PRESENTATION OUTLINE

- PROJECT INTRODUCTION

- OVERVIEW OF DEIS PROCESS

- IMPACTS OF THE VACATIONS
  - HEIGHT, BULK, AND SCALE
  - LIGHT, AIR, OPEN SPACE, AND VIEWS
  - TRANSPORTATION
PROJECT GOALS

- Create a highly efficient design which effectively supports the **functional needs of the convention center clients** and is competitive in the marketplace.

- Engage the **urban framework** of downtown Seattle to capitalize on the location at the intersection of major neighborhoods and corridors of the city.

- Integrate **mixed uses** such as retail and other possible co-developments, where appropriate, to enrich the urban diversity of the site.

- Create a unique experience that embodies the **special qualities of Seattle, Washington, and the Pacific Northwest**.

- Create a welcoming **street presence** that connects the activities of the Convention Center with the pedestrian experience of the adjacent streets.

- Create a **sustainable** design that embraces Seattle’s commitment to environmental stewardship.
SITE OVERVIEW

DENNY TRIANGLE

SITE A

WSCC ADDITION PROJECT

SITE B

SITE C

EXISTING SITE

139'

137'

141'

157'

191'

150'

9th Avenue

9th Avenue

Olive Way

Pine Street

Pike Street

FIRST HILL

CAPITOL HILL

RETAIL CORE
PROPOSED VACATIONS

1. BLOCK 33 - MID BLOCK ALLEY (MUP PROJECT # 3018096) 1,601 SQ. FT.
2. BLOCK 43 - MID BLOCK ALLEY (MUP PROJECT # 3020177) 3,186 SQ. FT.
3. BLOCK 44 - MID BLOCK ALLEY SEGMENT (MUP PROJECT 3020177) 2,879 SQ. FT.
4. OLIVE WAY (MUP PROJECT # 3020176, 3018096, AND 3020177) 38,109 SQ. FT.
5. TERRY AVE (MUP PROJECT # 3020176 AND 3018096) 9,874 SQ. FT.
URBAN CONNECTIONS

- Principal Arterial
- Minor Arterial
- Principal Transit Street
- Green Street
- Alley Network
- Proposed Alley Vacations
- Project Site
- 9 Block Context
- Proposed Development
# EIS ALTERNATIVES

## DEVELOPMENT SUMMARY

<table>
<thead>
<tr>
<th>WSCC Addition</th>
<th>ALTERNATIVE 1</th>
<th>ALTERNATIVE 4.1</th>
<th>ALTERNATIVE 2</th>
<th>ALTERNATIVE 3</th>
<th>ALTERNATIVE 4.2</th>
<th>ALTERNATIVE 4.3</th>
<th>ALTERNATIVE 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Ballroom</td>
<td>60,000 sq. ft.</td>
<td>60,000 sq. ft.</td>
<td>60,000 sq. ft.</td>
<td>59,000 sq. ft.</td>
<td>60,000 sq. ft.</td>
<td>60,000 sq. ft.</td>
<td>60,000 sq. ft.</td>
</tr>
<tr>
<td>• Meeting Room</td>
<td>120,000 sq. ft.</td>
<td>120,000 sq. ft.</td>
<td>110,000 sq. ft.</td>
<td>120,000 sq. ft.</td>
<td>120,000 sq. ft.</td>
<td>120,000 sq. ft.</td>
<td>110,000 sq. ft.</td>
</tr>
<tr>
<td>• Exhibit Halls</td>
<td>250,000 sq. ft.</td>
<td>250,000 sq. ft.</td>
<td>200,000 sq. ft.</td>
<td>249,000 sq. ft.</td>
<td>250,000 sq. ft.</td>
<td>250,000 sq. ft.</td>
<td>240,000 sq. ft.</td>
</tr>
<tr>
<td>• # of Active Loading Bays*</td>
<td>19</td>
<td>19</td>
<td>15</td>
<td>19</td>
<td>19</td>
<td>19</td>
<td>15</td>
</tr>
<tr>
<td><strong>Total WSCC Addition Area</strong></td>
<td>1,256,500 sq. ft.</td>
<td>1,256,500 sq. ft.</td>
<td>1,141,000 sq. ft.</td>
<td>1,233,500 sq. ft.</td>
<td>1,256,500 sq. ft.</td>
<td>1,256,500 sq. ft.</td>
<td>1,379,300 sq. ft.</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Ancillary Development</th>
<th>ALTERNATIVE 1</th>
<th>ALTERNATIVE 4.1</th>
<th>ALTERNATIVE 2</th>
<th>ALTERNATIVE 3</th>
<th>ALTERNATIVE 4.2</th>
<th>ALTERNATIVE 4.3</th>
<th>ALTERNATIVE 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking</td>
<td>237,000 sq. ft.</td>
<td>237,000 sq. ft.</td>
<td>220,000 sq. ft.</td>
<td>230,000 sq. ft.</td>
<td>237,000 sq. ft.</td>
<td>237,000 sq. ft.</td>
<td>217,000 sq. ft.</td>
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<tr>
<td>Parking Count</td>
<td>700 to 800</td>
<td>700 to 800</td>
<td>650 to 750</td>
<td>690 to 790</td>
<td>700 to 800</td>
<td>700 to 800</td>
<td>600 to 700</td>
</tr>
<tr>
<td>Retail</td>
<td>25,000 sq. ft.</td>
<td>25,000 sq. ft.</td>
<td>14,900 sq. ft.</td>
<td>23,000 sq. ft.</td>
<td>25,000 sq. ft.</td>
<td>25,000 sq. ft.</td>
<td>14,900 sq. ft.</td>
</tr>
<tr>
<td><strong>Total Gross Area</strong></td>
<td>1,499,700 sq. ft.</td>
<td>1,499,700 sq. ft.</td>
<td>1,370,000 sq. ft.</td>
<td>1,473,700 sq. ft.</td>
<td>1,499,700 sq. ft.</td>
<td>1,499,700 sq. ft.</td>
<td>1,611,700 sq. ft.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Co-Development Sites B and C</th>
<th>ALTERNATIVE 1</th>
<th>ALTERNATIVE 4.1</th>
<th>ALTERNATIVE 2</th>
<th>ALTERNATIVE 3</th>
<th>ALTERNATIVE 4.2</th>
<th>ALTERNATIVE 4.3</th>
<th>ALTERNATIVE 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Retail</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Site B</td>
<td>0</td>
<td>8,000 sq. ft.</td>
<td>0</td>
<td>0</td>
<td>8,000 sq. ft.</td>
<td>0</td>
<td>0</td>
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<tr>
<td>- Site C</td>
<td>12,000 sq. ft.</td>
<td>10,000 sq. ft.</td>
<td>0</td>
<td>0</td>
<td>12,000 sq. ft.</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>• Co-Development Area</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Site B (29-stories)</td>
<td>0</td>
<td>357,150 sq. ft.</td>
<td>0</td>
<td>0</td>
<td>357,150 sq. ft.</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>- Site C (16-stories)</td>
<td>0</td>
<td>515,700 sq. ft.</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>515,700 sq. ft.</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Development Area</strong></td>
<td>1,511,700 sq. ft.</td>
<td>2,390,550 sq. ft.</td>
<td>1,370,000 sq. ft.</td>
<td>1,485,700 sq. ft.</td>
<td>1,876,850 sq. ft.</td>
<td>2,025,400 sq. ft.</td>
<td>1,611,700 sq. ft.</td>
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</tbody>
</table>
## Environmental Elements Evaluated in Draft EIS

<table>
<thead>
<tr>
<th>Environment</th>
<th>Air Quality/Greenhouse Gas Emissions</th>
<th>Pedestrian-Level Wind</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water</td>
<td>Environmental Health</td>
<td>Noise</td>
</tr>
<tr>
<td>Energy</td>
<td>Land Use (Patterns and Plans/Policies &amp; Regulations)</td>
<td>Historic Resources</td>
</tr>
<tr>
<td>Recreation</td>
<td>Population/Housing/Environmental Justice</td>
<td>Aesthetics (Height/Bulk/Scale &amp; Transition)</td>
</tr>
<tr>
<td>Aesthetics</td>
<td>Light/Glare/Shadows</td>
<td>Public Services</td>
</tr>
<tr>
<td>Utilities</td>
<td>Transportation/Parking&gt;Loading</td>
<td></td>
</tr>
</tbody>
</table>

*Environments Include:* Earth, Water, Energy, Recreation, Aesthetics (VIEWSHED), Utilities
HEIGHT, BULK AND SCALE
CONVENTION CENTER PROGRAM

EXHIBITION HALL
150,000 SQ. FT.

FLEX HALL
100,000 SQ. FT.

MEETING ROOMS
120,000 SQ. FT.

BALLROOM
60,000 SQ. FT.

RETAIL
25,000 SQ.FT.

PARKING
750 STALLS
CONVENTION CENTER PROGRAM

WITHOUT VACATIONS

- 2 additional levels

<table>
<thead>
<tr>
<th>Ballroom</th>
<th>60,000 SQ FT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meeting Rooms</td>
<td>55,000 SQ FT</td>
</tr>
<tr>
<td>Meeting Rooms</td>
<td>55,000 SQ FT</td>
</tr>
<tr>
<td>Flex Hall</td>
<td>80,000 SQ FT</td>
</tr>
<tr>
<td>Exhibition Hall</td>
<td>80,000 SQ FT</td>
</tr>
<tr>
<td>Lobby</td>
<td>40,000 SQ FT</td>
</tr>
<tr>
<td>Retail</td>
<td>25,000 SQ FT</td>
</tr>
<tr>
<td>Parking</td>
<td>225,000 SQ FT</td>
</tr>
<tr>
<td>Loading</td>
<td>145,000 SQ FT</td>
</tr>
</tbody>
</table>

WITH VACATIONS

<table>
<thead>
<tr>
<th>Ballroom</th>
<th>60,000 SQ FT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meeting Rooms</td>
<td>55,000 SQ FT</td>
</tr>
<tr>
<td>Meeting Rooms</td>
<td>55,000 SQ FT</td>
</tr>
<tr>
<td>Flex Hall</td>
<td>80,000 SQ FT</td>
</tr>
<tr>
<td>Exhibition Hall</td>
<td>80,000 SQ FT</td>
</tr>
<tr>
<td>Lobby</td>
<td>40,000 SQ FT</td>
</tr>
<tr>
<td>Retail</td>
<td>25,000 SQ FT</td>
</tr>
<tr>
<td>Parking</td>
<td>225,000 SQ FT</td>
</tr>
<tr>
<td>Loading</td>
<td>145,000 SQ FT</td>
</tr>
</tbody>
</table>

Total: 120,000 SQ FT (2 LEVELS)
HEIGHT, BULK AND SCALE
CONVENTION CENTER HEIGHT

WITHOUT VACATIONS

WITH VACATIONS
HEIGHT, BULK AND SCALE
CONVENTION CENTER BULK

Potential Office Development
Potential Residential Development

Proposed Office Building
Proposed Residential Building

WITHOUT VACATIONS
WITH VACATIONS
HEIGHT, BULK AND SCALE

CONVENTION CENTER SCALE

WITHOUT VACATIONS

WITH VACATIONS
HEIGHT, BULK AND SCALE

CONVENTION CENTER SCALE

PREFUNCTION
MEETING
ATRIA
MARKET / MIXING ZONE / REGISTRATION LOBBY

HILL CLIMB
SIGNATURE BOX
TERRACE
FLEX HALL

EX HALL
BALLROOM
WALK UPS
CO-DEVELOPMENT PROGRAM

• Approximately 400 unit residential tower with podium
• Approximately 515,000 SF office tower with podium

RESIDENTIAL TOWER
OFFICE TOWER
ROOF TERRACE
LOBBY & ROOF TERRACE
RESIDENTIAL PODIUM
STREET LEVEL USES, LOBBY & TRUCK ENTRANCE FOR CONVENTION CENTER
STREET LEVEL USES & LOBBY
HEIGHT, BULK AND SCALE

CO-DEVELOPMENT - HEIGHT

29 STORIES
290'

9TH AVE

21 STORIES
230'

BOREN AVE

16 STORIES
240'

---+350' - 4"
---+335' - 4"
---+295' - 4"
---+262' - 4"
---+229' - 4"
---+184' -
---+170' - 4"
---+157' - 0"
---+113' - 0"
HEIGHT, BULK AND SCALE
CO-DEVELOPMENT - BULK

WITHOUT VACATIONS

Potential Residential Building 447,345 SQ FT
Potential Residential Building 114,922 SQ FT
Potential Office Building 359,256 SQ FT
Potential Office Building 257,095 SQ FT

WITH VACATIONS

Residential Tower 357,123 SQ FT
Podium & Amenity
Office Tower 515,734 SQ FT
Podium & Amenity
Ground Floor - Access - Lobby - Street Level Uses
HEIGHT, BULK AND SCALE

CO-DEVELOPMENT - SCALE

- Tower extended down to street level
- Podium lowered from 85' to 65' and added notch on east facade at street level
- Increased tower setbacks along Terry street by moving residential tower west 16' and reducing office massing at southwest corner
- Centered volume taller to accentuate massing offset
- Increased length of two story podium to orient the mass towards Olive Way at the street level
LIGHT, AIR, OPEN SPACE AND VIEW
LIGHT & AIR

WITH VACATIONS

WITHOUT VACATIONS

SPRING/FALL EQUINOX 8 AM

SPRING/FALL EQUINOX NOON

SPRING/FALL EQUINOX 5PM
LIGHT & AIR

WITH VACATIONS

SUMMER SOLSTICE 8AM

SUMMER SOLSTICE NOON

SUMMER SOLSTICE 5 PM

WITHOUT VACATIONS
LIGHT & AIR

WITH VACATIONS

WITHOUT VACATIONS

WINTER SOLSTICE 9 AM

WINTER SOLSTICE NOON

WINTER SOLSTICE 4 PM
OPEN SPACE

SIGNATURE BOX

FLEX HALL

TERRACE

URBAN FACADES

CAMLIN

PARAMOUNT
OPEN SPACE

Mixed Programs: 3 Prominent Functions
Urban Response: The Paramount and The Camlin
Outdoor Function Space: Entry Plaza and Terrace
VIEWS
PINE STREET- LOOKING WEST

WITHOUT VACATIONS

WITH VACATIONS
VIEWS
BOREN/OLIVE- LOOKING EAST

WITHOUT VACATIONS

WITH VACATIONS
VIEWS
9TH AVENUE - LOOKING NORTH

WITHOUT VACATIONS

WITH VACATIONS
VIEWS
BOREN/OLIVE- LOOKING WEST

WITHOUT VACATIONS

WITH VACATIONS
TRANSPORTATION ANALYSIS/METHODOLOGY
TRANSPORTATION ANALYSIS OVERVIEW

THE COMPREHENSIVE SCOPE

WAS DEVELOPED BASED ON MULTI-AGENCY COORDINATION INCLUDING KC METRO, SEATTLE DEPARTMENT OF TRANSPORTATION, AND SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS

MULTIMODAL ANALYSIS

INCLUDED A REVIEW OF TRANSIT IMPACTS, VEHICLE IMPACTS, AND NON-MOTORIZED IMPACTS

BEST PRACTICE APPROACH

• EXISTING CONDITIONS
• BASELINE WITHOUT ADDITION
• ADDED DEMANDS DUE TO ADDITION
• IMPACT EVALUATION
• MITIGATION MEASURES (CONSTRUCTION AND LONG-TERM OPERATIONS)
STUDY AREA
INTERSECTIONS/CORRIDORS

35 INTERSECTIONS
INTERSECTION LEVEL OF SERVICE
(AM & PM PEAK HOURS)

4 CORRIDORS
TRAVEL TIME AND SPEEDS
(AM & PM PEAK HOURS)
STUDY/SCOPE METHODOLOGY

**TRIP GENERATION**
- Identify the number of new trips generated by the alternatives by mode

**IMPACTS TO TRAFFIC OPERATIONS**
- Identify the changes in intersection level of service/delay and corridor travel speeds/travel times

**PARKING**
- Review of parking demand and proposed supply

**IMPACTS TO BICYCLISTS**
- Review of City of Seattle modal plans and consideration for potential impacts to any identified projects

**TRAFFIC SAFETY**
- Review of operational impacts, site access points, relative to the city’s high accident location list

**IMPACTS TO PEDESTRIANS**
- Review of adequacy of the pedestrian facilities between the existing and addition, as well as along the project frontage

**TRANSIT**
- Identification of impacts to Metro/Sound Transit/Community Transit on surrounding streets, use of CPS station for pedestrians, and DSTT access
STUDY/SCOPE METHODOLOGY

SITE ACCESS
IDENTIFICATION OF PROPOSED LOCATION, JUSTIFICATION, AND REVIEW OF ALTERNATIVES (TYPE 1 DECISION)

ALLEY VACATIONS
DISCLOSURE OF IMPACTS ASSOCIATED WITH THE VACATION OF ALLEYS

FREIGHT VOLUMES AND ROUTING
REVIEW OF PEAK HOUR AND DAILY VOLUMES AND OPERATIONS AT SITE ACCESS POINTS AND PRIMARY TRUCK ROUTE

CONSTRUCTION IMPACTS
IDENTIFICATION OF IMPACTS ON ALL TRAVEL MODES DURING THE MULTIPLE PHASES OF CONSTRUCTION

TERRY AVENUE & OLIVE WAY STREET VACATIONS
DISCLOSURE OF IMPACTS

MITIGATION
IDENTIFICATION OF LONG-TERM AND CONSTRUCTION RELATED IMPROVEMENTS NECESSARY TO OFFSET THE IMPACTS OF THE PROJECT
CIRCULATION & ACCESS
CIRCULATION & ACCESS

AUTO ACCESS

WITHOUT VACATIONS

WITH VACATIONS

T/S = TRUCK/SERVICE
GP = GENERAL PURPOSE
CIRCULATION & ACCESS

PEDESTRIAN ACCESS

WITHOUT VACATIONS

WITH VACATIONS

NOTE
RETAIL WILL HAVE OWN SEPERATE ACCESS POINTS
CONSTRUCTION IMPACTS WITH VACATIONS
CONSTRUCTION IMPACTS WITH VACATIONS
SUBTERRANEAN OLIVE WAY MITIGATION

- Olive Way Impacted by Construction of Project
- Construction Mitigation Elements
  1. DEIS evaluated 3 options for the temporary Olive Way Configuration
  2. Implementation of a Construction Management Plan
    - Pedestrian Circulation
    - Truck Routes
    - Transit Facilities
    - Work Hours
CONSTRUCTION IMPACTS WITH VACATIONS

PHASED OFFSETS OPTION

- TWO INTERIM PHASES UNTIL OLIVE WAY IS RETURNED TO ITS CURRENT ALIGNMENT
- 1 GENERAL PURPOSE LANE & 1 TRANSIT LANE TO BE PROVIDED AT ALL TIMES

- PROVISION OF PEDESTRIANS ALONG THE CORRIDOR BEING REVIEWED AS PART OF THE CONSTRUCTION MANAGEMENT PLAN

OPTION 1/PHASE 1

OPTION 1/PHASE 2
CONSTRUCTION IMPACTS WITH VACATIONS
ON-SITE REROUTE OPTION

- **ONE INTERIM PHASE BEFORE RETURNING OLIVE WAY TO THE CURRENT ALIGNMENT**
- **1 GENERAL PURPOSE LANE & 1 TRANSIT LANE TO BE PROVIDED AT ALL TIMES**
- **PROVISION OF PEDESTRIANS ALONG THE CORRIDOR BEING REVIEWED AS PART OF THE CONSTRUCTION MANAGEMENT PLAN**

Figure 3.18-8 Olive Way Reroute via Howell Street, Phase 2
CONSTRUCTION IMPACTS
OLIVE WAY REROUTE OPTION

- MODIFICATION OF AN EXISTING TRANSIT LANE ON HOWELL FROM THE CURRENT LOCATION TO THE NORTH CURB LINE

- 2 PROTECTED LANES ALONG HOWELL ST FOR OLIVE WAY REROUTE; 1 NEW LANE REPLACES SIDEWALK ON THE SOUTH SIDE BETWEEN 9TH AVE & BOREN AVE

Figure 3.18-8 Olive Way Reroute via Howell Street, Phase 2
THANK YOU