

February 8, 2017

Scott Kubly
Director
Seattle Department of Transportation
700 5th Avenue
Seattle, WA 98104

Re: Seattle Arena
Street Vacation Petition
Portion of Occidental Avenue S.

Dear Mr. Kubly:

Included with this letter is a new street vacation petition requesting the vacation of a portion of Occidental Avenue S. from S. Massachusetts St. to S. Holgate St., to facilitate the construction of the Seattle Arena. Although the portion of the street requested to be vacated remains the same as that for which the previous petition was submitted by the petitioner, the following are several differences in this proposal from the petition (CF 312905) reviewed by you last year:

- The Seattle Arena requires no public financing. It is 100% privately financed.
- The petition implements all amendments to the previous petition adopted by the City Council in Spring 2016.
- The Seattle Arena will not be built (and therefore Occidental will remain operational) until an NBA or NHL team is secured for Seattle.
- A Joint Scheduling Agreement has been agreed upon between ArenaCo and other existing venues, as conditioned by the City Council in Spring 2016.
- The petition retains the Community Benefit and Labor Agreements previously part of the ArenaCo/City/County MOU.
- The public benefit package proposed includes the public benefits recommended for approval by you and the Design Commission in 2016, but with the following additions:
 - A Contribution of an additional \$1.3 million to SDOT to implement the following 2016 Freight Master Plan projects (or other freight-related projects, at SDOT's discretion):
 - Spokane Street Freight-Only Lanes Pilot Project, Phase I (FMP Project #24)
 - Railroad Crossing Delay Intelligent Transportation System (FMP Project #28)
 - 1st Avenue S./S. Atlantic St. Freight Improvements (FMP Project #37)

In total, the public benefit package, not including the SEPA mitigation that will be required by SDCI as part of Master Use Permit approval, and not including the actual cost of purchasing the section of Occidental Avenue from the City, totals **almost \$27 million**. The cost of purchasing Occidental and implementing the mitigation measures will total more than **\$60 million**, in exchange for a small and lightly trafficked portion of a non-arterial street.

We are excited to transmit this petition and work with the City of Seattle to restart the street vacation review and approval process, so that we can bring the NBA and NHL to Seattle in the Seattle Arena.

Sincerely,

ArenaCo

Chris Hansen

Pete Nordstrom

Erik Nordstrom

Russell Wilson

Wally Walker

cc: Hon. Bruce Harrell, President, Seattle City Council
Beverly Barnett, SDOT

Street Vacation Petition

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- 1. Filing Fee:** Check for \$450.00 filing fee payable to City of Seattle Department of Finance.

A check for \$450.000 filing fee has been included as part of this petition.

2. **Required Signatures:** Signed and completed petition with signatures representing ownership of 2/3 of the property abutting the right-of-way to be vacated as required by state law. Specifically, the petition must contain the signatures of the property owners on both sides of the affected street (alley), even though only a portion (or side) is sought for vacation. For property owned by a business entity, the petition must contain notarized signatures of two authorized officers. The submittal must include documentation (such as articles of incorporation or other organizational documents demonstrating the authority to bind the organization) and names and titles of officers who are authorized to bind the corporation.

The petitioner owns all of the property abutting the right-of-way to be vacated. Please see the attached signed petition.

3. **Community Information:** The Street Vacation Policies require community notification prior to beginning the vacation review process. List the community or neighborhood organizations and business groups that were provided information about the project, and include contact names, addresses, phone numbers, and e-mail addresses.

Joint Scheduling Agreement

In Spring 2016, as part of its review of the previous street vacation petition, the City Council required the following Joint Scheduling Agreement between ArenaCo and other arena/stadium owners and teams. The agreement remains part of the current street vacation petition.

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Arena events shall be scheduled according to the requirements outlined below in order to minimize overlapping events and to avoid conflicts between egress and ingress of same-day events at the several facilities. ArenaCo is required to coordinate with the Seattle Mariners, the Seattle Sounders, and the Seattle Seahawks, as well as the Washington State Public Stadium Authority ("PSA," the owner of CenturyLink Field), and the Washington State Major League Basement Stadium Public Facilities District ("PFD," the owner of Safeco Field), to minimize the number of conflicting and overlapping events held at the existing stadiums and the proposed Arena. Event scheduling at the Arena shall comply with the following:

1. The Arena may schedule events, sporting or otherwise, of up to 5,000 attendees (cumulative total, if multiple smaller events at the Arena overlap) without regard to the scheduling requirements herein.
2. No Major Event at the Arena may start between 4pm and 7pm on a Weekday. The Seattle Department of Transportation may grant exceptions if required for playoffs or "premier" events (national or international), such as an All-Star Game, NCAA tournament game, etc., or otherwise up to three times per year if there are no Overlapping or Sequential Events at another venue.
3. No Major Event may occur at the Arena at any time where the Arena Major Event would overlap with both a Major Event at Safeco Field and a Major Event at CenturyLink Field, if the reasonably anticipated combined attendance at the Arena, Safeco Field, and CenturyLink Field would exceed 45,000 attendees if on a Weekday and 55,000 attendees if on a Weekend. If the Arena has a Major Event that overlaps with Major Events at both Safeco Field and CenturyLink Field and is permissible because combined attendance is below these limits, the Arena will coordinate with the Operators of the other venues and with the City of Seattle on a traffic plan to manage traffic flow in the best way possible.
4. Additional Rules for NBA Games:
 - a. For pre-season games: No NBA pre-season game may be scheduled as an Overlapping Event with an MLB, NFL, or MLS regular season or post-season home game at either CenturyLink Field or Safeco Field if the reasonably

anticipated combined attendance at the several venues involved would exceed 45,000 on a Weekday or 55,000 on a Weekend.

- b. For regular season games:
 - i. No NBA regular season game may be scheduled as an Overlapping Event with (w) any Seahawks' home game, (x) the Mariners' season home opener, (y) any Sounders' home game with an anticipated attendance of 45,000 or greater on a Weekday or 55,000 or greater on a Weekend, or (z) any other Major Event at CenturyLink Field with an anticipated attendance of 45,000 or greater on a Weekday or 55,000 or greater on a Weekend.
 - ii. The Arena will make best efforts working with the NBA to avoid scheduling regular season home games as Overlapping Events with Mariners or Sounders home games or Major events at CenturyLink Field (other than those specifically prohibited in 4.b.i above), recognizing that this may not be possible in all instances. To assist this, the Operator of Safeco Field and the Operator of CenturyLink Field will be asked to provide the Arena with a draft schedule as soon as it is reasonably reliable. In addition, the Arena shall provide the Operator of Safeco Field and the Operator of CenturyLink Field with a draft schedule as soon as it is reasonably reliable. The operators of the three venues are encouraged to coordinate on schedule setting. If the Arena is unable to avoid scheduling an Overlapping Event, the NBA game will start at least one hour after the start time of the Mariners or Sounders game or other Major Event at CenturyLink Field, and the Arena and the Operator of the venue involved will work together with the City of Seattle on a traffic plan to manage the dual event in the best way possible. The on-hour start time delay may be reduced to 30 minutes if mutually agreeable to the Operators of the venues involved, and approved by the City of Seattle.
 - c. For playoff games: It is assumed that NBA playoff games cannot be changed or rescheduled, and will proceed as the NBA dictates. If an Overlapping Event is unavoidable, the Arena will work together with the Operator of the venue involved and the City of Seattle on a traffic plan to manage the dual event in the best way possible. Staggered start times of at least one hour will be required, but may be reduced to 30 minutes if mutually agreeable to the Operators of the venues involved, and approved by the City of Seattle.
5. Additional Rules for Events Other than NBA Games:
- a. On a Weekday, An Arena Major Event (excluding NBA games, which are addressed in Section 4 above) cannot be scheduled as an Overlapping Event with a Major Event at Safeco Field or a Major Event at CenturyLink Field if the reasonably anticipated combined attendance at the venues involved would exceed 45,000.
 - b. On a Weekend, an Arena Major Event (excluding NBA games, which are addressed in Section 4 above) cannot be scheduled as an Overlapping Event with a Major Event at Safeco Field or a Major Event at CenturyLink Field if the reasonably anticipated combined attendance at the venues involved would exceed 55,000.

- c. If the Operators of CenturyLink Field and Safeco Field provide the Arena with a schedule of non-sport Major Events at their respective venues at least 90 days in advance of such events, the Arena will make best efforts to avoid scheduling Major Events at the Arena as Overlapping Events with the identified events at Safeco Field or CenturyLink Field.
- 6. In the case of Sequential Events, the Arena shall ensure it allows at least 3 hours between the projected end of the first event and the scheduled start time of the second event.
- 7. If the Arena becomes the host venue for a professional sports team other than an NBA team, the Additional Rules for Events Other than NBA Games (Section 5) shall apply until such time as the Arena can reach a mutually agreeable revision to these scheduling requirements with the Operators of CenturyLink Field and Safeco Field.
- 8. Definitions Used:
 - a. *CenturyLink Field*: Century Link Field and Event Center, including the WAMU Theater.
 - b. *Major Event*: An event of any kind with a fixed starting or ending time and which is reasonably anticipated to generate an aggregate attendance of 5,000 or more at the venue specified.
 - c. *Operator of CenturyLink Field*: The party granted authority to operate CenturyLink Field by the PSA, currently First & Goal Inc., which party shall have responsibility for coordinating with the Seahawks and Sounders.
 - d. *Operator of Safeco Field*: The party granted authority to operate Safeco Field by the PFD, currently The Baseball Club of Seattle, LLLP, which part shall have responsibility for coordinating with the Mariners.
 - e. *Overlapping Event*: An Arena Major Event that overlaps in time with a Major Event at Safeco Field or a Major Event at CenturyLink Field. Overlaps occur when the scheduled start time of one event is prior to the projected end time of another event.
 - f. *Sequential Event*: An Arena Major Event that occurs on the same day, but not overlapping in time, with a Major Event at Safeco Field or Major Event at CenturyLink Field.
 - g. *Weekday*: Monday through Friday, not including official City of Seattle holidays.
 - h. *Weekend*: Saturday or Sunday, or official City of Seattle holidays.

These scheduling requirements shall be incorporated in the MUP decision for the project, if approved. The Arena and the other teams and venues are encouraged to enter into further scheduling agreements that adopt and provide further detail to implement these requirements. The Seattle Department of transportation may, from time to time, approve exceptions to these requirements for individual events if agreeable to the Petitioner and to the Operators of CenturyLink Field and Safeco Field. These requirements may only be modified if agreeable to Petitioner and to the Operators of CenturyLink Field and Safeco Field, and approved by the Seattle Department of Transportation and Seattle Department of Construction and Inspections.

Labor/Community Agreements

While the Arena will be constructed and financed with all private monies, ArenaCo will honor the following agreements made with labor and the community in the previous ArenaCo/City/County MOU:

1. **Local Team.** ArenaCo and any affiliate entity of ArenaCo that owns the NBA Team or NHL Team will be domiciled in Seattle, Washington, and will maintain their headquarters, offices, and substantially all of their employees in Seattle, Washington.
2. **Community Benefit Agreement.** ArenaCo shall enter into a Community Benefit Agreement (“CBA”) with appropriate community organizations to foster equity and social justice and to provide benefit to the communities that will be affected by the Arena, including for example Pioneer Square, the Chinatown/International District, and Sodo. ArenaCo shall communicate with a variety of community organizations and community members to identify the appropriate issues to be addressed by the CBA, which may include economic development, employment opportunities with living wages, job training and apprenticeships, transportation and parking, community amenities, and public safety, as they relate to the Arena and its operations. The CBA shall also provide the structure for meaningful ongoing community dialogue and partnership with ArenaCo once the Arena is operational, including annual reporting on fulfillment of CBA measures.
3. **Commitment to Youth.** ArenaCo is committed to having the NBA franchise that will play home games in the Arena maintain a strong presence in the community, as professional sports franchises can have a positive impact on youth. As a regional asset, the NBA franchise will work to establish partnerships with organizations throughout King County that serve youth and underserved communities, particularly in areas where Public Health-Seattle & King County have identified health and education disparities. The NBA franchise will establish partnerships with the goal of contributing to the future success and health of youth with initiatives such as scholarship funds, afterschool programs, youth mentorship, and improved basketball facilities in the region to increase opportunities to play and learn the game of basketball.
4. **Ticket Affordability.** A successful NBA franchise is one that enables people from all communities and income levels to attend games. ArenaCo is committed to making tickets to NBA games affordable to low and middle income people. To demonstrate this, the NBA franchise will go beyond the league standard for providing affordable tickets (current standard is an average of 500 tickets per game at \$10 or less), by offering an average of 500 tickets at \$10 or less plus an additional average of 1,000 tickets per game at \$20 or less for a total of 1,500 tickets per game at reduced prices as increased by the consumer price index.
5. **WNBA.** ArenaCo affirms the value and importance of maintaining the WNBA in Seattle. The current WNBA team is the Seattle Storm. ArenaCo shall use reasonable efforts to support the Seattle Storm or any successor WNBA team operating Seattle at either the Arena, Key Arena, or another venue.
6. **Labor Peace Agreement.** ArenaCo has entered into labor peace or project labor agreements with labor organizations which represent workers in King County and have indicated their intent or may indicate their intent to organize workers at the Arena. These

organizations include but are not necessarily limited to Seattle Building & Construction Trades Council (project construction), Unite HERE Local 8 (food & beverage concessions, restaurant, and hotel employees), Teamsters Local 117 (operations employees), SEIU Local 6 (janitorial employees) and IATSE Local 15 (staging and audiovisual employees). For construction, the labor peace agreements will include a promise by labor organizations limiting their rights during construction of the Arena to engage in concerted economic action at the Arena aimed at bringing economic pressure to bear against the developer, including such activities such as striking, picketing and boycotting. For Arena operations, the labor peace agreements shall provide the same guarantee after opening of the facility, and shall extend to any successor or replacement contractor, sub-contractor, operator or developer acquiring the right to develop or operate business opportunities covered by the Labor Peace Agreement

Community Outreach

Meetings with Stakeholders

- Meetings with the following stakeholders occurred from 2012 through the present date:
 - Stadium District Task Force
 - Public Facilities District
 - Seattle Mariners
 - Seattle Seahawks
 - Public Stadium Authority

Design Review Board meetings

- EDG meeting November 27, 2012
- EDG meeting December 11, 2012
- EDG meeting January 22, 2012 (double meeting)
- EDG meeting March 5, 2013 (double meeting)
- Recommendation meeting August 6, 2013
- Recommendation meeting September 17, 2013
- Recommendation meeting September 1, 2015 (double meeting)

Design Commission meetings

- December 6, 2012
- January 17, 2013
- April 4, 2013
- May 2, 2013
- November 7, 2013
- April 16, 2015
- May 21, 2015
- June 18, 2015
- August 6, 2015
- September 3, 2015

Meetings with SDOT staff/Street Improvement Permit meetings

- Meeting with Calvin Chow January 1, 2013
- Meeting with Beverly Barnett March 14, 2013
- SIP kickoff meeting March 27, 2013
- SIP meeting April 17, 2013
- SDOT streetscape and urban design discussion April 22, 2013
- SIP meeting June 25, 2013
- SDOT 1st Avenue curblin meeting September 9, 2013
- SDOT 1st Avenue curblin/channelization meeting October 21, 2013
- Meeting with Susan McLaughlin, March 26, 2015
- SDOT public benefit meeting June 1, 2015
- Meeting with Beverly Barnett and John Shaw to discuss EIS July 10, 2015

Meetings with Other Agencies, City Departments, or IDT meetings

- Amtrak April 3, 2013
- King County Metro April 3, 2013
- IDT meeting May 1, 2013
- Office of Sustainability May 3, 2013
- Amtrak November 19, 2013
- SCL Transmission Line relocation meeting December 20, 2013
- SCL Transmission Line relocation meeting September 8, 2014
- Amtrak/BNSF joint meeting May 13, 2015
- IDT meeting June 22, 2015
- IDT meeting July 13, 2015
- SCL Power Undergrounding and Transmission Line meeting July 16, 2015
- IDT meeting August 24, 2015
- IDT meeting September 3, 2015
- IDT meeting September 21, 2015
- IDT meeting September 5, 2015
- IDT/TMP meeting October 8, 2015

Public Hearings

- MOU public hearing
- EIS Scoping public hearing November 8, 2012
- EIS Scoping public hearing November 14, 2012
- Draft EIS public hearing September 10, 2013
- Draft EIS public hearing September 19, 2013
- City Council public hearing for Street Vacation March 15, 2015

City Council meetings

- Transportation Committee meeting March 15, 2016
- Transportation Committee meeting April 5, 2016
- Transportation Committee meeting April 19, 2016
- Full Council meeting May 2, 2016

- 4. Development Team:** Provide information about the development team, including the architect, engineer, land use attorney, artist, or other team members and include name, address, phone number and email address.

ArenaCo is a local ownership group who will bring the NBA and NHL back to Seattle:

Chris Hansen, Roosevelt High School, Class of 1986

Erik Nordstrom, Co-President, Nordstrom, Fourth Generation Seattleite

Pete Nordstrom, Co-President, Nordstrom, Fourth Generation Seattleite

Russell Wilson, Quarterback, 2013 World Champion Seattle Seahawks

Wally Walker, Forward, 1979 World Champion Seattle Supersonics

The development consultant team consists of the following members:

Architect: HOK Architects, Anton Foss, 415-358-8536, anton.foss@hok.com

Landscape Architect: SiteWorkshop, Mark Brands, 206-285-3026, markb@siteworkshop.net

Consulting Artist: Nori Sato

Land Use Attorney: McCullough Hill Leary, Jack McCullough, 206-812-3388,
jack@mhseattle.com / jessie@mhseattle.com

5. **Right of Way Proposed for Vacation:** Identify the public right-of-way proposed for vacation. Provide a legal description of the right-of-way proposed to be vacated; survey and title work may be required.

That portion of South Occidental Avenue South lying east of Block 320, and west of Block 319, Seattle Tide Lands, more particularly described as follows:

Beginning at the southwest corner of Block 319, Seattle Tide Lands, in King County, Washington, as shown on the official maps on file in the Office of Commissioner of Public Lands at Olympia, Washington;

Thence north 88°51'24" west along the westerly extension of the southerly line of said Block 319 for a distance of 30.00 to the centerline of Occidental Avenue South:

Thence north 88°49'39" west along the easterly extension of the southerly line of block 320 of said Seattle Tide Lands for a distance of 30.00 feet to the southeast corner thereof;

Thence north 01°08'29" west along the easterly line of said Block 320 and that portion of vacated South Massachusetts Street, City of Seattle Vacation Ordinance #117475 for a distance of 680.18 feet;

Thence south 88°50'27" east parallel and 30.00 feet southerly of the centerline of South Massachusetts Street 60.00 feet to the easterly margin of Occidental Avenue South;

Thence south 01°08'29" west 680.17 feet to the point of beginning.

The street proposed for vacation includes approximately 40,811 square feet of right-of-way.

Occidental Avenue S. - EXISTING CONDITIONS

Project Background



Looking North From S. Massachusetts St.



Looking South From S. Massachusetts St.



Looking North From S. Holgate St.



- 6. Project Location:** Provide the project address; the boundaries of the block where the project is located; the neighborhood or area of the City; the Neighborhood Planning Area; the current zoning for the area and any zoning overlays or special review districts.

The project address is 1700 1st Avenue South.

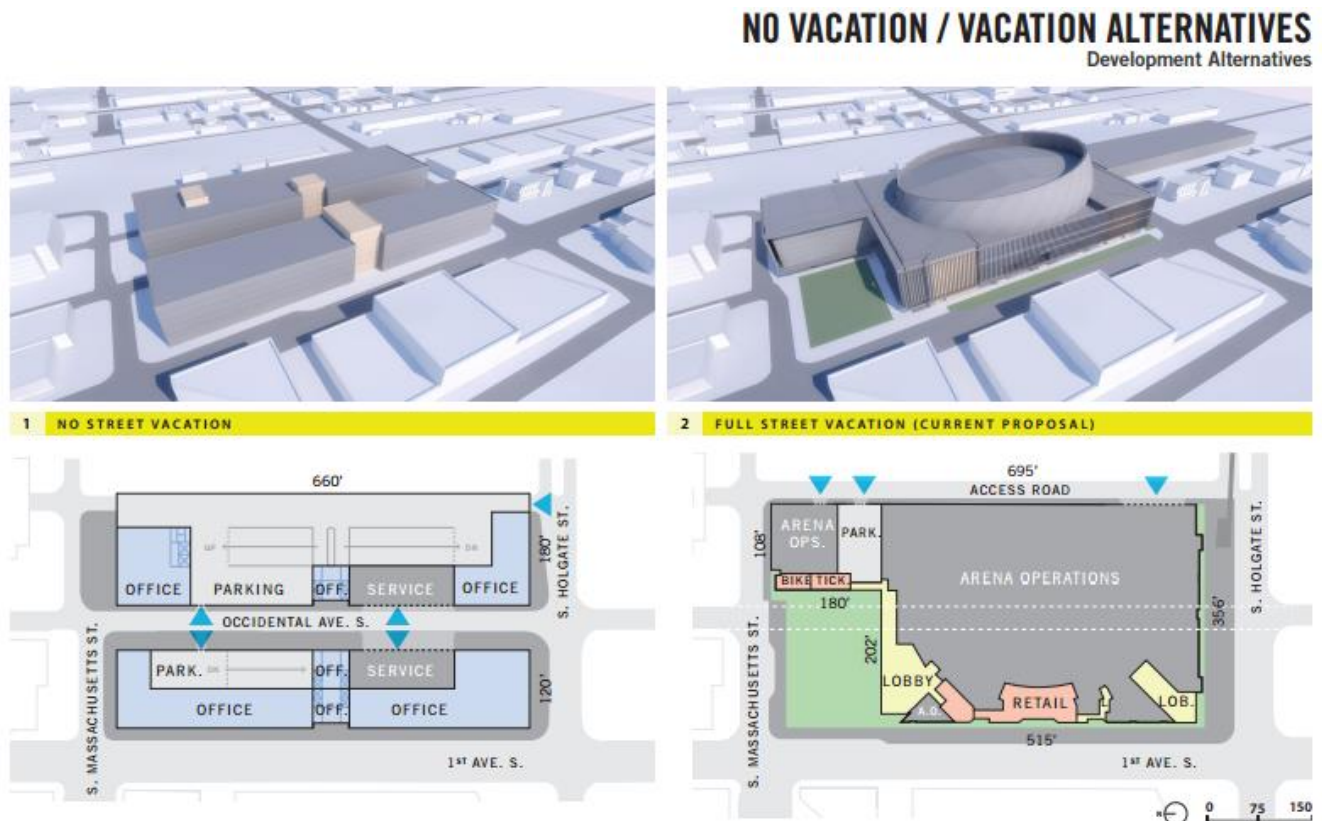
The boundaries of the block where the project is located are 1st Avenue South, South Massachusetts Street and South Holgate Street, and BNSF right-of-way.

The project is located in the “South Downtown” neighborhood of Seattle. It is zoned Industrial-Commercial (IC) with an 85-foot height limit, however is located in the Stadium Area Transition District overlay which permits an arena of unlimited height to be built on the site. The site is located in the Greater Duwamish Manufacturing Industrial Center.



- 7. Reason for the Vacation:** Describe why the vacation is being sought and list specifically what the vacation contributes to the development of the project. Provide a “no vacation” alternative that describes what could be built on the site without a vacation. Include existing conditions and any constraints, such as the topography that impact the potential development of the site.

The street vacation allows the construction of a privately-funded arena. The following diagrams show the possibility of a code-compliant office complex that could be constructed on the property without a vacation, similar to the office complex at the Home Plate Center, one block south of the site.



FULL STREET VACATION

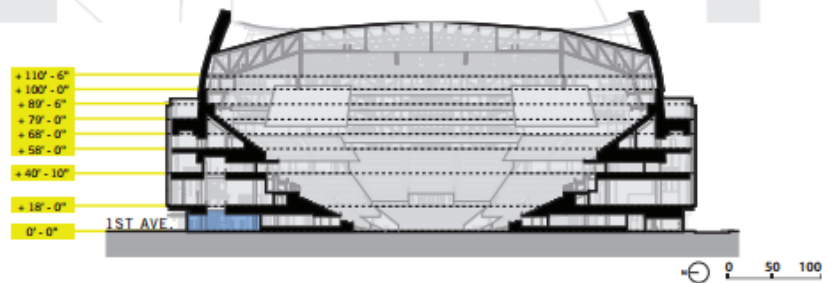
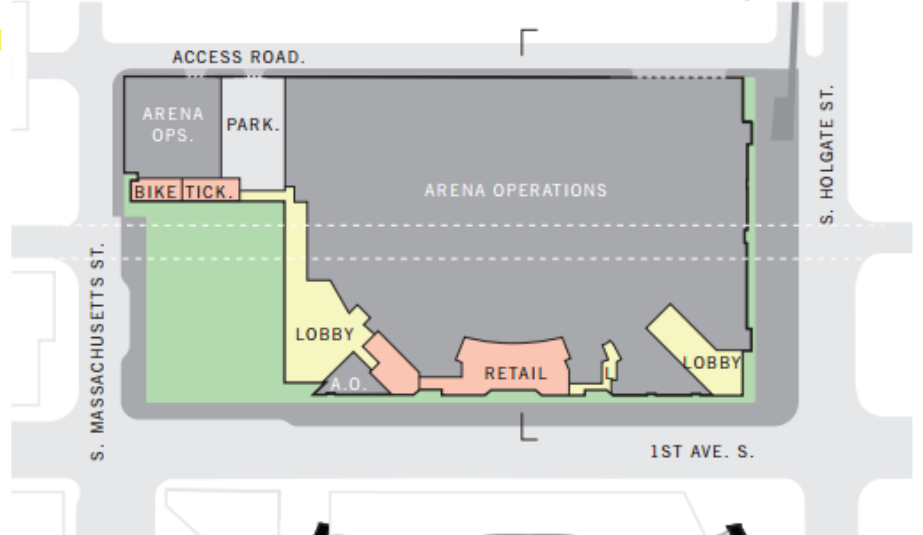
Development Alternatives

PROS

- + Allows for a site large enough for an 18,000 – 20,000 seat multi-purpose arena in an area of Seattle that is proven to handle an arena facility;
- + Provides large public open space which does not currently exist in the SODO District;
- + Fits in context of Stadium District;
- + Building does not shade neighboring buildings;
- + Utilities are upgraded, and placed underground;
- + Provides consolidated service access on private access road;
- + Provides pedestrian bridge over Holgate assisting in mitigation of rail/vehicular/pedestrian conflicts;
- + Provides extensive public benefits to the community.

CONS

- Creates surge traffic conditions at off-peak times, however less than those of existing Safeco Field and Centurylink Field.
- Requires relocation of SCL transmission lines.



- 8. Project Description:** Describe the current conditions on the site and the existing uses. Provide specific project information. This should include a clear description of the project, including: the uses, dimensions, height, stories, parking spaces, etc. in sufficient detail to understand how the site will be developed and how the project will function.

The current uses on the project site can be described as the following:

- Approximately 22,000 s.f. music venue/restaurant/lounge
- Approximately 9,000 s.f. distillery
- Approximately 9,000 s.f. contractor
- Approximately 32,000 s.f. surface parking lot
- Approximately 6,000 s.f. contractor building and associated surface parking
- Approximately 2,000 s.f. Take Home Pizza with associated surface parking
- Approximately 4,000 s.f. restaurant with associated surface parking
- Approximately 75,000 s.f. warehouse with associated surface parking

The proposed development is an approximately 750,000 s.f., 18,000 – 20,000 seat spectator sports facility (plus training facility and on-site parking) that is capable of hosting NBA basketball, NHL hockey, other sporting events, concerts, family shows, and large assembly events. The proposal includes a 40,000 s.f. attached training facility with team offices and locker rooms, as well as player and team management parking. Amenities included in the facility will include a bike shop/valet, retail, restaurant and concession operations, ticket office, hall of fame, media and broadcast facilities, support areas including arena and team operation offices and facilities and locker rooms. The proposal would provide a year-round restaurant with sidewalk café seating fronting 1st Ave. South that would serve the general public during non-event times, and would be converted to club/restaurant during events. Parking for the team management, players and some staff will be provided on-site within the facility. The large majority of the code-required parking for the facility, approximately 1,750 stalls, would be developed in a multi-level parking structure across Holgate Street to the south of the project, on a site controlled by the Petitioner. The exact number of parking stalls will be determined by the formula in Seattle Municipal Code (SMC) 23.54.015 Table A. The size of this parking facility would be reduced to the extent alternative dedicated parking in the vicinity becomes available for use by the project. A 31,800 s.f. publicly accessible plaza is proposed that will contain additional public benefits.

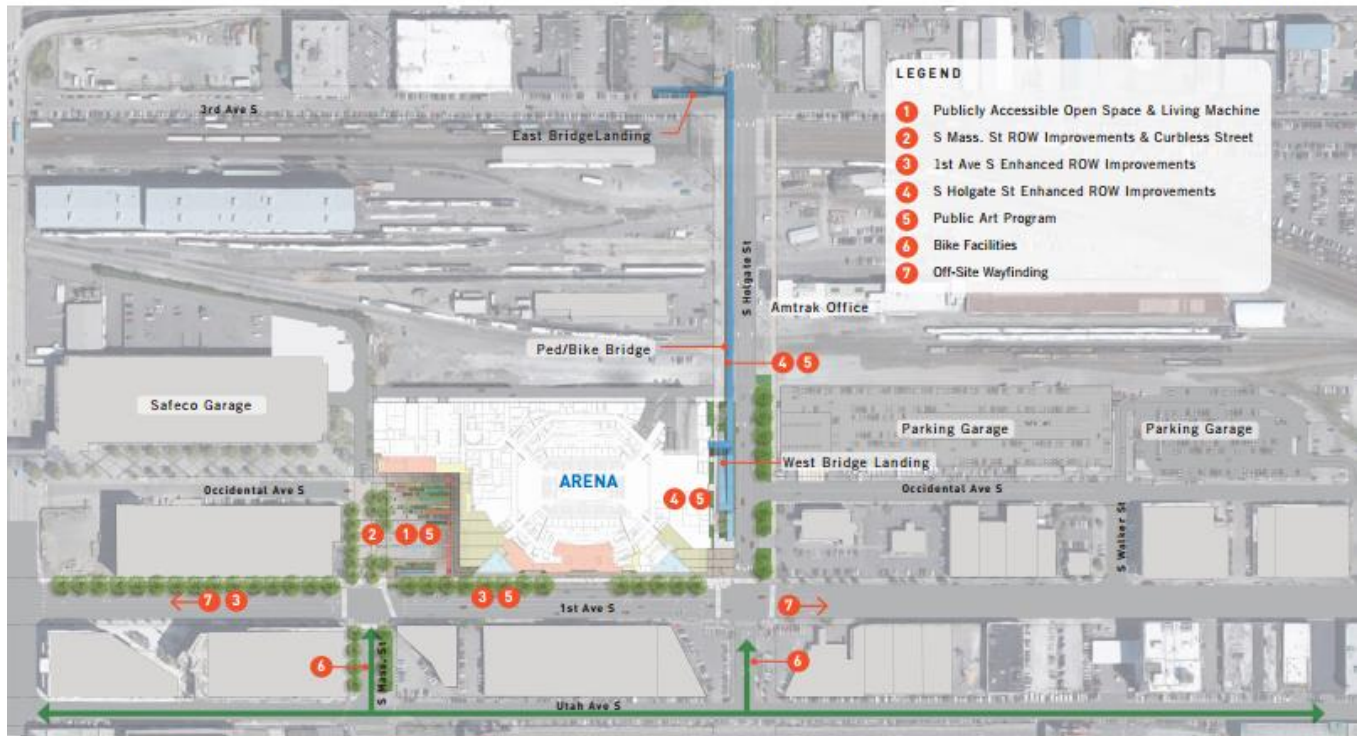
The public benefit proposal includes:

- The Project will forego the Memorandum of Understanding and will be 100% privately financed.
- A Living Machine for waste water treatment and re-use for project non-potable water supplies, with a 4 Million gallon per year capacity
 - Goal of exploring the feasibility of including additional capacity for potential future District connections
- 31,800 s.f. publicly accessible open space plaza

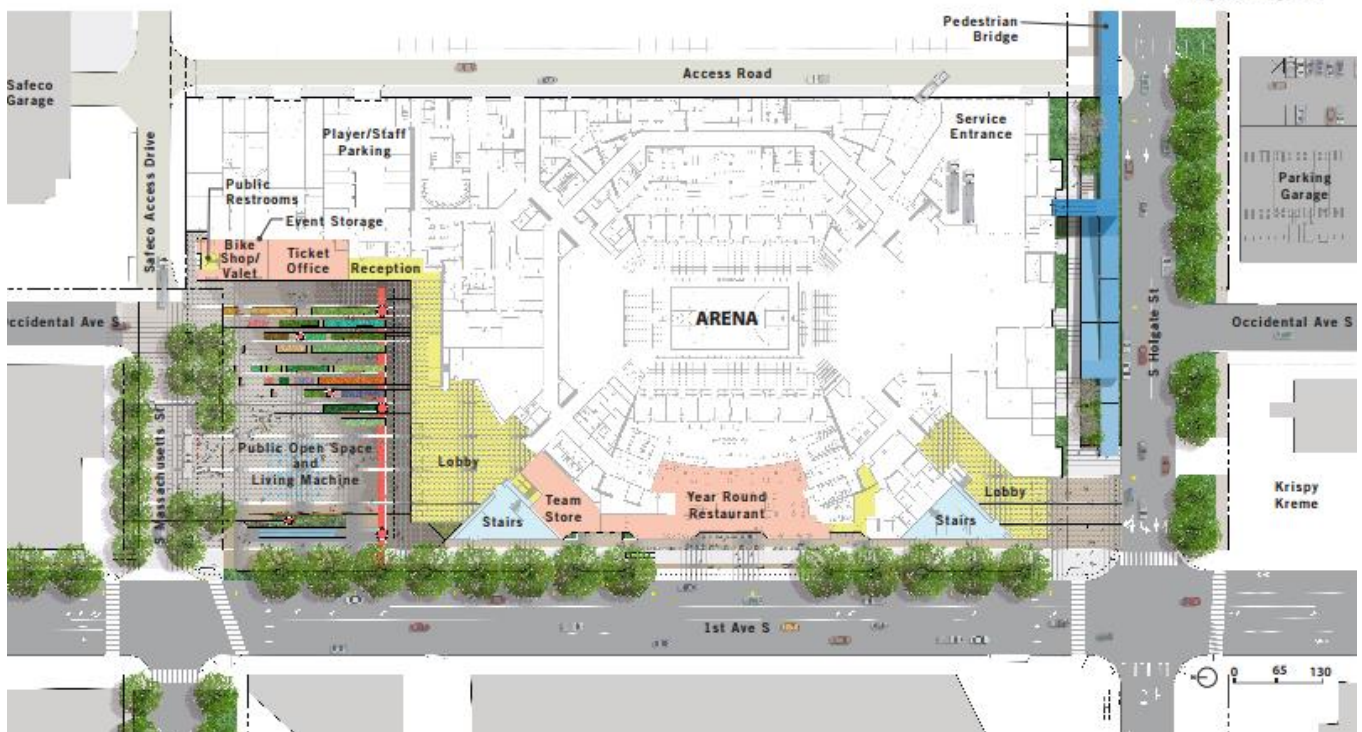
- Per the Plaza Activation Plan, the Plaza will be programmed to host both neighborhood and regional activities; programming would be coordinated with representatives from SODO, Pioneer Square, International District, Boys and & Girls Clubs and other organizations serving youth, bicycle and trail users, sports enthusiasts and sustainability groups.
 - 500 s.f. storage within the building for event items is provided
 - Utilities are provided in the plaza to facilitate events and food trucks
 - Drinking fountains & Permanent and Temporary Public Seating
- A restroom accessible to the public is provided in the Arena for use during plaza hours
- Art Program Budget is 1.5% of Project Cost
 - Public Art Program led by collaborating/lead artist
 - Collaboration on plaza and pedestrian bridge design
 - Plaza anchor artwork
 - Integrated permanent installations
 - Temporary installations, performances, projections
 - Project cost defined as construction cost plus consultant fees
- Complete SODO Bicycle Network
 - S. Atlantic Street multi-use trail
 - Utah Avenue Greenway from S. Atlantic to S. Stacy (connects to Starbucks headquarters)
 - S. Massachusetts St. multi-use trail
 - S. Holgate bike multi-use trail
 - Bike wayfinding signage
 - Bicycle signal at S. Atlantic Street crossing
- Realignment of S. Massachusetts Street/Creation of Curbless Street from 1st Avenue South to Occidental Avenue South
 - Facilitates better exit/entry from Mariners' Garage
 - Requires 2,400 s.f. dedication of private property to public right-of-way
 - Concrete and granite resurfacing, drainage, channelization
 - Street trees
 - Pedestrian lighting & seating
- Realignment and Improvement of S. Massachusetts Street between 1st Ave S and Utah Ave S
 - Asphalt resurfacing, curb & gutter, drainage, channelization and signage
 - Street trees
 - Rain garden
- 1st Avenue South enhanced right-of-way improvements on property frontage
 - Rain garden/swale
 - Pedestrian lighting, public seating elements
- 1st Avenue South enhanced right-of-way improvements off-property frontage to complete SDOT 1st Avenue South Street Concept Plan from S. Massachusetts St to Edgar Martinez Way
 - Sidewalk
 - Rain garden/swale
 - Pedestrian lighting
- South Holgate Street enhanced right-of-way improvements on property frontage

- Rain garden/swale
 - Pedestrian lighting and seating
- South Holgate Street enhanced right-of-way improvements off property frontage
 - Street realignment, asphalt surfacing and repair, channelization and signage per SDOT requirements
 - Drainage improvements
 - Rain garden/swale
 - Street trees and sidewalk
- Neighborhood/Area-Wide Wayfinding for transportation and other major elements
 - 15 Wayfinding signs per SDOT standard and SDOT locations
 - Information kiosk per SDOT standard and SDOT location
- \$1.3 Million payment to SDOT to implement the following elements of the 2016 Freight Master Plan (or other freight-related improvements selected by SDOT) (**NEW**):
 - Spokane Street Freight-Only Lanes Pilot Project, Phase I (FMP Project #24)
 - Intelligent Transportation System equipment for RR Crossing delay warning system (FMP Project #28)
 - Improved signals, lighting, and truck turning options at 1st Ave. S. and Atlantic St. intersection (FMP Project #37)
- The following conditions required by the City Council in Spring 2016 (**NEW**):
 - Joint Scheduling Agreement (Councilmember Burgess amendment, April 29, 2016)
 - Access Road Amendment (Councilmember Burgess Amendment, April 29, 2016)
 - South Massachusetts Amendment (Councilmember Burgess Amendment, April 29, 2016)
 - Occidental Ave. S. Amendment (Councilmembers Bagshaw and Herbold Amendment, April 29, 2016)
 - Pedestrian Improvement Amendment (Councilmembers Bagshaw and Herbold Amendment, April 29, 2016)
 - City-Approved Events Amendment (Councilmembers Bagshaw and Herbold Amendment, April 29, 2016)
 - Free Speech/Local Artist Amendment (Councilmember González Amendment, proposed April 29, 2016, as amended May 2, 2016)

SITE PLAN Project Proposal



SITE PLAN - ENLARGEMENT Project Proposal





- 9. Other Land Use Actions:** Provide information about other land use actions, such as a rezone, Major Institution Master Plan, or administrative or Council conditional use, or review from the Landmarks Preservation Board, or any other special review. SDOT will need final recommendations resulting from these reviews when it becomes available.

The project will need a Master Use Permit from SDCI (application has land use and zoning conditional approval; see MUP 3014195), as well as construction permits, in order to construct the project. The Master Use Permit cannot be issued until the Street Vacation obtains conditional approval from the City Council. The project will also require a Utility Major Permit to construct electrical infrastructure, and a Street Improvement Permit in order to construct street improvements/other utility infrastructure.

The project includes a pedestrian bridge extending over City of Seattle-owned right-of-way and over BNSF right-of-way. The bridge is a stated public benefit of the arena and will require future term permits issued by the City Council, any required environmental or governmental approvals, as well as approval from BNSF.

The Arena will also construct a garage facility across Holgate to accommodate parking demand, as appropriate and required by the Land Use Code. The garage facility will be permitted by SDCI separately from the Arena.

The status of project permits is:

- Master Use Permit (3014195): On hold pending street vacation. All reviews conditionally approved by SDCI, no additional design review required.
- Street Improvement Permit (SIP 200151): 30% SIP resubmitted to SDOT in March 2016.
- Utility Major Permit (UMP 200157): Submitted to SDOT, initial reviews completed by departments

10. Vacation Policies/ Transportation Impacts: 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. Describe any impacts on the transportation system, which includes impacts to pedestrians, bicycles, transit and vehicles. Describe impacts to the street grid and development pattern in the area and open space value of the street right-of-way; address both current and future impacts. A traffic analysis will be required but you may submit the traffic analysis later in the process with any other required environmental documents.

The City of Seattle completed an Environmental Impact Statement to study the impacts, including the transportation impacts, of the arena proposal. This included a study of the impacts of the loss of the Occidental right-of-way currently and in the future, as well as the transportation impacts from the new development. The EIS is attached as part of this petition, and can be found here: <http://www.seattle.gov/dpd/BuildingConnections/SeattleArenaFEIS.pdf>.

The following examples of potential mitigation measures were identified by the FEIS related to the current proposal:

General Mitigation Measures:

- Utilize certain construction techniques to minimize or eliminated geologic impacts
- Compliance with Puget Sound Clean Air Agency requirements and other measures to reduce construction-related air impacts
- Require a Construction Management Plan to reduce construction-related impacts on the area
- Implement engineering techniques to minimize impacts to groundwater during and after construction
- Keep the sewer main in S. Massachusetts available for maintenance and repairs
- Construction noise management including limiting the hours of construction
- Constructing temporary noise barriers to decrease noise levels at nearby sensitive receptors
- No mitigation for land use impacts is necessary
- No mitigation for historic resources is necessary as none of the on-site buildings appear to meet criteria for historic landmark status
- An Unanticipated Discovery Plan would be prepared for the project that provides for notification and consultation among the State Historic Preservation Office Department of Archaeology and Historic Preservation (DAHP), Tribes, and the City of Seattle related to discoveries of unknown archaeological materials or human remains

Transportation-Related Mitigation Measures:

- As part of the Construction Management Plan, identify anticipated street closures, the timing for street closures, and the detour routes and signing plan to guide drivers and

pedestrians around these restrictions. This proposal would be reviewed and coordinated with SDOT, the Port of Seattle, and other nearby venues.

- Update the current Event Scheduling Agreement that exists between the two existing venues to add the Arena
- The Event Scheduling Protocol and Management. Considering the existing and proposed event venues, their potential effect on each other and cumulative traffic and freight impacts, establish a protocol for scheduling to minimize conflict with events. When two or more time specific events with the combined forecasted attendance of over 58,000 people appears to be scheduled, a basic approach for resolving potential conflicts would be identified. The separation of event start and end times would vary dependent on projected attendance levels, time of day, and the host facilities. As part of the process the Port of Seattle would be part of the protocol to work with facilities to advise them of when container ship loading and unloading requires double shifting so events and TMP activities can be adjusted to accommodate truck priority routes and/or time windows.
- Work with the Port of Seattle when events coincide with extended gate operations. Such coordination protocols include schedule adjustments, freight routing designations, event traffic routing, or other measures specifically tailored to support minimizing event traffic impacts on Port operations.
- An Event Transportation Coordinator would be identified to coordinate and manage the Transportation Management Plan (TMP) and Arena scheduling such that multiple event days with attendance in excess of identified thresholds would be eliminated.
- An event access guide would be developed to list alternatives to driving, preferred parking areas and other designated Arena parking areas that offer carpool incentives, neighborhood dinner/parking promotions, and other programs and resources to assist users with travel options
- The Event Transportation Coordinator would attend/be informed by the Maintenance of Traffic Task Force relating to utility and road projects that would potentially impact Arena and other event access in the area as well as regional projects like SR 520 and Mercer Corridor projects that shift traffic patterns.
- A Public Information Coordinator would be identified to coordinate and distribute transportation and parking information; a major role of this position would be to ensure that non-event attendees are aware of an upcoming event
- Develop a webpage incorporating the transportation access guide as well as additional transportation-related information
- Utilize social networking/other technology to broadcast alerts of travel options, real-time traffic incidents and congestion or safety issues
- A call center would be established for the Arena for transportation or parking information and referral
- The Arena would coordinate with its broadcast team for each major franchise to promote alternative modes of travel in advance of games and major events and to provide real-time information four hours prior to an event.
- The Arena would coordinate with regional transit agencies to identify express bus service that connects regional park and ride lots, with the intent to utilize under-capacity return routes at the end of the commuter peak, similar to what occurs currently for FC Sounder Games

- Provide shuttles to/from the Ferry Terminal, Link Light Rail stations, and other Transit Stations
- Subsidize transit fares and work with all transit agencies including the Ferry system to promote transit use
- Charter bus/meal/ticket packages and rail/lodging/ticket packages could be offered, with preferential charter bus parking and preferred exit routes following events
- Link Light Rail trains would be expanded from two to four cars during events; if the demand for Link Light Rail appears to exceed current forecasts, additional capacity would be added by adding an additional train
- Develop a preferred ingress and egress plan as a basis for guiding drivers to specific destinations
- Realign Massachusetts to improve the direct alignment of the street with the section immediately east of Occidental (proposed as part of the project).
- North-South service road on the east side of the arena would link S. Holgate Street with the extension of Massachusetts Street, with an easement from the Mariners.
- Periodic review of Arena Traffic Operations and TMP

Pedestrian-Related Mitigation Measures:

- Provide manual traffic control at the north-south crossing of S. Atlantic at Occidental during arena events, or provide a more permanent improvement such as a staircase to the south side of S. Atlantic Street connecting down to 3rd Avenue S.
- Active traffic and pedestrian management during pre-and post-event conditions to facilitate pedestrian movement, similar to current event scenario
- Construct a pedestrian bridge from the Arena along S. Holgate Street to the east spanning the railroad tracks; prior to the construction of the pedestrian bridge, operate a local shuttle system to connect Arena patrons to local transit and light rail stations
- Install a wayfinding system for pedestrians to get to and from the various venues
- Upgrade street lighting to enhance pedestrian safety in low-light areas

Bicycle-Related Mitigation Measures:

- Incorporate bicycle racks as part of arena design, locate racks near entrances in well-lit areas proximate to bike routes
- Participate in marketing and upgrading the bike routes system and prioritize bike lanes in the immediate vicinity of the site

Priority Loading/HOV Incentives:

- Identify two locations for limo/taxi/passenger drop off and pick up, one should be reserved for disabled attendees and located with barrier free access to the arena
- Drop off areas should be sized to accommodate charter or special bus services
- Coordinate with private and public parking operators to develop rates that discourage single occupant vehicles and encourage carpools; reserved parking associated with the Arena should be priced as high as practical.

Capacity and Safety:

- Revise signage between the freeway and other limited access facilities to incorporate the Arena, this would complement existing signage that currently exists for the existing facilities
- Implement a parking guidance system that provides direction and information regarding parking availability to drivers who do not pre-purchase parking
- Consider a contribution to the improvements to the SDOT Traffic Control Center including WSDOT and SDOT Traffic camera and posting of current conditions related to traffic incidents and congestion
- Consider upgrading traffic control equipment at signalized intersections in the Stadium District to increase reliability and communication with the SDOT Traffic Control Center
- Pro-Rata contributions such as the ITS Next Generation project list have been identified; the Arena will work with SDOT to consider upgrading such projects which give signals the flexibility to respond to unanticipated surges, interruptions, and/or shift in traffic flows due to collisions, road construction projects, and/or variation in tenant access patterns.

Parking:

- Expand signed and metered parking in selected commercial areas where businesses desire parking turnover
- Change parking rates and time limits during event hours
- Establish covenant parking agreements for off-street parking
- Parking opportunities for staff should be identified in areas that do not compete with attendee parking
- Promote pre-sold reserved Arena parking
- Establish a Shared Use Parking Protocol with other Stadium District Venue Owner

Services:

- Traffic—Intelligent traffic signal controls at signalized intersections would be installed
- Fire—The project would require an emergency evacuation plan
- Police—The arena would be responsible for maintaining security at construction and staging areas during construction
- Police—During events, high-volume traffic and pedestrian improvements would require additional police services to direct and control traffic and pedestrian movements
- Electrical—to the extent feasible, the overhead transmission power lines would be undergrounded

The MUP decision for the project will impose SEPA-related mitigation for the project.

The full FEIS can be viewed here: <http://buildingconnections.seattle.gov/2015/05/07/seattle-arena-final-environmental-impact-statement-available/>

The Addendum can be viewed here:

<http://web6.seattle.gov/DPD/LUIB/Notice.aspx?BID=1080&NID=20858>

In summary, the EIS found and SDOT determined that the right-of-way can be vacated without significant impact to transportation, and that the transportation impacts of the arena can be adequately mitigated. The Occidental right-of-way is already interrupted by Safeco Field, the arena is consistent with the development pattern in the area, and the loss of the Occidental right-of-way will result in more open space usable by the neighborhood than if it were to remain.

SDOT concluded that the vacation of this stretch to Occidental does not cause significant impacts to transportation. SDOT's presentation to the City Council on this topic can be found here: <https://seattle.legistar.com/View.ashx?M=F&ID=4370561&GUID=8EB3BA1E-0841-413F-817B-07D09C9E2E45>

11. Vacation Policies/Utility Impacts: During the City review of the proposed vacation, the Petitioner should work with the utilities that may be impacted by the vacation and develop a utility mitigation plan to address, in detail, how utilities impacts will be addressed. This plan must be completed before the petition proceeds to City Council review.

The petitioner has worked with the utilities and services impacted or potentially impacted by the vacation and has developed a utility mitigation plan to address all issues, as stated below:

Seattle City Light

A utility major permit will be required; the project team has worked closely with SCL to discuss the overhead transmission lines in the vicinity, as well as power service to the site.

Seattle Public Utilities

Sewer: The project was reviewed by SPU in 2015, a sewer main built in 1916 currently located in Occidental will need to be relocated, and street drainage catch basins will also need to be relocated.

Water: A feeder main is located in Occidental and will need to be relocated and upgraded to be seismically resistant. Additional waterline work, based on SPU's extensive review of the project, will need to be done.

King County Wastewater

A wastewater sewer line runs in Massachusetts, should not be impacted by the vacation.

King County Metro

No current facilities will be impacted.

CenturyLink

Facilities exist on the site and the ROW to be vacated; CL has no issue with vacation so long as existing rights by PUE or private easement are granted for existing and future facilities.

PSE

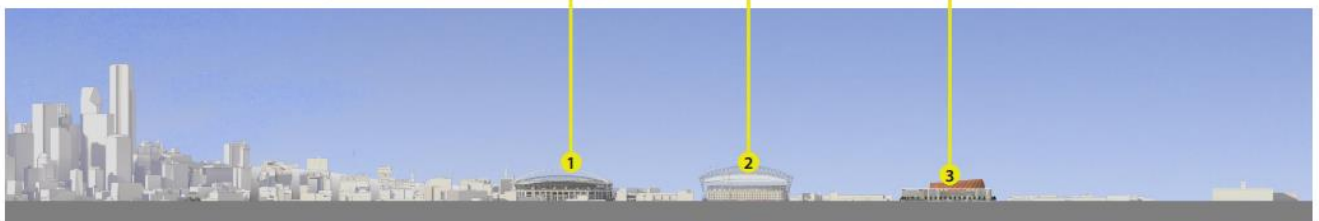
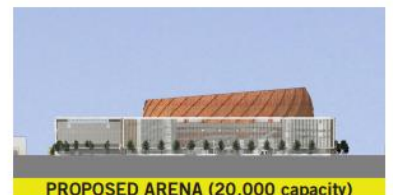
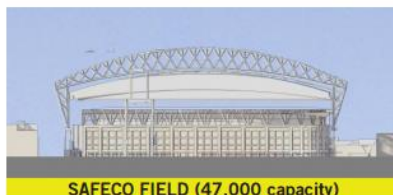
A gas line runs in Occidental. The main will be relocated around the project site to allow for safe and continuous operation.

12. Vacation Policies/Land Use Impacts: Address the land use impacts; specifically address the increase in development potential attributable to the vacation. Provide specific information on the difference in the development of the site with or without a vacation. Address issues such as scale, building orientation, and access to the site that may be impacted by the vacation. Address neighborhood character and design issues and describe how you project fits into the specific neighborhood in which it is located. Discuss applicable Comprehensive Plan goals and other City and neighborhood land use and planning goals for the area.

Please see Section 7 regarding vacation/no vacation options. The vacation allows the construction of an 18,000 -20,000 seat arena for NBA and NHL games, and smaller events such as concerts. The project site is within the Stadium Transition District and is located just south of the two other large stadia (Century Link and Safeco Field). Clearly the neighborhood character supports and is consistent with a new arena. In addition, the scale of the arena/stadia step down to the south, including the area.

EXISTING AND PROPOSED SPORT FACILITIES

Project Background



The arena is consistent with the following 2035 comprehensive plan goals and policies:

- GS 1.5: encourage infill development in underused sites, particularly in urban centers and villages.
- GS 1.6: Plan for development in urban centers and urban villages in ways that will provide all Seattle households, particularly marginalized populations, with better access to services, transit, and educational and employment opportunities.
- GS 1.7: Promote levels of density, mixed-uses, and transit improvements in urban centers and villages that will support walking, biking, and use of public transportation.
- GS G2: Accommodate a majority of...employment growth in Urban centers (Duwamish MIC includes 6,000 new jobs)
- GS 2.4: Work toward a distribution of growth that eliminates racial and social disparities by growing great neighborhoods throughout the city, with equitable access for all and with community stability that reduces the potential for displacement.
- GS 3.6: Extend sustainable landscaping and an urban design approach to typically under designed sites such as surface parking lots, rooftops, and freeway edges
- GS 3.7: promote the use of native plants for landscaping to emphasize the region's natural identity and foster environmental health
- GS 3.3: Encourage design that recognizes natural systems and integrates ecological functions such as stormwater filtration or retention with other infrastructure and development projects.
- GS 3.2: Design public facilities to emphasize physical and visual connections to Seattle's natural surroundings, with special attention to public vistas of shorelines, the Olympic Mountains, and the Cascade Range.
- GS 3.10: Design public infrastructure and private building developments to help visitors understand the existing block and street patterns and to reinforce the walkability of neighborhoods.
- GS 3.16: Encourage designs for buildings and public spaces that maximize use of natural light and provide protection from inclement weather.
- GS 3.19: Use groupings of tall buildings, instead of lone towers, to enhance overall topography or to define districts.
- GS 3.24: Encourage innovative street design that expands the role of streets as public spaces and that could include use for markets, festivals, or street parks.
- GS 3.25: Promote well-defined outdoor spaces that can easily accommodate potential users and that are well integrated with adjoining buildings and spaces.
- GS 3.26: Design public spaces that consider the nearby physical context and the needs of the community.
- GS 3.27: Use the principles of crime prevention through environmental design for public spaces, where appropriate.
- LU 6.1 Establish parking requirements where appropriate for both single occupant vehicles and their alternatives at levels that further this Plan's goal to increase the use of public transit, car pools, walking, and bicycles as alternatives to the use of single occupant vehicles.
- LU 6.6: Limit the off-street impacts on pedestrians and surrounding areas by restricting the number and size of automobile curb cuts...

- LU 6.8: allow shared off-site parking facilities for more efficient use of parking and to provide the flexibility to develop parking on a site separate from the development site. Ensure that such parking is compatible with the existing or desired character of the area.
- LU G12: Allow for zoning overlay districts, which modify the regulations of the underlying zoning, to address special circumstances and issues of significant public interest in subareas of the city.
- LU 12.4: Regulate development and promote design guidelines in the stadium area transition overlay to promote an environment that is attractive and safe for the large volumes of pedestrians attending events in the area.
- T 1.6: Enhance goods movement to, within, and between Seattle's Manufacturing/Industrial Centers and Urban Villages and business districts.
- T 1.7: Recognize the connection between transportation choices and climate change and work to reduce vehicular emissions.
- T 2.1: Devote space in the street right of way to accommodate multiple functions of mobility, access for commerce and people, activation, landscaping, and storage of vehicles
- T 2.2: Ensure that the street network accommodates multiple travel modes, including transit, freight movement, pedestrians, people with disabilities, bicycles, general purpose traffic, and shared transportation options
- T 2.8: Employ the following tactics to resolve potential conflicts for space in the right of way: a) implement transportation and parking demand management strategies to encourage more efficient use of the existing right of way, b) Share space between travel modes and uses where safe and where possible over the course of a day, c) Prioritize assignment of space to shared and shorter-duration uses, d) Encourage off street accommodation for nonmobility uses, including parking and transit layover.
- T 2.15: Create vibrant public spaces in and near the right of way that foster social interaction, promote access to walking, bicycling, and transit options, and enhance the public realm.
- T 3/11: Develop and maintain bicycle and pedestrian facilities, including public stairways, that enhance the predictability and safety of all users of the street and that connect to wide range of key destinations throughout the city.
- T 3.10: Provide high quality pedestrian, bicycle, and bus transit access to high capacity transit station, in order to support transit ridership and reduce single occupant vehicle trips.
- T 3.17: implement new technologies that will enhance access to transportation and parking options.
- T 4.1: Design and operate streets to promote green infrastructure, new technologies, and active transportation modes while addressing safety, accessibility, and aesthetics.
- T 4.2: Enhance the public street tree canopy and landscaping in the street right of way
- T 4.3: Reduce drive alone vehicle trips, vehicle dependence, and vehicle miles traveled in order to help meet the City's GHG reduction targets and reduce and mitigate air, water, and noise pollution
- T 4.4 Manage the transportation system to support modes that reduce the use of fossil fuels and promote the use of alternative fuels.

- T 4.5: Encourage the use of electric-powered vehicles and the provision and expansion of electric-vehicle charging stations.
- T 4.6: Improve mobility and access for freight in order to reduce truck idling, improve air quality, and minimize the impacts of truck parking and movement in residential areas.
- TG 5: Improve mobility and access for the movement of goods and services to enhance and promote economic opportunity throughout the city.
- T 5.1: Enhance Seattle's role as the hub for regional goods movements and as a gateway to national and international suppliers and markets
- T 5.3: Ensure that freight corridors are designed, maintained, and operated to provide efficient movement of truck traffic.
- T 5.4: use intelligent transportation system technology to alert motorists, bicyclists, and pedestrians to the presence and anticipated length of closures due to train crossings and bridge openings for water vessels
- T 5.5: Evaluate the feasibility of grade separation in locations where train induced street closings result in significant delays and safety issues for other traffic, and improve the safety and operational conditions at rail crossings of city streets
- T 5.6: work with freight stakeholders and the Port to maintain and improve intermodal freight connections involving Port container terminals, rail yards, industrial area, airports, and regional highways
- T 5.10: Build great streetscapes and activate public spaces in the right of way to promote economic vitality
- T 6.5: improve safety for all modes of transportation on streets heavily used by trucks.
- CP 1.6: Monitor, maintain, and improve key freight corridors, networks, and intermodal connections that provide access to cargo-container facilities and the industrial areas around them to address bottlenecks and other access constraints
- CP 1.7: Provide safe, reliable, efficient, and direct access between Port marine facilities and the state highway or interstate system, and between Port terminals and railroad intermodal facilities, recognizing that Port operations must address other transportation needs, such as pedestrian safety.
- CP 1.8: Make operational, design, access, and capital investments to accommodate trucks and railroad operations and preserve mobility of goods and service. Improvements may include improvement of pavement conditions, commute trip reduction strategies, roadway rechannelization to minimize modal conflicts, use of intelligent transportation systems, construction of critical facility links, and grade separation of modes, especially at heavily used railroad crossings.
- CP 1.14 Encourage the siting of new businesses that support the goals for cargo-container activities in the City's MICs
- AC 1.2 Encourage the inclusion of artists early in the design of capital improvement projects
- AC 1.3: Prioritize locations for new public art where it is desired by the community, can be accommodated safely, and will be enjoyed by many people in locations throughout the city
- AC 1.5: Strengthen the diversity of expression in public art to embrace a variety of artists, sites, disciplines, and media to fully reflect the cultural diversity of the city

- EN 2.2 Reduce combined sewer overflows by reducing stormwater inflows and increasing storage in combined system areas.
- EN 3.4: Encourage energy efficiency and the use of low-carbon energy sources, such as waste heat and renewables in both existing and new building
- EN 3.5: reduce the amount of waste generated while at the same time increasing the amount of waste that is recycled and composted
- EN 3.1: Expand transit, walking, bicycling, and shared transportation infrastructure and services to provide safe, affordable, and effective options for getting around that produce low or zero emissions particularly for lower income households and communities of color.
- AC 3.5: Prioritize arts and culture opportunities for youth and communities with limited or no access to the arts.
- AC 4.11: Encourage the creation of cultural spaces for informal gathering and recreation, especially in more densely populated urban centers and villages and in communities of color that lack cultural spaces.
- AC 4.12: Enhance access to a variety of arts, music, and cultural institutions and programs for at risk youth, non-English speaking residents, seniors, and visually and hearing impaired, and people with other disabilities.
- AC 4.13: Recognize the importance of live music and entertainment venues to the vibrancy of the city's culture...

13. Vacation Policies/Public Benefit: Provide a discussion of the public benefit proposal including how the public benefit proposal serves the general public. Include an itemized list that provides a detailed description of each element of the proposed public benefit. Benefits must be long term and must serve the general public not merely the users of the development. The public benefit must be benefits that are not required by the land use code or other regulations and for which no other development credit is sought.

Please see Section 8 for the full public benefit proposed by the Project. In addition, please see Section 10 for the full mitigation likely required to offset potential environmental/transportation impacts. Though mitigation is not technically a “public benefit,” it will still result in substantial improvements that will benefit the public.

Please see the attached public benefit matrix for the public benefit previously proposed.

The petition also includes all of the amendments passed by the City Council in its consideration of the previous street vacation petition (all Burgess, Herbold, Bagshaw, and González amendments).

The public benefit also adds a \$1.3 million contribution to SDOT to implement the following three elements of the Freight Master Plan (or other freight improvements selected by SDOT):

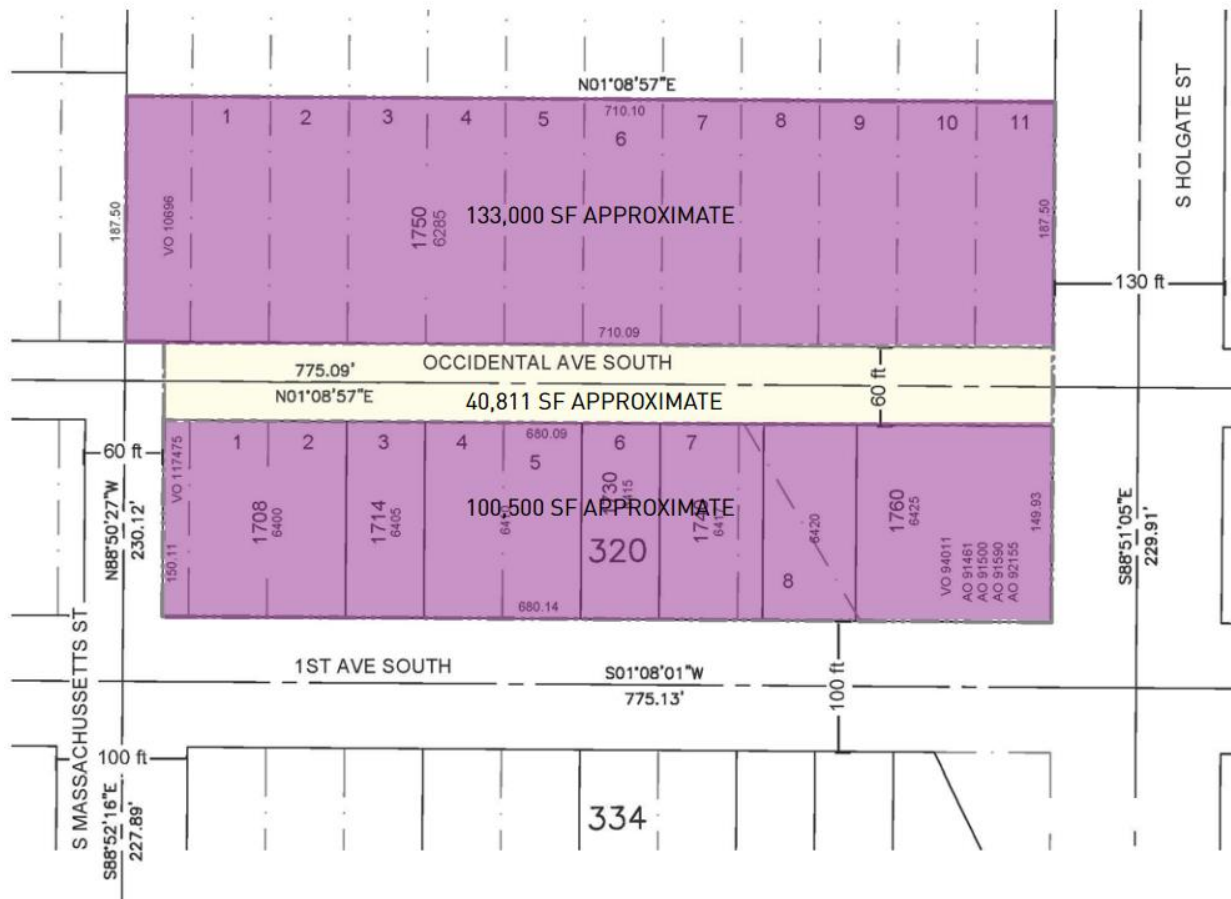
	Additional Transportation Projects in SODO (2016 Freight Master Plan)	Estimated Cost/Payment by ArenaCo
	• #24: Spokane Street Freight-Only Lanes Pilot Project	\$200,000 cost for Phase I planning
	• #28: RR Crossing Delay Warning System	\$500,000 for Intelligent Transportation System (ITS) equipment to monitor and inform drivers of closures and alternative routing
	• #37: 1 st Avenue S./Atlantic Street	\$600,000 for improved signals, lighting and truck turning options at this intersection.

In total, the public benefit alone (not including mitigation or purchase of section of Occidental Avenue) totals almost \$27 million.

14. Public Benefit Matrix: A number of factors will be considered in balancing your public benefit proposal with the public interest, provide a matrix that includes:

Zoning designation	IC/Stadium District Overlay, located within the Duwamish MIC
Street classification	Minor Arterial Street
Assessed value of adjacent property	The land is assessed at approximately \$198.00 per square foot
Lease rates in the vicinity for similar projects	Retail rates vary but average NET Class A Average Asking Rental Rate: \$25/SF/Yr.
Size of project, in square feet	750,000 s.f. (plus training facility and parking on-site)
Size of area to be vacated, in square feet	40,811 square feet
Contribution of vacated area to development potential	Site increases to 274,311 s.f., developable area increase by approximately 17.5%.

14. Site Maps: A copy of the plat map is required. Provide maps of the block(s) containing the project site that show all dimensions of the property and the development, and include total square footage. Provide the current ownership of each lot on the subject block.



All lots in purple are owned by WSA Properties (please see petition form).

The total square footage of properties is 233,500 s.f.

The proposed street vacation includes approximately 40,811 s.f.

15. Project Maps: Provide maps and sketches of the project design; include plot plans, elevations, project sketches or conceptual drawings.

The Project has received recommended design review approval from the Design Review Board. Please see the following links to the final design review recommendation packet for project design and elevations:

<http://www.seattle.gov/dpd/AppDocs/GroupMeetings/DRProposal3014195AgendaID5536.pdf>

16. 9-Block Urban Design Analysis: Provide maps of the 9-block area to show the urban design context of the proposed project. Include current development showing current uses and development patterns, zoning of the area, the street grid and traffic patterns, and public uses.

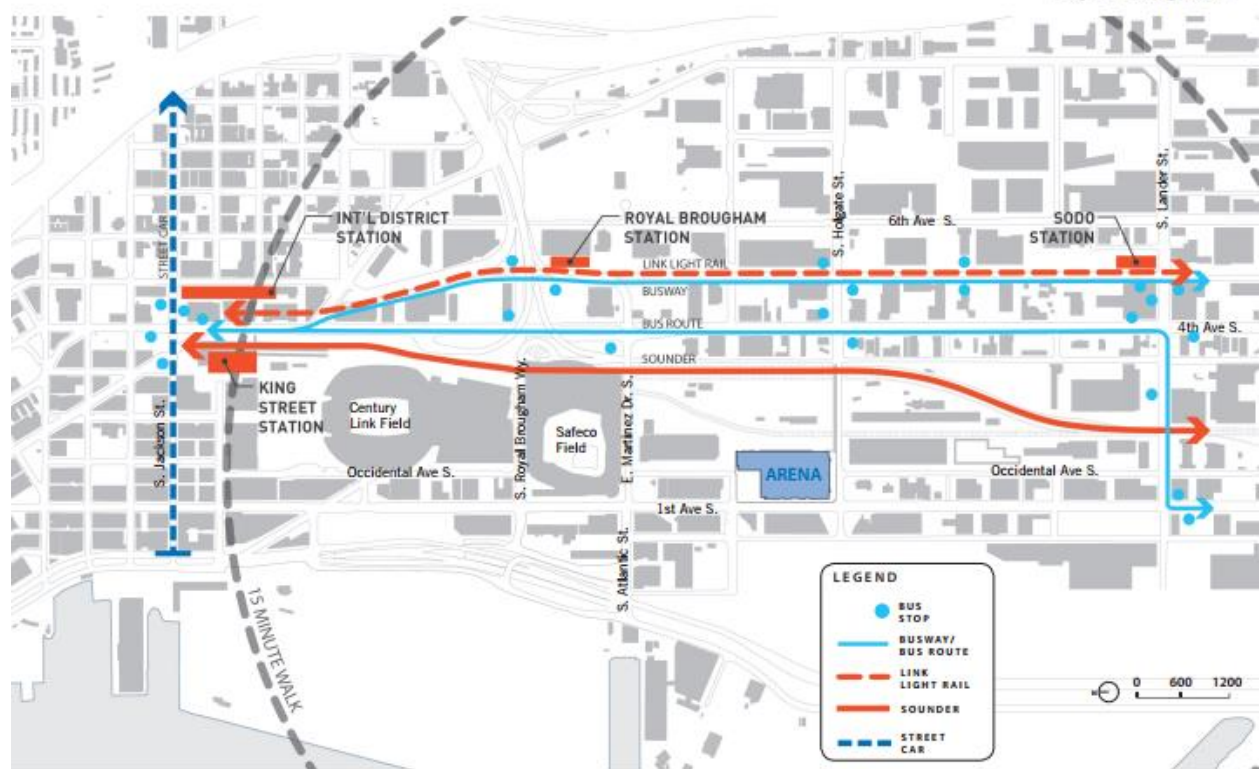
Please see below. The Project is surrounded by other sports stadium uses and is adjacent to commercial and offices uses along 1st Avenue South.

PAST AND PROPOSED STREET VACATIONS

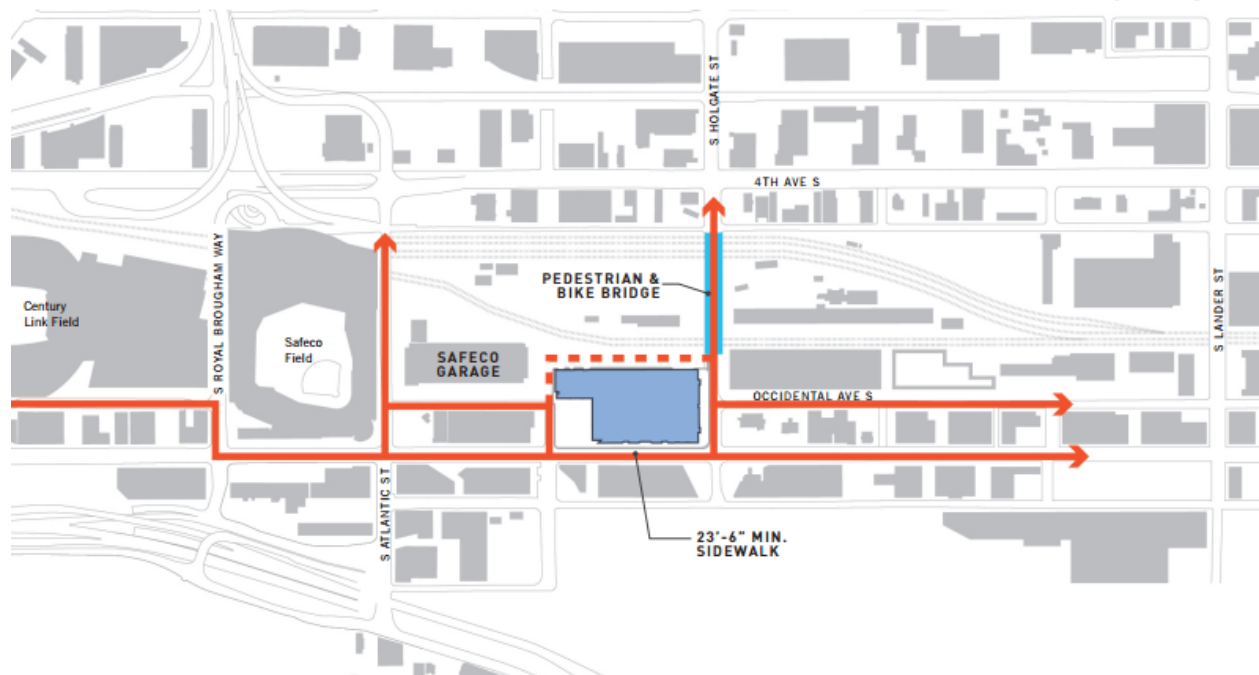
Project Background



PUBLIC TRANSIT Project Background

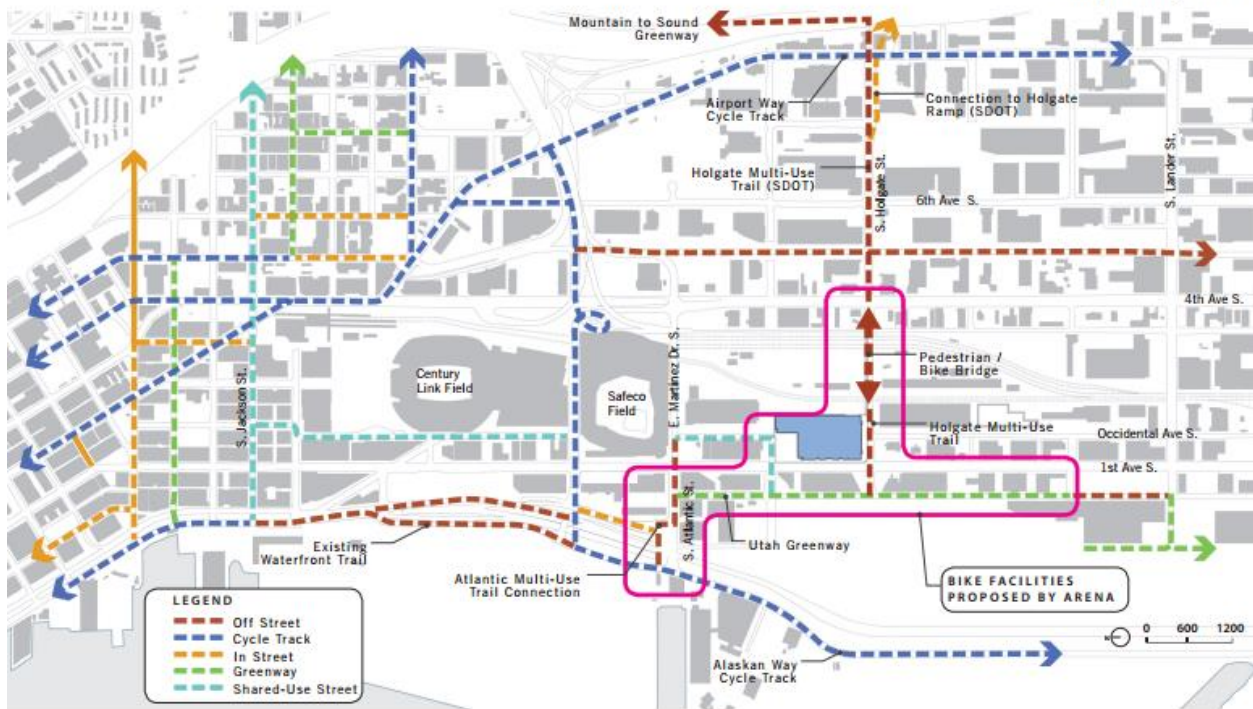


PEDESTRIAN CIRCULATION Project Background



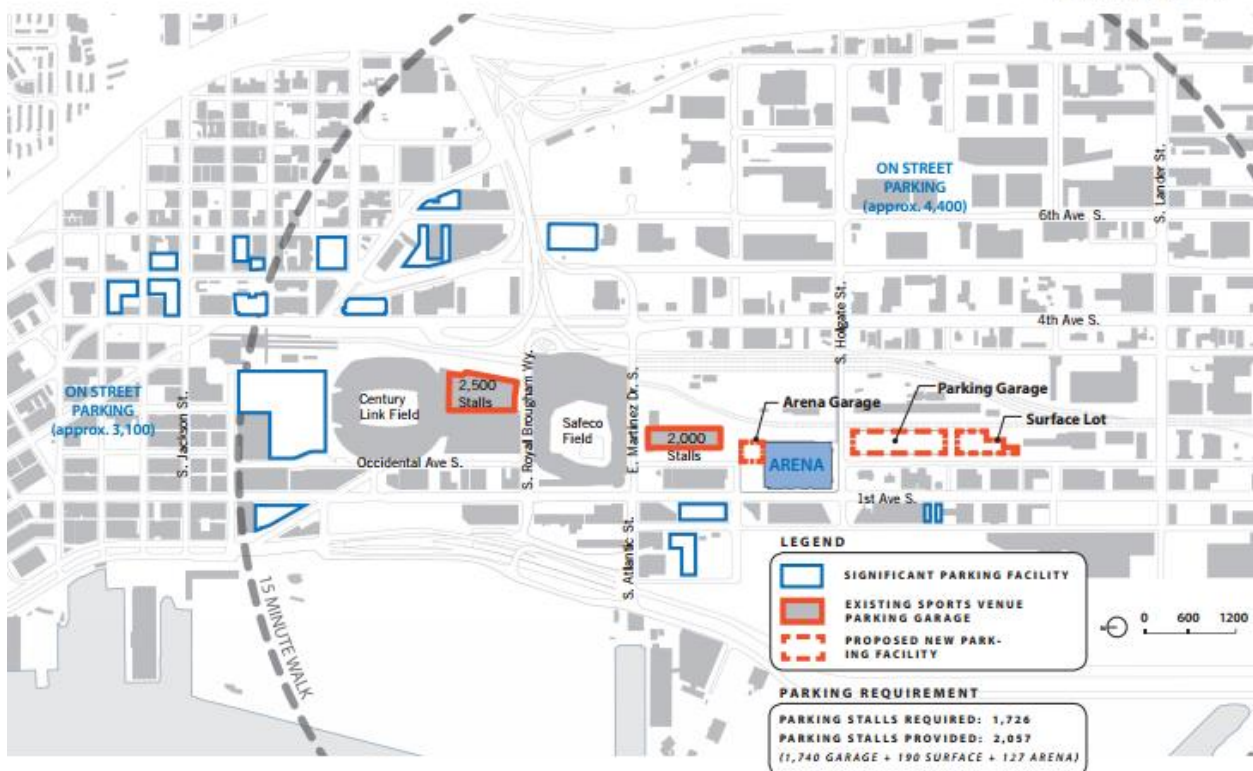
BICYCLE FACILITIES

Project Background

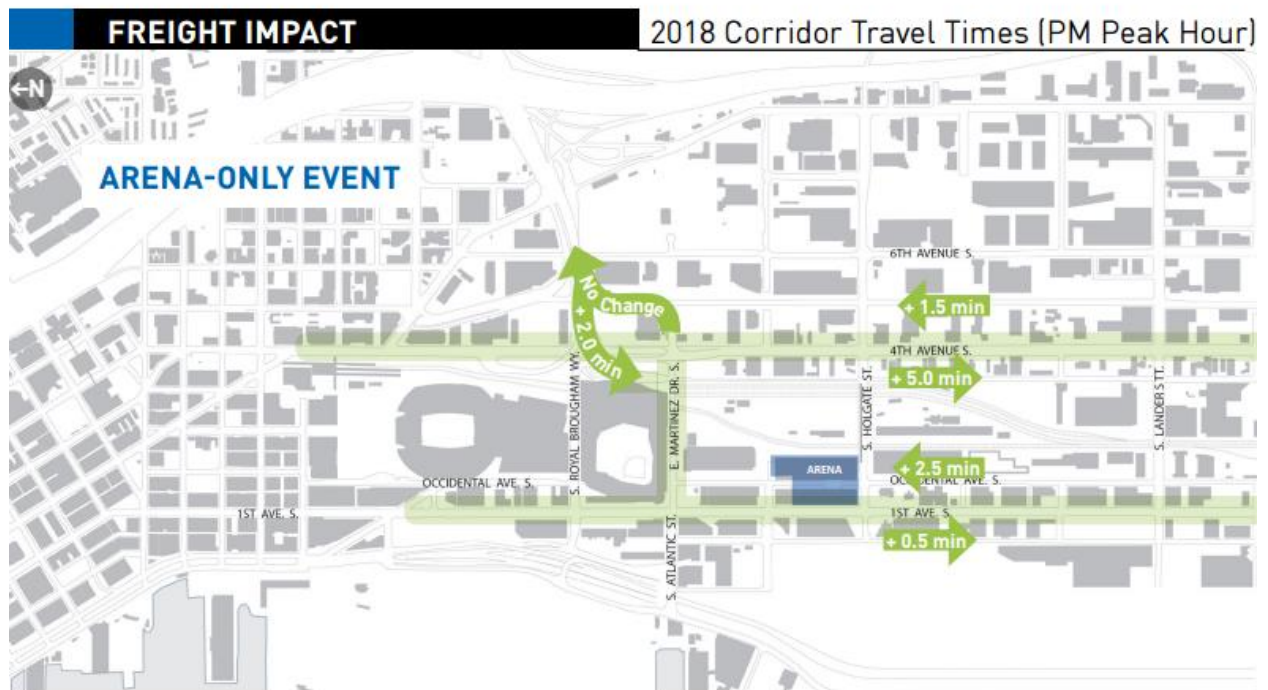


PARKING

Project Background



Walk Shed



17. Impact on Public Transportation Projects: If your project site is in the vicinity of a major transportation project such as Sound Transit, provide information about how your project responds to the public project.

The project site is in the vicinity of Sound Transit; Sound Transit 3 will create a light rail line running on the westside of the City which may be placed the Arena site; the alignment is currently unknown. The Arena will track and coordinate the proposed location of the line and stations.

The addition of more public transit, in the most public transit-heavy region of the City (south Downtown), is welcome. The transit will further permit the efficient movement of people, vehicles, and freight in the area. It also allows arena patrons to further utilize transit options when attending arena events.

18. Environmental Impact Statement (EIS): If Seattle DCI determines that an EIS is required, the Petition may not proceed to City Council until this work is completed. Seattle Department of Construction and Inspections will require that the EIS contain a “No Vacation” alternative. Provide a copy of the Draft and Final EIS with vacation/no vacation alternatives, or an environmental checklist, if applicable.

The Draft and Final EISs are attached, and may be found here:

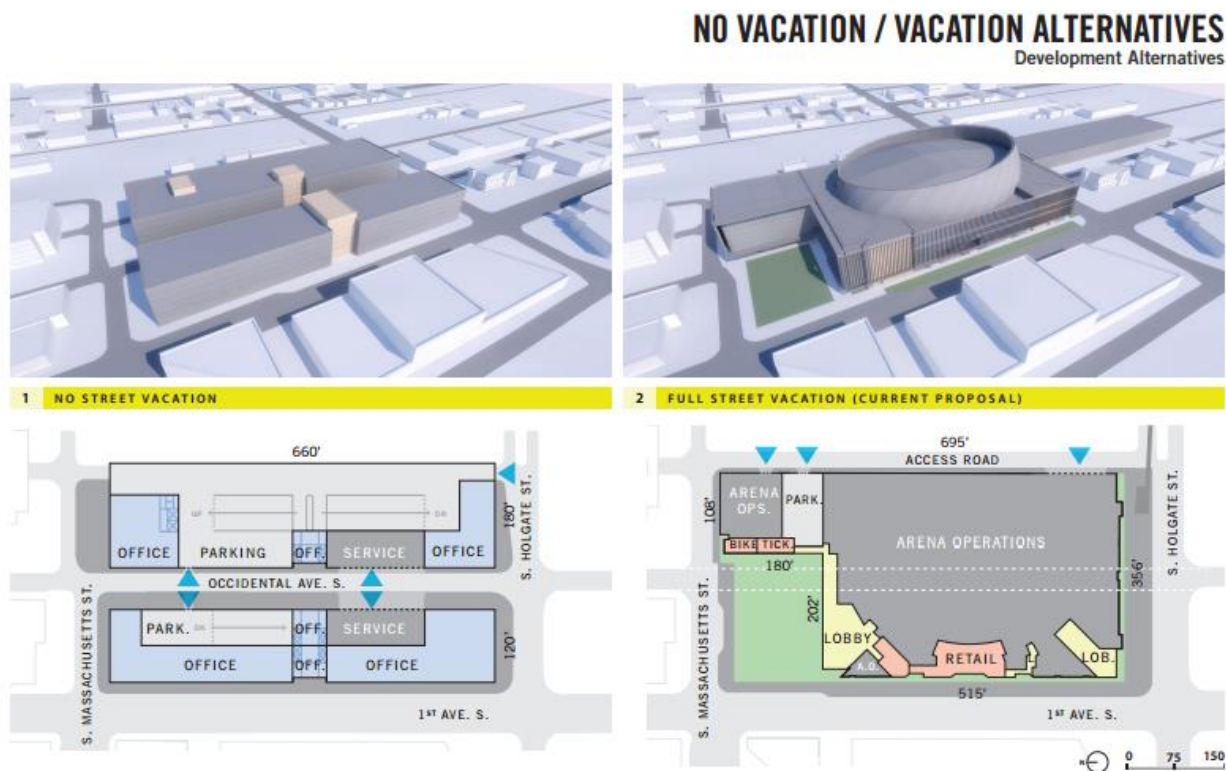
<http://buildingconnections.seattle.gov/2015/05/07/seattle-arena-final-environmental-impact-statement-available/>

The Addendum to the EIS can be viewed here:

<http://web6.seattle.gov/DPD/LUIB/Notice.aspx?BID=1080&NID=20858>

Comparison of Impacts between No-Vacation Office Complex and Arena.

If the Arena were not built, zoning would permit an approximately 810,000 s.f. Office/Retail Complex to be built on the site, without a street vacation. The Office/Retail Complex would be similar to the Home Plate Center that is located a block south of the Arena site:



The EIS analyzed of the Office Complex to the possible impacts of the Arena. The following is a comparison of the two possibilities for the site:

Impact/Issue	810,000 s.f. Office/Retail Complex	20,000 Seat Arena
Traffic Peak Times	Peak AM and PM traffic at same time as Peak AM and PM traffic as Port Operations, would also generate trips during the Midday	Arena traffic occurs during time when T46 gates are closed.
Traffic/coordination with surrounding venues	No scheduling agreement required; traffic occurs every Weekday	Scheduling agreement required with surrounding sports venues to ensure coordination and reduced traffic impacts

Transit Impacts	Impacts occur every Weekday	During events only, people may be downtown anyway for evening events so slight reduction in impact
Public Open Space	None required in IC-85 zone. All private property.	30,000 s.f. public benefit plaza allowing minimum 12 City events/year, plaza activation plan, free speech activities, in addition to other open space/setbacks required
Bicycle Impacts	No bicycle infrastructure required to be provided except internal bike racks per Land Use Code.	Project proposes extensive bicycle infrastructure improvements, completes Sodo Bicycle Network in vicinity
Pedestrian Impacts	No pedestrian infrastructure required to be provided except frontage sidewalks, hazardous railroad ped crossing remains	Project proposes pedestrian overpass over tracks and extensive pedestrian improvements throughout Sodo
Freight Impacts	No dollars for freight mobility required	Project includes Pro-Rata share payment for Lander St. Overpass \$1.3 mil payment for freight master plan projects
Traffic Safety	No improvements required	RR pedestrian overpass required, wider sidewalks, new signals
Public Art	None required	1.5% of Project Cost to public art, includes Council Condition requiring local and Native American artist participation
Sustainability	Nothing required	Living Machine Compliance with green factor Rain Garden/Swale along 1 st Avenue South
Labor Benefits	None required	Labor Peace Agreement
Community Benefits	None required	Community Benefit Agreement with surrounding neighborhoods

The EIS analyzed the traffic and parking impacts of Key Arena and compared them to the Arena. The following are the impacts of Key Arena. Please note that the counts completed for the EIS related to Key Arena were completed in 2013. This is prior to the following major changes that have occurred and are occurring since 2013 in the Uptown/South Lake Union/Mercer Corridor neighborhoods:

- ## TRAFFIC

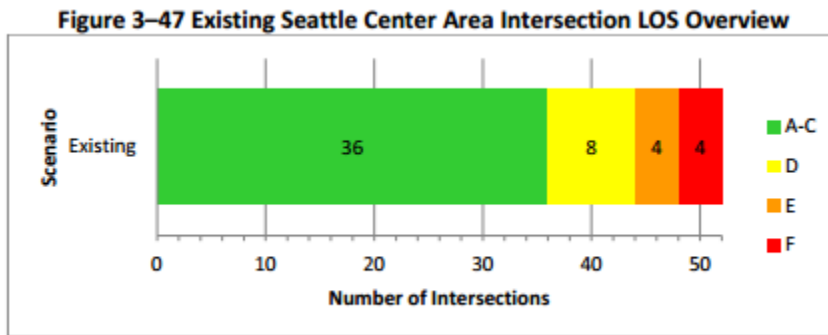
Legend

Intersection LOS

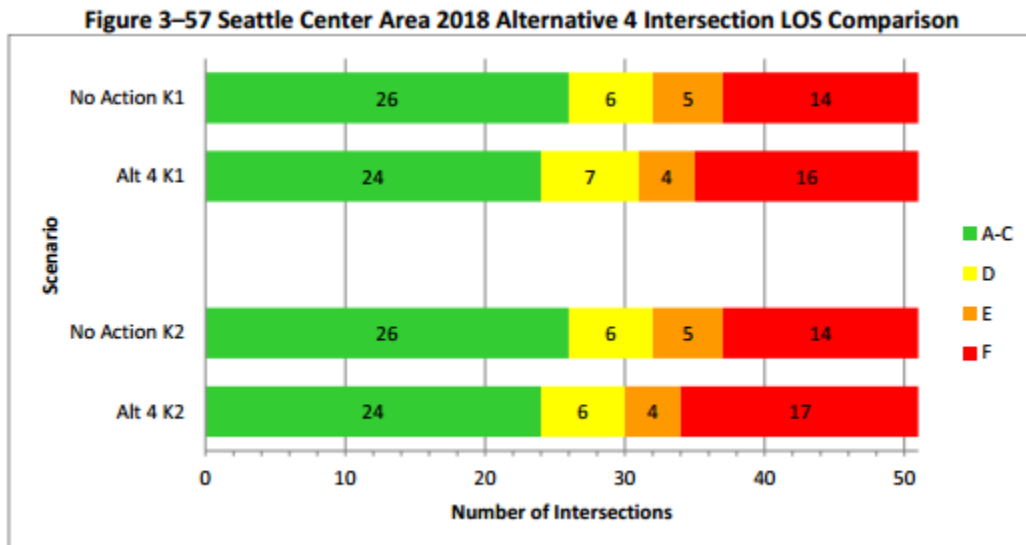
- LOS A - C
- LOS D
- LOS E
- LOS F
- ▲ Under Construction
- Site Locations

FIGURE
3-46

Shown in graphical form, existing LOS conditions:



In 2018, with the two scenarios studied (one, a Key Arena option only, and two, a Key Arena event plus a 5,000-person event elsewhere at Seattle Center), the number of intersections at LOS F increases to 16 with a Key Arena-only event, and increases to 17 with a dual event scenario. The number of intersections at both LOS E and F increases to 20 for Key Arena-only, and to 21 for dual event scenario.



Shown in map form, intersection operations for Key-Arena only option (FEIS figure 3-55):



And intersection operations for the Dual Event Scenario in 2018 (FEIS figure 3-56):



The significant traffic increase that will occur as a result of the Key Arena option is also reflected in travel times. In 2013 it was estimated to take only 8 ½ minutes to travel westbound on Mercer from Fairview to 3rd Ave. W. and 9 minutes to travel eastbound on Mercer from 3rd Ave W to Fairview during the PM peak hour (5pm to 7pm).

Table 3-12
Seattle Center Area Existing Weekday PM Peak Hour Corridor Travel Times

Route	Extents	Direction	Without Event (m:ss) ¹
1	W. Mercer Street from 3rd Avenue W. to Fairview Avenue N.	EB	8:59
	W. Mercer Street from Fairview Avenue N. to 3rd Avenue W.	WB	8:32
2	Denny Way from Queen Anne Avenue to Stewart Street	EB	6:18
	Denny Way from Stewart Street to Queen Anne Avenue	WB	6:54
3	5th Avenue N. from Denny Way to W. Mercer Street	NB	2:55
	5th Avenue N. from W. Mercer Street to Denny Way	SB	2:40

1. m:ss = minutes:seconds

In 2018, with the two scenarios studied, travel times are projected to **increase significantly to approximately 30 minutes** on Mercer (the tables below do not reflect the additional time it takes to get on/off the Mercer ramps on the stretch from I-5 to Fairview). Again, these counts do not include impacts Amazon, Expedia, Uptown upzone or Port Redevelopment of T90/91, and are not based on 2017 data. The summary statement below is from the EIS.

Table 3-19
2018 Alternative 4 Weekday PM Peak Hour Corridor Travel Times

Route	Extents	Direction	Case K1 (m:ss) ¹	Case K2 (m:ss)
1	W. Mercer Street from 3rd Avenue W. to Fairview Avenue N.	EB	23:14 (19:30) ²	24:31 (21:09)
	W. Mercer Street from Fairview Avenue N. to 3rd Avenue W.	WB	27:02 (12:37)	31:05 (14:47)
2	Denny Way from Queen Anne Avenue to Stewart Street	EB	17:23 (16:48)	17:44 (17:30)
	Denny Way from Stewart Street to Queen Anne Avenue	WB	15:24 (12:42)	16:00 (13:06)
3	5th Avenue N. from Denny Way to W. Mercer Street	NB	6:13 (5:16)	6:24 (5:25)
	5th Avenue N. from W. Mercer Street to Denny Way	SB	3:40 (3:02)	4:02 (3:04)

1. m:ss = minutes:seconds

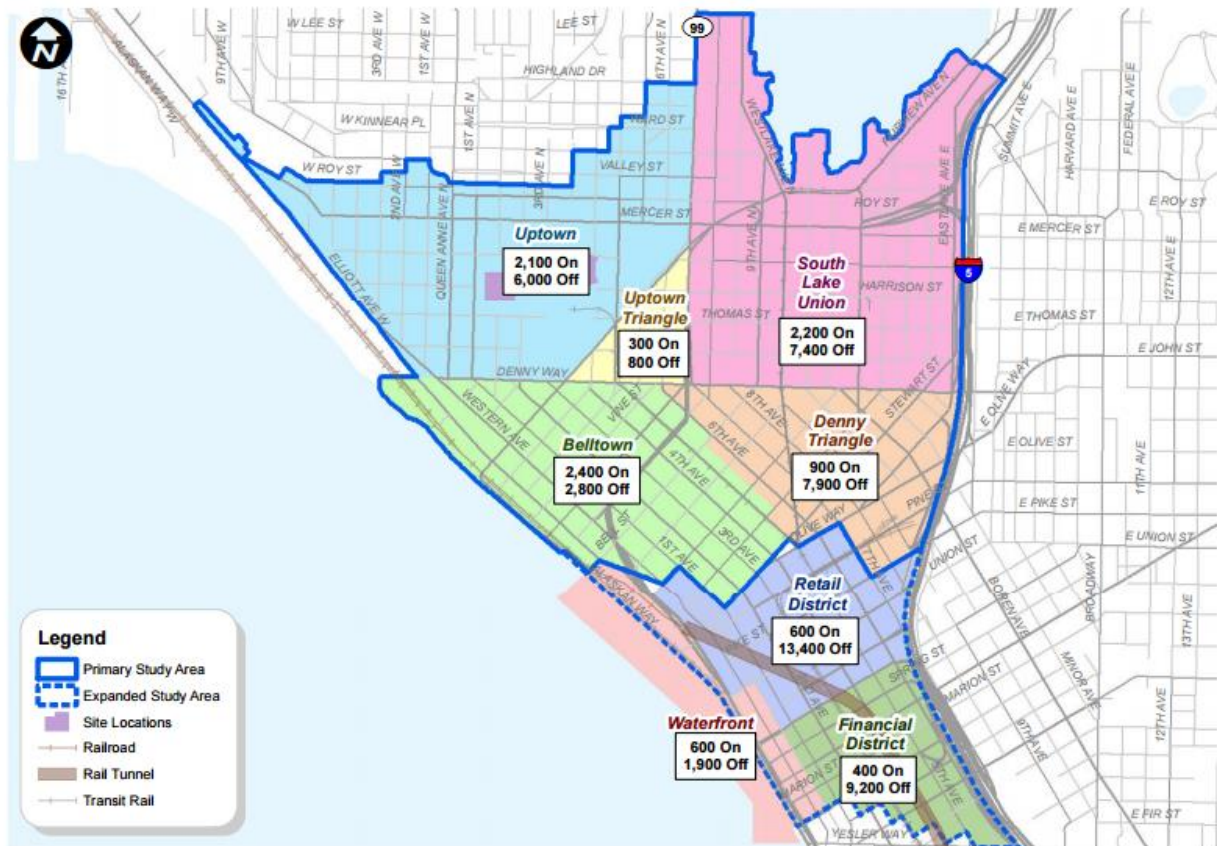
2. No Action travel times provided for comparison.

As shown in Table 3-19 and Table 3-20:

- Travel times under both 2018 and 2030 conditions are calculated to increase with the addition of arena event traffic. In particular, westbound Mercer Street increases substantially to over 30 minutes with the addition of arena traffic due to the majority of traffic (approximately 70 percent) travelling to the Seattle Center area utilizing the Mercer Street corridor.

PARKING IMPACTS

The EIS included an analysis of a very broad area that it believed people would utilize for parking at Key Arena, including as far east as I-5 (appx 1.5 miles or 30 min walk), and as far south as Yesler Way (appx 2 miles or 40 min walk). Existing (in 2013) on- and off-street parking stalls, including surface lots in each subarea were counted:



Seattle Center Area Existing On- and Off-Street Event Parking Supply

Seattle Arena

transpogroup

FIGURE
3-71

The EIS identifies that utilization rates for parking in the Uptown neighborhood nearest to Key Arena are currently at 22% in the Uptown neighborhood on a weekday at 7pm, though on-street parking utilization is currently at 62%. On a weekend at 8pm, utilization jumps to 45% in Uptown with 85% on-street utilization. The study notes that when utilization rates are at 85-90%, “it becomes difficult to locate parking spaces” and “generally areas at that level are considered ‘full.’” FEIS, p. 3-135.

Following construction of Key Arena, the overall primary study area utilization (the entire area in blue borders above) would be 55% utilized for the Dual Event Scenario. **The Uptown Neighborhood would be totally full**, but “SLU and Denny Triangle” could accommodate arena parking. The off street parking/parking lots counted in 2013 as “parking supply” do not account for the large amount of redevelopment that has occurred in the study area, mainly in the form of residential buildings (which cannot share parking with an evening event, as parking demand

peaks for residential uses in the evening). A rough count of new residential projects in the Uptown/Lower Queen Anne neighborhood in the past 4 years shows that approximately 20 new buildings have been built or permitted, most on previous surface parking lots. There is obviously much greater redevelopment that has occurred in the Denny Triangle and South Lake Union neighborhoods since 2013, which is also not accounted for in the existing parking supply numbers.

The EIS further identifies that Key Arena would need to construct the code-required number of parking stalls, however the zoning code does not require parking for Key Arena given that it is located within the Uptown Urban Center. However, SEPA authority permits the City to require mitigation for the impact on parking availability for commercial uses located within the Urban Centers. SMC 25.05.675.M.2.b. If Key Arena were not located in an Urban Center the zoning code requirement would be 1 space/8 fixed seats and 1 space/100 sf of assembly areas not containing fixed seats. SMC 23.54.015 Table A. It is unclear where a parking structure meeting parking demands would be constructed for Key Arena; this was not identified in the EIS.

19. Neighborhood Plan: If your project is located within the boundaries of an adopted neighborhood plan, demonstrate how your project advances the goals of the plan. Provide a map of the neighborhood planning area.

The Project is located within the Duwamish Manufacturing/Industrial Center, which includes a neighborhood plan in the Comprehensive Plan. The Project advances the following goals of the plan:

- GD-G1: The Duwamish MIC remains economically vital.
- GD-G2: Public infrastructure adequate to serve business operations in the Duwamish MIC is provided.
- GD-G2: Land in the Duwamish MIC is maintained for industrial uses including the manufacture, assembly, storage, repair, distribution, research about or development of tangible materials and advanced technologies, as well as transportation, utilities, and commercial fishing activities.
- GD-P8: Strive to protect the limited and nonrenewable regional resource of industrial, particularly waterfront industrial, land from encroachment by nonindustrial uses.
- GD-P19: Prohibit certain commercial uses and regulate the location and size of other commercial uses in the MIC.
- GD-P20: seek to integrate stadium and stadium-related uses into the Duwamish MIC by creating an overlay district limited to the area near the stadiums that discourages encroachment on nearby industrial uses, creates a pedestrian connection from the stadiums north to Downtown, and create a streetscape compatible with Pioneer Square.
- GD-G10: The transportation network in the Duwamish MIC makes appropriate connections and minimizes conflicts between different travel modes.
- GD-G12: The transportation network in the Duwamish MIC emphasizes the mobility of freight and goods.
- GD-G14: Well-maintained streets and facilities serve all the properties in the Duwamish MIC.
- GD-G15: Sufficient transportation infrastructure, particularly in the northern portion of the Duwamish MIC, minimizes the transportation impacts of special events on industrial users.
- GD-P21: Strive to enhance access throughout the Duwamish MIC by means such as signal coordination, roadway channelization, grade separation, and pavement rehabilitation.
- Gd-P25: Strive to maintain arterial/rail crossings until those crossings can be replaced with grade separations.
- GD-26: Recognize and strive to address the cumulative traffic effects that transportation and development projects in and near the Duwamish MIC can have on freight mobility.
- GD-P28: Encourage the design of bicycle and pedestrian facilities in the Duwamish MIC that minimizes conflicts between motorized and nonmotorized traffic and promote both traffic flow and safety.
- GD-P31: Strive to facilitate east-west freight movement in the Duwamish MIC particularly through the Royal Brougham, Spokane Street, and Michigan Street connections.

- GD-P32: Strive to maintain efficient freight movement along designated truck routes in the Duwamish MIC
- GD-P38: Encourage railroad operations in which switching and signals enhance the speed and reliability for passenger and freight trains.
- GD-P29: Encourage a working relationship between the City and property and business owners in the area to identify possible funding sources for non-arterial road and drainage improvements.
- GD-P40: Encourage the efficient use of transit opportunities, including the E-3 busway, to expedite the movement of event patrons in and out of the Duwamish MIC
- Gd-P41: Encourage the management of event parking in ways that minimize impacts of congestion in the Duwamish MIC
- Gd-P42: Strive to maintain parking that serves local businesses during special events.
- GD-P44: Encourage employees in the Duwamish MIC to use public transit for commuting to work through means such as employer-subsidized bus passes and enhanced transit service.
- GD-G17: The network of utilities is sufficient to meet the needs of businesses in the area.
- GD-G20: Public investment contribute to a sense of community identity and enhance public safety.
- GD-P50: Consider techniques such as neighborhood identification and wayfinding signs to increase pride in the community and to facilitate navigation through the Duwamish MIC.



21. Comprehensive Plan and other City Plans and Goals: Provide information as to how your project advances City goals as identified in the Comprehensive Plan and any other relevant plans.

Please see Section 12, and Section 20 above.

22. Sustainable Practices: Provide information on green and sustainable construction and operational practices and the level of LEED certification associated with the project.

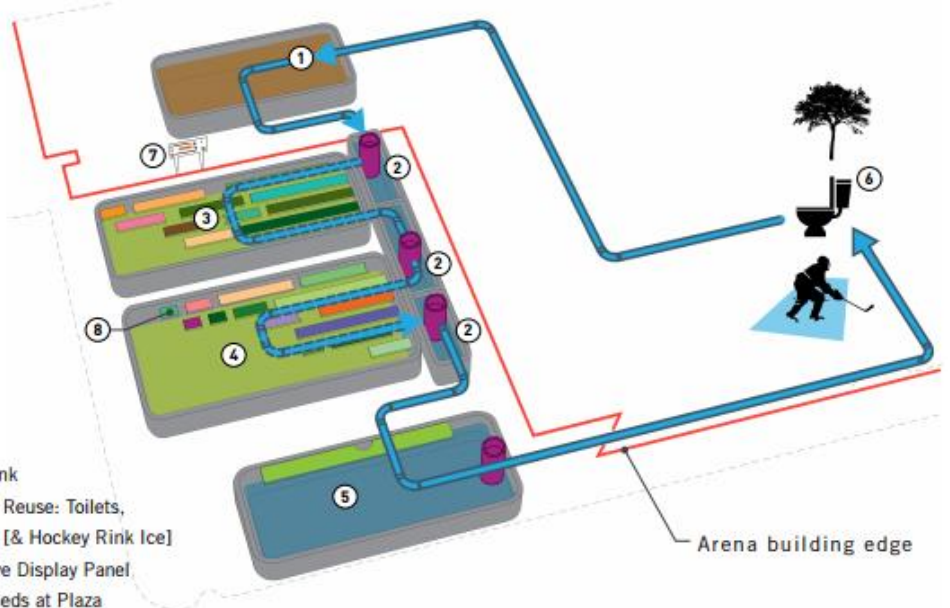
The Project will be one of the greenest arenas in the nation. The project will include one of the largest Living Machines (deep green on-site sewage treatment plant) in North America. The Project also includes green stormwater management, compliance with green factor requirements, and complies with the City's energy and waste reduction codes, which are also some of the greenest in the nation.

The project proposes to treat all of its waste with an ecological sewage treatment facility called a Living Machine. A majority of the Living Machine will be located in the publicly accessible open space for display and interpretation. Treated water will be re-used in the building for toilet flushing, landscape irrigation and other potential re-use. Key elements include:

- 99% reduction in wastewater
- Removing 4 million gallons of sewer each year from the overflowing combined sewer system (not required by code)
- District opportunity as the reclaimed water system is scalable to serve parcels to the north
- Educational opportunities

LEGEND

- | | |
|-------------------------------------|--|
| ① Settling Tank | ⑤ Reuse Tank |
| ② Equalization & Recirculation Tank | ⑥ Potential Reuse: Toilets, Irrigation [& Hockey Rink Ice] |
| ③ Stage 1 Treatment Cells | ⑦ Interactive Display Panel |
| ④ Stage 2 Treatment Cells | ⑧ Garden Beds at Plaza |



23. Design Review Board: Provide copies of the minutes and design material presented to the Design Review Board.

The Downtown Design Review Board recommended design approval of the arena on September 1, 2015. The design proposal can be found here:

<http://www.seattle.gov/dpd/AppDocs/GroupMeetings/DRProposal3014195AgendaID5536.pdf>

The compiled meeting minutes of the various Design Review Board meetings, which stretched over three years, can be found here:

<http://www.seattle.gov/dpd/AppDocs/GroupMeetings/DRReport3014195AgendaID5536.pdf>

24. Company/Agency Information: Include background information about your business or agency, its history, how long at your present location, number of employees, etc. Describe how your business or agency will grow with the vacation, such as number of employees or patients, or students served by the proposed development.

ArenaCo ownership consists of investors with deep Seattle roots committed to bringing the NBA and the NHL back to the City of Seattle under local ownership.

25. Development Schedule: Provide a proposed development schedule and timeline.

As stated, the arena construction will not occur until a team is secured.

26. Northwest Seaport Alliance

Since the previous street vacation petition was submitted in 2012, several surrounding circumstances have changed that should be accounted for with the new vacation petition.

- The marine divisions of the Ports of Seattle and Tacoma combined in 2015 to create the “Northwest Seaport Alliance.” The two marine divisions of the Ports are now combined under one Chief Executive Officer.
- The Seaport Alliance’s strategic business plan outlines how the Ports will combine to be more strategic. Specifically, the strategic plan found the following issues with competitiveness of the Ports (the following are excerpts from the 2015 strategic plan):

KEY STRATEGIC FINDINGS FOR THE PNW GATEWAY



Inadequate capability to handle multiple ultra-large container ships

- Too many small terminals that do not fit the strategic requirements for handling big ships.



Formation of mega-alliances

- Consolidation of ports and terminals
- Shipping lines divesting of terminals



Excess terminal capacity

- Too many acres dedicated to containers

Port of Seattle Mercator International, LLC, May 2014

Port of Tacoma

To address competitiveness, the Alliance’s business plan states that it should consolidate smaller terminals and instead invest in strategic terminals. Doing so will increase competitiveness, and according to the Alliance, investments in these strategic terminals themselves will result in fewer acres turned over to cargo terminals, but at more efficient utilization rates than currently exist.

GATEWAY OPTIMIZATION

Achieve 70% Utilization | Strategic Terminals | Double Volume

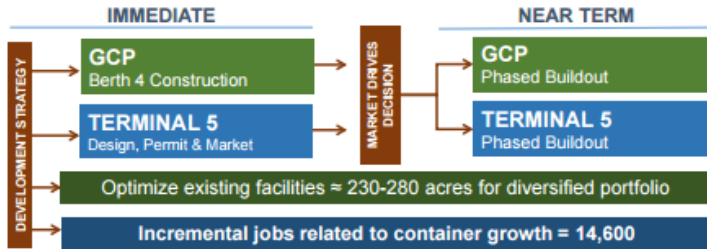
CURRENT

- ≈ 43% Utilization
- 3.4m TEU (3m Int'l)
- Current Acreage:
1080 acres (Int'l container)

10
YEARS

VISION 2025

- 70% Utilization
- 6m TEU (5m Int'l)
- Optimal Acreage:
800-850 acres (Int'l container)

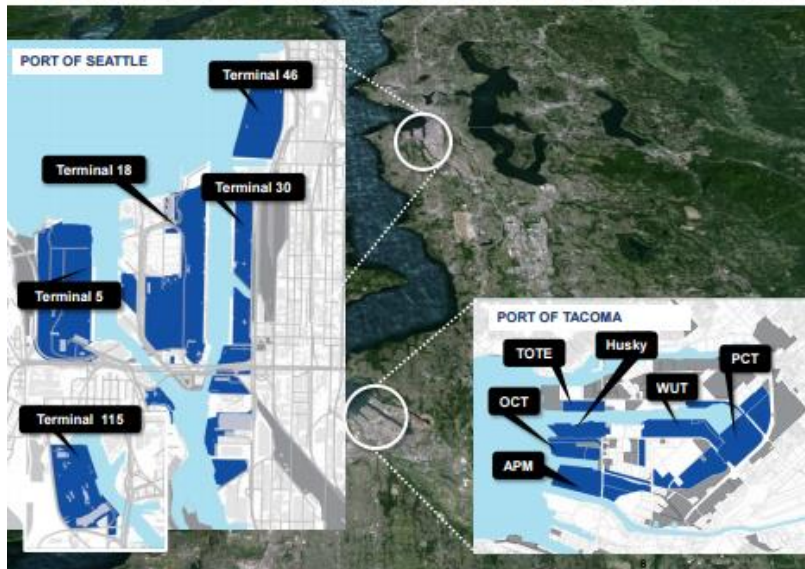


12

The result would reduce the Ports' overall international cargo container acreage to 800-850 acres.

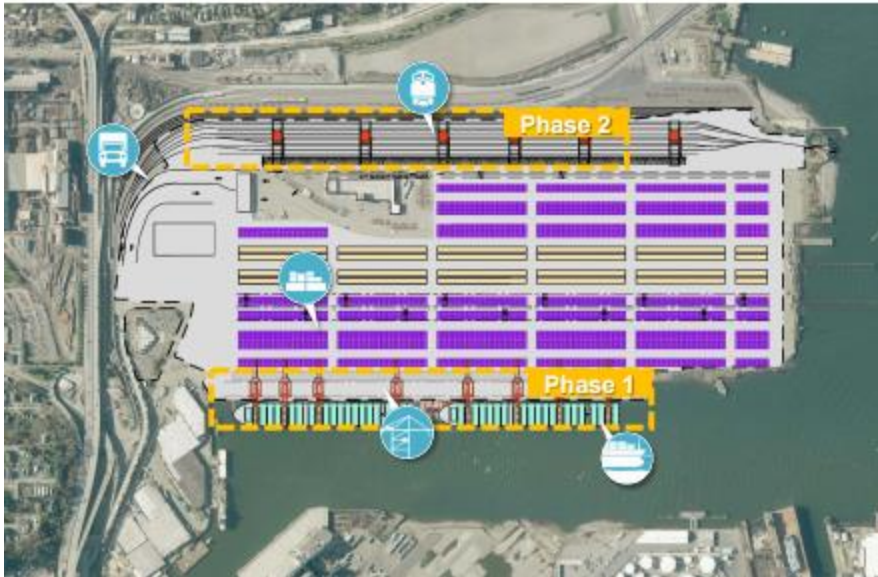
The Port of Seattle currently has five container cargo facilities:

CURRENT CONTAINER CARGO FACILITIES



Of the five, only two are slated to become strategic terminals, Terminals 5 and 18. Terminal 46, at only 82 acres, does not meet the acreage, rail loading, berth depth, or crane requirements to be a strategic terminal.

STRATEGIC TERMINAL CONFIGURATION Terminal 5 Seattle



The Alliance’s Strategic Business plan’s focus on improvements to Terminal 5 (and minimal improvements to T18) is consistent with the following other changes that have occurred at the Port of Seattle:

- In 2014, all cargo operations from Terminal 5 were moved to Terminal 18 and the bulk of the cranes at Terminal 5 were sold. The 197-acre Terminal 5 has been empty since this time.
- In 2015, the Port of Seattle entered into an agreement to lease the area to Shell Oil to moor its Arctic oil drilling fleet at Terminal 5. This lease has since been canceled, and was heavily protested by kayaktavists.
- The cost to fully modernize Terminal 5 to a “strategic terminal” configuration is estimated to cost hundreds of millions of dollars. It is not clear at this time how this will be funded in full. <http://kuow.org/post/notice-fewer-containers-puget-sound-ports-canada-grabbed-our-business>
- Terminal 46 (the closest Terminal to the arena site) previously was leased by Hanjin. Hanjin filed for bankruptcy in August 2016. Before its bankruptcy, Hanjin accounted for almost a third of the Port of Seattle’s total cargo operations. <http://www.seattletimes.com/business/bankrupt-shipper-hanjin-selling-terminal-operations-at-port-of-seattle/>
- After an attempt by the Alliance to block the sale of Terminal 46, Terminal 46 has ultimately been sold to Mediterranean Shipping and an affiliate, Terminal Investment Limited. The lease of Terminal 46 expires in 2025. <http://www.seattletimes.com/business/port-of-seattle-may-block-sale-of-bankrupt-hanjins-waterfront-operation/>
- The Port has actively investigated options for redevelopment of Terminal 46, consistent with the consolidation strategy. CEO Fick stated in an interview with Seattle Business

Magazine that “new, highly automated terminals planned for Harbor Island...will likely be able to handle virtually all of Seattle’s container traffic volume and could lead the Alliance to shut down Terminal 46, near the Sodo Stadium District.” Port Commissioner John Creighton also stated in an interview with King5 News that “studies are currently underway on how best to use about 60 open acres at Interbay (T90/91) and the 82 acres that could come available at Pier 46.” Real estate studies were also commissioned to determine whether the Port should redevelop Terminal 46 into a cruise ship terminal, which would allow for better direct cruise access to the Seattle downtown waterfront than the current T 90/91 docks do today.

- Lander Street overpass project, which the Port has stated is key to freight mobility in the area, is almost fully funded. The arena’s SEPA mitigation (which is not included in the \$27 million total public benefit package) includes a pro rata share contribution based on trips contributed to the overpass to the Lander Street overpass project.
- On January 30, 2017, Alliance CEO Wolfe briefed the Seattle City Council on Alliance strategy. He confirmed the business plan and stated that consolidation of the shipping industry will mean fewer vessel calls overall but hopefully more overall cargo traffic and jobs, and that the North Harbor (aka Port of Seattle) growth areas are Terminals 5 and 18. Mr. Wolfe stated that Terminals 5 and 18 would be the North Harbor’s (Port of Seattle’s) “premier international terminals.” No improvements or plans were stated for T46 in Mr. Wolfe’s briefing. <http://www.seattlechannel.org/videos?videoid=x70443> (Mr. Wolfe’s discussion starts at 1:38:00 mark of the Council Briefing).

The formation of the Northwest Seaport Alliance is a good thing for the region, as it forces the Ports of Tacoma and Seattle to join together to become more strategic in a changing global shipping marketplace. It has resulted in an honest look at both Ports’ operations, and understanding that strategic consolidation is required in order to compete, with the actual land area given to cargo containers being reduced by at least 200 acres. The EIS studied the arena’s impacts on Port operations as they existed in 2013 (with higher cargo volumes than today), and assumed a large increase in volumes based upon the Port’s then Century Agenda which aimed for 3.5 million TEUs at the Port of Seattle in 2030 (EIS, 3.8-48). This compares to 877,000 TEUs that actually came through the Port of Seattle in 2015, and 6 million TEUs that are envisioned by the Alliance to be split evenly between the Ports of Seattle and Tacoma in 2025, with 5 million TEUs slated to be international container cargo.

See <https://www.nwseaportalliance.com/sites/default/files/update-nwseaportalliancestrategicbusinessplan.pdf> .

Therefore, the EIS studied a Port with larger cargo operations than exist today, and than will exist in the future per the Alliance’s own plan. Even with a worst-case scenario, the EIS showed that the arena operations do not interrupt Port functions, as the traffic from the arena will occur during Port off-hours, the traffic generated by the arena is much less than the traffic that currently exists in the area as a result of other stadium operations, and arena operations do not interrupt any critical freight mobility corridors. Occidental has been proven to not be an important stretch of road to freight mobility. In addition, the arena has committed to contributing extensive improvements and dollars to improving freight mobility infrastructure in Sodo (pro rata share to Lander, \$1.3 million to implement other freight master plan

improvements, several other physical improvements in the area). The two facilities can co-exist in whatever more efficient form the Port ultimately becomes under its strategic business plan.

VACATION PETITION TO THE HONORABLE CITY COUNCIL OF THE CITY OF SEATTLE

We, the undersigned, being the owners of more than two-thirds of the property abutting on:

That portion of South Occidental Street lying east of Block 320 and West of Block 319, Seattle Tide Lands, as shown on the official maps on file in the Office of the Commissioner of Public Lands at Olympia, Washington,

herein sought to be vacated, petition the City to vacate:

THAT PORTION OF SOUTH OCCIDENTAL AVENUE SOUTH LYING EAST OF BLOCK 320, AND WEST OF BLOCK 319, SEATTLE TIDE LANDS, MORE PARTICULARLY DESCRIBED AS FOLLOWS;

BEGINNING AT THE SOUTHWEST CORNER OF BLOCK 319, SEATTLE TIDE LANDS, IN KING COUNTY WASHINGTON, AS SHOWN ON THE OFFICIAL MAPS ON FILE IN THE OFFICE OF THE COMMISSIONER OF PUBLIC LANDS AT OLYMPIA, WASHINGTON;

THENCE NORTH 88°51'24" WEST ALONG THE WESTERLY EXTENSION OF THE SOUTHERLY LINE OF SAID BLOCK 319 FOR A DISTANCE OF 30.00 TO THE CENTERLINE OF OCCIDENTAL AVENUE SOUTH;

THENCE NORTH 88°49'39" WEST ALONG THE EASTERLY EXTENSION OF THE SOUTHERLY LINE OF BLOCK 320 OF SAID SEATTLE TIDELANDS FOR A DISTANCE OF 30.00 FEET TO THE SOUTHEAST CORNER THEREOF;

THENCE NORTH 01°08'29" EAST ALONG THE EASTERLY LINE OF SAID BLOCK 320 AND THAT PORTION OF VACATED SOUTH MASSACHUSETTS STREET, CITY OF SEATTLE VACATION ORDINANCE #117475 FOR A DISTANCE OF 680.18 FEET;

THENCE SOUTH 88°50'27" EAST PARALLEL AND 30.00 FEET SOUTHERLY OF THE CENTERLINE OF SOUTH MASSACHUSETTS STREET 60.00 FEET TO THE EASTERLY MARGIN OF OCCIDENTAL AVENUE SOUTH;

THENCE SOUTH 01°08'29" WEST 680.17 FEET TO THE POINT OF BEGINNING.

SITUATE IN THE CITY OF SEATTLE, KING COUNTY, WASHINGTON.

CONTAINING 40,811 SQUARE FEET OR 0.937 ACRES, MORE OR LESS.

OR in the alternative, to vacate any portion of said right-of-way so particularly described;

RESERVING to the City of Seattle the right to make all necessary slopes for cuts or fills upon the above described property in the reasonable original grading of any right-of-way abutting upon said property after said vacation; and further,

RESERVING to the City of Seattle the right to reconstruct, maintain and operate any existing overhead or underground utilities in said rights-of-way until the beneficiaries of said vacation arrange with the owner or owners thereof for their removal.

SIGNATURE OF PETITIONERS:

I hereby declare that I am an owner of property that abuts the particular right-of-way described in the petition to the City Council for the above noted right-of-way and understand the discretionary nature of the City Council decision and the vacation review process and all fees and costs and time frame involved. **For corporately held property, provide documentation of signatory authority.**

OWNER

(Printed Name and Signature)

PROPERTY:

WSA Properties, LLC

7666206285, Lots 1-11, Block 319



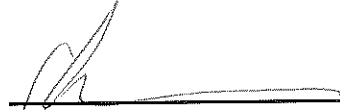
SIGNATURE

12-19-16

DATE

WSA Properties VI, LLC

7666206400, Lots 1-2, Block 320



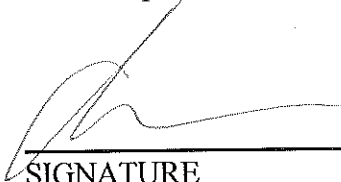
SIGNATURE

12-19-16

DATE

WSA Properties V, LLC

7666206405, Lot 3, Block 320



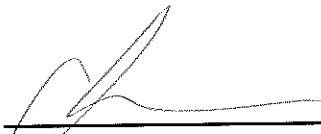
SIGNATURE

12-19-16

DATE

WSA Properties V, LLC

7666206410, Lots 4-5, Block 320



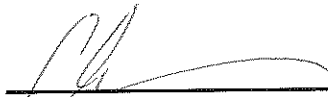
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12-19-16

DATE

WSA Properties VII, LLC

7666206415, Lot 6, Block 320



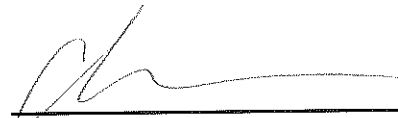
SIGNATURE

12-19-16

DATE

WSA Properties X, LLC

7666206417, Lot 7 and portion
Lot 8, Block 320



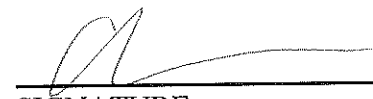
SIGNATURE

12-19-16

DATE

WSA Properties X, LLC

7666206420, portion Lot 8,
Block 320



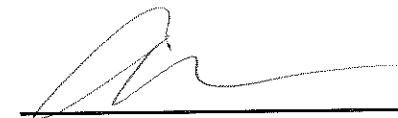
SIGNATURE

12-19-16

DATE

WSA Properties X, LLC

7666206425, Lots 9-11, Block 320



SIGNATURE

12-19-16

DATE

**VACATION PETITION TO THE HONORABLE CITY COUNCIL OF THE
CITY OF SEATTLE**

ACKNOWLEDGEMENT:

I/we _____ acknowledge that:

___ any expense that may be incurred in preparing, applying or obtaining any land use or construction permits in contemplation of such vacation is the sole risk of the petitioners;

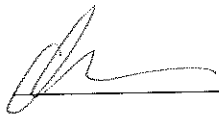
___ the City Council decision is at the end of the review process;

___ the City Council decision on the vacation is discretionary, and will be based on the City's Street Vacation Policies adopted by Resolution 310078 and other adopted policies; and

___ a Council decision to grant the vacation request does not exempt the property from the requirements of the City's Land Use Code or from conditioning of development pursuant to the State Environmental Policy Act (SEPA).

___ I/we have been informed of the cost, obligations, petition requirements, Street Vacation Policies, the time frame involved in the review of a vacation petition.

___ I/we understand we are obligated to pay a vacation fee in the amount of the appraised value of the right-of-way.



12-19-16

Petitioner

Date

Petitioner

Date

CONTACT INFORMATION:

Petitioners:

WSA Properties, LLC;
WSA Properties V, LLC,
WSA Properties VI, LLC;
WSA Properties VII, LLC
WSA Properties X, LLC
c/o Christopher Hansen

Contact:

Jessica Clawson and Jack McCullough
McCullough Hill Leary, PS
701 5th Avenue, Suite 6600
Seattle, WA 98104
206-812-3388
jessie@mhseattle.com/ jack@mhseattle.com