet its parking obligations for the new arena. The Safeco Field Garage, however, is already subject to parking agreements, including one with the PSA and FGI, that significantly limits the available parking in the Garage at any given date/time. The PSA and FGI are committed to ensuring that CenturyLink Field patrons continue to have safe and convenient access to the Safeco Field Garage consistent with its existing agreement with the Mariners and the Washington State Major League Baseball Stadium Public Facilities District (“PFD”). The City should require the WSA to provide complete and accurate information regarding how it intends to meet its parking requirements, including replacing the parking spaces lost as a result of the street vacation.

Until the WSA has provided a complete application and description of its proposal, including the completed EIS, it is not possible for the PSA or FGI to evaluate and comment fully regarding the street vacation proposal. Consequently, the PSA and FGI anticipate that we will submit one or more additional comment letters as more complete information becomes available. More importantly, until there is a complete proposal, it is not possible for the City to adequately assess the impacts and the benefits of the proposed arena and apply the City’s Street Vacation Policies.

3. The City Should Ensure that the WSA and Arena Provide Comprehensive Mitigation and Appropriate Public Benefits as Conditions of Any Street Vacation Approval.

The WSA’s proposed arena would be the third professional sports facility to be constructed in the South Downtown neighborhood in the last fifteen years. The prior approvals for CenturyLink Field and Safeco Field provide useful templates in considering what types and amounts of mitigation and public benefit should be provided by the WSA as part of constructing the arena. We have attached a list of the conditions imposed by the City on the PFD when constructing Safeco Field and the PSA when constructing CenturyLink Field. These requirements have contributed to the successful development and operation of the existing facilities and should be considered as a starting point for mitigation and public benefit requirements for the arena. Furthermore, such requirements are needed to ensure that the arena development does not adversely affect the existing facilities.

The City should also consider the new Stadium District Concept Plan in determining the scope of mitigation and public benefits required for the new arena. The Stadium District Concept Plan, adopted by the PSA and PFD in December 2012, presents a vision for the Stadium District over the next decade intended “to dramatically and positively impact the neighborhood.” Particularly relevant to the proposed street vacation and arena proposal, the Stadium District Concept Plan calls for enhanced pedestrian and bicycle connections within the Stadium District, including way-finding signage and lighting to connect the District and events facilities to key parking facilities. Consistent with these objectives, the February 22, 2013, Design Review packet for the arena references a pedestrian bridge over the railroad tracks on Holgate. The Design Review packet, however, anticipates that this pedestrian overcrossing will be “constructed by others.” The City’s approvals for both CenturyLink Field and Safeco Field included obligations on the PSA and PFD to contribute to similar pedestrian overcrossings. The City should consider imposing a condition on the street vacation approval to require the WSA to contribute to the

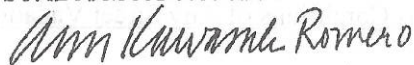
Ms. Moira Gray  
June 4, 2013  
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Holgate pedestrian bridge and other pedestrian improvements in the District. Further, the City should consider where the additional parking required for the arena would be located. The Stadium District Concept Plan calls for the development of an additional 2,000 parking spaces in the Stadium District to meet current and future demand even *before* the addition of the proposed arena.

Thank you for the opportunity to provide initial comments regarding the WSA's street vacation petition. The PSA and FGI look forward to the opportunity to comment further once the EIS for the arena development is completed, including an analysis of the impacts of the street vacation. Until then, we urge the City to defer any recommendations or decisions regarding the street vacation petition as premature. If you have any questions regarding the content of this letter, please feel free to contact us.

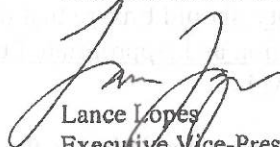
Sincerely,

WASHINGTON STATE PUBLIC  
STADIUM AUTHORITY



Ann Kawasaki Romero  
Executive Director

FIRST & GOAL INC.



Lance Lopes  
Executive Vice-President and  
General Counsel

cc: Beverly Barnett, Seattle Department of Transportation  
PSA Board Members  
Roger Pearce, Foster Pepper, PLLC  
Molly Lawrence, Van Ness Feldman GordonDerr



Mitigation/public benefit conditions imposed on CenturyLink Field and Safeco Field as part of their approvals:

- 1) Public outreach and interaction with community:
  - a. Regular meetings with community representatives before, during and following construction to address impacts of construction and operation of facility on surrounding communities.
  - b. Fully funded neighborhood liaisons. Allowed community organizations to have a consistent point person to represent their interests.
  - c. Newsletter containing information regarding project milestones and updates from permitting and design through construction and initial operation.
  - d. 24 hr construction hotline; website to obtain information and submit comments.
  - e. Partial funding of South Downtown Construction Coordinator position at DPD. Ensure coordination with other projects ongoing in south downtown neighborhoods.
  - f. Other community briefings prior to and during construction. Multiple languages to meet diverse populations.
  
- 2) Construction mitigation:
  - a. Demolition plan
  - b. Construction transportation management plan – e.g., hours of construction, access routes for construction workers, haul routes, etc.
  - c. Construction parking management plan – e.g., parking for construction workers, impacts to other private (3<sup>rd</sup> party) parking.
  - d. Noise mitigation plan – e.g., limited hours of construction and other noise producing activities, monitoring of sound levels during construction, and corresponding construction plan modifications and/or mitigation
  - e. Water quality BMPs
  - f. Air quality BMPs
  - g. Cultural resources management plan
  - h. Hazardous materials management plan
  
- 3) Operational mitigation:
  - a. Annual reports to City and stakeholders regarding the adequacy of mitigation efforts.
  - b. Replace any/all parking spaces eliminated by street vacation.
  - c. Hire special events coordinator
  - d. Compensate all City police officers and parking enforcement personnel utilized for activities at the facility.
  - e. Post event clean up; minimum of 500 foot radius around the perimeter of the facility; wider radius following larger events.
  - f. Security and Emergency Access Plan
  - g. Traffic Management Plan
  - h. Traffic/parking signage – e.g., variable message signs, parking availability signs.

- i. Other transportation improvements – e.g., signal warrant (tbd with additional analysis).
- j. Pedestrian Circulation Plan. Triggers pedestrian improvements, including pedestrian overcrossings.





800 Occidental Avenue S. #700  
Seattle, WA 98134



800 Occidental Avenue S. #200  
Seattle, WA 98134

May 20, 2015

Mr. Michael Jenkins, Director  
Seattle Design Commission  
700 Fifth Avenue, Suite 2000  
Seattle, WA 98124-4019

Re: Comments regarding Proposed Vacation of Occidental Avenue South;  
Clerk File 312905

Dear Seattle Design Commission Members:

The Washington State Public Stadium Authority ("PSA") and First & Goal Inc. ("FGI"), submit this joint comment letter regarding WSA Properties' ("WSA") petition to vacate Occidental Avenue South (Clerk File 312905). The PSA is the public owner of CenturyLink Field and Event Center (collectively "CenturyLink Field"), and FGI is the master tenant and facility operator for CenturyLink Field. While the PSA and FGI support the return of NBA basketball, we continue to have significant unresolved questions and corresponding concerns regarding WSA's Arena proposal and the requested street vacation.

The PSA and FGI previously submitted a comment letter regarding this street vacation proposal, dated June 4, 2013. In that letter, we expressed our concern about the number of ambiguities and "unknowns" regarding the likely impacts of the Arena and corresponding mitigations that we believe must be resolved before the City can take action on the street vacation proposal. It was anticipated that the EIS regarding the Arena would resolve many of our questions and concerns. Unfortunately, after reviewing the FEIS and the most current version of the Arena proposal, we continue to be troubled that the Arena has not yet disclosed and the City does not yet know how the proposed Arena will fit within the existing Stadium District or how it will mitigate many of its potential effects.

For example, the FEIS identifies several "either/or" choices that remain to be made, rather than a final and complete Arena proposal: either a pedestrian bridge over the train tracks on Holgate to accommodate the pedestrians entering/exiting the Arena on Holgate, *or* a shuttle system from Holgate to the King Street Station; and, either parking within the existing garages via agreement with FGI and the Mariners, *or* construction of a new 2,025 space parking garage across Holgate from the proposed Arena. These are not mere details, but critical components of the Arena project that need to be determined before the City takes action on the proposal.

Further, while the MOU between the Arena and City expressly requires the Arena to coordinate with the Mariners, Sounders and Seahawks to minimize the number of conflicting and overlapping events held at the existing stadiums and proposed Arena, the proposed mitigation measures identified in the EIS have become increasingly diluted over time. See MOU, Section 21, p. 28. Although the DEIS Summary of Potential Mitigation Measures, Table 1-2, expressly contemplated an Updated Event Scheduling Agreement, the FEIS reduces this to:

[T]he City *could work with* the venues to establish a protocol for scheduling to minimize the conflicts with events among the three major Stadium District venues. This protocol *would strive to work* with major tenants and franchises to minimize the occurrence of simultaneous and closely scheduled major events.

Section 3.8.4.2, FEIS, p. 3.8-212 (emphasis added). Finally, many of the important transportation mitigation measures identified in the FEIS are framed as voluntary or discretionary through words and phrases such as “could”, “may”, and “if applicable.”

In the Response to Comments, FEIS Appendix G, DPD declines to mandate any mitigation, except for those mitigation measures volunteered by the Arena. Comment Response #5, Mitigation Measures, provides: “Except for mitigation measures that ArenaCo has agreed to implement as part of its project, decisions establishing mitigation measures, including the nature, amount and responsibility for mitigation, are made when substantive actions regarding the proposed project occur following issuance of this FEIS, such as issuance of development permits.” FEIS, Appendix G, p. CR-1.

As a result, the current street vacation process provides the first opportunity to establish the mitigation requirements for the Arena proposal. Consistent with our prior letter, the PSA and FGI request that the City develop complete mitigation measures, including scope, timing and responsibility, as part of any decision regarding the requested street vacation. In particular, the PSA and FGI request that the Design Commission establish mitigation conditions regarding:

- Multiple Events Scheduling Agreement. We understand that the Arena has attempted to initiate discussions with the existing stadiums and teams, but to our knowledge, these discussions have not been substantive and the parties are not yet on a path to develop a revised agreement. Without such an agreement, it is unclear whether or how the Arena might (be required to) address conflicts with pre-existing facilities and events. It would be irresponsible for the Arena or the City to approve the Arena without clarity regarding how the three facilities will function *together*. It is not enough to assume that event scheduling can be worked out after the Arena is already approved and underway. Further, the details of the event scheduling protocol set out in the FEIS (quoted above) signal that the City is unfamiliar with the process that teams and leagues use when scheduling events, making us weary of the proposed mitigation condition process.
- Location of Parking. The location of parking serving the proposed Arena will affect vehicular traffic, as well as pedestrian circulation in the Stadium District. The extent of the analysis contained in the FEIS regarding an alternative parking location (a new



garage for 2,025 vehicles south of Holgate) is minimal (see Section 2.12, FEIS Appendix E), and the FEIS still largely assumes that the Arena will be able to negotiate shared parking agreements with FGI and the Mariners. Like the multiple events agreement, however, we are not aware of any substantive progress on shared parking agreements with either the Mariners or FGI. This needs to be resolved *before* the City makes any decisions regarding the Arena proposal. Further, determining the final location of the Arena parking is also necessary to establish the transportation operation mitigation measures that the Arena will be required to install or fund. Several additional and/or different intersections will operate at LOS E or F if parking is located in a new garage south of Holgate as compared to the shared parking scenario.

- Pedestrian Bridge on Holgate. The FEIS contemplates two scenarios to address the 6,000+ pedestrians that are anticipated on Holgate following an event at the Arena: the Arena would either construct a pedestrian bridge east over the several railroad tracks, or would provide a shuttle service from Holgate to the King Street Station and surrounding area. See Figure 2-57, FEIS Appendix E. While a shuttle option may be a viable interim solution, it is not an acceptable or viable long term solution to transporting *thousands of people* across the railroad tracks. Before the City takes any further action regarding the Arena, the Arena needs to produce verifiable evidence that SDOT and the two rail providers, BNSF and Amtrak, agree to the proposed pedestrian bridge solution. Absent that, WSA needs to develop a different long term plan – not dozens of shuttle buses – to transport patrons across the Holgate tracks.
- Other Pedestrian Improvements. The FEIS identifies the several routes that patrons are expected to use walking to and from the proposed Arena and documents the varying degrees of deficiencies along these routes (lack of sidewalks and inadequate illumination). See Figure 2-48 and Figure 2-53, FEIS Appendix E. The only pedestrian improvement required of WSA as part of the Arena in the FEIS, however, is the Holgate pedestrian bridge. Section 3.8.4.2, FEIS, p. 3.8-207. No entity is identified as responsible for the improvements at S. Atlantic. *Id.* And the several pedestrian scale street lighting improvements are listed only as “potential mitigation” “identified for consideration by DPD and SDOT.” Section 3.8.4.2, FEIS, p. 3.8-209. These discretionary, ambiguous mitigation suggestions need to be transformed into concrete mitigation requirements to improve the pedestrian routes to/from the Arena – particularly considering that the majority of significant events at the Arena are anticipated to occur during winter after dark.
- At-Grade Way-Finding. The FEIS also documents that the existing at-grade way-finding system is inadequate to assist pedestrians and bicyclists trying to come to or leave from the Arena. As mitigation, the FEIS provides: “In coordination with other Stadium District Stakeholders, ArenaCo would be required to contribute to development of a way-finding system. . . .” Both the PSA and Washington State Major League Baseball Public Facilities District (“PFD”) were required to install and/or fund significant pedestrian improvements to support their stadiums. The same

should be required of the Arena, without purporting to burden existing facilities that have previously met their mitigation and public benefit obligations.

- Traffic Operations. The FEIS explains how the addition of the Arena to the Stadium District will cause a number of intersections to fall below LOS E, and will worsen the delay at several intersections that already function at LOS F. In response to these deficiencies, the FEIS provides: “The Arena would be required to make a pro-rata contribution to projects such as the ITS Next Generation project list”; and “ArenaCo would work with WSDOT to upgrade traffic control equipment at signalized intersection . . . .” Section 3.8.4.2, FEIS, p. 3.8-206. It is unclear whether, when and who would be expected to finance the balance of the ITS upgrade. Similarly, an obligation to “work with SDOT” does not mandate the necessary outcome. These conditions must be clarified and solidified to ensure that WSA mitigates the impacts created by its Arena.

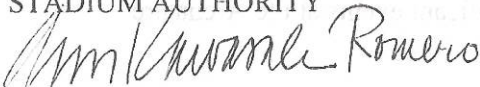
The above discussion refers exclusively to WSA’s mitigation obligations. These measures may not be considered as part of the public benefit that WSA must also provide to the City in exchange for the requested street vacation.

As we mentioned in our previous letter, the prior approvals for CenturyLink Field and Safeco Field provide useful templates in considering what types and amounts of mitigation and public benefit should be provided by the WSA as part of constructing the proposed Arena. These requirements have contributed to the successful development and operation of the existing facilities and should be considered as a starting point for mitigation and public benefit requirements for the Arena. Such requirements are needed to ensure that the Arena development contributes its fair share to the neighborhood and does not adversely affect the existing facilities and other improvements in the Stadium District.

Thank you for the opportunity to provide additional comments regarding the WSA’s street vacation petition. If you have any questions regarding the content of this letter, please feel free to contact us.

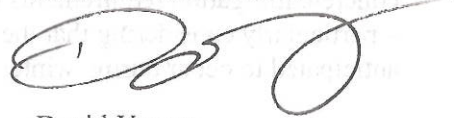
Sincerely,

WASHINGTON STATE PUBLIC  
STADIUM AUTHORITY



Ann Kawasaki Romero  
Executive Director

FIRST & GOAL INC.



David Young  
Vice President/  
General Manager

cc: Moira Gray, Seattle Department of Transportation  
PSA Board Members  
Molly Lawrence, Van Ness Feldman



Mitigation/public benefit conditions imposed on CenturyLink Field and Safeco Field as part of their approvals:

- 1) Public outreach and interaction with community:
  - a. Regular meetings with community representatives before, during and following construction to address impacts of construction and operation of arena on surrounding communities.
  - b. Fully funded neighborhood liaisons. Allowed community organizations to have a consistent point person to represent their interests.
  - c. Newsletter containing information regarding project milestones and updates from permitting and design through construction and initial operation.
  - d. 24 hr construction hotline; website to obtain information and submit comments.
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  - c. Construction parking management plan – e.g., parking for construction workers, impacts to other private (3<sup>rd</sup> party) parking.
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  - b. Replace any/all parking spaces eliminated by street vacation.
  - c. Hire special events coordinator
  - d. Compensate all City police officers and parking enforcement personnel utilized for activities at the facility.
  - e. Post event clean up: minimum of 500 foot radius around the perimeter of the facility; wider radius following larger events.
  - f. Security and Emergency Access Plan
  - g. Traffic Management Plan
  - h. Traffic/parking signage – e.g., variable message signs, parking availability signs.

- i. Other transportation improvements – e.g., signal warrant (tbd with additional analysis).
- j. Pedestrian Circulation Plan. Triggers pedestrian improvements, including pedestrian overcrossings.



## Gray, Moira

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**From:** Barnett, Beverly  
**Sent:** Wednesday, May 22, 2013 2:15 PM  
**To:** Gray, Moira  
**Subject:** FW: Street vacation informaton for Occidental Ave S proposed sports arena  
**Attachments:** Occidental Street Vacation Information.pdf

For the file.

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**From:** Holly Houser [<mailto:hollyhouser@pugetsoundbikeshare.org>]  
**Sent:** Wednesday, April 17, 2013 1:33 PM  
**To:** Barnett, Beverly  
**Subject:** FW: Street vacation informaton for Occidental Ave S proposed sports arena

Seems like the perfect opportunity for a bike share station...

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**From:** Gray, Moira [<mailto:Moira.Gray@seattle.gov>]  
**Sent:** Wednesday, April 17, 2013 1:18 PM  
**To:** Gray, Moira  
**Cc:** Barnett, Beverly  
**Subject:** Street vacation informaton for Occidental Ave S proposed sports arena

Hello, SDOT has received a petition from WSA Properties et al for the vacation of Occidental Ave S between S Massachusetts St and S Holgate St in the SODO Industrial area for a proposed professional basketball arena. Attached is the initial project information regarding the vacation for your preliminary review and comments. We are asking for comments prior to our forwarding a recommendation to the City Council. We would like to receive your comments by May 31<sup>st</sup>, however comments are accepted throughout the review period.

Thank you, Moira



**MOIRA GRAY**  
*Street Vacation Specialist*  
**Seattle Department of Transportation**  
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