



Washington State Convention Center Addition Project

Seattle Design Commission
DEIS Briefing

04-21-2016

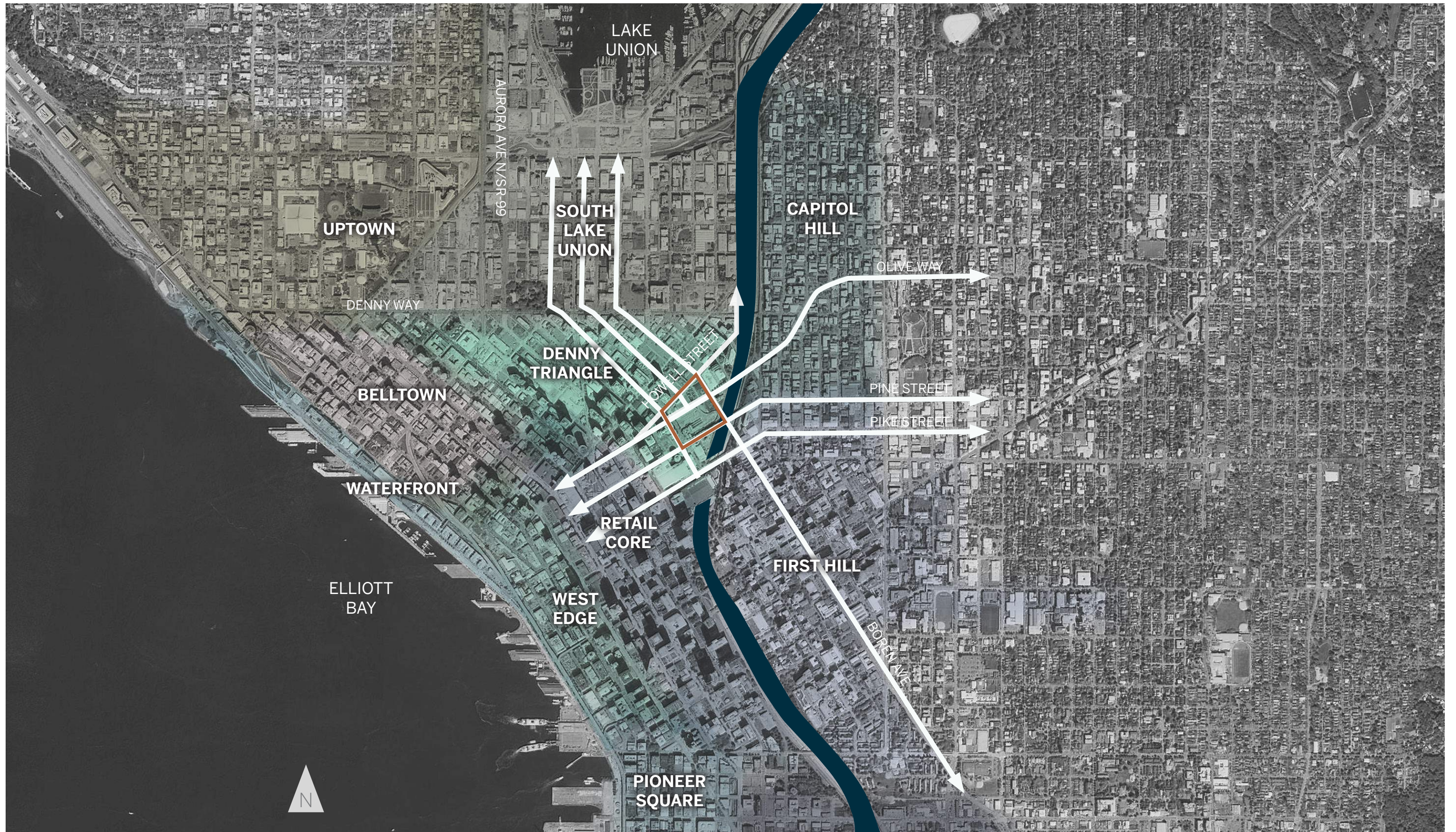
PRESENTATION OUTLINE

- PROJECT INTRODUCTION
- OVERVIEW OF DEIS PROCESS
- IMPACTS OF THE VACATIONS
 - HEIGHT, BULK, AND SCALE
 - LIGHT, AIR, OPEN SPACE, AND VIEWS
 - TRANSPORTATION

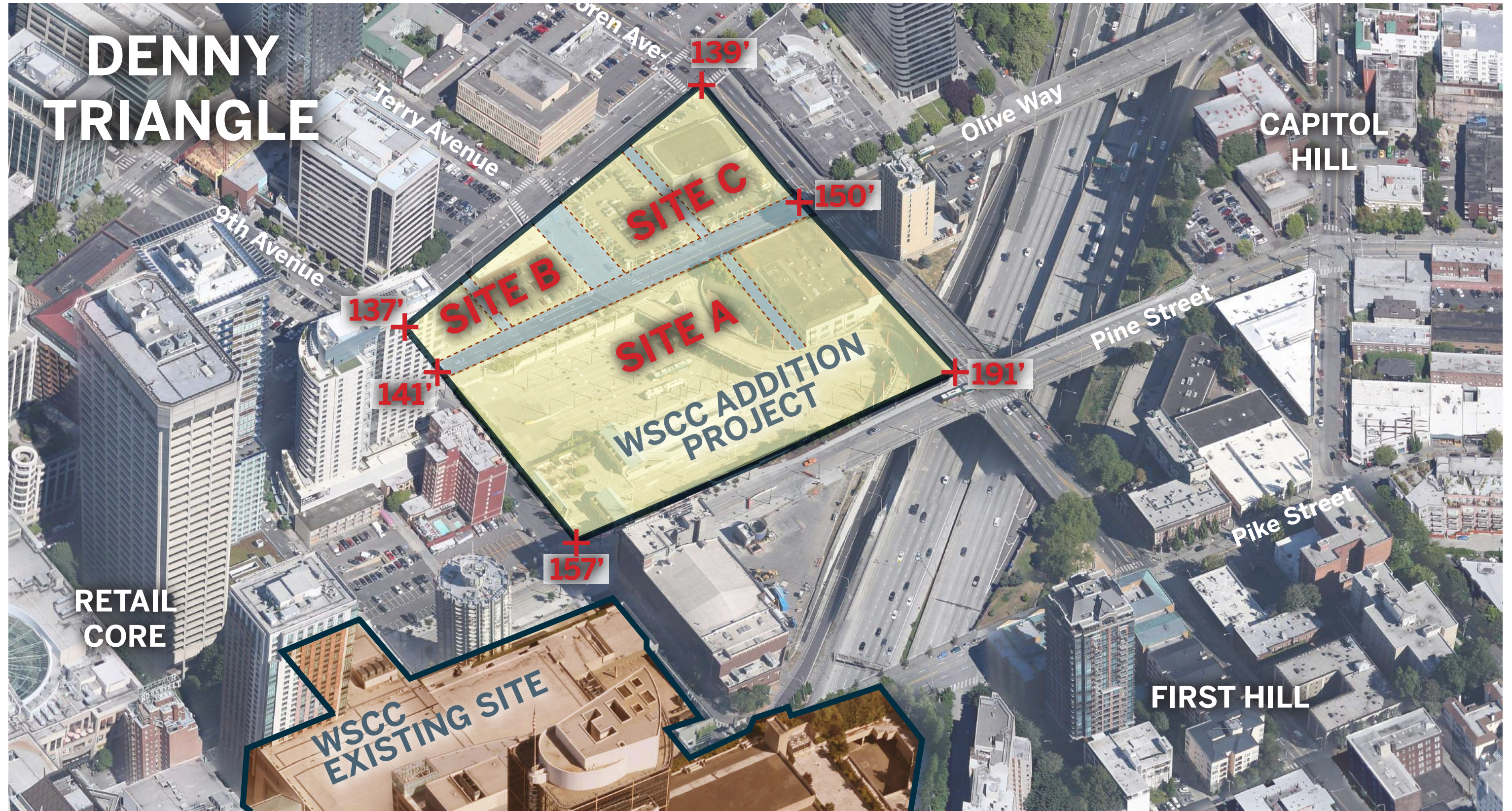
PROJECT GOALS

- 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.

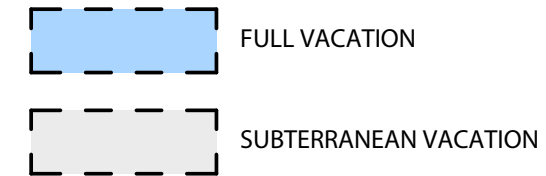
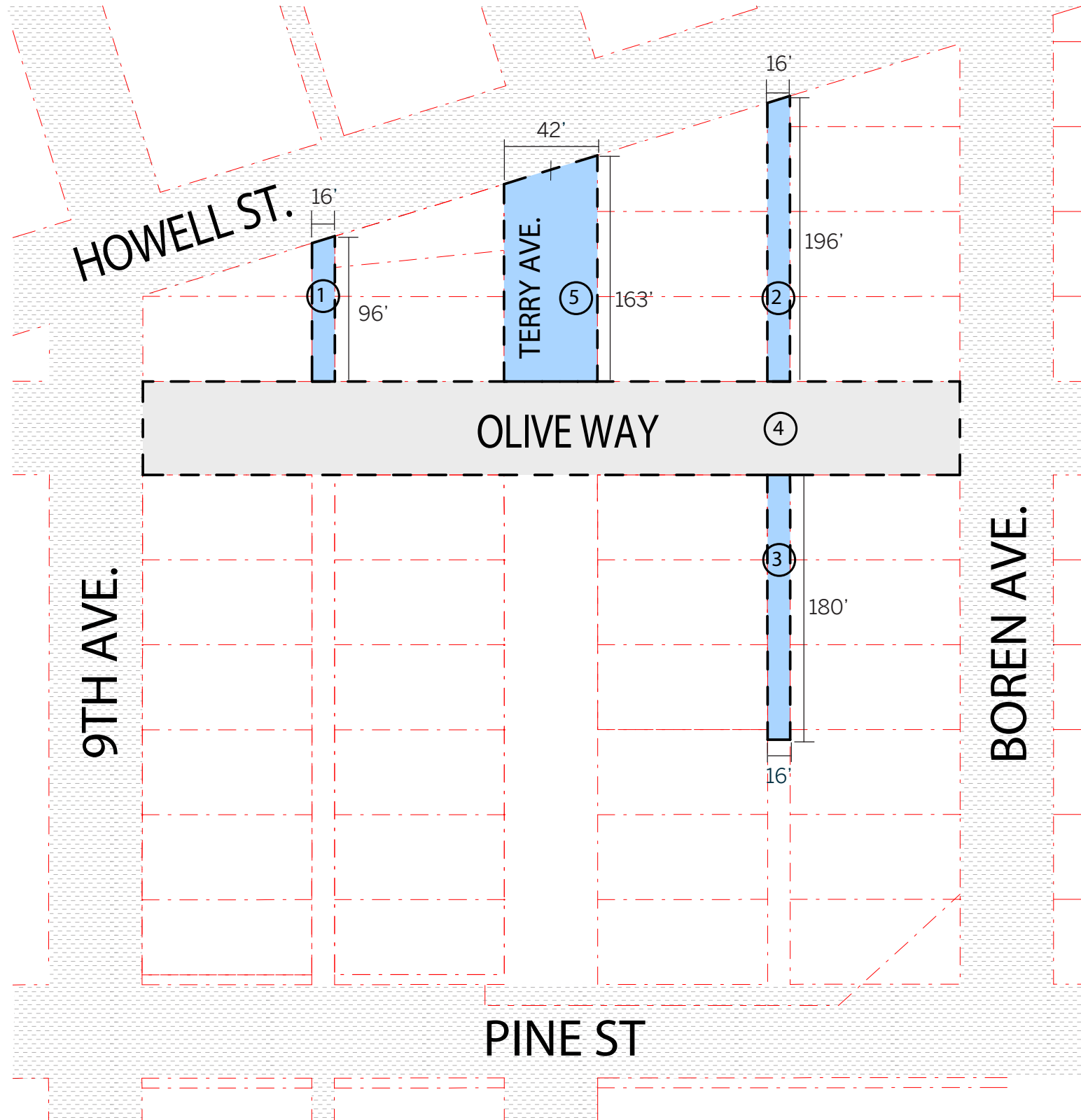
PROJECT LOCATION



SITE OVERVIEW

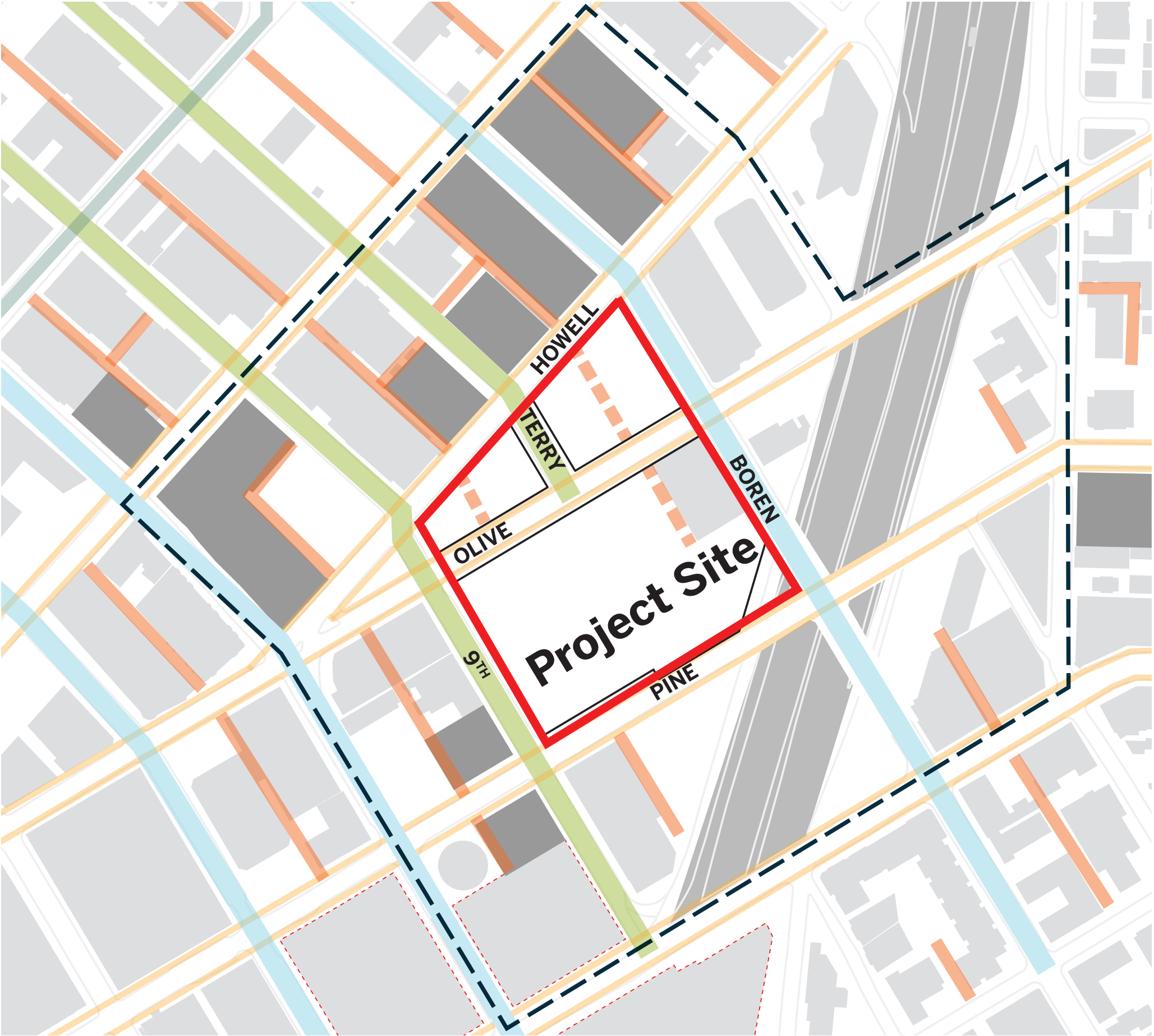


PROPOSED VACATIONS



- 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

	ALTERNATIVE 1	ALTERNATIVE 4.1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4.2	ALTERNATIVE 4.3	ALTERNATIVE 5
WSCC Addition							
• Ballroom	60,000 sq. ft.	60,000 sq. ft.	60,000 sq. ft.	59,000 sq. ft.	60,000 sq. ft.	60,000 sq. ft.	60,000 sq. ft.
• Meeting Room	120,000 sq. ft.	120,000 sq. ft.	110,000 sq. ft.	120,000 sq. ft.	120,000 sq. ft.	120,000 sq. ft.	110,000 sq. ft.
• Exhibit Halls	250,000 sq. ft.	250,000 sq. ft.	200,000 sq. ft.	249,000 sq. ft.	250,000 sq. ft.	250,000 sq. ft.	240,000 sq. ft.
• # of Active Loading Bays*	19	19	15	19	19	19	15
Total WSCC Addition Area	1,256,500 sq. ft.	1,256,500 sq. ft.	1,141,000 sq. ft.	1,233,500 sq. ft.	1,256,500 sq. ft.	1,256,500 sq. ft.	1,379,300 sq. ft.
Ancillary Development							
Parking	237,000 sq. ft.	237,000 sq. ft.	220,000 sq. ft.	230,000 sq. ft.	237,000 sq. ft.	237,000 sq. ft.	217,000 sq. ft.
Parking Count	700 to 800	700 to 800	650 to 750	690 to 790	700 to 800	700 to 800	600 to 700
Retail	25,000 sq. ft.	25,000 sq. ft.	14,900 sq. ft.	23,000 sq. ft.	25,000 sq. ft.	25,000 sq. ft.	14,900 sq. ft.
Total Gross Area	1,499,700 sq. ft.	1,499,700 sq. ft.	1,370,000 sq. ft.	1,473,700 sq. ft.	1,499,700 sq. ft.	1,499,700 sq. ft.	1,611,700 sq. ft.
Co-Development Sites B and C							
• Retail							
- Site B	0	8,000 sq. ft.	0	0	8,000 sq. ft.	0	0
- Site C	12,000 sq. ft.	10,000 sq. ft.	0	12,000 sq. ft.	12,000 sq. ft.	10,000 sq. ft.	0
• Co-Development Area							
- Site B (29-stories)	0	357,150 sq. ft.	0	0	357,150 sq. ft.	0	0
- Site C (16-stories)	0	515,700 sq. ft.	0	0	0	515,700 sq. ft.	0
Total Development Area	1,511,700 sq. ft.	2,390,550 sq. ft.	1,370,000 sq. ft.	1,485,700 sq. ft.	1,876,850 sq. ft.	2,025,400 sq. ft.	1,611,700 sq. ft.

ENVIRONMENTAL ELEMENTS EVALUATED IN DRAFT EIS

EARTH	AIR QUALITY/GREENHOUSE GAS EMISSIONS	PEDESTRIAN-LEVEL WIND
WATER	ENVIRONMENTAL HEALTH	NOISE
ENERGY	LAND USE (PATTERNS AND PLANS/POLICIES & REGULATIONS)	HISTORIC RESOURCES
RECREATION	POPULATION/HOUSING/ ENVIRONMENTAL JUSTICE	AESTHETICS (HEIGHT/BULK/SCALE & TRANSITION)
AESTHETICS (VIEWSHED)	LIGHT/GLARE/SHADOWS	PUBLIC SERVICES
UTILITIES	TRANSPORTATION/ PARKING/LOADING	

HEIGHT, BULK AND SCALE

CONVENTION CENTER PROGRAM

EXHIBITION HALL
150,000 SQ. FT.

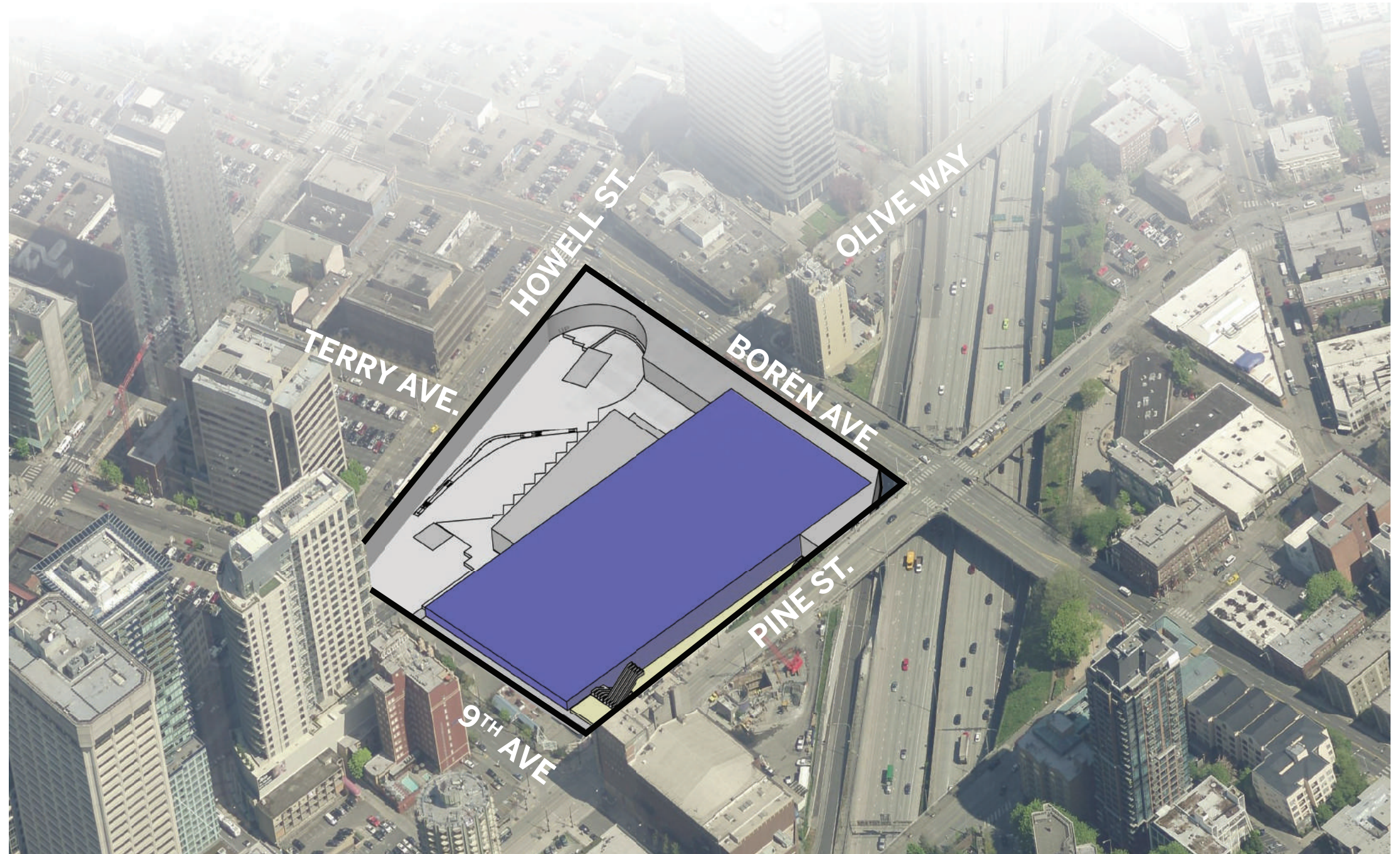
FLEX HALL
100,000 SQ. FT.

MEETING ROOMS
120,000 SQ. FT.

BALLROOM
60,000 SQ. FT.

RETAIL
25,000 SQ. FT.

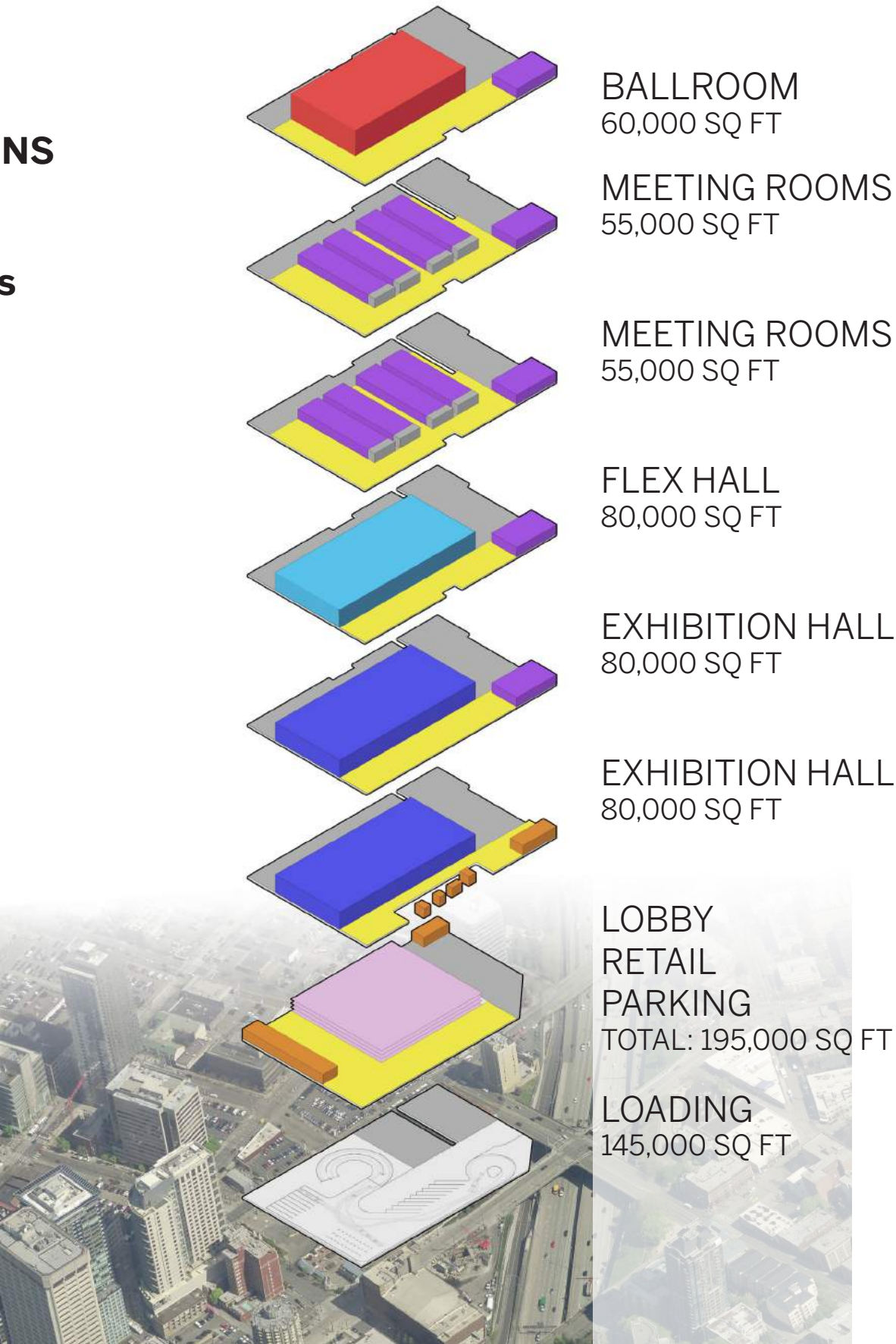
PARKING
750 STALLS



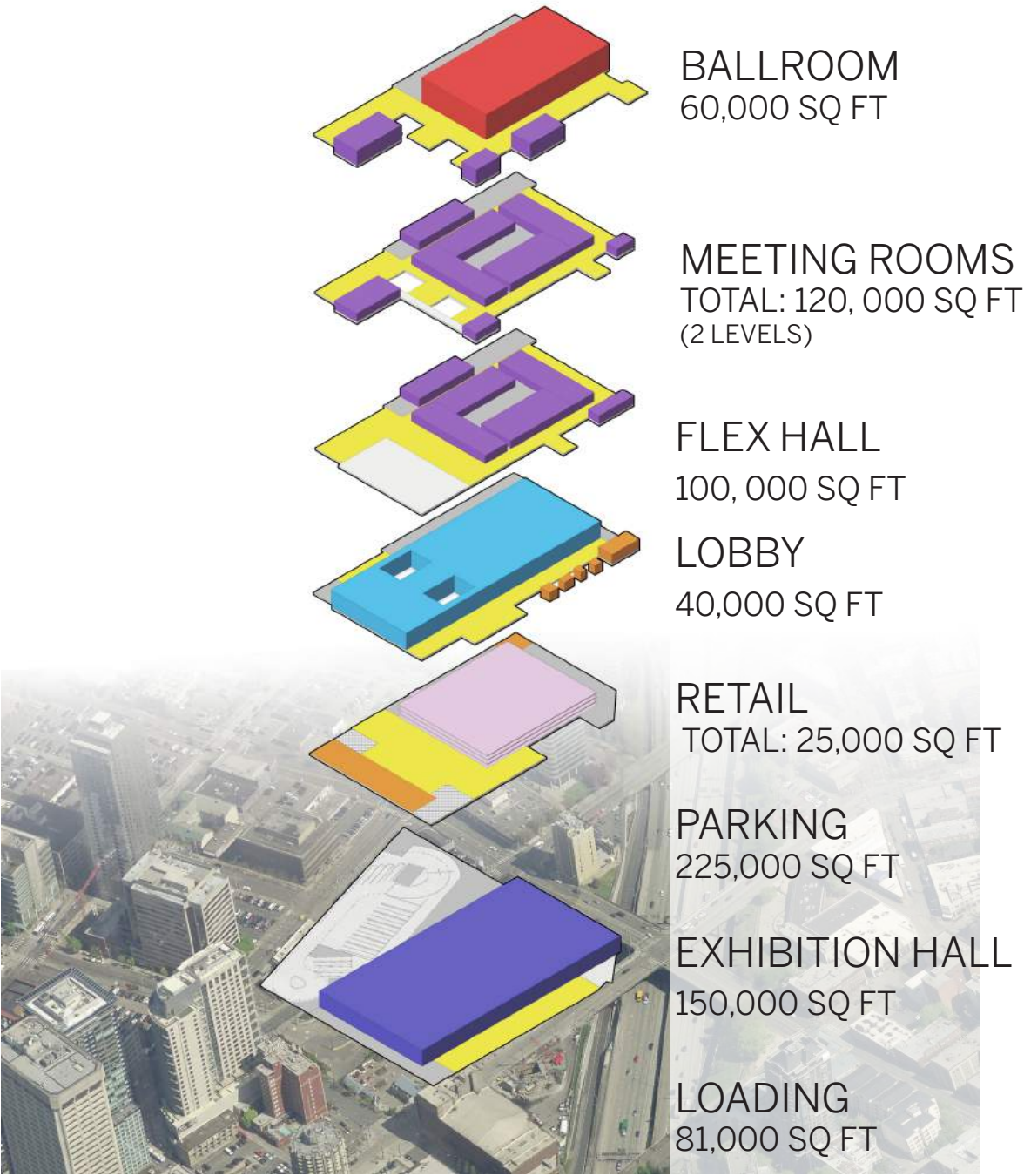
CONVENTION CENTER PROGRAM

WITHOUT VACATIONS

- 2 additional levels



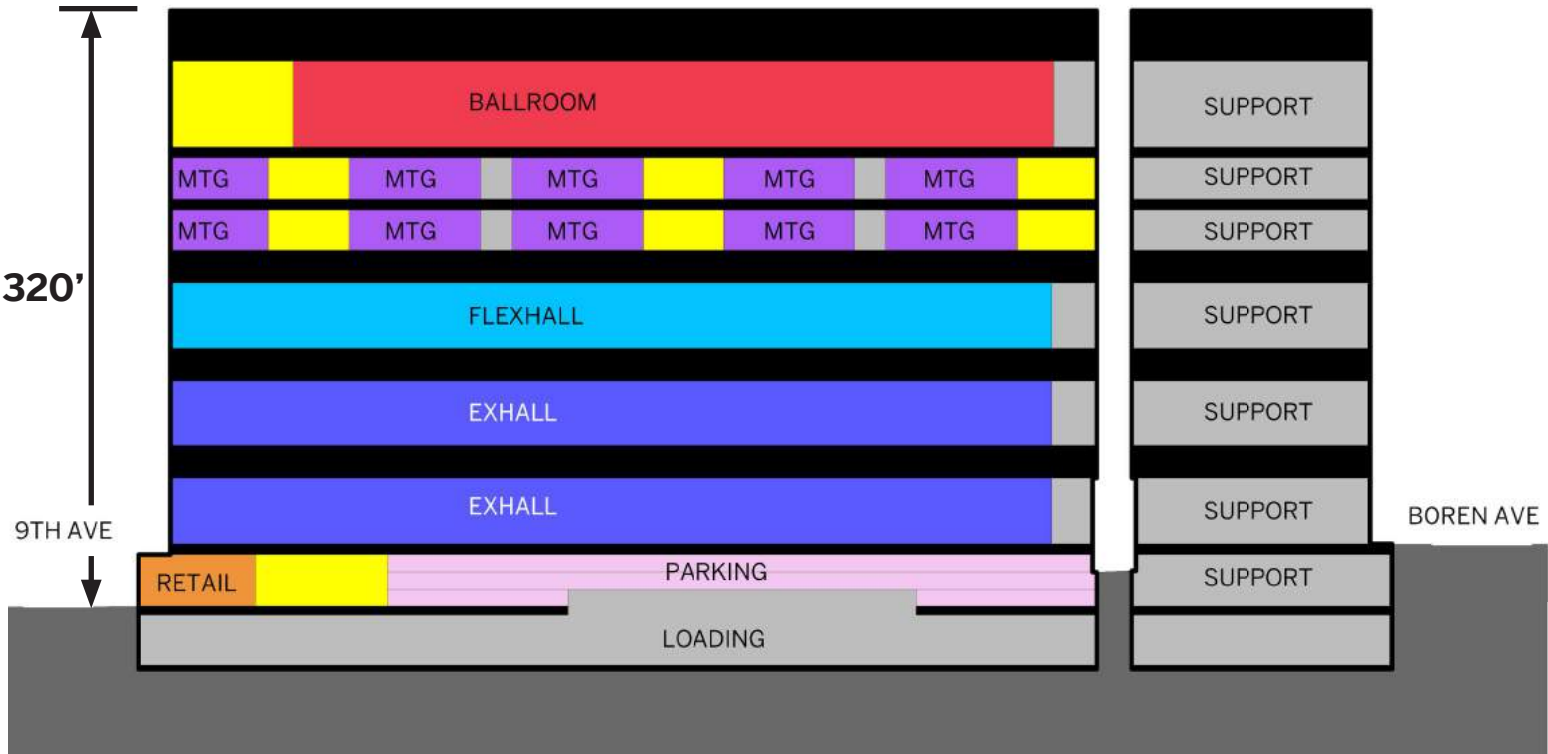
WITH VACATIONS



HEIGHT, BULK AND SCALE

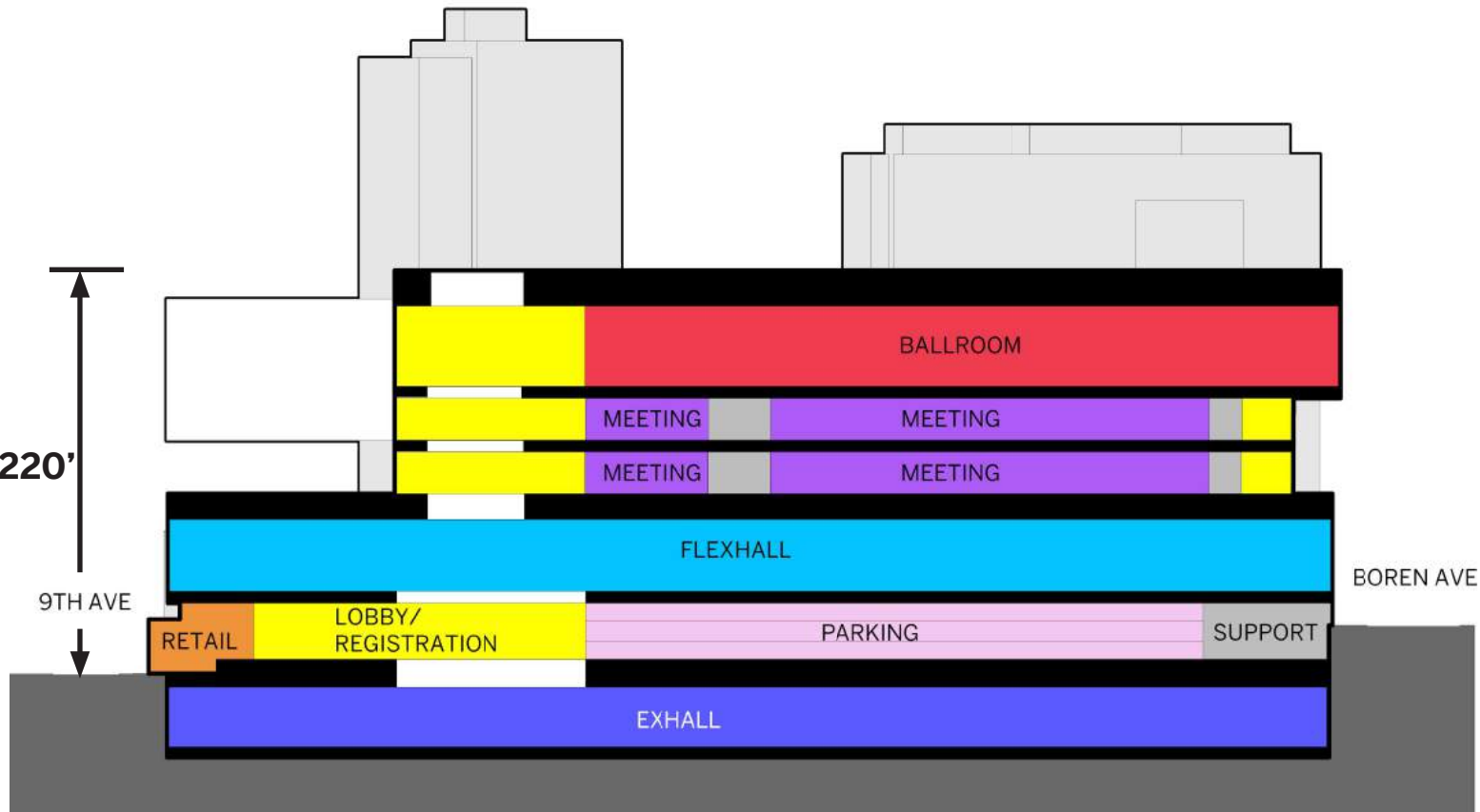
CONVENTION CENTER HEIGHT

WITHOUT VACATIONS



N-S SECTION

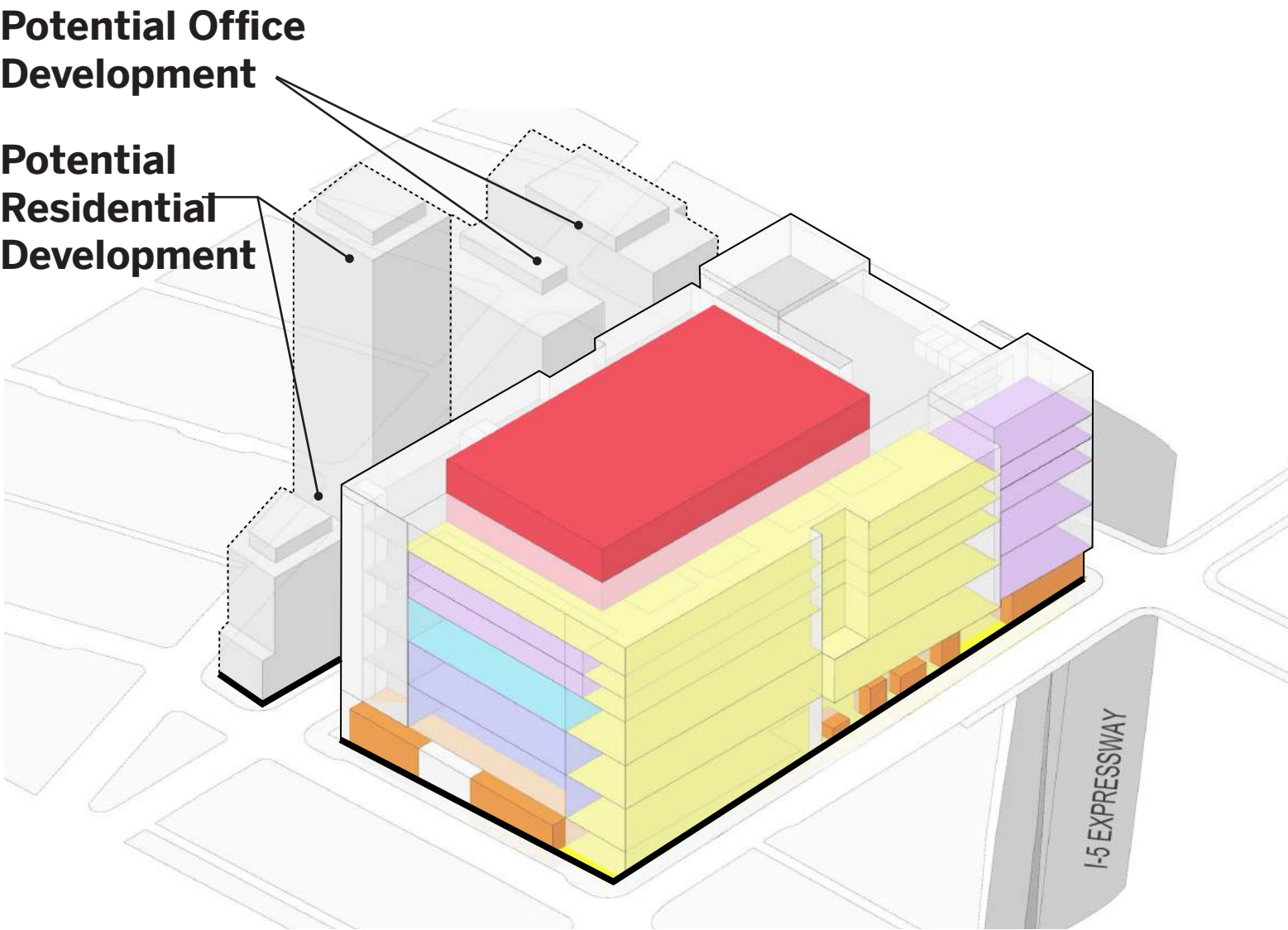
WITH VACATIONS



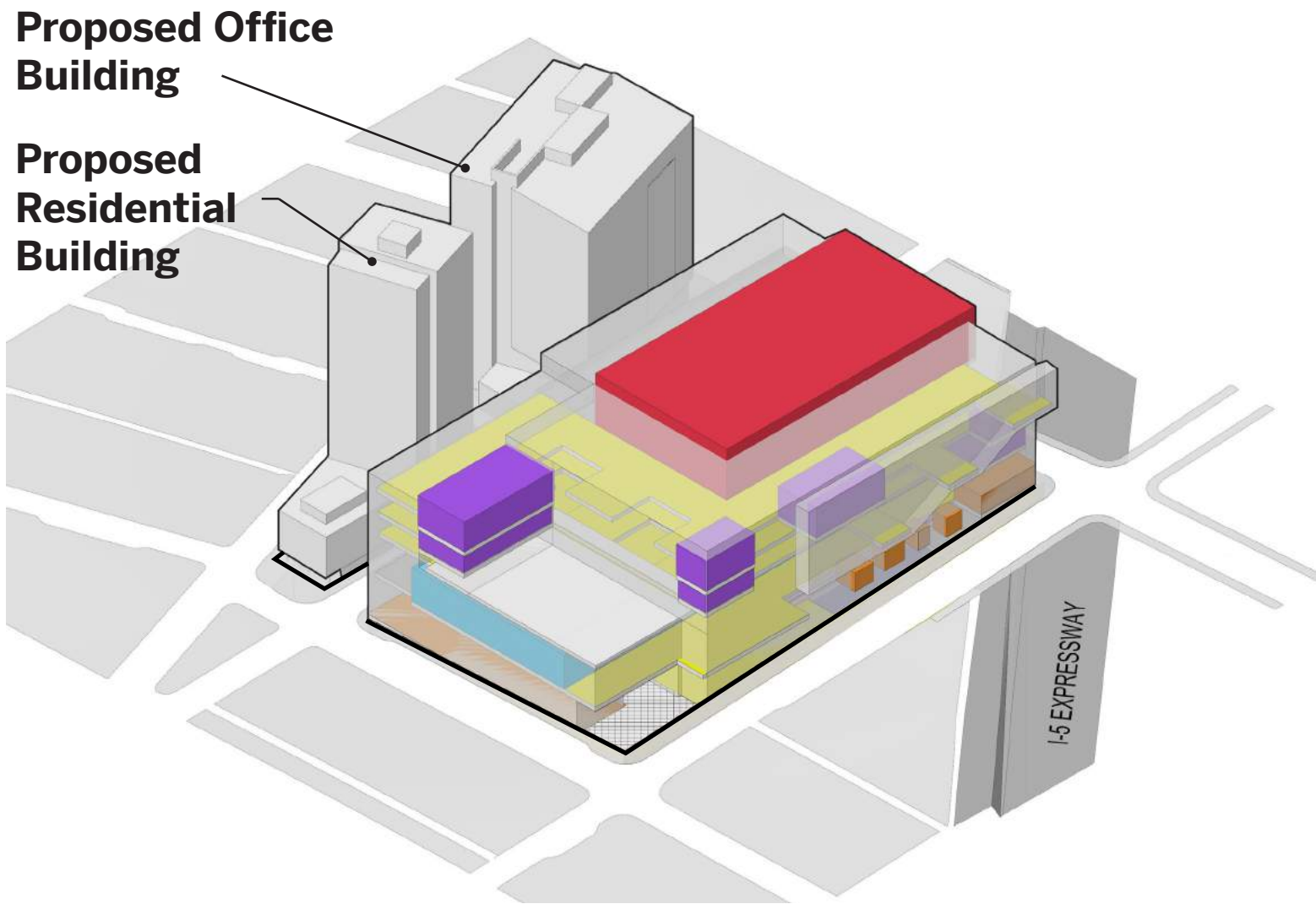
N-S SECTION

HEIGHT, BULK AND SCALE

CONVENTION CENTER BULK



WITHOUT VACATIONS

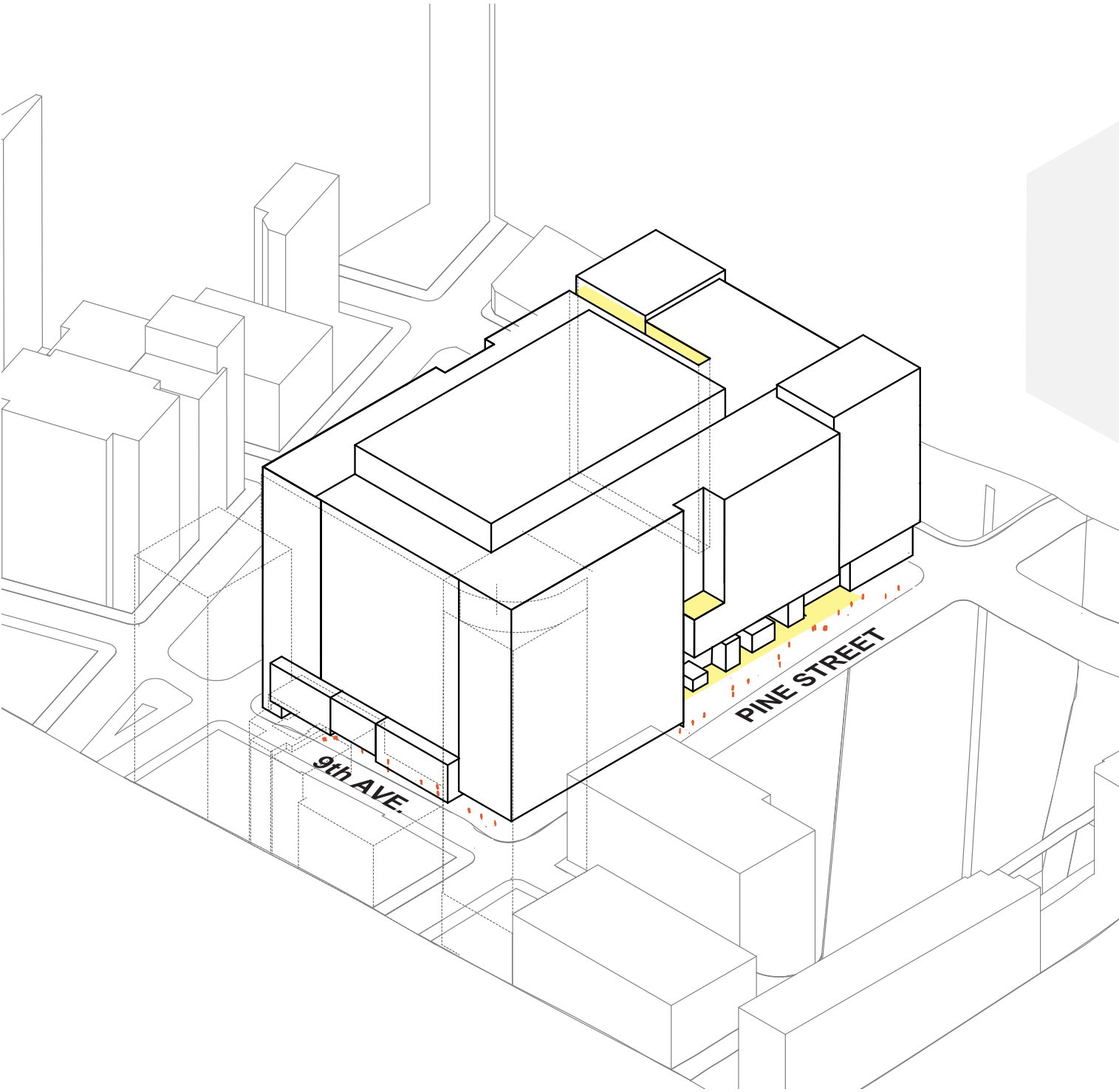


WITH VACATIONS

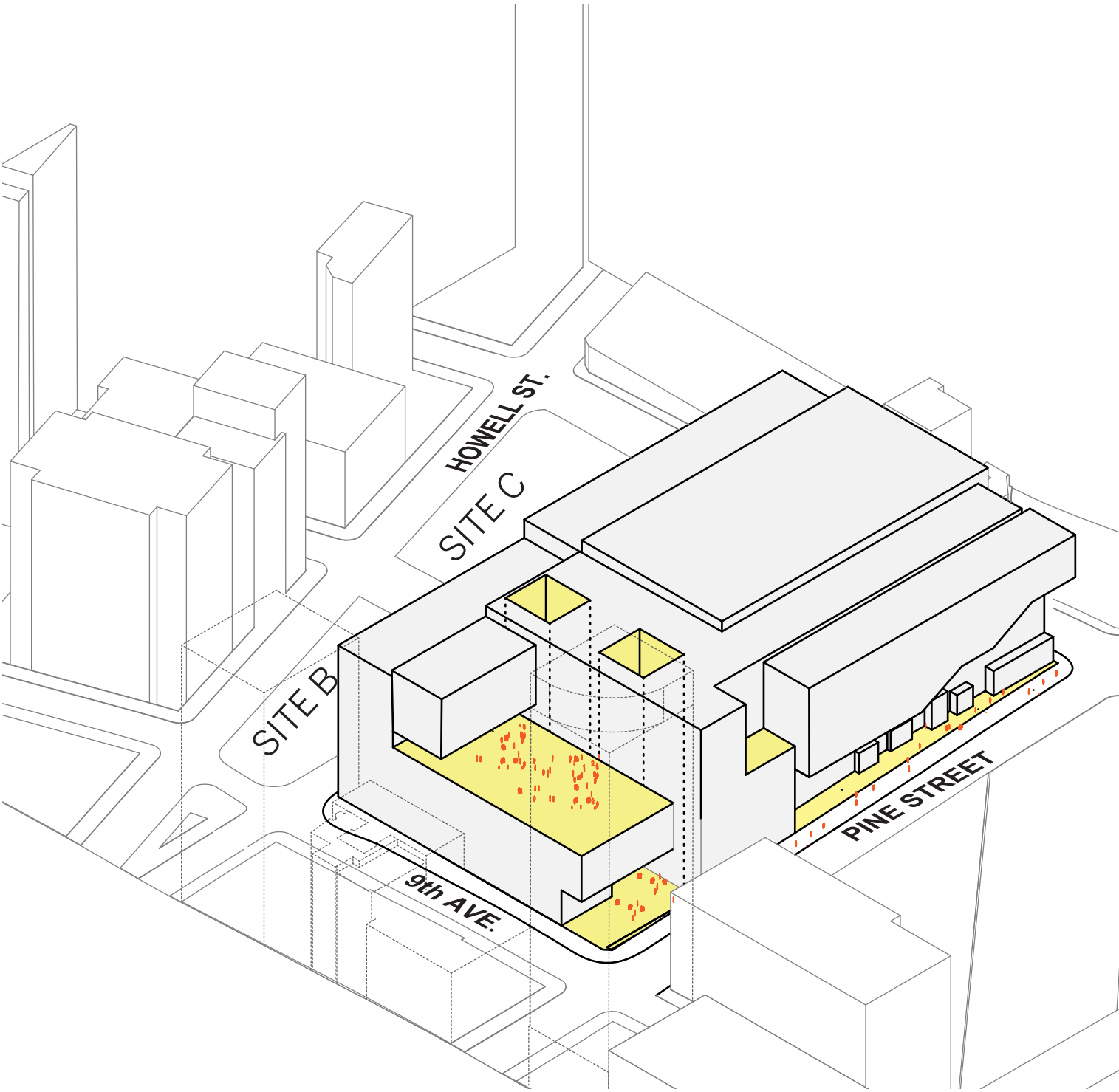
HEIGHT, BULK AND SCALE

CONVENTION CENTER SCALE

WITHOUT VACATIONS

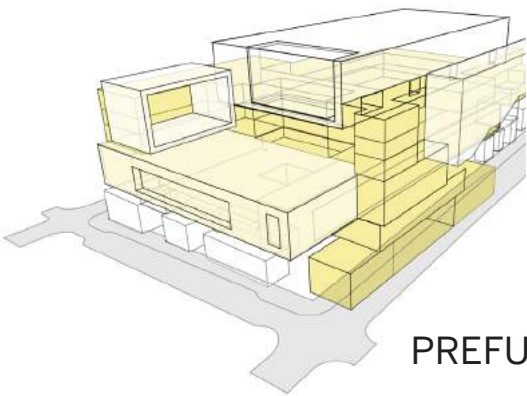


WITH VACATIONS

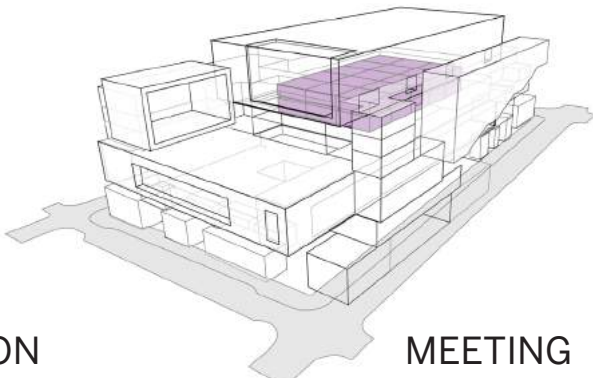


HEIGHT, BULK AND SCALE

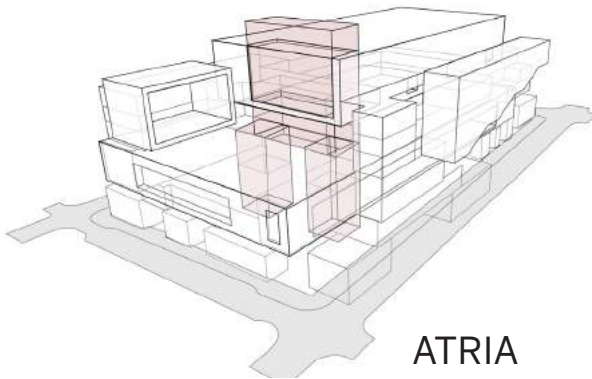
CONVENTION CENTER SCALE



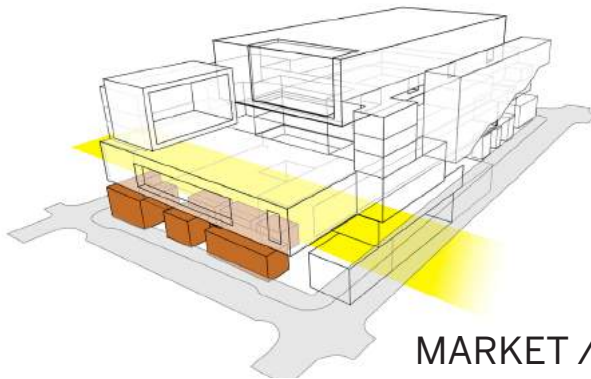
PREFUNCTION



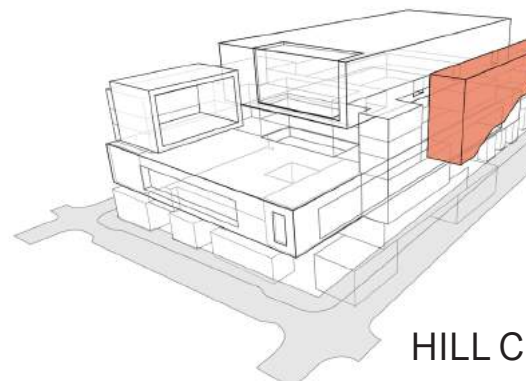
MEETING



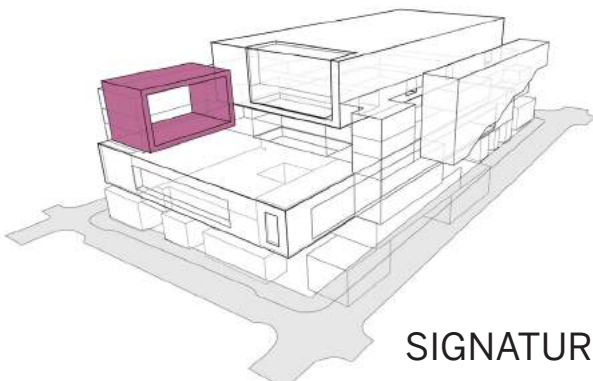
ATRIA



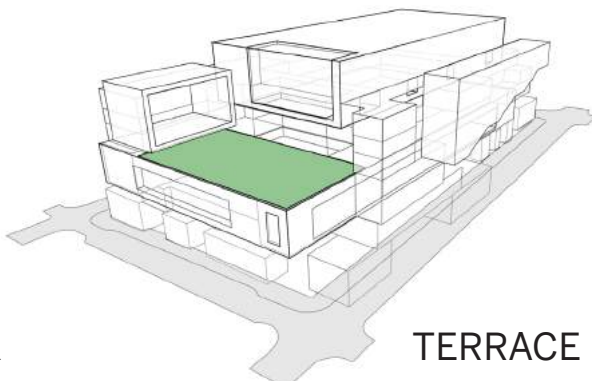
MARKET / MIXING ZONE /
REGISTRATION LOBBY



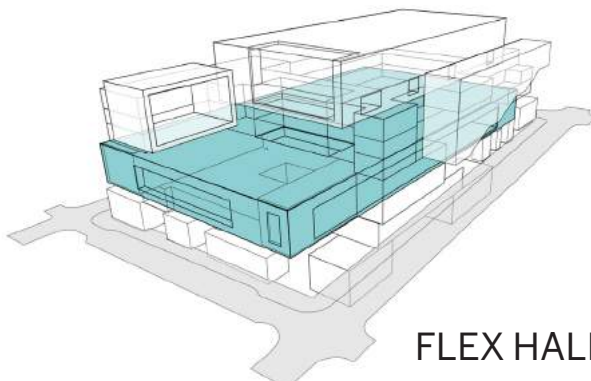
HILL CLIMB



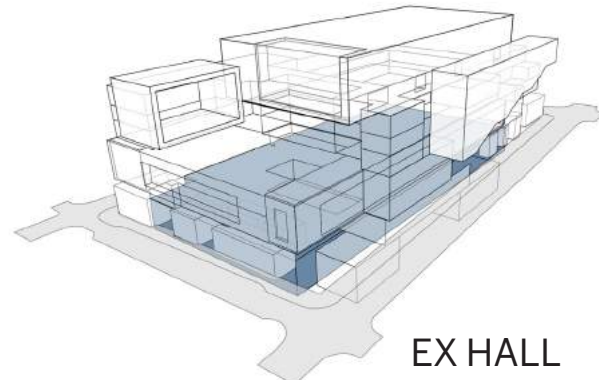
SIGNATURE BOX



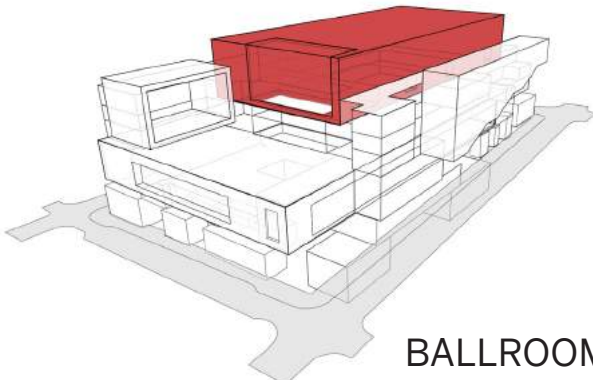
TERRACE



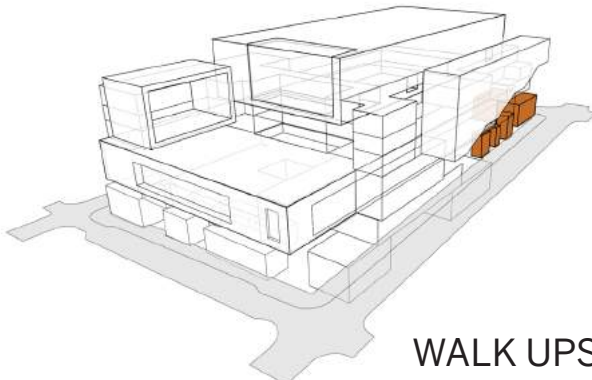
FLEX HALL



EX HALL



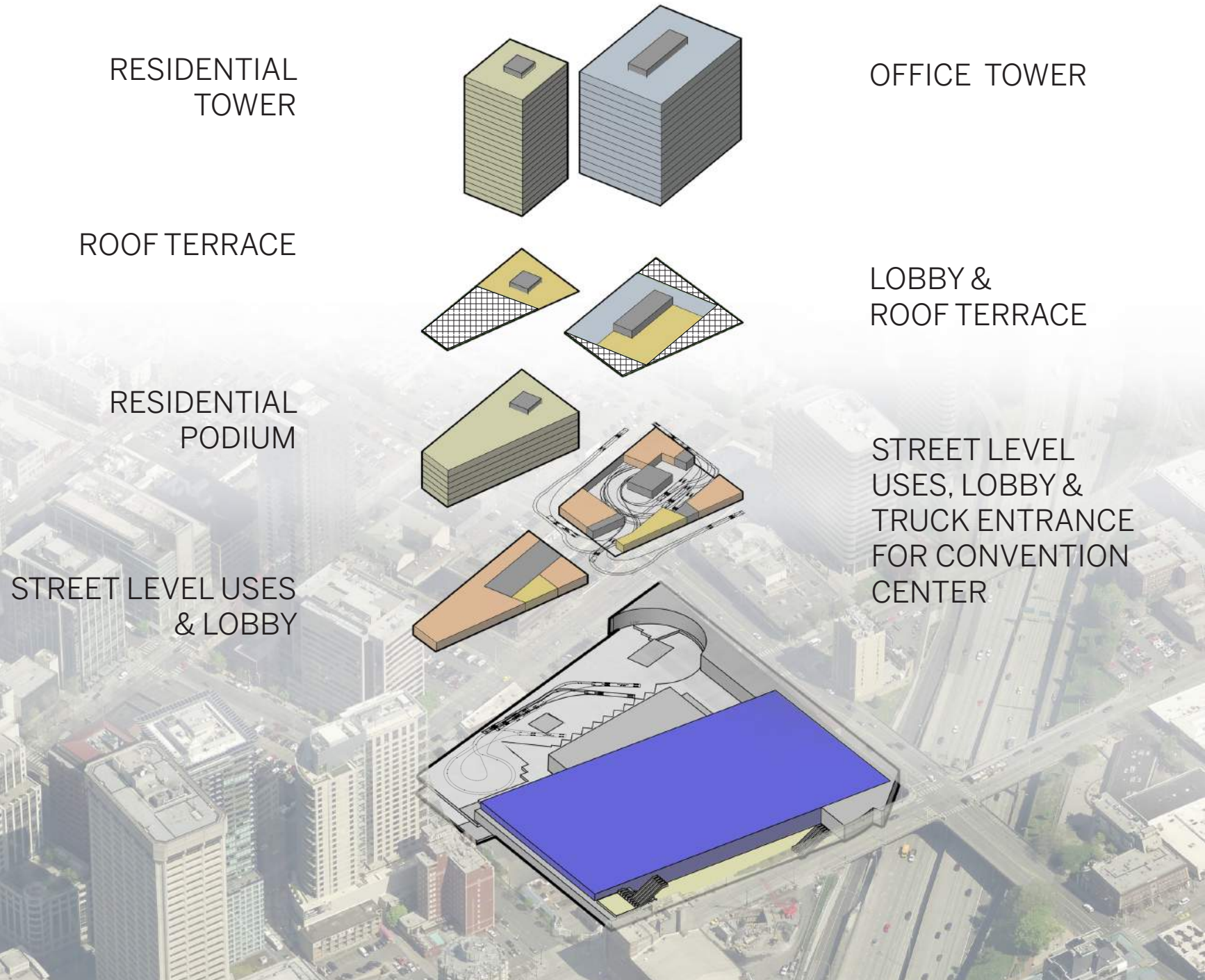
BALLROOM



WALK UPS

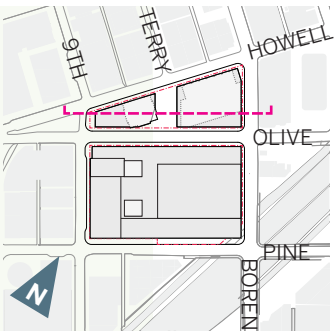
CO-DEVELOPMENT PROGRAM

- **Approximately 400 unit residential tower with podium**



- **Approximately 515,000 SF office tower with podium**

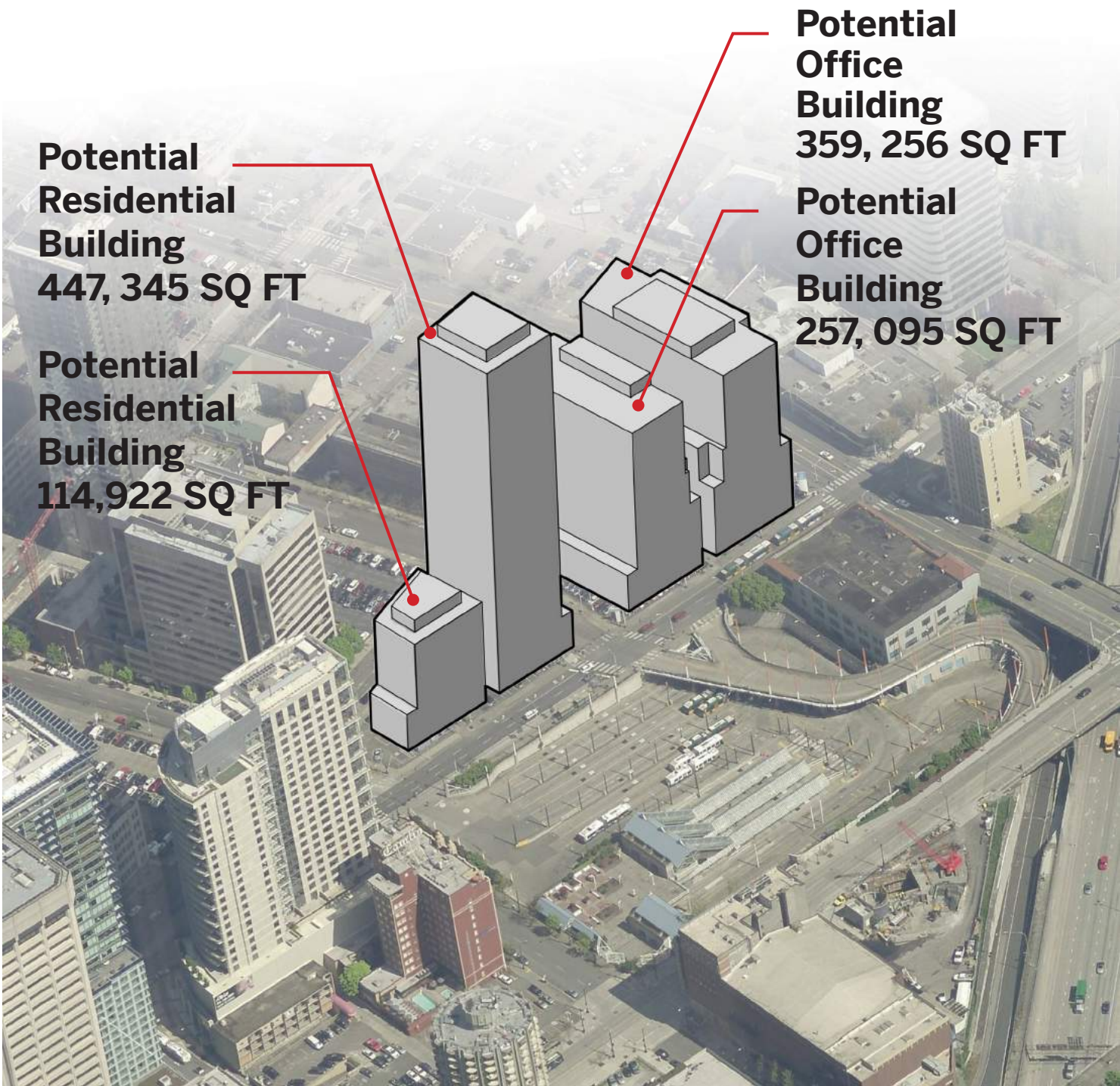
CO-DEVELOPMENT - HEIGHT



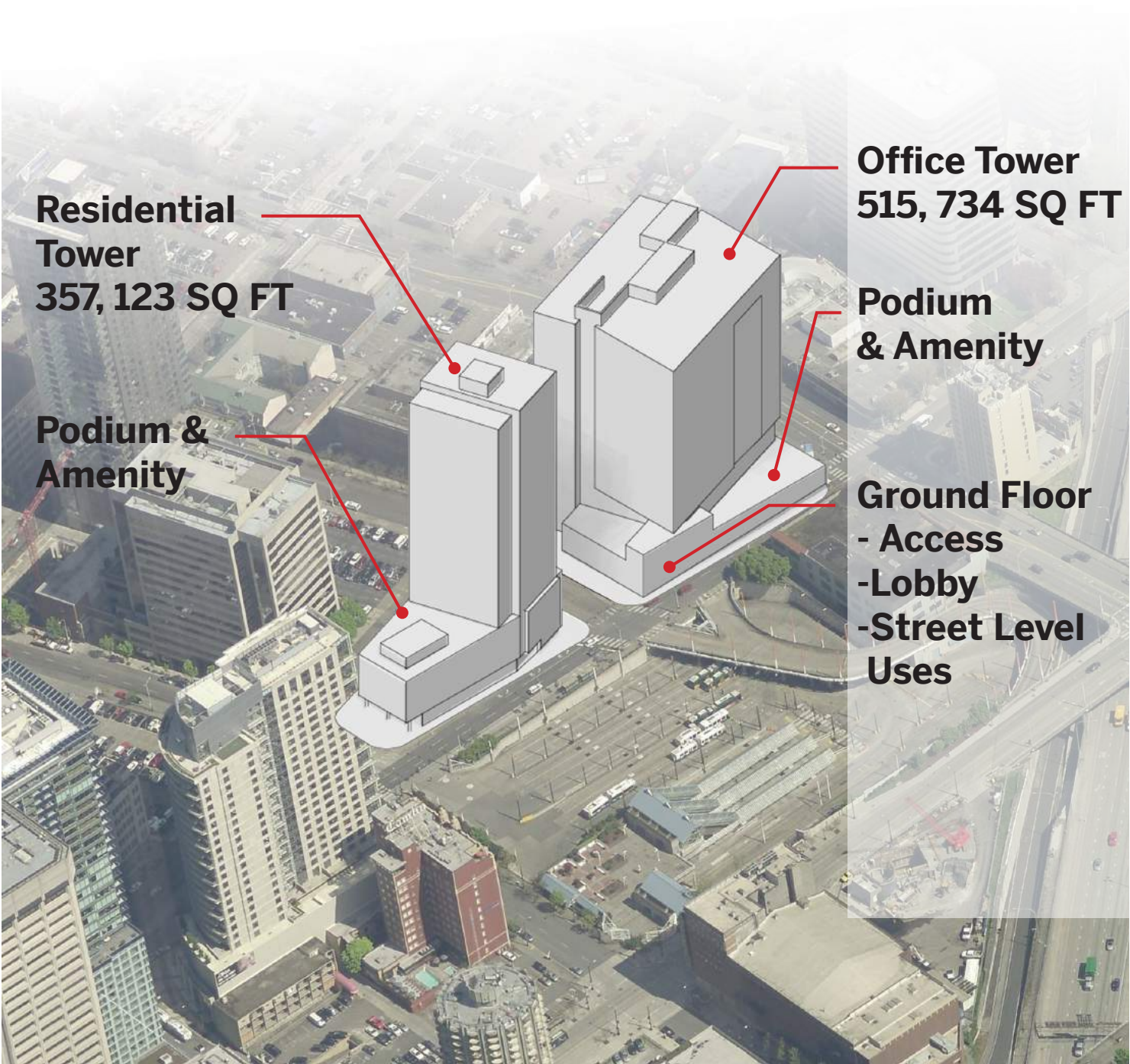
HEIGHT, BULK AND SCALE

CO-DEVELOPMENT - BULK

WITHOUT VACATIONS

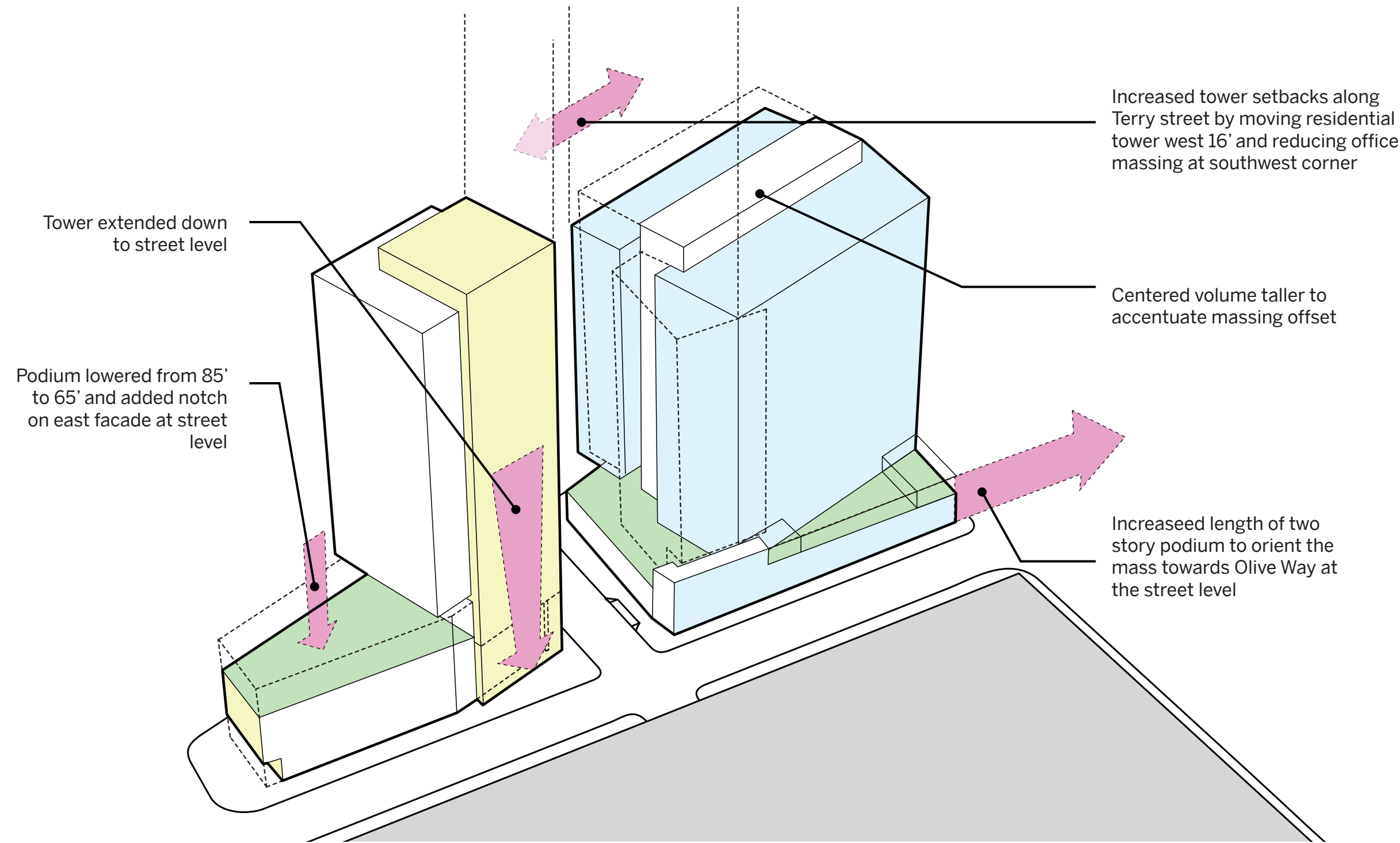


WITH VACATIONS



HEIGHT, BULK AND SCALE

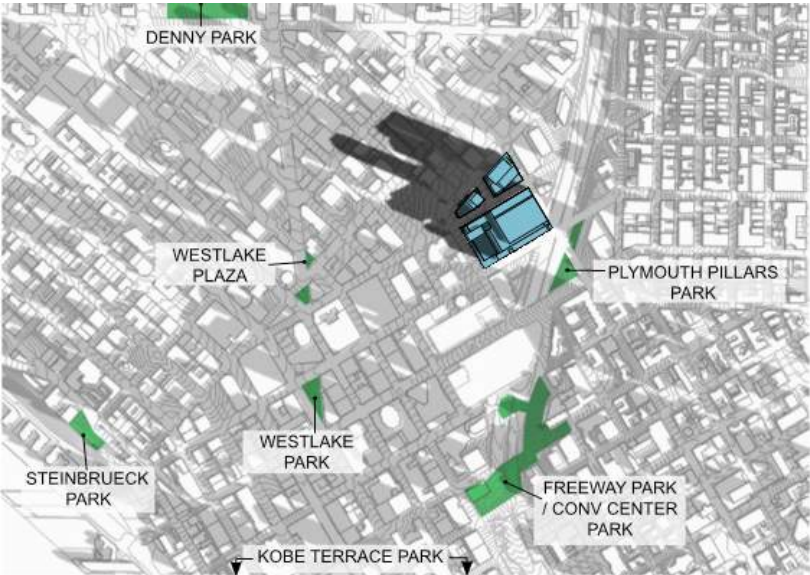
CO-DEVELOPMENT - SCALE



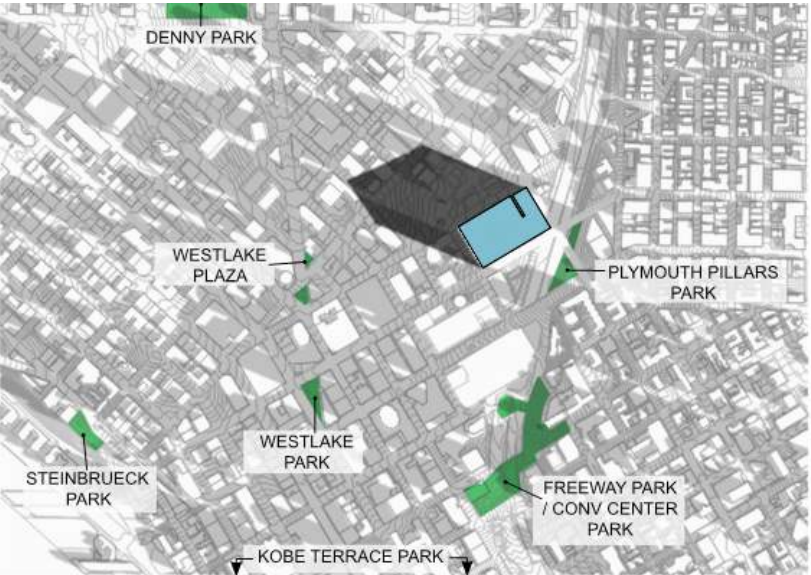
LIGHT, AIR, OPEN SPACE AND VIEW

LIGHT & AIR

SPRING/FALL EQUINOX 8 AM



WITHOUT VACATIONS



SPRING/FALL EQUINOX NOON



SPRING/FALL EQUINOX 5PM



LIGHT & AIR

SUMMER SOLSTICE 8AM

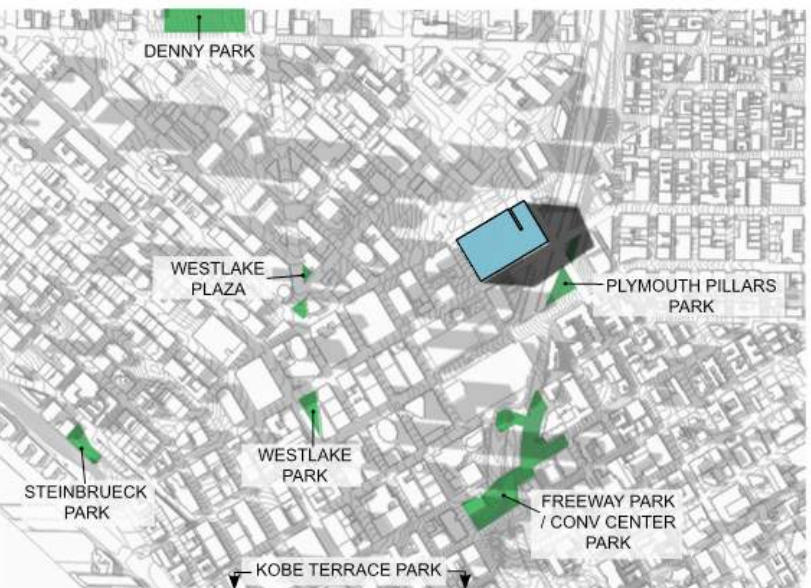
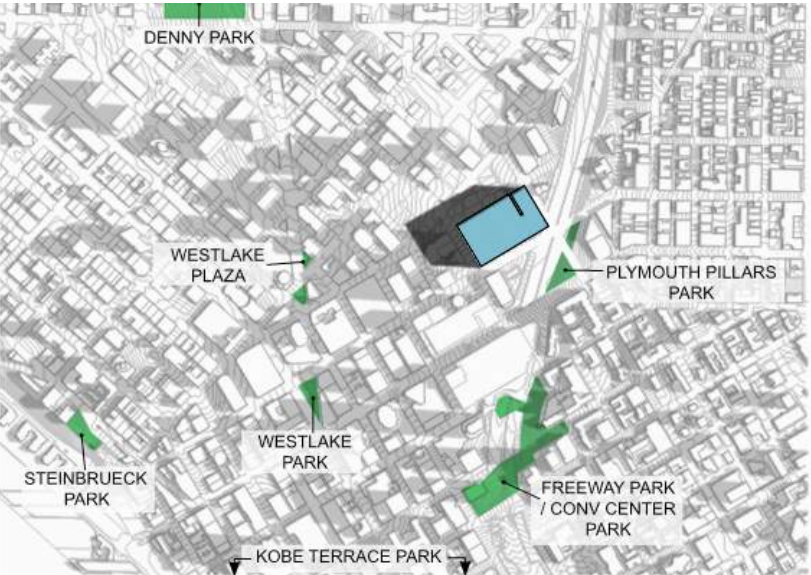
SUMMER SOLSTICE NOON

SUMMER SOLSTICE 5 PM

WITH VACATIONS



WITHOUT VACATIONS



LIGHT & AIR

WITH VACATIONS

WITHOUT VACATIONS

WINTER SOLSTICE 9 AM



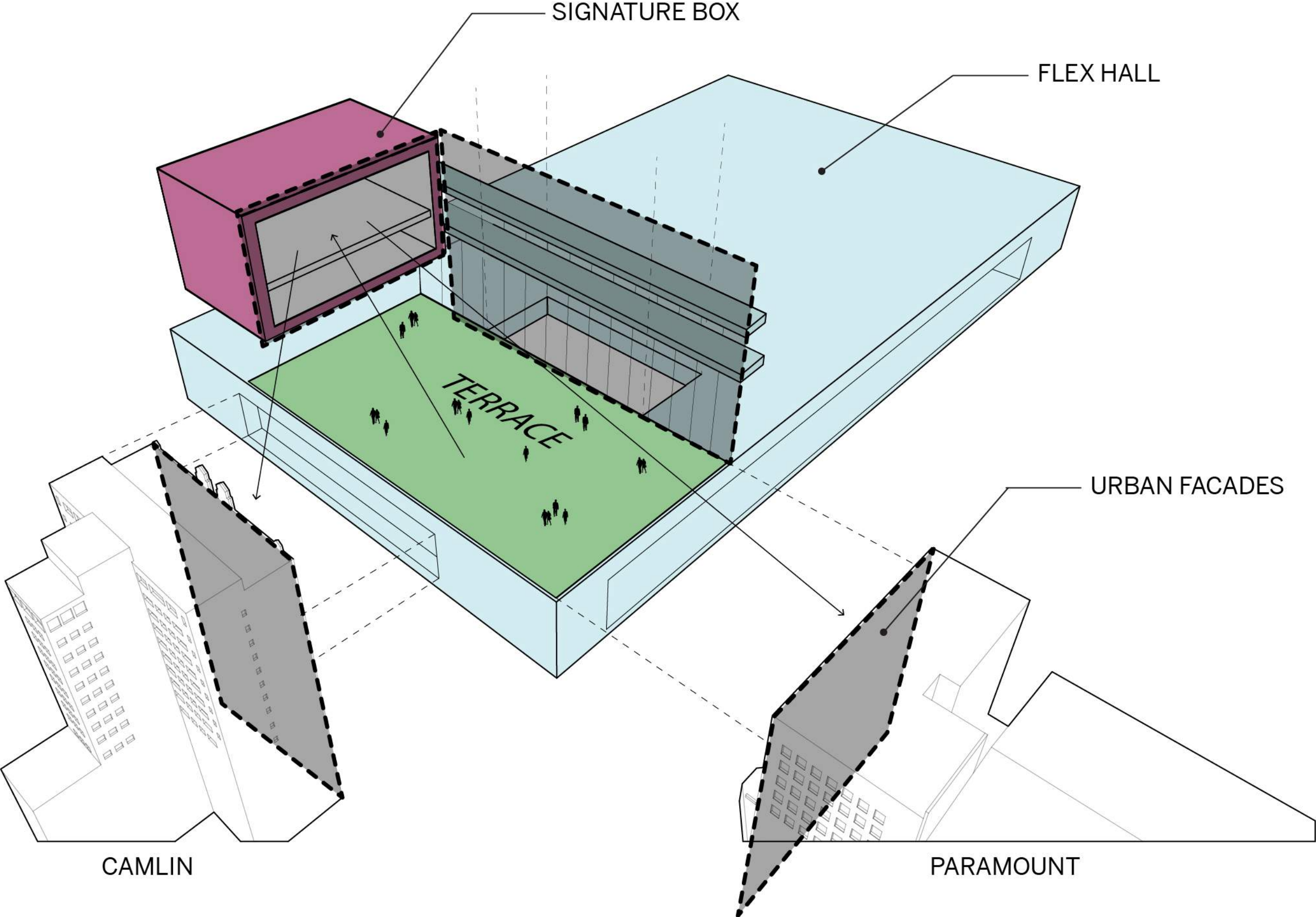
WINTER SOLSTICE NOON



WINTER SOLSTICE 4 PM



OPEN SPACE

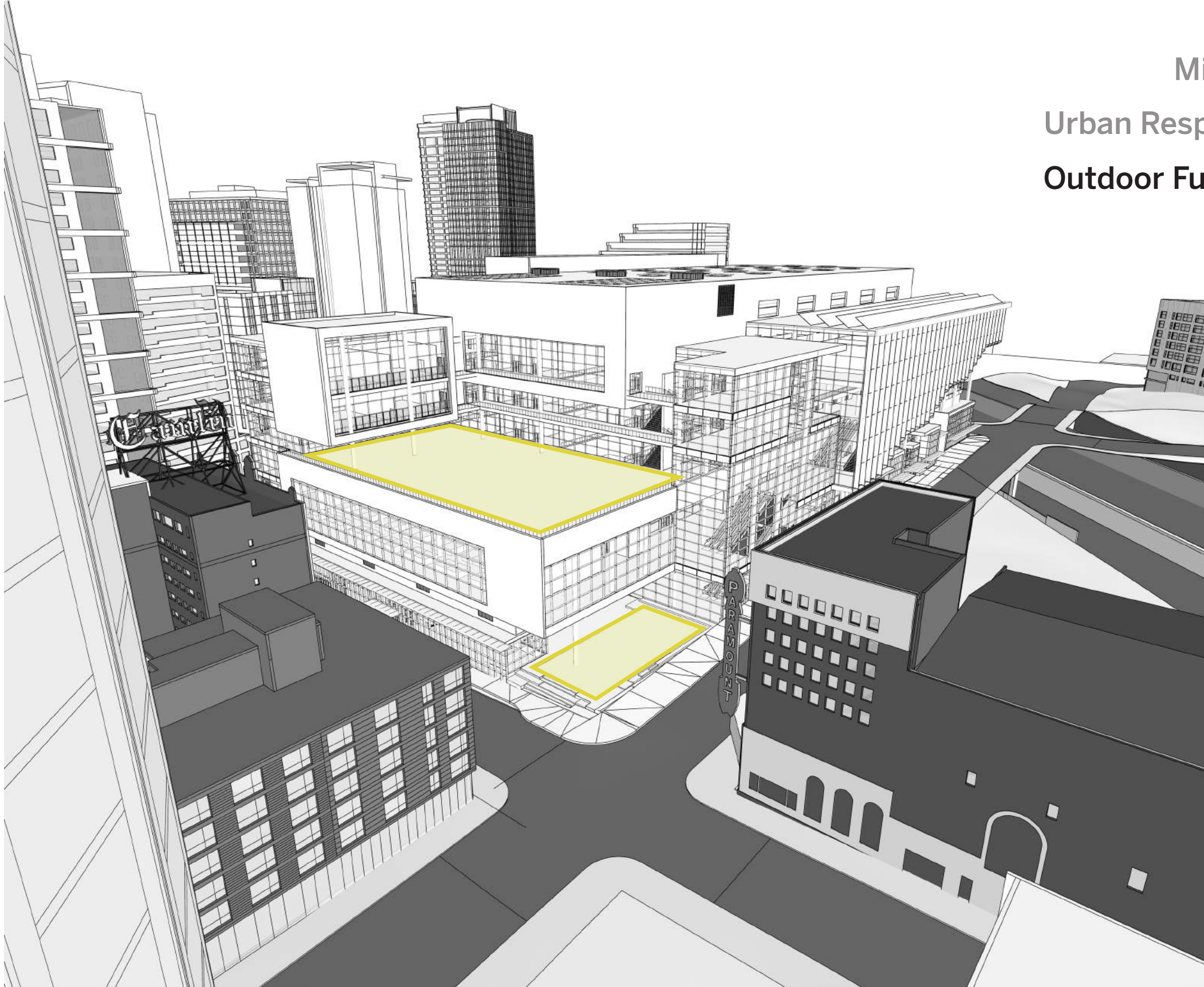


OPEN SPACE

Mixed Programs: 3 Prominent Functions

Urban Response: The Paramount and The Camlin

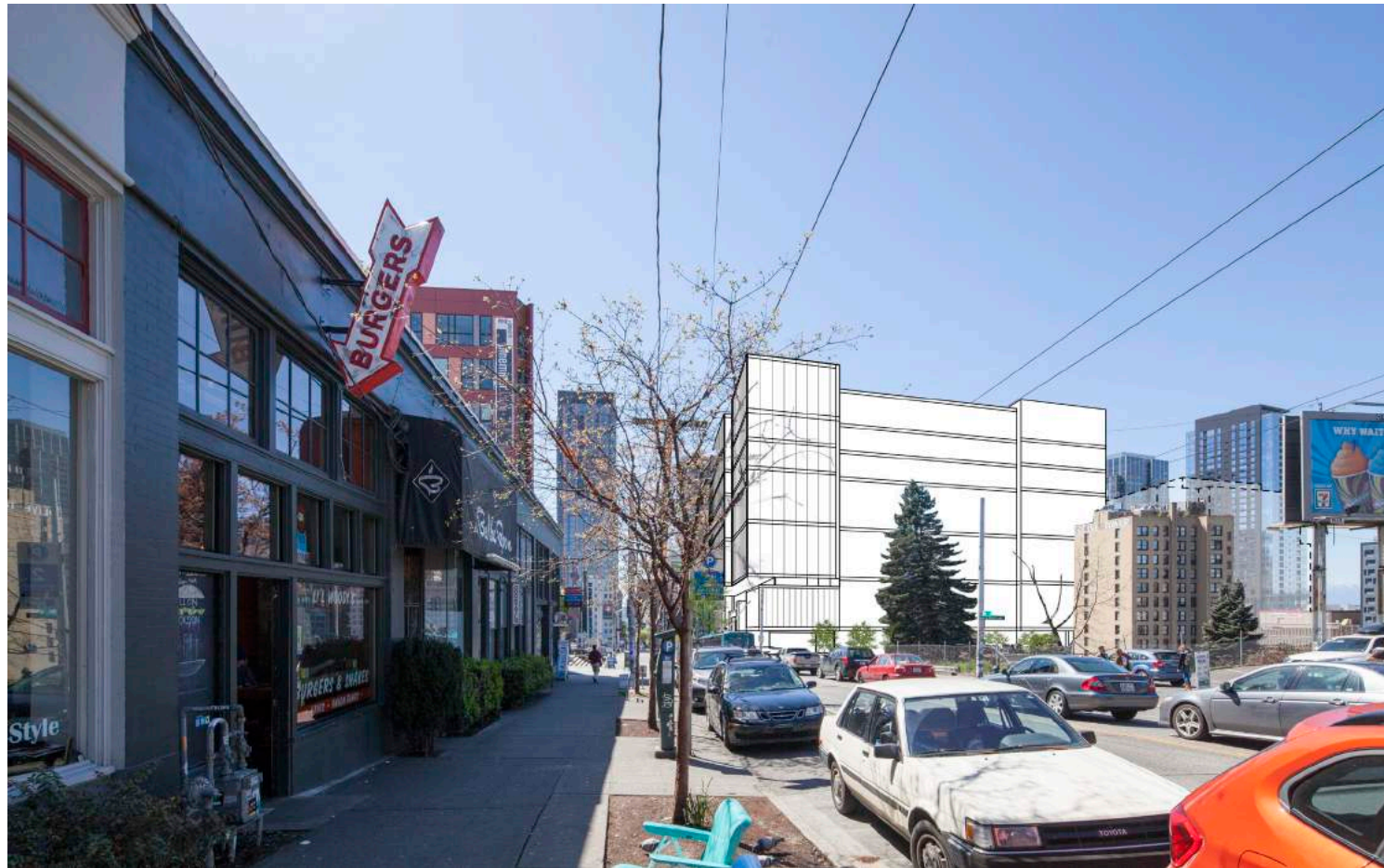
Outdoor Function Space: Entry Plaza and Terrace



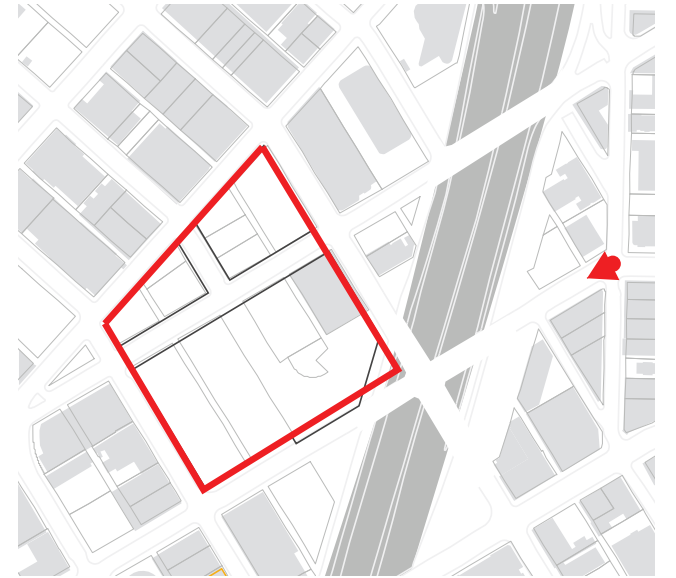
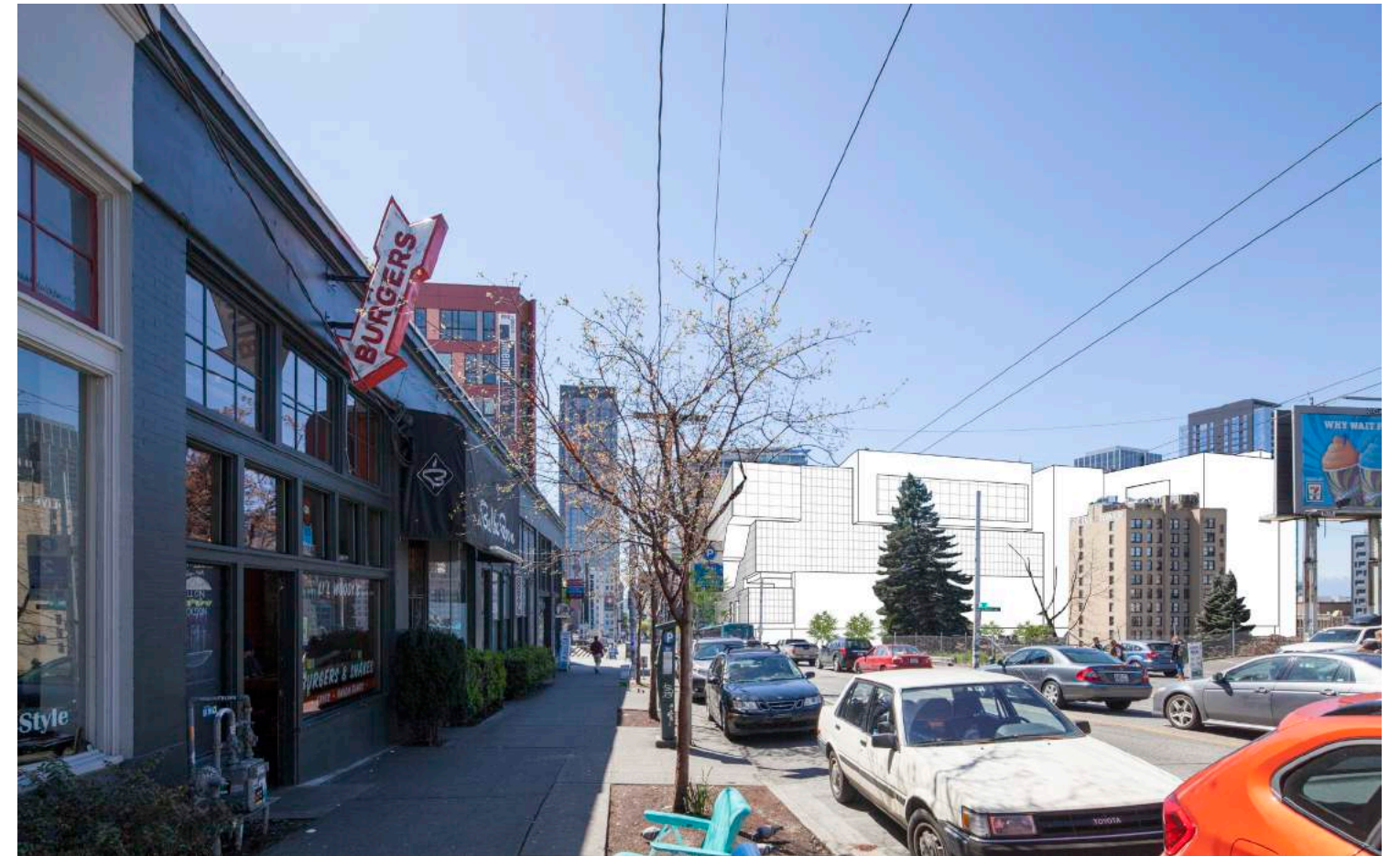
VIEWS

PINE STREET- LOOKING WEST

WITHOUT VACATIONS



WITH VACATIONS



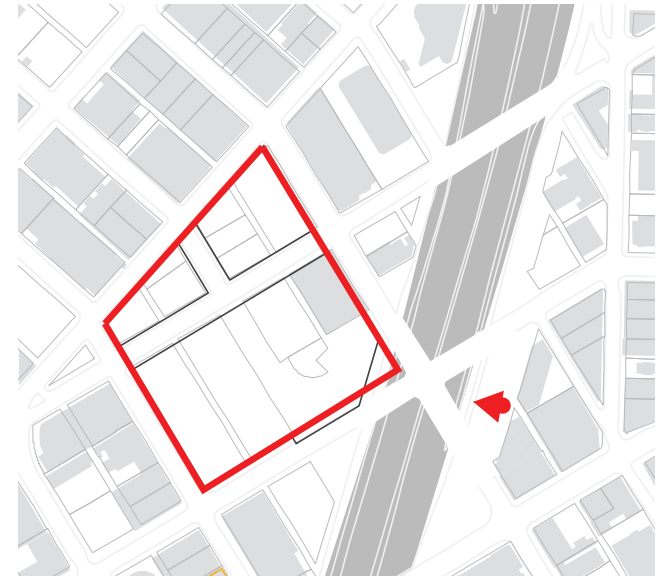
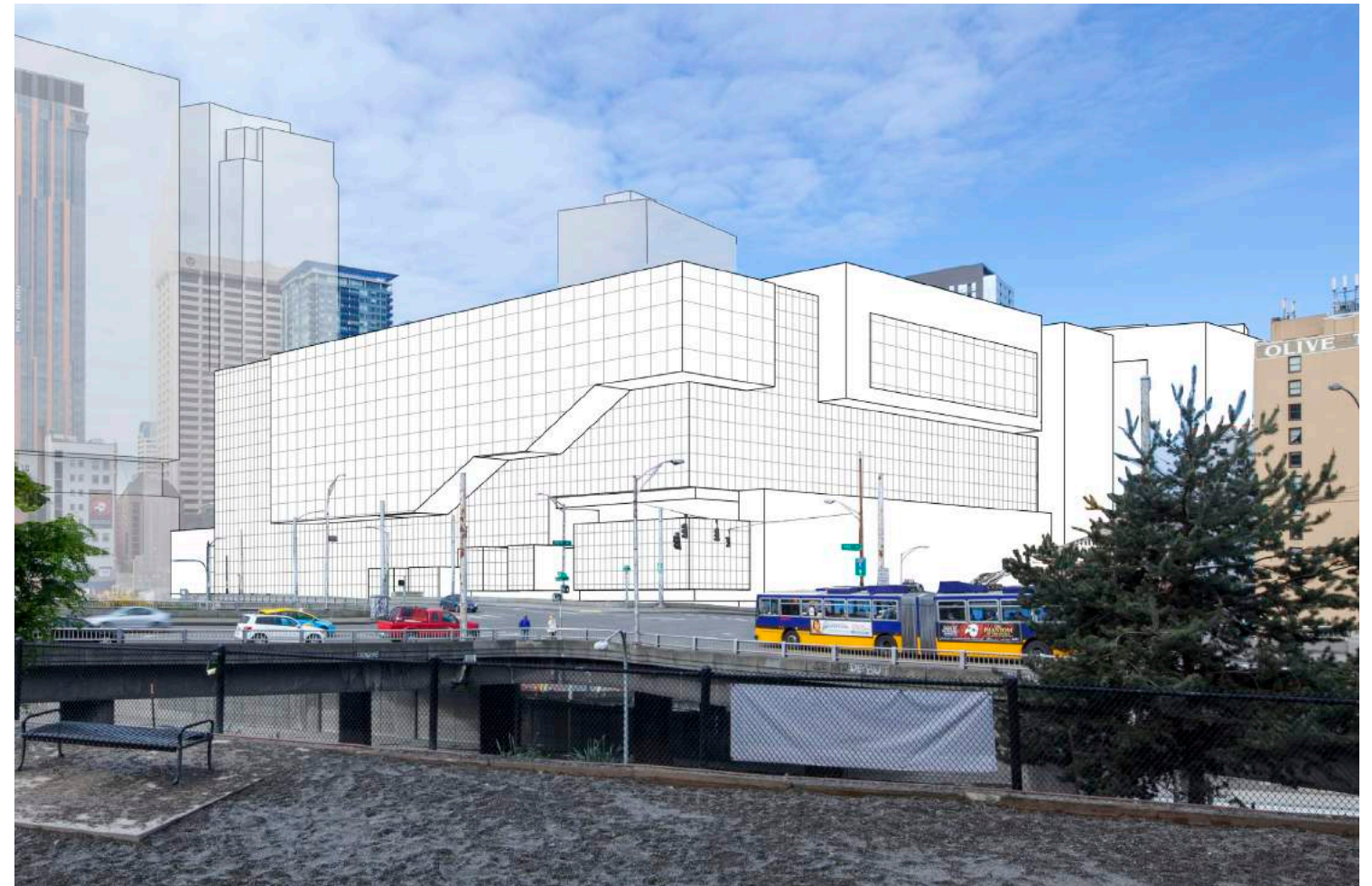
VIEWS

BOREN/OLIVE- LOOKING EAST

WITHOUT VACATIONS



WITH VACATIONS



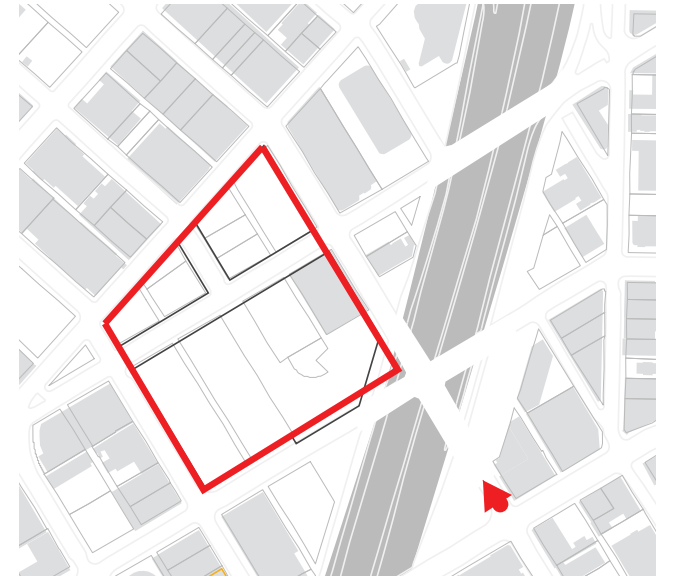
VIEWS

BOREN - LOOKING NORTH

WITHOUT VACATIONS



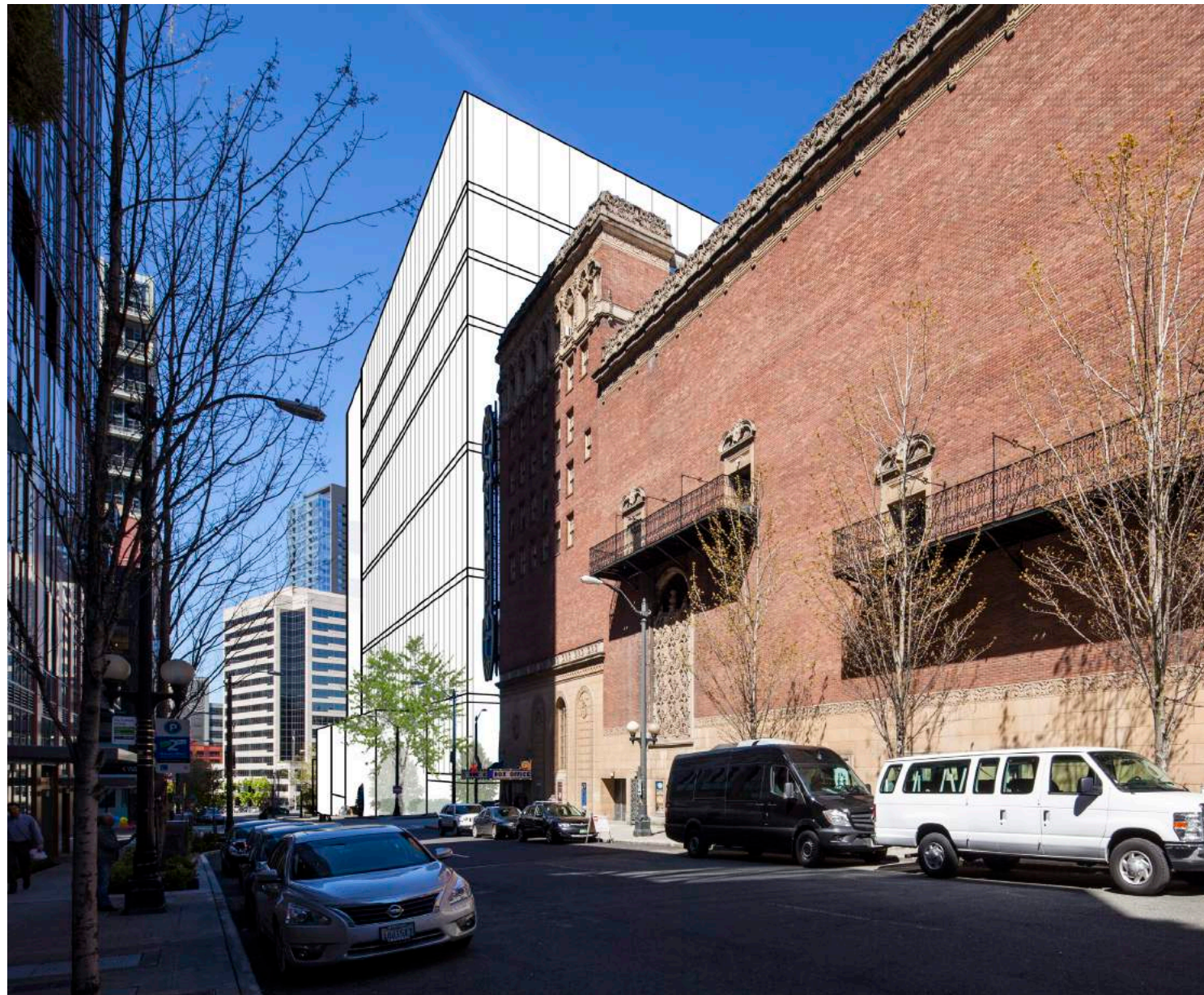
WITH VACATIONS



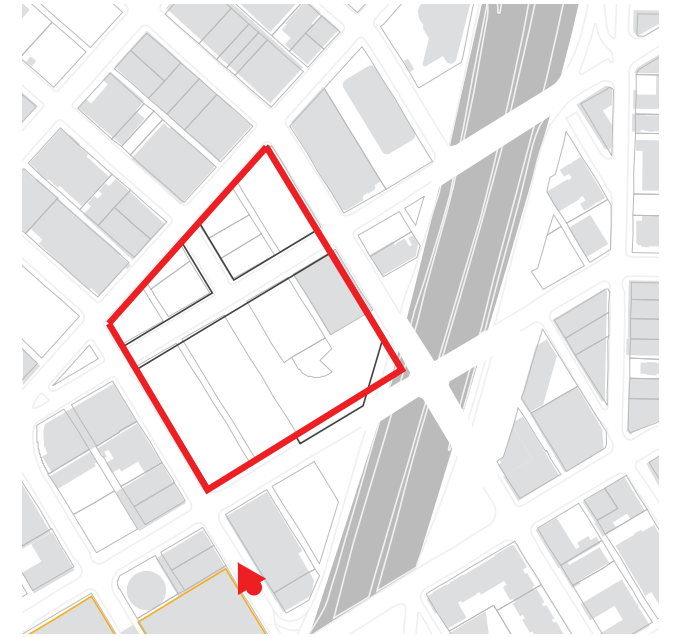
VIEWS

9TH AVENUE- LOOKING NORTH

WITHOUT VACATIONS

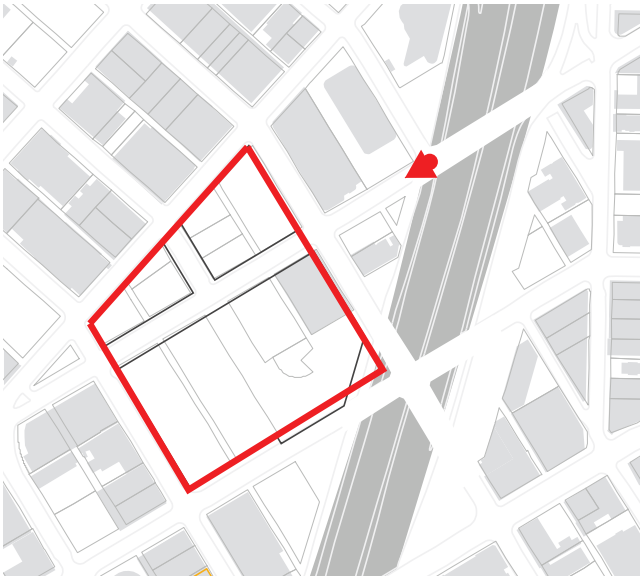


WITH VACATIONS



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

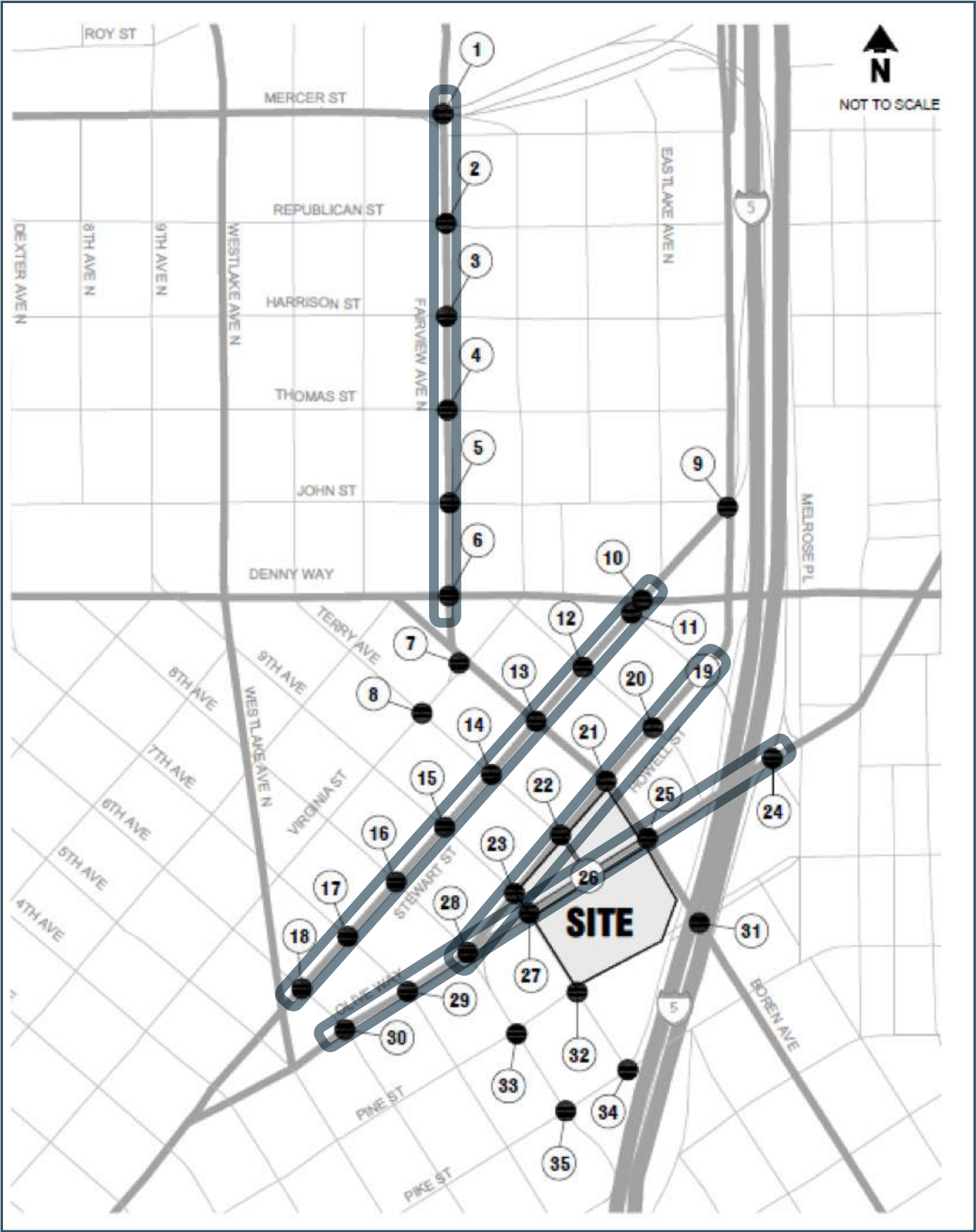
INTERSECTIONS/CORRIDORS

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



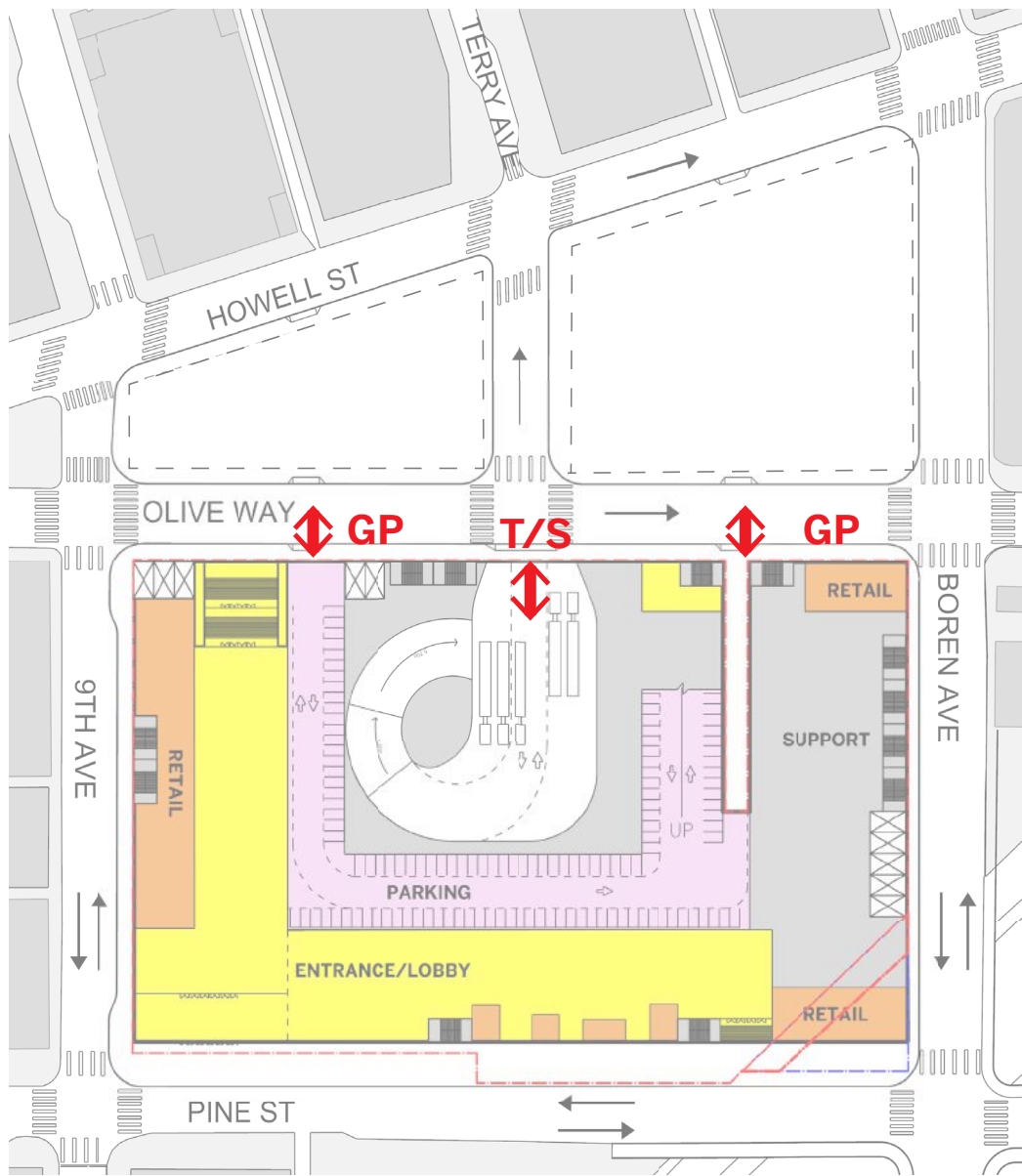
MITIGATION
IDENTIFICATION OF LONG-
TERM AND CONSTRUCTION
RELATED IMPROVEMENTS
NECESSARY TO OFFSET THE
IMPACTS OF THE PROJECT

CIRCULATION & ACCESS

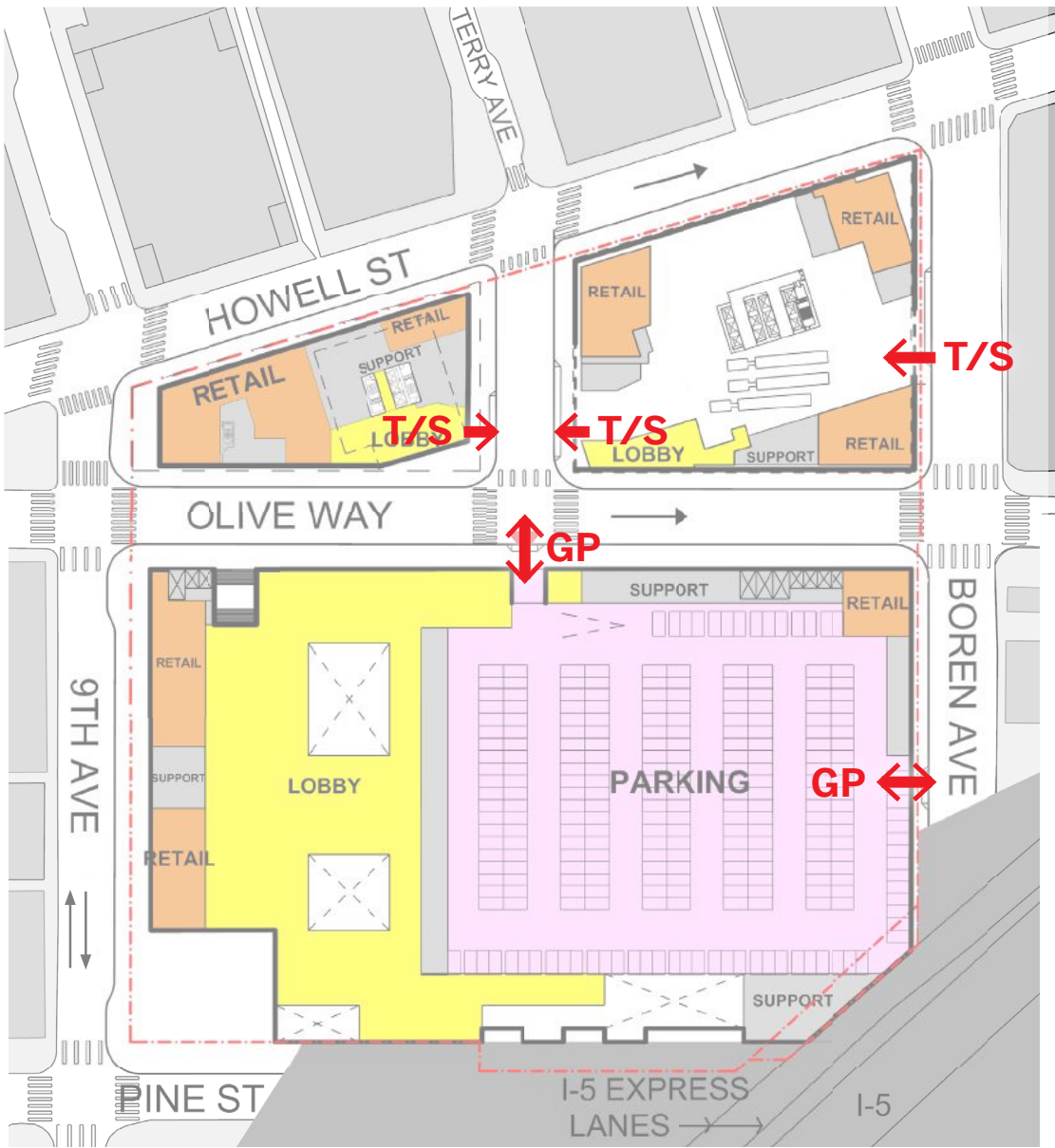
CIRCULATION & ACCESS

AUTO ACCESS

WITHOUT VACATIONS



WITH VACATIONS

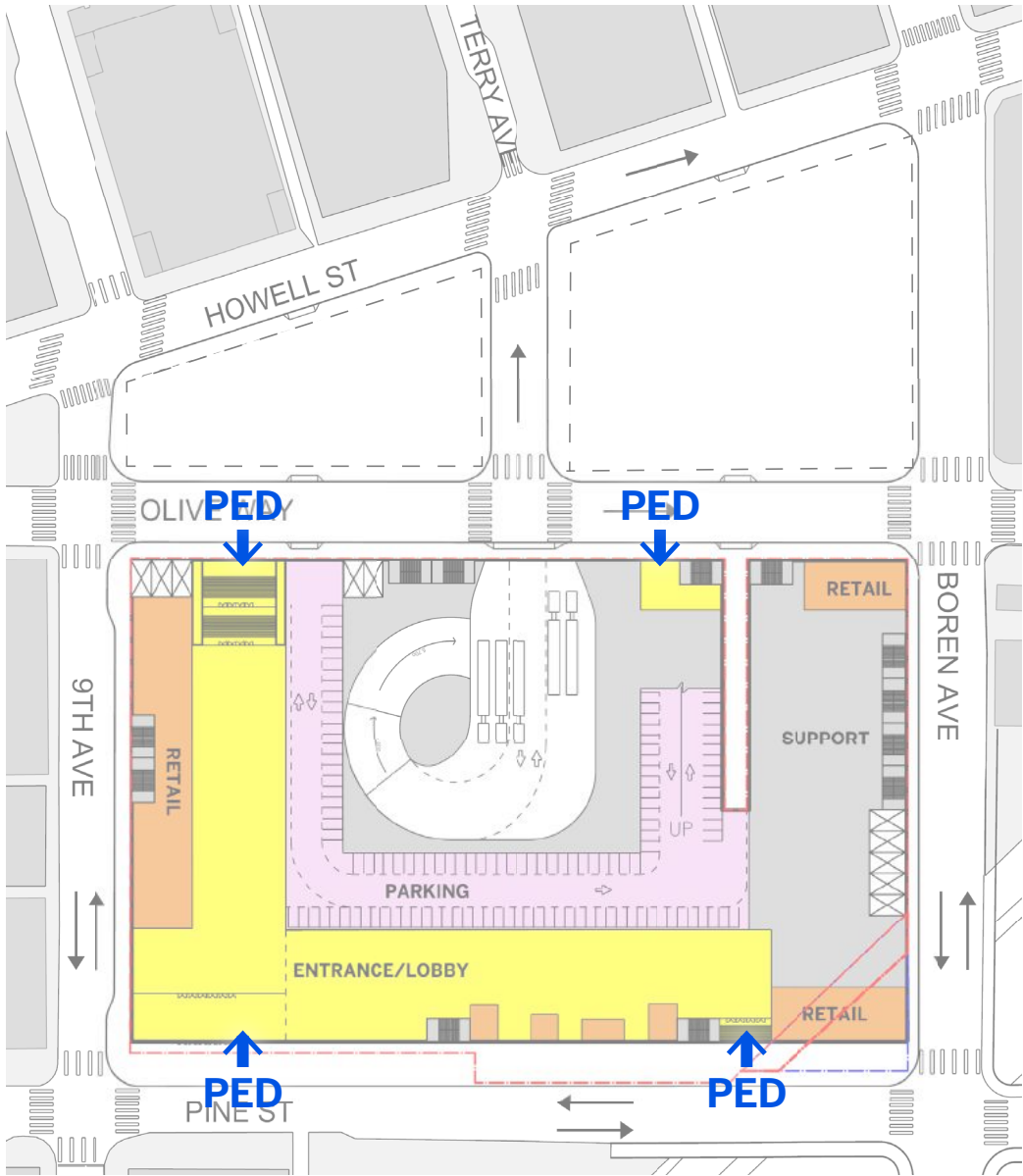


T/S = TRUCK/SERVICE
GP = GENERAL PURPOSE

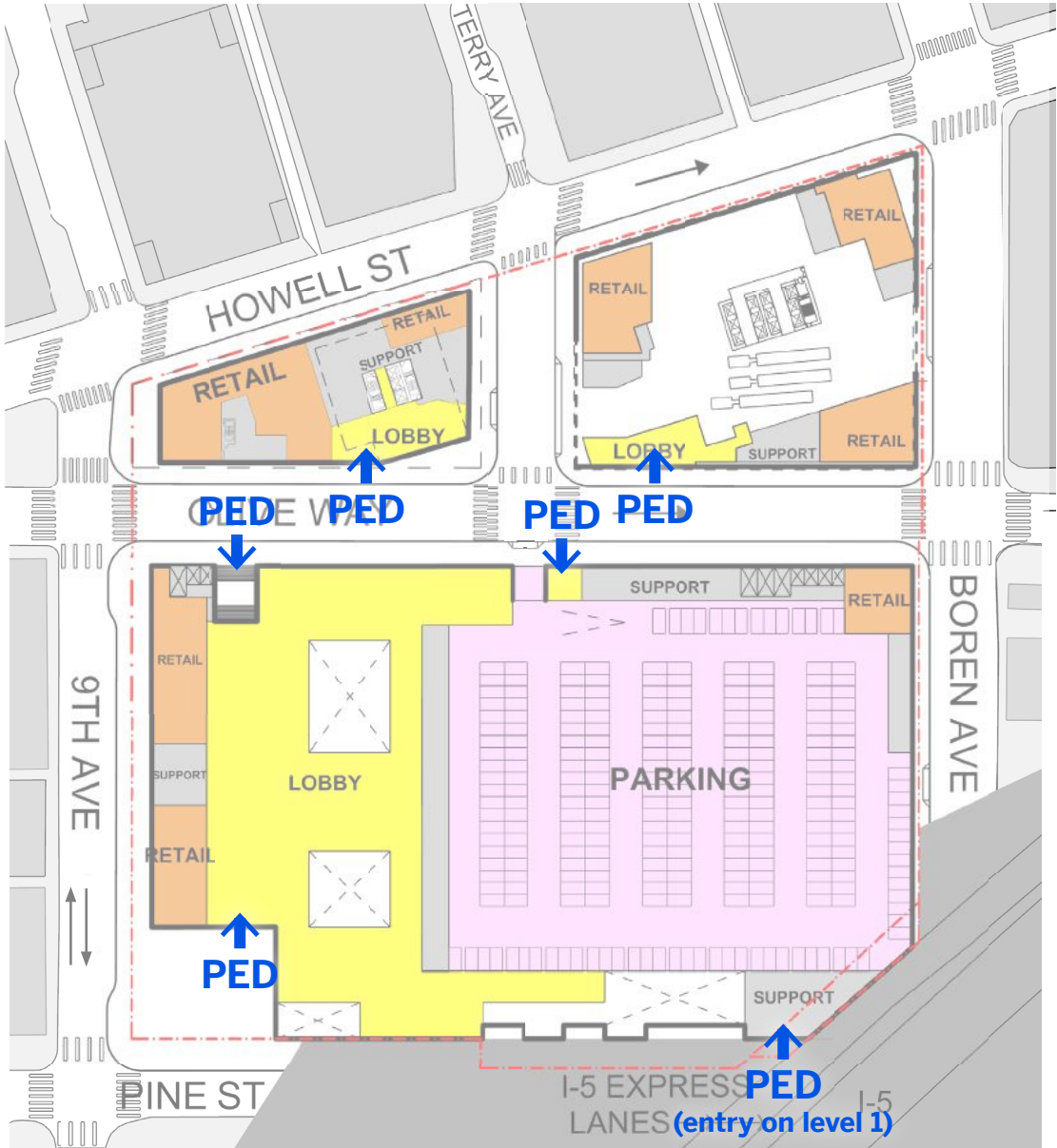
CIRCULATION & ACCESS

PEDESTRIAN ACCESS

WITHOUT VACATIONS



WITH VACATIONS

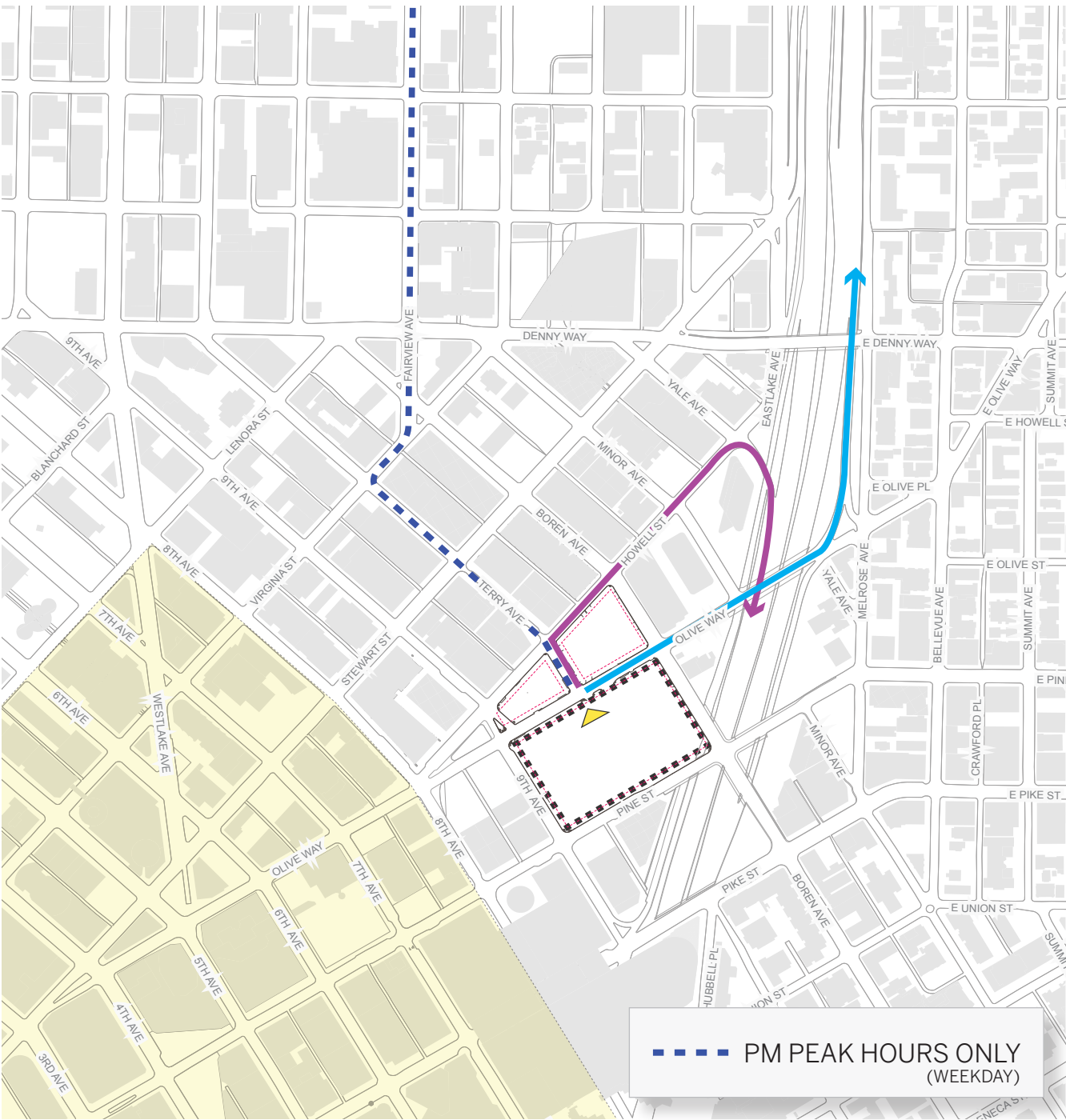


NOTE
RETAIL WILL HAVE OWN
SEPERATE ACCESS POINTS

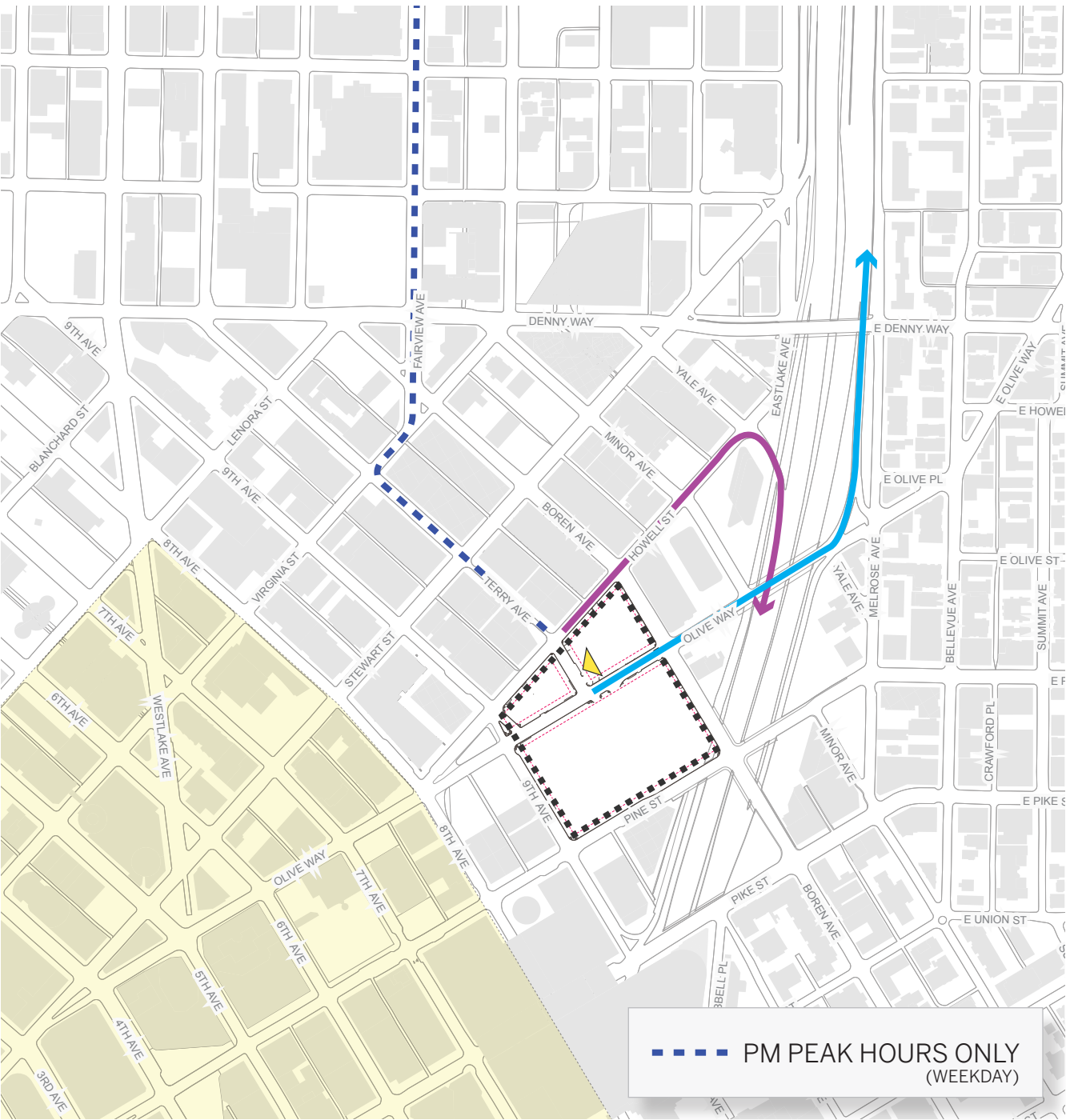
CIRCULATION & ACCESS

OUTBOUND

WITHOUT VACATIONS



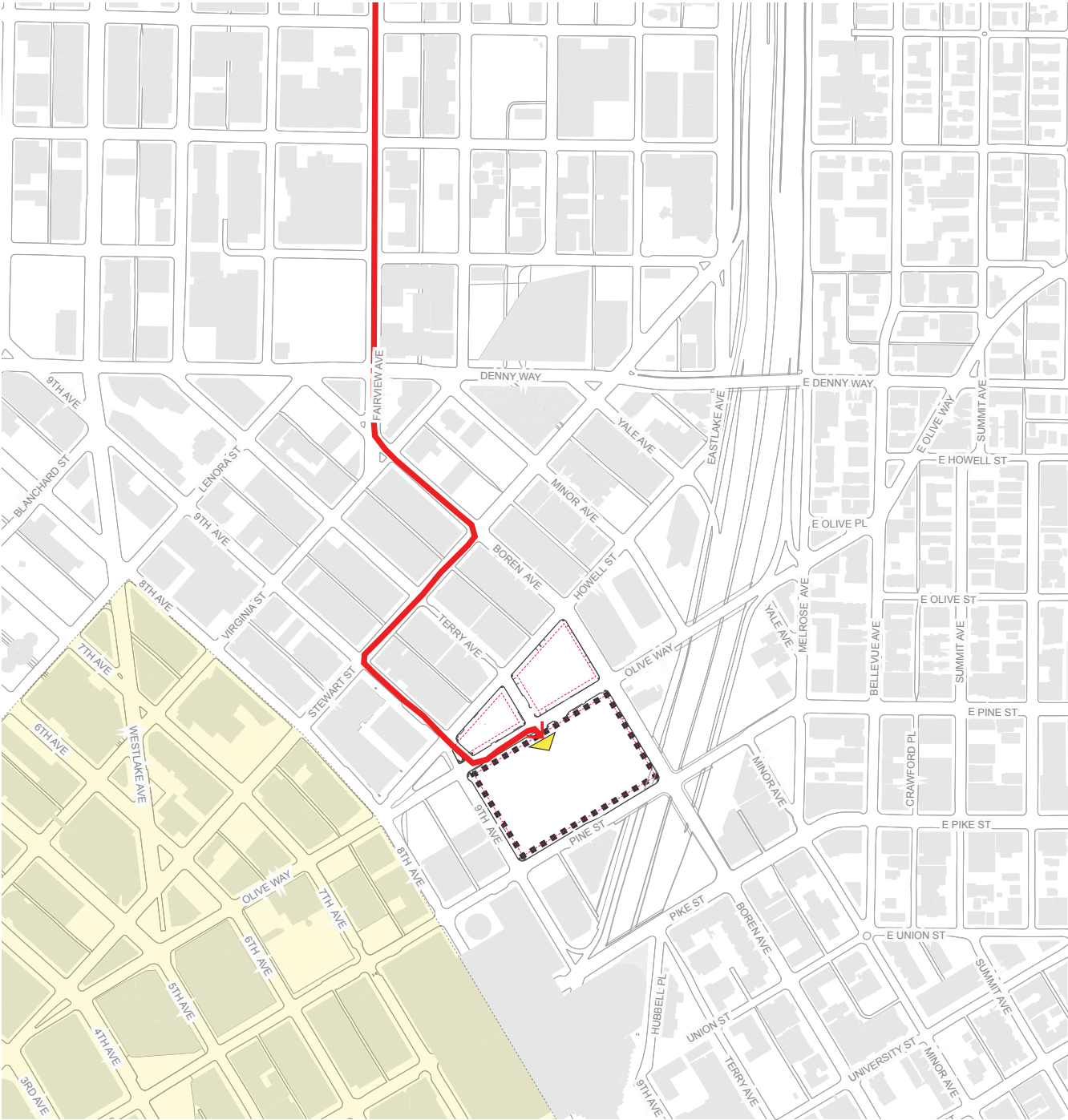
WITH VACATIONS



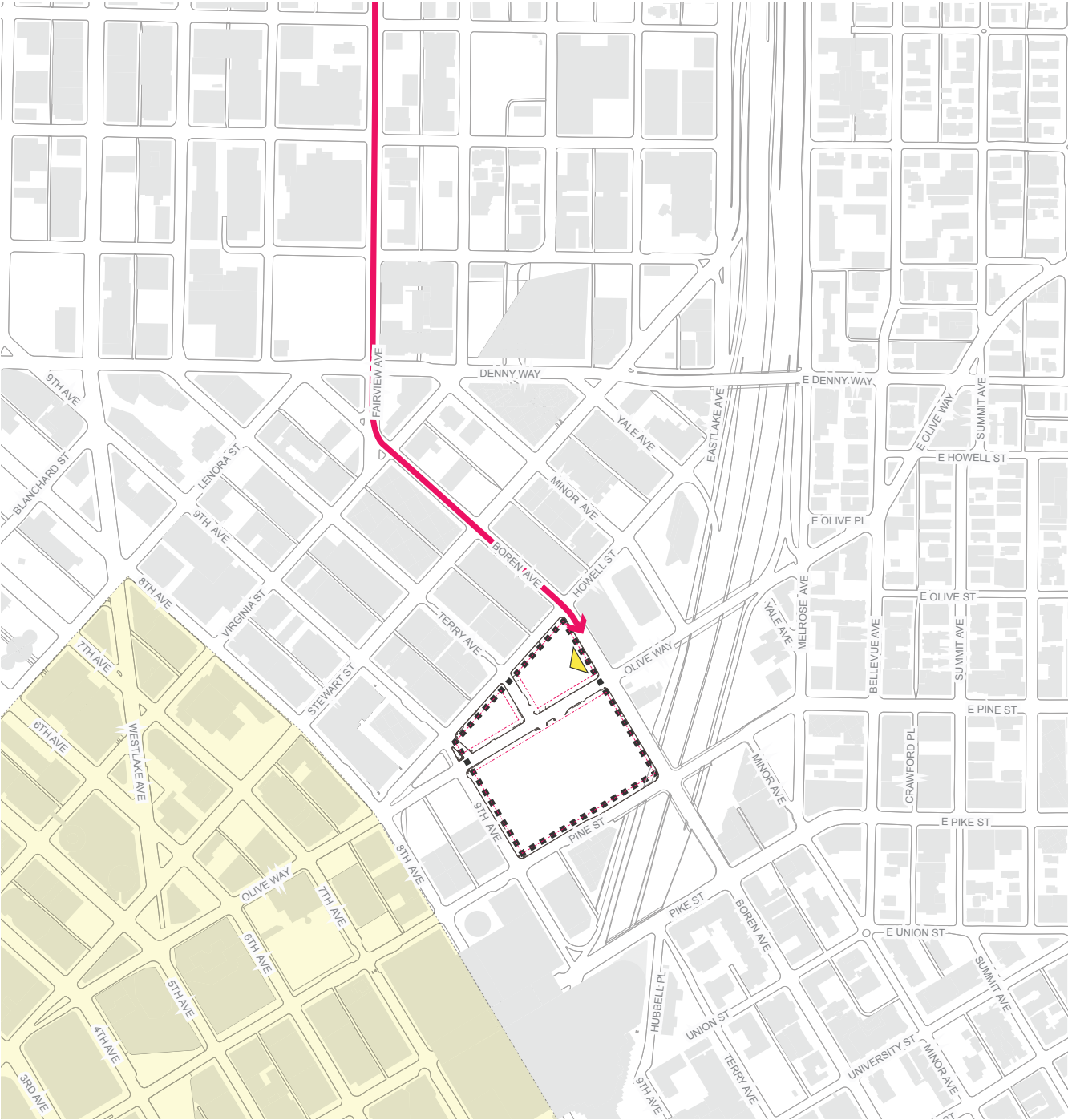
CIRCULATION & ACCESS

INBOUND

WITHOUT VACATIONS



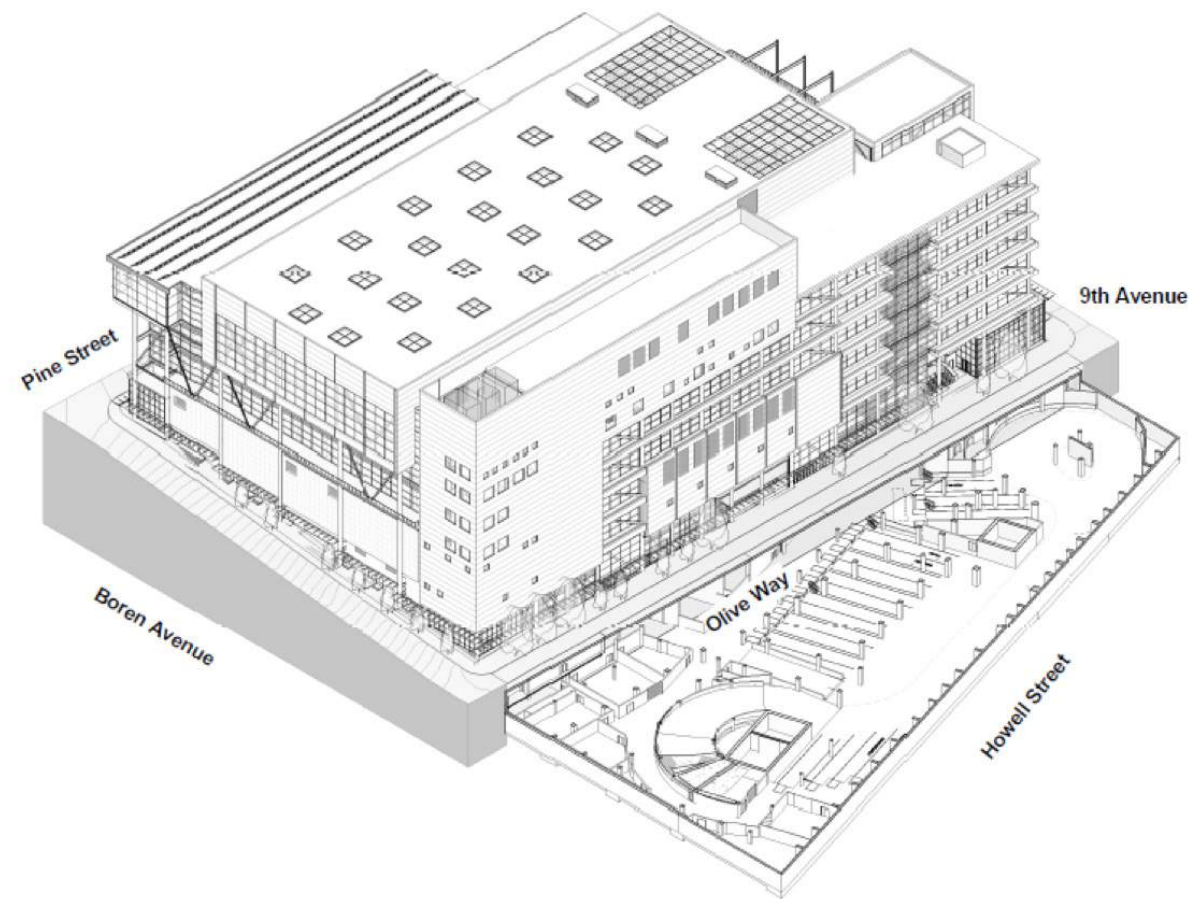
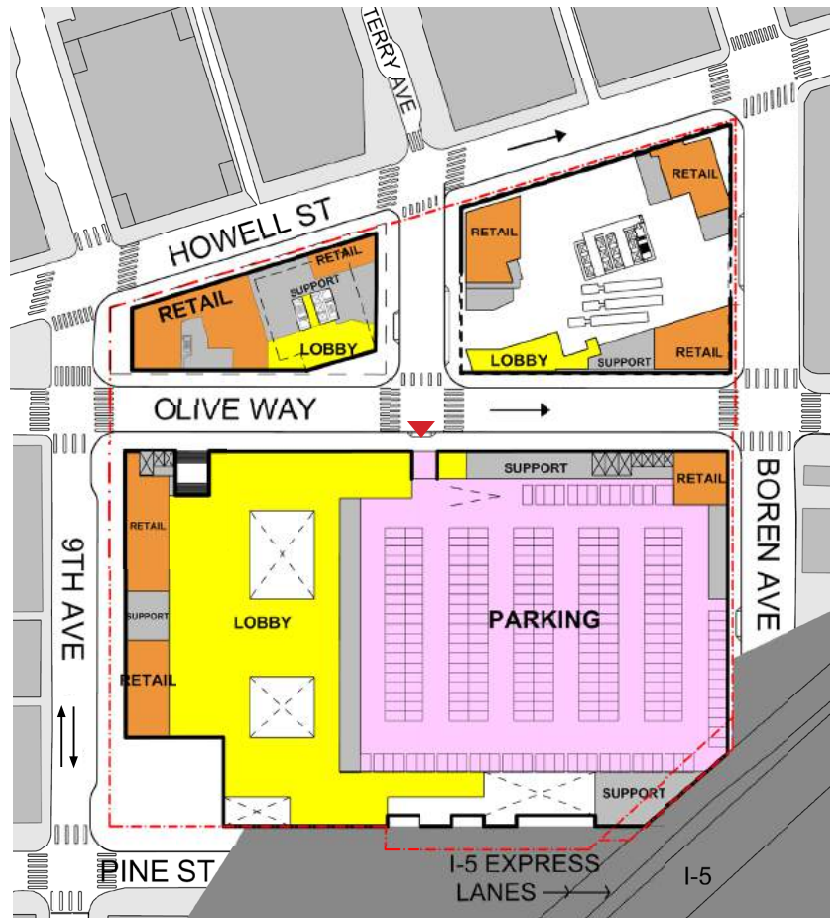
WITH VACATIONS



CONSTRUCTION IMPACTS WITH VACATIONS

CONSTRUCTION IMPACTS WITH VACATIONS

SUBTERRANEAN OLIVE WAY MITIGATION



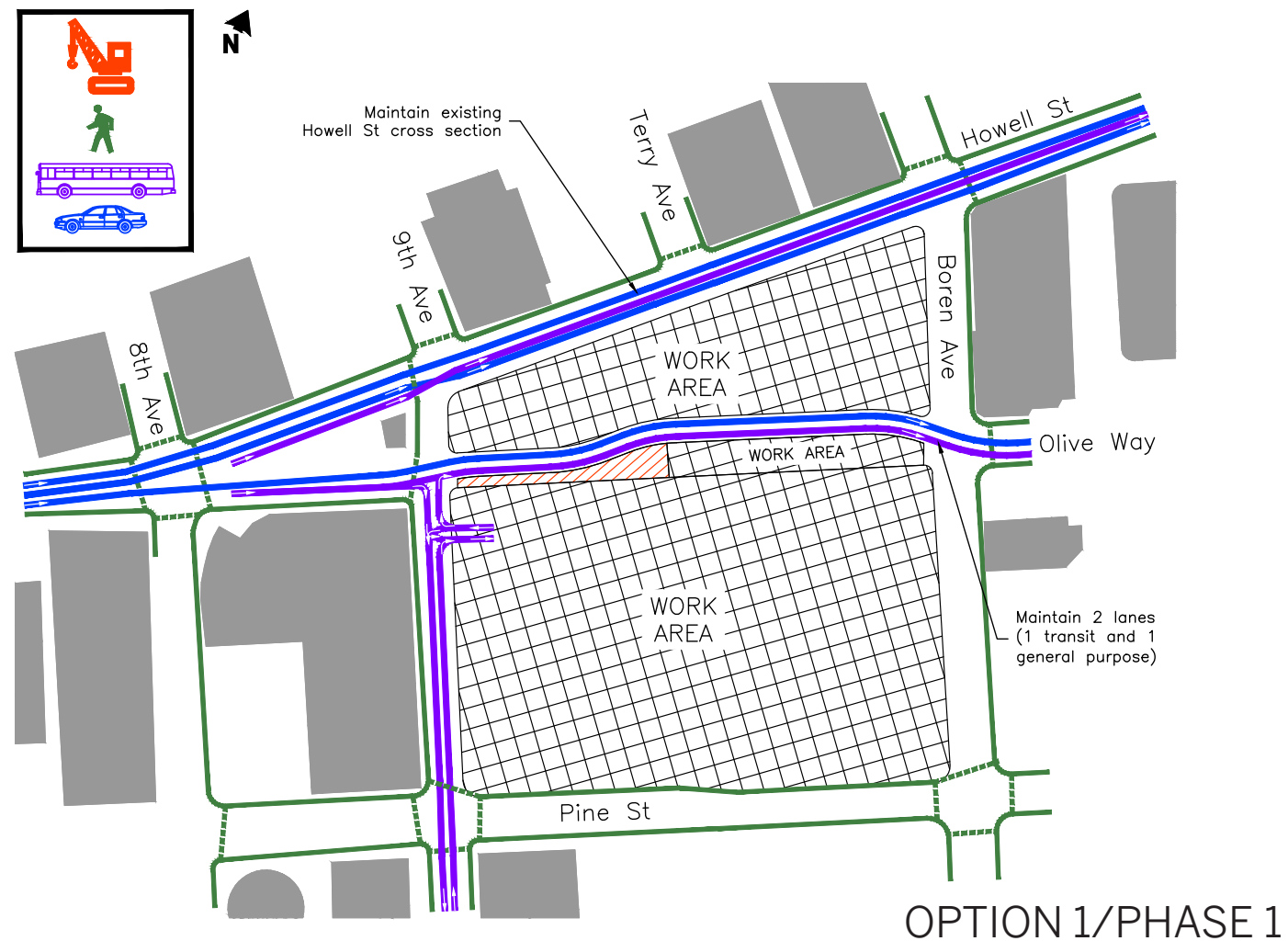
- Olive Way Impacted by Construction of Project
- Construction Mitigation Elements
 1. DEIS evaluated 3 options for the temporary Olive Way Configuration

2. Implementation of a Construction Management Plan
 - Pedestrian Circulation
 - Truck Routes
 - Transit Facilities
 - Work Hours

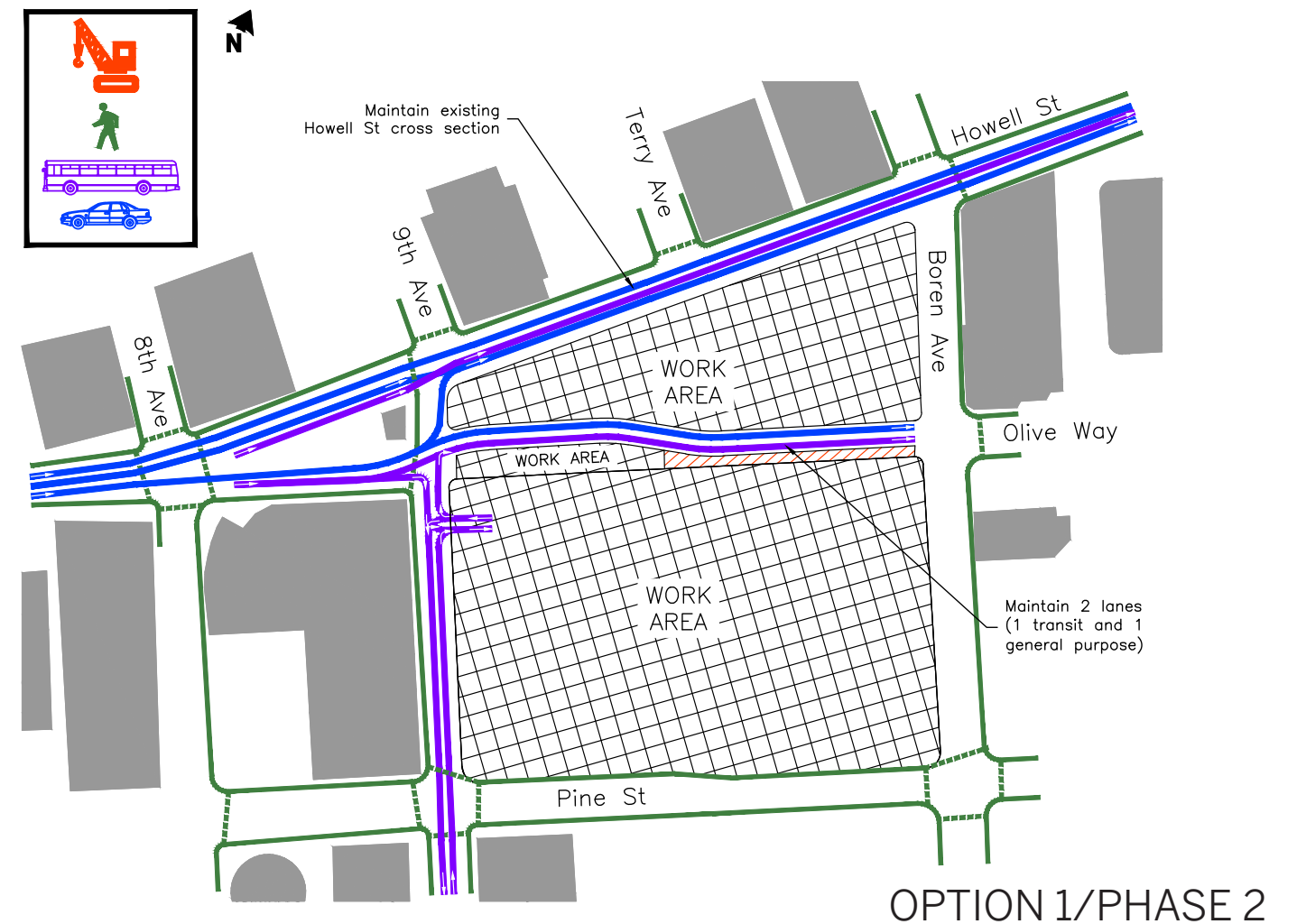
CONSTRUCTION IMPACTS WITH VACATIONS

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

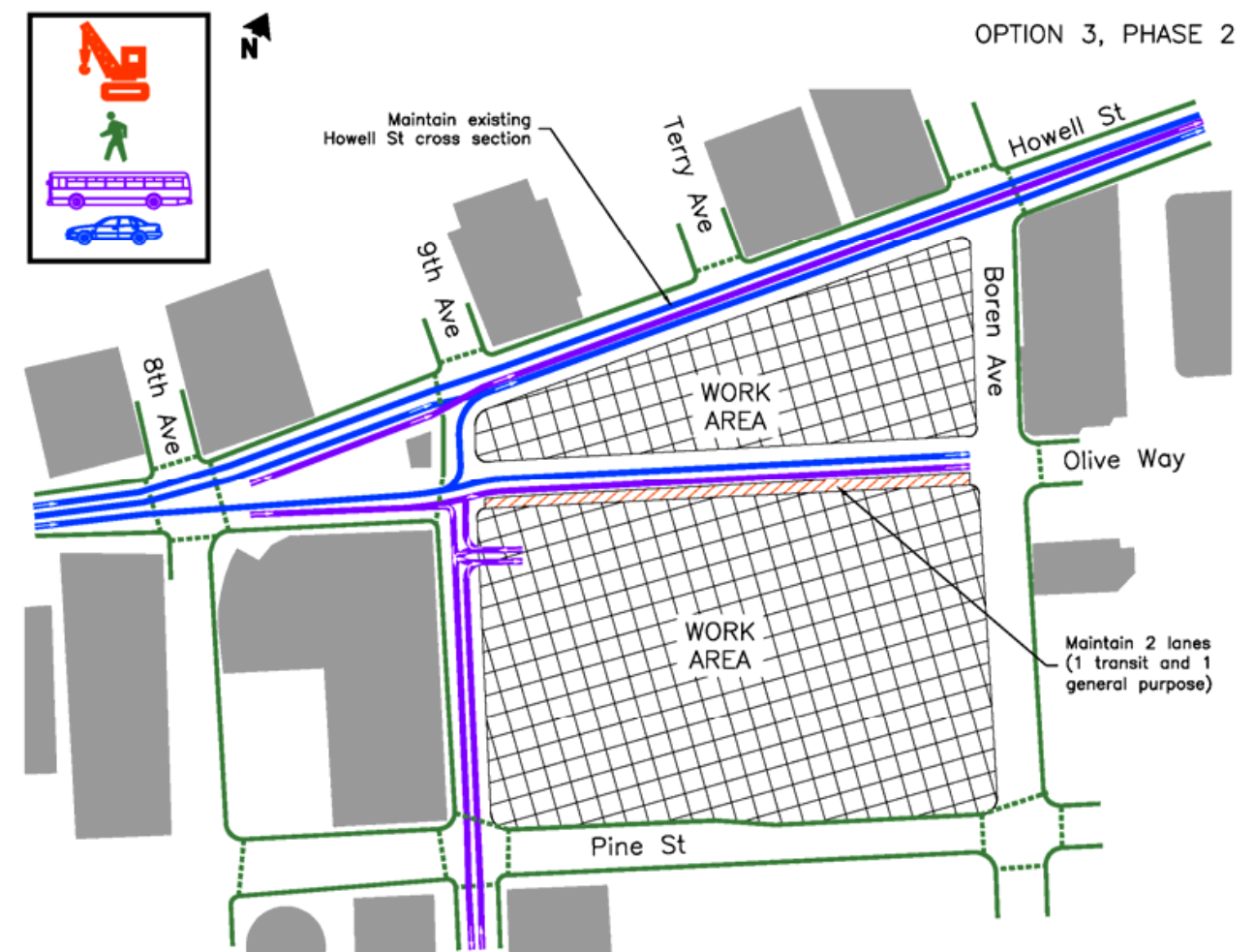
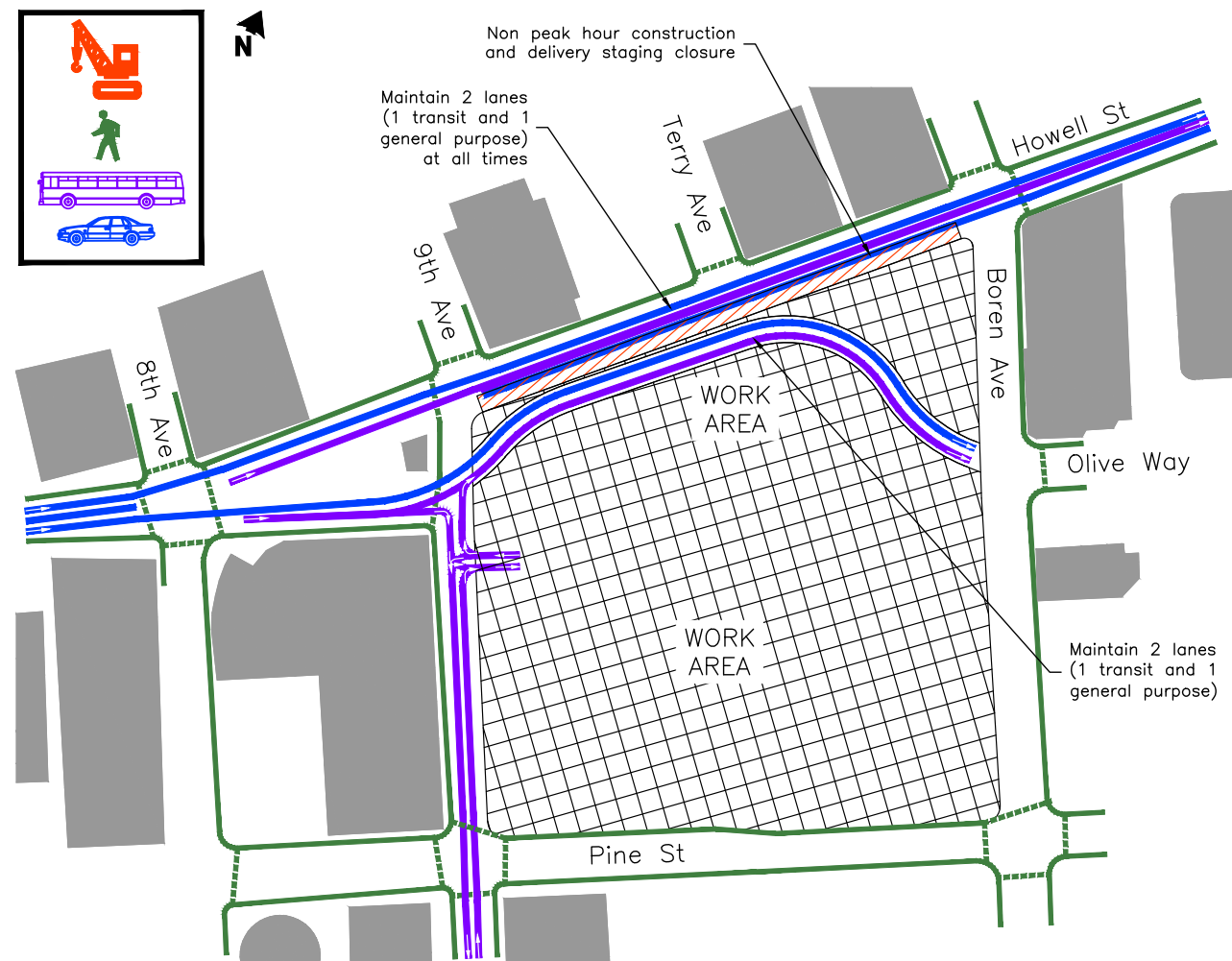


Figure 3.18-8 Olive Way Reroute via Howell Street, Phase 2

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 REROUT; 1 NEW LANE REPLACES SIDEWALK ON THE SOUTH SIDE BETWEEN 9TH AVE & BOREN AVE

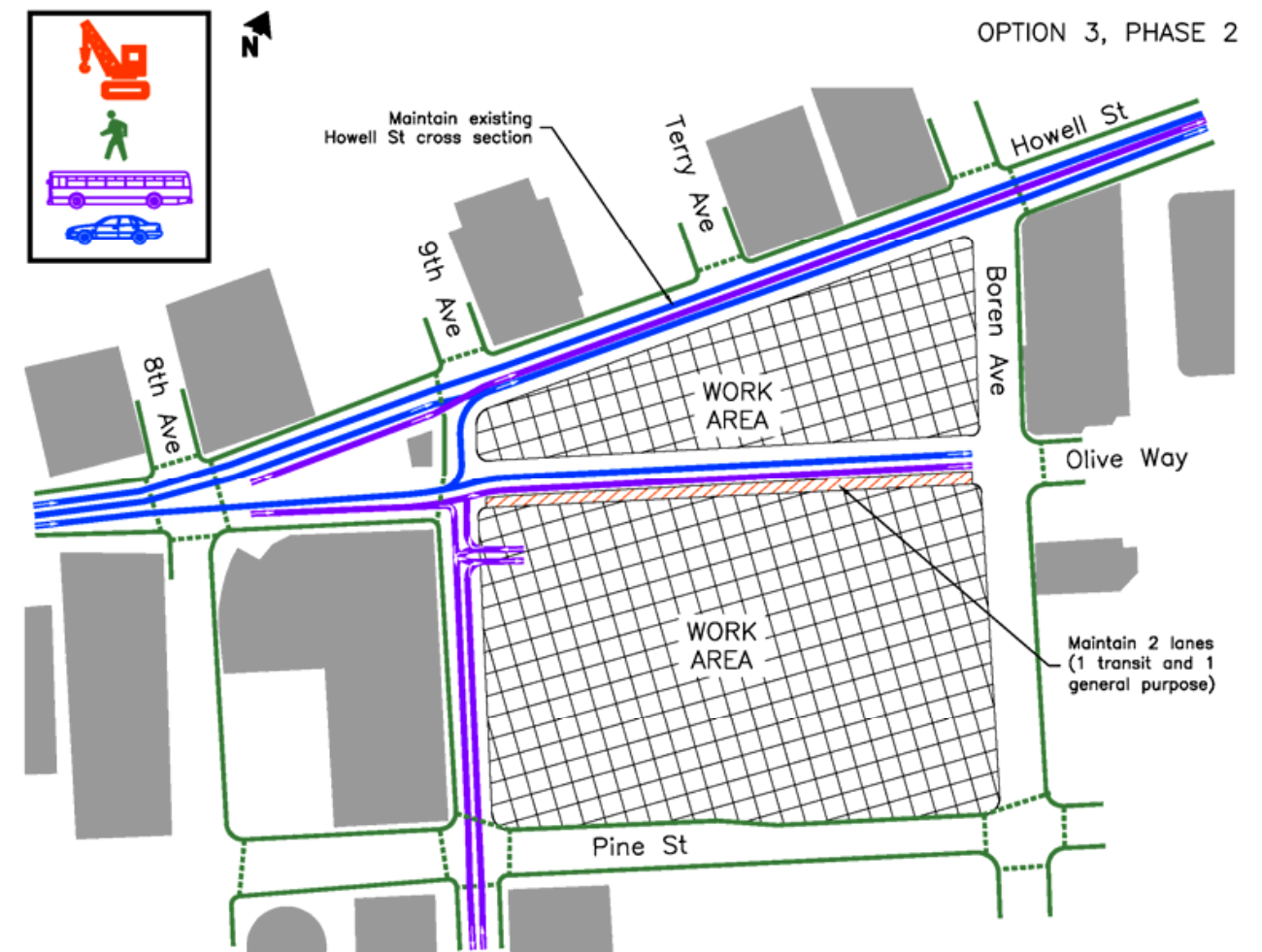
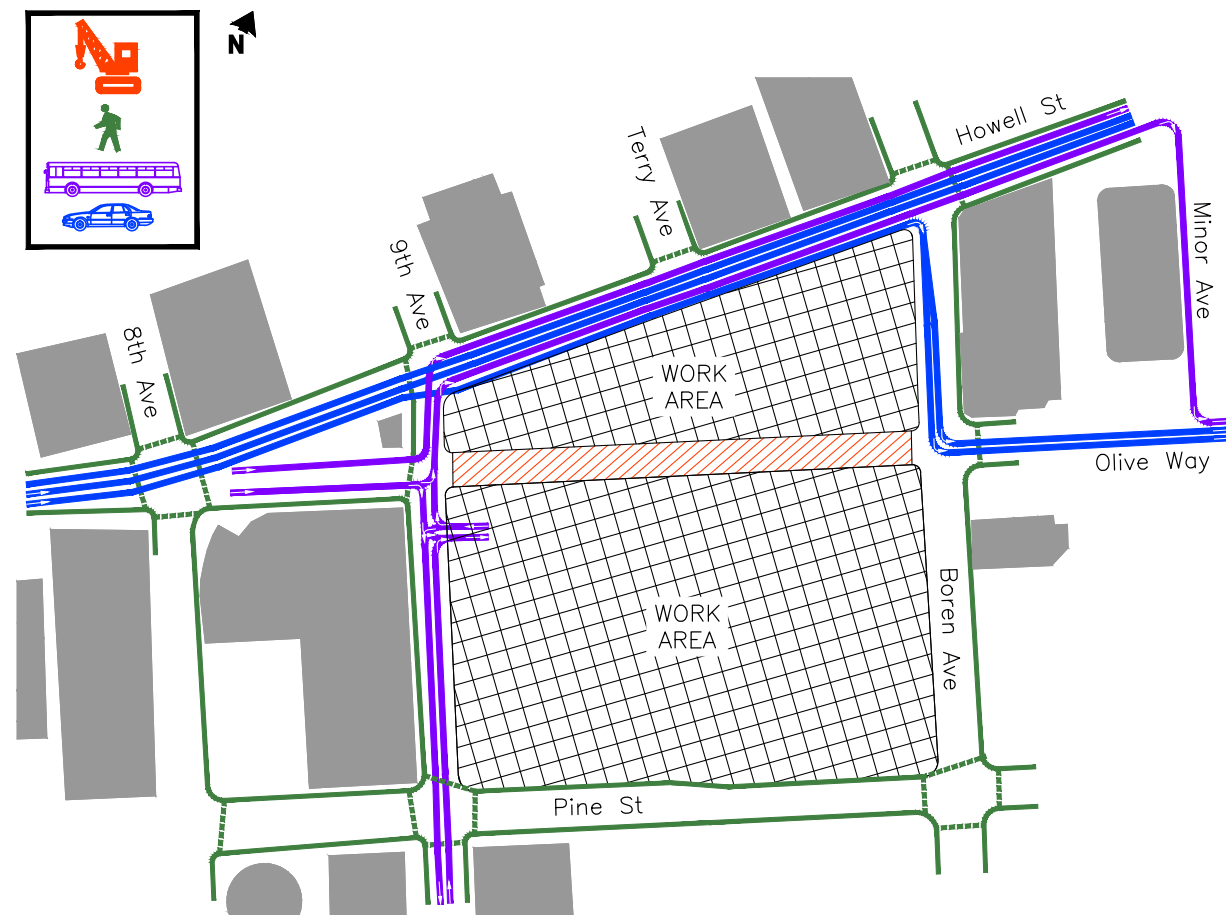


Figure 3.18-8 Olive Way Reroute via Howell Street, Phase 2

An aerial, semi-transparent view of a modern city skyline. The central focus is a large, multi-story building with a glass facade, revealing a crowded interior with people. To the left, a tall building features a glowing 'Grand' sign. In the bottom right corner, a vertical sign reads 'HOTEL'. The text 'THANK YOU' is prominently displayed in the center of the image.

THANK YOU