

Seattle Center Arena Renovation Project DEIS



Mercer Stakeholders Meeting
May 10, 2018

Seattle Center Arena SEPA process

- Environmental Impact Statement (EIS) Scoping Meeting: September 28, 2017
- MOU between City and Oak View Group: December 2017
- Draft EIS (DEIS) published: April 23
- DEIS Public Hearing: May 14
- Public Comment period closes: June 7
- Final EIS (FEIS) expected to be published: August 2018

EIS purpose

1. To disclose likely significant impacts of a project
2. To recommend potential mitigation of those impacts
3. To receive and respond to public comment

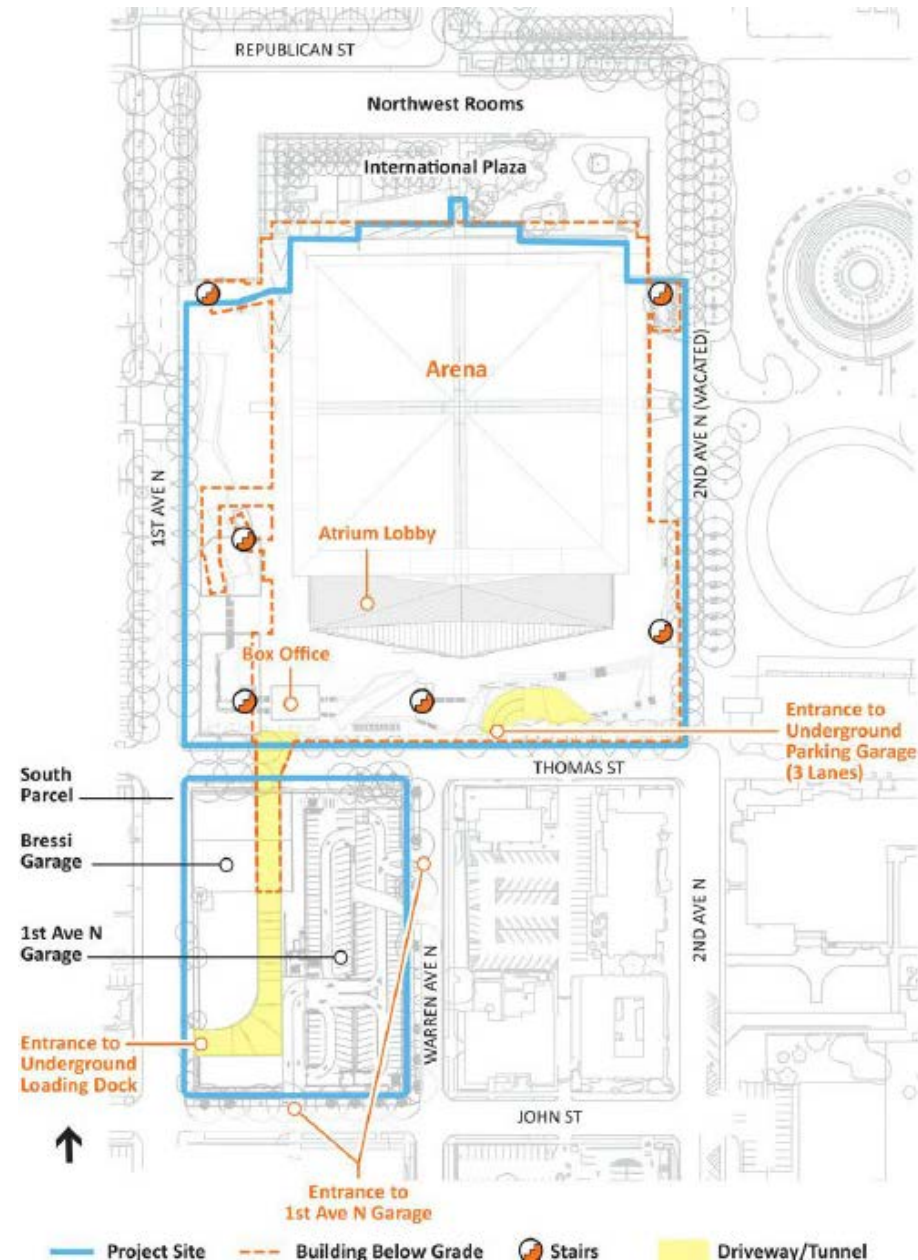


Alternatives analyzed

- A. No Action: The effect of no renovation of KeyArena
- B. Alternative 1: Oak View Group Proposal
- C. Alternative 2: Modified Proposal

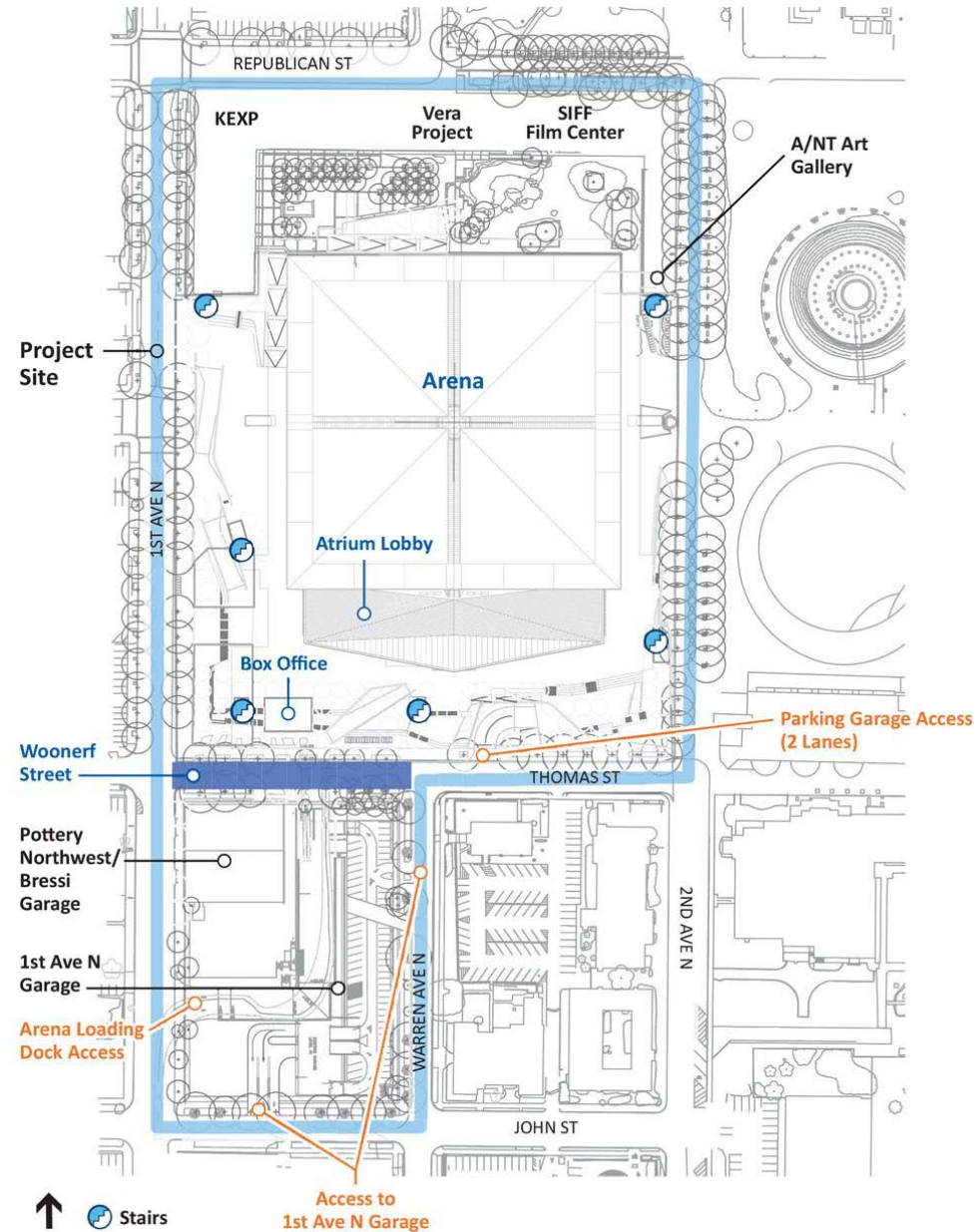
Alternative 1: Oak View Group Proposal

- 17,500-19,125 seat arena
- Landmark-designated arena features preserved or restored
- Underground parking garage for 450 vehicles with 3-lane driveway entrance from Thomas St
- Underground loading dock with 8 loading bays, accessed off 1st Ave N through a tunnel
- Full utilization of 1st Ave N Garage (620 spaces)
- Large, dynamic signs not consistent with existing regulations



Alternative 2: Modified Proposal

- Assumes no variance for night construction work
- Less parking on the project site, to disperse associated traffic impact
- Loading dock access changed to avoid impacts to landmarked Bressi Garage
- Thomas St between 1st Ave N and Warren St would be a “woonerf” with priority access to pedestrians/bicyclists
- TNC pick-ups dispersed outside of Seattle Center campus using a geofence
- Signage consistent with current conditions



DEIS Chapters

- Land Use
- Transportation
- Earth
- Historic & Cultural Resources
- Recreation
- Noise and Vibration
- Visual Resources
- Air Quality and GHG Emissions
- Public Services and Utilities
- Plants
- Cumulative Impacts

*red font denotes likely significant impacts disclosed in DEIS

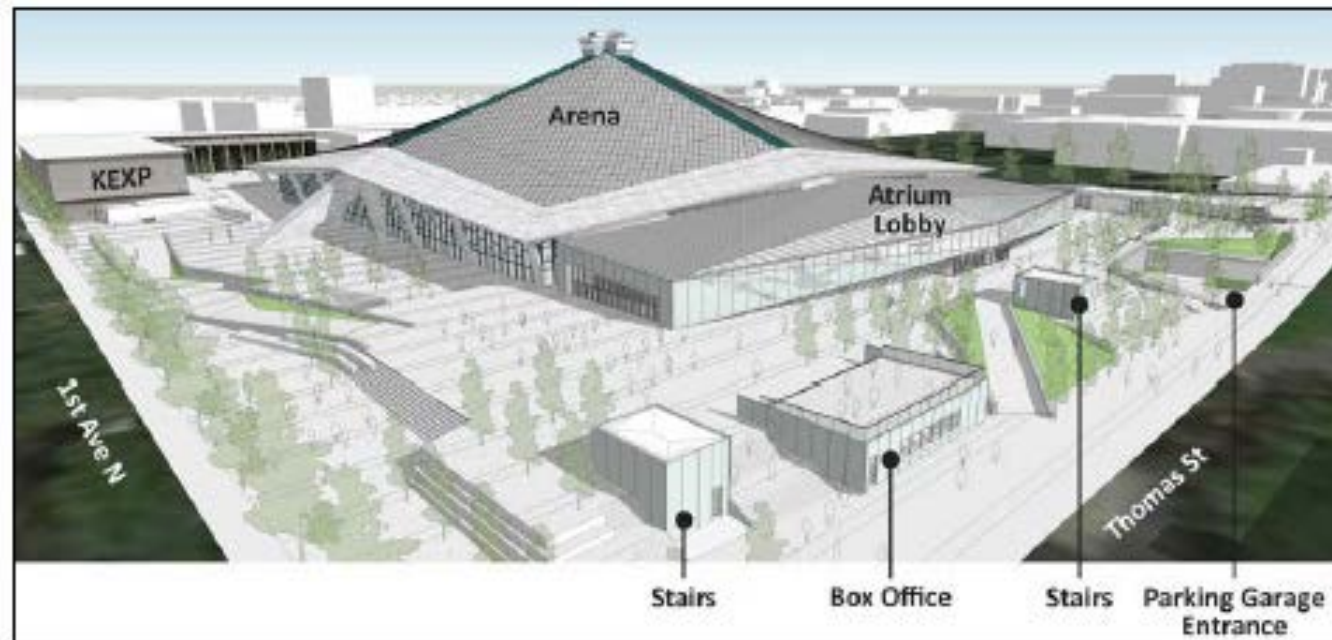
EIS Transportation Chapter

A variety of travel modes are analyzed:

- Auto (including ridehailing)
- Transit
- Bicycles
- Pedestrians
- Freight

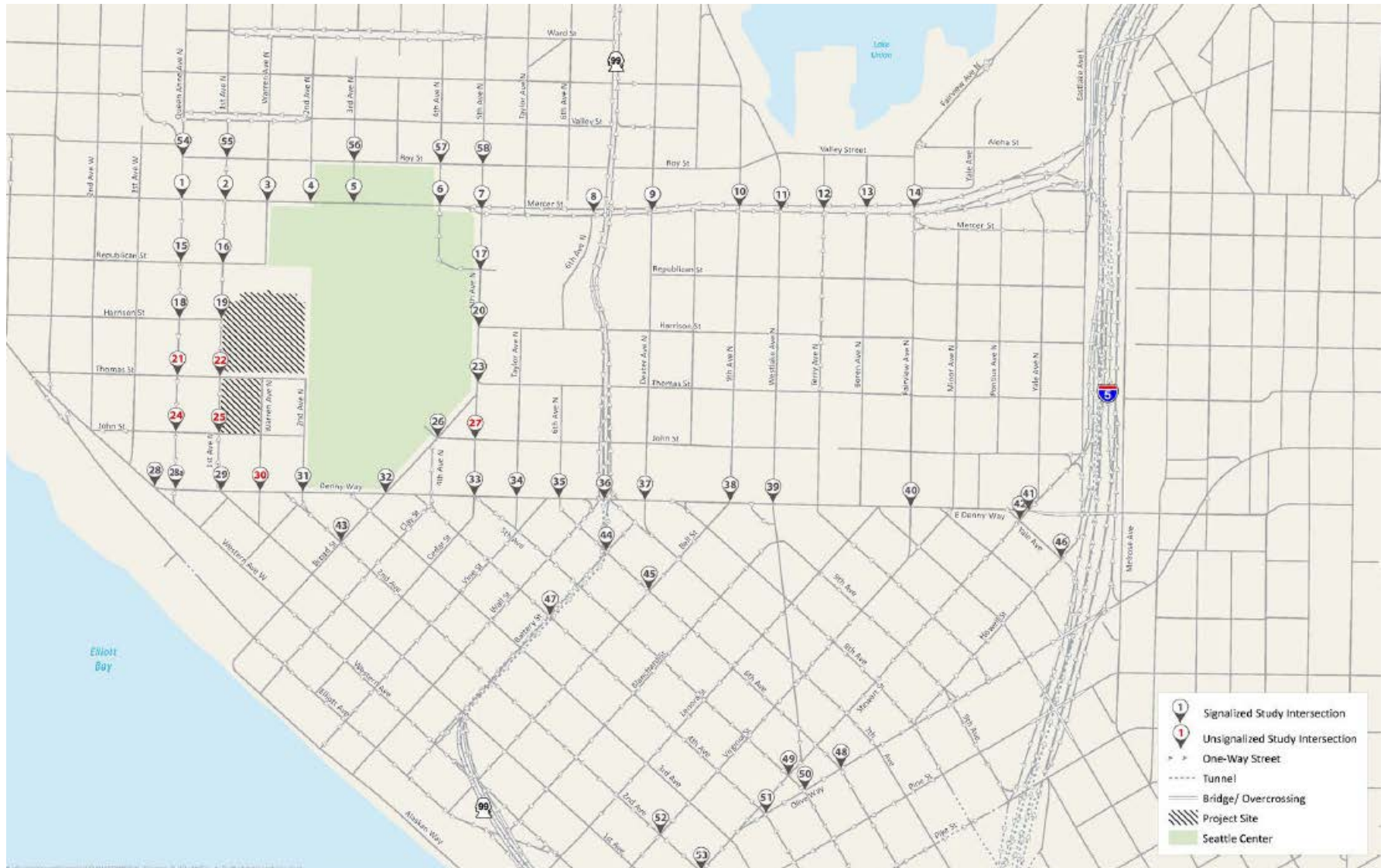
Other issues are also evaluated:

- Parking
- Curb space management
- Safety



Study Area

Queen Anne Ave N to I-5 to Roy St to ½ mile south of Denny Way.



DEIS Transportation Key Findings

Construction Impacts

Alternative 1	Alternative 2
Thomas St (between 1 st Ave N and Warren Ave N) to be closed for staging and access	Longer duration of closure (6 months)
1 st Ave N, east curbside parking lane between John St and KC Metro bus stop fully closed for 18 months and intermittently for months 19-24	1 st Ave N, east curbside parking lane between John St and KC Metro bus stop fully closed for 18 months or longer and intermittently for 30 months or longer
Night work during demolition and excavation (months 1-6)	Night work during demolition and excavation (months 1-6), no impact equipment at night unless allowed through Noise Variance.
Truck hauling to occur 18 hours/day (will avoid AM/PM peak hours), 7 days/week	8 hours/day (will avoid AM/PM peak hours), 7 days/week

Transportation Analysis

Horizon Years:

- 2020 – projected year of opening
- 2035 – provides a longer term cumulative condition

Scenarios analyzed: spectrum of conditions in study area due to the site, Seattle Center campus, and variety of events:

- A day with Average Seattle Center Attendance
- A day with Above-Average Seattle Center Attendance

Transportation Analysis Periods

58 intersections chosen for analysis within the study area
(75 for future year analysis)

- Weekday from 5:30-6:30 PM (weekday pre-event peak hour for sold-out NBA game – 18,350 attendees)
- Weekday from 9:30-10:30 PM (weekday post-event peak hour for sold-out NBA game – 18,350 attendees)
- Saturday from 6:00-7:00 PM (Saturday pre-event peak hour for sold-out concert – 19,125 attendees)

Transportation Analysis Methodology

Travel Behavior Characteristics

- Mode share
- Average vehicle occupancy
- Arrival/departure patterns
- Origins/destinations of attendees

Analysis

- Microsimulation – intersection LOS and travel time
- Pedestrian facility capacity
- Transit capacity
- On-street and off-street parking



DEIS Transportation Key Findings – 2020

No Action Alternative

- Congestion will increase without the Arena project in 2020 (No action alternative)
 - Substantial new development is approved and forecast in the study area (job and housing growth)
 - Proportion of intersections operating at LOS E or F increases from 19% (today) to 59% during weekday PM peak hour

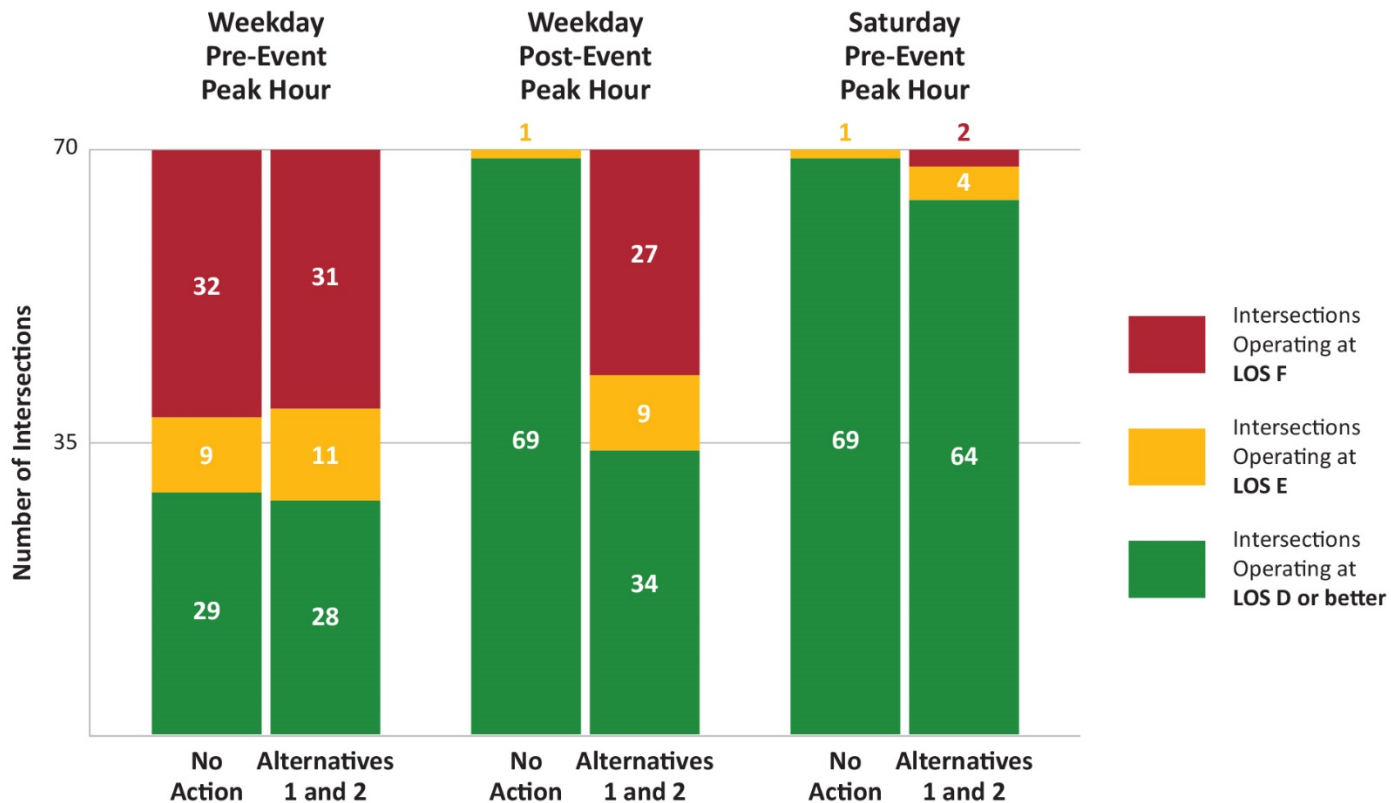


DEIS Transportation Key Findings - 2020

- Significant impacts will occur with the Arena project
 - Traffic congestion will worsen with the Arena project
 - Transit speed and reliability impacts; crowding impacts on buses to U-District and Ballard post-event peak hour
 - Ridehailing drop-off impacts to transit, bicycles, and safety
 - Localized impacts to non-auto modes
 - Parking impacts
- Frequency of events increases from 100 to 250 events/year

DEIS Transportation Key Findings - 2020

2020 AVERAGE



DEIS Transportation Key Findings - 2035

- Due to growth in background traffic, overall traffic conditions will worsen by 2035. Traffic generated by events at the Arena is expected to be less in 2035 than in 2020, due to changing travel choices
 - LINK light rail expansion
- Types of impacts – generally similar to 2020
 - Crowding on northbound LINK before events and southbound LINK after events
 - Pedestrian flow impacts travelling to new LINK station

Travel mode	2020	2035
Private vehicle	63%	35%
LINK light rail	0%	23%
Bus	8%	6%
Ridehailing	15%	25%
Walk	10%	8%
Monorail	3%	2%
Bicycle	1%	1%

DEIS Transportation Mitigation

- Construction Management Plan – parking, curb space management, bus stop/layover relocation, and safety impacts
- Revised Curbside Management MOA
- Off-site Parking Facility Reservation and Best Practices System
- Capital improvements near the Arena – such as crosswalks, bulb-outs, new signals, transit queue jumps, reconfiguration of 1st Ave N bike lane
- Event Transportation Management Plan (TMP)
- Event Demand Management Plan (DMP)

TMP and DMP Elements

- TMP will address how to:
 - Manage parking to limit circulation and spillback from garages before events
 - Route traffic away from the arena after events
 - Manage pedestrian/vehicle conflicts
 - Manage ridehailing drop-offs and pick-ups
 - Develop special event signal timings
 - Limit delays to bus arrivals/departures
- TMP will include performance standards and monitoring and will evolve over time
- TMP will be in draft form by FEIS
- DMP will address how to:
 - Encourage attendees to travel more efficiently (non-auto modes, higher vehicle occupancy, etc.)

Road Map to Mobility Solutions

Process	MUP/SIP	EIS	NODOMAP
Definition	Project must meet land use code and street use code requirements. Can apply conditions that will further reduce impacts identified in the SEPA process.	Recommends actions to address environmental impacts, which are identified during the SEPA process.	Prioritizes multi-modal mobility solutions for north downtown neighborhoods. Projects don't require nexus with EIS impacts, and should not be related specifically to EIS impacts.
Specific to SC Arena?	Yes	Yes	No
Sample actions/projects	<ul style="list-style-type: none"> • Street improvements • Street tree replacement • Utility relocations 	<ul style="list-style-type: none"> • TMP/DMP • Off-site parking facility reservation • Capital improvements near the arena 	<ul style="list-style-type: none"> • Monorail capacity improvements • Mobility hub at SR 99 north portal • Ped safety upgrades • Complete bike connections
Expected completion	Phased, Q4 2018-Q1 2019	FEIS issuance target: August 31, 2018	Draft with cost estimates and funding source assessments in Fall 2018

Thank you.

To download the DEIS documents, use the link below:

<http://web6.seattle.gov/dpd/edms/> and then enter #3029061

Online Open House:
seattlecenterarenaeis.org

Methods to submit public comments:

Attend public hearing on Monday, May 14, 6-9pm, Seattle Center Armory Lofts

Email prc@seattle.gov, with subject "Seattle Center Arena"

Mail a letter to Public Resource Center (PRC):

Seattle DCI, PRC

P.O. Box 34019

Seattle, WA 98124-4019



Seattle Department of
Construction & Inspections