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Commissioners Present

Ellen Sollod, Vice Chair
Lee Copeland
Thaddeus Egging
Rachel Gleeson
Grant Hromas
Martin Regge
John Savo (excused until 12:30)

Non-Voting Commissioners

Theo Lim (excused until 12:00)

Commissioners Excused

Shannon Loew, Chair
Brodie Bain
Ross Tilghman

Project Description

The petitioner proposes to vacate Occidental Ave S between S Massachusetts St and S Holgate St in the SoDo neighborhood to facilitate development of a 750,000-square-foot, 18,000-20,000-seat multi-purpose arena for NBA basketball, NHL hockey, other sporting events, concerts, and shows.

The project site is bounded by S Massachusetts St to the north, 1st Ave S to the west, S Holgate St to the south, and the BNSF Railway right-of-way to the east. The vacation of Occidental Ave S would increase the developable area of the project site by roughly 17.5%. The proposed development includes a plaza space at the northwest corner of the site and widened sidewalks along 1st Ave S and S Holgate St.

Meeting Summary

This was the Seattle Design Commission's (SDC) third review of the proposed public benefit package. At the commission's August 6, 2015 meeting, the SDC provided further feedback on the proposal. Following ArenaCo's presentation, public comment and SDC review and deliberation, the SDC voted 6-0 in favor of the public benefit package, with conditions and recommendations.

Recusals and Disclosures

There were no recusals or disclosures.

August 6, 2015**9:00 am – 12:00 pm****Type** Street Vacation**Phase** Public Benefit

Location Full block bounded by S Massachusetts St, 1st Ave S, S Holgate St, and the BNSF Railway right-of-way

Previous Reviews

[12/6/12](#), [1/17/13](#), [4/4/13](#), [5/2/13](#),
[11/7/13](#), [4/16/15](#), [5/21/15](#), [6/18/15](#),
[8/6/15](#)

Project Team Present**Mark Brands**

Site Workshop

Jack McCullough

McCullough Hill Leary, PS

Attendees**George Allen**

George Allen Consulting

Tom BackerWashington State Major League
Baseball Stadium Public Facilities
District**Beverly Barnett** | SDOT**Michael Cannon** | Civitas**Lynn Claudon**

Lynn Claudon Consulting

Jessica Clawson

McCullough Hill Leary, PS

Chris Daniels | King 5 TV**Cale Doornbos** | HOK**Rollin Fatland**

Chris Hansen Representative

Mike Fleming | Resident**Anton Foss** | HOK**Dave Gering**

Manufacturing Industrial Council

Mathew Hallett | HOK**Don Hardman** | Citizen**Brook Jacksha**

Magnusson Klemencic Associates

Emma Mayberry | Van Ness Feldman**Garry Papers** | DPD**Dave Perez** | ArenaCo**Geraldine Poor** | Port of Seattle**Susan Ranf** | Seattle Mariners**John Shaw** | DPD**Bryan Stevens** | DPD**Jerome Unterreiner** | HOK

September 3, 2015

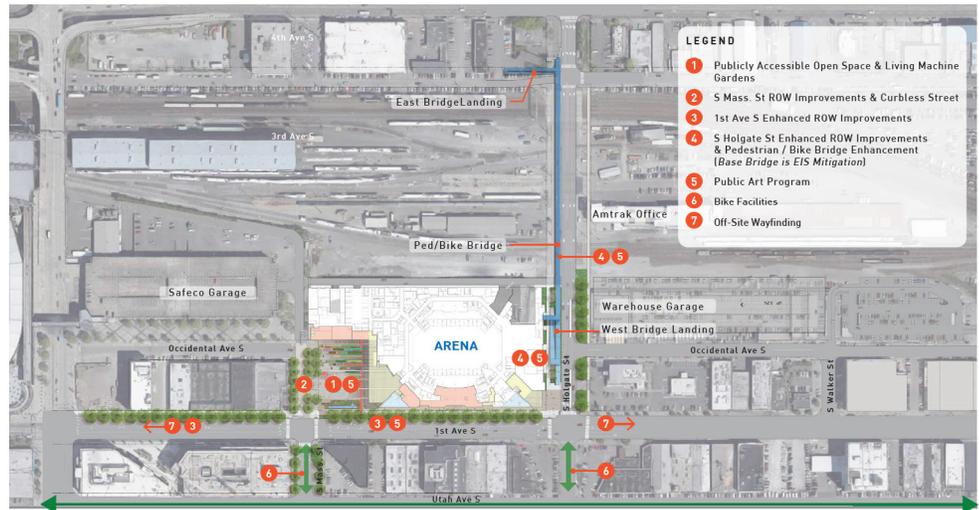


Figure 1. Proposed public benefit package

Summary of Presentation

Jack McCullough introduced the presentation by stating the projected received unanimous support from the Design Review Board (DRB) after the board's September 1st, 2015 meeting. Mr. McCullough stated that the DRB suggested refinements to the public plaza. The DRB indicated their overall support for the project, including designs of public realm elements that fall under the SDC's authority in the vacation process.

Similar to ArenaCo's previous presentations, Mark Brands provided a brief overview of the project as well as an overview of the seven proposed public benefit elements. Mr. Brands also highlighted how the public benefit elements have been refined since the previous meeting.

As seen in figure 1, the proposed public benefit features are:

1. Plaza Programming and Living Machine
2. Improvements to S. Massachusetts
3. Improvements to 1st Avenue S
4. Improvements to S Holgate Street
5. Public Art plan
6. Bicycle facilities
7. Wayfinding signage

Plaza Programming and Living Machine

Mr. Brands highlighted public plaza elements that are considered mitigation measures and those that are requested to be accepted as public benefit features. He included an overview of the public benefit items within the plaza including the Living Machine, publically accessible bathrooms, water features, public art, and pedestrian lighting. As seen in figure 2, Mr. Brands provided an overview of some of the plaza programming strategies that include:

- Educational Tour & Outdoor Classroom: Providing space near the living machine for schools within the surrounding region
- Food Trucks: Providing space for three food trucks along S. Massachusetts St.
- Outdoor Market: Providing space for 10 x 10' tents located west of the living machine near 1st Avenue

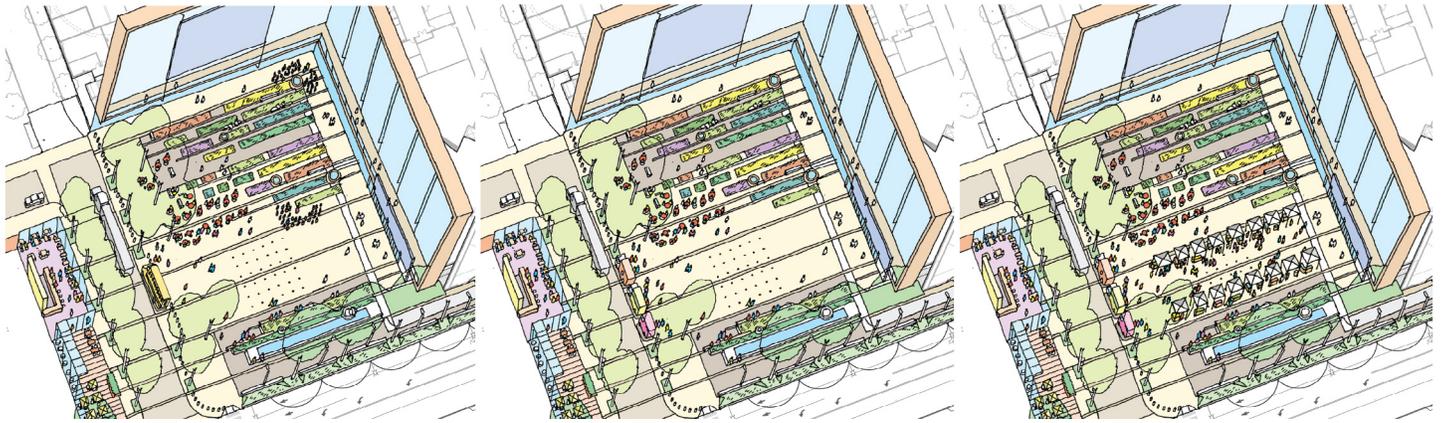


Figure 2. Proposed plaza programming

Plaza programming will occur year around, with emphasis on events from May to October. During events days, the plaza will function for entering and exiting the facility; eligible plaza programming events could only occur on non-Arena event dates.

Mr. Brands highlighted concerns about a proposed water feature in the plaza that divides the plaza from the sidewalk area. Currently, the pathway into the plaza from the sidewalk near the northwest lobby entrance is only 30 feet wide. The DRB was concerned the narrow width along with the obstructed site lines would be a problem on days where a high number pedestrian traffic is flowing through the plaza.

The living machine will cover approximately one-half of the plaza and will include settling, equalization, recirculation, and reuse tanks as well as two stage treatment cells, see figure 3. The system will operate mostly underground and will have the ability to treat/reuse 4 million gallons of wastewater on an annual basis, or approximately 99% of the onsite grey and black water. Above ground, the living machine will include a series of low-lying plant beds as well as an interactive feature to provide information about how the living machine functions. Mr. Brands said there is a possibility for the interactive feature to serve as a permanent art piece for the plaza. The design allows for a district style approach, where new users can connect into the system; no requests or plans have been submitted for additional users.

LEGEND

- ① Settling Tank
10,000 gal
- ② Equalization & Recirculation Tanks
40,000 gal total
- ③ Stage 1 Treatment Cells
1,000 SF by 10' deep = 75,000 gal
- ④ Stage 2 Treatment Cells
1,000 SF by 10' deep = 75,000 gal
- ⑤ Reuse Tank
30,000 gal
- ⑥ Reuse: Toilets, Irrigation, etc.

Total System Capacity:
4 million gallons of wastewater treated/re-used annually

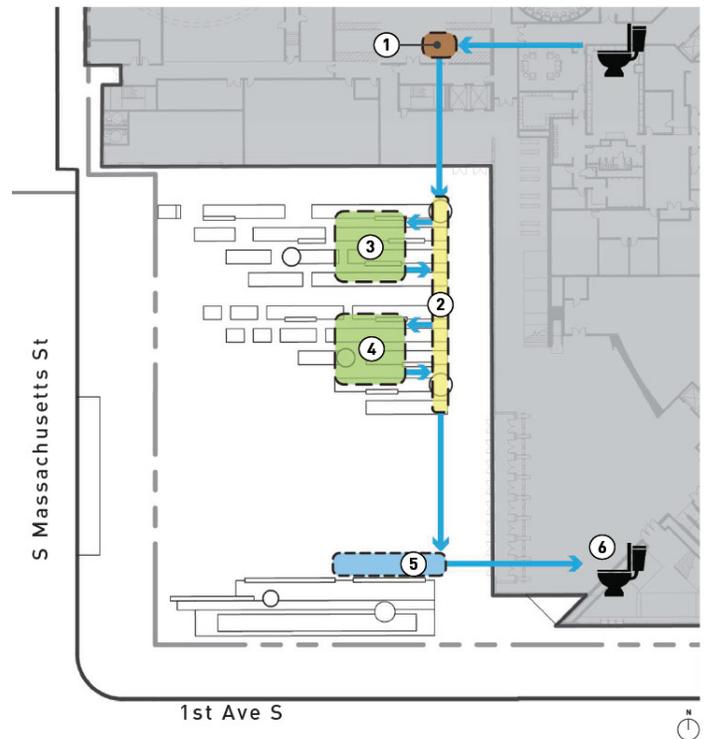


Figure 3. Proposed living machine layout.



Figure 4. S. Massachusetts ROW Improvements

Massachusetts St Right of way Way (ROW)

S. Massachusetts, between 1st Ave. S and Occidental Ave. S will include a curb-less street with several paving materials and patterns to distinguish the pedestrian and vehicular areas. The pedestrian zone will serve as an extension of the public plaza by using the same or similar materials such as granite, cobblestone, and cast in place concrete. While the realignment of S Massachusetts is part of the mitigation package, these proposed improvements are considered public benefit elements.

The S Massachusetts ROW improvements between S Utah st and 1st Ave S will include a new curb gutters and sidewalks as well as planting areas. A series of rain gardens will also line the both sides of Massachusetts St. between Utah and 1st. Avenue, see figure 5. A multi-use path will run parallel to Massachusetts St, which will serve as part of the overall bicycle facilities for the surrounding area.

1st Ave S ROW

The 1st Avenue S ROW includes 14-foot wide sidewalks and rain gardens, seating and other enhancements, all of which will extend from S. Holgate St. to S Atlantic Street (Edgar Martinez Way). ArenaCo indicated that the proposed sidewalk width can be modified up to one foot to accommodate additional pedestrians, if the additional width is needed for mitigation. The proposed materials, planting and other treatments are designed to provide visual interest over two blocks that extend over 1200 feet (1/4 mile), see figure 5.

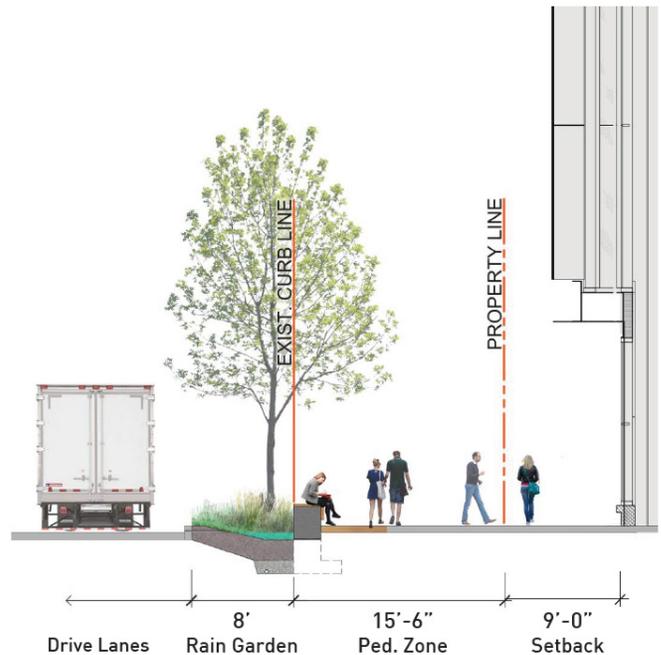


Figure 5. 1st Ave. ROW section

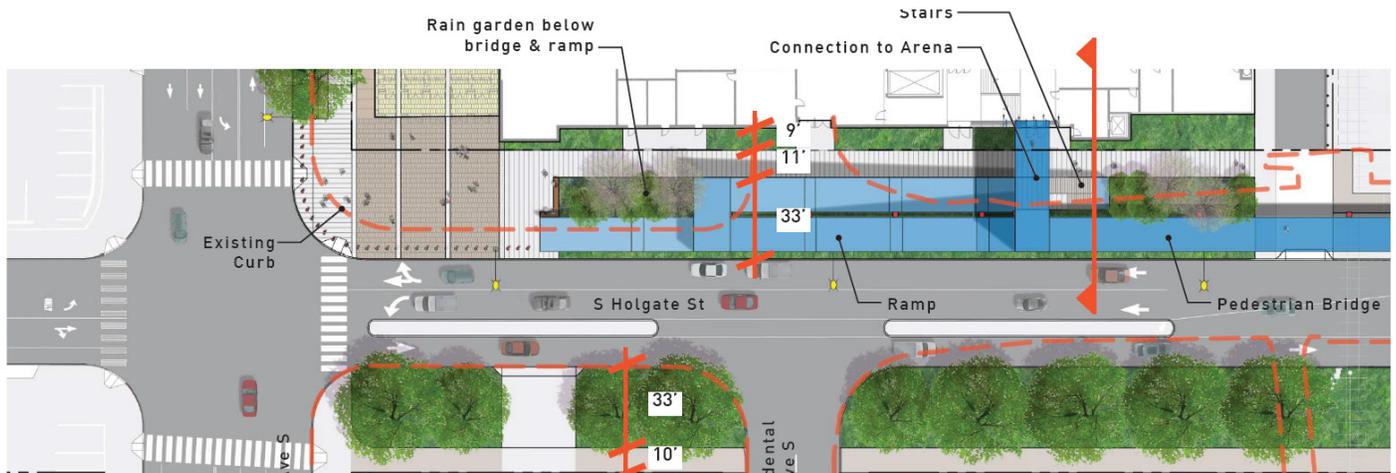


Figure 6. S. Holgate St. ROW Improvements

S Holgate St ROW and Pedestrian Bridge

As seen in figure 6, the proposed S Holgate Street designs reflect Seattle Department of Transportation’s (SDOT) requirements. Through meetings with ArenaCo’s design team SDOT recommended how many vehicular lanes will be required within S Holgate from 1st to 4th Ave S. ArenaCo’s current proposal abutting the site includes street restriping, drainage improvements, rain gardens, and street trees. Details regarding public benefit east of the Arena will be refined as the street improvement process moves forward.

While the proposed pedestrian bridge is required for mitigation, the concept designs include a ramp and stair access via S. Holgate St; no elevator will be required. Although the bridge design is still in a conceptual stage and does not include specific details, the overall design has changed from including a concrete structure to a steel truss structure.

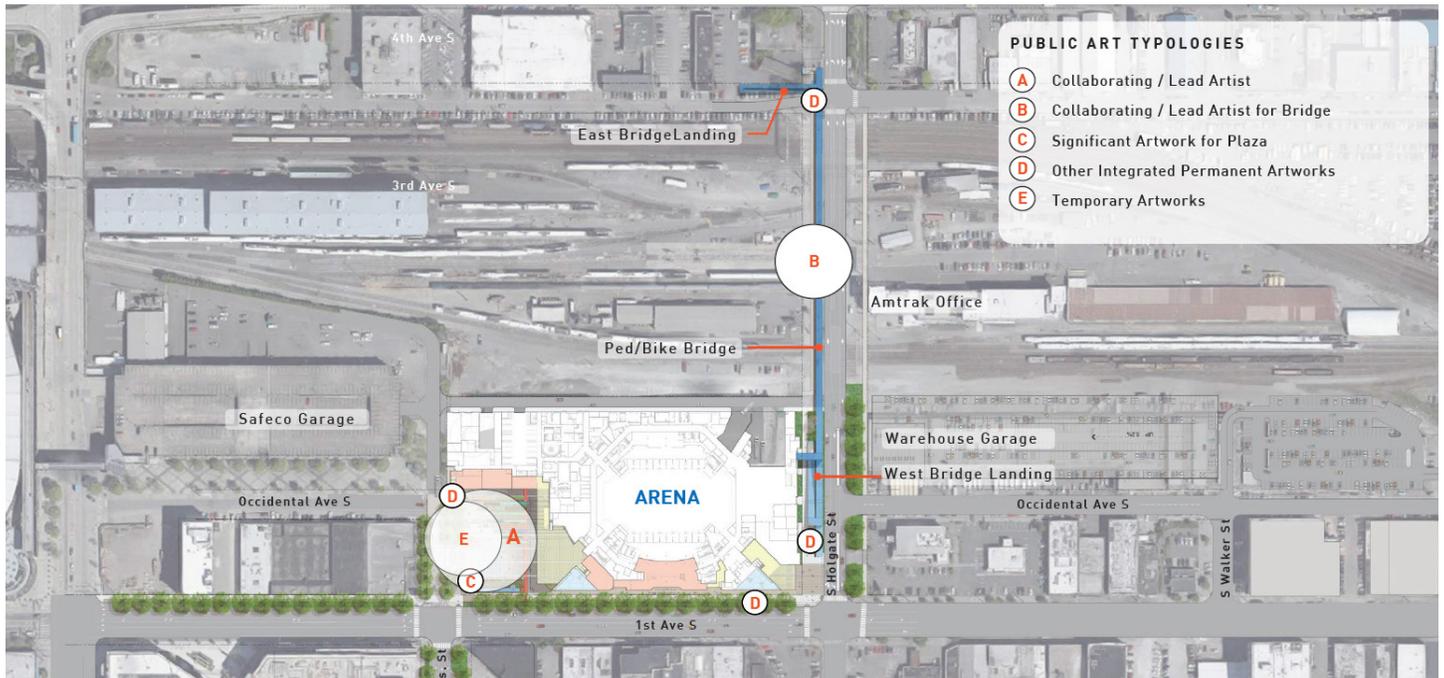


Figure 7. Proposed public art programming

Art Program

The public art program includes plans for permanent and temporary artwork, see figure 7. The program also includes plans for funding an Artist to provide early input into the proposed S Holgate pedestrian bridge designs. Since their last review, the applicant increased the public art program budget from 1% of construction costs to 1.5% of total project costs; the proposed Art budget is now approximately \$8.25 Million. The plan also included a series of proposals that included public involvement and program oversight through a Standing Advisory Committee, to advise on artist and art selection and implementation. ArenaCo will maintain all permanent art installations, while temporary art will be managed until funding ends.

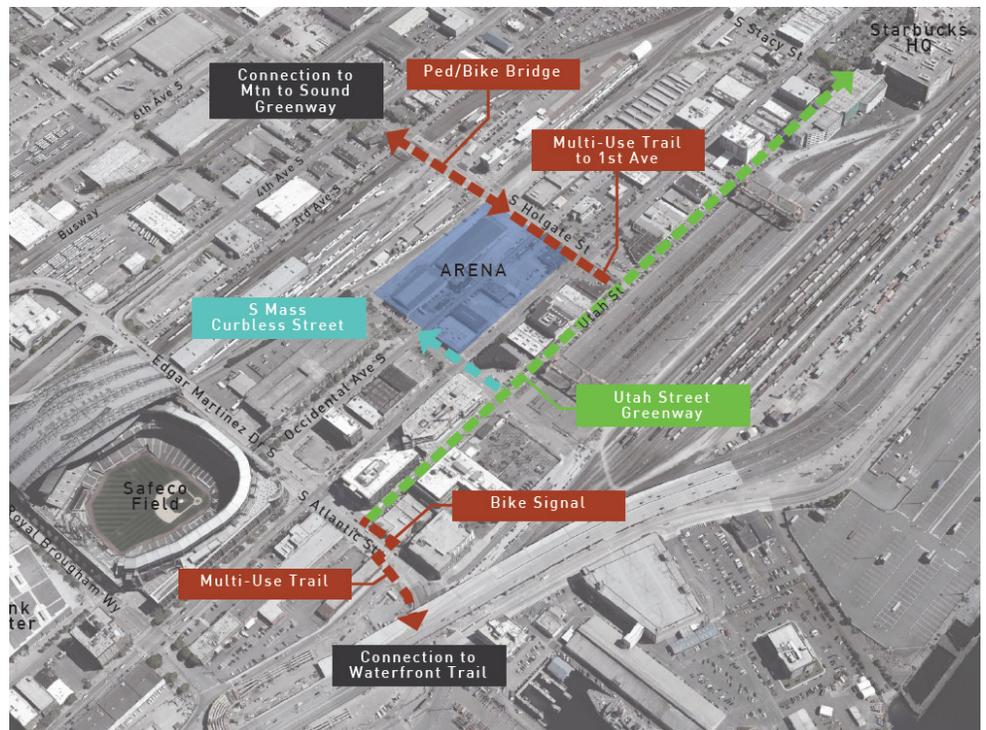


Figure 8. Proposed Bicycle Improvements

Bike Improvements

As seen in figure 8, the proposed public benefit for bicycle facilities were further refined to include the neighborhood greenway route along Utah St. from Edgar Martinez Way to the Starbucks Headquarters at S Lander Street. An off street, multi-use trail will extend from 1st Avenue to 3rd Avenue, a link in the connection of the Waterfront trail with the Mountains to Sound Greenway. S. Atlantic St. will include a bicycle signal and multi-use path, while the curb-less section of S. Massachusetts St. west of 1st Avenue will include a bicycle trail.

Off Site Wayfinding

Mitigation requires several way finding signs in order to provide direction for pedestrians and vehicles travelling within vicinity of the arena. As part of the public benefit, 15 additional wayfinding signs will be used to identify places of interest and trip destinations. A kiosk will also provide information for all of the surrounding facilities.

Agency Comments

Garry Papers, Department of Planning and Development (DPD), commented that the DRB is concerned with the pedestrian desire lines created by the location of the public plaza fountain along 1st Avenue. The DRB would like the desire lines to increase by 2 to 8 feet, which will provide more space for movement without affecting the overall design of the plaza. Mr. Papers also noted the 500-foot long linear space along 1st avenue could be intimidating for pedestrians and recommends breaking up the pavement and building façade to help guide pedestrians moving within the linear space. The DRB is also concerned the 700 foot long swale along 1st Avenue provides a suburban solution for in an urban environment, specifically noting the loss of street parking along the avenue. Mr. Papers also commented that the DRB would like for façade elements, as they relate to public art, to be integrated with art located in other areas within the design.

Beverly Barnett, SDOT, commented that the task of the design commission is to advise both council and departments on public benefits related to specific development projects. She notes that the commission needs to make sure the public benefit is actually benefiting the public instead of benefitting game day patrons only. Ms. Barnett commented that there is some confusion as to what is considered mitigation and what is public benefit. She recommends the commission look both at each element individually and all together in order to decide if they actually benefit the public.

Public Comments

Geraldine Poor with the Port of Seattle has significant concern with the lack of clarity regarding the proposed street network after vacating Occidental St. Ms. Poor explains that the design shows S. Holgate reducing by two lanes, which will put more pressure on the surrounding east/west streets. Ms. Poor is also concerned that no traffic studies were conducted to analyze the Occidental Street Vacation during periods of rail crossing, peak drive times, and during game times. She is concerned how the vacation will affect traffic on the surrounding streets, many of which are already failing to meet the current traffic demands.

Dave Gering, representing Manufacturing Industrial Council, appreciates that the commission is made up of volunteers who take personal time to review development projects. He then explained that it is his job to keep pointing out concerns related to the Arena project. He is concerned how the project will negatively affect the marine cargo terminals and railroad yard. Mr. Gering explained that restricting lanes on S. Holgate will have a larger impact than the team realized and that, overall, it will be a challenge to figure out what is going to work in this section of town. Mr. Gering also commented that being flexible with the design on S. Holgate Street will help tremendously with traffic concerns created from the project.

Susan Ranf of the Seattle Mariners commented that she had not intended to speak, but wanted to voice concern about the proposed sidewalk width and additional outdoor programming along 1st Ave. Ms. Ranf stated the Mariners are concerned the addition of outdoor café seating will reduce the amount of sidewalk available for pedestrian traffic, which will be a problem for fans exiting Safeco field after a baseball game.

Chris Brannon, a citizen of Seattle, commented that over 70,000 people from all over the region want a (NBA) team again. He is glad to see the City of Seattle pushing for a team. He also commented that he finds it frustrating when people are perceived to enjoy only one local sports team, when in fact most people like several local teams and not just the Mariners.

Summary of Discussion

The Commission organized its discussion around the public benefit items in the order they were presented and as they were grouped:

1. Plaza Programming and Living Machine

The commissioners agree that the concept of the public plaza and living machine are understood, but more detail needs to be provided. More specifically, the design team should think about how the overall design of the plaza, including the size of the living machine, location of open space, and other design features, will facilitate the programmability of the plaza. The design team should research how to establish programming year round, not only during the summer months (May-Oct.), and should think about reaching out to other professional sports teams to leverage large events. In order to establish a diverse list of programs for the plaza, a broad and diverse group of stakeholders should be formed, including organizations such as the department of parks and recreations, the boys and girls club, Mariners and Seahawks organizations, as well as other regional groups.

2. S Massachusetts St ROW

With regard to the overall design and pavement material used, the commission supports a design that will terminate at the edge of the public plaza rather than extending across S. Massachusetts St., which will use a curb-less street design. This approach will show a clear transition from the public plaza to the streetscape. The presence of large mature trees in front of the plaza along S. Massachusetts will also help in signifying the transition from plaza to street.

3. 1st Ave S ROW

Although the commissioners have a few concerns about the design, which includes long linear rain gardens with few breaking points for access and eliminates on street parking, they agree the overall design of the rain garden, along with its ability to treat water along 1st Avenue is a huge asset for the city. The commission suggested breaking up the linear space, physically or perceptually, by incorporating small gathering spaces, different paving patterns, and a variety of plant species, which will also enhance the overall design of the rain garden.

4. S Holgate St ROW and Pedestrian Bridge

The commissioners support the realignment of S. Holgate Street, but are concerned with the number of designated vehicular lanes on Holgate. There is confusion regarding the number of lanes required for mitigation, as the environmental impact statement suggests five lanes while SDOT recommends three lanes. Although S. Holgate is not designated as a residential street, the commission recommends the pedestrian flow along Holgate be preserved. If significant changes are made to the design of Holgate Street that will affect the pedestrian flow then the design will come back to the commission for further review. In keeping with surrounding industrial uses, the commission recommends preserving the industrial feel of S. Holgate St.

5. Public Art Plan

The commissioners greatly appreciate the work Norie has done in creating the public art framework. As part of the framework, the temporary art program will serve as a way for young artists and agencies to display artwork and/or provide educational opportunities through temporary art exhibitions. Thought should be given to funding the temporary art program in a way that will provide a steady stream of income. Although the public plaza has been identified as a major area for displaying public art, this may conflict with other proposed programs. The design team should be flexible when it comes to designating space within the plaza for public art so it does not conflict with other programmable elements.

6. Bike Facilities

The commission commends the design team for providing a high level of detail within the design of the bicycle facility plan. The commission notes that the plan extends the furthest away from the project site and provides the clearest example of public benefit.

7. Off-Site Wayfinding

The commission appreciates the additional signage, but suggests the design team make clear that the 15 additional wayfinding signs and kiosk are in addition to the signs required for mitigation measures.

Action

The SDC thanked the project team for the detailed presentation of on and off-site public benefits related to the Arena street vacation.

The Commission voted to approve the public benefit package, 6 to 0, with the following conditions¹:

1. Prior to the issuance of a construction permit, the SDC shall review and approve permanent and programmable elements, in its totality, for the public plaza and Living Machine program.
2. Prior to the issuance of a construction permit, the SDC shall review and approve the proposed programming plan for the plaza. The SDC review shall include consultation with the City's Parks Department and Office of Arts and Culture.
3. Prior to the issuance of a construction permit, the SDC shall review and approve the proposed Public art plan. The SDC review shall include consultation with the Seattle Office of Arts and Culture and King County's 4culture office.
4. Prior to the issuance of any Street Improvement Permit, the SDC shall review and provide comment on the proposed designs of the S Holgate right of way, in particular on the urban design issues related to the street and its related improvements.
5. Prior to the issuance of a certificate of occupancy, install permanent art prior to opening of building. We are asking you come back with a detailed public art program prior to the issuance of construction permits

In addition, the SDC also makes the following recommendations to enhance the design and function of the proposed public spaces:

1. The commission recommends the design team look at multi-seasonal programming within the public plaza
2. See efforts to differentiate treatment with plaza and street along S. Massachusetts St.
3. The commission recommends there be discussion related to how the temporary program can relate to the overall art program

¹URBAN DESIGN MERIT CONDITIONS MUST ALSO BE FULFILLED. DESIGN MERIT CONDITIONS FOR SEATTLE ARENA WERE DEFINED DURING THE COMMISSIONS MAY 21ST, 2015 MEETING