

April 11, 2018

## MEMORANDUM

**To:** Sustainability and Transportation Committee  
**From:** Lish Whitson  
**Subject:** Clerk File 314338: Washington State Convention Center Addition Street Vacation

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On Tuesday, April 17, the Sustainability and Transportation Committee will continue its review [Clerk File 314338](#), the petition from the Washington State Convention Center Public Facilities District (WSCC) to vacate underneath Olive Way and Terry Avenue and vacate three alleys. The vacations would facilitate the development of a Convention Center Addition project. On April 3, the Committee received a [presentation](#) from the Convention Center on their proposal. On the 17<sup>th</sup>, the committee will hear from the Seattle Department of Transportation (SDOT), the Seattle Department of Construction and Inspections (SDCI) and the Seattle Design Commission (SDC) regarding the City's review of the vacation petition. This memorandum provides a high-level overview of the project and issues for Councilmembers to consider.

### Background

The Convention Center Addition is a 2.389 million square foot project. The project includes an eight-story new convention center on the site of the current Convention Place Metro Station bounded by Pine Street, 9<sup>th</sup> Avenue, Olive Way and Boren Avenue. The Convention Center Addition (site A) would be connected under Olive Way and Terry Avenue to a new 290-foot residential tower (site B) and a 240-foot officer tower (site C) located on the blocks between Olive Way, 9<sup>th</sup> Avenue and Howell Street and Boren Avenue on the west and east sides of Terry Avenue respectively.

The proposed Convention Center Addition would allow the WSCC to book additional events in a facility comparable to the existing Convention Center. The WSCC estimates that this could generate an estimated \$260 million in visitor spending, add 3,900 direct and indirect hospitality and tourism-related jobs, and approximately 6,000 construction jobs.

To build the project as proposed, the WSCC requests that alleys located on sites A, B and C be vacated. Further, they request a vacation of Olive Way and Terry Avenue between Sites A, B and C starting at eight feet below grade. Olive Way is a principal arterial that is one-way in the eastbound direction. It provides connections between Downtown Seattle and I-5 and Capitol Hill. Terry Avenue is a designated green street between Olive Way and Denny Way. The alleys each provide access to the abutting property, all of which is currently under control by the WSCC. The alleys on blocks B and C continue across Howell Street to the north.

The City's [Street Vacation Policies](#) guide the Council's review of a street vacation petition. The current policies lay out a three-stage analysis: (1) public trust analysis, (2) land use analysis, and (3) public benefit analysis. Public trust analysis includes review of circulation and access, impacts on utilities, light, air, open space and views. Land use analysis looks at the proposed

development and reviews whether the projects is consistent with City goals, plans and regulations. Finally, the public benefit analysis considers the petitioner’s proposal to provide public benefits to offset the loss to the public of the right-of-way. Given its size and complexity, the Convention Center Addition petition raises questions in all three of these areas of analysis. In particular, the transportation issues related to the project merit attention.

### **Public Trust Analysis**

The Convention Center Addition is a large project in a key location in Downtown Seattle. Its site is at the junction of a number of dense center city neighborhoods: the Downtown core and retail core, the Denny Triangle, Pike/Pine, Capitol Hill, and First Hill. The project would impact circulation and access in the area both during construction and after it is built. Other impacts for Councilmembers to consider are impacts on open space, particularly the green street along Terry Avenue.

#### *1. Circulation and Access*

The street vacation policies state that “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.” In downtown Seattle, alleys “may be vacated only when their loading, service and access functions can be continued within the development site, and curbcuts are provided in conformance with the Comprehensive Plan and the land use code.” The City Council “may impose conditions on vacations to mitigate negative effects of the vacation on vehicular, pedestrian, and bicycle travel.” The effects of the vacation on the vehicular, pedestrian, and bicycle circulation systems are described in detail in the project’s EIS (Volumes [I](#) and [III](#)) and in the SDOT Director’s Recommendation (Attachment 2).

Among the key effects identified are:

- a. Early closure of the Downtown Seattle Transit Tunnel to buses
  - Absent the Convention Center Addition, buses would use the transit tunnel for at least one more year.
  - An agreement between the WSCC and King County states that if the City grants Master Use Permits and Building Permits to the WSCC before July 1, the WSCC can close the tunnel to buses starting March 1, 2019. If permits are not granted by that date, the tunnel will be closed starting September 1, 2019.
  - The City Council must approve the street vacation before the City will grant the Master Use and Building permits.
- b. Truck use of the Terry Avenue green street and Boren Avenue curb cuts
  - Truck loading to the below-grade loading docks will be accessed through a 57-foot wide curb cut off of Boren Avenue between Howell Street and Olive Way.

- The SDC raised concerns regarding the width of this curb cut and the precedent it may set for other Downtown development.
  - Trucks would exit a below-grade loading dock onto the Terry Avenue green street before turning right onto Howell Street.
  - A Dock Management Plan has been prepared to mitigate the impacts of freight traffic on the green street and the broader downtown network.
  - The Dock Management Plan specifies hours of operation, staffing, and other areas of operation.
- c. Pedestrian and Bicycle access
- The Convention Center Addition is designed to accommodate events of over 32,000 attendees with 782 employees.
  - The Transportation Management Program has a goal that at least 65% of attendees will arrive to events by a mode other than driving alone.
  - The majority of pedestrians would enter the Convention Center Addition off Olive Way and Pine Street, near 9th Avenue.
  - Sidewalk congestion was identified in the EIS, in particular the section of 9th Avenue in front of the Addition will see a 25 time increase in pedestrian volumes during the weekday midday hour and a decreased level of service from A (free-flowing) to E (restricted).
  - Sidewalks will be widened and lined with trees and landscaping on all frontages.
  - Bicycle access around the site will be improved with the installation of bicycle improvements as part of the Pike/Pine bike funding provided as part of the public benefits package.
  - A total of 524 bike parking spaces will be provided across the three sites.
- d. Subterranean vacation of Olive Way
- Olive Way is classified as a principal arterial, it provides access from Downtown Seattle to Capitol Hill and Interstate 5. On weekdays, it accommodates over 8,000 trips.
  - The proposal would vacate Olive Way starting at 8 feet below the street to allow for connections between the three sites. This allows all major loading facilities to be accessed from site C.
  - During construction, the current span of Olive Way between 9th Avenue and Boren Avenue would be closed and a spur would be built that would divert traffic onto a new street on top of sites B and C.

- Once construction under Olive Way is complete, the street would be rebuilt, and would reopen to accommodate current traffic loads. The City would continue to own Olive Way starting at 8 feet below grade and up.
- e. Transportation Management
- As part of the land use approvals for the project, the WSCC will be required to implement a Transportation Management Program (TMP).
  - The TMP will apply to the Convention Center Addition only, separate TMPs apply to the existing Convention Center and the proposed office building.
  - The TMP will have goals of 15 percent Single Occupancy Vehicle use by employees and 35 percent Single Occupancy Vehicle use by event attendees.
  - Strategies will include a range of strategies intended to support non-SOV use including strategies targeting employees and strategies targeting event attendees.

## 2. Utilities

Streets and alleys provide space for utilities. Given the size of buildings in Downtown Seattle and the demands for utility services, the streets and alleys Downtown experience high demand for space for utilities. Utilities that have service that runs through the streets and alleys proposed to be vacated are identified in the following table.

Utility	Location	Proposed changes
Seattle City Light	Olive Way, alleys	Remove and replace with a network and services in 9 <sup>th</sup> Avenue, Howell Street and Boren Avenue
SDOT	Olive Way	Remove and reconstruct
Seattle Public Utilities (SPU) – wastewater	Olive Way, Terry Avenue	Cap sewer mains and side sewers, install new storm drains and inlets
SPU – water	Olive Way, Terry Avenue	Replace water mains and service laterals
Puget Sound Energy	Olive Way, Terry Avenue	Remove the gas main from Terry, remove and reconstruct main in Olive Way
CenturyLink	Olive Way, alleys	Install new duct bank in Boren Avenue and new vaults around project perimeter

The WSCC has worked hard to find strategies to accommodate utilities particularly around the perimeter of the site. However, the proposed subterranean alley vacation is unique and has the possibility to constrain future utility use of Olive Way and Terry Avenue. SDOT in their recommendation warns that "The proposed solutions work for this project but other below grade vacations of this scale and at this shallow depth could have a negative impact on the

delivery of future utility services. Support for the proposal should not be viewed as a precedent for other projects considering a similar subterranean vacation request."

### *3. Light, Air, Open Space and Views*

There are no identified adverse light, air, open space or view impacts from the loss of the alleys or the subterranean vacations.

### **Land Use Analysis**

The proposed Convention Center Addition will be a large and significant contribution to Downtown Seattle. The project is generally consistent with the intent of Downtown Seattle as the Urban Center with the densest mix of residential and commercial development in the region with a vital and attractive environment that supports employment and residential activities and is inviting to visitors.

The project was reviewed by the Design Review Board and the SDC. They both recommended approval. A separate report describes the SDC's review of the project and struggle with the petitioners responses to urban design goals.

In particular, the SDC notes concerns regarding sequencing of development. The WSCC intends to sell Sites B and C for development after the Convention Center Addition builds out the below-grade loading docks on these sites. If these co-development projects are not able to begin construction immediately, there could be ongoing construction impacts and a degraded experience around the site. Some of the proposed public benefits will be provided as public open space adjacent to the new buildings, which will be less attractive if development is occurring adjacent to these spaces. The SDC also has concerns about the feasibility of constructing towers above the proposed base structures. The SDC has recommended conditions for Council consideration related to the timing of these co-development projects:

1. If the Council approves the vacation requests, the WSCC should execute binding contracts with the new owners that specify time and completion requirements on Parcel B and C by December 31st, 2018. If construction of the co-development sites has not commenced prior to the issuance of the Certificate of Occupancy for the WSCC, the applicant will return to the SDC with proposals for interim uses and designs on Site B.
2. The SDC strongly encourages publicly-accessible open space as an interim use if construction on Parcels B or C is delayed.

### **Public Benefits**

The WSCC worked closely with community members to develop a package of public benefits that would provide significant improvements to the community. The package that has resulted provides fewer on-site public benefits than are typically seen by the Council. Instead, the proposed public benefit package relies on payments to City departments to address community needs. Attachment 1 includes a list of the public benefits provided both as part of the vacation petition and other benefits that the WSCC proposes to provide to the community. The Council's approval of the vacation package would be conditioned only on the WSCC providing the public

benefits identified for the street vacation. Other community benefits not part of the street vacation public benefits package will be addressed through commitments to other organizations.

SDOT has noted that "it has been difficult to assess whether the public benefit proposal had the right balance between on-site and off-site amenities and reflected community and City priorities. While assessing the balance has been difficult the off-site elements of the proposal include some of the strongest parts of the public benefit package." SDOT notes that the current Street Vacation Policies emphasize the provision of on-site public benefits. They also question the value of two public benefits: the plaza at the corner of Boren Avenue and Howell Street and lighting of the facades of the historic Camlin Hotel and the Paramount Theater.

SDOT states that it can support the public benefit proposal if there is continuing work on the art program and continued oversight through the development process considering materials, lighting, wayfinding, and location of street furniture and other amenities.

In reviewing the public benefit proposal, the SDC noted that the proposed public benefit package "includes a series of small and somewhat disconnected spaces that ring the WSCC site and the adjacent co-development sites." "However, the WSCC project establishes a significant new threshold for the City. WSCC has proposed \$31.5 million for funding City-led initiatives resulting in short or long-term improvements to the public realm. This commitment is about 55% of the WSCC's \$58.2 million public benefit package." The SDC asks the Council to consider whether to "support the funding of projects identified in plans or policies in lieu of funds programmed early on to create onsite public benefits."

While the SDC voted 4-3 to approve the public benefit package, Commissioners raised concerns about a couple of the proposed public benefits. Regarding the Pike Pine Renaissance package the Commissioners recommended the following condition be placed on the funds:

"Provide the Pike Pine Renaissance Project public benefit funds to the City of Seattle whether the Waterfront Local Improvement District (LID) or other funding sources are secured by the City for the project. If the Pike Pine Renaissance project does not secure full funding, dedicate the public benefit funds to improvements from 9<sup>th</sup> Ave to Melrose Ave along Pike and Pine Streets."

The Commission also recommended placing conditions on the public art proposal that is part of the public benefits package:

1. Stronger managerial support of the art program must be provided throughout the process from artist selection through implementation. The Design Commission strongly recommends that this be provided by an organization that specializes in managing public art.
2. The artist selection panels should be changed to include fewer WSCC project representatives in favor of more independent art professionals.

In response to these conditions, the WSCC has hired 4Culture to manage the call for artists for the public benefit project and has reconvened their public art advisory council.

**Proposed Conditions**

The SDOT Director has recommended approval of the street and alley vacations if the project meets a number of conditions. Those conditions are included as Attachment 2. In addition, the SDC has recommended two conditions that are not reflected in the SDOT recommendation and that have not yet been implemented, one related to the timing of the co-development sites and the second related to the Pike Pine Renaissance project as discussed above.

**Next Steps**

The Sustainability and Transportation Committees will receive briefings from SDOT, SDCI and the SDC on April 17. On April 18, there will be a public hearing on the vacation petition starting at 5:00 PM in the City Council Chambers. Discussion of the proposed vacation and a vote on the vacation are anticipated to take place in May.

**Attachments:**

1. Proposed Public Benefits and Schedule
2. SDOT's Recommended Conditions

cc: Kirstan Arestad, Central Staff Director  
Ketil Freeman, Supervising Analyst

Attachment 1: Proposed Public Benefits for the Washington State Convention Center Addition

The following tables summarize the public benefits provided as part of the Washington State Convention Center (WSCC) Addition project. The WSCC has proposed a set of public benefits as part of the street vacation petition, which are listed in Table 1. These benefits must be provided before the Addition receives its Certificate of Occupancy. In addition, the WSCC has negotiated a broader set of public benefits with a group of community organizations that have come together as the Community Package Coalition (CPC). Those public benefits are listed in Table 2. Unless they are also listed in Table 1, public benefits negotiated with the CPC are on different timeframes, and would not be a condition of the Council’s final approval of the Addition street vacations. Finally, there are other public benefits identified through negotiations with other parties, including King County. Those public benefits are listed in Table 3. As with the CPC public benefits, the City would not require that those public benefits be provided as a condition of the street vacation.

**Table 1  
Street Vacation Public Benefit Package**

Public Benefit	Amount*	Timing**
<b>Physical public benefits on site</b>		
Plaza at Pine Street and 9 <sup>th</sup> Avenue	3,637 SF	By Certificate of Occupancy (C of O) for Convention Center Addition (CCA)
Plaza at Howell/Olive and 9 <sup>th</sup> Avenue (Flatiron Plaza)	1,789 SF	By C of O for CCA
Plaza at Terry Avenue and Olive Way (Terry Avenue Green Street Plaza)	831 SF	By C of O for CCA
Boren and Howell Street Plaza (Denny Triangle Corner Plaza)	396 SF	By C of O for CCA
Boren Avenue Garden	1,708 SF	By C of O for CCA
Pine Street Sun Garden	1,154 SF	By C of O for CCA
Overhead Weather Protection	747 LF	By C of O for CCA
Seating in the right-of-way	243 LF	By C of O for CCA
Plantings on Howell Street, Pine Street and Boren Street	6,661 SF	By C of O for CCA

Attachment 1: Proposed Public Benefits for the Washington State Convention Center Addition

Public Benefit	Amount*	Timing**
Olive Way artworks	Artworks in 5 glass vitrines and potential extension to the adjacent canopy	By C of O for CCA
Boren Avenue Art work	Artworks with integrated seating, lighting, landscaping	By C of O for CCA
<b>Physical public benefits off-site</b>		
9 <sup>th</sup> Avenue improvements	Curb bulbs, enhanced planting, upgraded paving, overhead weather protection, decorative vehicle door	By C of O for CCA
Olive Way improvements	Upgraded paving, enhanced planting	By C of O for CCA
Historic building lighting	Exterior lighting of the Camlin Hotel and Paramount Theater	By C of O for CCA
9th Avenue and Pike Street Artwork	Large-scale artwork on a wall of the existing WSCC building	By C of O for CCA
<b>Contributions to support neighborhood improvements</b>		
<a href="#">Pike Pine Renaissance: Act One</a> funding to the Office of the Waterfront	\$10,000,000	By June 2019
<a href="#">Bicycle Master Plan</a> Pike/Pine improvement funding to the Seattle Department of Transportation	\$10,000,000	By June 2019
Lid I-5 Study funding to the Office of Planning and Community Development	\$1,500,000	At the time of the first structural permit for WSCC
Freeway Park improvement funding to the Seattle Parks Department	\$10,000,000	Within 1 year and 9 months of the first structural building permit

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Public Benefit	Amount*	Timing**
<b>Affordable housing Funding</b>		
Affordable housing funding to the Seattle Office of Housing	\$15,000,000	At the time of the first structural permit for WSCC

\* Amount is amount provided above any code requirements. Total size may be larger. See the SDOT Director’s Report for more information.

\*\* For improvements adjacent to Site B (the block between 9<sup>th</sup> Avenue, Howell Street, Terry Avenue and Olive Way) if there is a delay on constructing the residential tower, the WSCC must return to the Seattle Design Commission for approval of an interim condition.

**Table 2  
Community Package Coalition (CPC) Public Benefit Package\***

Public Benefit	Amount
<b>Contributions to support neighborhood improvements</b>	
Bicycle Master Plan improvements on 8 <sup>th</sup> Avenue to SDOT	\$6,000,000
<a href="#">Terry Avenue Promenade</a> funding	\$4,000,000
Olive Way Pedestrian Safety improvements	\$500,000
<b>Affordable housing funding</b>	
Affordable housing funding to the Seattle Office of Housing in addition to the street vacation housing funds	\$14,000,000

\*The CPC agreement also includes the following street vacation public benefits identified as part of the street vacation public benefits package:

- Affordable housing
- Freeway Park improvements
- Bicycle Master Plan funding for Pike/Pine
- Lid I-5 study

**Table 3**  
**Other Public Benefits provided to public agencies**

<b>Organization</b>	<b>Public Benefit</b>	<b>Amount</b>
King County	Funding for affordable housing	\$5,000,000
Seattle Office of Housing	Funding for affordable housing pursuant to the land use code incentive zoning program	\$4,300,000
	Additional art	\$4,600,000
Unite HERE	Hospitality training program	TBD
	Project labor agreement	TBD

## Attachment 2: Recommended conditions on the Convention Center Addition street vacation proposal

SDOT recommends in favor of the vacations but subject to the provision of the public benefit elements as outlined and ongoing work on transportation, utility, and other issues. Should the City Council grant the vacation petition, it is recommended that the petition be subject to the following conditions. The Petitioner shall demonstrate to the satisfaction of the City that all conditions imposed by City Council have been fully satisfied; all utility work relating to the vacation, including the relocation of utilities, easements, or other agreements are completed; all public benefit elements have been provided pursuant to the timeline outlined above; any other agreements or easements have been completed and recorded as necessary; and all fees paid, prior to the passage of the street vacation ordinance.

1. The vacation is granted to allow the Petitioner to build a project substantially in conformity with the project presented to the City Council and for no other purpose. The project must be substantially in conformity with the proposal reviewed by the Sustainability and Transportation Committee beginning in April of 2018.
2. All street improvements shall be designed to City standards, as modified by these conditions, to implement the public benefit requirements, and be reviewed and approved by the Seattle Department of Transportation; elements of the street improvement plan and required street improvements to be reviewed include:
  - Street improvement plan showing sidewalks, street trees, bike racks, street furniture, lighting, and landscaping around the site.
  - Offsite benefits including: right-of-way improvements in the Howell/Olive wedge and Ninth Avenue.
3. The utility issues shall be resolved to the full satisfaction of the affected utility providers prior to approval of the final vacation ordinance. The Petitioner shall work with the affected utilities and provide for the protection of the utility facilities. This may include easements, restrictive covenants, relocation agreements, or acquisition of the utilities, which shall be at the sole expense of the Petitioner. An Indemnification Agreement shall be required to be completed prior to the final vacation ordinance.
4. Vehicular access to the buildings shall be provided for as follows, changes to this proposal shall require the review by SDOT:
  - A loading dock driveway on Howell Street on Site B;
  - Two loading dock driveways on Site C (serving both Site C and Site A) on Boren Avenue and Terry Avenue;
  - A driveway on Olive Way on Site A; and
  - A driveway on Boren Avenue on Site A.
5. A Transportation Management Plan (TMP) shall be required for the combined activities of the Addition and the existing Convention Center. The TMP shall require the approval

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of SDOT and SDCI and shall include review of any impacts of the WSCC activities on the character of the Green Streets, including loading/unloading activities on 9<sup>th</sup> Avenue. At a minimum the plan will address:

The TMP for the WSCC should, at a minimum, include the following:

### **Goals:**

- Minimize parking and traffic-related impacts associated with WSCC events (north and south site).
- WSCC Employees – 15 percent Single Occupancy Vehicle (SOV) Rate
- Event Attendees – 35 percent SOV Rate (with a goal of reducing to 15 percent SOV Rate by 2035)
- A single TMP that pertains to both the new and existing convention center facilities
- Office co-development subject to a separate TMP with a goal of 15 percent SOV for office workers

### **Employee/Tenant Strategies to Meet Goals:**

- Participate in transportation promotion and encouragement programs.
- Employ commuter information centers covering all transportation modes, locations, schedules and pricing.
- Provide bicycle storage, shower and locker facilities.
- Implement tiered daily parking pricing to discourage SOV commuting within the WSCC garage facilities, including discounted carpool parking. Provide alternatives to monthly parking.
- WSCC and other tenants are required to provide their employees a transit pass subsidy.
- Provide information about ride-match opportunities.
- Offer a guaranteed ride home program.
- Promote bicycle and walking programs.

### **Event Attendee/Event Sponsor Strategies to Meet Goals:**

- Implement event parking management measures based on the cumulative attendance at all WSCC facilities. Measures include parking fee tiers, dynamic parking pricing, black-out days for daily parkers, management of long-term vendor parking, media alerts, carpool discount parking, valet parking, etc.
- WSCC must develop and provide a mobility information toolkit for event sponsors. Event sponsors will be required to implement the toolkit to create a communications and event management program to encourage attendees to use non-SOV options via information, education, and incentives.
- Update and augment website to include travel options, travel routes, parking rates, garage availability, etc.
- Support promotion of alternative transportation modes and customized communication for both national and regional conferences. Coordinate communications and promotions through conference-specific “Visit Seattle” sites.
- **Transit Strategies**
  - Work with regional transit agencies on to provide convenient and attractive transit fare products to attendees such as a multi-day regional pass, transit passes bundled with event tickets, and mobile ticket app promotions.

## Attachment 2: Recommended conditions on the Convention Center Addition street vacation proposal

- Provide information on-site in the visitor information centers regarding transit routes and stops in the vicinity of the WSCC.
- **Bicycle Strategies**
  - Provide permanent bicycle parking throughout the WSCC frontages proximate to the building entry points.
  - Provide a minimum of 110 permanent bicycle parking spaces in the Addition garage plus (accessed from Olive Way) additional storage areas via temporary bike corrals located in the garage when the proposed supply is expected to be exceeded.
  - Identify Designated Bike Share Parking area locations adjacent to the Addition to help manage the demand from bike share programs when warranted by the event demands.
  - Implement signage to direct bicyclists to internal garage bicycle parking.
  - Bike valet strategies will be implemented, as needed
- **Pedestrian Strategies**
  - Expand on the City's existing wayfinding program on facility corners to identify key nearby locations.
  - Expand on internal visitor center resources to include walking routes to key transit hubs and areas of interest in the City.
- **Parking Guidance and Implementation**
  - Implement e-Park in all garages.
  - Promote non-SOV travel using real time pricing and notification via e-Park signs and website.
  - Work with interested event sponsors to facilitate carpool parking.
- **Curb Use Strategies**
  - Marshall buses off-site.
  - Allow short-term staging of buses via the City's curb-use permitting process.
  - Partner with the City to develop a TNC management plan to manage congestion created by attendees using these services while addressing passenger safety and ensuring that pedestrians, bicycles, and transit are not negatively impacted. Strategies may include specific pick-up/drop-off locations; geo-fencing; first-in, first-out garage use during major events, wayfinding, and other patron messaging tools.
  - Provide curbside staffing to ensure efficient vehicular and pedestrian mobility.

### **Annual Monitoring and Reporting**

- Monitor parking, traffic/loading operations, success in promoting transportation alternatives, etc., so that the TMP can be adjusted over time.
- Prepare bi-annual Commute Trip Reduction reports and surveys that detail employee trip reduction programs and employee mode of travel.
- Produce an annual TMP compliance report for events which will include frequency and utilization of bicycle parking, event attendee mode split/origin surveys, and forecasts for large events the following year.
- Annual TNC management reporting to include video of TNC and general load/unload activity along the WSCC frontages for SDOT assessment of curb management strategies.
- Conduct an annual meeting with key stakeholders such as SDCI, SDOT, King County Metro, ST, and others to review the results of the employee and attendee intercept surveys and performance goal compliance.

## Attachment 2: Recommended conditions on the Convention Center Addition street vacation proposal

### **Additional Potential Strategies if Goals are not Met**

- Provide discounted transit fares/passes for event attendees.
  - Develop additional rideshare options for event attendees.
6. A Dock Management Plan shall be required that will address freight loading and access for the Addition. The Dock Management Plan shall require the approval of SDOT and SDCI and shall require review of any impacts of the service activities on the character of the Green Street, including blockage of the sidewalk. At a minimum the plan will address:
- Freight routing, including route restrictions such as the restriction on use of 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 vehicle doors on Boren Avenue and Terry Avenue;
  - Hours of operation for freight loading; and
  - Outlining a reporting process with the City and an enforcement process.
7. Free speech activities such as hand billing, signature gathering, and holding signs, all without obstructing access to the space, the building, or other adjacent amenity features, and without unreasonably interfering with the enjoyment of the space by others, shall be allowed within the onsite vacation public benefit features. While engaged in allowed activities, members of the public may not be asked to leave for any reason other than conduct that unreasonably interferes with the enjoyment of the space by others. Signage clearly identifying public access and allowed free speech activities is required at the public open space elements and shall require the review and approval of SDOT Street Vacations. Signage shall be consistent with signage provided for public amenity spaces. Any violation of these condition will be enforced through Chapter 15.90 of the Seattle Municipal Code.
8. The Petitioner shall develop and maintain the public benefit elements as defined by the City Council. A Property Use and Development Agreement (PUDA) or other binding mechanism shall be required to ensure that the public benefit elements remain open and accessible to the public and shall establish the hours of public access for the various public benefit spaces, with temporary closures permitted for reasons such as maintenance, safety, or private functions and to outline future maintenance obligations of the improvements. Signage shall be provided as described in Condition 7. The final design of the public benefit elements shall require the review and approval by SDOT and the Design Commission as outlined. SDOT may request additional review by the Design Commission or Administrative Review of the implementation of the public benefit elements or the pedestrian enhancements, as necessary. Public benefit elements in the right-of-way require additional SIP review, street use permits and indemnification; public and private areas must be clearly distinguished. The public benefit requirements

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include the following features, as well as corresponding development standards, including approximate square footage dimensions, which are anticipated to be outlined in the PUDA:

**Overall Public Benefit Package and Value**

PUBLIC BENEFIT	DESCRIPTION	PROPOSED BENEFIT	CODE/OTHER	EIS MIT.	PB VALUE	
<b>PHYSICAL PUBLIC BENEFITS</b>	<b>Public Spaces and Plazas</b>	9,502 SF Above Code			None	<b>\$8,100,000</b>
	Pine Street / 9th Avenue Plaza	3,637 SF Above Code	Designed To Downtown Amenity Standards; Setback in excess of code required setback			
	Flatiron Plaza	1,789 SF Above Code	Setback in excess of code required setback			
	Terry Avenue Green Street Plaza	831 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	1,708 SF Above Code	Setback in excess of code required setback			
	Pine Street Sun Garden	1,154 SF Above Code	Setback in excess of code required setback			
	<b>Additional Improvements Beyond Code</b>					
	Overhead Weather Protection	747 LF Above Code	2,056 LF Required; 2,803 LF Provided	None		

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PUBLIC BENEFIT	DESCRIPTION	PROPOSED BENEFIT	CODE/OTHER	EIS MIT.	PB VALUE
	Seating in the R.O.W.	243 LF Above Code	None		
	Planting (On Howell St, Olive Way, Pine St, & Boren Ave)	6,661 SF Above Code	4,217 SF Required; 10,878 SF Provided		
	<b>Off-site R.O.W. Improvements (9th Avenue)</b>	Curb bulbs, enhanced planting, upgraded paving, overhead weather protection, decorative vehicle door	None	None	<b>\$600,000</b>
	<b>Off-site R.O.W. Improvements (Olive Way)</b>	Upgraded paving, enhanced planting	None	None	<b>\$200,000</b>
	<b>Historic Building Lighting</b>	Lighting of historic features to enhance the pedestrian experience	None	None	<b>\$1,000,000</b>
					<b>\$9,900,000</b>
PUBLIC BENEFIT ART	<b>BOREN AVENUE SCULPTURES</b>	Artworks with integrated seating, lighting, landscaping	None	NONE	<b>\$600,000</b>
	<b>9TH AVENUE + PIKE STREET ARTWORK</b>	Large-scale artwork on a wall of the existing WSCC building	None	NONE	<b>\$1,000,000</b>
	<b>Olive Way Artworks</b>	Artworks at the (5) glass vitrines, potential extension to adjacent canopy	None	NONE	<b>\$250,000</b>
					<b>\$1,850,000</b>
<b>FUNDING NEIGHBORHOOD IMPROVEMENTS</b>	<b>Pike Pine Renaissance Act: 1 Funding</b>	Funding to the Office of the Waterfront for Pike Pine Renaissance: Act 1	None	None	<b>\$10,000,000</b>

Attachment 2: Recommended conditions on the Convention Center Addition street vacation proposal

PUBLIC BENEFIT	DESCRIPTION	PROPOSED BENEFIT	CODE/OTHER	EIS MIT.	PB VALUE
	<b>Bicycle Master Plan Funding</b>	Funding to SDOT for implementation of the Bicycle Master Plan	None	None	<b>\$10,000,000</b>
	<b>Lid I-5 Study Funding</b>	Funding to Seattle Office of Planning and Community Development for I-5 Lid Study	None	None	<b>\$1,500,000</b>
	<b>Freeway Park Association / Seattle Parks and Recreation Funding</b>	Funding to Seattle Parks Department to support efforts to repair, restore, and possibly enhance Freeway Park	None	None	<b>\$10,000,000</b>
					<b>\$31,500,000</b>
<b>AFFORDABLE HOUSING FUNDING</b>	<b>Funding to Seattle Office of Housing</b>	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 Zoning; \$14MM additional funding from CPC Agreement	None	<b>\$15,000,000</b>
					<b>\$15,000,000</b>
<b>TOTAL PUBLIC BENEFITS VALUE:</b>					<b>\$58,250,000</b>

9. In addition to the conditions imposed through the vacation process, the project, as it proceeds through the permitting process, is subject to SEPA conditioning pursuant to various City codes and through regulatory review processes.
10. The payment of funds to meet public benefit obligation will be made on the following schedule.

Attachment 2: Recommended conditions on the Convention Center Addition street vacation proposal

**Public Benefit Timing**

Public Benefit	Anticipated Timeframe
<p><b>Implemented onsite improvements (onsite open spaces and elements above code) – Site A</b></p>	<p>Onsite on Site A done at Certificate of Occupancy (C of O) for WSCC</p>
<p><b>Implemented onsite improvements (onsite open spaces and elements above code) – Site B</b></p>	<p>Any future Purchase and Sale Agreement (PSA) for Site B shall include the vacation conditions that require performance on Site B.</p> <p>Onsite improvements on Site B will be done at C of O for Site B, which is anticipated to occur around the same time as C of O for the WSCC.</p> <p>If there is a delay on Site B, and the building is not complete or construction is not substantially underway at the time of C of O for the WSCC, then Site B will return to the Seattle Design Commission to share the interim condition.</p> <p>The requested interim condition shall be implemented.</p> <p>When Site B is built, then it will be required to include the onsite public benefit elements. This requirement will be documented in PSA (as noted above) and the Property Use and Development Agreement, which gets recorded against the property.</p>
<p><b>Implemented onsite improvements (onsite open spaces and elements above code) – Site C</b></p>	<p>Onsite on Site C done at C of O for WSCC.</p> <p>Even if the full tower will be built later on Site C, the ground-level uses and loading dock will be operational at the same time as the WSCC. The MUP for Site A will include a link/condition to the first level/phase of Site C.</p>
<p><b>Implemented offsite improvements (ROW improvements)</b></p>	<p>Completed at C of O for WSCC for ROW improvements adjacent to Site A, 9th Avenue (offsite), and Olive Way (offsite). For ROW improvements adjacent to Site C, the improvements will be complete at C of O for the WSCC (see note above).</p> <p>For ROW improvements adjacent to Site B, done at C of O for Site B. If there is a delay on Site B, and the building is not complete or construction is not substantially underway, then the project will return to the Seattle Design Commission to share the interim condition.</p> <p>The requested interim condition shall be implemented. When Site B gets built, then the offsite ROW improvements adjacent to Site B will be required. This requirement will be documented in PSA (as noted above) and the Property Use and Development Agreement, which gets recorded against the property.</p>

Attachment 2: Recommended conditions on the Convention Center Addition street vacation proposal

Public Benefit	Anticipated Timeframe
<b>Art</b>	Completed at C of O for WSCC
<b>Landmarks lighting</b>	Completed at C of O for WSCC
<b>Housing funding (Office of Housing)</b>	First structural building permit for WSCC
<b>Lid I-5 study funding (Office of Planning and Community Development)</b>	First structural building permit for WSCC
<b>Freeway Park funding (Seattle Parks and Recreation)</b>	First Payment: \$750,000 (for planning and activation); first structural building permit for WSCC  Second Payment: \$1 million (for design); six months after the First Payment Third Payment: \$200,000 (for activation); six months after the Second Payment Fourth Payment: \$7,800,000 (for construction); six months after the Third Payment Fifth Payment: \$250,000 (for activation); three months after the Fourth Payment
<b>Pike/Pine Renaissance Act 1 funding (Office of the Waterfront)</b>	First Payment: \$3 million; at WSCC shoring and excavation building permit  Second Payment: \$7 million; by June 2019
<b>Pike/Pine bike funding (SDOT)</b>	First Payment: \$1 million; at WSCC shoring and excavation building permit  Second Payment: \$9 million; by June 2019

- It is expected that development activity will commence within approximately 5 years of this approval and that development activity will be completed within approximately 10 years. In order to ensure timely compliance with the conditions imposed by City Council, the Petitioner shall provide SDOT with Quarterly Reports, following Council approval of the vacations, providing an update on the development activity, schedule, and progress on meeting conditions. The Petitioner shall not request or be issued a Final Certificate of Occupancy (C of O) until SDOT has determined that all conditions have been satisfied and all fees have been paid as applicable.