



SEATTLE ARENA

1700 FIRST AVENUE SOUTH

Sustainability and Transportation
Committee Briefing

April 5, 2016

PRESENTATION OVERVIEW

STREET VACATION POLICIES

IS THE BLOCK OF OCCIDENTAL AVE BETWEEN MASSACHUSETTS AND HOLGATE NEEDED?

- Context
- Traffic Volumes
- Route Shifts

ARENA IMPACTS

- EIS Framework
- Modal Access Summary
- Parking Impact
- Freight Impact
- Pedestrian Impacts - 1st Avenue
South Frontage

MITIGATION MEASURES

- Transportation Management Program
- Conditions of Approval

STREET VACATION POLICIES

THE CITY'S STREET VACATION POLICIES (CLERK FILE 310078) ARE INTENDED TO GUIDE CITY COUNCIL DECISIONS REGARDING THE VACATION OF PUBLIC RIGHTS-OF-WAY.

Policy 1, which is related to Circulation and Access, states:



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 an access to private property, unless the negative effects can be mitigated.



IS OCCIDENTAL AVENUE NEEDED?



CONTEXT

Photo Inventory



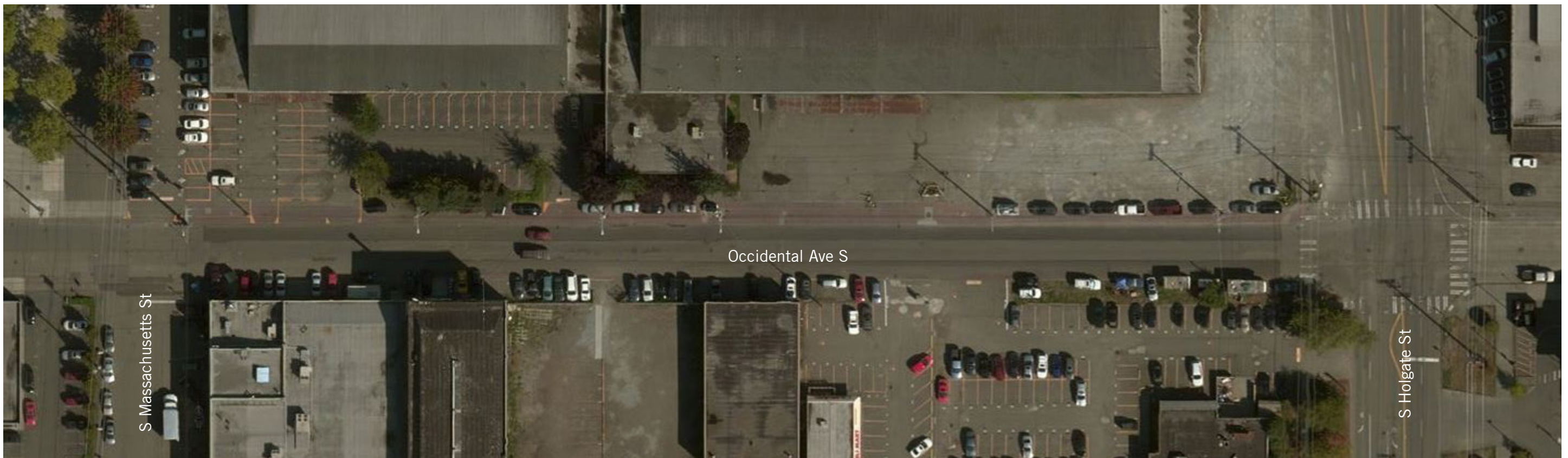
Looking North From S. Massachusetts St.



Looking South From S. Massachusetts St.

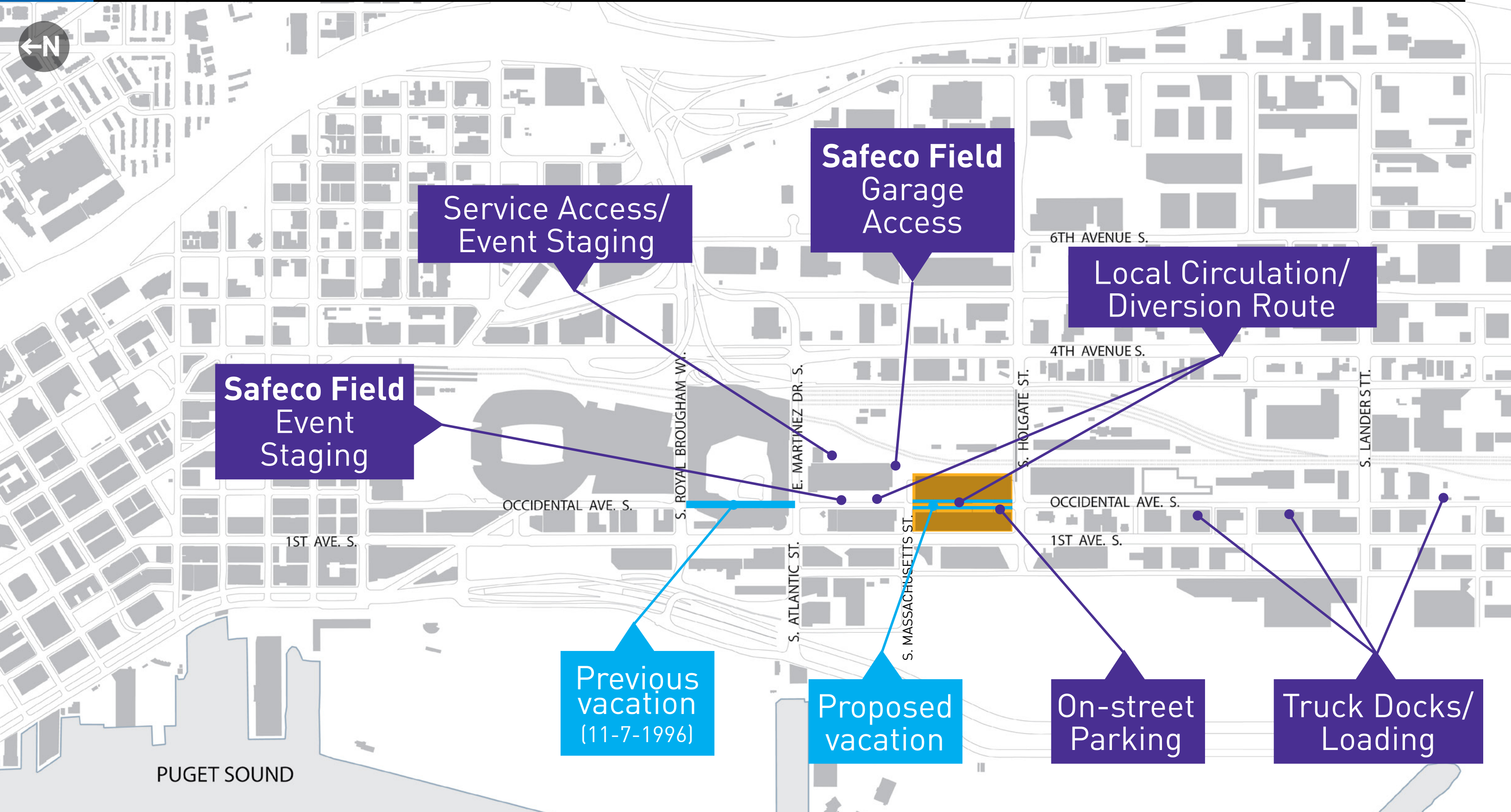


Looking North From S. Holgate St.



CONTEXT

Existing Occidental Avenue Uses



Service Access/
Event Staging

Safeco Field
Garage
Access

Local Circulation/
Diversion Route

Safeco Field
Event
Staging

Previous
vacation
(11-7-1996)

Proposed
vacation

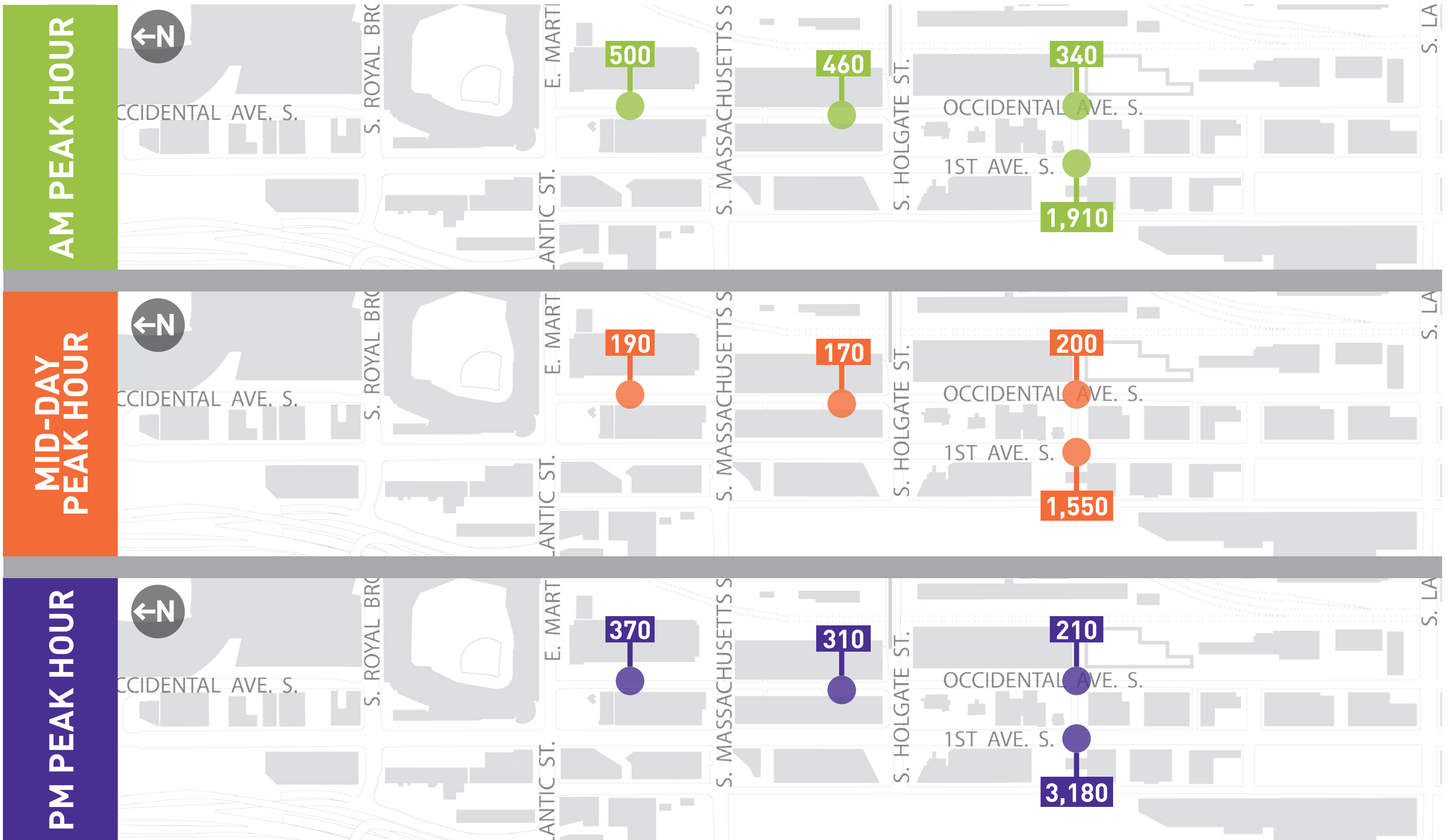
On-street
Parking

Truck Docks/
Loading

PUGET SOUND

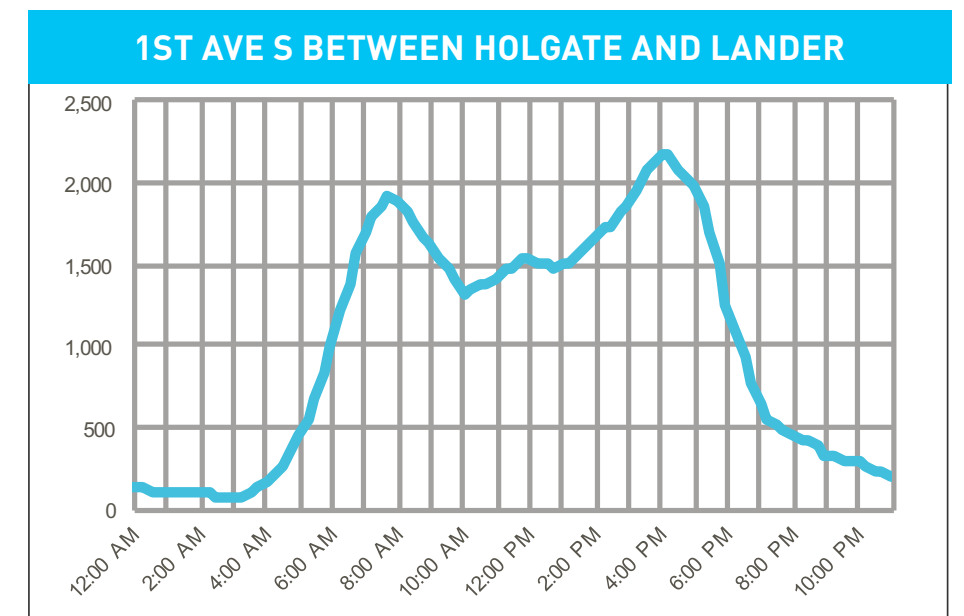
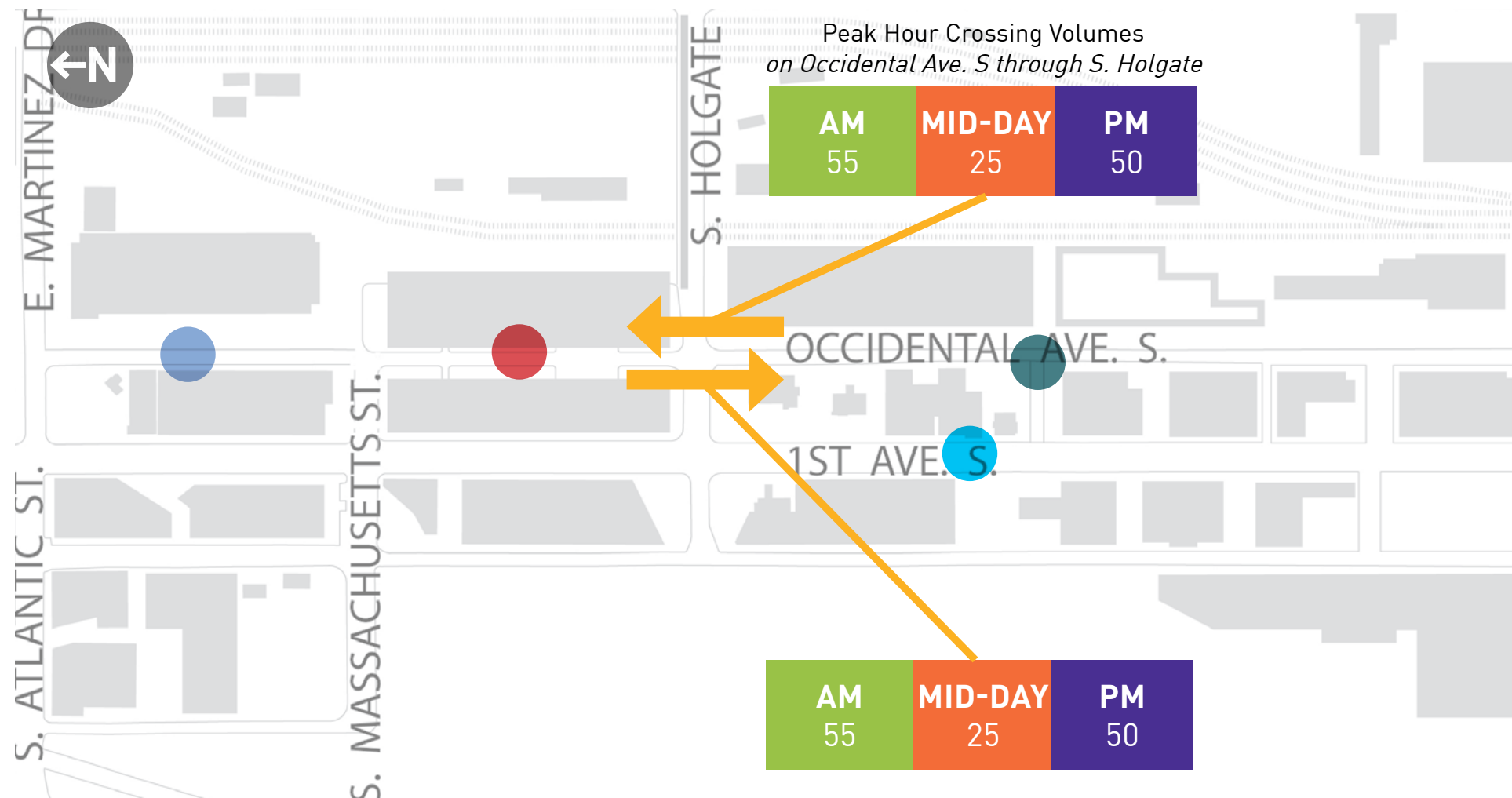
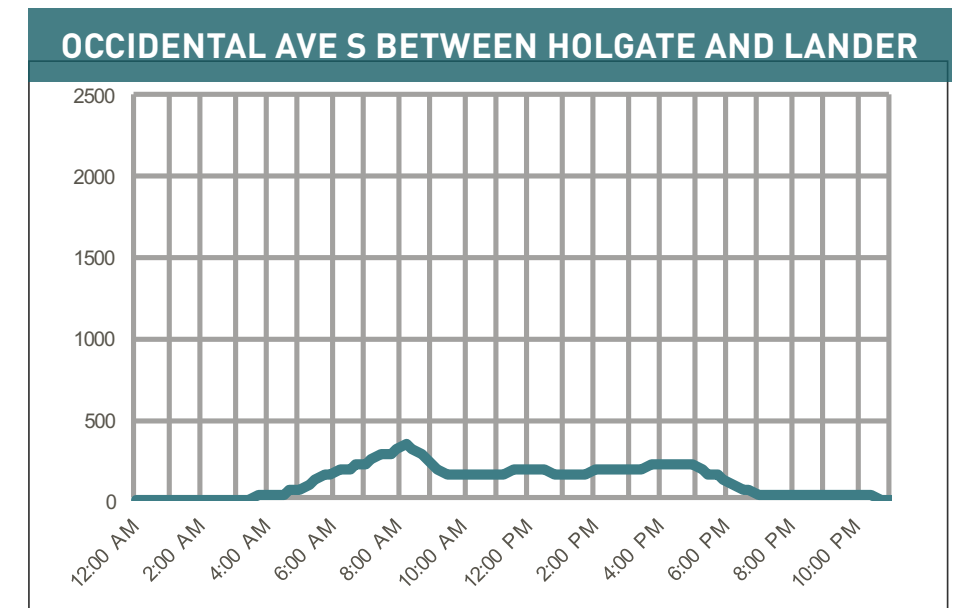
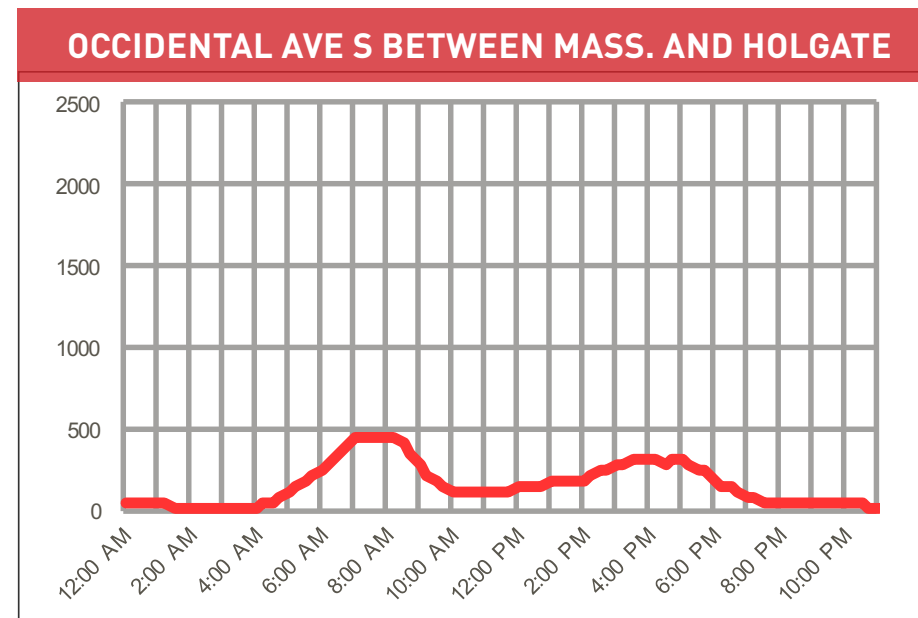
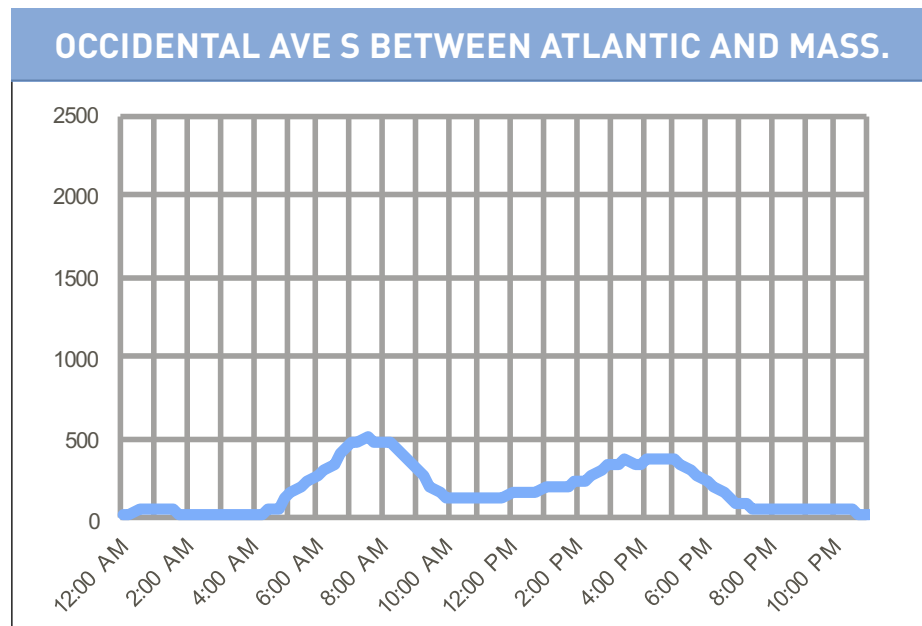
TRAFFIC VOLUMES

Existing 2013 Hourly Volume Summary



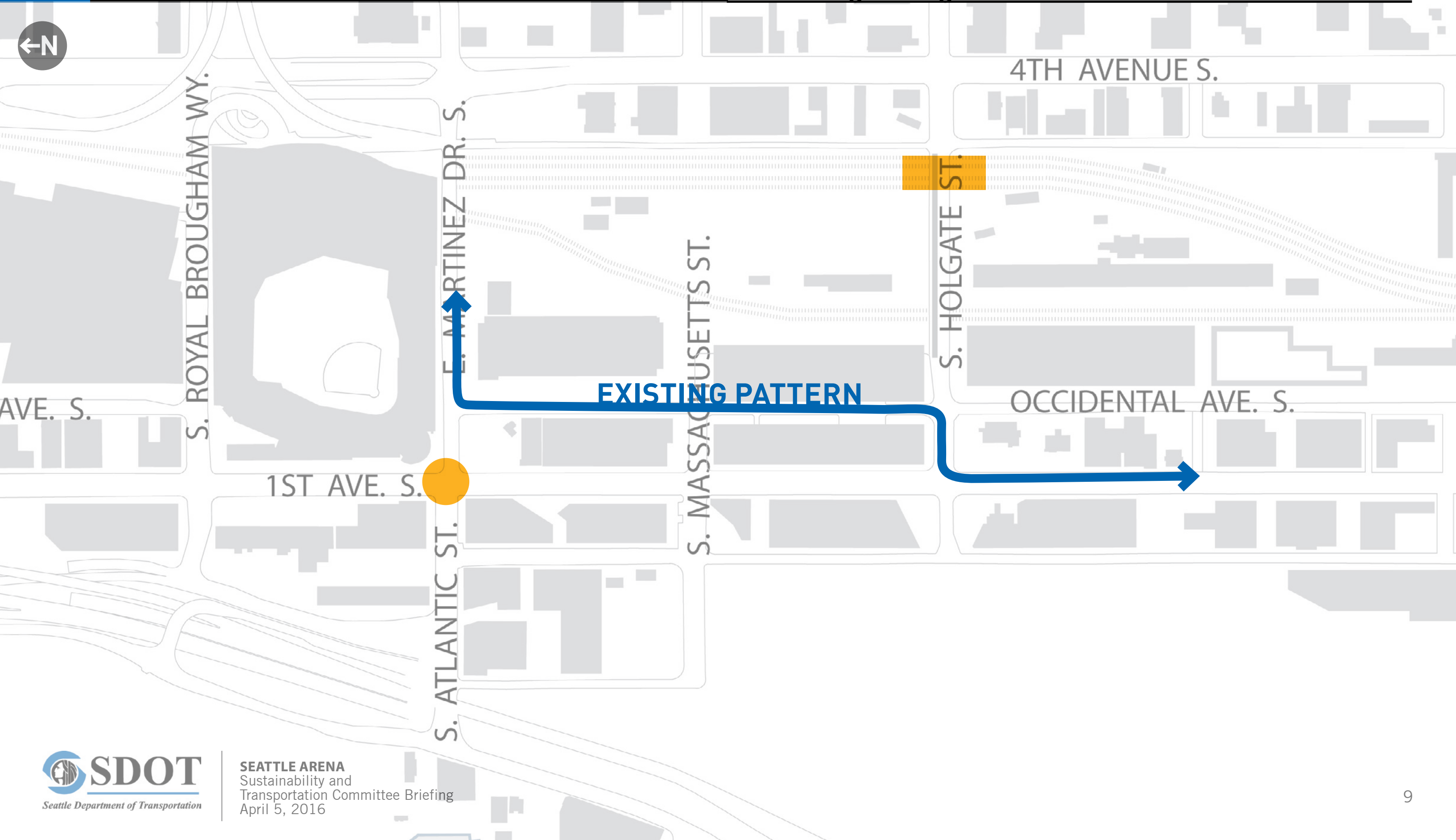
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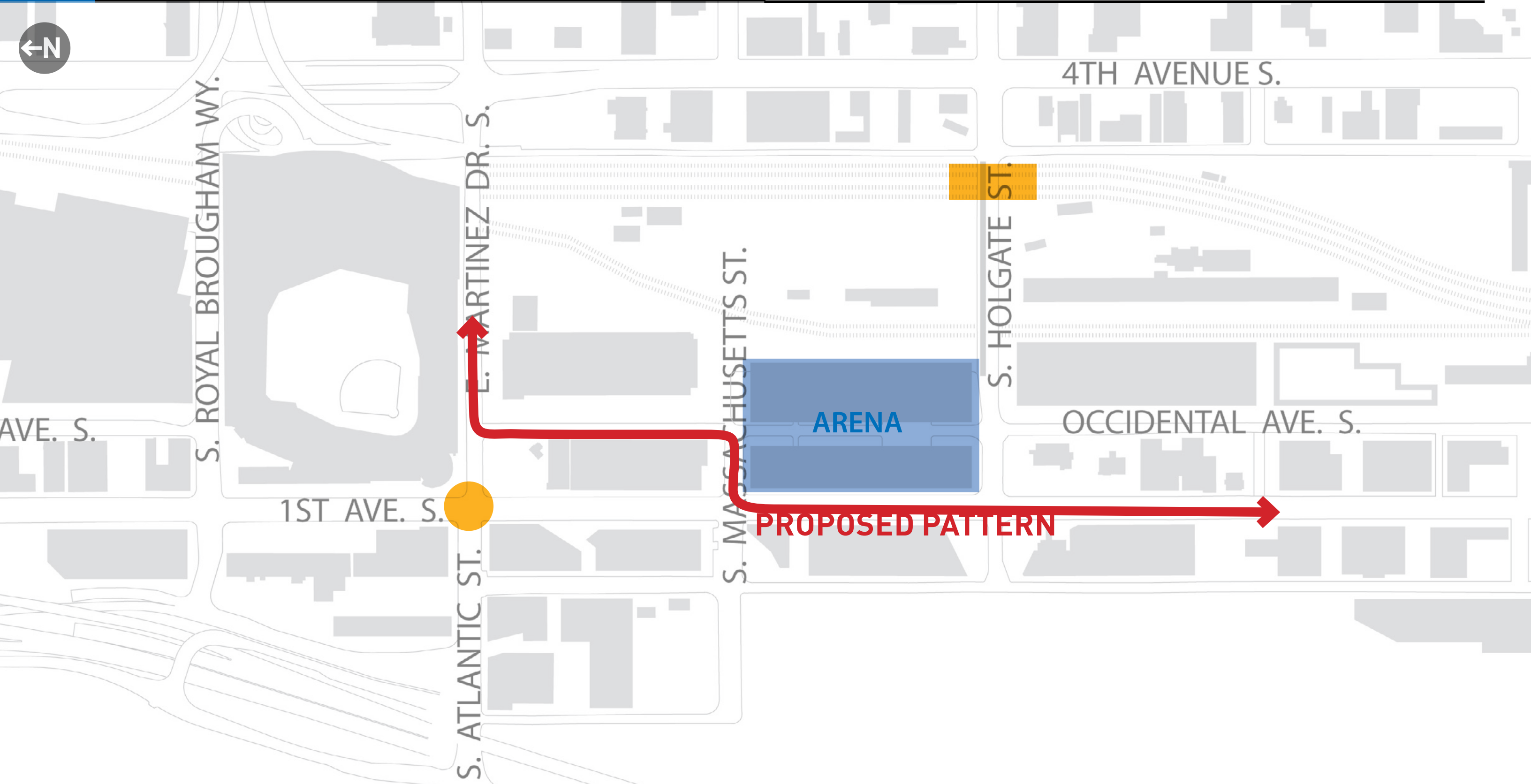
TRAVEL ROUTE SHIFTS

Existing Congestion Diversion Route



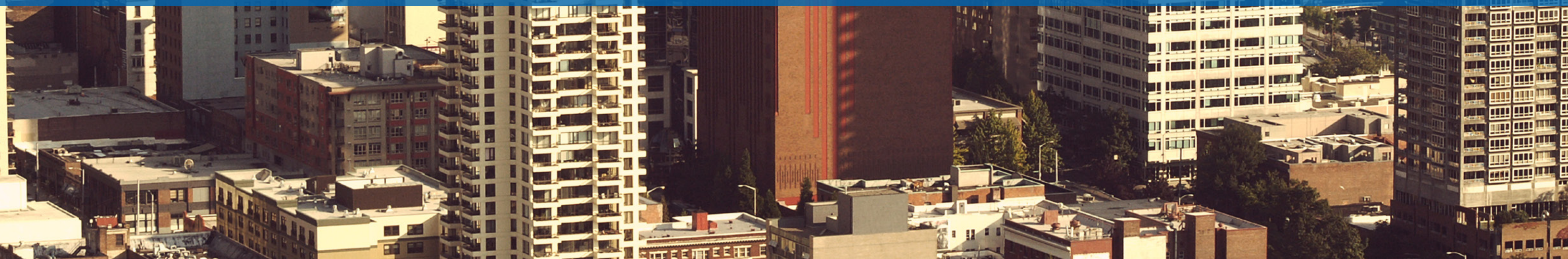
TRAVEL ROUTE SHIFTS

Future Route with Arena



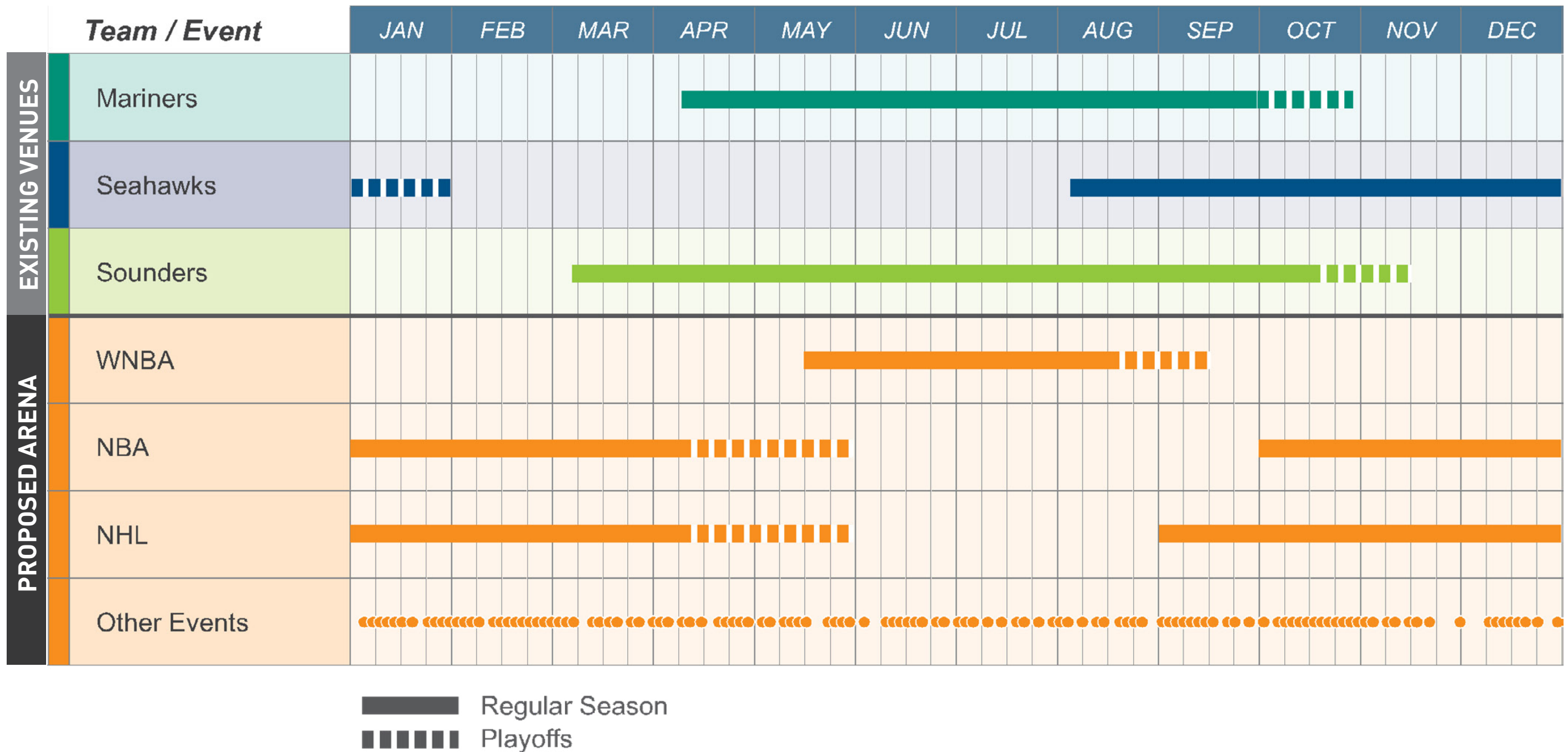


ARENA IMPACTS



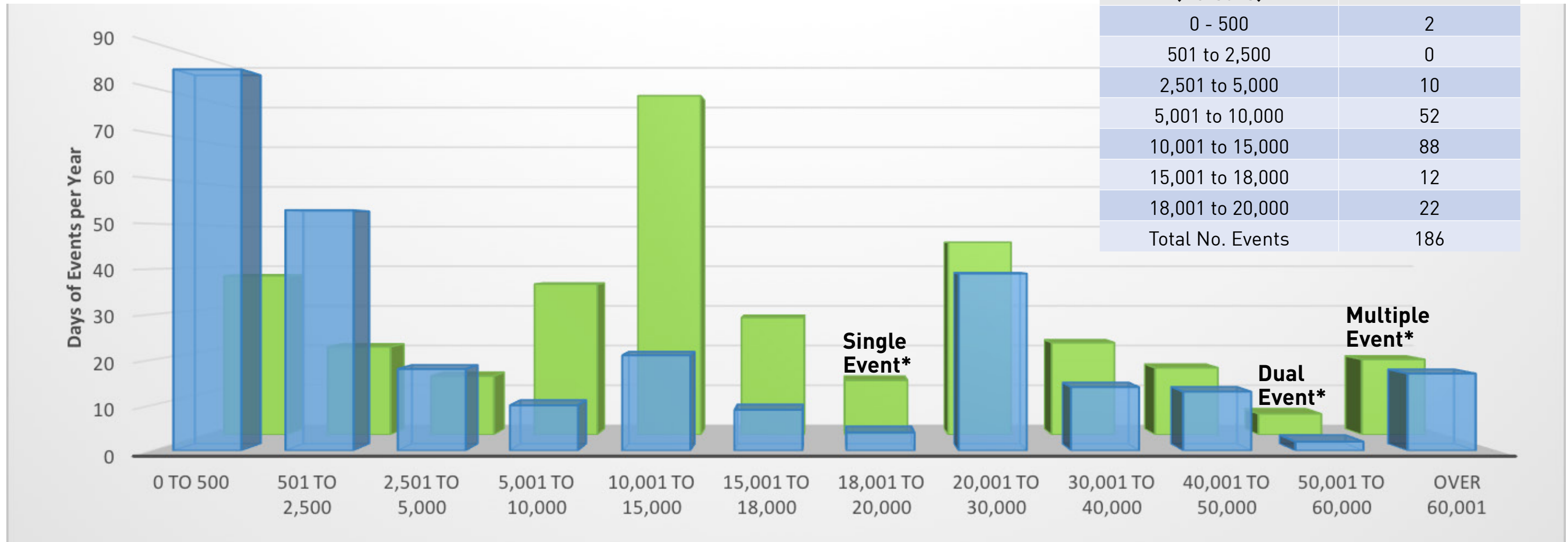
EVENT ANALYSIS CASES WERE DEVELOPED IN CONSIDERATION OF:

- Activities at existing stadium district venue
- Seasonal schedules
- Potential activities at the proposed Arena
- Attendance level frequency



COMBINED DAILY EVENT ATTENDANCE

PROPOSED ARENA DAILY EVENT ATTENDANCE	
Attendance Range (Persons)	Frequency
0 - 500	2
501 to 2,500	0
2,501 to 5,000	10
5,001 to 10,000	52
10,001 to 15,000	88
15,001 to 18,000	12
18,001 to 20,000	22
Total No. Events	186

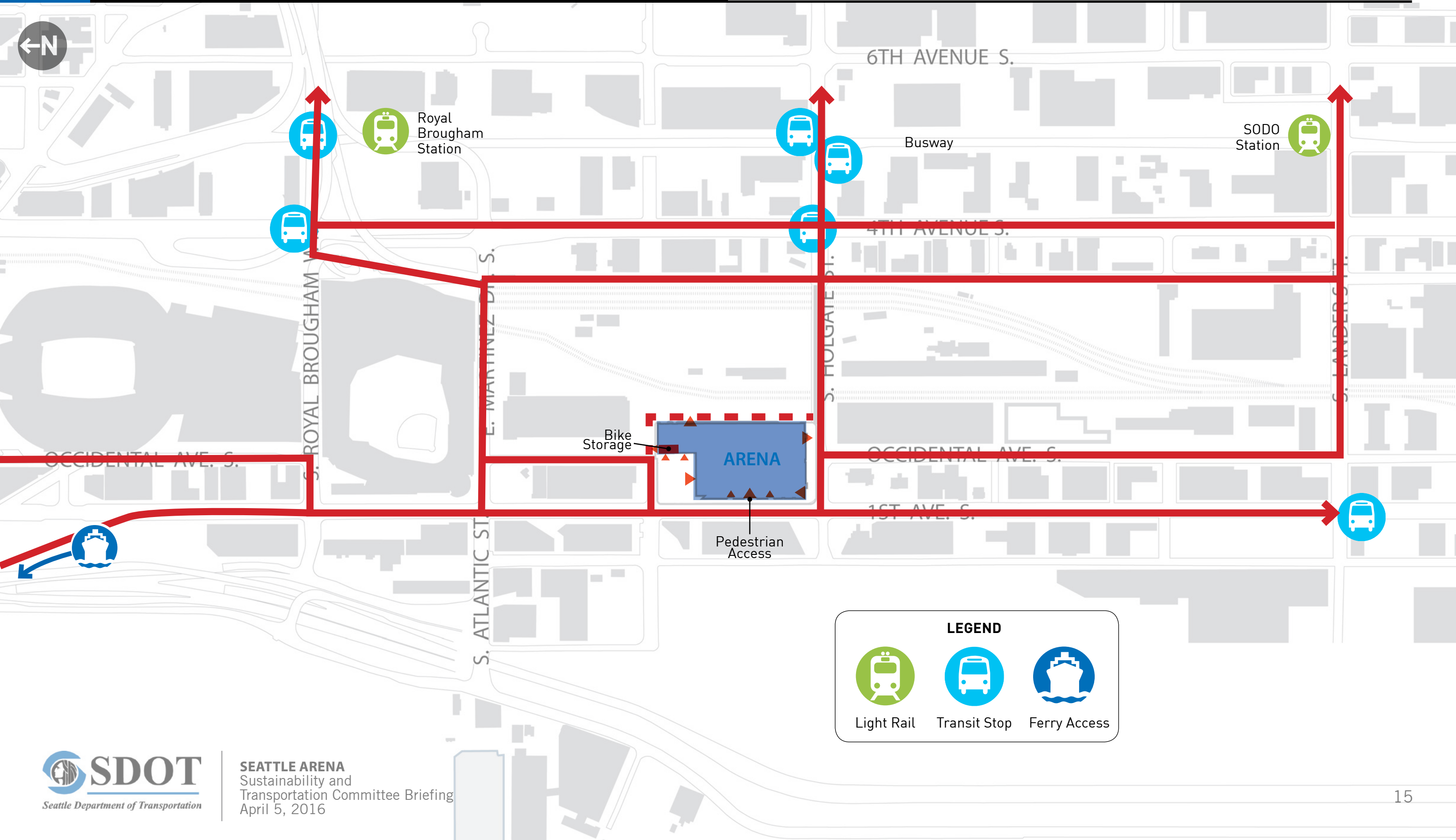


	0 to 500	501 to 2,500	2,501 to 5,000	5,001 to 10,000	10,001 to 15,000	15,001 to 18,000	18,001 to 20,000	20,001 to 30,000	30,001 to 40,000	40,001 to 50,000	50,001 to 60,000	Over 60,001
Existing/No Action	84	53	18	10	21	9	4	39	14	13	2	17
Future with Arena	38	21	14	36	81	28	13	46	22	16	5	18




* EIS Event Case (Alt 2)

MODAL ACCESS OPTIONS

Pedestrian/Transit

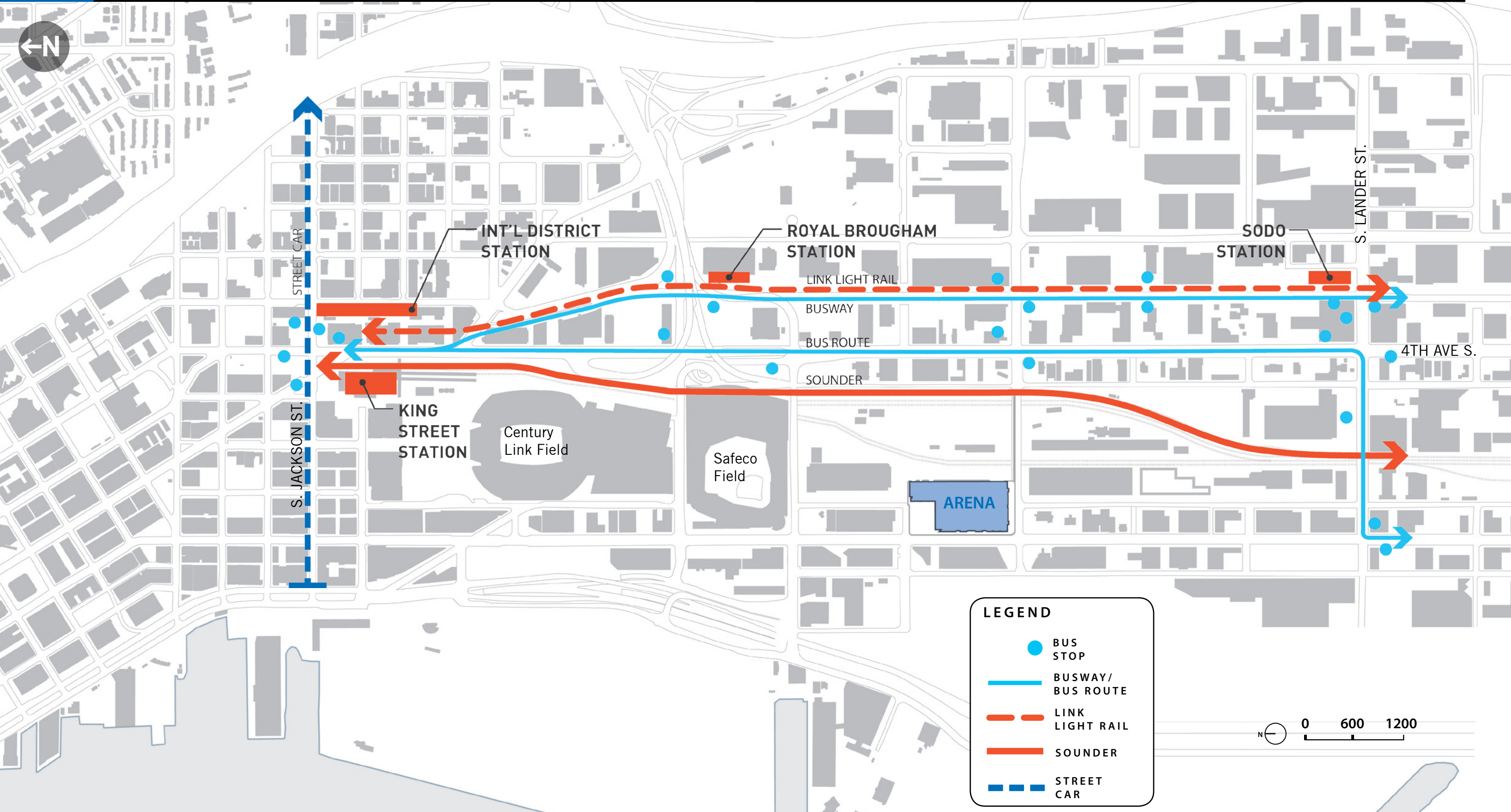


LEGEND

-  Light Rail
-  Transit Stop
-  Ferry Access

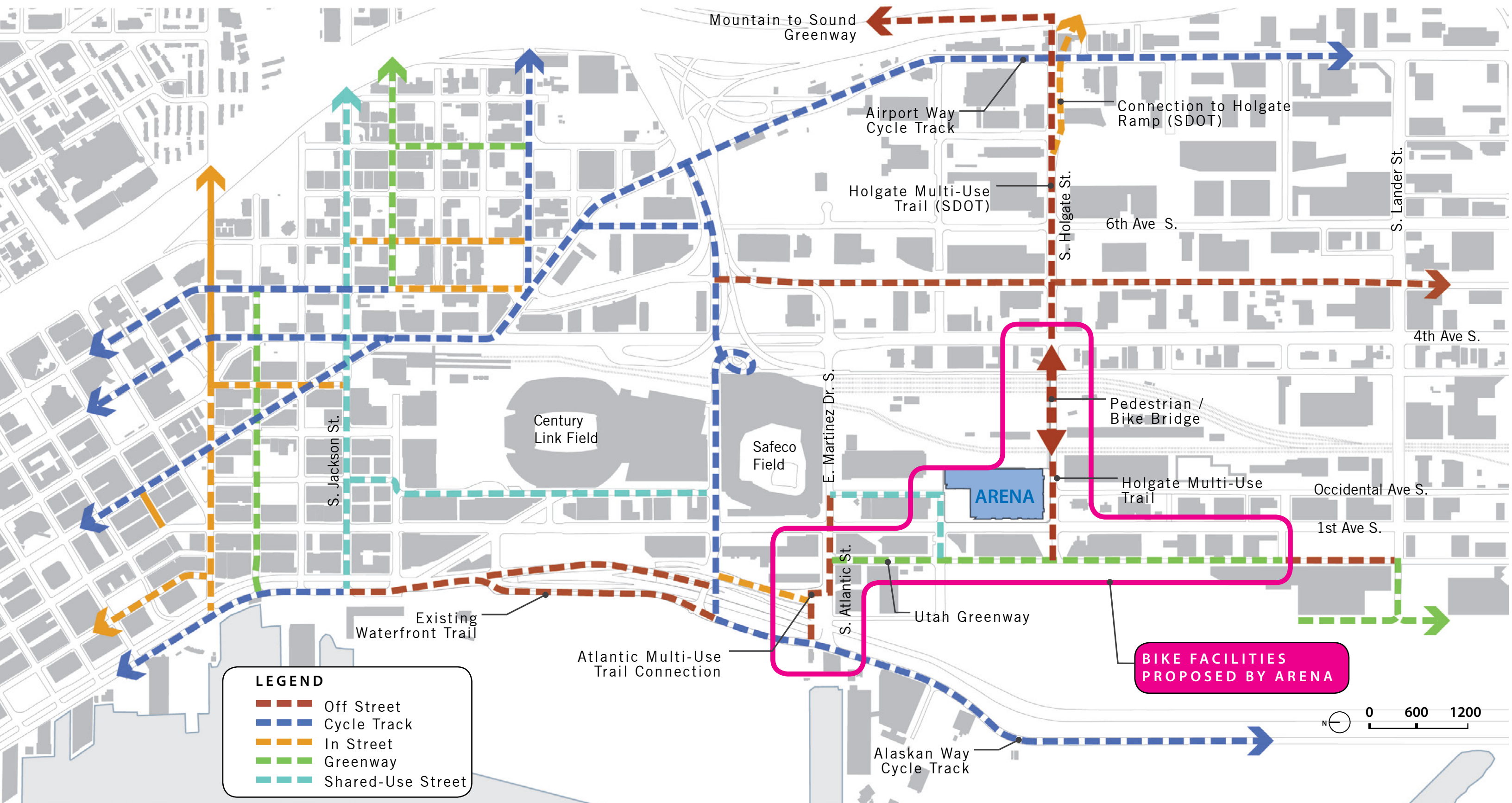
MODAL ACCESS OPTIONS

Public Transit



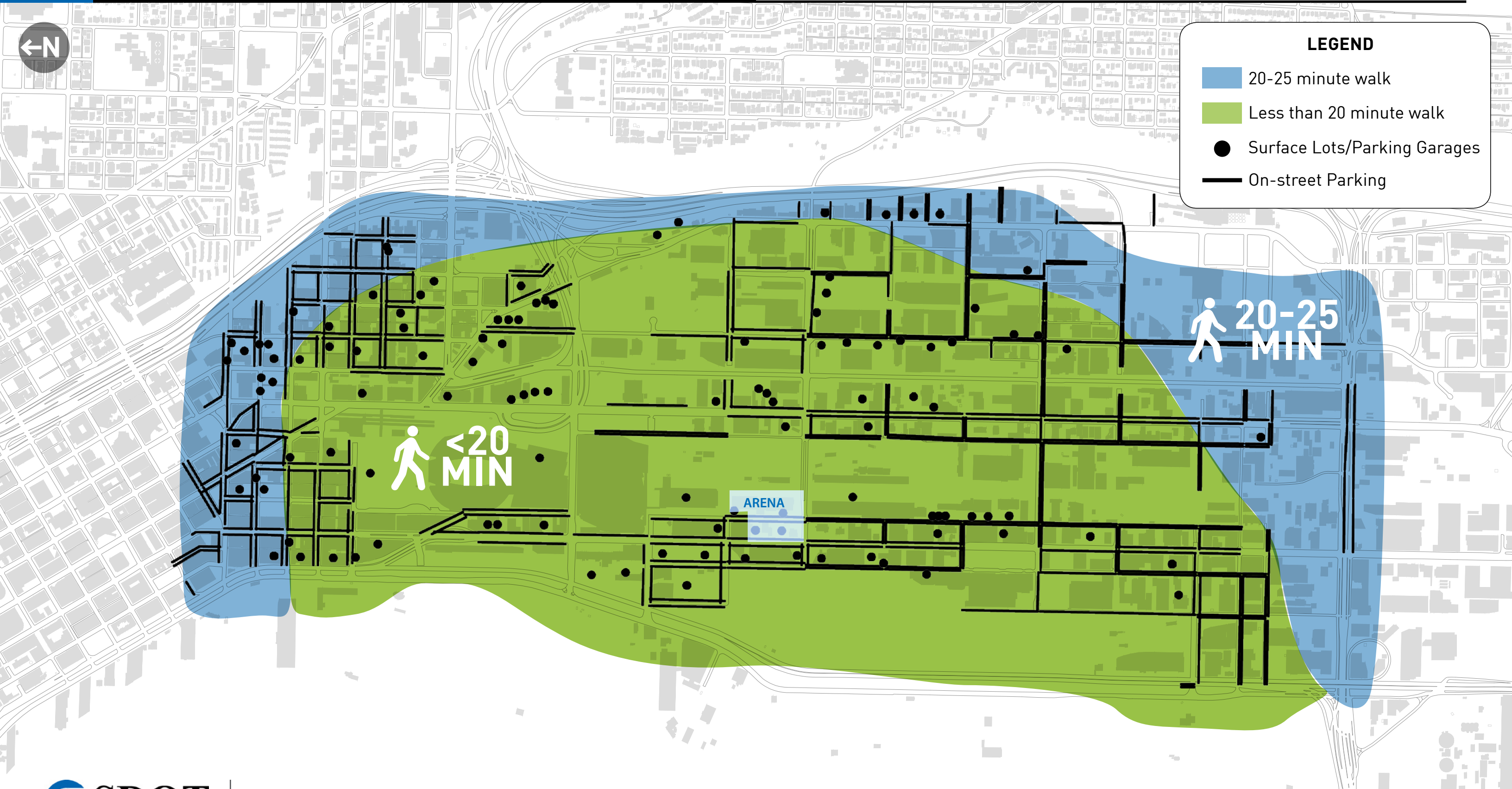
MODAL ACCESS OPTIONS

Bicycle Facilities



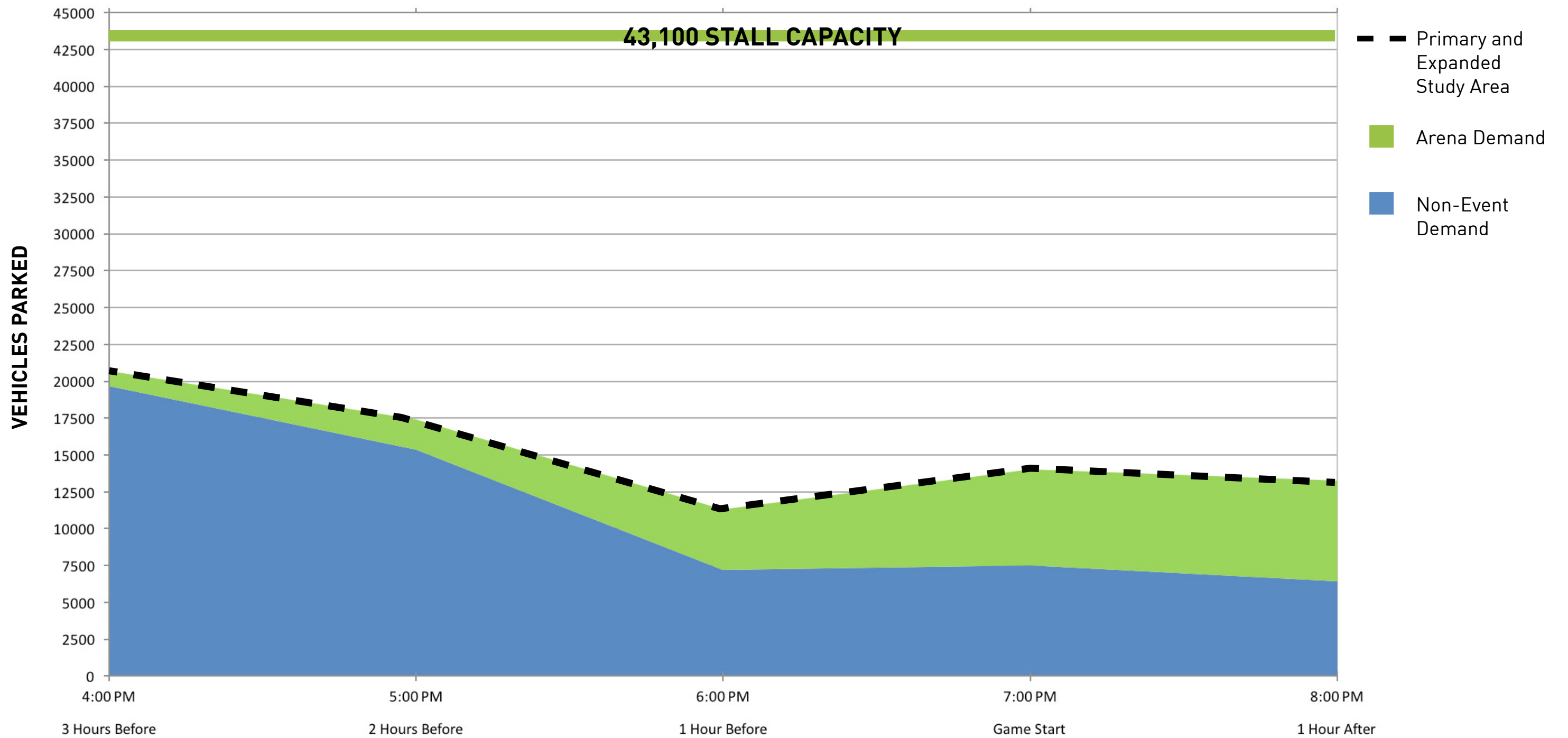
MODAL ACCESS OPTIONS

Walk Shed



LEGEND

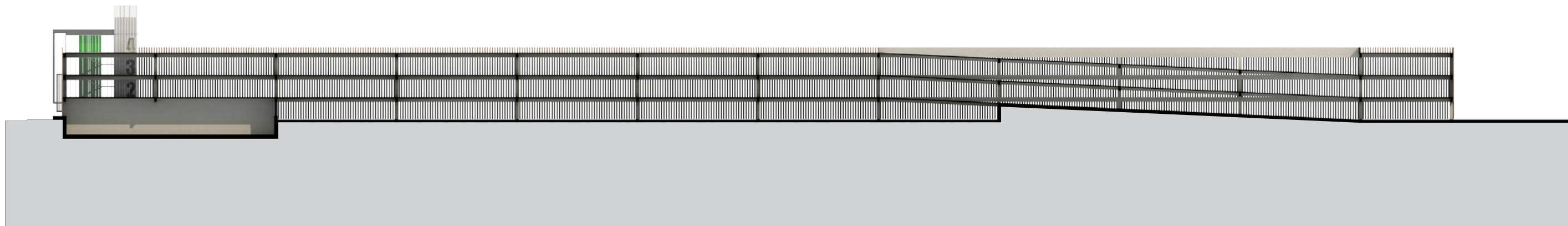
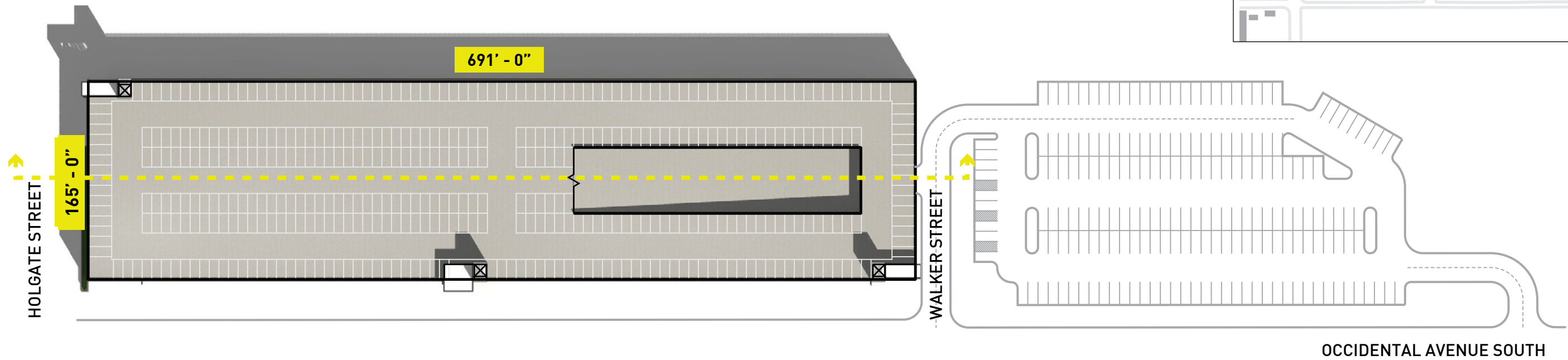
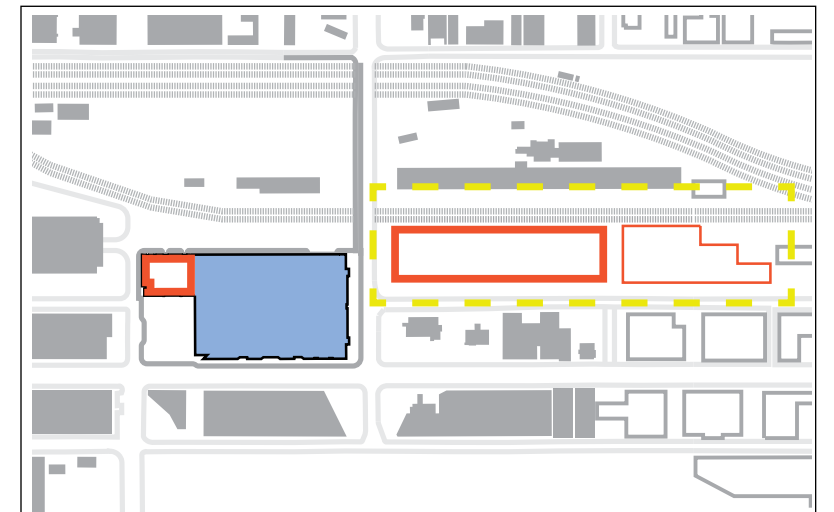
- 20-25 minute walk
- Less than 20 minute walk
- Surface Lots/Parking Garages
- On-street Parking



MODAL ACCESS

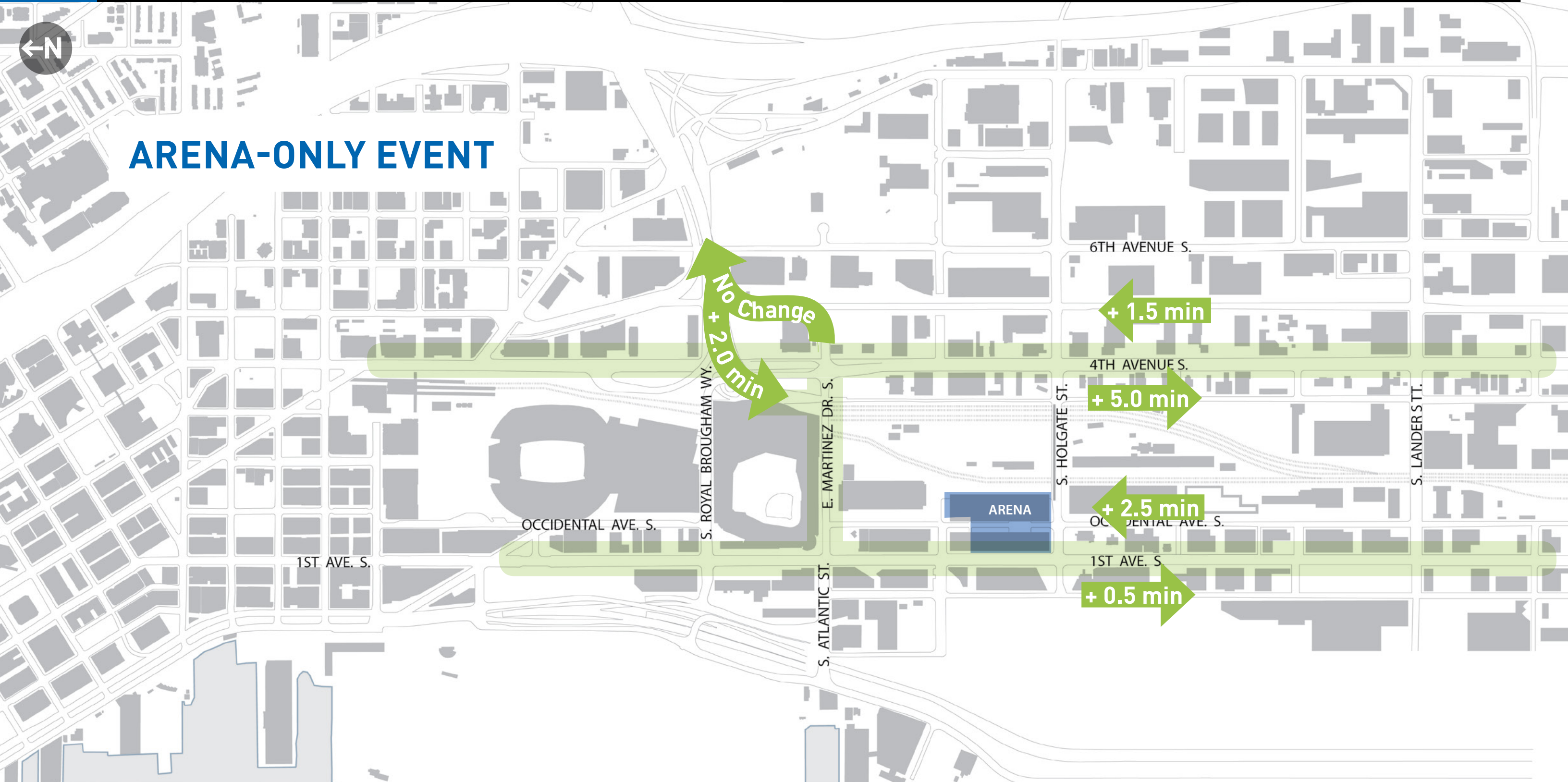
Parking Garage Layout

WAREHOUSE GARAGE: 1,754 SPACES
WAREHOUSE SURFACE LOT: 196 SPACES
TOTAL: 1,950 SPACES



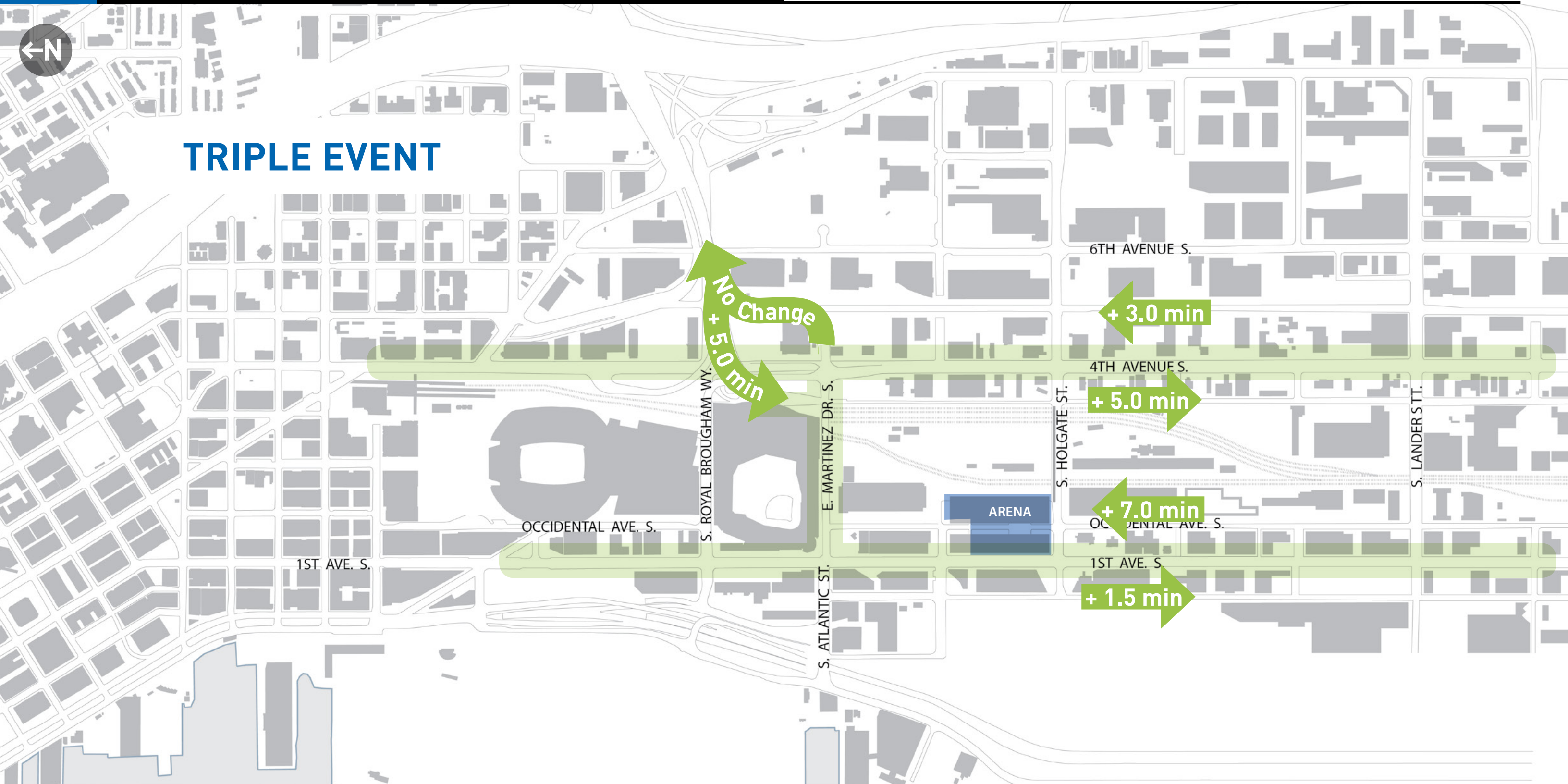
FREIGHT IMPACT

2018 Corridor Travel Times (PM Peak Hour)



FREIGHT IMPACT

2018 Corridor Travel Times (PM Peak Hour)



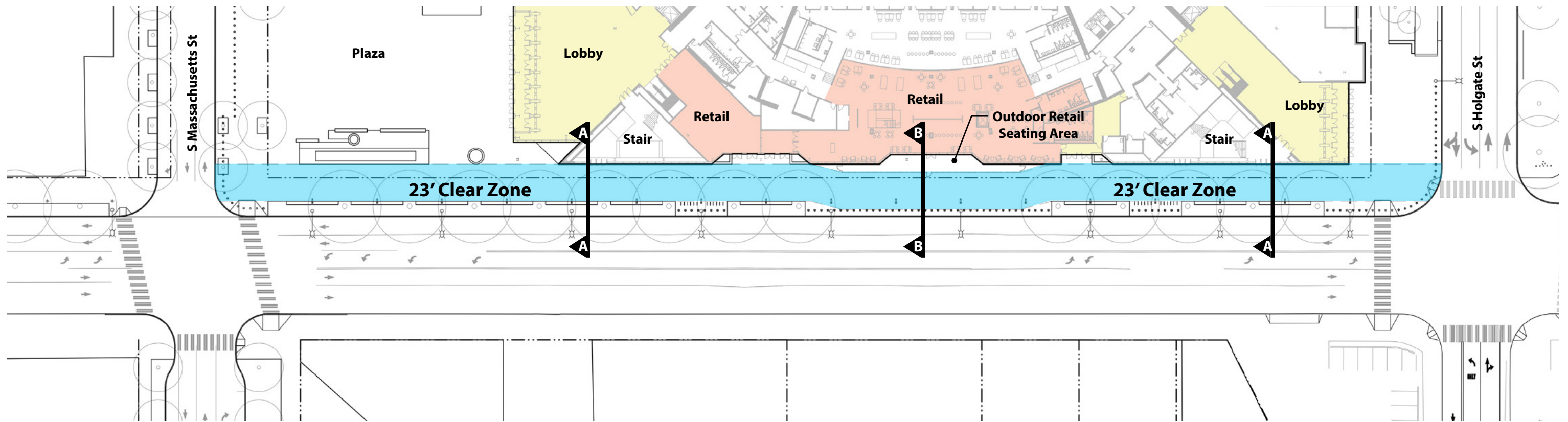
EIS EVALUATED THE MINIMUM CLEAR ZONE REQUIRED TO ACCOMMODATE PEDESTRIAN FLOWS ALONG THE 1ST AVENUE PROJECT FRONTAGE

STADIUM DISTRICT ATTENDANCE LEVEL	MINIMUM PEDESTRIAN CLEAR ZONE REQUIRED
> 15,000	23'
< 15,000	18.5'
Non-Event Days	10'

Clear zone reflects a contiguous unobstructed walking surface between the building facade and any landscaping/tree/permanent street furniture zone.

1ST AVENUE SOUTH FRONTAGE

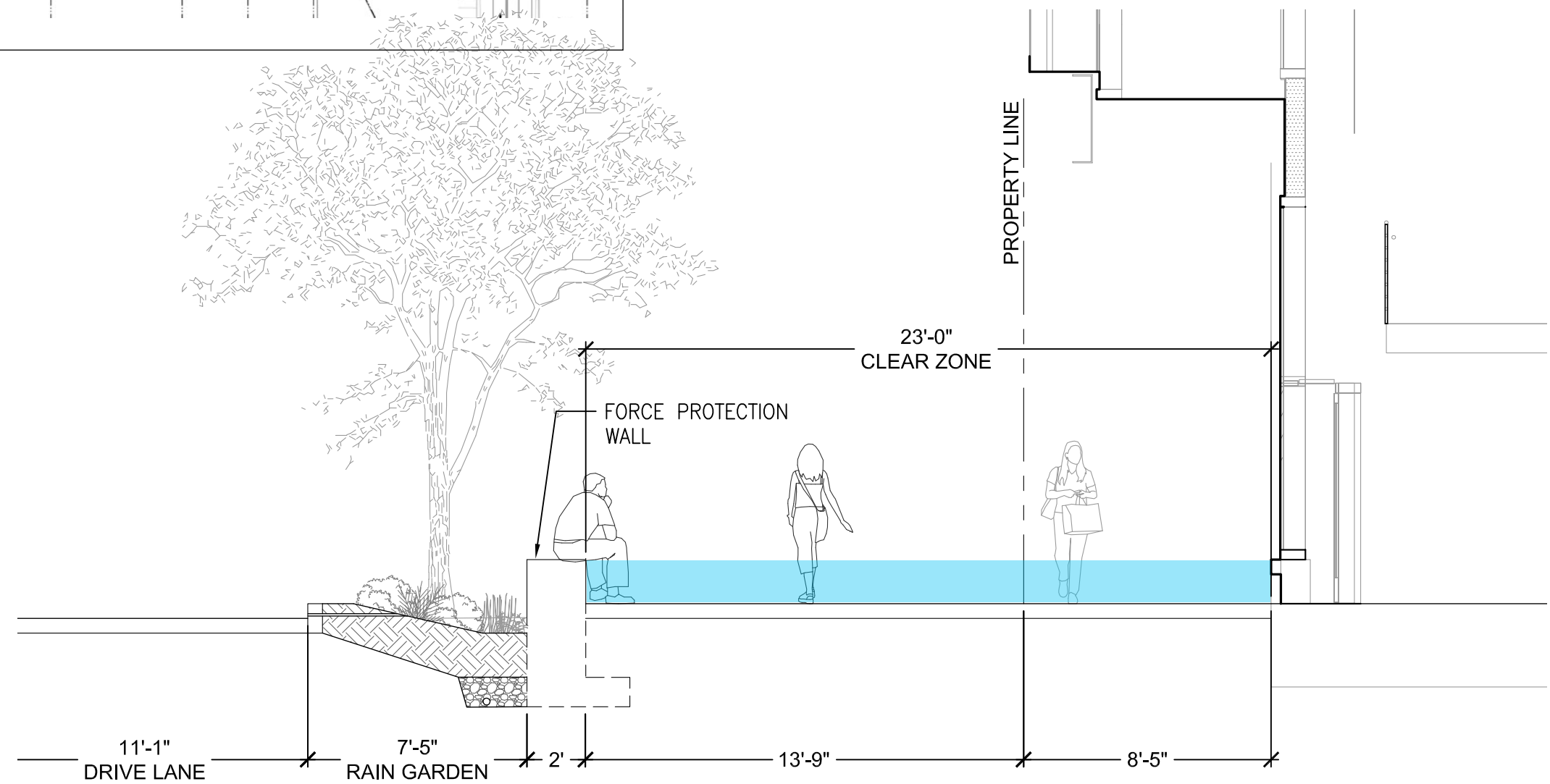
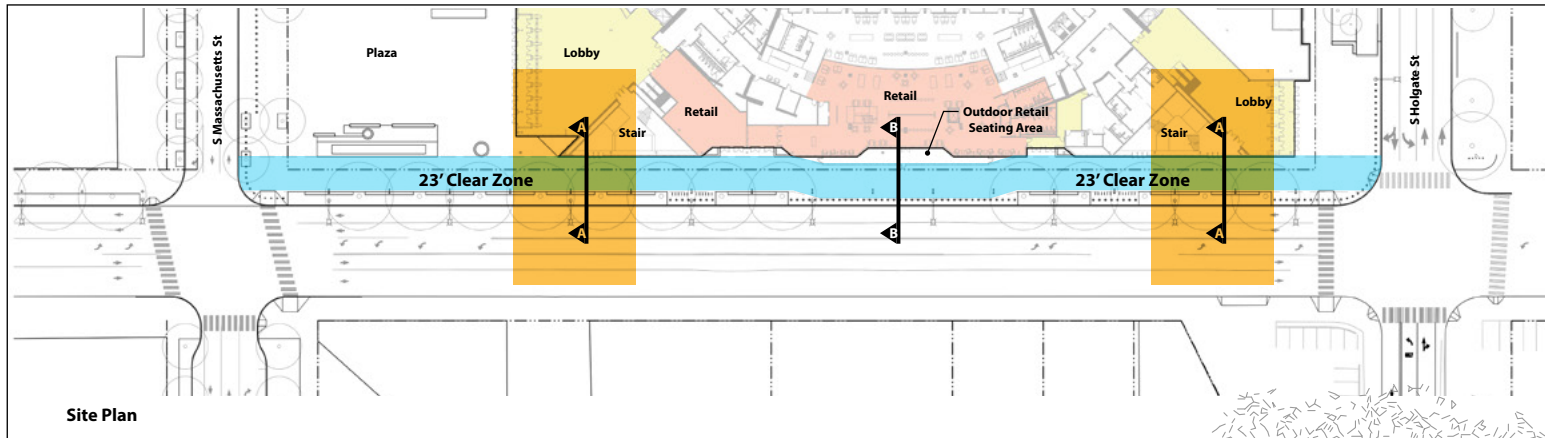
Pedestrian Clear Zone



Site Plan

1ST AVENUE SOUTH FRONTAGE

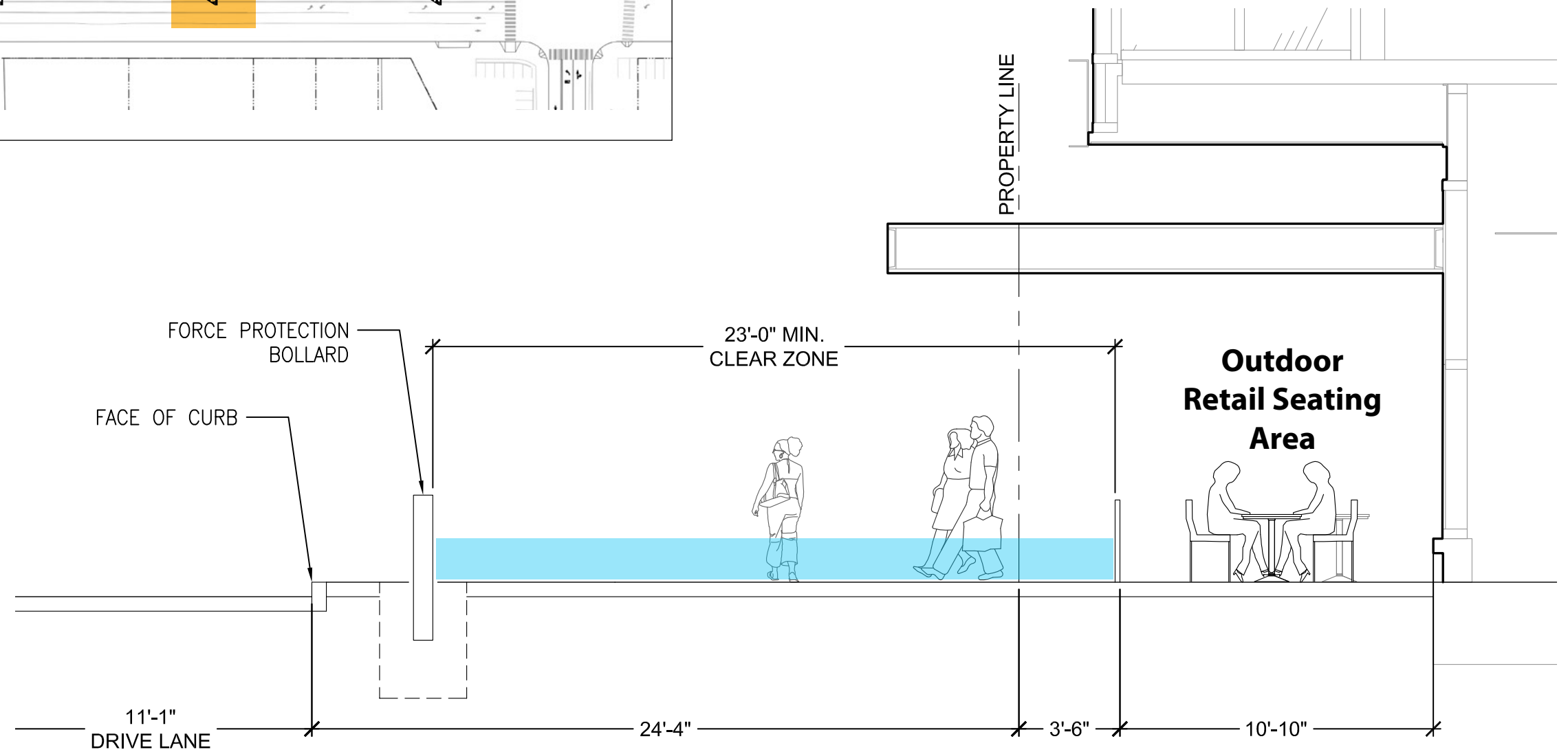
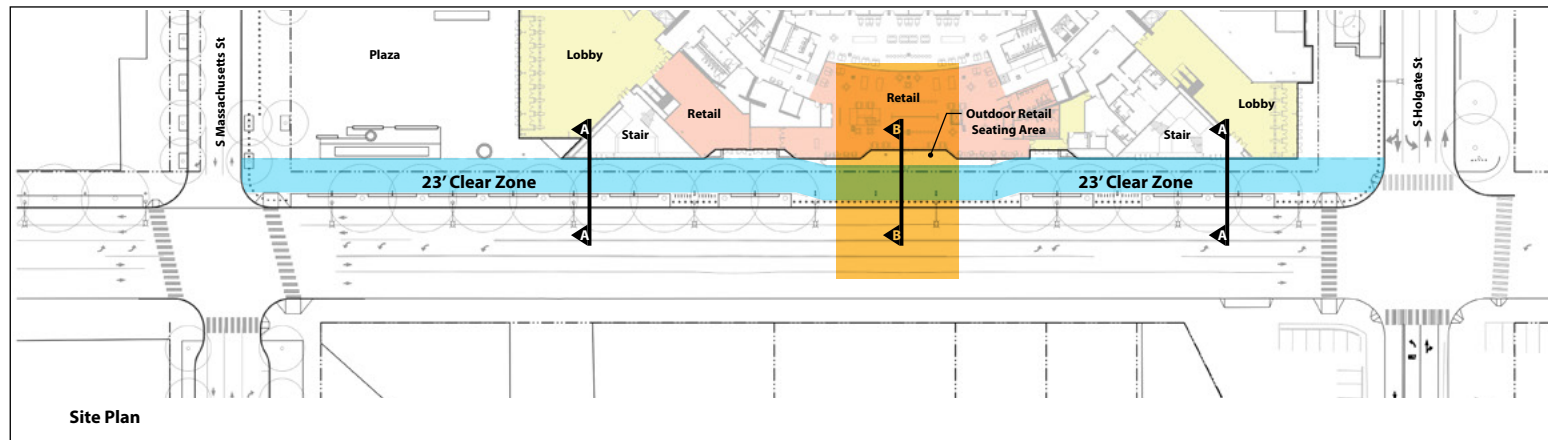
Section A: Typical Configuration



Section A: Typical Configuration

1ST AVENUE SOUTH FRONTAGE

Section B: Retail Seating Configuration



Section B: Retail Seating Configuration

WHAT DO TMP'S DO? (REDUCE CARS)

- Manage to Minimize Event Conflicts
- Increase Alternate Mode Use
- Increase Average Automobile Occupancy

HOW DO TMP'S WORK?

- Coordinate, Educate and Inform
- Shift Mode and Increase Automobile Occupancy
- Manage the Resultant Traffic Demand
- Monitor and Update

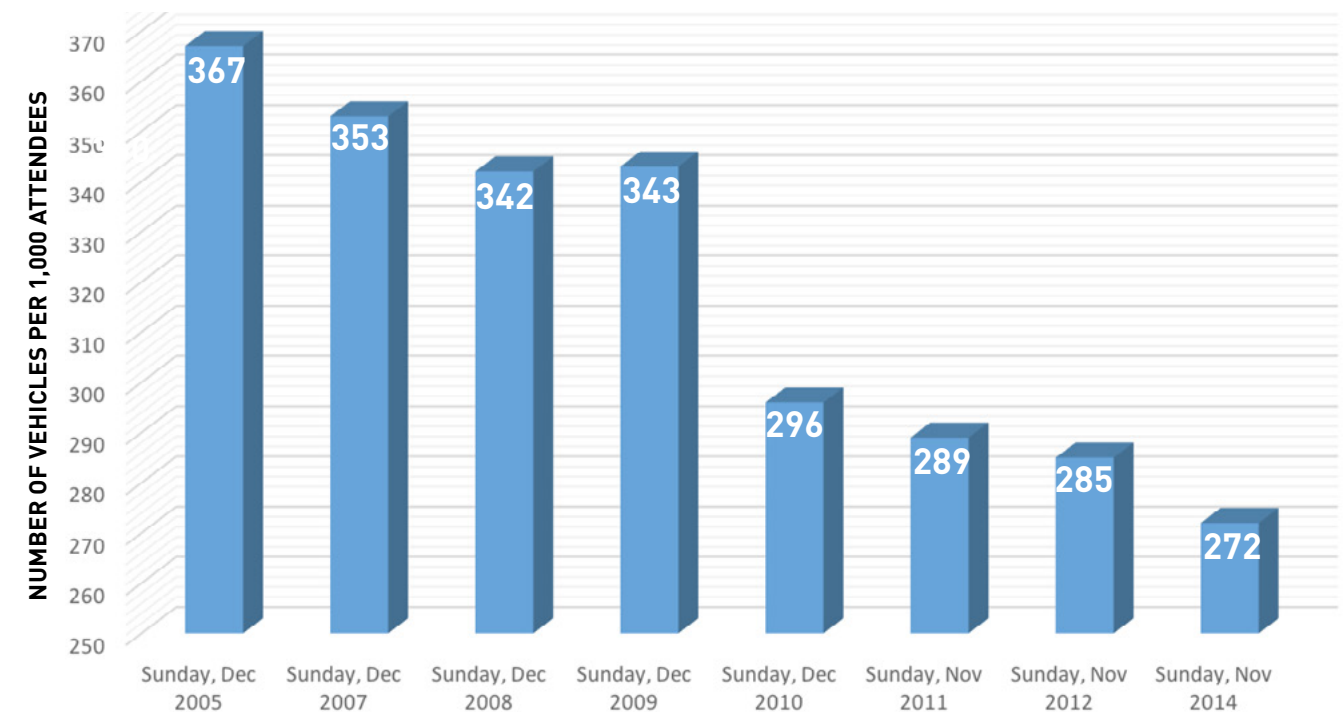
HOW ARE TMP'S ACCOUNTABLE?

- MUP Established Goals (*Vehicles per 1000 attendees*)
- Annual Transportations Surveys
- Annually TMP Updates and Review
- City Parking and Access Review Committee (PARC) Approval

DO TMP'S REDUCE TRAFFIC IMPACTS?

- Coordinated Facility, City, Agency, Private Partner Efforts

SEAHAWKS ANNUAL TMP REPORT



PROPOSED ARENA TRANSPORTATION MANAGEMENT PLAN

- Communication, Marketing, and Outreach
- Incentivize use of Alternative Transportation Modes
- Off-site parking garage
- Participate as a member of PARC
- ITS improvements – benefit to arena events and traffic flow for background conditions in the stadium district

PHYSICAL IMPROVEMENTS

- Includes elements such as pedestrian lighting, ITS improvements, proportionate share contribution to the Lander Street crossing, and other improvements per SDOT conditions

VACATION OF OCCIDENTAL AVENUE BETWEEN MASSACHUSETTS AND HOLGATE DOES NOT CREATE A SIGNIFICANT IMPACT.

1. Diversions from 1st/Atlantic intersection can utilize the improved signal at 1st/Massachusetts.
2. Impact of shift traffic to 1st Avenue would not be significant.
3. Occidental Avenue is not an equivalent parallel route to 1st Avenue based on physical condition and character and as evidenced by traffic counts collected at the Holgate/Occidental Ave intersections.
4. Impacts of the Arena can be mitigated via the measures identified in the FEIS.

CAPITAL IMPROVEMENTS

- Construct new south parking garage and incorporate modal options
- Install new traffic signal at South Walker Street and 1st Avenue South
- Pro rata contribution to Lander Street grade separation project
- Construct new Holgate pedestrian bridge for pedestrians and bicyclists

PUBLIC BENEFITS

- Develop and maintain all required public benefits

OPERATIONAL CONDITIONS

- Implement event schedule protocols to minimize impacts from multiple events
- Implement a Transportation Management Plan (TMP), including provisions for communications, marketing and outreach and for alternative transportation modes
- Participate in Intelligent Transportation Systems (ITS) upgrades in the area
- Implement plans for emergency access, security, event clean-up and community contact, similar to those required for Safeco Field