

Washington State Convention Center ADDITION

Alley and below-grade street vacation petitions

Seattle City Council Briefing
April 3, 2018



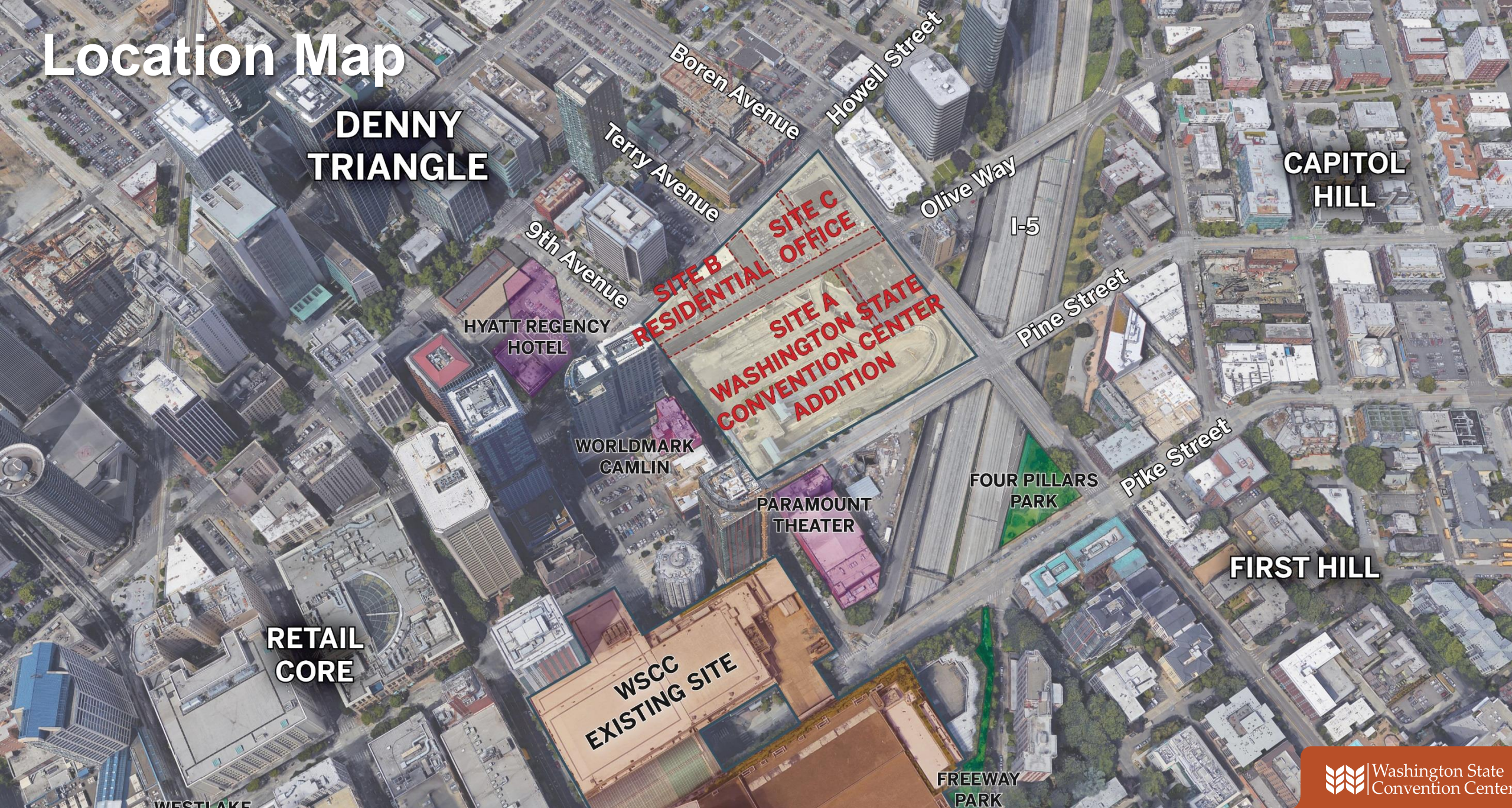
Contents

1. Project Overview
2. Vacations Overview
3. Urban Design Merit
 - Utilities; Light, Air & Open Space; Land Use
 - Transportation (circulation and access)
4. Public Benefits
5. Appendix

Project Overview

Location Map

DENNY TRIANGLE



CAPITOL HILL

HYATT REGENCY HOTEL

WORLDMARK CAMLIN

PARAMOUNT THEATER

FOUR PILLARS PARK

RETAIL CORE

WSCC EXISTING SITE

FREWAY PARK

FIRST HILL

WSCC Addition – Site A



VIEW FROM SOUTHWEST



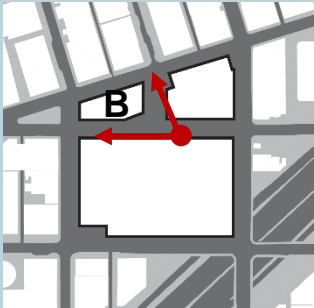
VIEW FROM SOUTHEAST

- Program components: 250,000 sf exhibition space, 120,000 sf meeting rooms, 60,000 sf ballroom space, 30,000 sf street-level uses, 26,000 sf setbacks/open space
- Structure height: approximately 150-200 ft. in 11 levels with 2 additional levels below grade
- Designed so the activity inside helps energize the neighborhood

Co-Development – Sites B & C



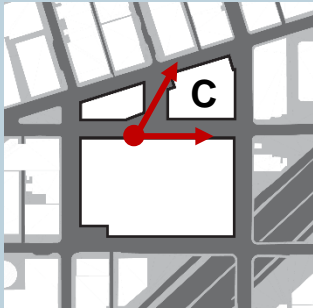
- 290-foot residential tower
- Approx. 400 residential units
- 65 ft. podium
- 12,000 sf street-level uses
- 6,000 sf setbacks/open space



RESIDENTIAL TOWER – SITE B



- 240-foot commercial building
- Approx. 500,000 sf of office use
- 12,000 sf street-level uses
- 7,800 sf setbacks/open space
- Includes access to WSCC loading bays below Sites B and C



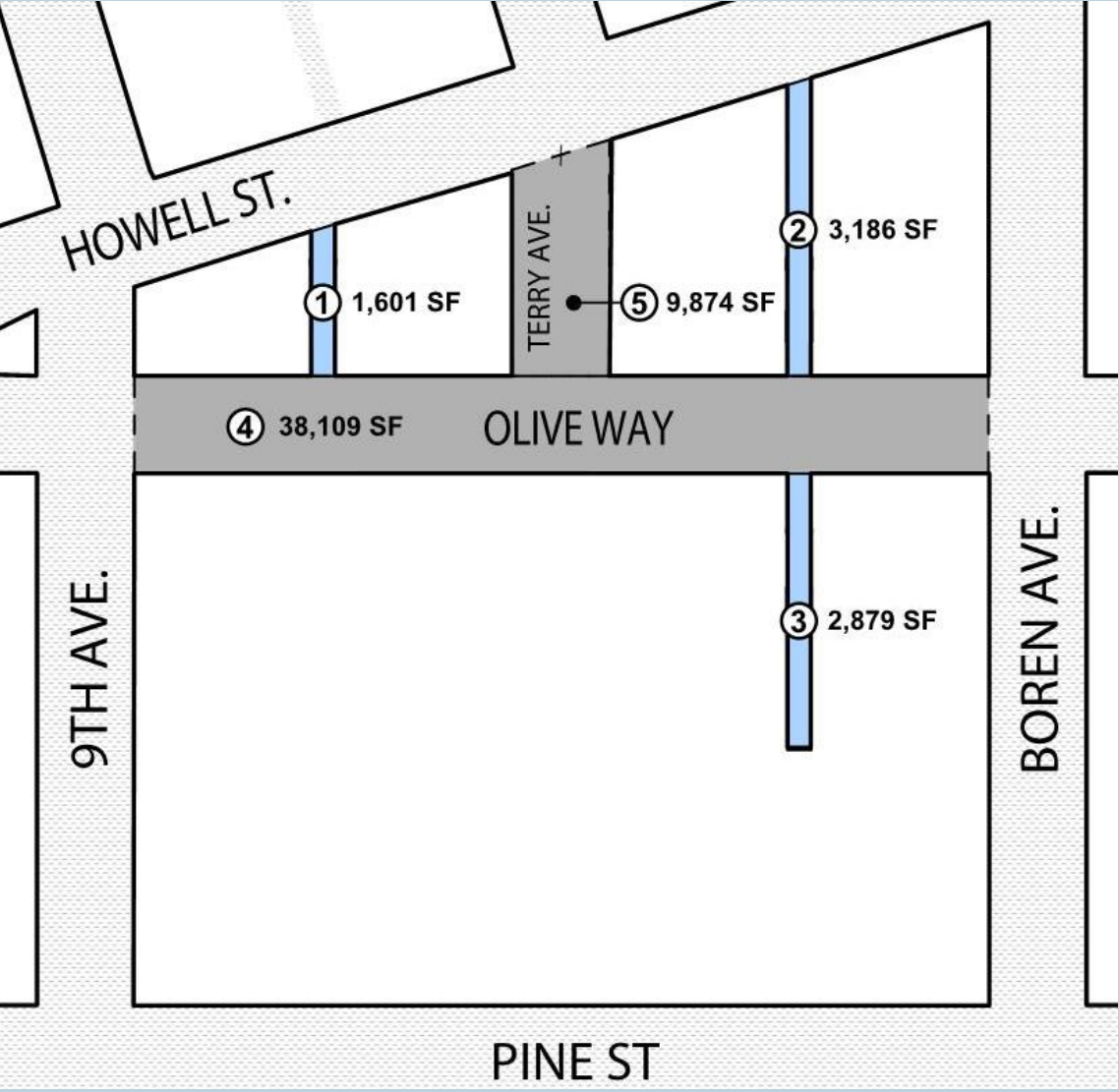
OFFICE TOWER – SITE C


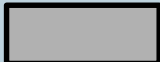
Site Plan



Vacations Overview

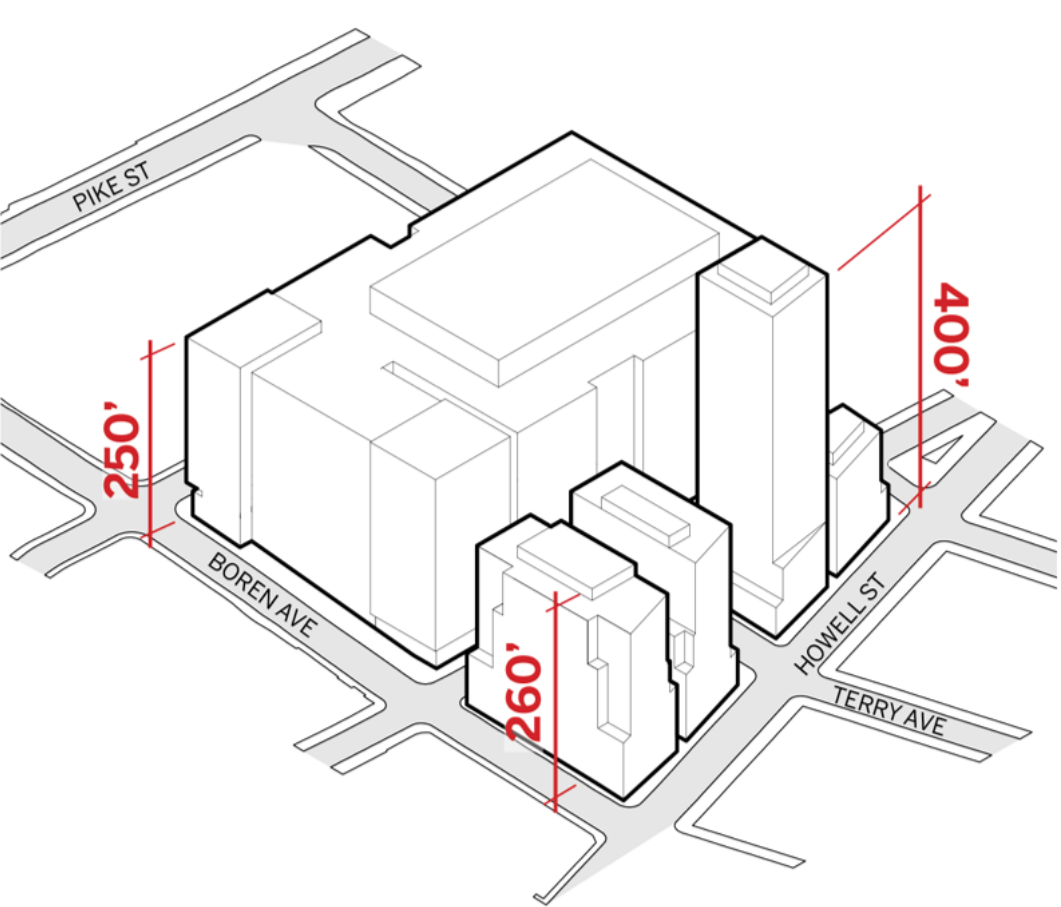
Proposed Vacations



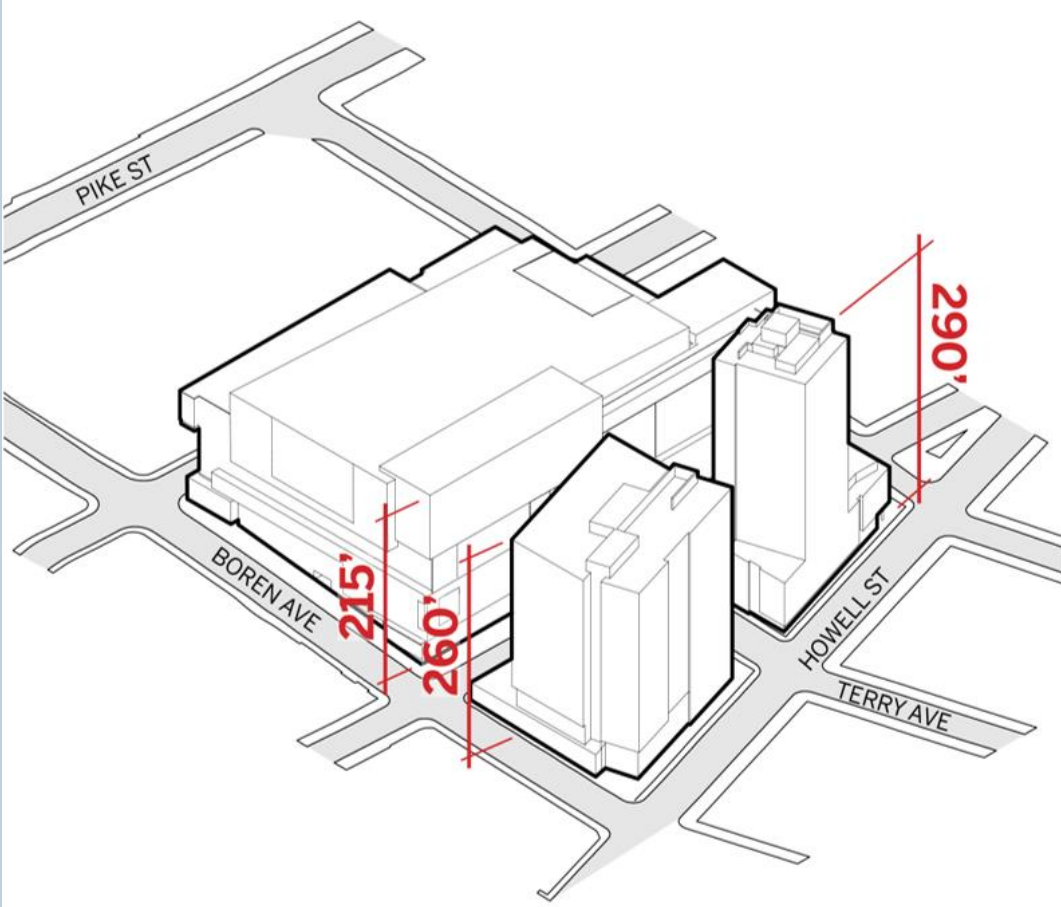
-  Full Vacation
-  Subterranean Vacation

Total area to be vacated: 55,649 SF

Massing from Northeast

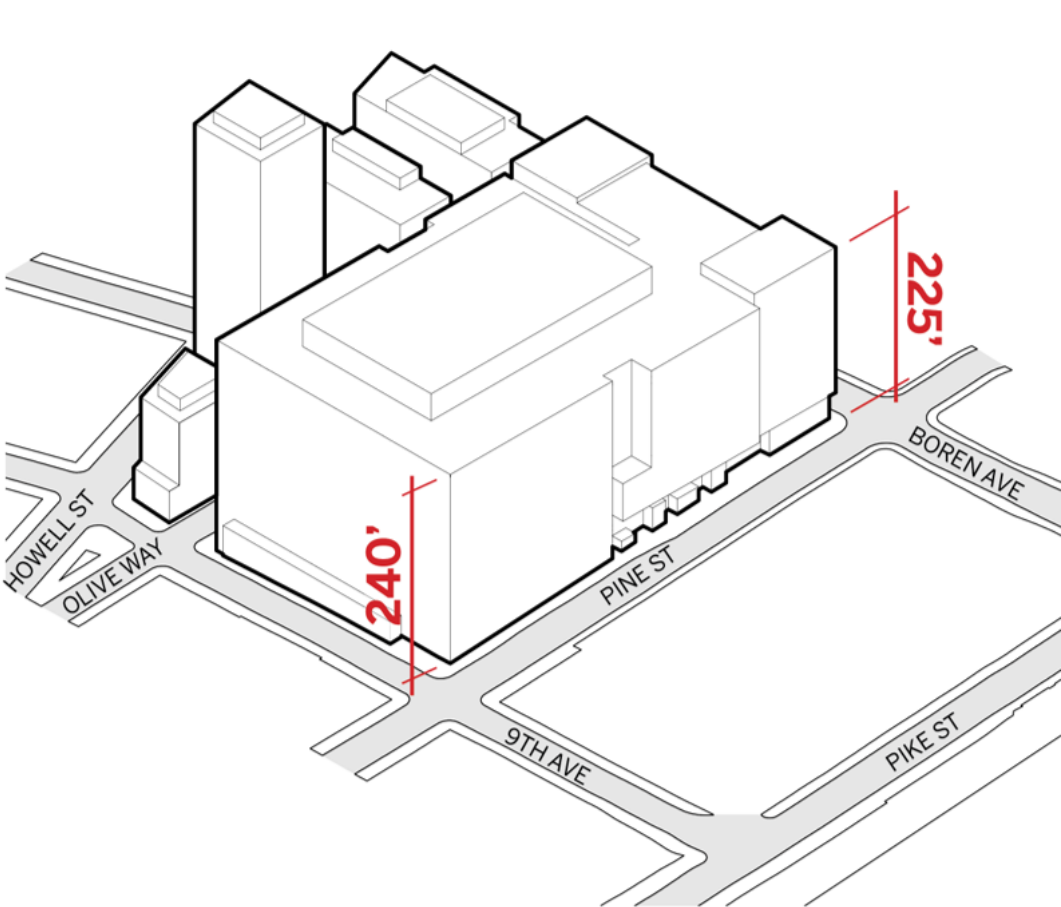


Without Vacations

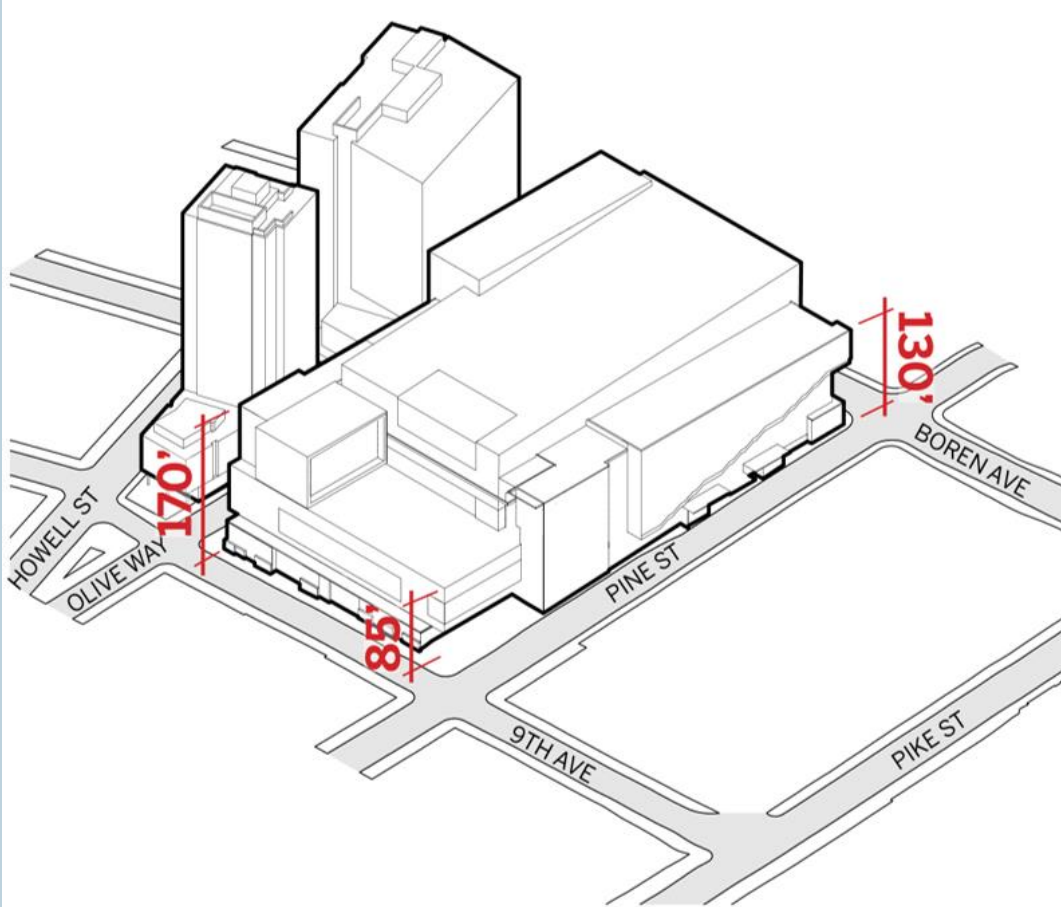


With Vacations

Massing from Southwest



Without Vacations



With Vacations

Vacation Pros and Cons for the Public Realm

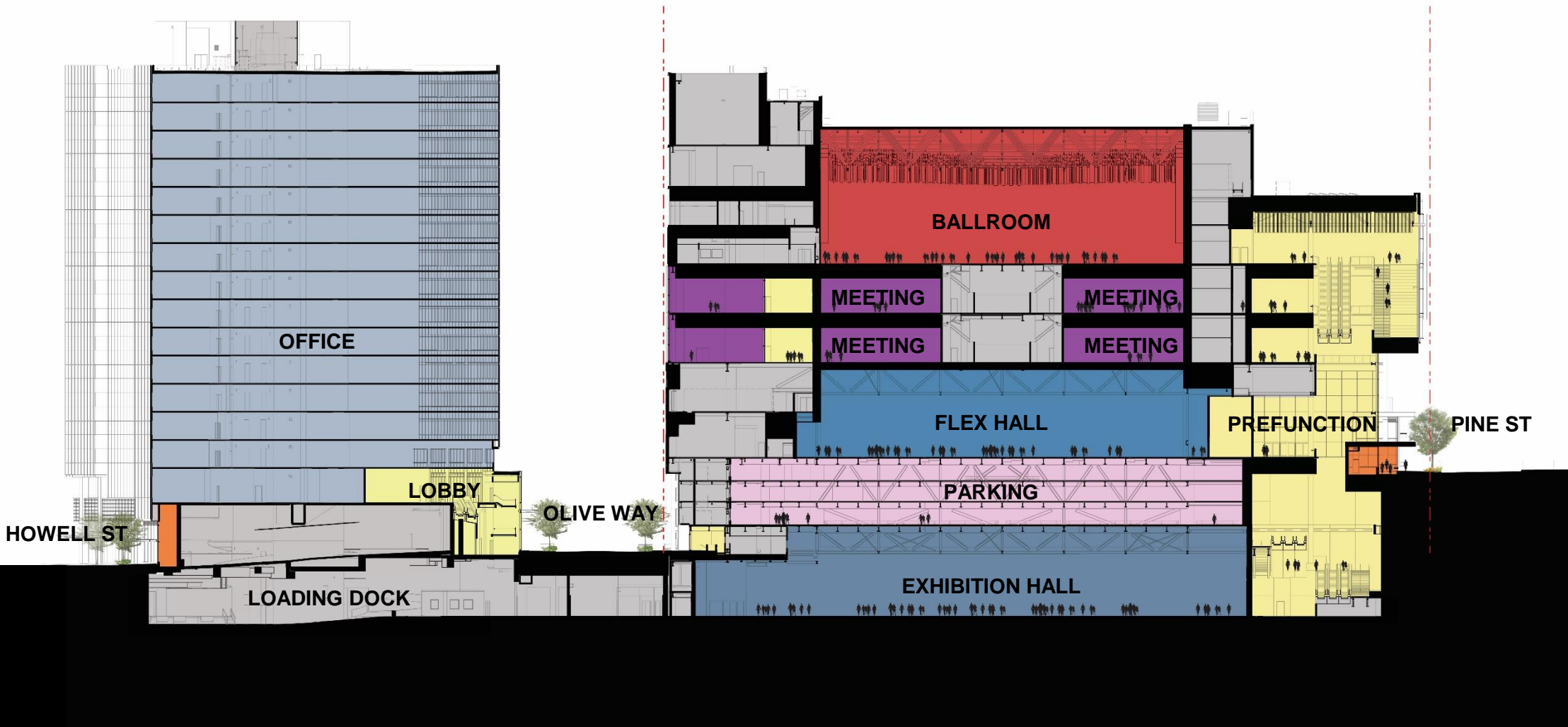
Pros:

- Allows 150,000-sf exhibit hall and loading dock to be located below grade
- Reduced bulk and mass with more building modulation
- Addition height reduced by 40 feet at highest point
- Frees up street-level space for pedestrian-focused program
- Greater opportunities for open space, response to context
- Improved walkability in proximity to mass transit (improved sidewalks, canopies, etc.)
- Significantly reduced number of curb cuts
- More efficient production of housing units in co-development

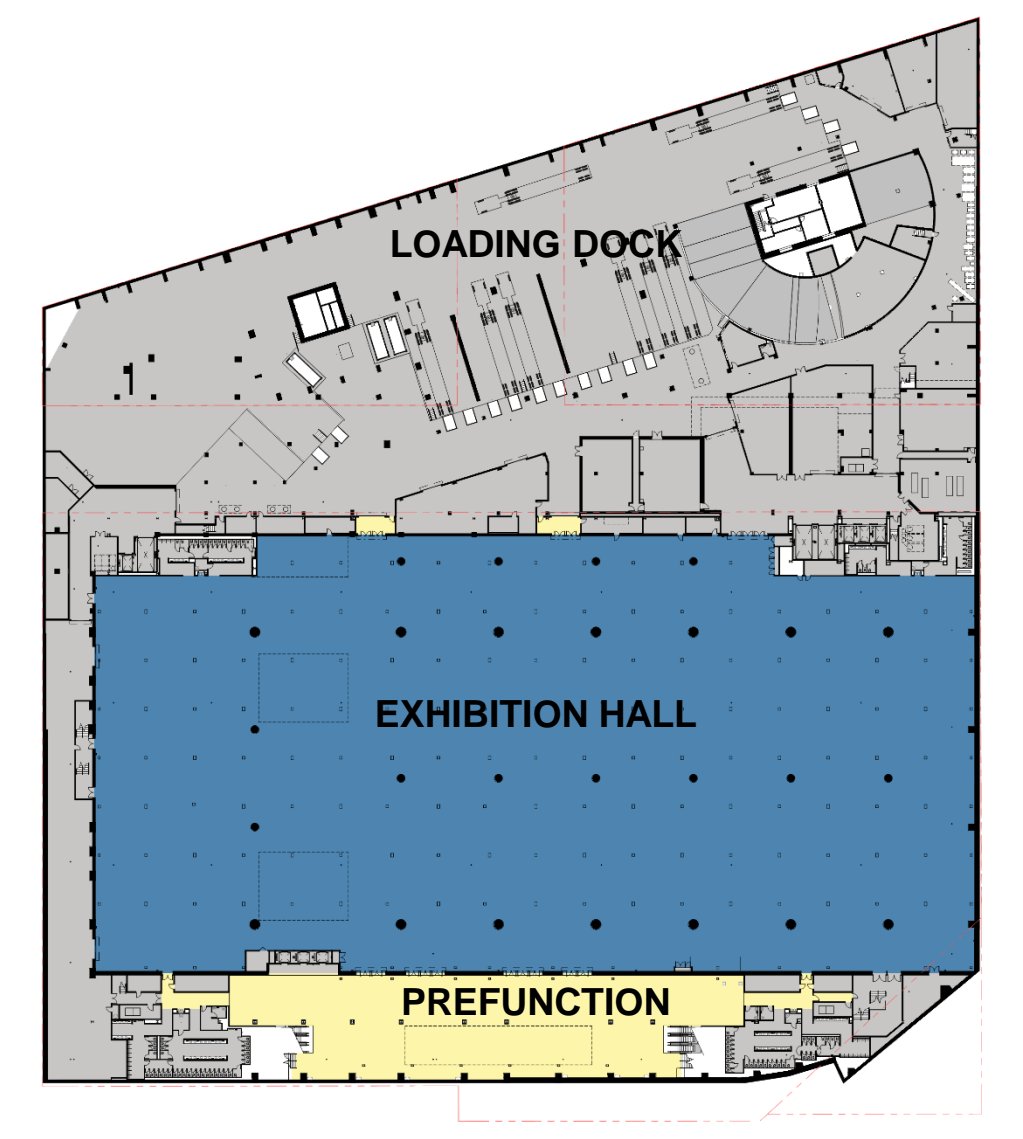
Cons:

- Loss of three alley rights of way and right of way beneath two streets
- Loading/unloading on Site C with large curb cuts, but less than half the lineal feet of curb cuts that exist today
- Curb cut on Terry Avenue Green Street

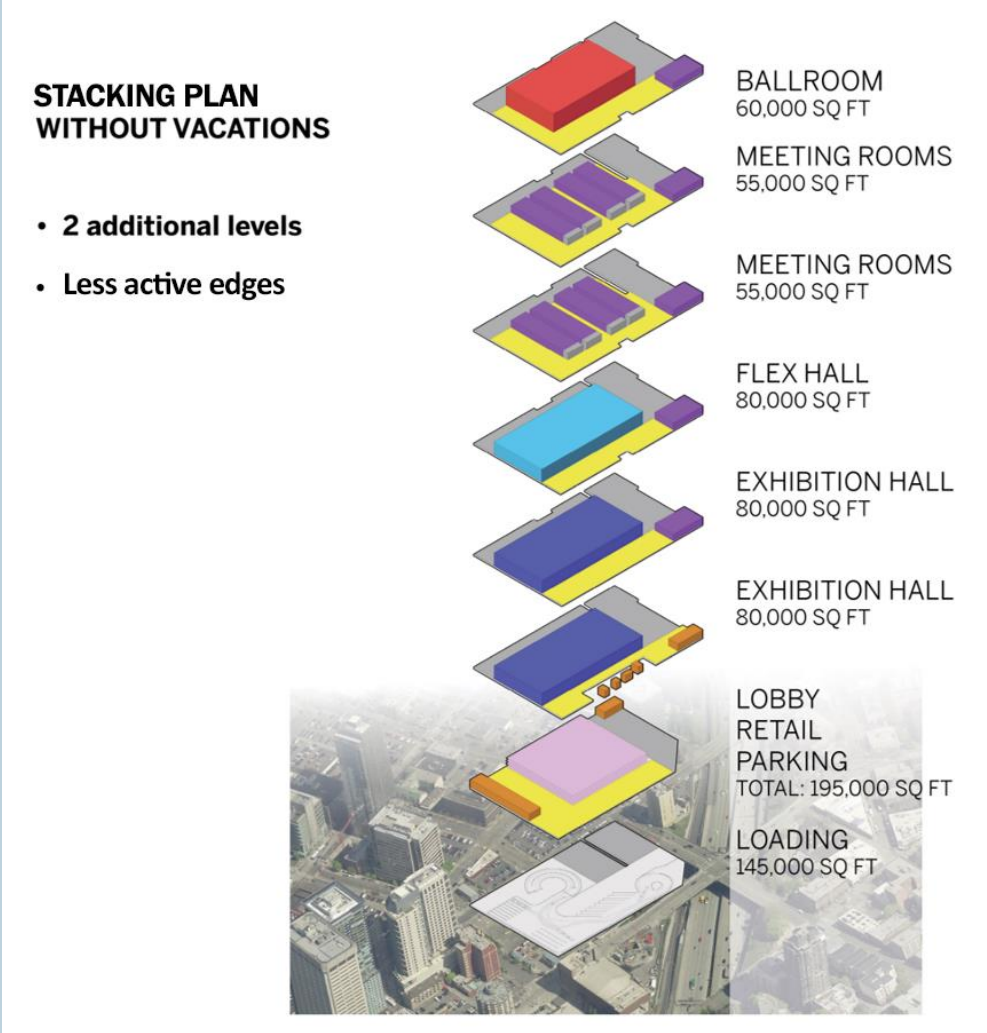
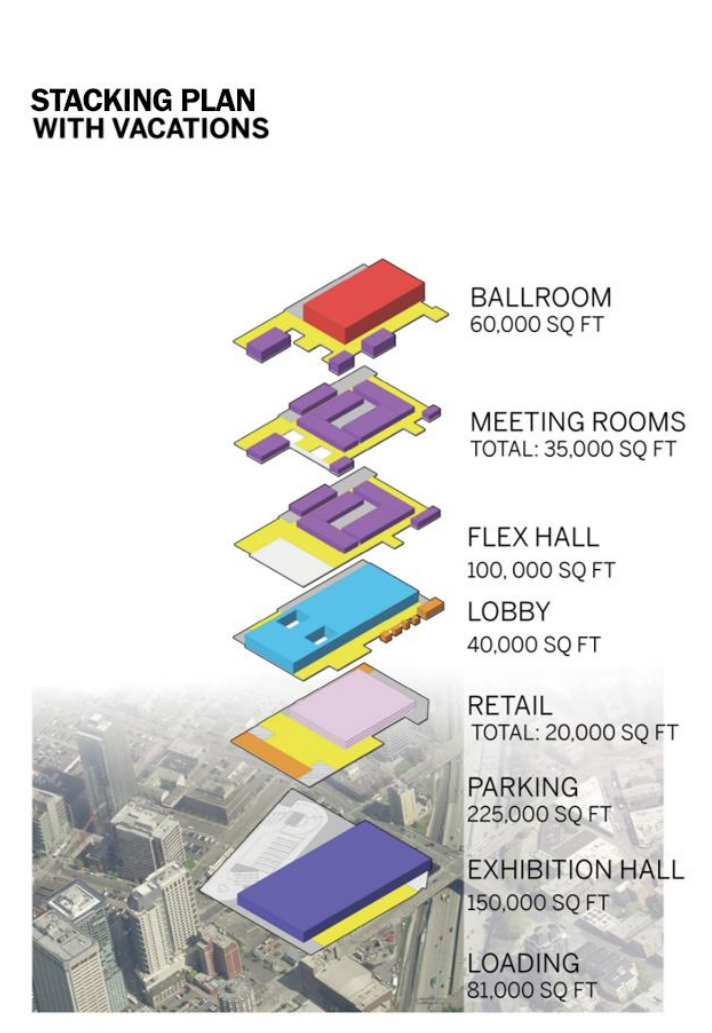
Section: Below-grade loading, Exhibit Hall



Floor Plan: Below-grade loading, Exhibit Hall



Stacking plan with and without vacations



Urban Design Merit

Urban Design Merit (Utilities; Light, Air & Open Space; Land Use)

- All issues relative to 8-foot subterranean depth addressed through coordination with SCL, SDOT, SPU, King County Metro, PSE, CenturyLink
- During construction, Olive Way rerouted over two blocks to the north, maintaining traffic flow
- Olive Way and Terry Avenue will return to vehicle use, providing light, air, open space, views
- Dead end alley on Site A and alleys on Sites B and C are at the grid shift, so no extended visual connection lost
- Sites will have more open space post-vacation than if developed around alleys
- Project consistent with Comprehensive Plan goals, supports Denny Triangle Neighborhood Plan goals, supported by Design Review Board

Urban Design Merit: Transportation



Freight Access/
Circulation



General
Purpose Vehicle
Access



Pedestrian
Access



Bicycle
Facilities



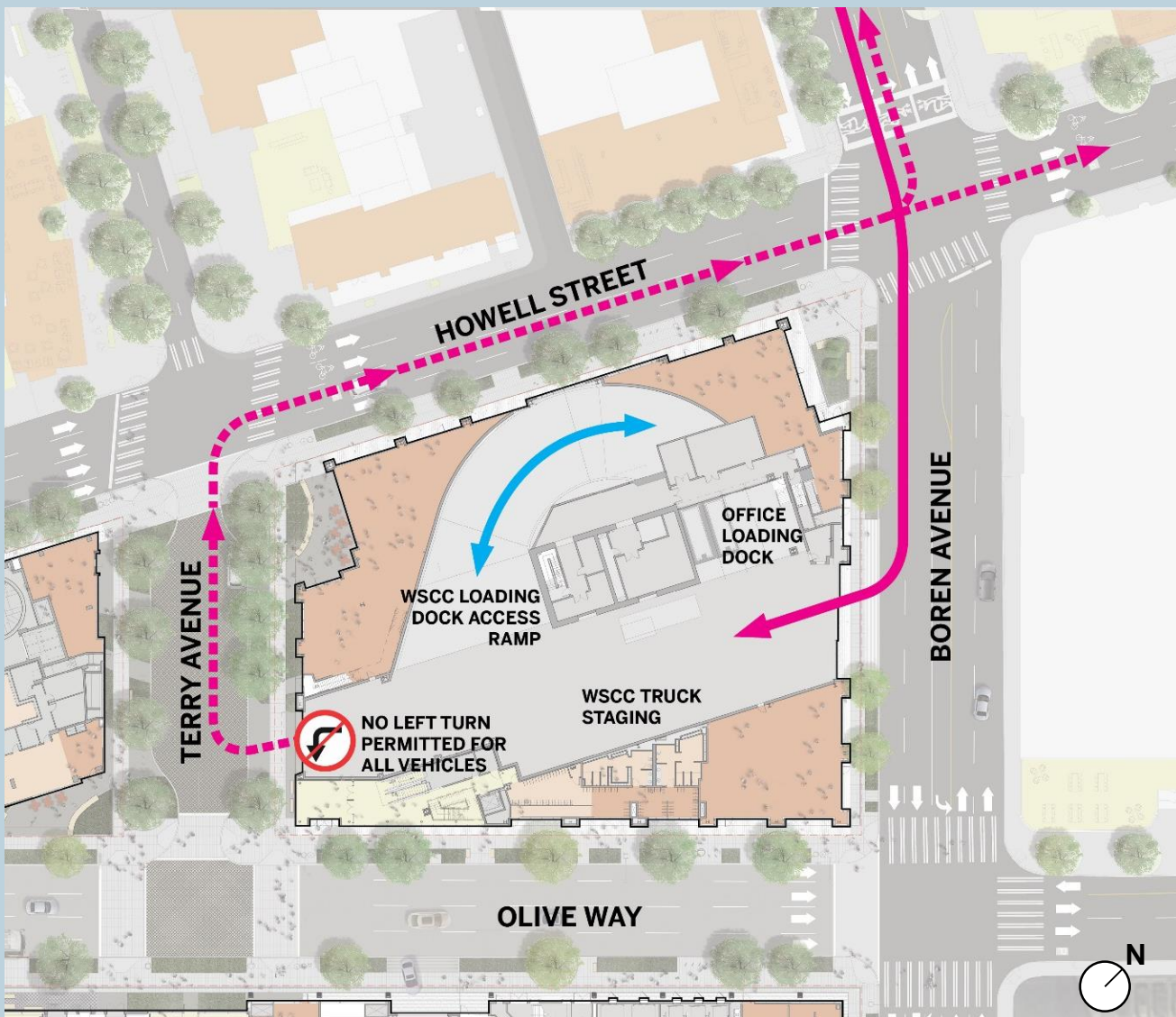
Transit
Access



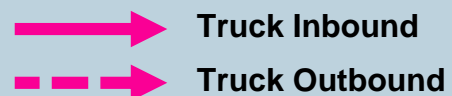
TMP and DMP
Strategies



Site C Freight Access/circulation

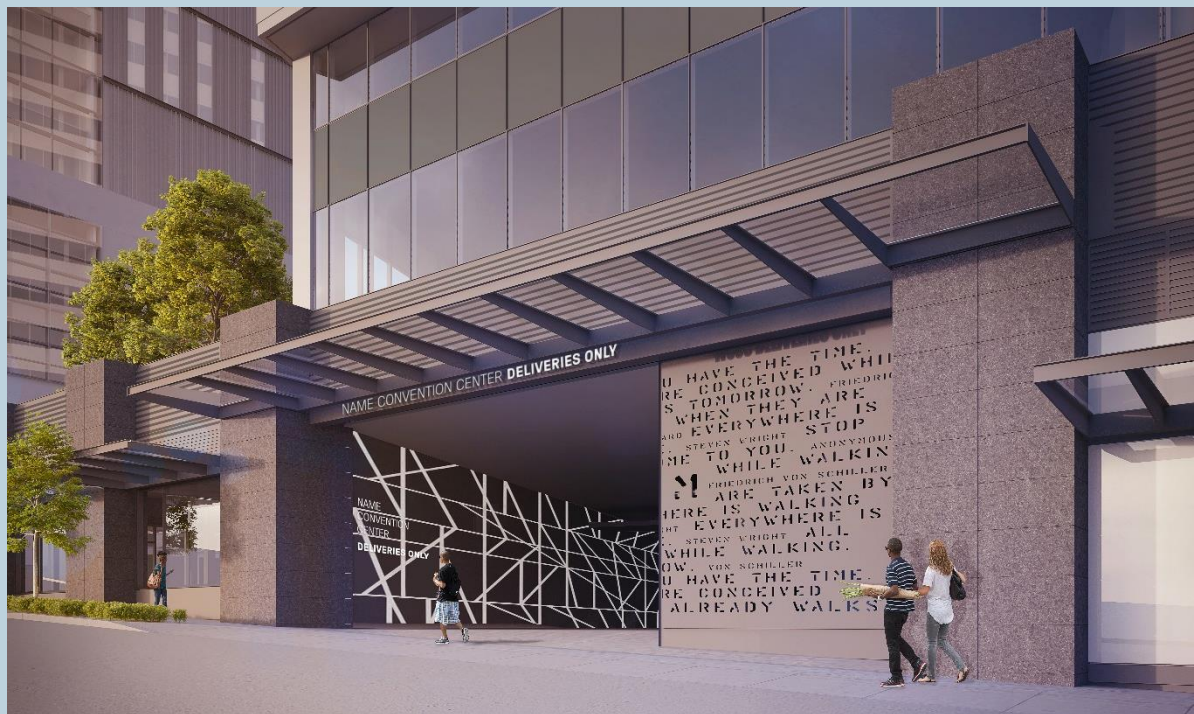


- Inbound access via Boren Avenue
- Outbound access via Terry Avenue
- Use of Terry Avenue north of Howell Street restricted





Site C Freight Access



BOREN AVENUE ACCESS DOOR



TERRY AVENUE ACCESS DOOR

- Open full time during periods of heavy freight activity; reduced opening or closed otherwise
- Boren door composed of three sections designed by an artist; largest opening only used during load-in/load-out periods (rendering shows door one-third closed)



Terry Avenue Green Street



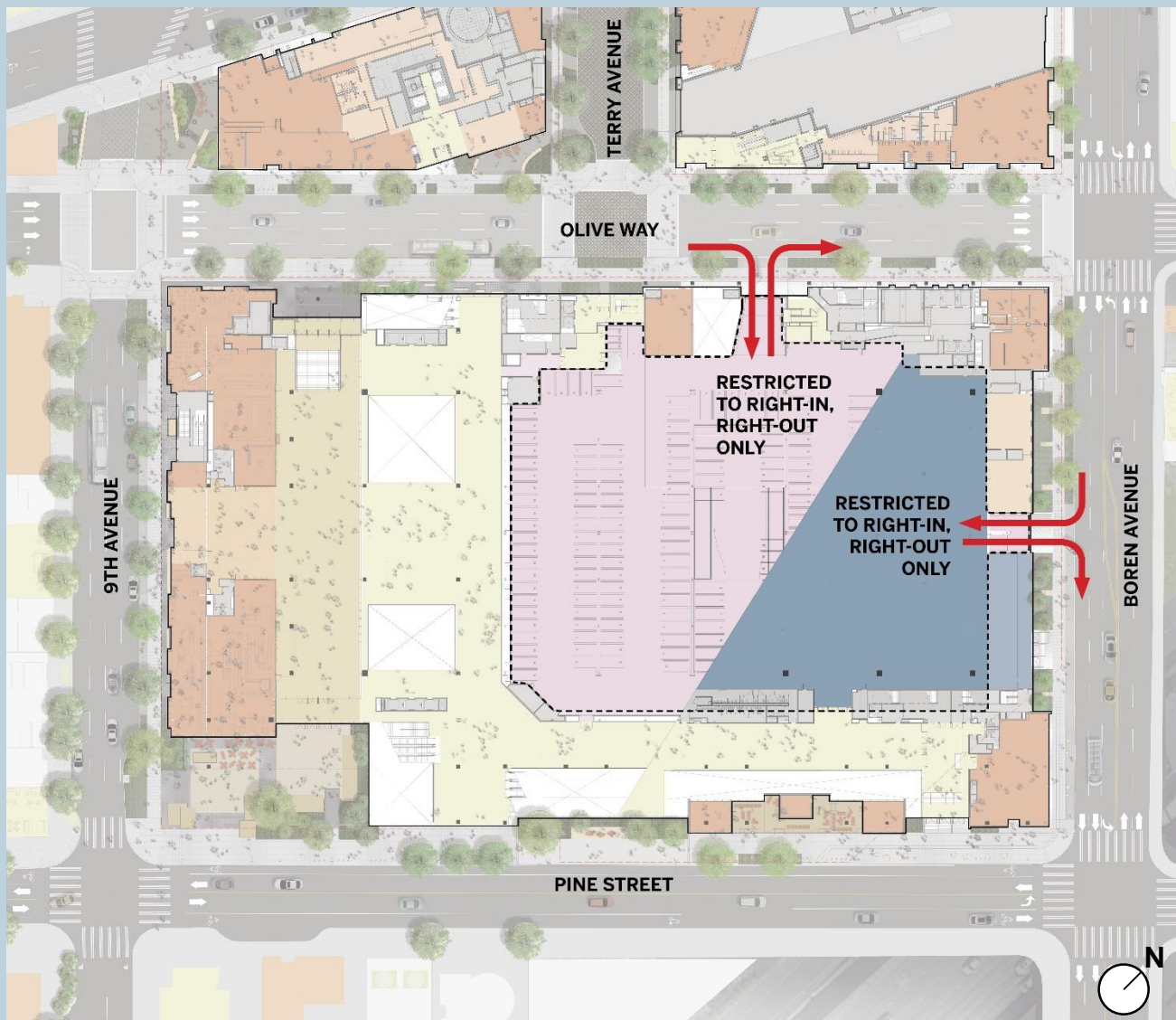
VIEW LOOKING SOUTH FROM SITE B



VIEW LOOKING NORTH FROM SITE C



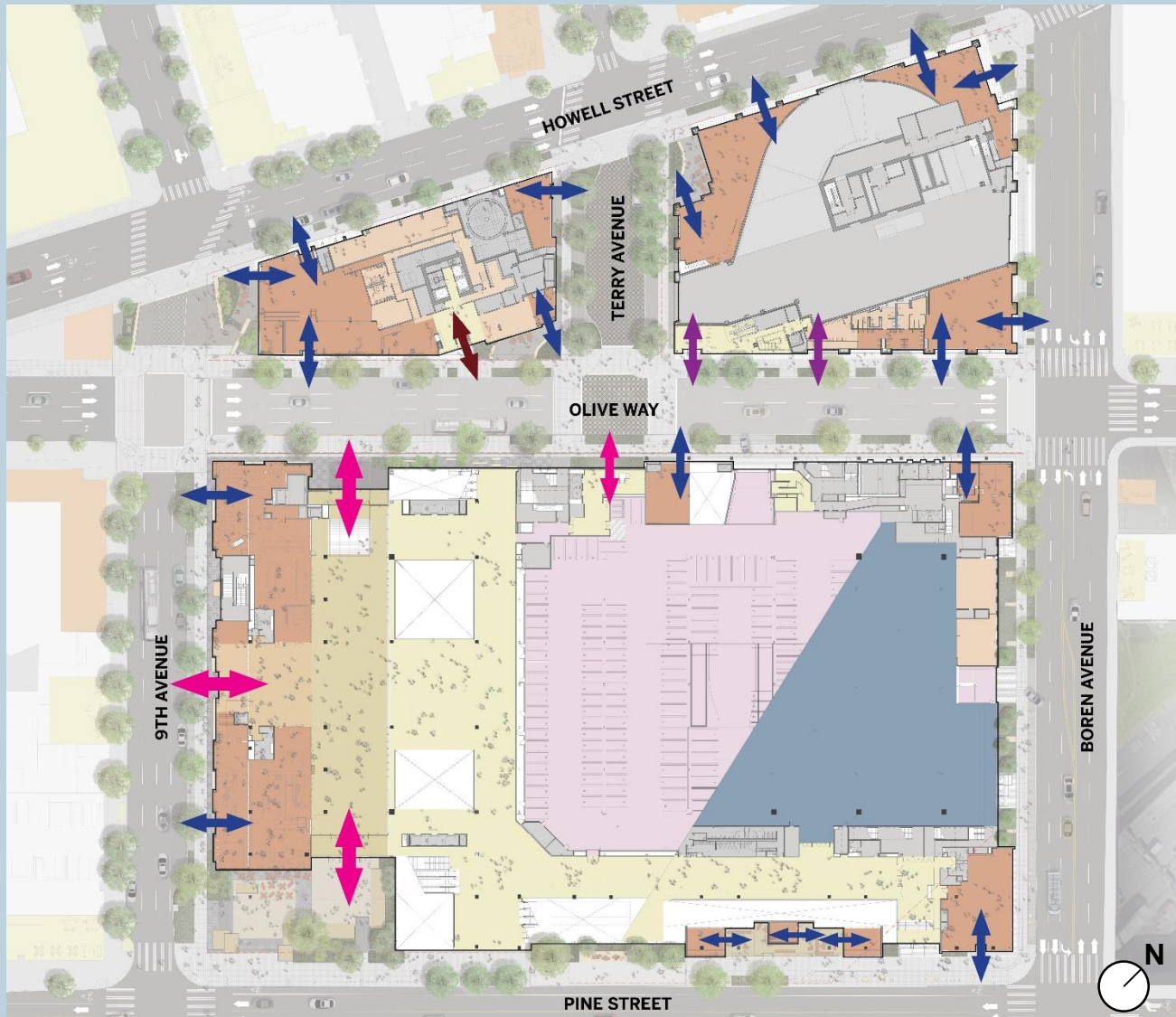
Access to Parking



- No parking provided on Sites B and C; parking accommodated in WSCC garages
- Only two garage access points on Site A creates pedestrian-friendly environment
- Integrated into City e-Park System



Pedestrian Access



- Sidewalk design confirmed by capacity analysis
- Streetscape integrated with the activities of the convention center with mixed uses of plazas and open spaces, retail, restaurants, lighting, landscaping, artwork, seating
- Building forms respond to Ninth and Terry Green Streets

- Public Access
- Street-level Use Access
- Residential Access
- Office Access



Pedestrian-oriented Streetscape



PINE STREET WALK UPS



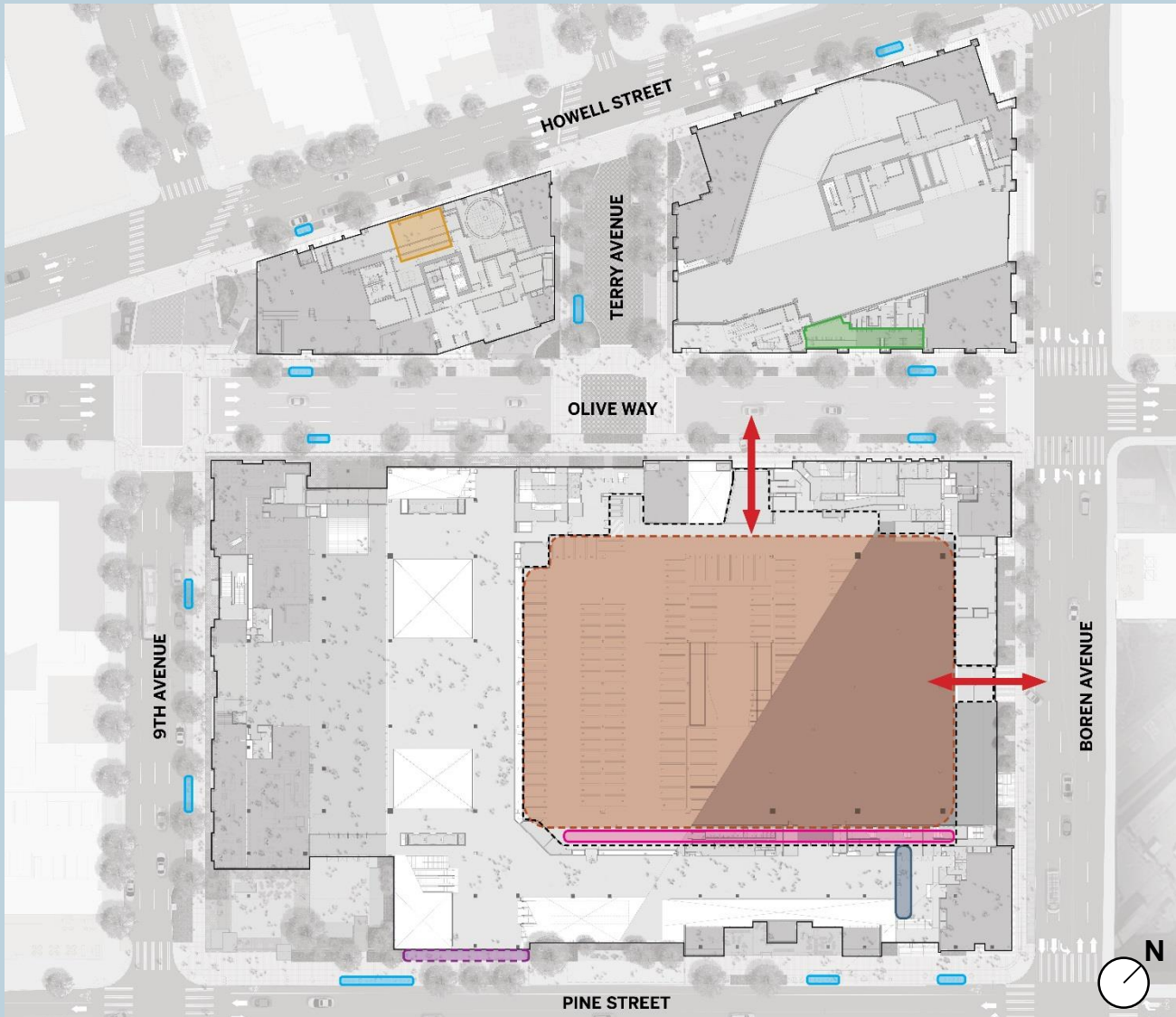
9TH AVENUE PEDESTRIAN FOCUS



TERRY GREEN STREET PLAZA



On-Site Bicycle Facilities

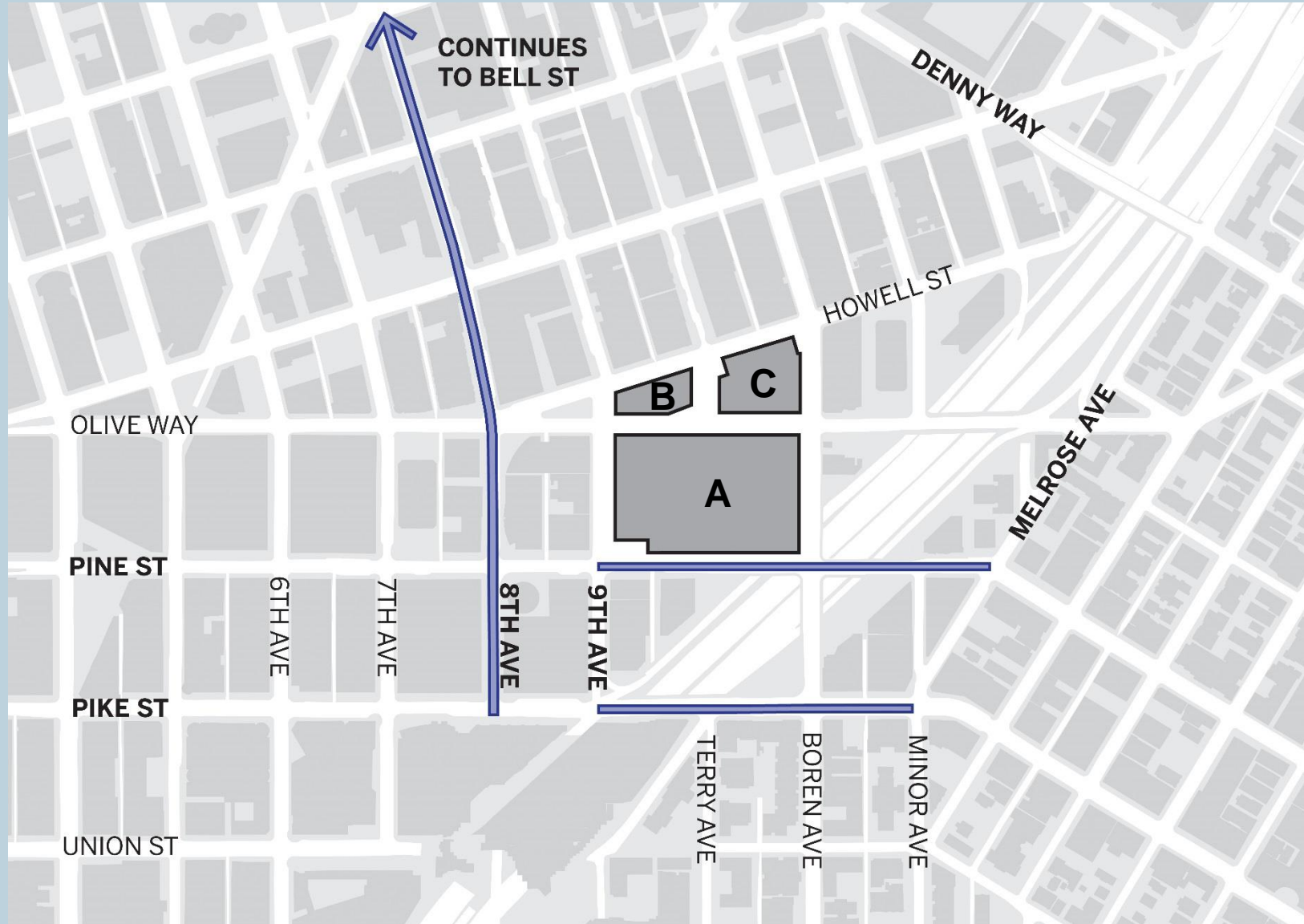


- Event-related bicycle parking provided in bike corrals, fixed racks, permanent and expanded spaces in the garage
- Wayfinding used to direct attendees to the garage as needed for events
- Secured room for employee bicycle parking

	Employee Bike Parking	35 Stalls
	Bike Racks (ROW)	52 Stalls; 104 Bikes
	Bike Club Parking	80 Stalls
	Resident Bike Parking	143 Stalls
	Event Bicycle Parking	110 Stalls
	Bike Share Flex Zone	
	Bike Parking Flex Zone	
	Garage Parking Access	

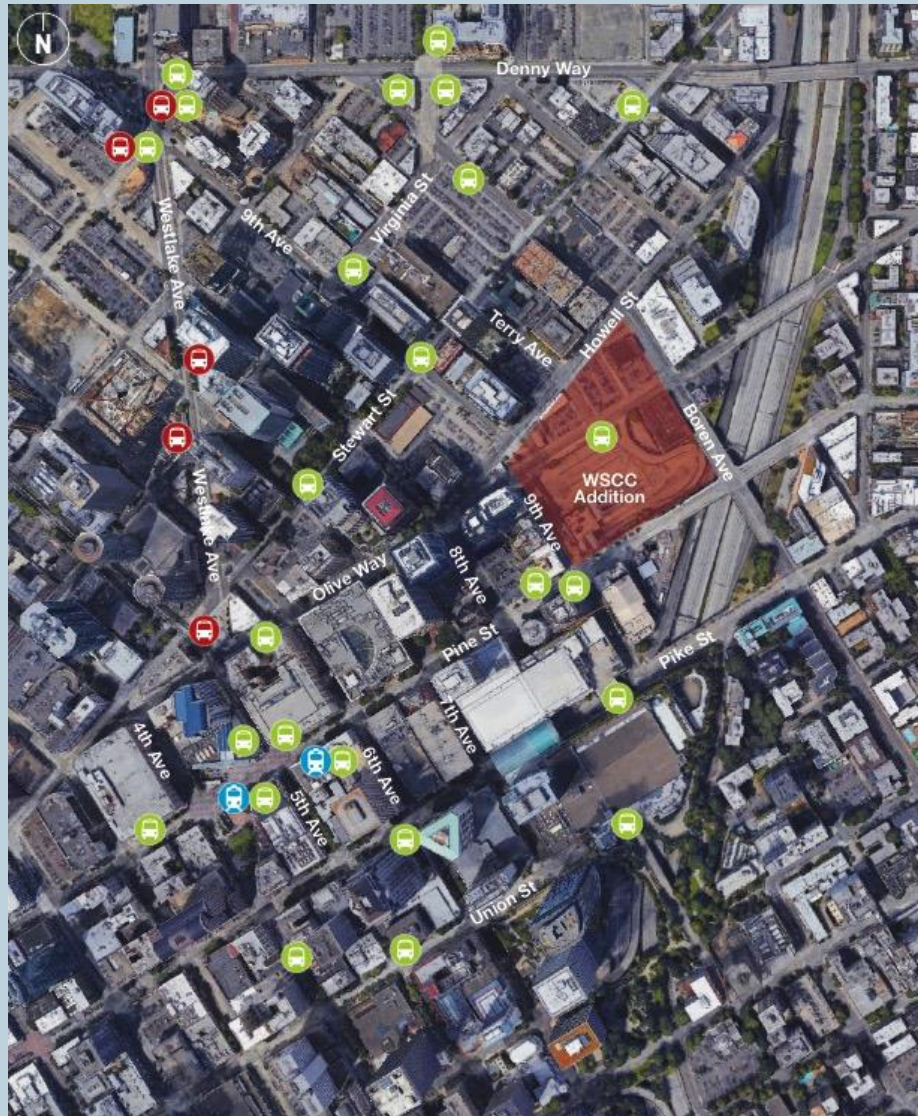


Off-Site Bicycle Improvement Contributions








Transit Access



LEGEND

-  Bus Stops
-  Light Rail Stops
-  Streetcar Stops

Site well-served by bus, light rail, monorail, street car



Transportation, Dock Management Plans Goals

TMP Goals

- WSCC Employees – 15% Single Occupancy Vehicle Rate
- Event Attendees – 35% Single Occupancy Vehicle Rate; 15% Single Occupancy Vehicle Rate by 2035
- TMP applies to the WSCC campus, including the existing facilities and the Addition
- Office co-development subject to a separate TMP

DMP goals

- Ensure efficient use of loading facilities during move-in and move-out
- Ensure regulations governing truck access are observed
- Minimize conflicts between truck traffic and other city traffic

Public Benefits

Community Engagement

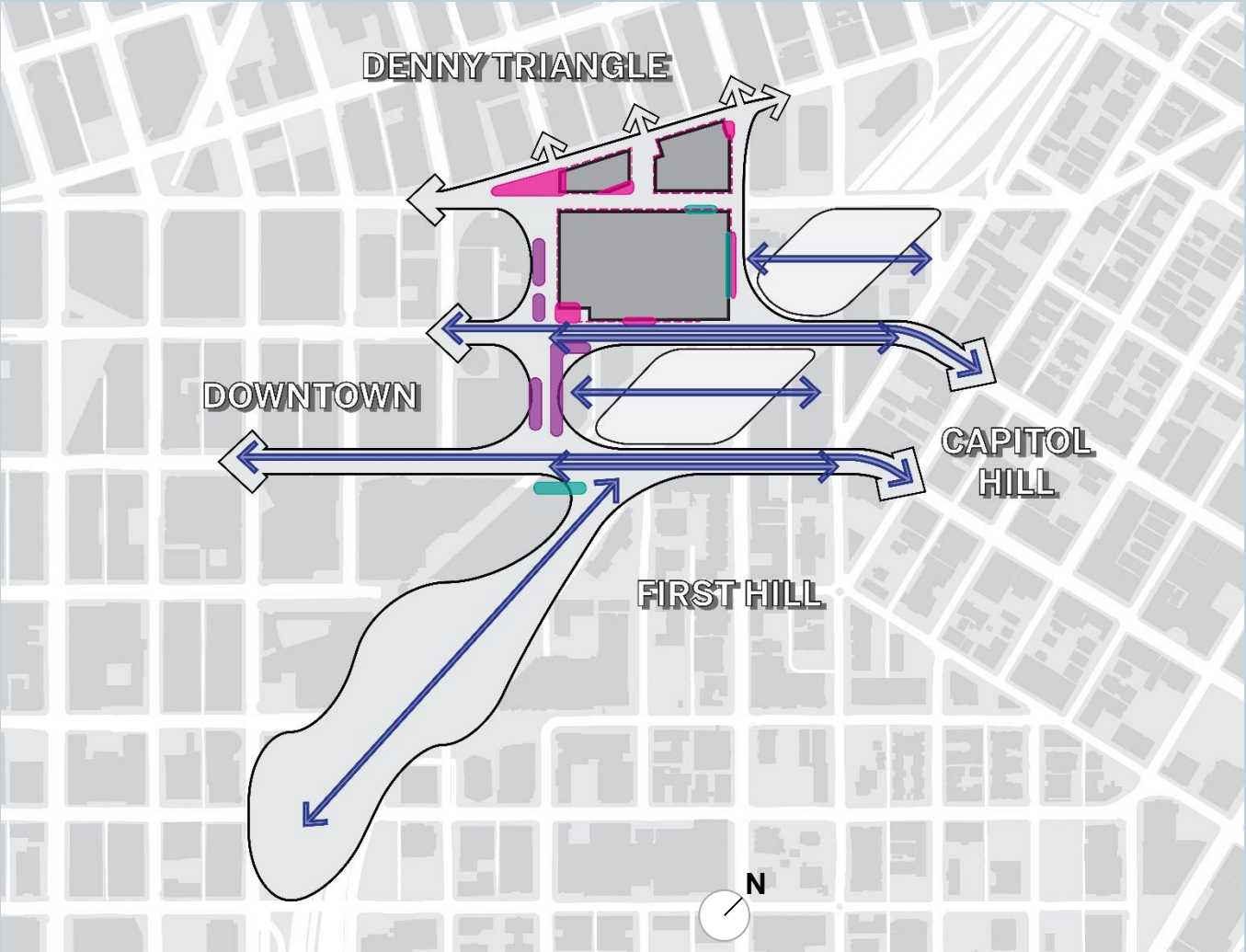
- Seven Design Review Board and eleven Seattle Design Commission meetings
- Public benefits public and on-line open houses December 2016 and August 2017
- Agreement with Community Package Coalition on community benefits -- members include Capitol Hill Housing, Cascade Bicycle Club, Central Seattle Greenways, First Hill Improvement Association, Housing Development Consortium, Freeway Park Association, Lid I-5 and Seattle Neighborhood Greenways
- Agreement with UNITE HERE on hospitality training program
- Project Labor Agreement

Vacation Public Benefits Summary

- | | |
|--|-----------------|
| 1. Affordable housing funding | \$ 15.0 million |
| 2. Community priorities funding | \$ 31.5 million |
| Pike Pine Renaissance: Act 1 | |
| Pike/Pine Bicycle Master Plan implementation | |
| Freeway Park improvements | |
| Funding for comprehensive lid I-5 study | |
| 3. Physical improvements off-site | \$ 1.8 million |
| Street improvements at Olive Way | |
| Street improvements at Ninth Avenue | |
| Historic lighting on Camlin, Paramount facades | |
| 4. Public art | \$ 1.85 million |
| 5. Open space and on-site Improvements beyond code | \$ 8.1 million |

Total: \$58,250,000

Public Benefits Vision: Creating Community Connections



1. Vacation Affordable Housing Funding

- Funding will go to the Seattle Office of Housing (SOH)
- Typically leveraged three-to-one based on citywide priorities
- SOH estimates \$15 million creates 120 to 180 units

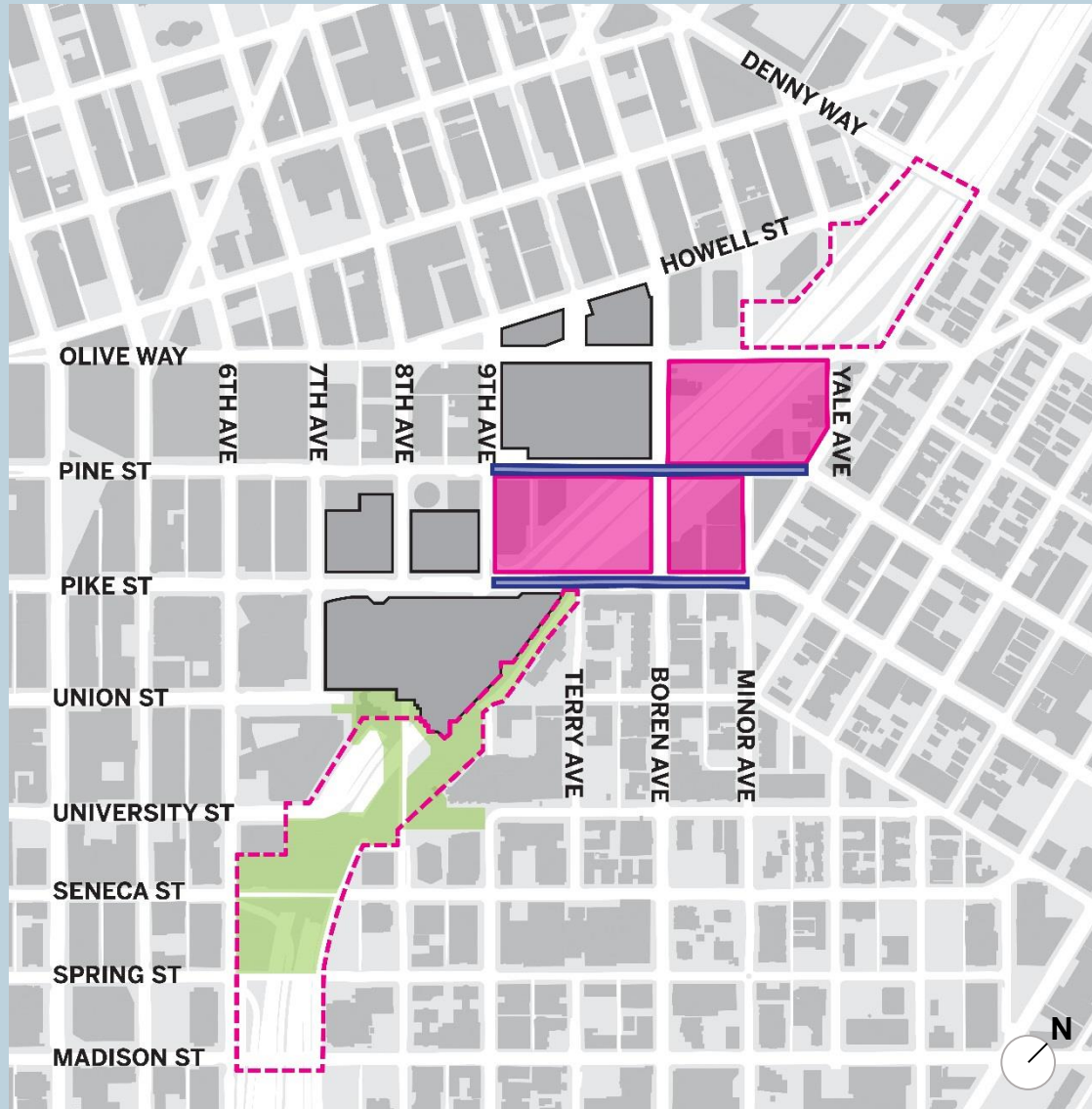
\$15 million

Affordable Housing beyond Vacations

- \$14 million to Seattle Office of Housing (SOH) through agreement with Community Package Coalition
- \$4.3 million to SOH through Incentive Zoning
- \$5 million to King County for Convention Place Station land sale

\$23.3 million additional

2. Funding Community Priorities



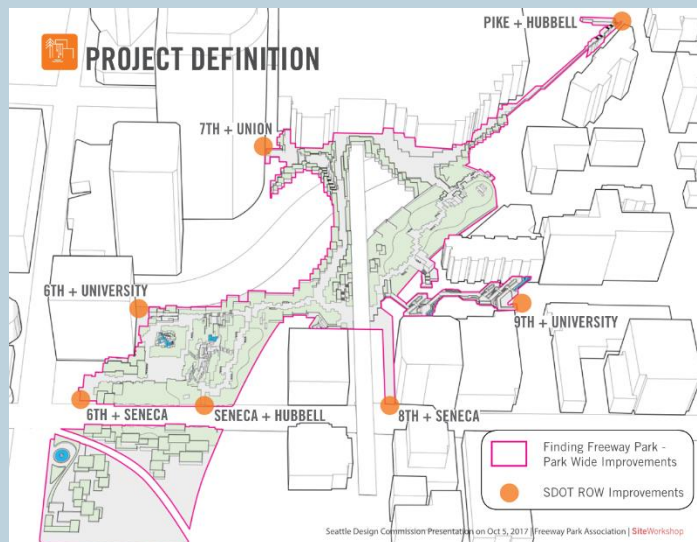
- Pike Pine Renaissance: Act 1, Ninth Avenue to Melrose
- Pike Pine Bicycle Master Plan implementation, Ninth Avenue to Melrose
- Freeway Park improvements
- Funding for comprehensive lid I-5 study

\$31.5 million

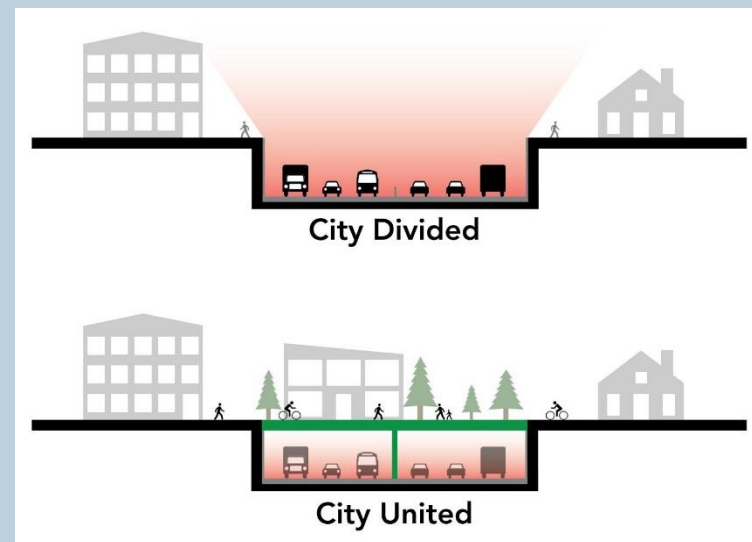
2. Funding Community Priorities



PIKE PINE RENAISSANCE: ACT 1 & BICYCLE MASTER PLAN FUNDING

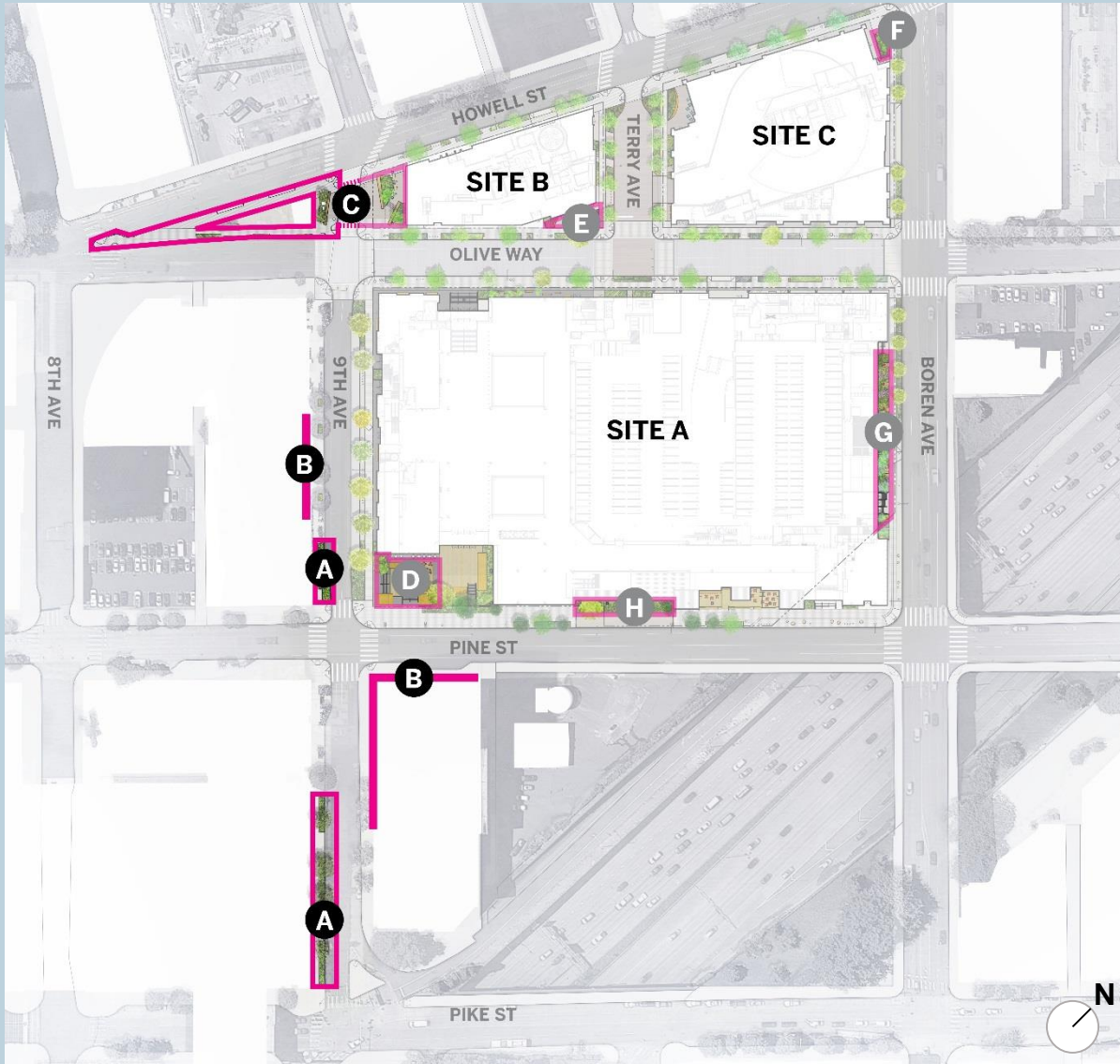


FREEWAY PARK IMPROVEMENTS



FUNDING FOR COMPREHENSIVE LID I-5 STUDY

3. Physical Improvements Off-site



- A** Pedestrian improvements at Ninth Avenue
- B** New facade lighting on the historic Camlin and Paramount to enhance the Pike/Pine pedestrian corridor
- C** Pedestrian improvements at Olive Triangle

\$1.8 million

3. Physical Improvements Off-site



CAMLIN HISTORIC LIGHTING



PARAMOUNT HISTORIC LIGHTING



PED IMPROVEMENTS ON 9TH

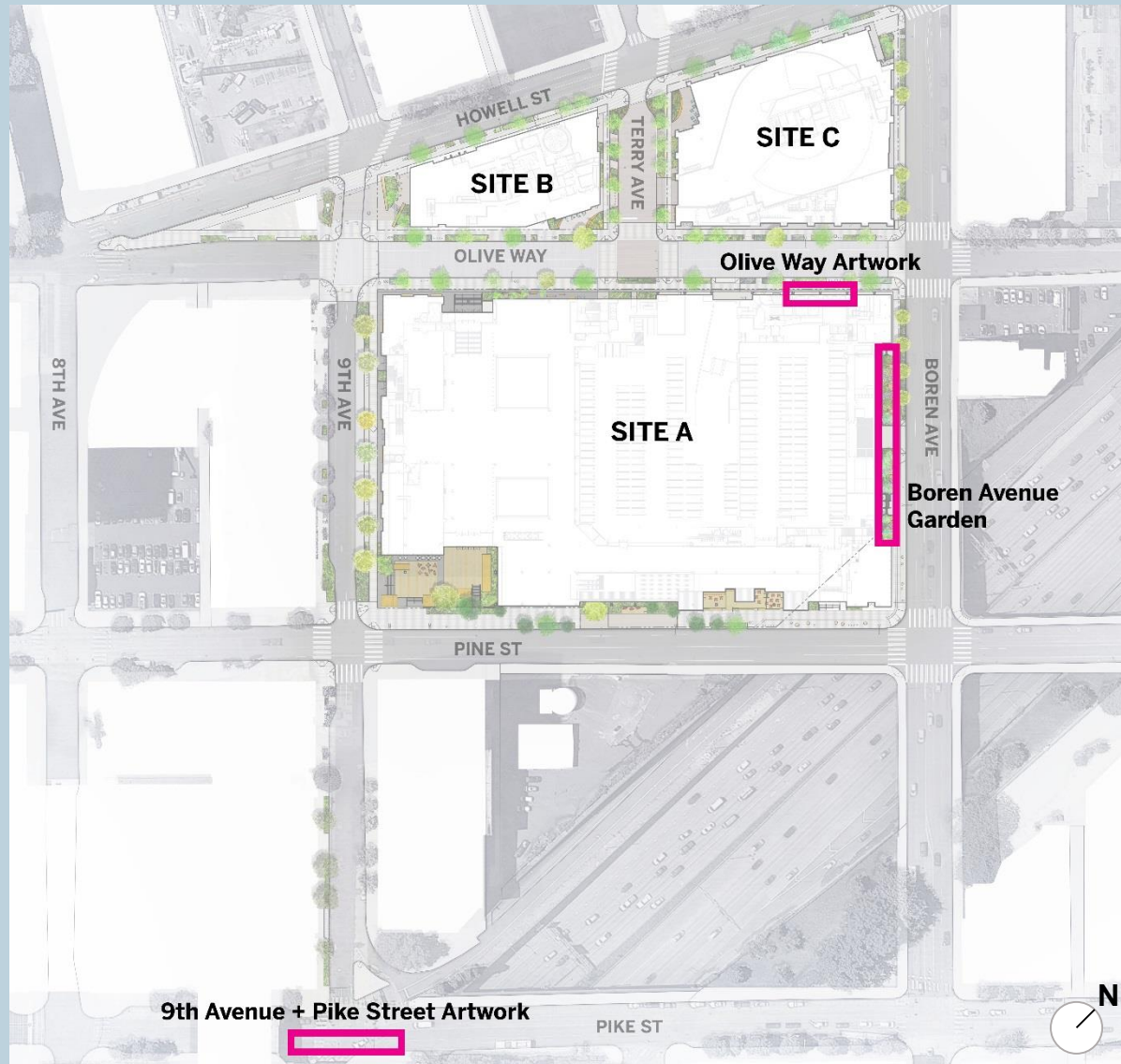


PED IMPROVEMENTS ON OLIVE



PED IMPROVEMENTS ON OLIVE

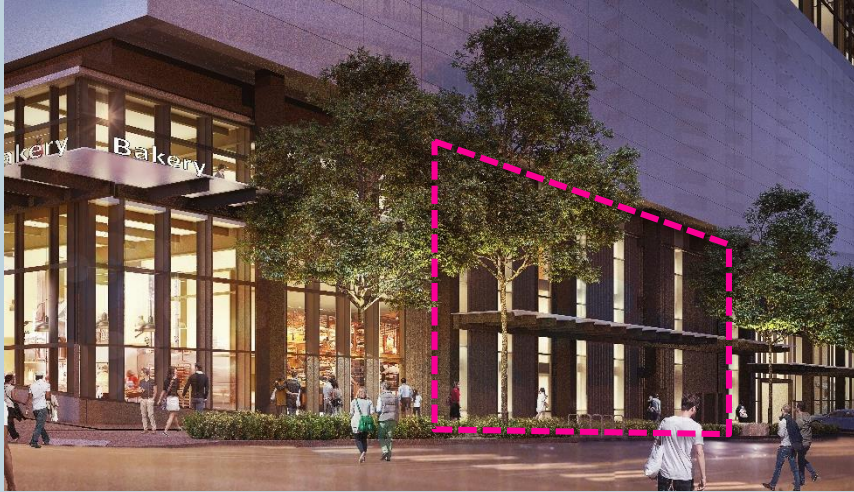
4. Public Art



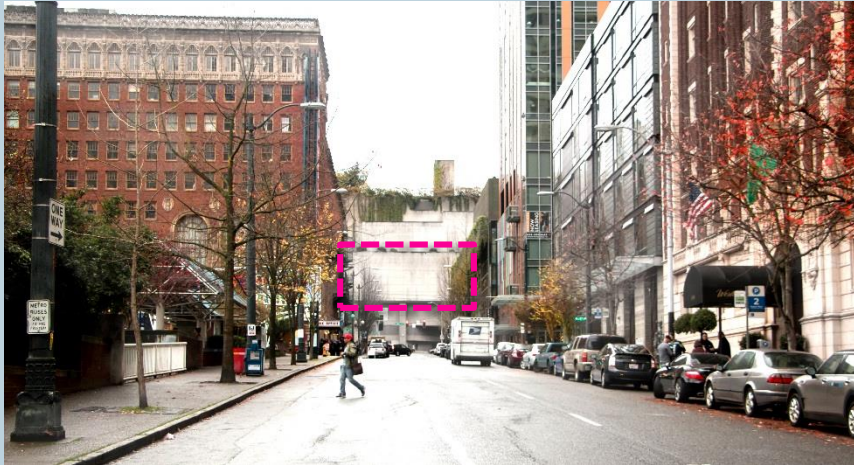
- Three public artworks on Olive Way, Boren Avenue and 9th Avenue at Pike Street
- Open-call process
- Entire process managed by 4Culture
- WSCC to return to Seattle Design Commission with artist proposals

\$1.85 million

4. Public Art



OLIVE WAY ARTWORK

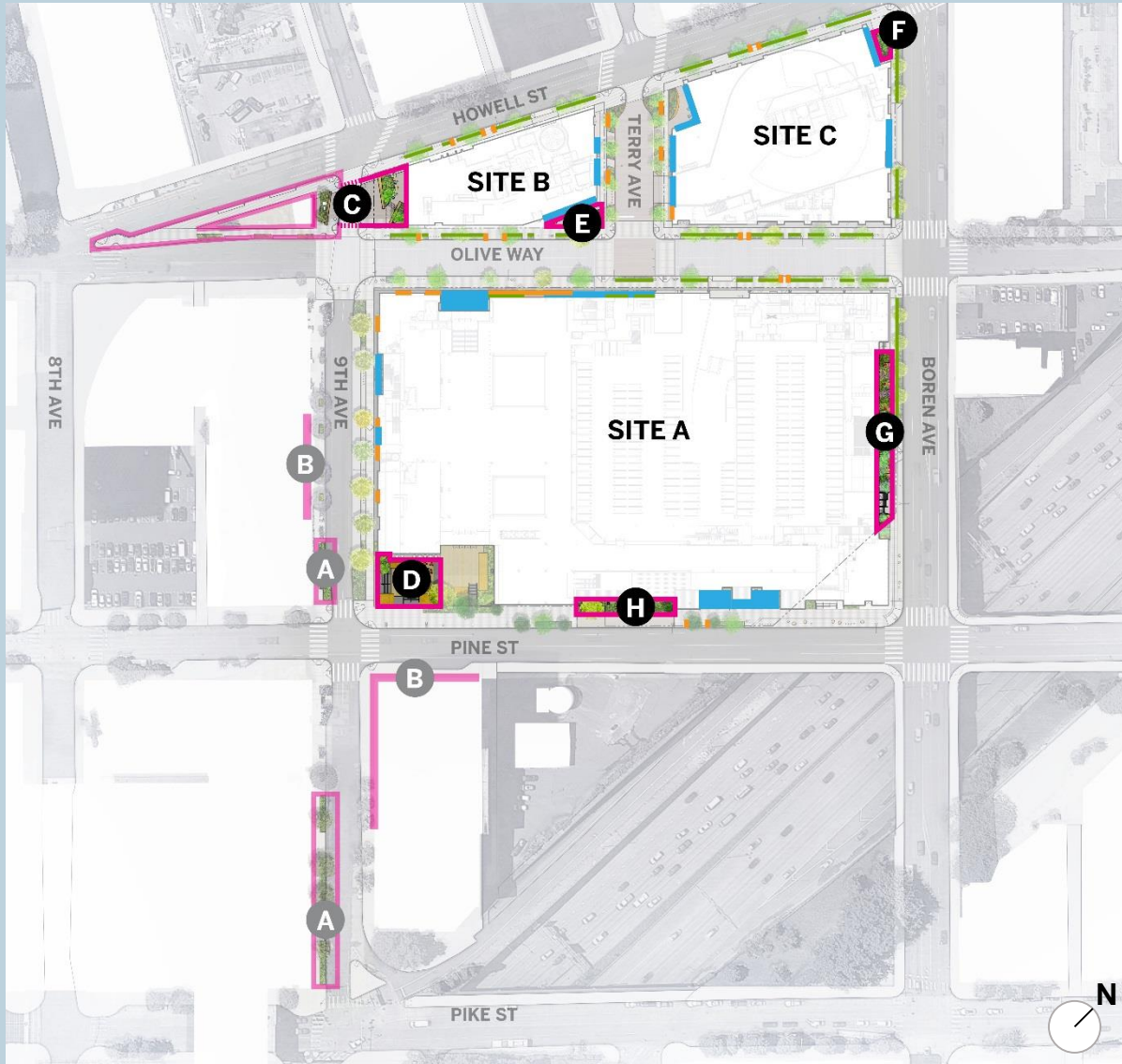


9TH AVENUE & PIKE STREET ARTWORK



BOREN AVENUE GARDEN

5. Open Space and On-site Improvements



- C** Flatiron plaza at Howell/Boren and Ninth
- D** Pedestrian plaza at Pine Street and Ninth Avenue
- E** Terry Avenue Green Street Plaza
- F** Denny Triangle Corner Plaza
- G** Boren Avenue Garden
- H** Pine Street Sun Garden

Site-wide: Overhead weather protection, landscaping, public seating

Project commits to free speech and assembly in all public plazas/open spaces

\$8.1 million

5. Open Space and On-site Improvements



TERRY AVENUE GREEN STREET PLAZA



PEDESTRIAN PLAZA AT PINE STREET AND NINTH AVENUE



PINE STREET SUNGARDEN



DENNY TRIANGLE CORNER PLAZA



BOREN AVENUE GARDEN

Community benefits beyond \$58.25 million for Public Benefits

Community Package Coalition agreement project funding beyond public benefits:

- \$14 million in affordable housing
- \$6 million for Bicycle Master Plan implementation on 8th Avenue from Pike to Bell
- \$4 million for Terry Avenue promenade
- \$500,000 for Olive Way safety improvements

- Additional affordable housing: \$5 million to King County and \$4.3 million in incentive zoning
- Hospitality Training Program through agreement with UNITE HERE
- Project Labor Agreement including goal of 900 apprenticeships
- Voluntary goal of \$65 million to \$70 million in subcontracting to minority, veteran, disadvantaged, small and women-owned businesses

Community Benefits

		Total Value	Public Benefit Value	Rec'g \$ or Executing
CPC AGREEMENTS (IN VARIOUS DOCUMENTS)	Affordable Housing Funding	\$29,000,000	\$15,000,000	SOH
	Freeway Park Association Funding	\$10,000,000	\$10,000,000	Parks & Recreation
	Bicycle Master Plan Funding – Pike/Pine	\$10,000,000	\$10,000,000	SDOT
	Bicycle Master Plan 8 th Avenue	\$6,000,000	0	SDOT
	Terry Avenue Promenade Funding	\$4,000,000	0	SDOT
	Lid-I5 Study Funding	\$1,500,000	\$1,500,000	OPCD
	Olive Way Safety Improvements	\$500,000	0	SDOT
		\$61,000,000	\$36,500,000	
ADDITIONAL WSCC PUBLIC BENEFITS	Pike-Pine Renaissance: Act 1 Funding	\$10,000,000	\$10,000,000	SDOT
	Public Open Spaces & Improvement Beyond Code	\$8,100,000	\$8,100,000	WSCC executes
	Public Benefit Art	\$1,850,000	\$1,850,000	WSCC executes
	Historic Building Lighting	\$1,000,000	\$1,000,000	WSCC executes
	9 th Avenue R.O.W. Improvements	\$600,000	\$600,000	WSCC executes
	Olive Way R.O.W. Improvements	\$200,000	\$200,000	WSCC executes
		\$21,750,000	\$21,750,000	
KING COUNTY & INCENTIVE ZONING HOUSING	Affordable Housing Funding from KC L and Sale	\$5,000,000	-	King County Office of Housing
	Affordable Housing Funding from Incentive Zoning	\$4,300,000	-	SOH
		\$9,300,000	\$21,750,000	
TOTAL		\$92,050,000	\$58,250,000	
OTHER ELEMENTS	Outreach (minority/veteran/disadvantaged/small/women-owned businesses)	\$65 MM to \$70 MM		
	Additional Art Budget	\$4,600,000		
	Hospitality Training Program with UNITE HERE			
	Project Labor Agreement			

Thank You



Appendix

Proposed Public Benefits

Public Benefit	Description	Proposed Benefit	Code / Other	EIS Mitigation	PB Value
PHYSICAL PUBLIC BENEFITS	Public Spaces & Plazas	9,526 SF Above Code			\$8,100,000
	Pine Street / 9 th Avenue Plaza	3,614 SF Above Code	Designed to Downtown Amenity Standards; setback in excess of code required setback	None	
	Flatiron Plaza	1,789 SF Above Code	setback in excess of code required setback		
	Terry Avenue Green Street Plaza	839 SF Above Code	setback in excess of code required setback		
	Denny Triangle Corner Plaza	396 SF Above Code	setback in excess of code required setback		
	Boren Avenue Garden	1,703 SF Above Code	setback in excess of code required setback		
	Pine Street Sun Garden	1,185 SF Above Code	setback in excess of code required setback		
	Additional Improvements Beyond Code				
	Public Benefit Overhead Weather Protection	641 LF Above Code	2,166 LF Required; 2,807 LF Provided	None	
	Public Benefit Seating in the R.O.W.	258.5 LF Above Code	None		
	Public Benefit Planting (On Howell St., Olive Way, Pine St., & Boren Ave.)	6,535 SF Above Code	4,217 SF Required; 10,752 SF Provided		
	Off-Site R.O.W. Improvements (9th Avenue)	Curb bulbs, enhanced planting, upgraded paving, overhead weather protection, decorative vehicle door	None	None	\$600,000
	Off-Site R.O.W. Improvements (Olive Way)	Upgraded paving, enhanced planting	None	None	\$200,000
	Historic Building Lighting	Lighting of historic features to enhance the pedestrian experience	None	None	\$1,000,000
					\$9,900,000

Proposed Public Benefits

Public Benefit	Description	Proposed Benefit	Code / Other	EIS Mitigation	PB Value
PUBLIC BENEFIT ART	Boren Avenue Garden	Artworks with integrated seating, lighting, landscaping	None	None	\$600,000
	9 th Avenue + Pike Street Artwork	Large-scale artwork on a wall of the existing WSCC			\$1,000,000
	Olive Way Artworks	Artworks at the five glass vitrines, potential extension to adjacent canopy			\$250,000
					\$1,850,000
FUNDING NEIGHBORHOOD IMPROVEMENTS	Pike Pine Renaissance: Act 1 Funding	Funding to the Office of the Waterfront for Seattle's Pike Pine Renaissance: Act 1 project	None	None	\$10,000,000
	Bicycle Master Plan Funding on Pike Pine	Funding to SDOT for implementation of Seattle's Bicycle Master Plan			\$10,000,000
	Lid I-5 Study Funding	Funding to Seattle Office of Planning and Community Development for I-5 Lid Study			\$1,500,000
	Freeway Park Association / Seattle Parks and Recreation Funding	Funding to Seattle Parks Department to support efforts to repair, restore, and possibly enhance Freeway Park			\$10,000,000
					\$31,500,000
AFFORDABLE HOUSING FUNDING	Funding to Seattle Office of Housing	The Office of Housing will allocate funds for optimum benefit within the city proximate to jobs, transit, amenities, and services for specific populations	\$5MM funding for KC Land Sale, \$4.3MM funding for incentive zone; \$14MM additional funding from CPC Agreement	None	\$15,000,000
					\$15,000,000
					\$58,250,000

Sustainability



TARGET: LEED GOLD



- STORM WATER MANAGEMENT- COLLECTION OF RAINWATER FOR TOILET FLUSHING
- LOW-FLOW PLUMBING FIXTURES
- WATER EFFICIENT LANDSCAPING



- P.V. PANELS ON THE ROOF FOR ON-SITE ENERGY COLLECTION
- USE OF DAYLIGHT IN PRE-FUNCTIONAREAS



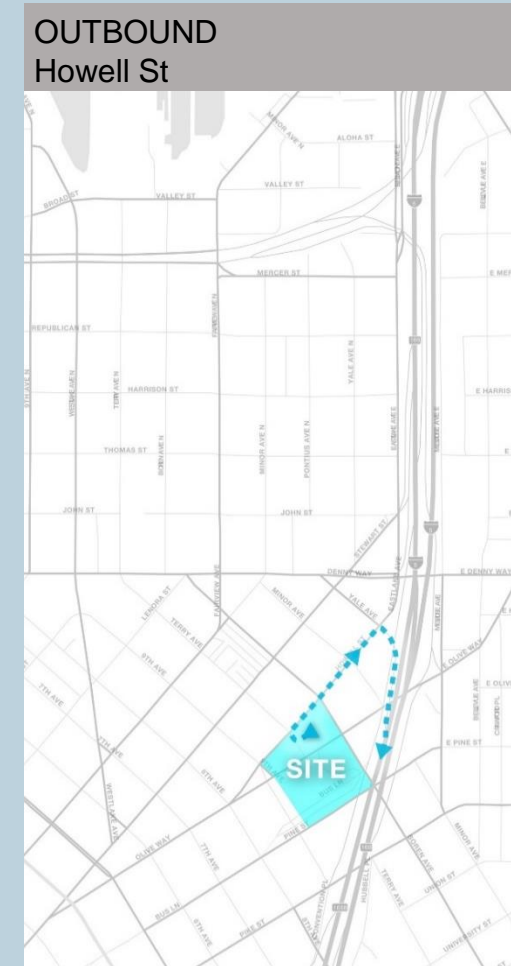
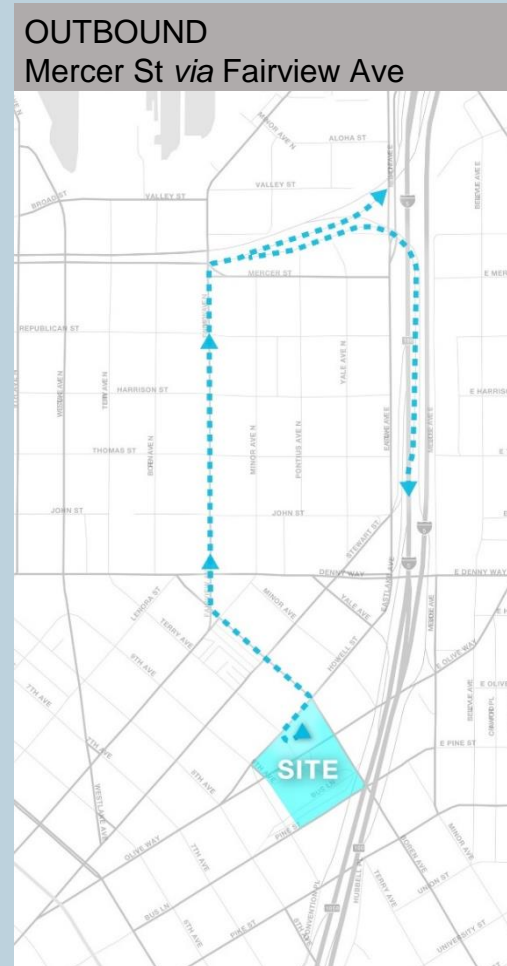
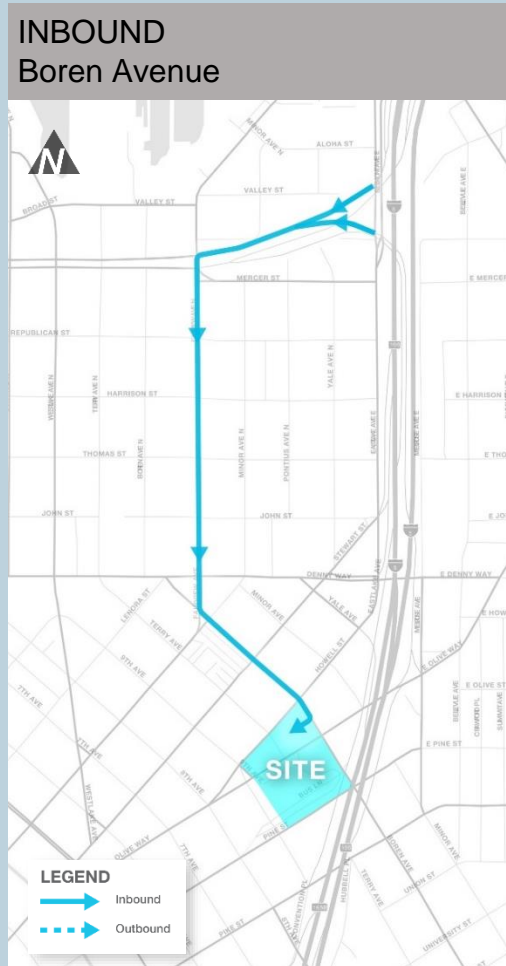
- USE OF REGIONAL MATERIALS AND RECYCLED CONTENT
- BICYCLE AND ALTERNATIVE-TRANSPORTATION FRIENDLY



- RADIANT HEATING/ COOLING IN PRE-FUNCTION AREAS/HEAT RECOVERY SYSTEM
- BUILDING SYSTEMS COMMISSIONING



WSCC Addition Freight Circulation



- Inbound/outbound routes for the WSCC Addition do not overlap with the existing facility



Existing WSCC Truck Routing

Inbound from I-5 SB



Inbound from I-5 NB



Outbound from I-5 SB



Outbound from I-5 NB

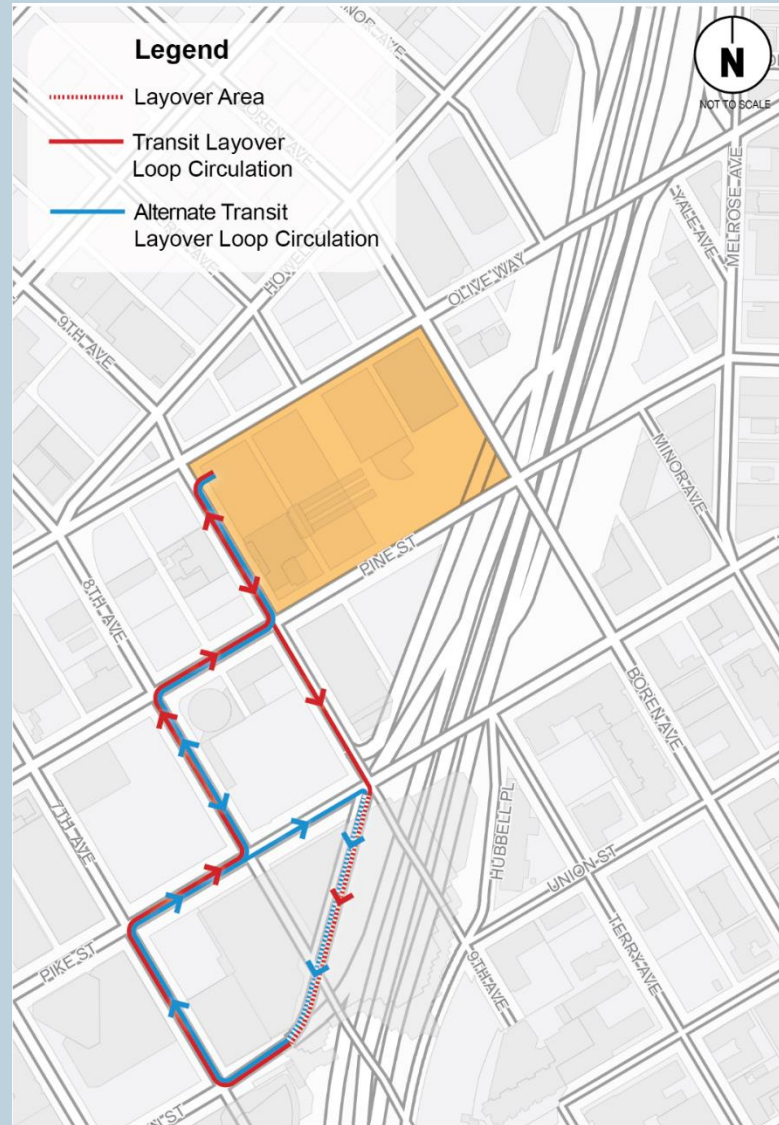


Legend

- Inbound Truck Route
- Outbound Truck Route



Layover Loop Routing





Transportation Management Plan – Parking Management Strategies

- Comprehensive parking management plan that considers the combined activity in both WSCC facilities and all three WSCC-managed parking garages
- Tiered management strategies based on anticipated cumulative demand at both facilities for multiple events
- Use of dynamic parking pricing to discourage auto usage for major event days
- Parking management to share parking with the adjacent co-development properties
- Integration with the City's e-Park system including physical signage and on-line web links



Addition Freight Activity

- Load-in and load-out activity typically occurs two to three days prior to and two days following an event
- Post event load-out is typically initiated immediately following the conclusion of the event

PM Peak Hour Volumes*			
Freight Level	Annual Freight Loading Days	Vans/Single Unit Trucks Per Hour*	Large Trucks Per Hour*
Heavy	48	5	Less than 5
Medium	60	5	Less than 5
Light	35	6	Less than 5

* Single hour with the highest volume between 4 p.m. and 6 p.m.

Anticipated KCSW MUP Mitigation

Intelligent Transportation Improvements including:

- Installation of video cameras to increase video coverage in the area of the WSCC Addition
- Implementation of 9,000 feet of fiber signal interconnect, connecting 16 intersections to the City Traffic Management Center
- Replacements and upgrades to 18 traffic signals
- Installation of additional signal equipment to facilitate adaptive signal timing along Olive Way
- Integration of the City of Seattle e-Park system at all three WSCC parking facilities

Contribution of approximately \$2M towards off-board fare payment facilities along Third Avenue supporting the One Center City improvement strategies will be funded

Implementation of a Transportation Management Plan



Transportation Management Plan – Alternative Transportation Strategies

- On-site kiosks providing information on alternative transportation modes
- Permanent and overflow bicycle parking
- Partnering with Transportation Network Companies and the City of Seattle to establish and promote dedicated load/unload zones (i.e. Ninth Avenue between Pine Street and Olive Way)
- Monitoring/reporting of mode-split characteristics through event intercept surveys
- Communication Toolkit for event sponsors that outlines and provides links to key transportation alternatives that can be transmitted to event attendees
- Employee transit subsidies



Dock Management Plan

- Reviewed and approved by SDOT and SDCI
- Applies to the WSCC Addition only; existing WSCC has its own DMP
- Freight routing identified including route restrictions (i.e. Terry Avenue north of Howell Street)
- Communication plan for freight routing
- Staffing plans for the loading dock
- Use of an off-site marshalling yard
- Management of the vehicle doors on Boren Avenue and Terry Avenue
- Outlines City of Seattle enforcement process